DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	1	392
		TRUCKERS DR. - HOWARD NICKELL RD. (FAYETTEVILLE) (S)				

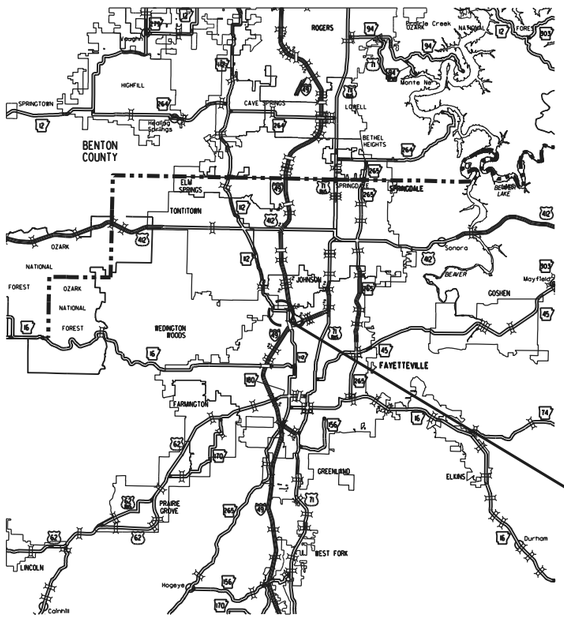
ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

TRUCKERS DR. - HOWARD NICKELL RD. (FAYETTEVILLE) (S)

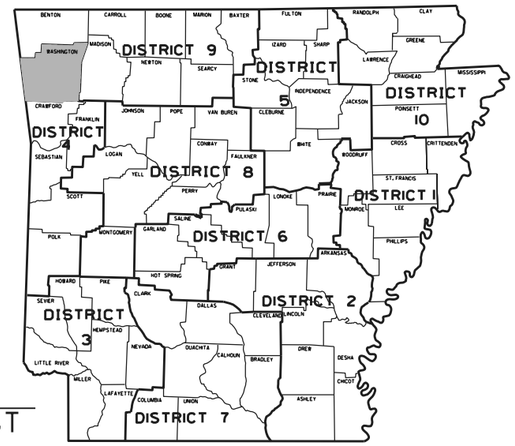
WASHINGTON COUNTY
ROUTE 112 SECTION 1

JOB 040746

FED. AID PROJ. CMF-STPU-TAPLC-TAPU-9142(48) & 9030



VICINITY MAP



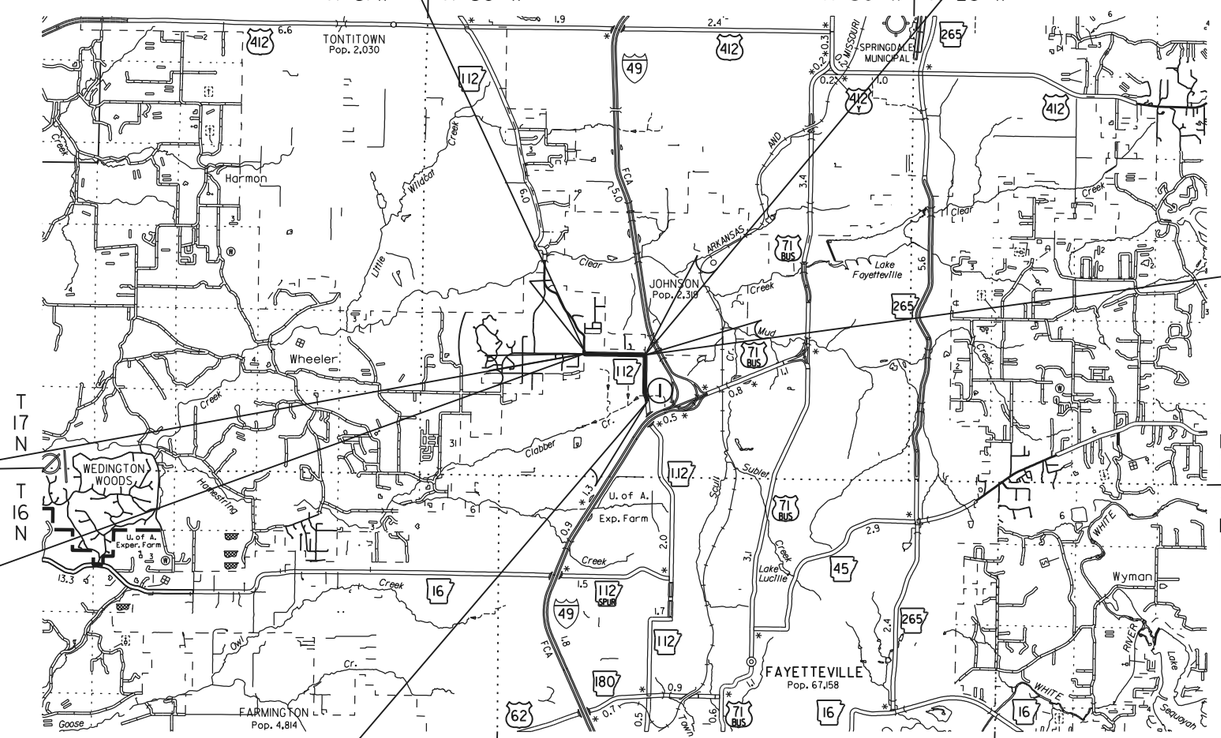
ARK. HWY. DIST. NO. 4

PROJECT AREA

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

NOT TO SCALE



STRUCTURES OVER 20'-0" SPAN

(1) STA. 106+53 IN PLACE
DBL. 72" X 48" X 60' C.M. ARCH PIPE
REMOVE AND CONSTRUCT
QUAD. 8' X 5' X 126' R.C. BOX CULVERT
ON 15° LT. FWD. SKEW
W/ 3:1 WINGS LT. AND RT.
BURIED 1'-0" BELOW FLOW LINE
AND CONSTRUCT 0'-6" DITCH GRADE
ALONG LENGTH OF BOX
SPAN = 35'-0"
D.A. = 470 ACRES, Q50 = 820 CFS

STA. 133+02.18
END HWY. 112 NORTH

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 238+21.01
END HWY. 112 WEST

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

DESIGN TRAFFIC DATA

DESIGN YEAR	2045
2025 ADT	9900
2045 ADT	13000
2045 DHV	1430
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	5%
DESIGN SPEED	45 MPH

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 36°06'32"	N 36°07'03"	N 36°07'10"
LONGITUDE	W 94°10'49"	W 94°11'00"	W 94°11'38"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	7590.28	FEET OR	1.438	MILES
NET . . ROADWAY	7555.28	.	1.431	MILES
NET . . BRIDGES	35.00	.	0.007	MILES
NET . . PROJECT	7590.28	.	1.438	MILES

APPROVED

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12547
JESSIE XU JONES

Date: 2025.08.13 19:11:04-05'00'

CHIEF ENGINEER - PRECONSTRUCTION

JB44269 7/30/2025
R040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	2	392
		INDEX OF SHEETS & STANDARD DRAWINGS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS
4	GENERAL NOTES
5 - 18	TYPICAL SECTIONS OF IMPROVEMENT
19 - 53	SPECIAL DETAILS
54 - 83	TEMPORARY EROSION CONTROL DETAILS
84 - 126	MAINTENANCE OF TRAFFIC DETAILS
127 - 138	PERMANENT PAVEMENT MARKING DETAILS
139 - 149	QUANTITIES
150 - 152	SUMMARY OF QUANTITIES AND REVISIONS
153 - 169	SURVEY CONTROL DETAILS
170 - 193	PLAN AND PROFILE SHEETS
194	SUMMARY OF TRAFFIC SIGNAL QUANTITIES
195	TRAFFIC SIGNAL NOTES
196	TRAFFIC SIGNAL STREET NAME SIGNS
197	GROUNDING ARRAY DETAIL
198	PEDESTRIAN SIGNAL DETAILS
199	TRAFFIC SIGNAL QUANTITIES - TRUCKERS DRIVE
200 - 211	SIGNALIZATION PLAN SHEETS
212	TRAFFIC SIGNAL QUANTITIES - VAN ASCHE DRIVE
213	SIGNING QUANTITIES AND SIGNING SUMMARY OF QUANTITIES
214 - 218	SIGN PLACEMENT SHEETS
219 - 221	STANDARD SIGN ASSEMBLIES
222	ILLUMINATION NOTES AND SUMMARY OF LIGHTING QUANTITIES
223 - 225	ILLUMINATION LAYOUT AND QUANTITIES
226 - 228	ILLUMINATION TABLES
229 - 236	ILLUMINATION DETAILS
237	SUMMARY OF UTILITY QUANTITIES & INDEX
238 - 309	UTILITY RELOCATION
310 - 392	CROSS SECTIONS

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

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	05-22-25
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
FPC-9S	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	07-26-12
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
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
SD-3	SPAN WIRE ASSEMBLY STEEL POLE	02-13-24
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	02-13-24
SD-7	SPAN WIRE ASSEMBLY WOOD POLE	02-13-24
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	02-13-24
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	07-25-19
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	05-19-22
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	09-12-13
SI-1	DETAILS OF SPECIAL ITEMS	10-25-18
SI-2	REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)	05-14-20
SI-3	CONCRETE WALK (TYPE SPECIAL)	11-05-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
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
TC-6	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
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

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-25		6	ARK.	040746	3	392
10-01-25		GOVERNING SPECIFICATIONS				

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
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM - JOB 040746
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
102-3	PREQUALIFICATION OF BIDDERS
103-2	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
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
409-2	ASPHALT LABORATORY FACILITY
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
416-1	RECYCLED ASPHALT PAVEMENT
501-3	PORTLAND CEMENT CONCRETE PAVEMENT
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
619-1	FENCES
620-1	MULCH COVER
621-1	FILTER SOCKS
632-1	CONCRETE ISLAND
633-1	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1	CURBING
637-1	MAILBOXES
700-2	TRAFFIC CONTROL FACILITIES
723-1	GENERAL REQUIREMENTS FOR SIGNS
800-1	STRUCTURES
802-5	CONCRETE FOR STRUCTURES
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 040746	ACCESSIBLE PEDESTRIAN SIGNAL (APS)
JOB 040746	ACTUATED CONTROLLER
JOB 040746	AIRPORT CLEARANCE REQUIREMENTS
JOB 040746	ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)
JOB 040746	ASPHALT MIXTURES WITH PG 76-22 BINDER
JOB 040746	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 040746	BIDDING REQUIREMENTS AND CONDITIONS
JOB 040746	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 040746	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 040746	CABINET DRAWER ASSEMBLY
JOB 040746	CARGO PREFERENCE ACT REQUIREMENTS
JOB 040746	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB 040746	COLD MILLING – COUNTY PROPERTY
JOB 040746	CONCRETE PULL BOX
JOB 040746	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 040746	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 040746	DELAY IN RIGHT OF WAY OCCUPANCY
JOB 040746	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 040746	DESIGN OF ASPHALT MIXTURES - AGGREGATES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
10/03/2025

GOVERNING SPECIFICATIONS - CONTINUED

JOB 040746	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 040746	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 040746	ELECTRICAL CONDUCTORS FOR LUMINAIRES (TRAFFIC SIGNAL)
JOB 040746	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 040746	ELECTRICAL CONDUCTORS-IN-CONDUIT (TRAFFIC SIGNAL)
JOB 040746	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 040746	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 040746	LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB 040746	LED ROADWAY ILLUMINATION POLE
JOB 040746	LED TRAFFIC SIGNAL HEAD
JOB 040746	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 040746	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 040746	LONGITUDINAL TINING
JOB 040746	MAINTENANCE OF TRAFFIC
JOB 040746	MANDATORY ELECTRONIC CONTRACT
JOB 040746	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 040746	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 040746	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT
JOB 040746	PARTNERING REQUIREMENTS
JOB 040746	PCC PAVEMENT SURFACE SMOOTHNESS (IRI)
JOB 040746	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB 040746	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 040746	PLASTIC PIPE
JOB 040746	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 040746	PRICE ADJUSTMENT FOR FUEL
JOB 040746	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 040746	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB 040746	PVC COATED GALVANIZED STEEL CONDUIT
JOB 040746	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 040746	RETROREFLECTIVE BACKPLATES
JOB 040746	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 040746	SHORING
JOB 040746	SHORING FOR CULVERTS
JOB 040746	SITE USE (A+B+C METHOD) – CALENDAR DAY CONTRACT
JOB 040746	SOIL STABILIZATION
JOB 040746	STORM WATER POLLUTION PREVENTION PLAN
JOB 040746	STREET NAME SIGN (MAST ARM MOUNTED)
JOB 040746	SUBMERSIBLE LUMINAIRE
JOB 040746	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 040746	SYSTEM LOCAL CONTROLLER
JOB 040746	TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)
JOB 040746	UTILITY ADJUSTMENTS
JOB 040746	UTILITY RELOCATIONS
JOB 040746	VALUE ENGINEERING
JOB 040746	VIDEO DETECTION SYSTEM
JOB 040746	WARM MIX ASPHALT
JOB 040746	WATER POLLUTION CONTROL

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	4	392
		GENERAL NOTES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

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.

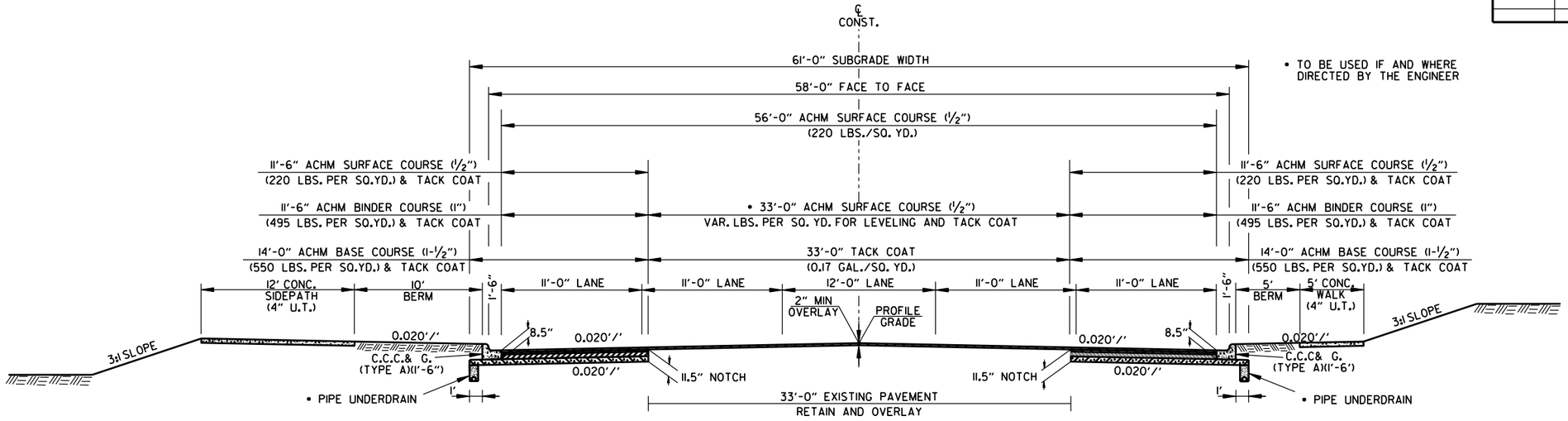
10. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO 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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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	5	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



HWY. 112
NOTCH AND WIDEN - 33' EXISTING PAVEMENT
STA. 102+22.91 TO STA. 105+90.00

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

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

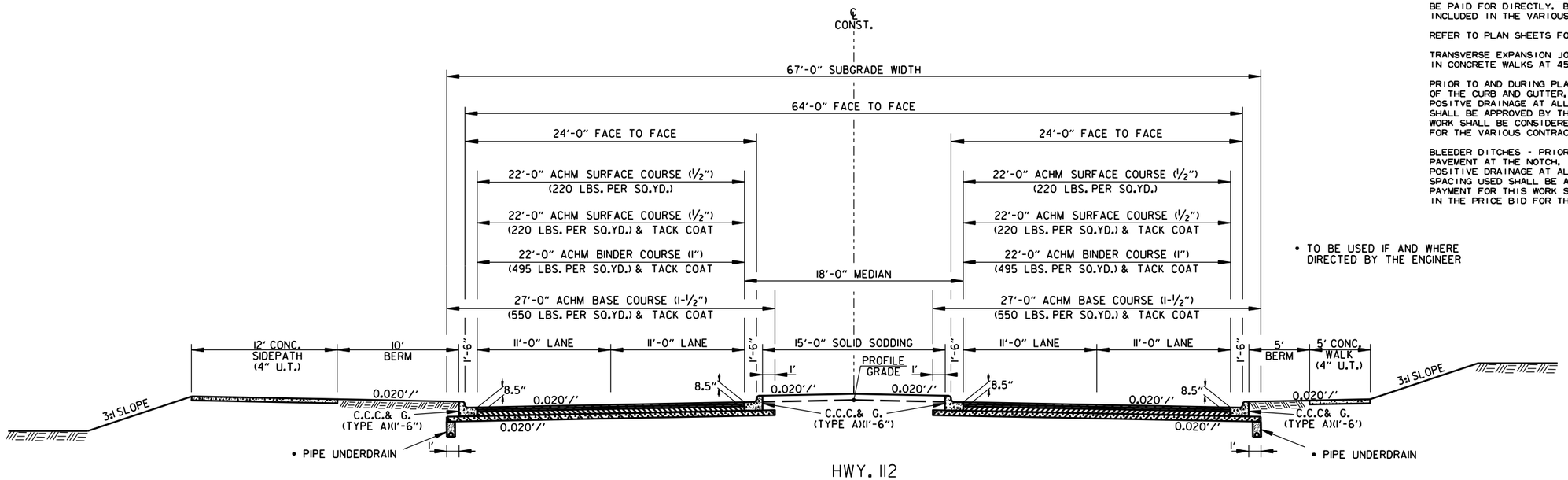
ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED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

REFER TO PLAN SHEETS FOR SIDEWALK LOCATIONS.

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

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.

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



HWY. 112
64' FACE-FACE C.C.C.&G. & 18' RAISED MEDIAN
FULL DEPTH
STA. 105+90.00 TO STA. 111+55.83
STA. 113+33.83 TO STA. 114+80.00
STA. 127+00.00 TO STA. 131+92.18
STA. 200+90.00 TO STA. 207+74.70
STA. 214+94.70 TO STA. 220+98.19

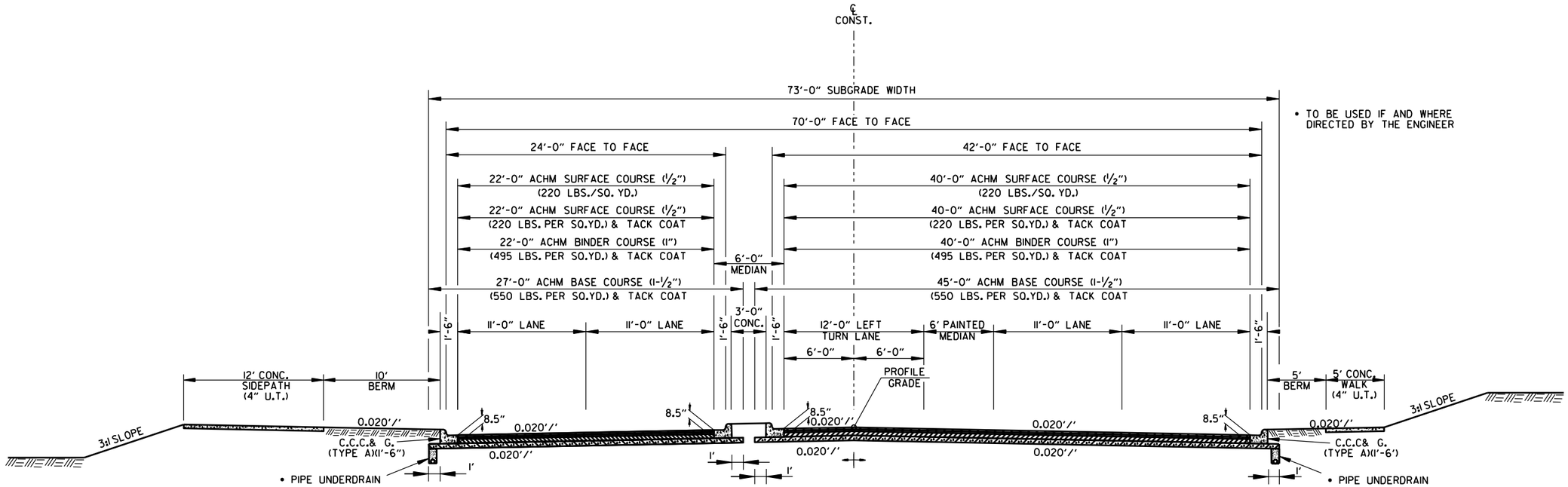
TYPICAL SECTIONS OF IMPROVEMENT

JB44269 8/13/2025
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	6	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

HWY. 112
TYPICAL SECTION OF IMPROVEMENT
70' FACE-FACE C.C.C.&G. MEDIAN BREAK
FULL DEPTH
STA. 114+80.00 TO STA. 118+85.00

NOTE: LEFT TURN LANE SHOWN FOR RT. SIDE.
REVERSE FOR LEFT TURN LANE ON LT. SIDE.

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

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.

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

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITVE 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.

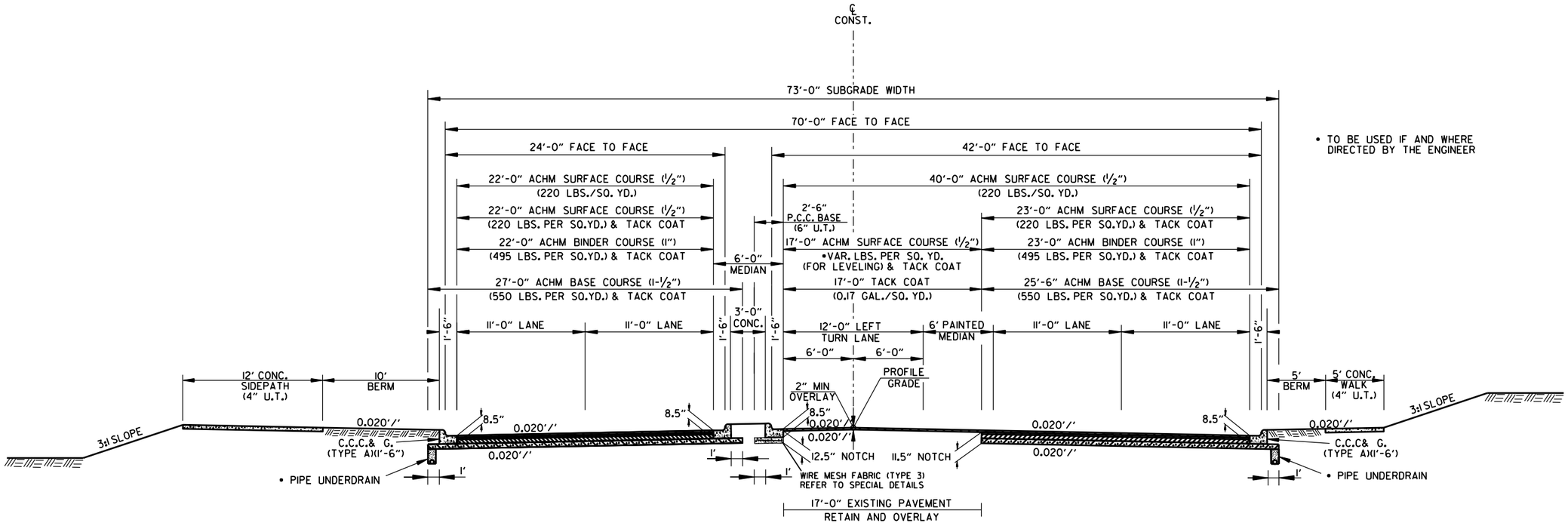
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	7	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

HWY. 112
TYPICAL SECTION OF IMPROVEMENT
70' FACE-FACE C.C.C.&G. MEDIAN BREAK
NOTCH & WIDEN
STA. 118+85.00 TO STA. 122+40.00

NOTE: LEFT TURN LANE SHOWN FOR RT. SIDE.
REVERSE FOR LEFT TURN LANE ON LT. SIDE.

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

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

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.

REFER TO PLAN SHEETS FOR SIDEWALK LOCATIONS.

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

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.

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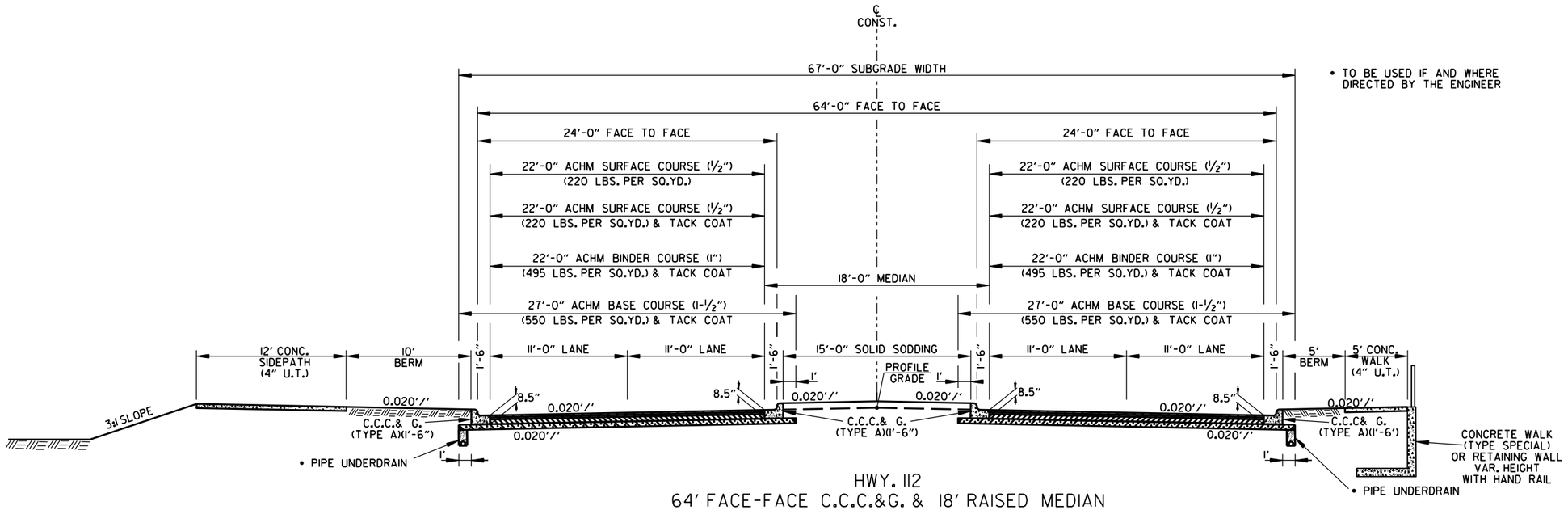
JB44269 8/13/2025
RO40746.DGN MicroStation v8.11.9.578

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	8	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

HWY. 112
64' FACE-FACE C.C.C.&G. & 18' RAISED MEDIAN
FULL DEPTH WITH CONCRETE WALK (TYPE SPECIAL)
OR RETAINING WALL WITH HAND RAIL
STA. 122+40.00 TO STA. 127+00.00
STA. 228+18.19 TO STA. 237+31.01
STA 300+90.00 TO STA. 302+72.78

NOTES:
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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.

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

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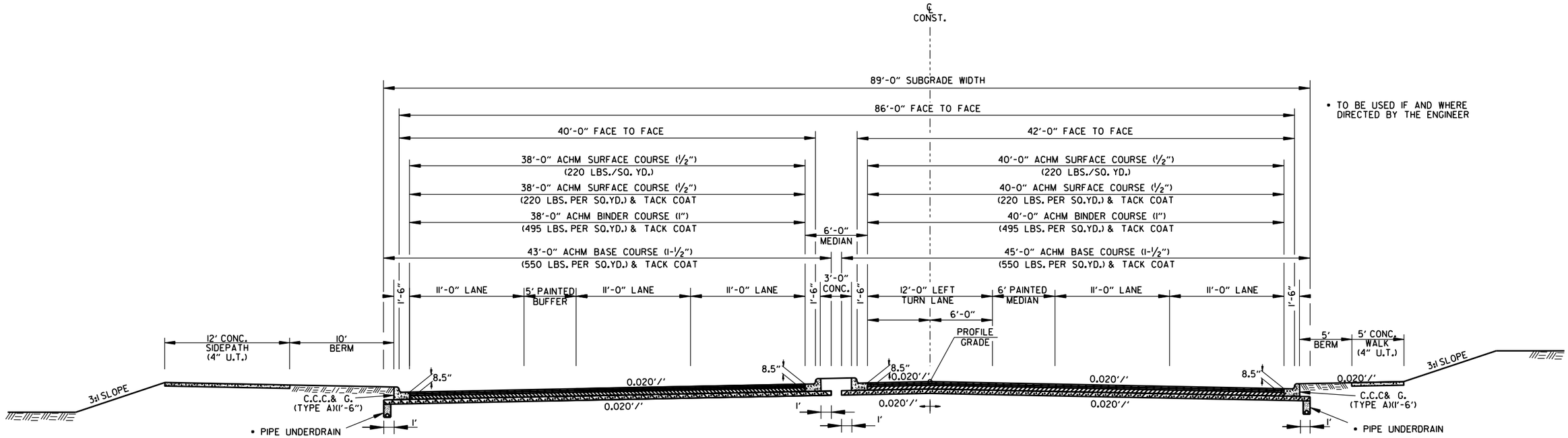
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	9	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



- TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

HWY. 112
TYPICAL SECTION OF IMPROVEMENT
86' FACE-FACE C.C.C.&G. MEDIAN BREAK
FULL DEPTH
STA. 207+74.70 TO STA. 214+94.70
STA. 220+98.19 TO STA. 224+70.00

NOTE: LEFT TURN LANE SHOWN FOR RT. SIDE.
REVERSE FOR LEFT TURN LANE ON LT. SIDE.

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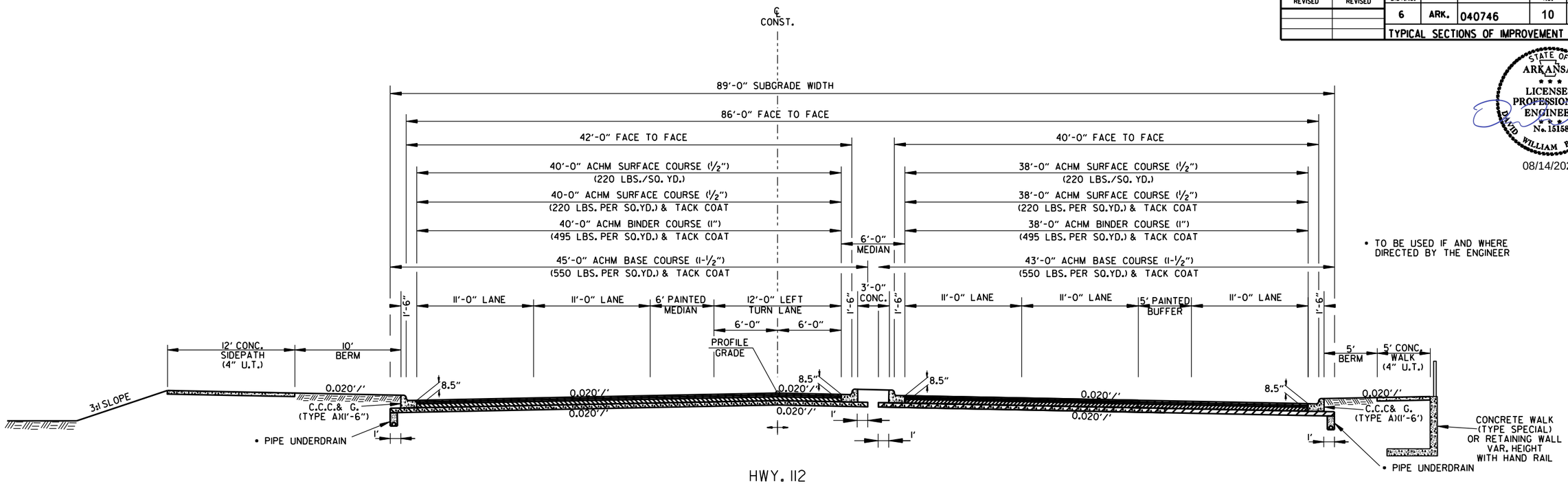
JB44269 8/13/2025
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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	10	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, JR.

08/14/2025



HWY. 112
TYPICAL SECTION OF IMPROVEMENT
86' FACE-FACE C.C.C.&G. MEDIAN BREAK
FULL DEPTH WITH CONCRETE WALK (TYPE SPECIAL)
OR RETAINING WALL WITH HAND RAIL
STA. 224+70.00 TO STA. 228+18.19

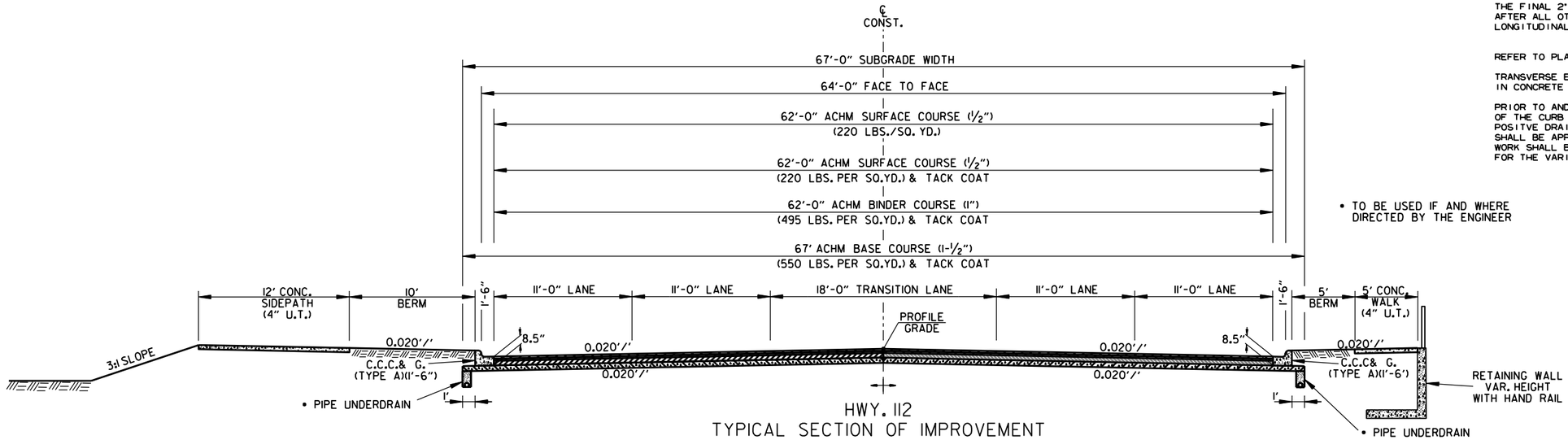
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HWY. 112
TYPICAL SECTION OF IMPROVEMENT
64' FACE-FACE C.C.C.&G. - FULL DEPTH
WITH RETAINING WALL AND HAND RAIL
STA. 302+72.78 TO STA. 303+40.00

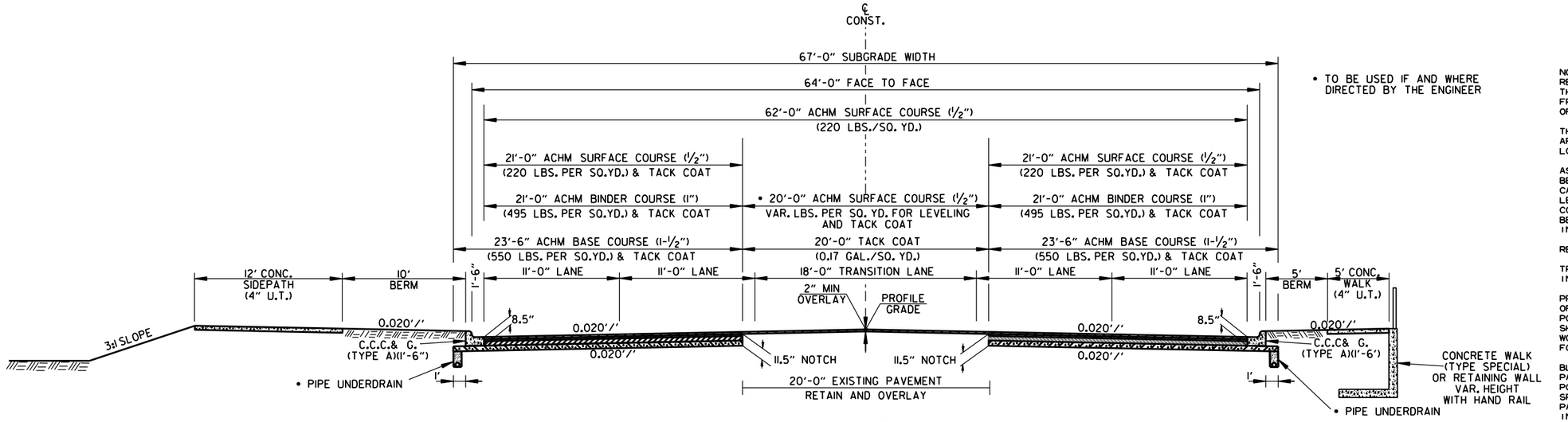
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	11	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTES:
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HWY. 112
NOTCH AND WIDEN - 22' EXISTING PAVEMENT
STA. 303+40.00 TO STA. 306+90.00

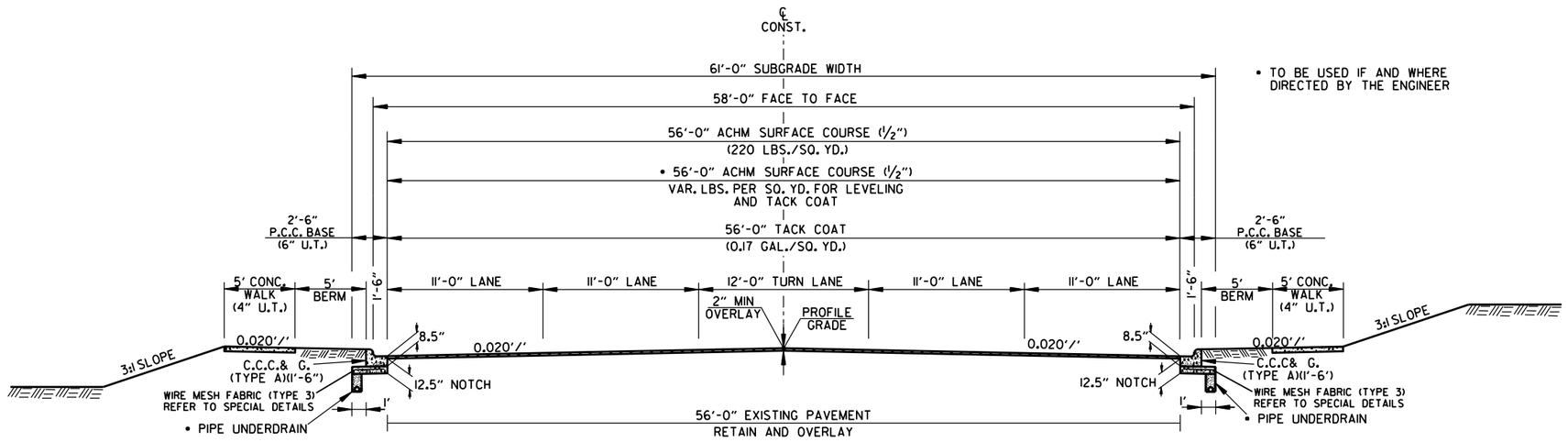
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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	12	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

VAN ASCHE
NOTCH AND WIDEN - 56' EXISTING PAVEMENT
STA. 401+40.00 TO STA. 402+10.00

NOTES:
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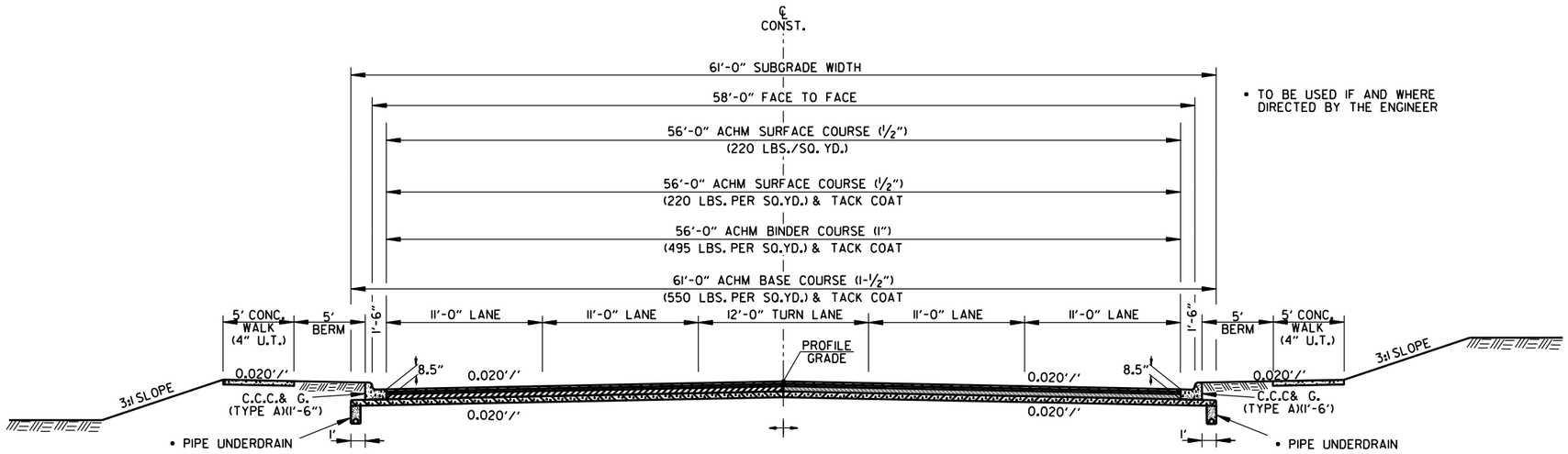
JB44269 8/13/2025
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TYPICAL SECTIONS OF IMPROVEMENT

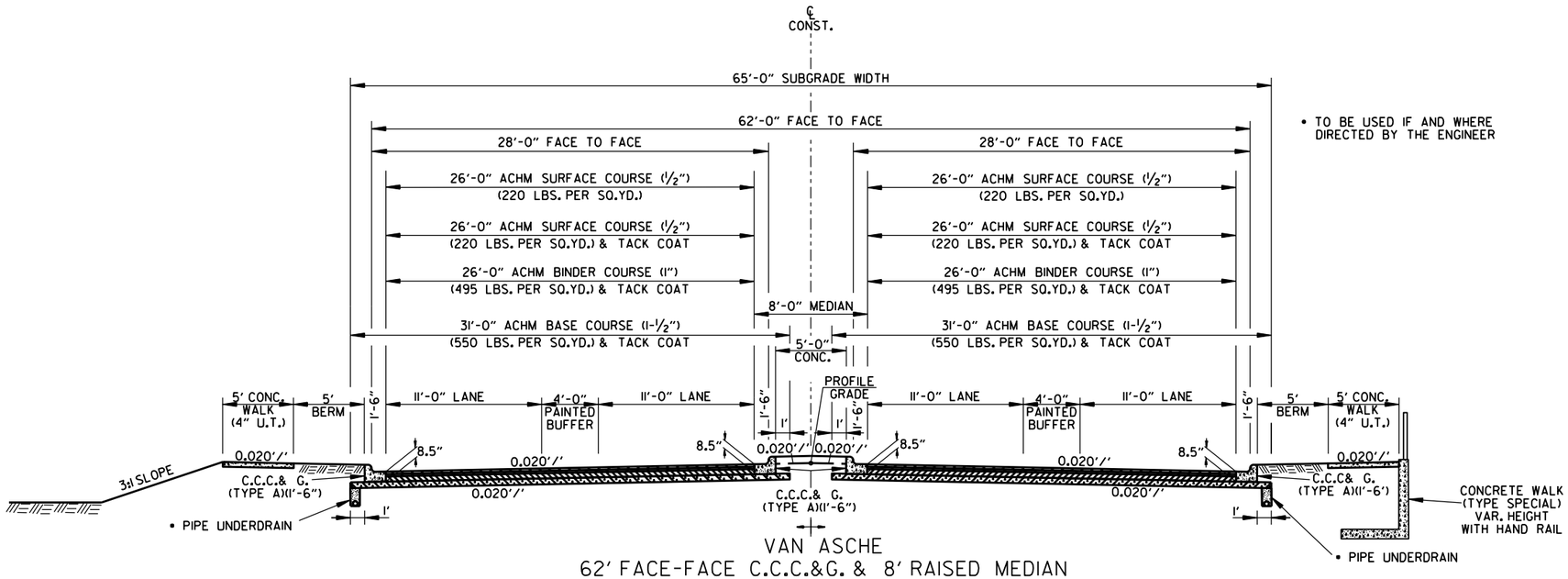
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	13	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



VAN ASCHE
56' FACE-FACE C.C.C.&G. FULL DEPTH
STA. 402+10.00 TO STA. 403+50.00



VAN ASCHE
62' FACE-FACE C.C.C.&G. & 8' RAISED MEDIAN
FULL DEPTH
STA. 403+50.00 TO STA. 405+34.51

NOTES:
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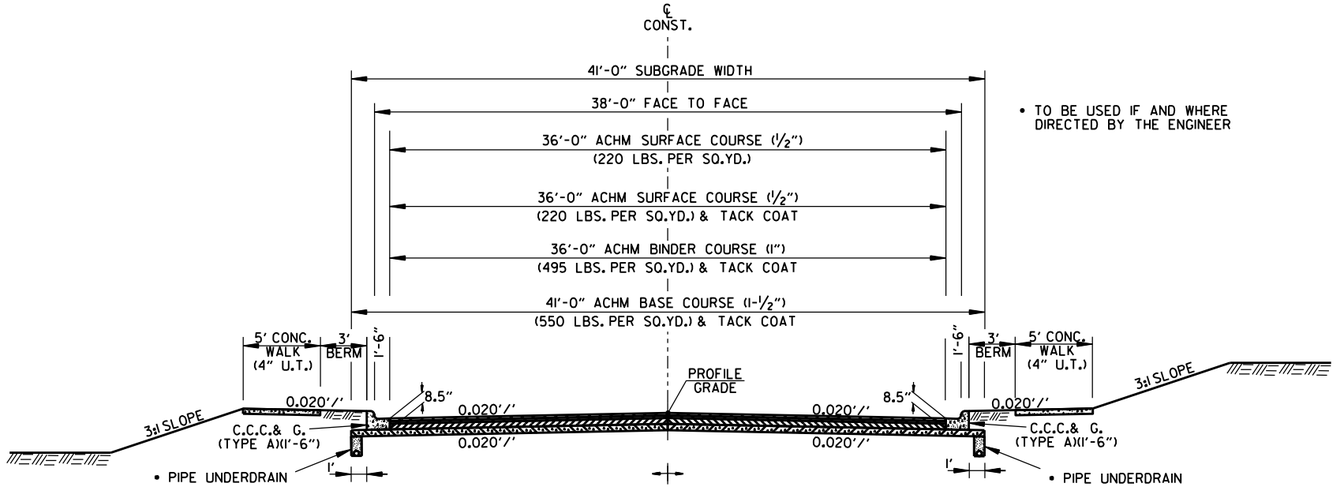
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TYPICAL SECTIONS OF IMPROVEMENT

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		6	ARK.	040746	14	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



FUTURE CITY STREET
C.C.C.&G. FULL DEPTH
STA. 801+50.00 TO STA. 804+69.83

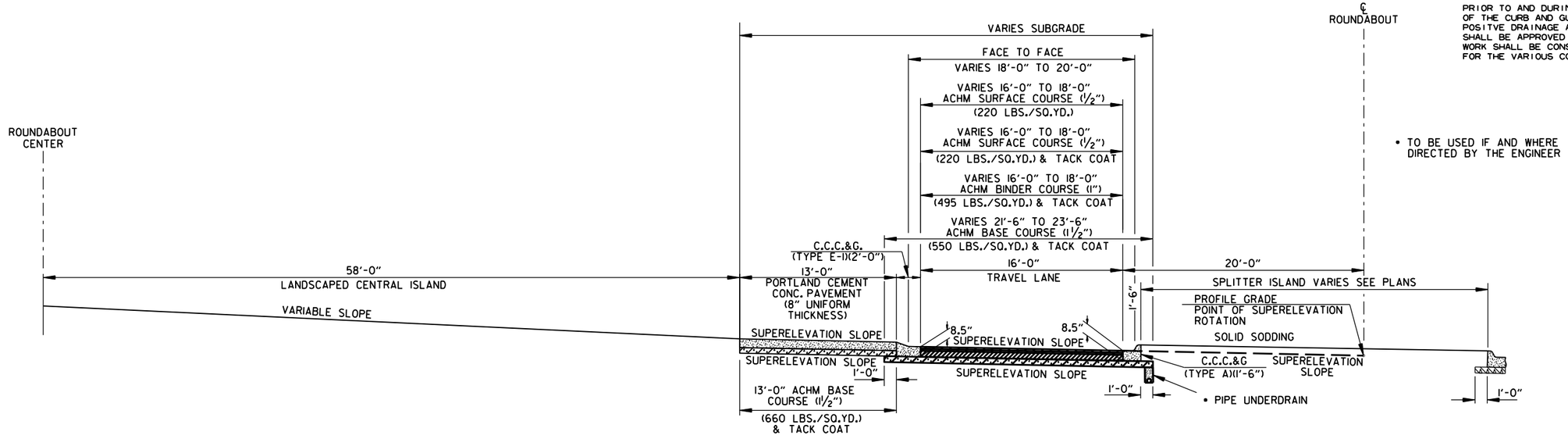
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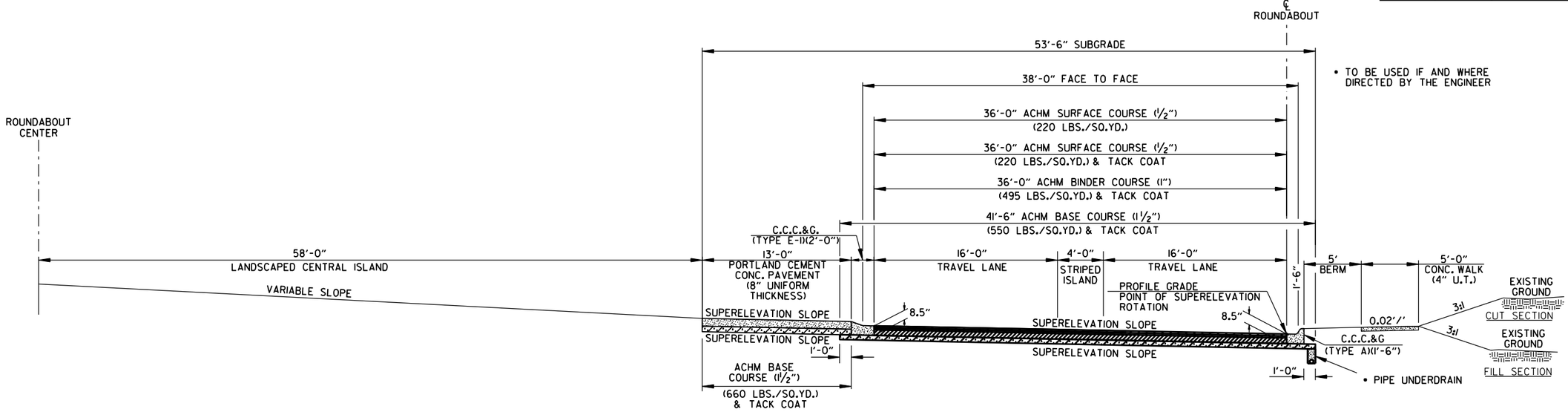
ROUNDABOUT 1
STA. 10+00.00 TO STA. 10+55.80
STA. 12+94.63 TO STA. 13+87.42
STA. 16+37.05 TO STA. 16+84.87

TYPICAL SECTIONS OF IMPROVEMENT

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		6	ARK.	040746	15	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



ROUNDABOUT 1
STA. 10+55.80 TO STA. 12+94.63

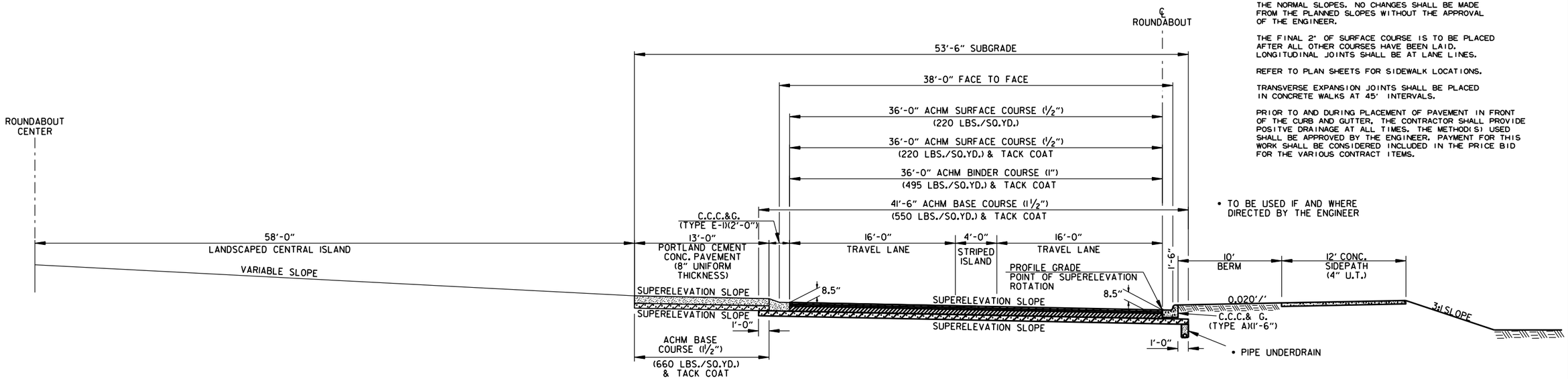
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ROUNDABOUT 1
STA. 13+87.42 TO STA. 16+37.05

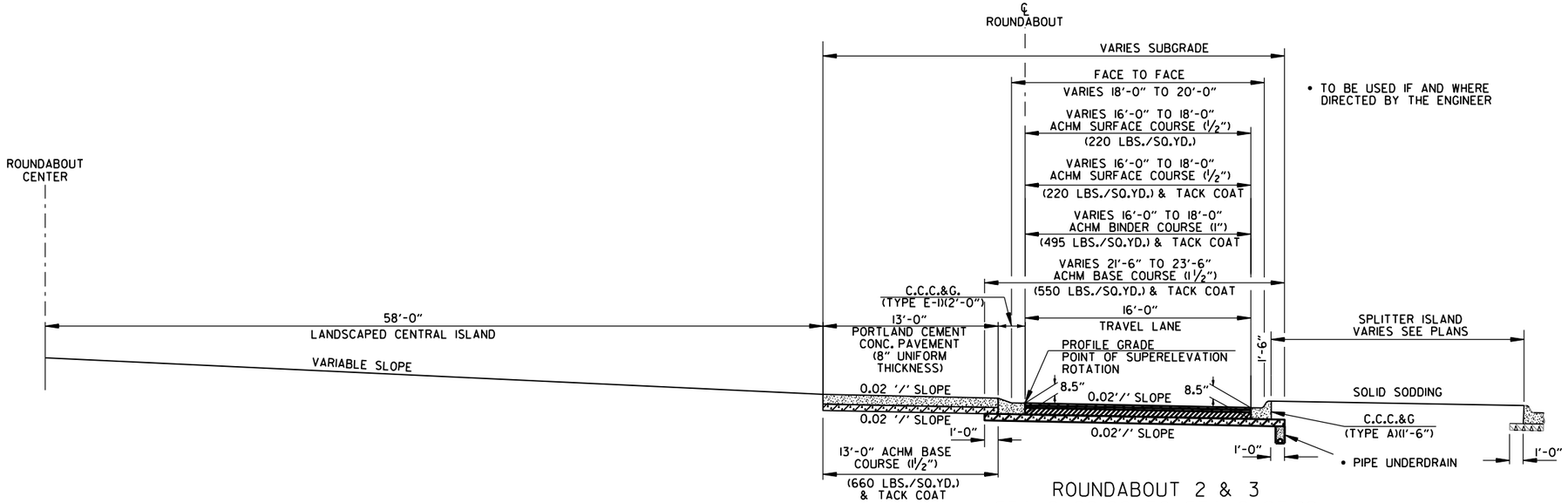
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		6	ARK.	040746	16	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



ROUNDABOUT 2 & 3
STA. 0+00.00 TO STA. 0+27.99
STA. 4+39.03 TO STA. 4+64.96
STA. 5+00.00 TO STA. 5+19.15
STA. 6+08.41 TO STA. 6+71.95
STA. 9+38.09 TO STA. 9+64.96

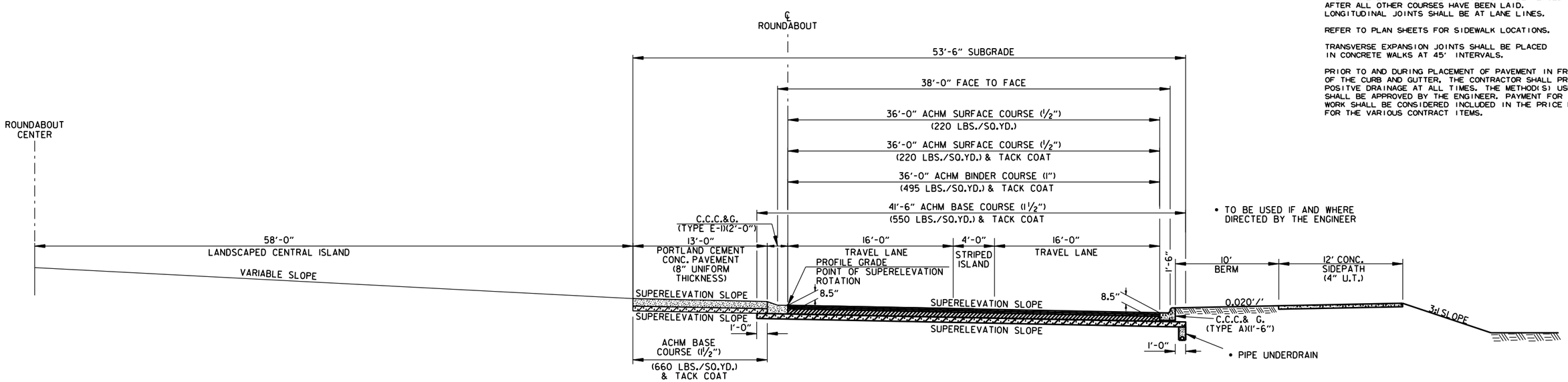
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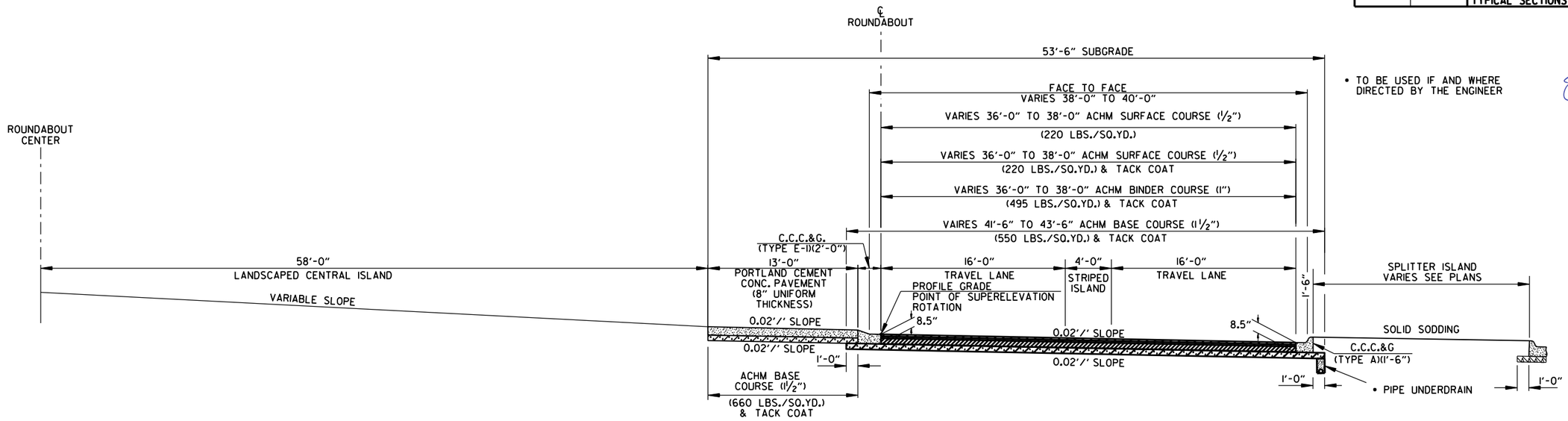
ROUNDABOUT 2, & 3
STA. 0+27.99 TO STA. 1+11.08
STA. 6+71.95 TO STA. 7+19.74
STA. 7+60.41 TO STA. 9+38.09

TYPICAL SECTIONS OF IMPROVEMENT

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	17	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



ROUNDABOUT 2 & 3
STA. 1+11.08 TO STA. 1+33.77
STA. 2+38.67 TO STA. 2+67.42
STA. 7+19.74 TO STA. 7+60.41

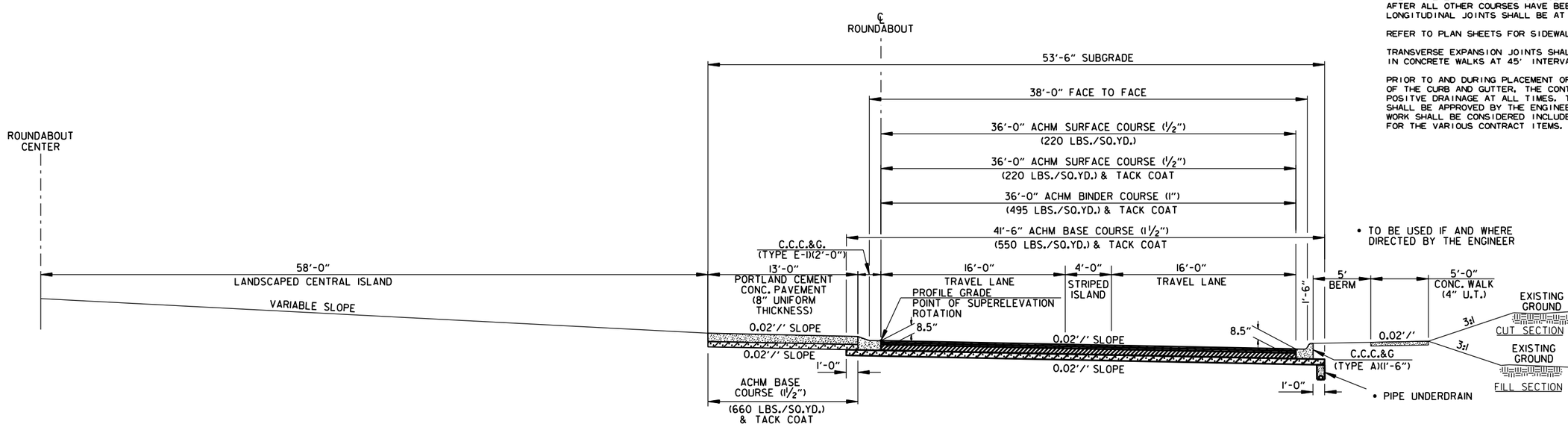
NOTES:
REFER TO CROSS SECTIONS FOR DEVATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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.

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

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.



ROUNDABOUT 2
STA. 1+33.77 TO STA. 2+38.67
STA. 2+67.42 TO STA. 4+39.03

TYPICAL SECTIONS OF IMPROVEMENT

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	18	392
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

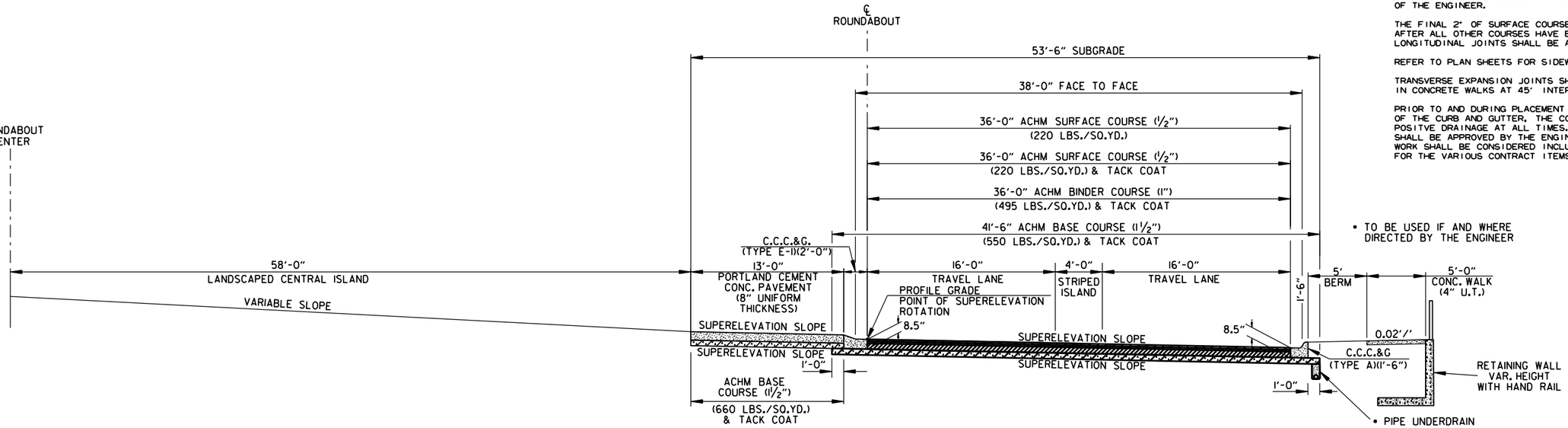
NOTES:
REFER TO CROSS SECTIONS FOR DEVATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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.

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

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITVE 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.



ROUNDABOUT 3
STA. 5+19.15 TO STA. 6+08.41

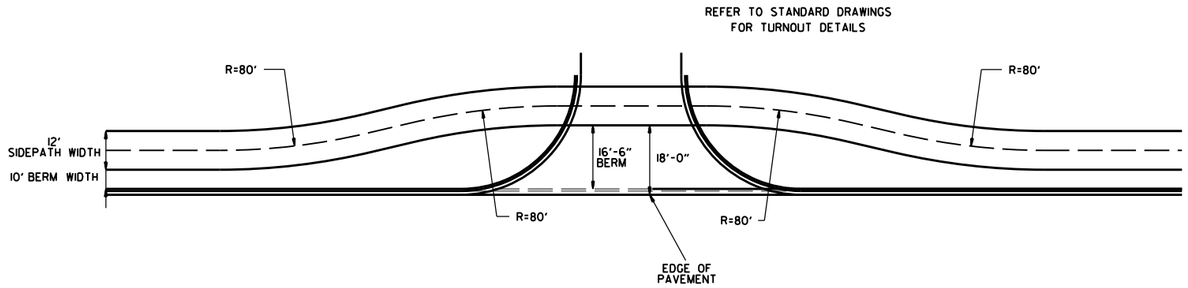
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

TYPICAL SECTIONS OF IMPROVEMENT

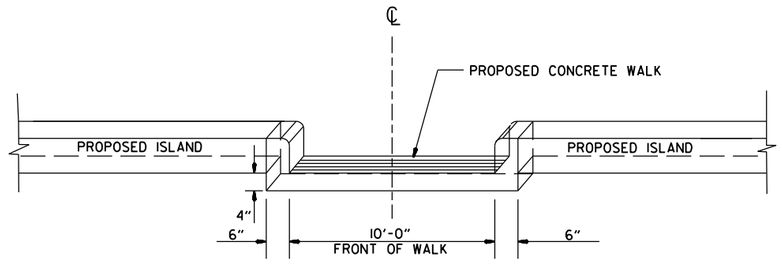
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	19	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



DETAIL FOR SIDEPATH BUMP-OUT AT TURNOUTS



FACE SHALL MEET REQUIREMENTS OF TYPE B CURB

NOTE: CONCRETE WALK-THROUGH ISLAND SHALL BE POURED MONOLITHICALLY. ALL MATERIALS REQUIRED TO CONSTRUCT CONCRETE WALK-THROUGH ISLAND SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE ISLAND.

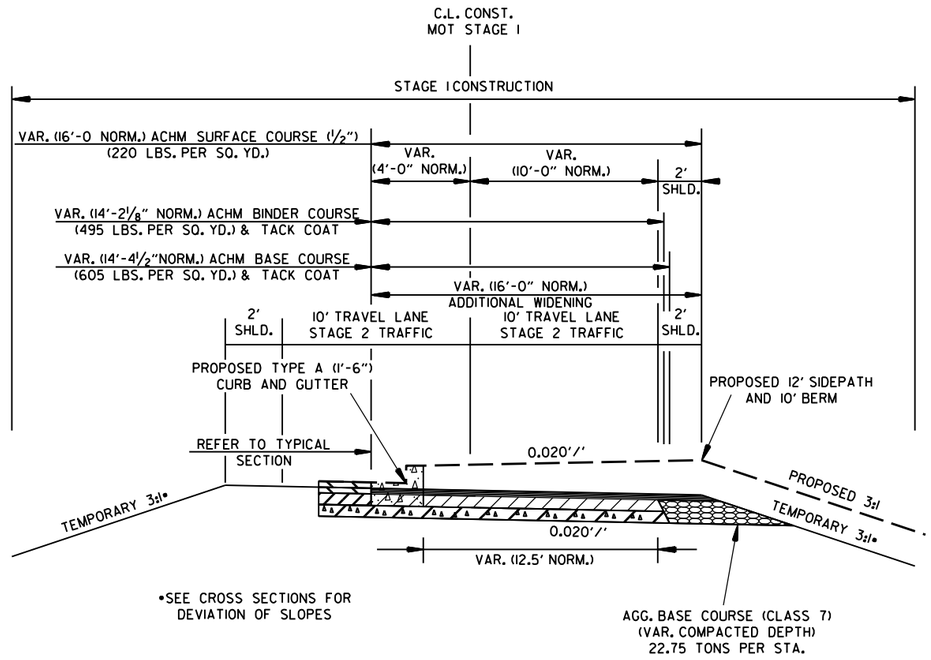
CONCRETE WALK-THROUGH ISLAND

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	20	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

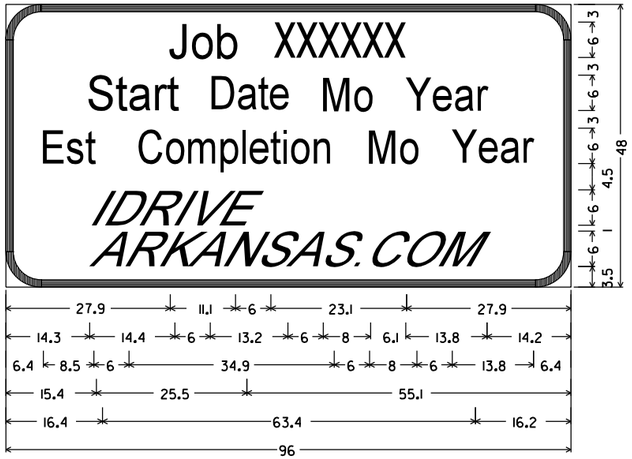


ADDITIONAL WIDENING
FOR MAINTENANCE OF TRAFFIC
(STAGE I TEMPORARY WIDENING)
(IN DIRECTION OF TRAVEL)

SEE MAINTENANCE OF TRAFFIC DETAILS
FOR STATIONING

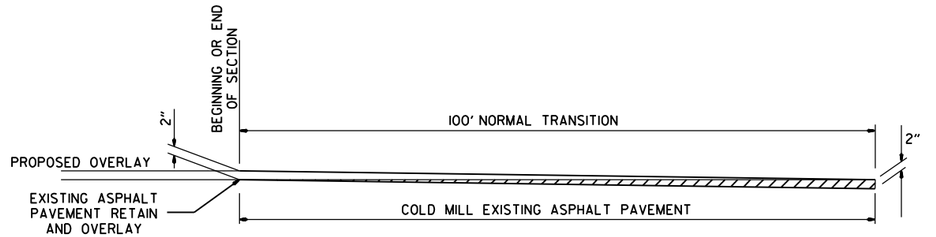
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	21	392
		SPECIAL DETAILS				

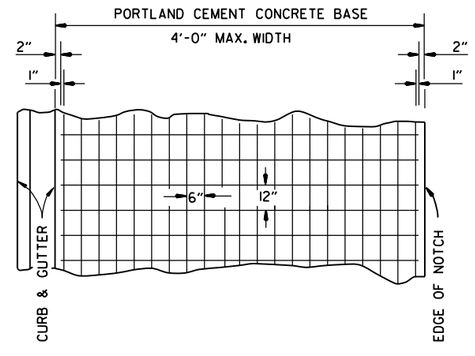


6.0" Radius, 1.3" Border, Black on Orange;
"Job XXXXXX" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE " Arial;
" ARKANSAS.COM " Arial;

CONSTRUCTION PROJECT INFORMATION SIGN



DETAIL FOR TRANSITIONS

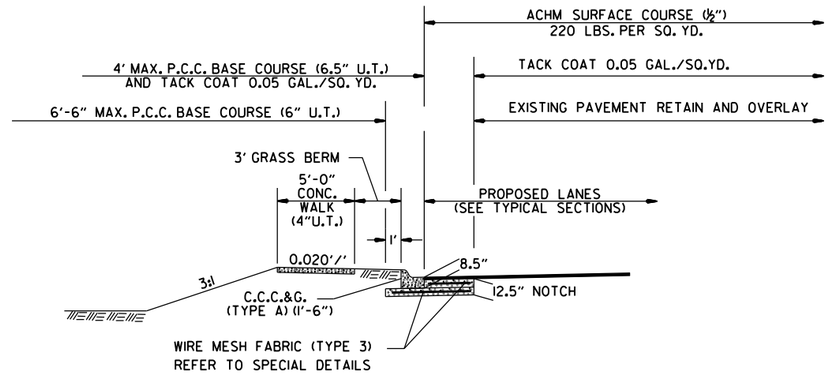


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

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 (6" AND 6.5" 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.

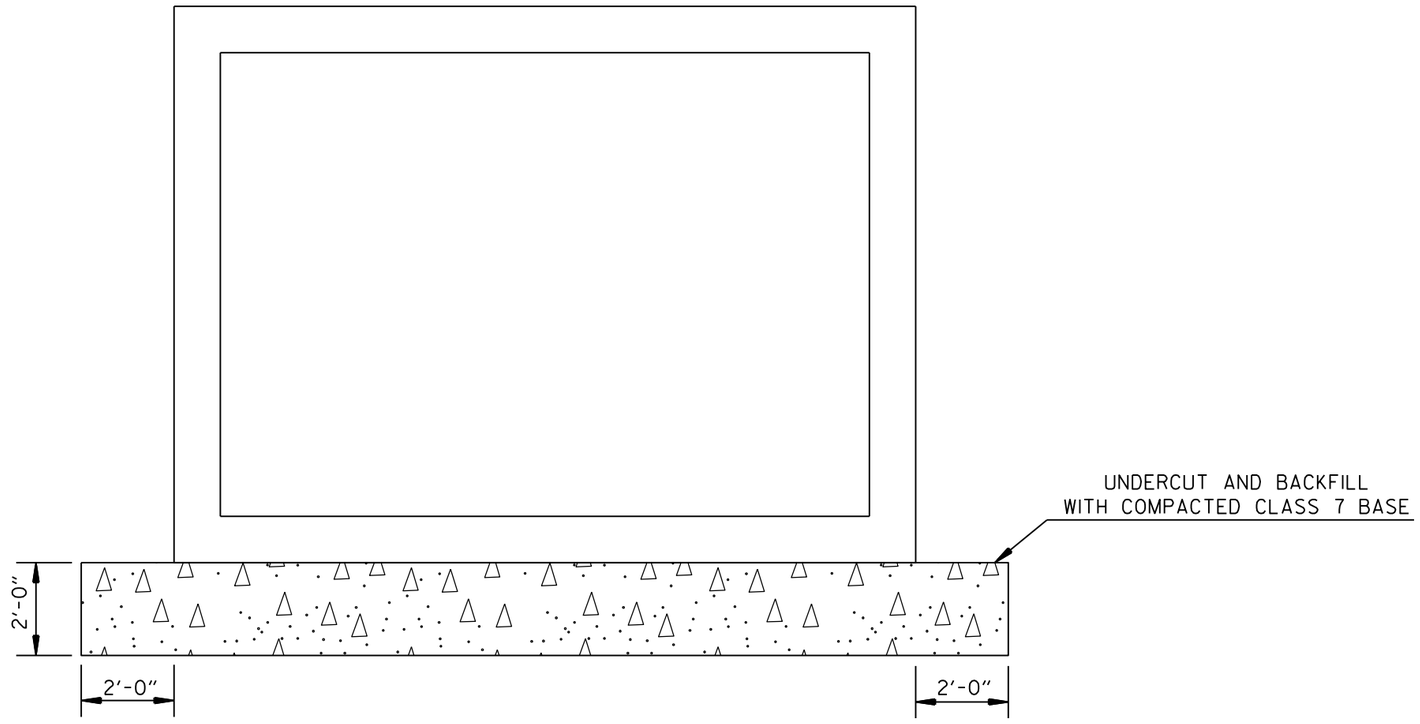
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	22	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



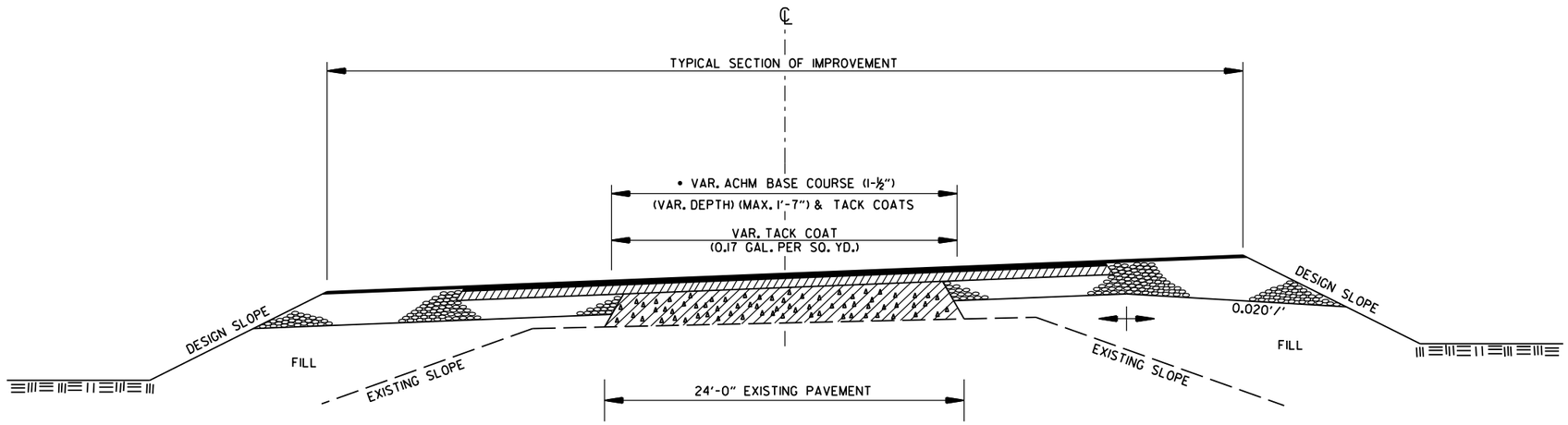
UNDERCUT AND BACKFILL FOR BOX CULVERT - PEDESTRIAN TUNNEL

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	23	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



METHOD OF RAISING GRADE

NOTES:

(1) THIS DETAIL TO BE USED ONLY WHERE DIRECTED BY THE ENGINEER.

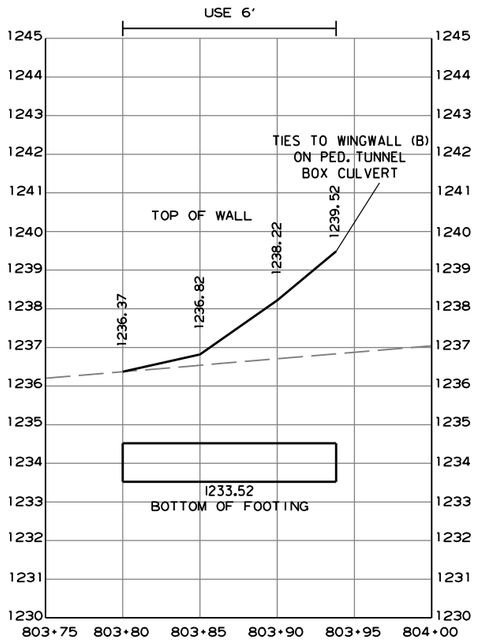
(2) QUANTITIES FOR METHOD OF GRADE RAISE USING ASPHALT WERE CALCULATED ON THIS PROJECT AT LOCATIONS WHERE THE DISTANCE BETWEEN THE EXISTING ASPHALT ROADWAY AND THE PROPOSED SUBGRADE WAS ONE FOOT OR LESS.

(3) IN LOCATIONS WHERE THE DISTANCE BETWEEN THE PROPOSED SUBGRADE AND THE EXISTING ASPHALT ROADWAY IS MORE THAN ONE FOOT, SCARIFICATION OF THE EXISTING ASPHALT ROADWAY WILL BE REQUIRED AS STATED IN SECTION 210, SUBSECTION 210.09, OF THE STANDARD SPECIFICATIONS.

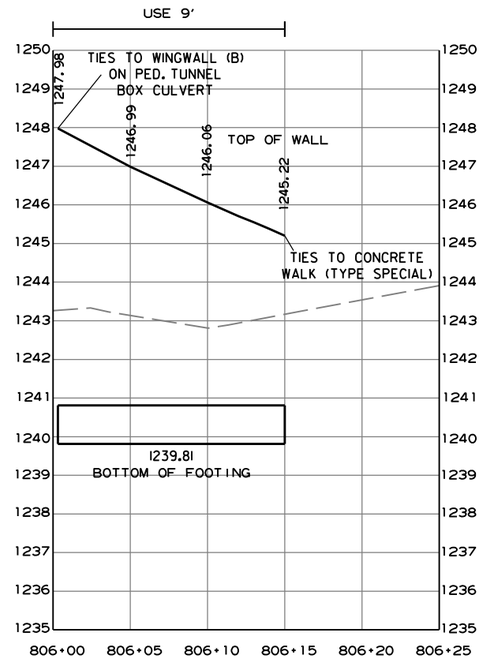
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	24	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025



RETAINING WALL DETAIL
PEDESTRIAN TUNNEL LT.
STA. 803+80.00 - 803+93.82



RETAINING WALL DETAIL
PEDESTRIAN TUNNEL LT.
STA. 806+00.32 - 806+15.00

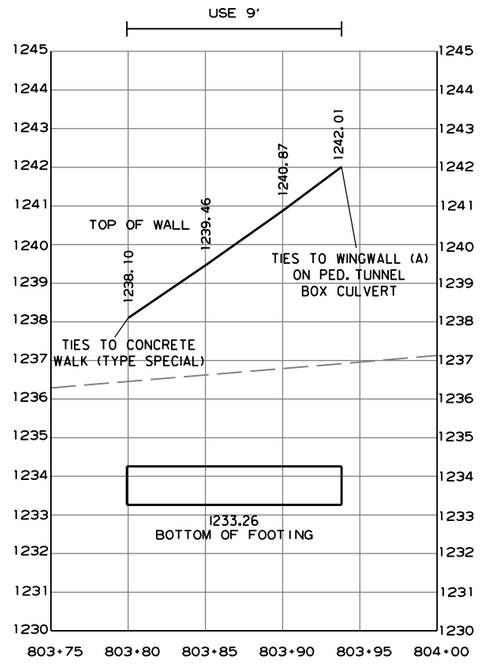
JB44269 10/13/2025
R040746.DGN MicroStation v8.11.9.578

RETAINING WALL
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	25	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

10/14/2025



RETAINING WALL DETAIL
PEDESTRIAN TUNNEL RT.
STA. 803+80.00 - 803+93.82

NOTE:
WINGWALL (A) ON PED. TUNNEL BOX CULVERT
TIES TO CONCRETE WALK (TYPE SPECIAL)
AT STA. 806+00.32 RT.

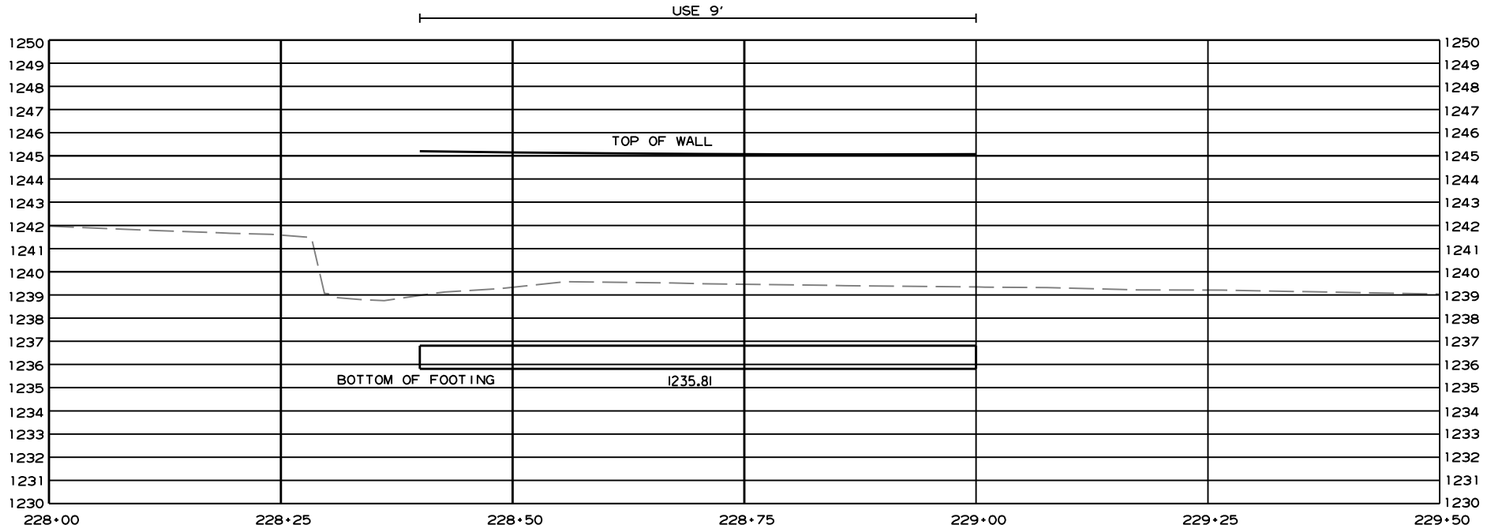
JB44269 10/13/2025
R040746.DGN MicroStation v8.11.9.578

RETAINING WALL
SPECIAL DETAILS

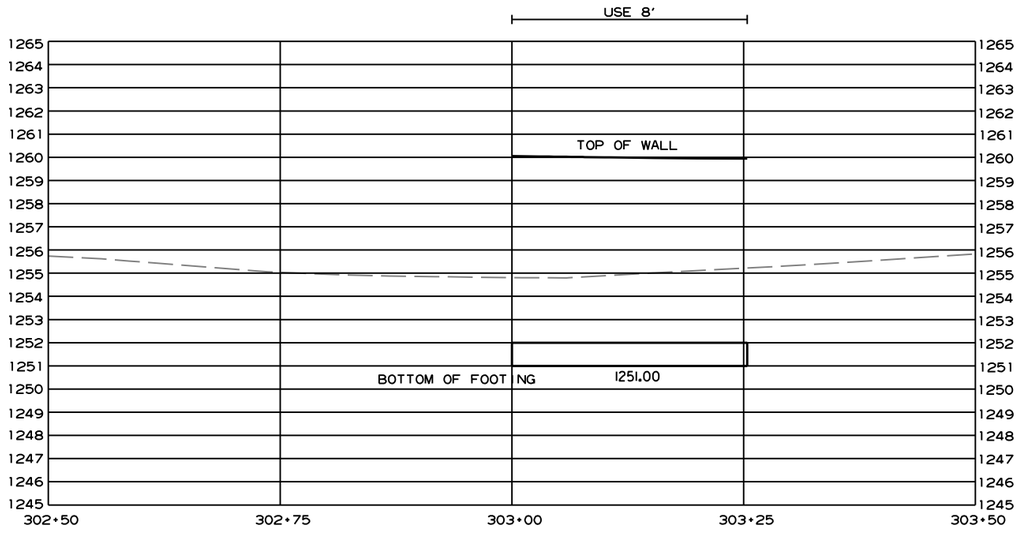
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	26	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



RETAINING WALL DETAIL
HWY. 112 RT.
STA. 228+40 - 229+00



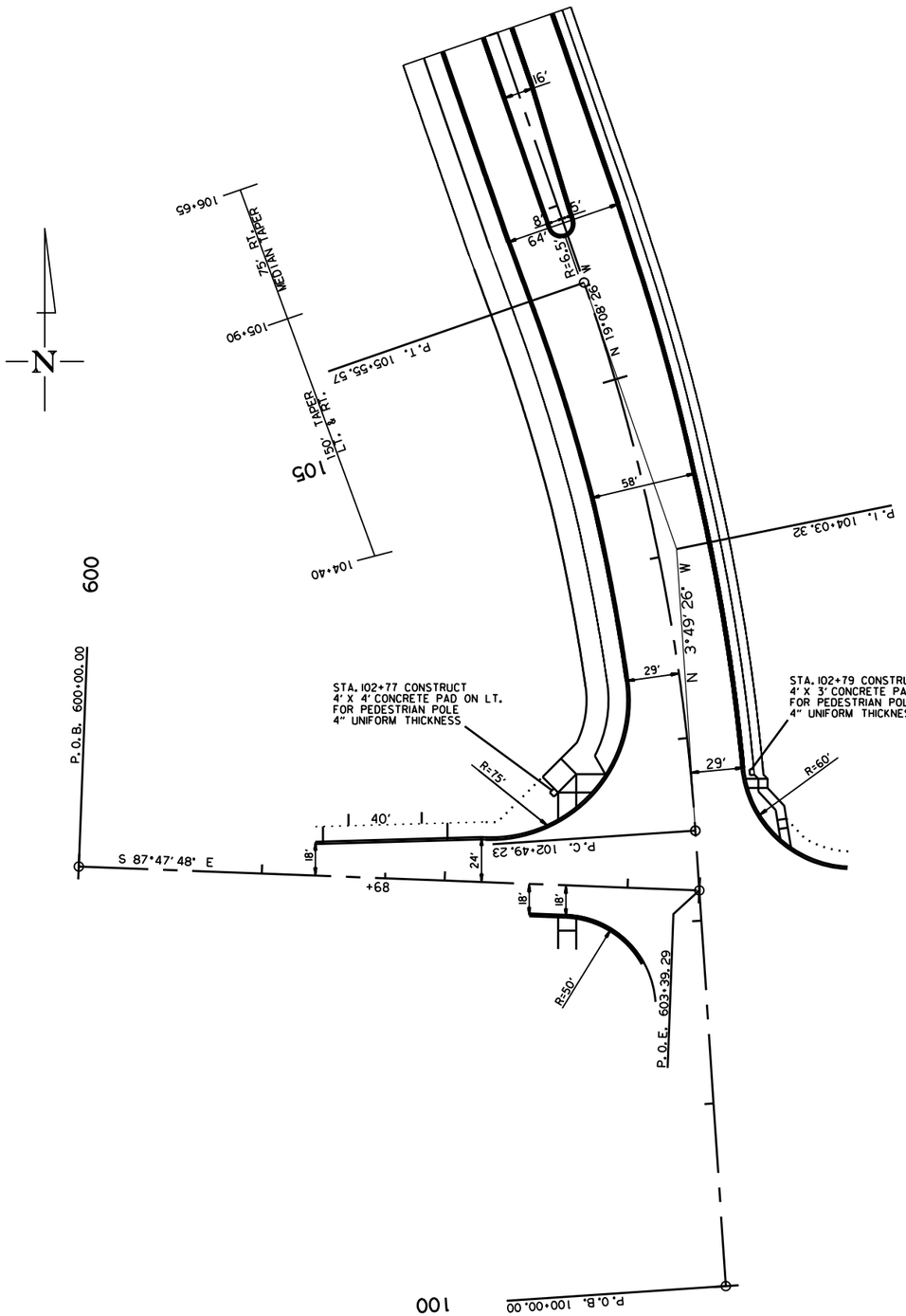
RETAINING WALL DETAIL
HWY. 112 RT.
STA. 303+00 - 303+25

RETAINING WALL
SPECIAL DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	27	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

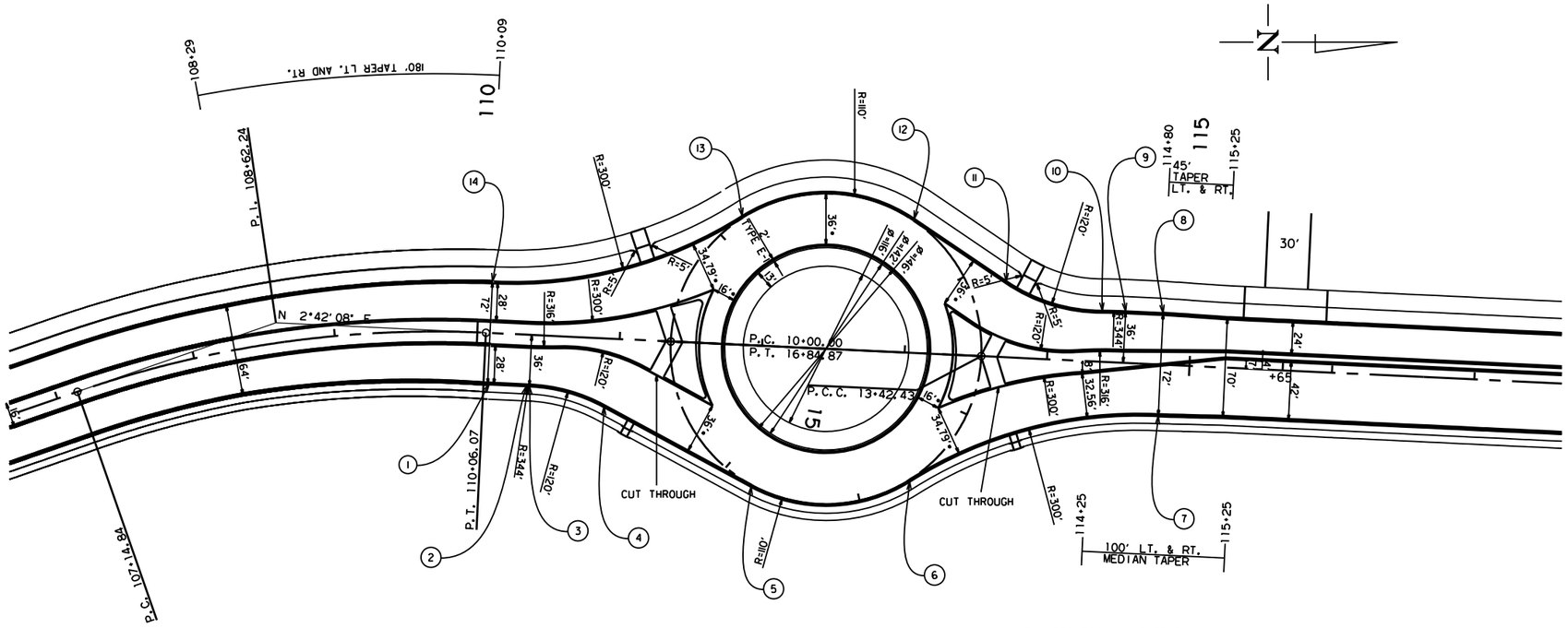
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

TRUCKERS DR. INTERSECTION LAYOUT
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	28	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



*MEASURED FROM LANE EDGES

ROUNDABOUT POINT TABLE

POINT	ALIGNMENT	STATION	OFFSET
1	HWY. 112 N-S	110+10.00	36.00' RT.
2	HWY. 112 N-S	110+36.23	36.00' RT.
3	HWY. 112 N-S	110+38.27	36.00' RT.
4	HWY. 112 N-S	110+91.19	47.94' RT.
5	RAB 3	11+22.15	1.00' RT.
6	RAB 3	12+37.73	1.00' RT.
7	HWY. 112 N-S	114+79.79	36.00' RT.
8	HWY. 112 N-S	114+79.79	36.00' LT.
9	HWY. 112 N-S	114+53.44	36.00' LT.
10	HWY. 112 N-S	114+37.11	35.62' LT.
11	HWY. 112 N-S	113+68.79	53.12' LT.
12	RAB 3	14+53.80	1.00' LT.
13	RAB 3	15+80.12	1.00' LT.
14	HWY. 112 N-S	110+09.00	36.00' LT.

NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

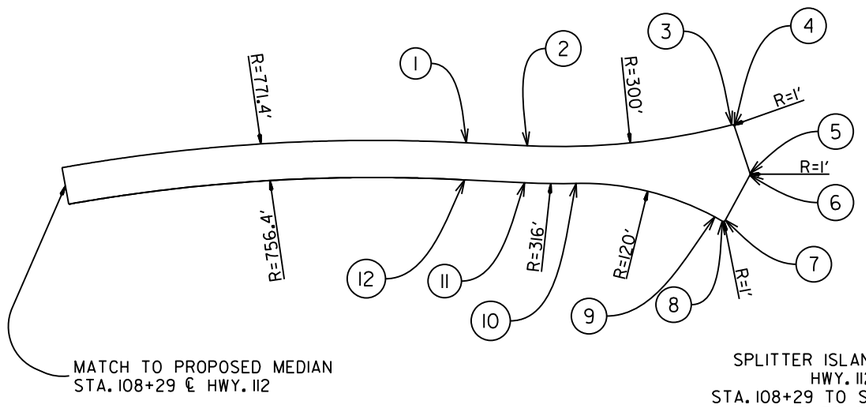
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

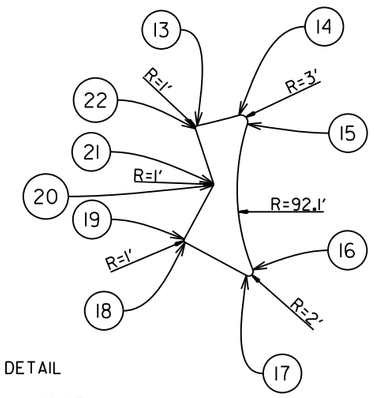
ROUNDABOUT 1 LAYOUT
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	29	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025





SPLITTER ISLAND DETAIL
HWY. 112
STA. 108+29 TO STA. 111+62.47
NOT TO SCALE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 2 OF 4)

POINT	STATION	OFFSET
13	111+35.38	24.81' LT.
14	111+53.10	30.13' LT
15	111+56.98	26.51' LT.
16	111+62.28	36.11' RT.
17	111+59.59	38.78' RT.
18	111+32.58	25.72' RT.
19	111+32.08	24.39' RT.
20	111+43.57	0.62' RT.
21	111+43.60	0.18 LT.
22	111+34.69	23.45' LT

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 4 OF 4)

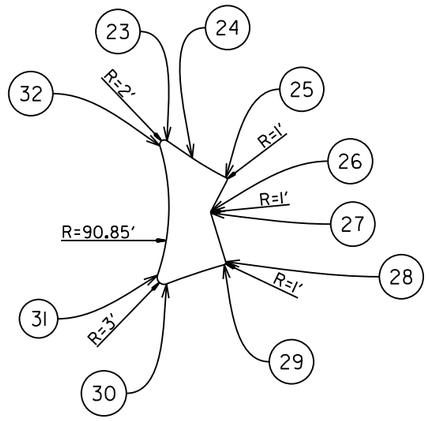
POINT	STATION	OFFSET
33	113+70.96	11.28' LT.
34	114+20.14	6.23' LT.
35	114+53.45	8.00' LT.
36	115+23.69	11.14' LT.
37	115+23.69	6.90' LT.
38	114+24.84	8.00' RT.
39	113+72.19	18.51' RT.
40	113+70.95	17.92' RT.
41	113+64.75	0.63' RT.
42	113+64.79	0.13' LT.
43	113+69.72	10.77' LT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 1 OF 4)

POINT	STATION	OFFSET
1	110+09.87	8.00' LT.
2	110+36.20	8.00' LT.
3	111+23.89	21.10' LT
4	111+25.12	20.50' LT
5	111+32.68	0.17' LT.
6	111+32.72	0.62' RT.
7	111+23.08	20.03' RT.
8	111+21.75	20.50' RT.
9	111+18.46	18.91' RT.
10	110+58.02	7.24' RT.
11	110+36.22	8.00' RT
12	110+09.87	8.00' RT.

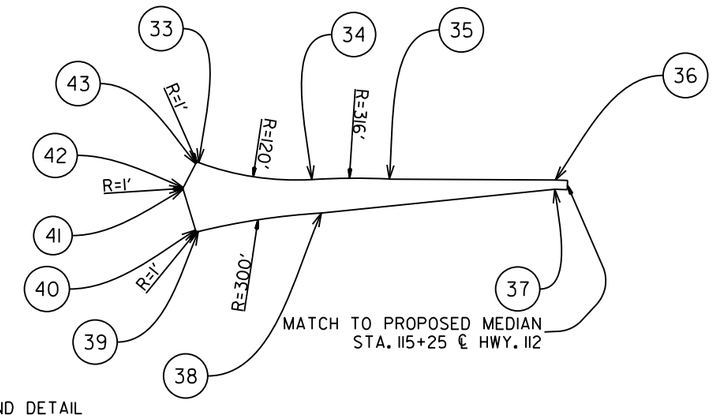
NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE



HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 3 OF 4)

POINT	STATION	OFFSET
23	113+33.63	30.14' LT.
24	113+59.77	15.46' LT.
25	113+60.26	14.16' LT.
26	113+53.99	0.62' LT.
27	113+53.96	0.14' RT..
28	113+61.39	20.86' RT.
29	113+60.77	22.14' RT.
30	113+36.39	31.60' RT.
31	113+32.31	28.03' RT.
32	113+30.64	27.73' LT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE



SPLITTER ISLAND DETAIL
HWY. 112
STA. 113+32.08 TO STA. 115+25
NOT TO SCALE

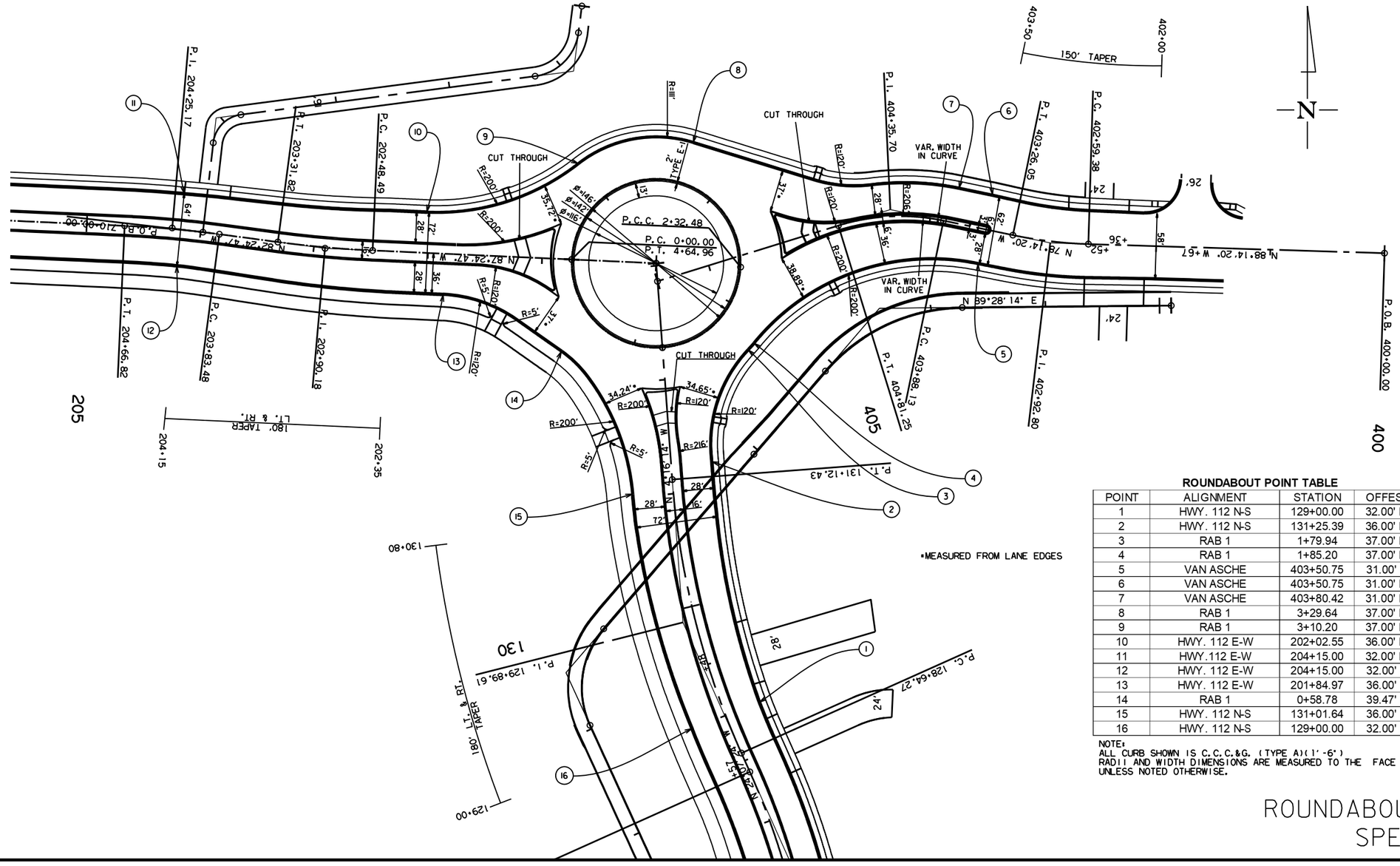
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

ROUNDABOUT 1 LAYOUT
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	30	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



*MEASURED FROM LANE EDGES

ROUNDABOUT POINT TABLE

POINT	ALIGNMENT	STATION	OFFESET
1	HWY. 112 N-S	129+00.00	32.00' RT.
2	HWY. 112 N-S	131+25.39	36.00' RT.
3	RAB 1	1+79.94	37.00' RT.
4	RAB 1	1+85.20	37.00' RT.
5	VAN ASCHE	403+50.75	31.00' LT.
6	VAN ASCHE	403+50.75	31.00' RT.
7	VAN ASCHE	403+80.42	31.00' RT.
8	RAB 1	3+29.64	37.00' RT.
9	RAB 1	3+10.20	37.00' RT.
10	HWY. 112 E-W	202+02.55	36.00' RT.
11	HWY.112 E-W	204+15.00	32.00' RT.
12	HWY. 112 E-W	204+15.00	32.00' LT.
13	HWY. 112 E-W	201+84.97	36.00' LT.
14	RAB 1	0+58.78	39.47' LT.
15	HWY. 112 N-S	131+01.64	36.00' LT.
16	HWY. 112 N-S	129+00.00	32.00' LT.

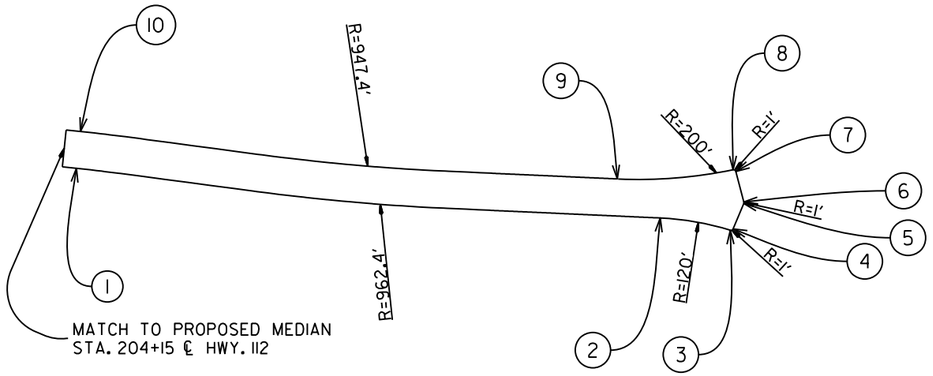
NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

ROUNDABOUT 2 LAYOUT
SPECIAL DETAILS

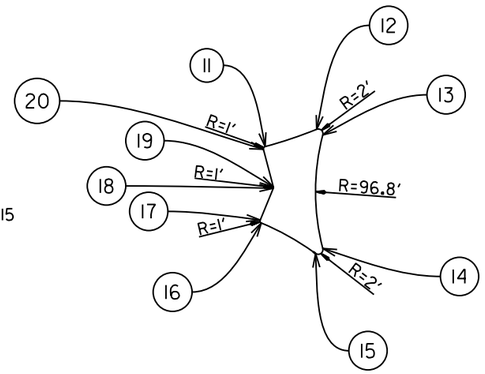
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	31	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



SPLITTER ISLAND DETAIL
HWY. 112
STA. 200+87.40 TO STA. 204+15
NOT TO SCALE



HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 2 OF 4)

POINT	STATION	OFFSET
11	201+14.43	17.49' RT.
12	200+92.56	25.92' RT.
13	200+89.79	23.61' RT.
14	200+87.61	25.30' LT.
15	200+90.61	27.62' LT.
16	201+14.56	15.50' LT.
17	201+15.15	14.23' LT.
18	201+10.11	0.32' LT.
19	201.10.10	0.32' RT.
20	201+15.09	16.23' RT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 4 OF 4)

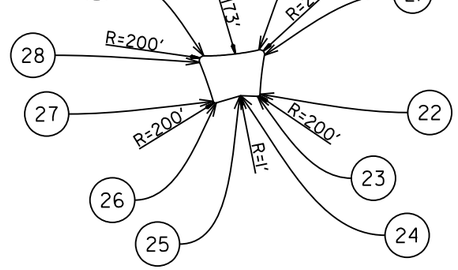
POINT	STATION	OFFSET
31	131+60.35	6.59' RT.
32	131+46.77	7.09' RT.
33	131+26.91	8.00' RT.
34	129+00.00	8.00' RT.
35	129+00.00	8.00' LT.
36	131+26.96	8.00' LT.
37	131+58.90	10.59' LT.
38	131+60.04	9.81' LT.
39	131+62.03	0.71' LT
40	131+62.05	0.39' LT
41	131+61.36	4.71' RT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 1 OF 4)

POINT	STATION	OFFSET
1	204+13.92	8.00' LT.
2	201+56.34	8.00' LT.
3	201+25.92	11.92' LT.
4	201+24.73	11.30' LT.
5	201+20.67	0.09' LT.
6	201+20.65	0.55' RT.
7	201+24.73	13.53' RT.
8	201+25.92	14.17' RT.
9	201+75.26	8.00' RT.
10	204+13.92	8.00' RT.

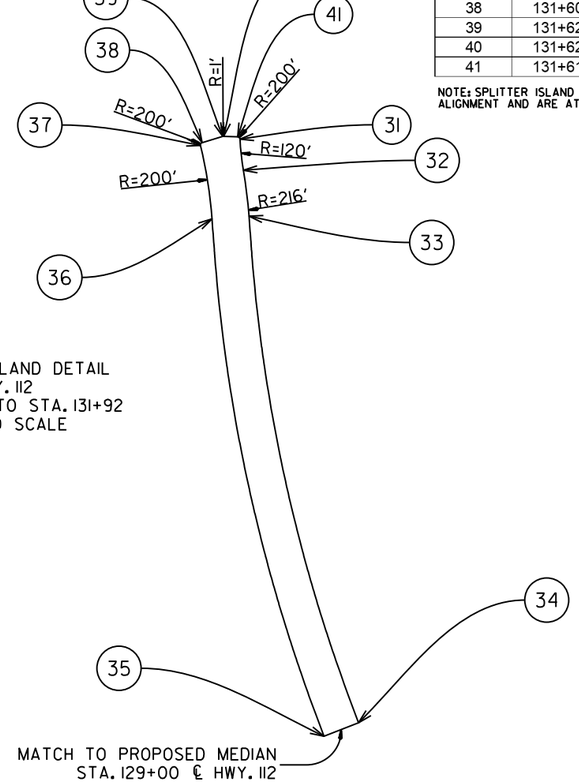
NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE



HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 3 OF 4)

POINT	STATION	OFFSET
21	131+88.78	10.64' RT.
22	131+72.22	7.43' RT.
23	131+71.33	6.34' RT.
24	131+72.17	0.91' LT.
25	131+72.15	1.24' LT.
26	131+69.88	11.65' LT.
27	131+70.63	12.85' LT.
28	131+87.87	17.53' LT.
29	131+90.44	15.45' LT.
30	131+91.28	8.43' RT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE



SPLITTER ISLAND DETAIL
HWY. 112
STA. 129+00 TO STA. 131+92
NOT TO SCALE

ROUNDABOUT 2 LAYOUT
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	32	392
		SPECIAL DETAILS				

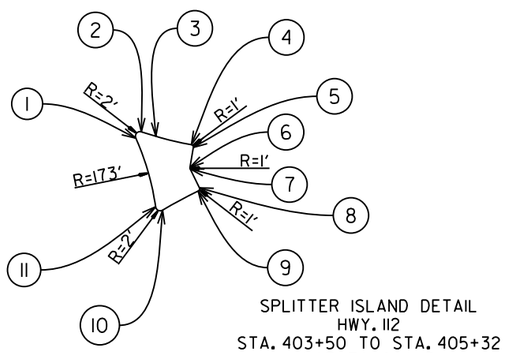
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

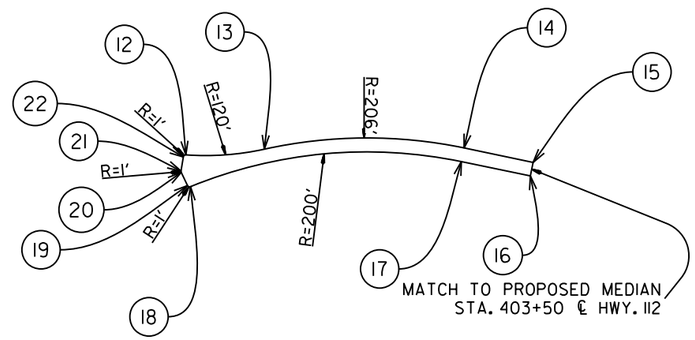
VAN ASCHE MEDIAN ISLAND
POINT TABLE (BOX 1 OF 2)

POINT	STATION	OFFSET
1	405+29.36	24.88' RT.
2	405+23.91	21.26' RT.
3	405+10.37	13.23' RT.
4	405+09.93	11.88' RT.
5	405+13.81	3.98' RT.
6	405+13.91	3.39' RT.
7	405+12.58	5.62' LT.
8	405+13.42	6.75' LT.
9	405+30.56	10.11' LT.
10	405+33.01	7.88' LT.
11	405+32.47	23.01' LT.

NOTE: SPLITTER ISLAND POINTS BASED ON VAN ASCHE ALIGNMENT AND ARE AT THE CURB FACE



SPLITTER ISLAND DETAIL
HWY. 112
STA. 403+50 TO STA. 405+32
NOT TO SCALE



MATCH TO PROPOSED MEDIAN
STA. 403+50 ℄ HWY. 112

VAN ASCHE MEDIAN ISLAND
POINT TABLE (BOX 2 OF 2)

POINT	STATION	OFFSET
12	404+99.46	8.40' RT.
13	404+66.42	1.45' RT.
14	403+80.40	3.00' RT.
15	403+50.00	3.00' RT.
16	403+50.00	3.00' RT.
17	403+80.40	3.00' LT.
18	405+01.56	5.32' LT.
19	405+02.64	4.47' LT.
20	405+03.56	1.77' RT.
21	405+03.47	2.35' RT.
22	405+00.73	7.94' RT.

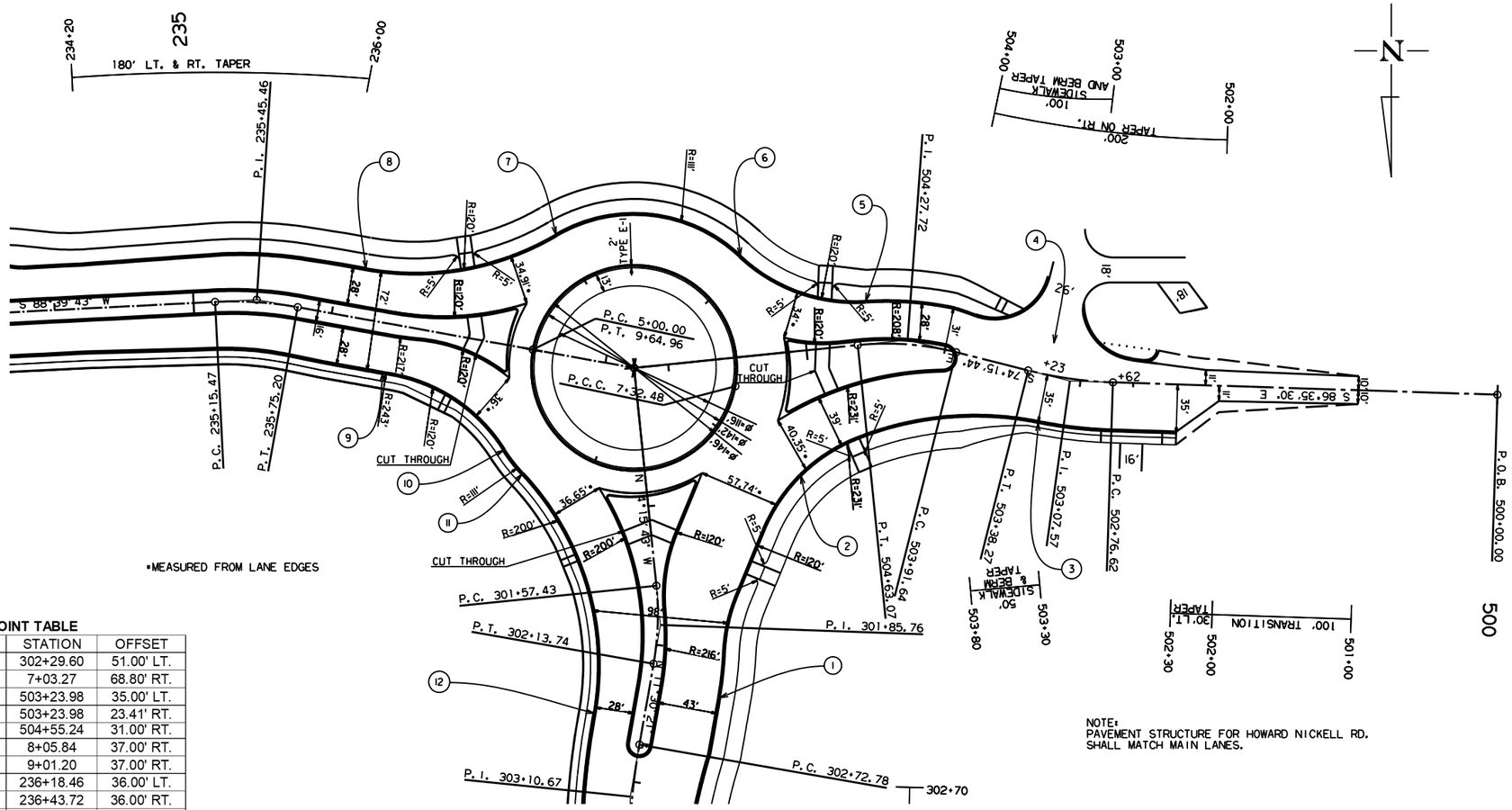
NOTE: SPLITTER ISLAND POINTS BASED ON VAN ASCHE ALIGNMENT AND ARE AT THE CURB FACE

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ROUNDABOUT 2 LAYOUT
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	33	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
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No. 15158
DAVID WILLIAM BAKER
10/14/2025



•MEASURED FROM LANE EDGES

ROUNDABOUT POINT TABLE

POINT	ALIGNMENT	STATION	OFFSET
1	HWY. 112 NORTH LEG	302+29.60	51.00' LT.
2	RAB 2	7+03.27	68.80' RT.
3	HOWARD NICKELL	503+23.98	35.00' LT.
4	HOWARD NICKELL	503+23.98	23.41' RT.
5	HOWARD NICKELL	504+55.24	31.00' RT.
6	RAB 2	8+05.84	37.00' RT.
7	RAB 2	9+01.20	37.00' RT.
8	HWY. 112 E-W	236+18.46	36.00' LT.
9	HWY. 112 E-W	236+43.72	36.00' RT.
10	RAB 2	5+54.84	37.00' LT.
11	RAB 2	5+39.32	37.00' LT.
12	HWY. 112 NORTH LEG	302+56.24	36.00' RT.

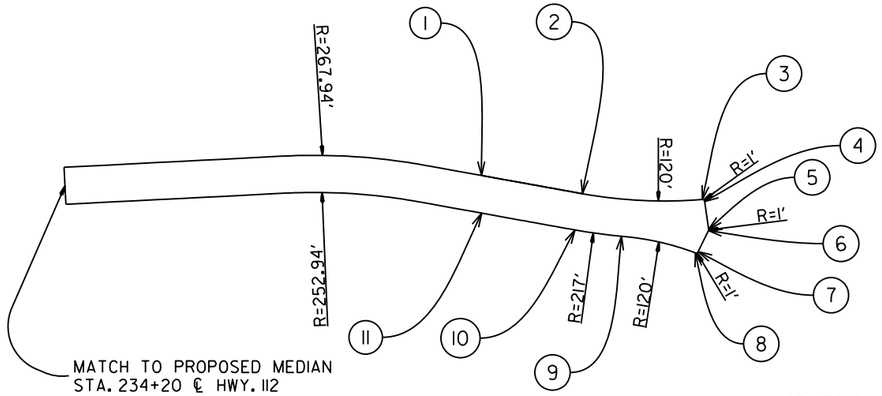
NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

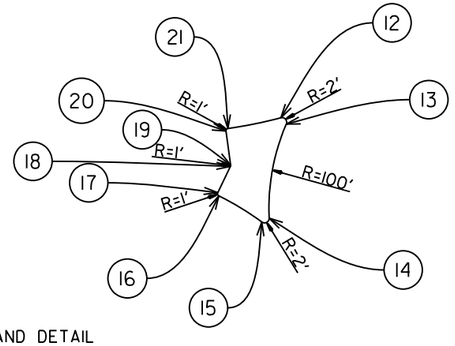
NOTE:
PAVEMENT STRUCTURE FOR HOWARD NICKELL RD. SHALL MATCH MAIN LANES.

ROUNDABOUT 3 LAYOUT AND HOWARD NICKELL RD. SPECIAL DETAILS

JB44269 10/10/2025
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	34	392
		SPECIAL DETAILS				





SPLITTER ISLAND DETAIL
HWY. 112
STA. 234+20 TO STA. 237+31.52
NOT TO SCALE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 1 OF 4)

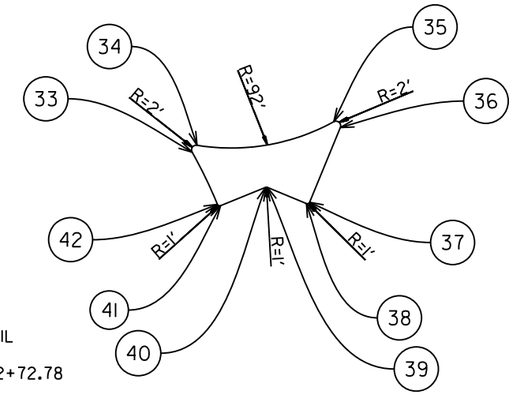
POINT	STATION	OFFSET
1	236+01.00	8.00' LT.
2	236+44.32	8.00' LT.
3	236+95.55	14.70' LT.
4	236+96.76	14.05' LT.
5	237+00.50	2.56' LT.
6	237+00.52	1.98' LT.
7	236+97.82	7.74' RT.
8	236+96.68	8.45' RT.
9	236+64.07	7.05' RT.
10	236+43.82	8.00' RT.
11	236+01.34	8.00' RT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 2 OF 4)

POINT	STATION	OFFSET
12	237+28.65	26.72' LT.
13	237+31.45	24.46' LT.
14	237+31.37	16.77' RT.
15	237+28.52	19.00' RT.
16	237+08.30	11.18' RT.
17	237+07.60	9.93' RT.
18	237+10.96	2.21' LT.
19	237+10.95	2.79' LT.
20	237+06.36	16.87' LT.
21	237+07.00	18.12' LT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE



SPLITTER ISLAND DETAIL
HWY. 112
STA. 300+84.72 TO STA. 302+72.78
NOT TO SCALE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 4 OF 4)

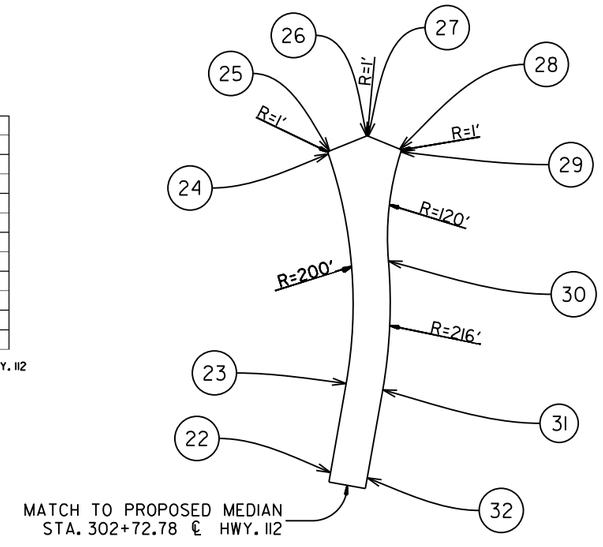
POINT	STATION	OFFSET
33	300+91.74	28.90' RT.
34	300+89.01	26.54' RT.
35	300+84.90	33.22' LT.
36	300+87.68	35.77' LT.
37	301+18.43	19.26' LT.
38	301+18.83	17.90' LT.
39	301+10.18	1.79' LT.
40	301+10.11	1.04' LT.
41	301+15.93	19.10' RT.
42	301+15.25	20.34' RT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE

HWY. 112 MEDIAN ISLAND
POINT TABLE (BOX 3 OF 4)

POINT	STATION	OFFSET
22	302+72.00	8.00' RT.
23	302+29.60	8.00' RT.
24	301+26.81	17.30' RT.
25	301+25.62	16.61' RT.
26	301+20.84	0.10' RT.
27	301+20.92	0.65' LT.
28	301+27.82	13.50' LT.
29	301+29.10	13.94' LT.
30	301+75.04	4.56' LT.
31	302+29.61	8.00' LT.
32	302+72.00	8.00 LT.

NOTE: SPLITTER ISLAND POINTS BASED ON HWY. 112 ALIGNMENT AND ARE AT THE CURB FACE



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
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ROUNDABOUT 3 LAYOUT
SPECIAL DETAILS

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RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	35	392
		SPECIAL DETAILS				

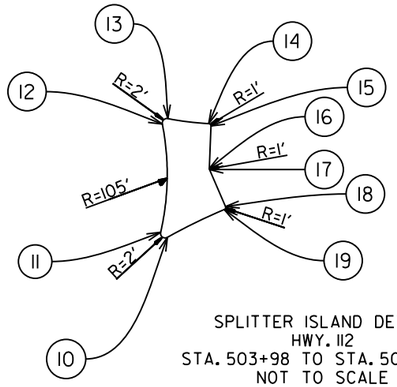
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

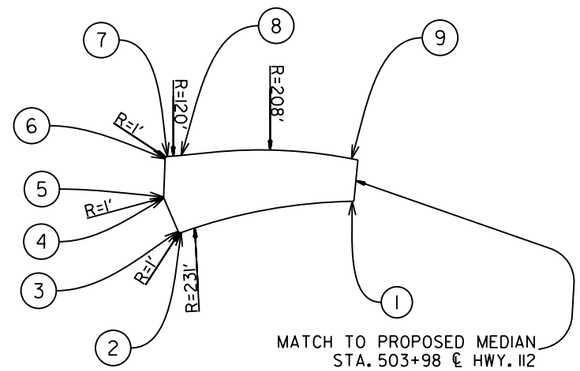
HOWARD NICKELL MEDIAN ISLAND
POINT TABLE (BOX 2 OF 2)

POINT	STATION	OFFSET
10	505+16.49	42.70' LT.
11	505+19.20	40.27' LT.
12	505+13.72	6.17' RT.
13	505+11.15	8.28' RT.
14	504+93.79	4.34' RT.
15	504+92.92	3.21' RT.
16	504+95.53	14.98' LT.
17	504+95.49	15.43' LT.
18	504+90.23	32.00' LT.
19	504+90.88	33.26' LT.

NOTE: SPLITTER ISLAND POINTS BASED ON HOWARD NICKELL ALIGNMENT AND ARE AT THE CURB FACE



SPLITTER ISLAND DETAIL
HWY. 112
STA. 503+98 TO STA. 505+19.30
NOT TO SCALE



MATCH TO PROPOSED MEDIAN
STA. 503+98 ℄ HWY. 112

HOWARD NICKELL MEDIAN ISLAND
POINT TABLE (BOX 1 OF 2)

POINT	STATION	OFFSET
1	503+98.68	14.87' LT.
2	504+79.35	30.10' LT.
3	504+80.54	29.46' LT.
4	504+85.27	14.57' LT.
5	504+85.31	14.13' LT.
6	504+82.98	2.27' RT.
7	504+81.92	3.15' RT.
8	504+75.95	3.00' RT.
9	504+01.30	3.00' RT.

NOTE: SPLITTER ISLAND POINTS BASED ON HOWARD NICKELL ALIGNMENT AND ARE AT THE CURB FACE

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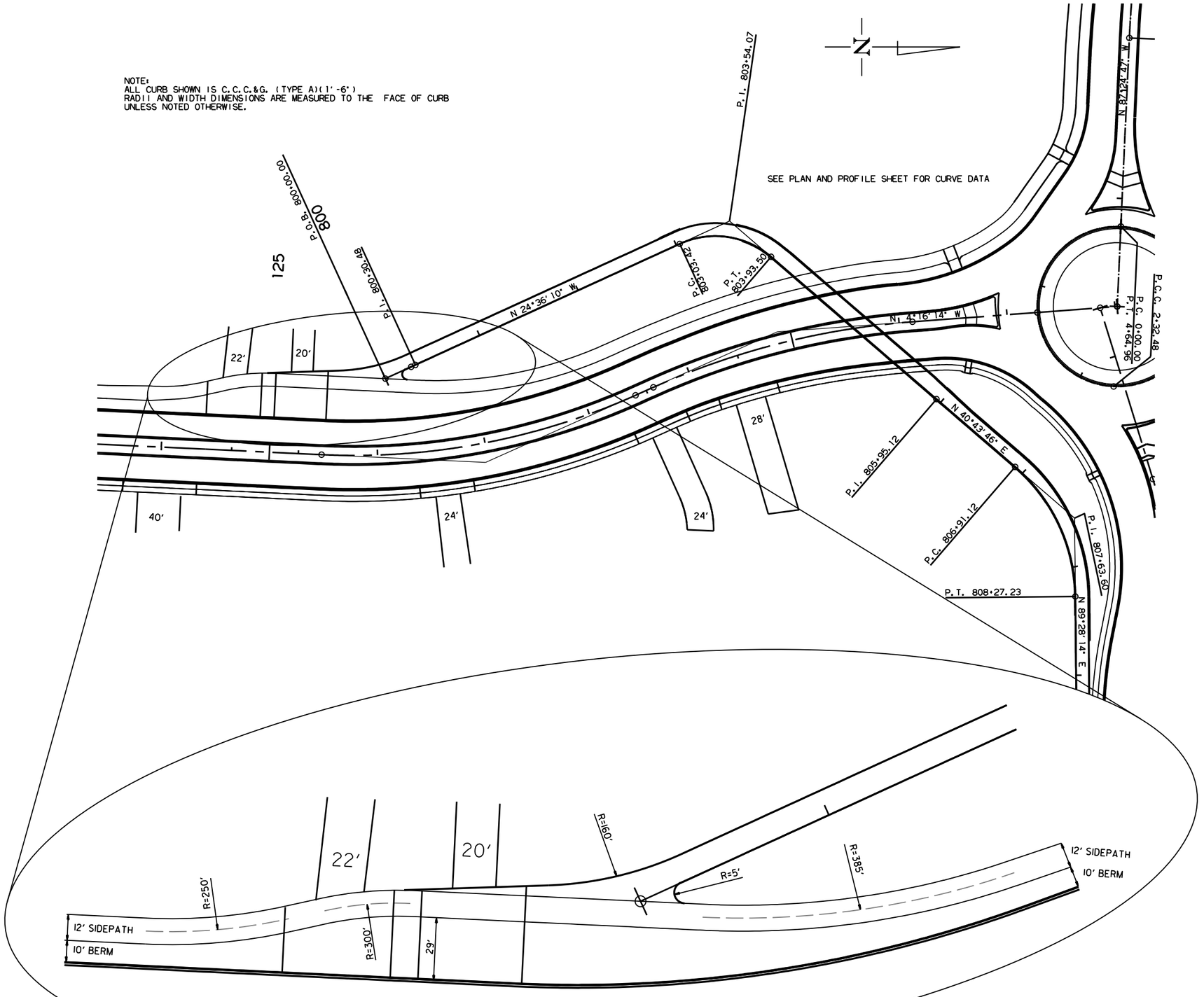
ROUNDABOUT 3 LAYOUT
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	36	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
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08/14/2025

NOTE:
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UNLESS NOTED OTHERWISE.

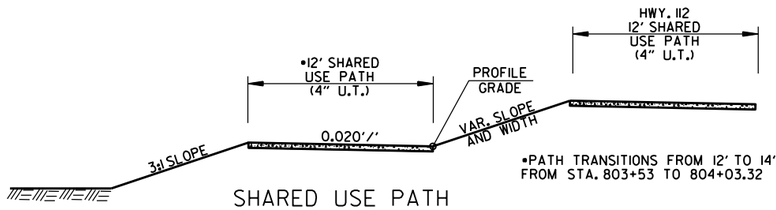


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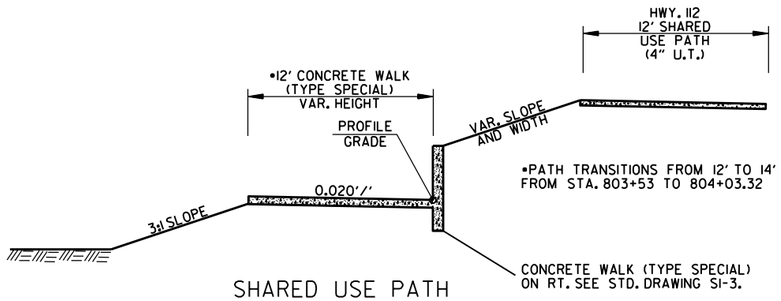
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	36A	392
		SPECIAL DETAILS				

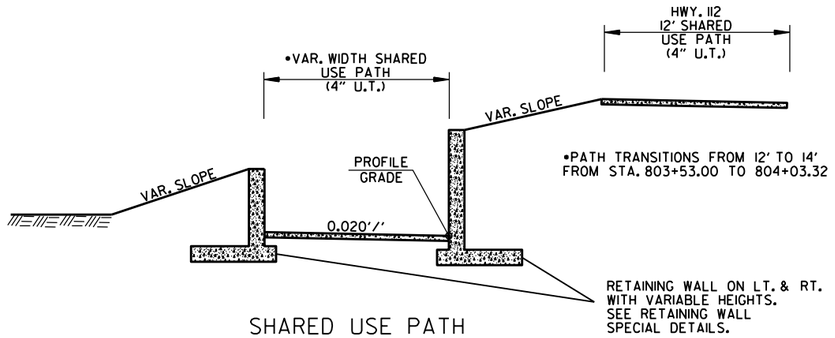
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025



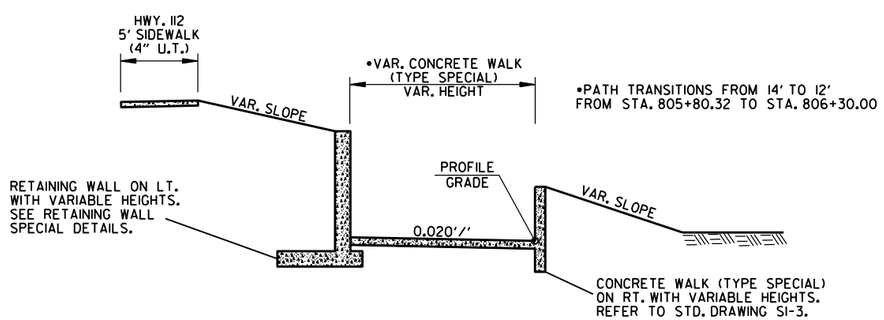
SHARED USE PATH
STA. 800+00 TO STA. 803+65



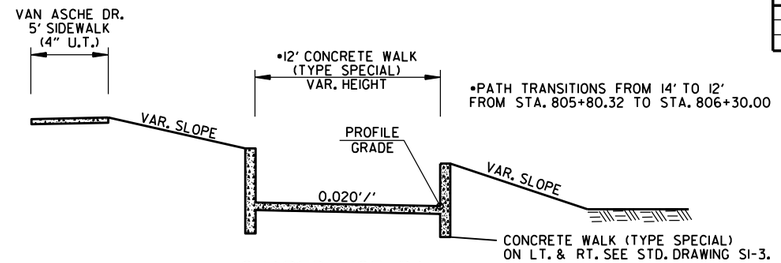
SHARED USE PATH
STA. 803+65.00 TO STA. 803+80.00



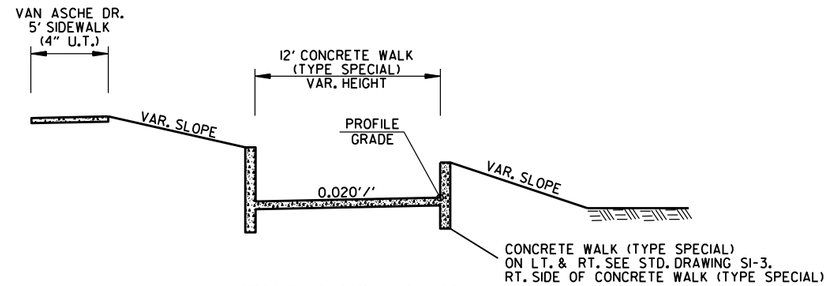
SHARED USE PATH
STA. 803+80.00 TO STA. 803+93.82
BRIDGE DESIGNED WINGWALLS START
AT STA. 803+93.82



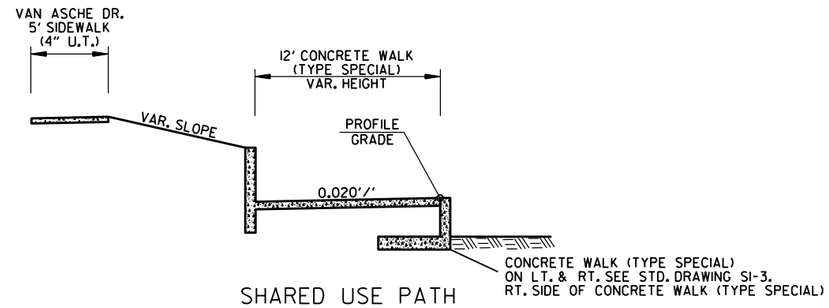
BRIDGE DESIGNED WINGWALLS END
AT STA. 806+00.32
SHARED USE PATH
STA. 806+00.32 TO STA. 806+15.00



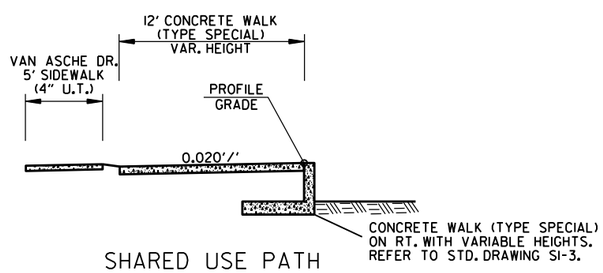
SHARED USE PATH
STA. 806+15.00 TO STA. 807+30.00



SHARED USE PATH
STA. 807+30.00 TO STA. 808+60



SHARED USE PATH
STA. 808+60.00 TO STA. 809+40.00



SHARED USE PATH
STA. 809+40.00 TO STA. 810+00

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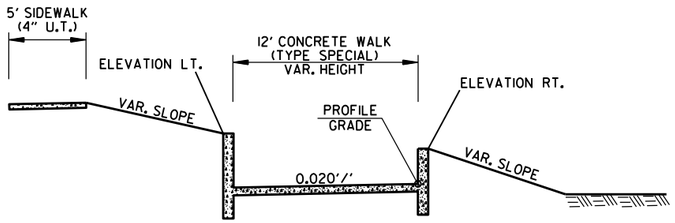
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	36B	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

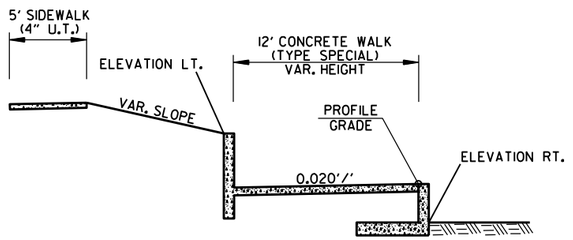
Hwy. 112 Shared Use Path Concrete Walk (Type Special) Elevation Table		
STATION	ELEVATION LT	ELEVATION RT
803+65.00	N/A	1235.97
803+70.00	N/A	1236.13
803+75.00	N/A	1236.72
803+80.00	N/A	1238.10

Hwy. 112 Shared Use Path Concrete Walk (Type Special) Elevation Table		
STATION	ELEVATION LT	ELEVATION RT
806+00.32	Retaining Wall	1243.67
806+05.00	Retaining Wall	1245.22
806+10.00	Retaining Wall	1242.83
806+15.00	1245.22	1243.19
806+20.00	1244.38	1243.57
806+30.00	1243.64	1244.31
806+40.00	1244.40	1244.29
806+50.00	1244.85	1244.17
806+60.00	1244.84	1244.31
806+70.00	1244.92	1244.48
806+80.00	1245.12	1243.99
806+90.00	1245.15	1244.39
807+00.00	1244.97	1244.73
807+10.00	1245.24	1244.97
807+20.00	1245.49	1245.11
807+30.00	1245.66	1245.20
807+40.00	1245.77	1245.90
807+50.00	1246.67	1246.42
807+60.00	1247.18	1246.83
807+70.00	1247.57	1246.98
807+80.00	1247.88	1246.70
807+90.00	1248.36	1246.69

Hwy. 112 Shared Use Path Concrete Walk (Type Special) Elevation Table		
STATION	ELEVATION LT	ELEVATION RT
808+00.00	1448.53	1247.17
808+10.00	1248.25	1247.49
808+20.00	1248.21	1247.61
808+30.00	1248.14	1247.63
808+40.00	1248.07	1247.59
808+50.00	1248.03	1247.55
808+60.00	1248.36	1247.54
808+70.00	1248.70	1247.45
808+80.00	1248.96	1247.39
808+90.00	1249.13	1247.24
809+00.00	1249.24	1247.37
809+10.00	1249.27	1247.99
809+20.00	1249.22	1248.00
809+30.00	1249.11	1247.94
809+40.00	1248.81	1247.81
809+50.00	N/A	1247.43
809+60.00	N/A	1247.36
809+70.00	N/A	1247.29
809+80.00	N/A	1247.50
809+90.00	N/A	1247.55
810+00.00	N/A	1247.45



EXAMPLE MEASUREMENT
FOR CUT LOCATIONS



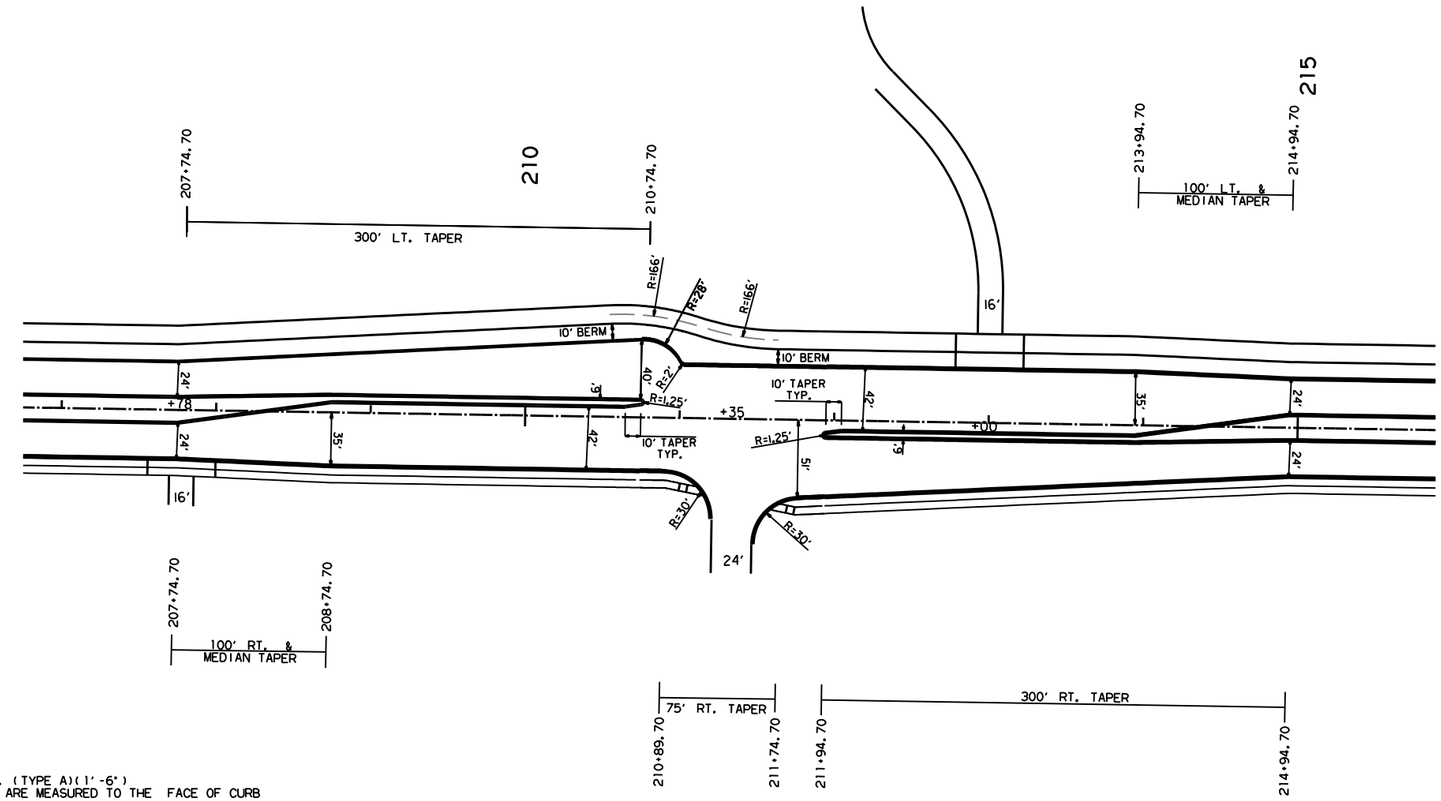
EXAMPLE MEASUREMENT
FOR RT. FILL LOCATIONS

JB44269 10/10/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	37	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

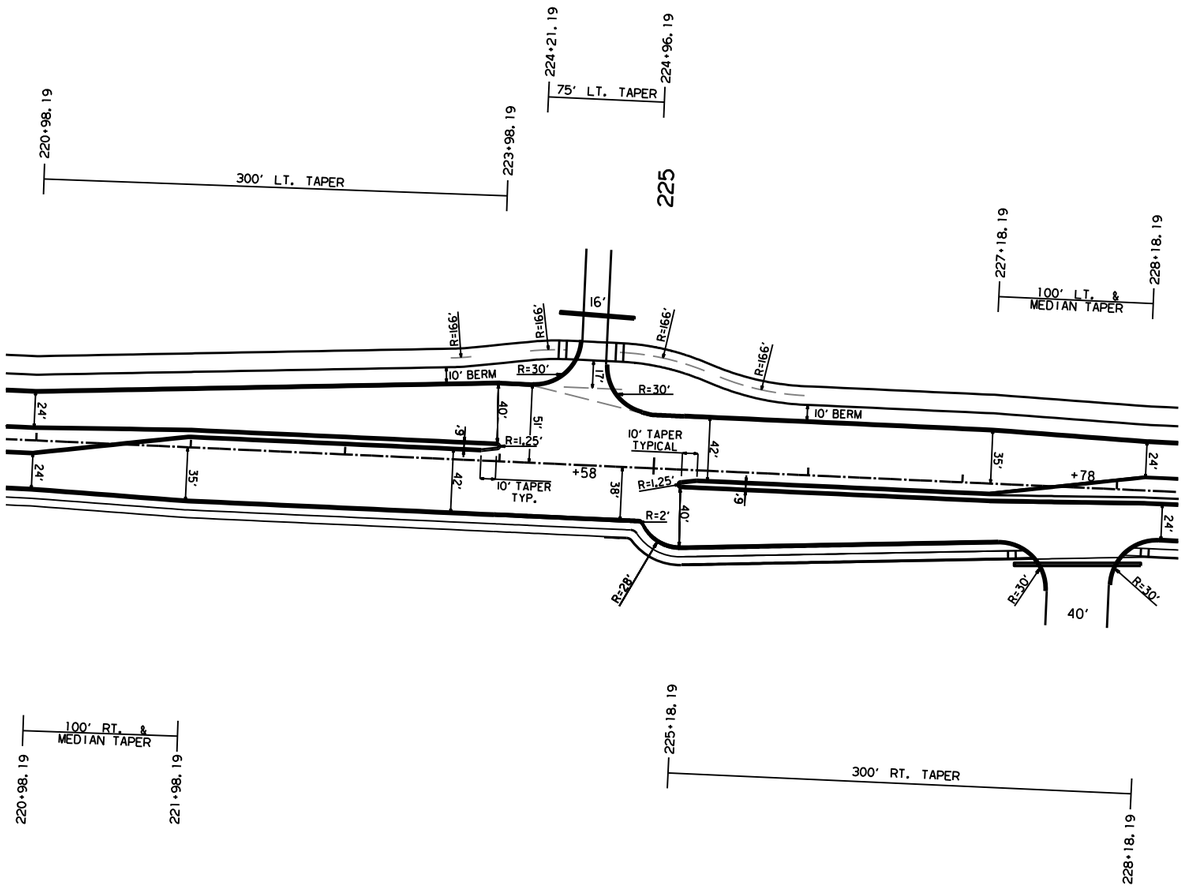
TURNAROUND STA. 211+35.00 LAYOUT
SPECIAL DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	38	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



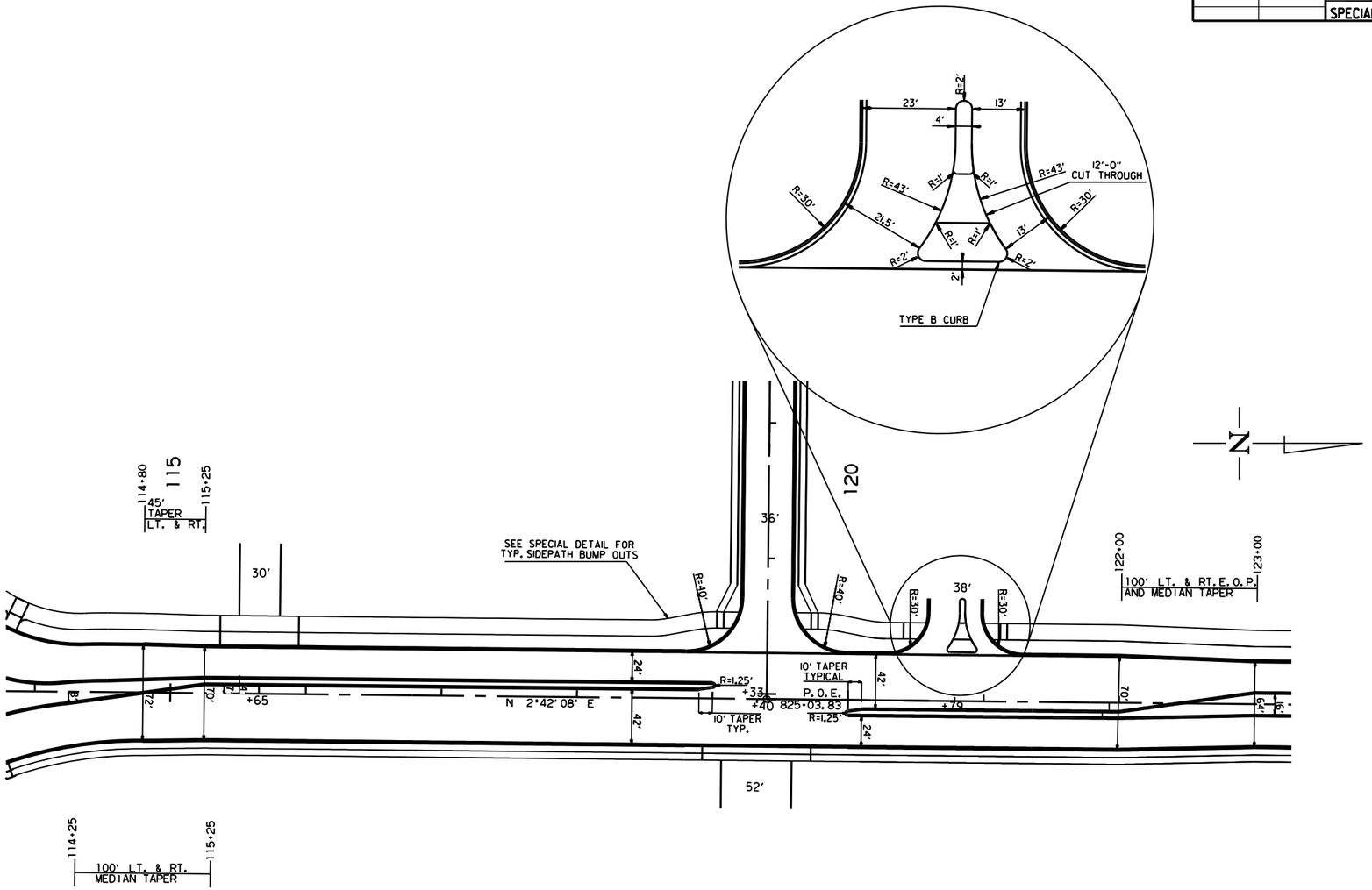
NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

TURNAROUND STA. 224+58.00 LAYOUT
SPECIAL DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	39	392
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



NOTE:
ALL CURB SHOWN IS C.C.C.&G. (TYPE A)(1'-6")
RADII AND WIDTH DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

FUTURE CITY ST. MEDIAN BREAK LAYOUT
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.		40	392
				JOB NO.		040746		

① SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
35'-0"	5'-0"	0'-9"	0'-8"	15	3:1	35'-2 3/8"	1'-0"	5'-10"	1'-8"	15	45	2'-2"	2'-9 1/2"	3'-1"	0'-10 3/4"	1'-0"	12'-6"	17'-6"	14'-4 5/8"	19'-4 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
7.85	664

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	13	L	Min	2'-8"									4	18	4	Min	4	18	2	12'-2"	4	18	9	L	Min	3'-3"	4	6	15'-3"	6	18	8	Min				Min	4	2	12'-8"	4	2	13'-8"	6	12	5	L	3'-4"	283
					Max	7'-4"												6'-4"									Max	7'-3"							1'-8"				-									
				X	Min	0'-9"												Max								X	Min	1'-4"							Max				Max									
					Max	1'-5"												10'-10"									Max	1'-4"							2'-3"				-						X	1'-8"		
				Y	Min	2'-0"																				Y	Min	2'-0"																				
					Max	6'-0"																					Max	6'-0"																				
WING B	4	12	18	L	Min	2'-8"									4	18	6	Min	4	18	2	17'-2"	4	18	12	L	Min	3'-4"	4	6	20'-3"	6	18	12	Min				Min	4	2	17'-6"	4	2	19'-10"	6	12	5	L	3'-4"	381
					Max	7'-7"												2'-8"									Max	7'-3"							1'-8"				-									
				X	Min	0'-9"												Max								X	Min	1'-4"							Max				Max									
					Max	1'-8"												15'-3"									Max	1'-4"							2'-7"				-						X	1'-8"		
				Y	Min	2'-0"																				Y	Min	2'-1"																				
					Max	6'-0"																					Max	6'-0"																				

MID-SECTION

BAR LAP TABLE

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

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"

Charles R. Ellis
Digitally signed by Charles R. Ellis
Date: 2025.01.08 14:16:08-06'00'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS

TABULAR DATA BY: YG DATE: 05/13/2024
CHECKED BY: CTM DATE: 06/12/2024

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 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-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 SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINFORCING STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" 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	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																															
15	3:1	5	8	5	6'-8"	10	3	10	6	8	35'-0"	6'-8"	6	9	Max 34'-8" Min 5'-11"	11	5	5	Max 34'-8" Min 5'-11"	19	4	7	Max 34'-8" Min 5'-11"	14	4	8.5	Max 34'-8" Min 5'-11"	11	4	5.5	30	6'-4"	4	12	48	6'-4"	4	11	79	Max 11'-3" Min 1'-10"	4	11	79	Max 11'-3" Min 1'-10"	4	12	5	LONG 11'-1"	4	12	10	LONG 8'-10"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		41	392
				JOB NO.		040746		

① SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS

TABULAR DATA BY: YG DATE: 05/13/2024
CHECKED BY: CTM DATE: 06/12/2024

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
35'-0"	5'-0"	0'-9"	0'-8"	15	3:1	35'-2 3/8"	1'-0"	5'-10"	1'-8"	15	45	2'-2"	2'-9 1/2"	3'-1"	0'-10 3/4"	1'-0"	12'-6"	17'-6"	14'-4 5/8"	19'-4 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
9.03	664

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
WING A	4	12	13	L	Min 2'-8"	-	-	-	L -	-	-	-	L -	4	18	4	Min	4	18	2	12'-2"
					Max 7'-4"												6'-4"				
				X	Min 0'-9"				X -				X -				Max				
					Max 1'-5"												10'-10"				
				Y	Min 2'-0"				Y -				Y -								
					Max 6'-0"																
WING B	4	12	18	L	Min 2'-8"	-	-	-	L -	-	-	-	L -	4	18	6	Min	4	18	2	17'-2"
					Max 7'-7"												2'-8"				
				X	Min 0'-9"				X -				X -				Max				
					Max 1'-8"												15'-3"				
				Y	Min 2'-0"				Y -				Y -								
					Max 6'-0"																

WING	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	18	9	L	Min 3'-3"	4	6	15'-3"	6	18	8	Min	-	-	-	Min	4	2	12'-8"	4	2	13'-8"	6	12	5	L	3'-4"	283
					Max 7'-3"							1'-8"				-												
				X	Min 1'-4"							Max				Max										X	1'-8"	
					Max 1'-4"							2'-3"				-												
				Y	Min 2'-0"																							
					Max 6'-0"																							
WING B	4	18	12	L	Min 3'-4"	4	6	20'-3"	6	18	12	Min	-	-	-	Min	4	2	17'-6"	4	2	19'-10"	6	12	5	L	3'-4"	381
					Max 7'-3"							1'-8"				-												
				X	Min 1'-4"							Max				Max										X	1'-8"	
					Max 1'-4"							2'-7"				-												
				Y	Min 2'-1"																							
					Max 6'-0"																							

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"

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

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINF. STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINF. STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																
15	3:1	5	8	5	6'-8"	10	3	10	6	8	35'-0"	6'-8"	6	9	Max 34'-8" / Min 5'-11"	11	5	5	Max 34'-8" / Min 5'-11"	19	4	7	Max 34'-8" / Min 5'-11"	14	4	8.5	Max 34'-8" / Min 5'-11"	11
															34'-8"	3			34'-8"	5			34'-8"	4			34'-8"	3

SIDE WALL REINF. STEEL "f0" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINF. STEEL "f1" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIDE WALL DISTRIBUTION REINF. STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" SIZE	SPACING	NO. REQ'D	LENGTH
4	5.5	30	6'-4"	4	12	48	6'-4"	4	11	79	Max 11'-3" / Min 1'-10"	4	11	79	Max '-1'-3" / Min '-'-10"	4	12	5	LONG 11'-1"	4	12	10	LONG 8'-10"
																			SHORT 1'-11"				MID 6'-6"
																						10	SHORT 4'-2"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
18.89	3102

"k1" HDWL BARS SIZE	LENGTH	NO. REQ'D
4	35'-11"	6

"k2" HDWL BARS SIZE	LENGTH	NO. REQ'D
4	35'-11"	6

"h" HDWL BARS SIZE	LENGTH	Y	NO. REQ'D
4	1'-9"	0'-9"	38

OUTLET SLOPE SECTION(S)

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	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	TOP SLAB REINF. STEEL SPACING	TOP SLAB REINF. STEEL NO. REQ'D	BOTTOM SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	BOTTOM SLAB REINF. STEEL SPACING	BOTTOM SLAB REINF. STEEL NO. REQ'D

SIDE WALL REINF. STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINF. STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" 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	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

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

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D

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 2
DETAILS OF R.C. BOX CULVERT

QUADRUPLE BARREL BOX CULVERT
Sta. 106+53

SPECIAL DETAILS

Ver. 1.1 17b040746_c1.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO	SHEET NO.	TOTAL SHEETS
10/9/2025				6	ARK.		42	392
				JOB NO.		040746		

① SPECIAL DETAILS

⚠1 Revised Table and Wings A & B Heights.
By: YG 10/09/2025
Checked By: CTM 10/09/2025

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
10/13/25
CHARLES R. ELLIS

TABULAR DATA BY: YG DATE: 05/20/2024
CHECKED BY: CTM DATE: 06/13/2024

⚠ INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
15'-10"	10'-0"	0'-11"	0'-10"	0	3:1	14'-0"	2'-10"	11'-5"	②varies	0	0	5'-9"	5'-9"	5'-9"	2'-1"	2'-1"	20'-0"	20'-0"	20'-0"	20'-0"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
21.43	2073

⚠1
② ~~4'-10"~~ 3'-2" for Wing A
~~7'-7"~~ 7'-2" for Wing B

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
WING A	5	12	20	L	Min	6'-4"	5	12	20	L	6'-1"		-	-	-	L	-		4	18	10	Min		4	18	4	19'-8"
					Max	14'-2"																4'-0"					
				X	Min	2'-7"				X	2'-7"					X	-					Max					
					Max	2'-7"																18'-7"					
				Y	Min	3'-11"				Y	3'-8"					Y	-										
					Max	11'-9"																					
WING B	5	12	20	L	Min	10'-2"	5	12	20	L	10'-1"		-	-	-	L	-		4	18	4	Min		4	18	10	19'-8"
					Max	14'-3"																8'-0"					
				X	Min	2'-7"				X	2'-7"					X	-					Max					
					Max	2'-7"																15'-1"					
				Y	Min	7'-9"				Y	7'-8"					Y	-										
					Max	11'-10"																					

WING	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	18	14	L	Min	6'-11"	4	8	19'-8"	6	18	14	Min		4	18	4	Min		4	2	21'-3"	4	2	19'-8"	6	12	10	L	3'-5"	949
					Max	14'-11"							5'-5"					19'-8"												
				X	Min	3'-4"												Max											X	-	
					Max	3'-4"							Max					19'-8"												
				Y	Min	3'-9"							5'-5"																		
					Max	11'-9"																									
WING B	4	18	14	L	Min	10'-10"	4	8	19'-8"	6	18	14	Min		4	18	4	Min		4	2	20'-1"	4	2	19'-8"	6	12	10	L	3'-5"	1124
					Max	15'-0"							5'-5"					19'-8"												
				X	Min	3'-4"												Max											X	-	
					Max	3'-4"							Max					19'-8"												
				Y	Min	7'-8"							5'-5"																		
					Max	11'-10"																									

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 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"				BOTTOM SLAB REINFORCING STEEL "b"				SIDE WALL REINFORCING STEEL "f"				TOP SLAB DISTRIBUTION REINFORCING STEEL "d"				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e"				SIDE WALL DISTRIBUTION REINFORCING STEEL "d1"				HEADWALL REINFORCING STEEL "k1", "k2" & "h"				CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR. 60) (Includes HDWL)
												SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACEING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH		
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																													CU. YDS.	LBS.
		0												Max				Max										Max						LONG	"k1"				
																																				"k2"					
														Min				Min										Min						SHORT							
																																				"h"					
																																							Y			

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

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS	SIZE	Y	LENGTH	NO. REQ'D
3"	21	4	1'-4"	2'-4"	17

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 50)
CU. YDS.	LBS.
TOTAL	
0.15	46

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4"				BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4"				SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL		
	D	S	H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D
A	2	14	10	17	15	11	15'-10"	12'-8"	177.00	8	8	265	15'-6"	8	7	303	15'-6"	5	6	706	12'-4"	4	12	15	4	12	15	4	12	20

CLASS "S" CONCRETE	REINFORCING STEEL (Gr. 60)
CU. YDS.	LBS.
396.98	38734

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	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -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 130+66

SPECIAL DETAILS

LRFD

Ver. 1.1 7b040746_c2.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10/9/2025				6	ARK.		43	392
				JOB NO.		040746		
				① SPECIAL DETAILS				

⚠ OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
15'-10"	10'-0"	0'-11"	0'-10"	0	3:1	14'-0"	2'-10"	11'-5"	②varies	0	0	5'-9"	5'-9"	5'-9"	2'-1"	2'-1"	9'-6"	9'-6"	9'-6"	9'-6"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
11.08	1099

⚠1
②~~7'-2"~~ 7'-9" for Wing A
~~3'-2"~~ 5'-0" for Wing B

⚠1 Revised Table and Wings A & B Heights.
By: YG 10/09/2025
Checked By: CTM 10/09/2025

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
10/13/25
CHARLES R. ELLIS

TABULAR DATA BY: YG DATE: 05/20/2024
CHECKED BY: CTM DATE: 06/13/2024

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
WING A	5	12	10	L	Min	10'-9"	5	12	9	L	10'-9"		-	-	-	L	-		4	18	4	Min
					Max	14'-2"																4'-4"
				X	Min	2'-7"				X	2'-7"					X	-					Max
					Max	2'-7"																8'-2"
				Y	Min	8'-4"				Y	8'-4"					Y	-					
					Max	11'-9"																
WING B	5	12	10	L	Min	8'-0"	5	12	9	L	8'-0"		-	-	-	L	-		4	18	8	Min
					Max	14'-1"																2'-4"
				X	Min	2'-7"				X	2'-7"					X	-					Max
					Max	2'-7"																9'-0"
				Y	Min	5'-7"				Y	5'-7"					Y	-					
					Max	11'-8"																

WING	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	18	7	9'-2"	4	18	7	X	Min	11'-6"	4	8	9'-2"	6	18	7	Min		4	18	4	Min	4	2	9'-9"	4	2	9'-2"	6	12	10	L	3'-5"	578
									Max	14'-11"							5'-5"					9'-2"												
								X	Min	3'-4"							Max					Max											X	-	
									Max	3'-4"																								
								Y	Min	8'-4"							5'-5"					9'-2"												
									Max	11'-9"							Max					Max												
WING B	4	18	6	9'-2"	4	18	7	X	Min	8'-9"	4	8	9'-2"	6	18	7	Min		4	18	4	Min	4	2	11'-0"	4	2	9'-2"	6	12	10	L	3'-5"	521
									Max	14'-10"							5'-5"					9'-2"												
								X	Min	3'-4"							Max					Max											X	-	
									Max	3'-4"																								
								Y	Min	5'-7"							5'-5"					9'-2"												
									Max	11'-8"							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"				BOTTOM SLAB REINFORCING STEEL "b"				SIDE WALL REINFORCING STEEL "f"				TOP SLAB DISTRIBUTION REINFORCING STEEL "d"				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e"				SIDE WALL DISTRIBUTION REINFORCING STEEL "d1"				HEADWALL REINFORCING STEEL "k1", "k2" & "h"				CLASS "S" CONCRETE (Includes HDWL)	①REINFORCING STEEL (GR. 60) (Includes HDWL)
												SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACEING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH						
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.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4"				BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4"				SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL			CLASS "S" CONCRETE	REINFORCING STEEL (GR. 50)
										SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.
	D	S	H	T	B	C	OW	OH	SL																							
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL			"h" HDWL BARS																										TOTAL	
HD	LBS			SIZE		Y		LENGTH		NO. REQ'D																				0.15	46
3"	21			4		1'-4"		2'-4"		17																						

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"

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

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 2
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
STA 130+66

SPECIAL DETAILS

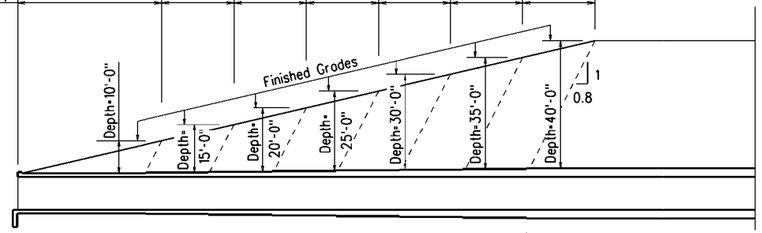
Ver. 1.1.17b040746_c2.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		44	392
				JOB NO.		040746		

① SPECIAL DETAILS

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

2:1 Slope	20'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	
3:1 Slope	30'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	
4:1 Slope	40'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	



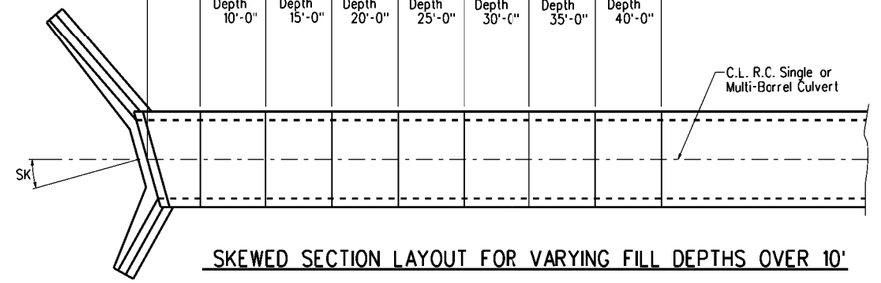
Slope Section Length @ 2:1 Slope	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	G=6'-0"	Mid-Section Length - Varies
Slope Section Length @ 3:1 Slope	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	G=11'-0"	Mid-Section Length - Varies
Slope Section Length @ 4:1 Slope	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"	E=16'-0"	F=16'-0"	G=16'-0"	Mid-Section Length - Varies

LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

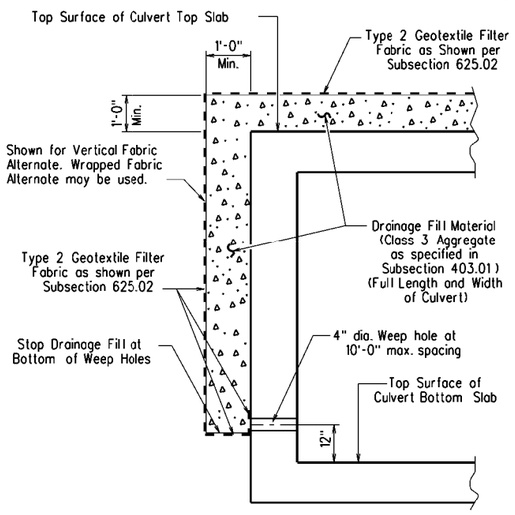
x LL - Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.

Section Length	x LL		C	D	E	F	G	Mid-Section Length - Varies
Section Length	x LL	B	C	D	E	F	G	Mid-Section Length - Varies
Section Length	x LL	A	B	C	D	E	F	G
		Depth 10'-0"	Depth 15'-0"	Depth 20'-0"	Depth 25'-0"	Depth 30'-0"	Depth 35'-0"	Depth 40'-0"



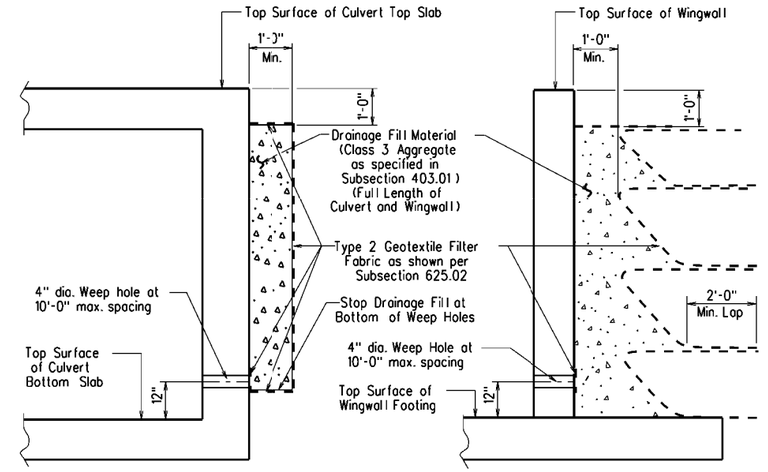
SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

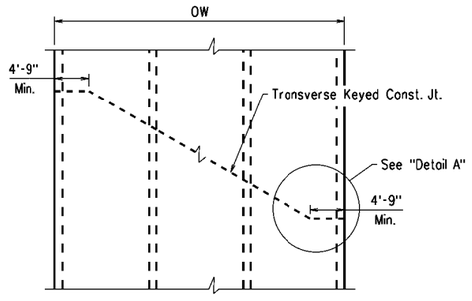


VERTICAL FABRIC ALTERNATE
(Shown for Culvert, Similar for Wingwall)

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

① WINGWALL & CULVERT DRAINAGE DETAIL

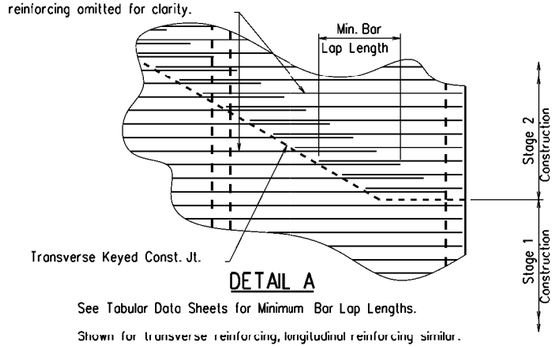
For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.



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.

Slab bars "a", "b", "c", "d", "b1", or "f". Slab distribution and Wall reinforcing omitted for clarity.



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. When the bottom slab of the box culvert serves as a shared use path, the finished surface shall be given a Class 6, Broomed Finish according to Subsection 802.19. 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.

① Supplemental Details for Box Culvert at Sta. 130+66 override this detail.

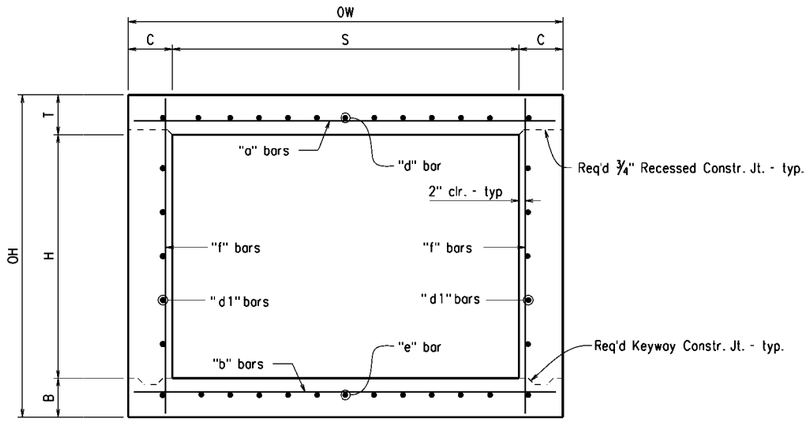
SHEET 1 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE
SPECIAL DETAILS

V 1.1 176040746_culvert.dgn

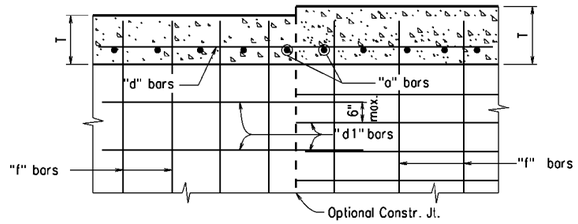
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				6	ARK.		45	392
				JOB NO.		040746		

① SPECIAL DETAILS

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



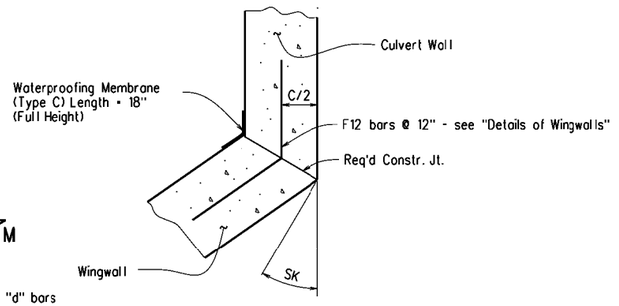
TYPICAL SECTION M-M



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

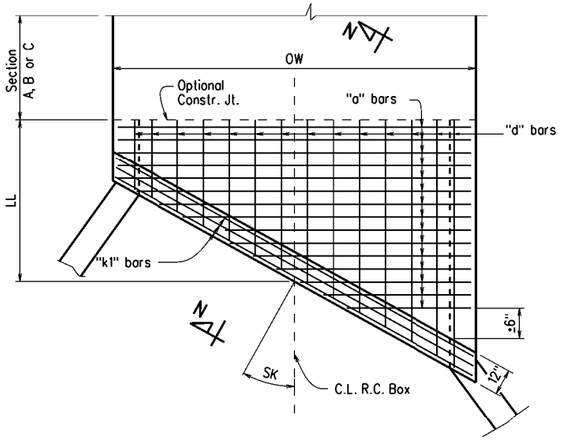
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

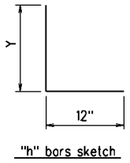


WINGWALL ATTACHMENT

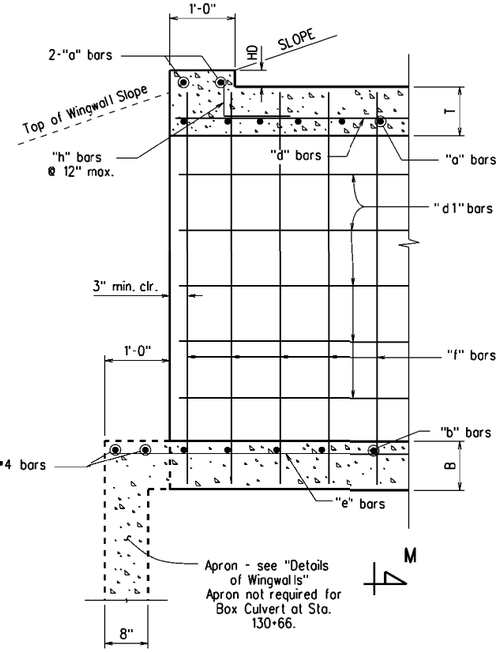
See "Details of Wingwalls" for additional information and wingwall details.



TOP SLAB REINFORCEMENT

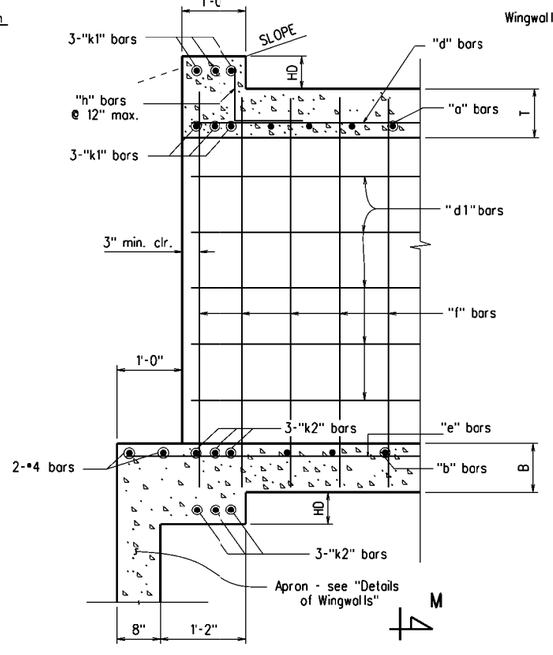


"h" bars sketch



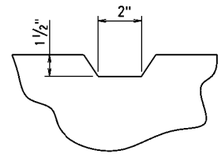
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



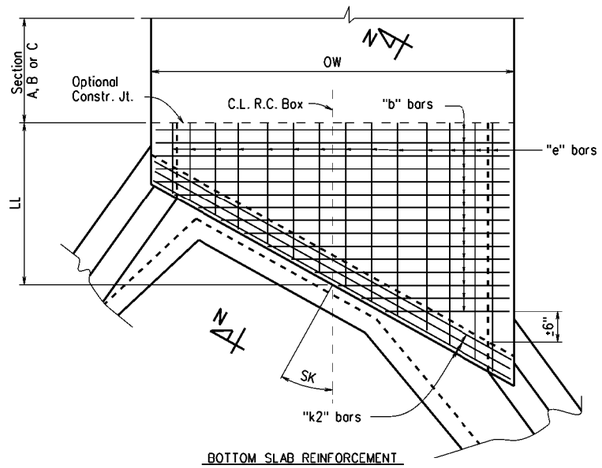
PART LONGITUDINAL SECTION N-N

(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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS

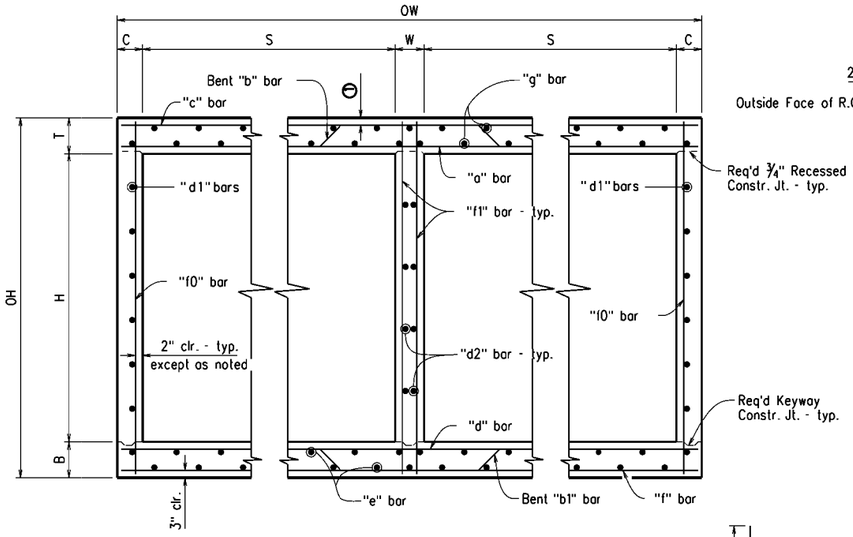
V 1.1 17b040746_culvert.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		46	392
				JOB NO.		040746		

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.

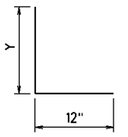
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



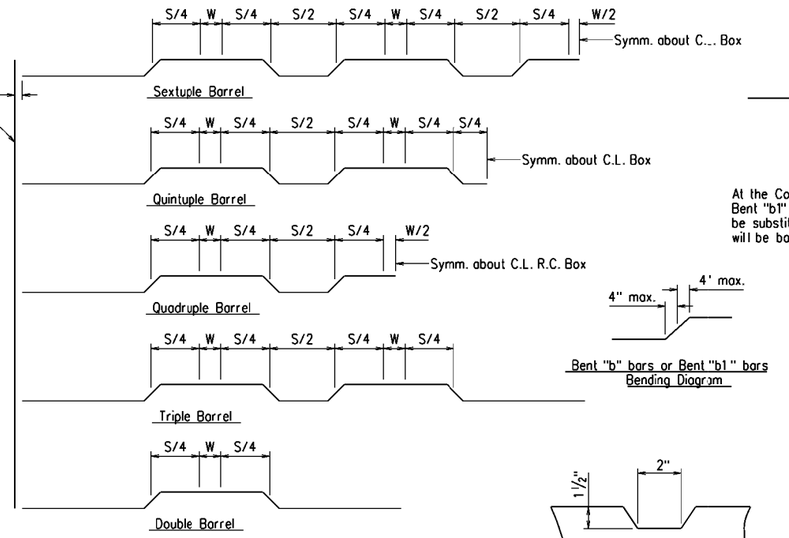
TYPICAL SECTION M-M

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

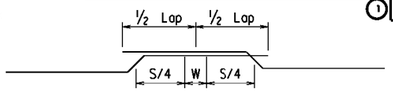
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



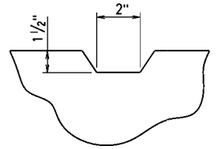
Bent "b" bars or Bent "b1" bars sketch



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

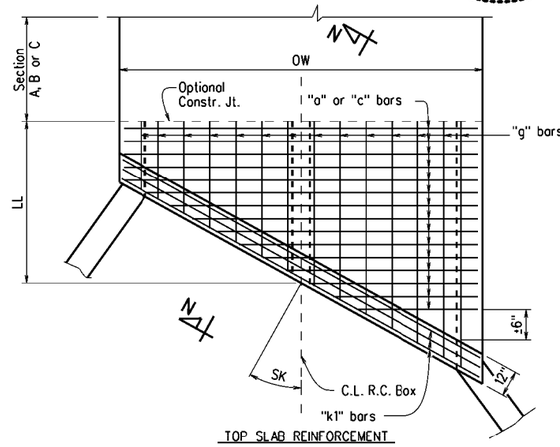
At the Contractor's option in lieu of providing Bent "b" or Bent "b1" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "b1" bar.

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

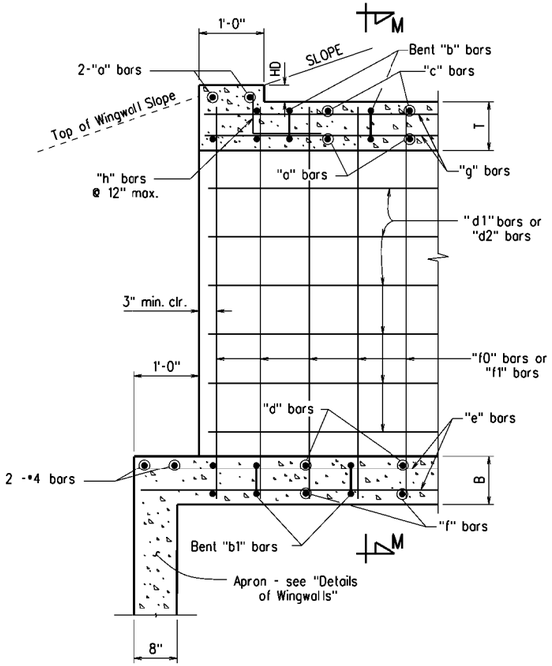


TYPICAL KEYWAY DETAIL

(All Construction Joints)

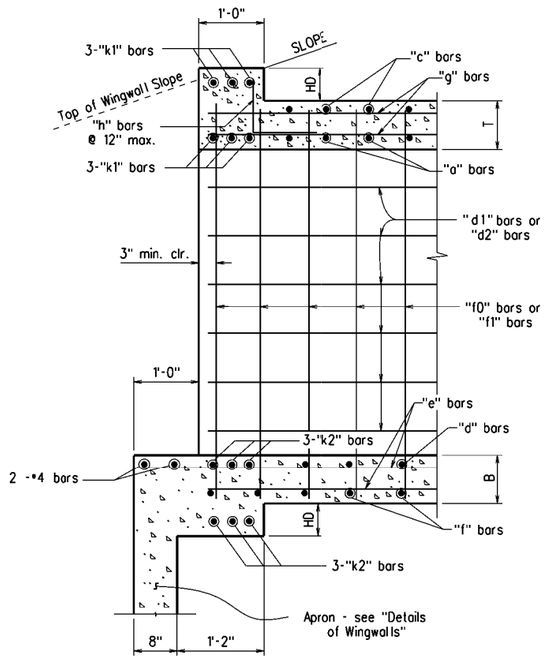


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



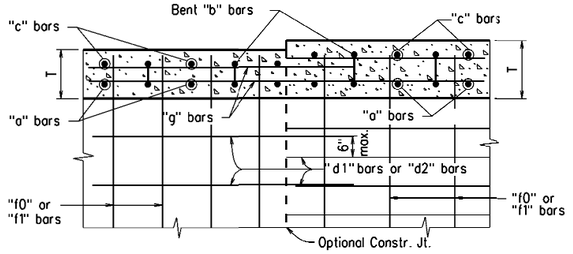
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

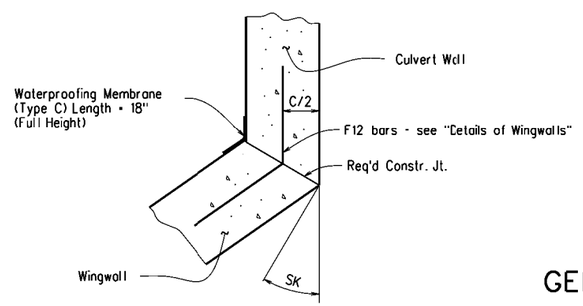
(Skewed Ends)



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

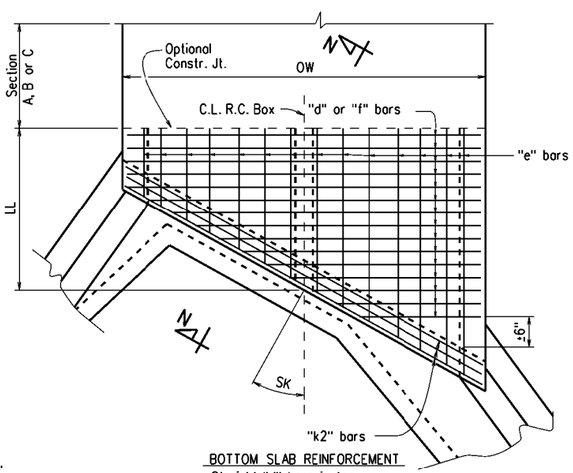
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS

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

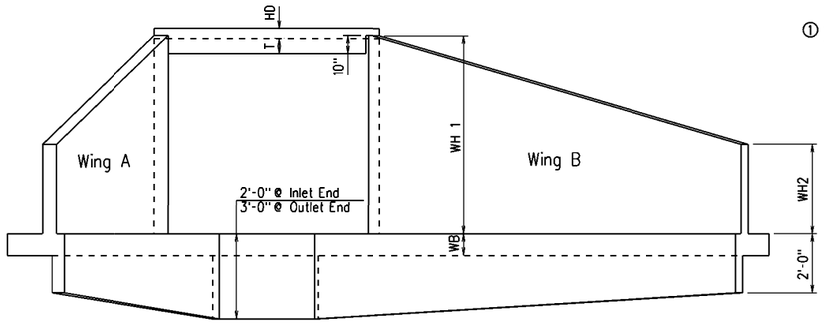
DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

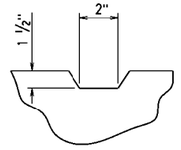
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		47	392
				JOB NO.		040746		

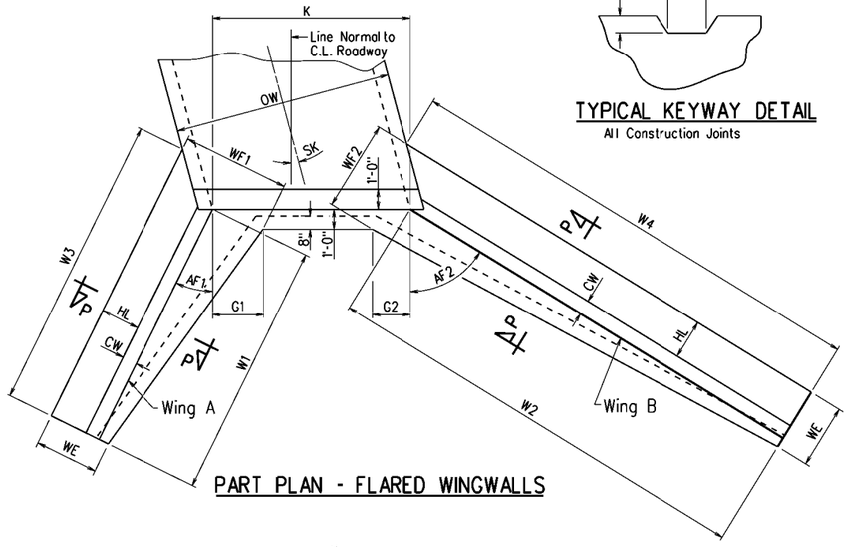
① SPECIAL DETAILS



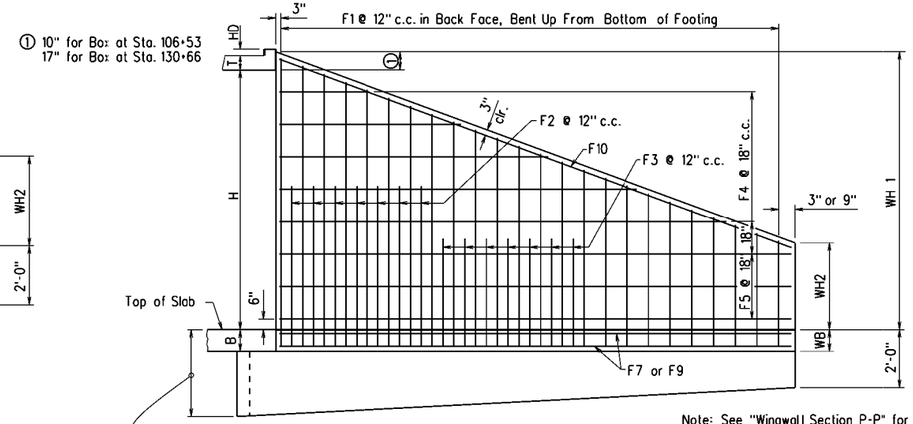
END ELEVATION
Flared Wingwalls Shown



TYPICAL KEYWAY DETAIL
All Construction Joints

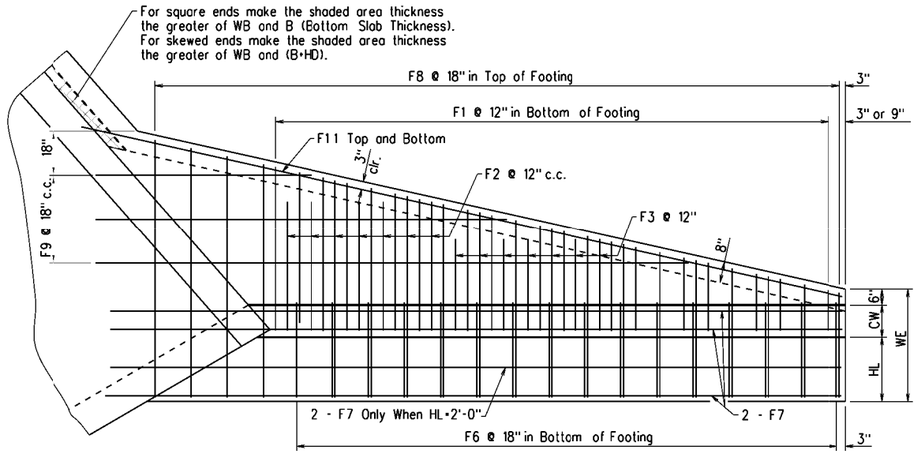


PART PLAN - FLARED WINGWALLS

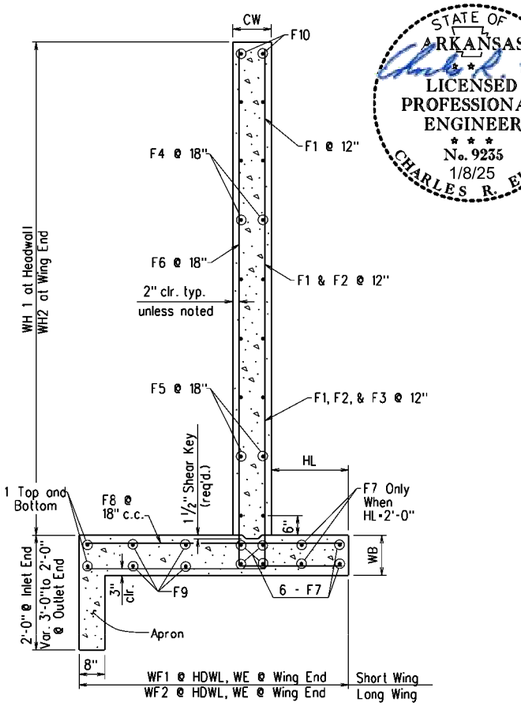


WINGWALL ELEVATION
Showing Back Face Reinforcement

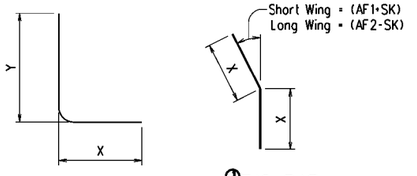
Note: See "Wingwall Section P-P" for additional details and reinforcing.



PLAN - FLARED WINGWALLS
Showing Footing Reinforcement



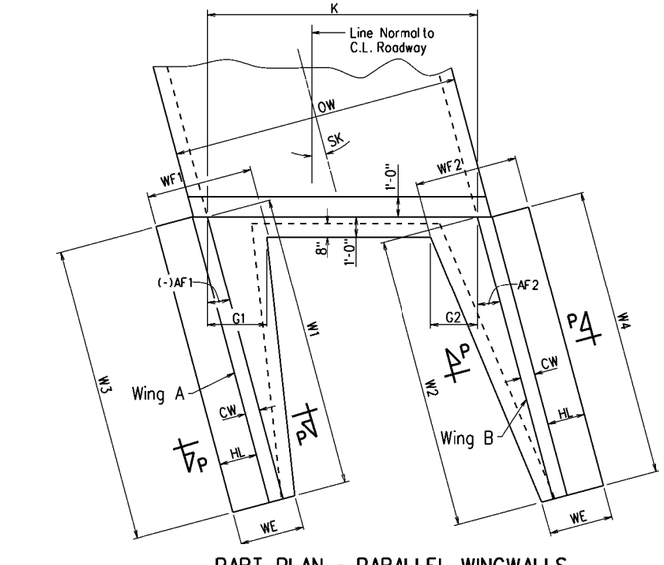
WINGWALL SECTION P-P



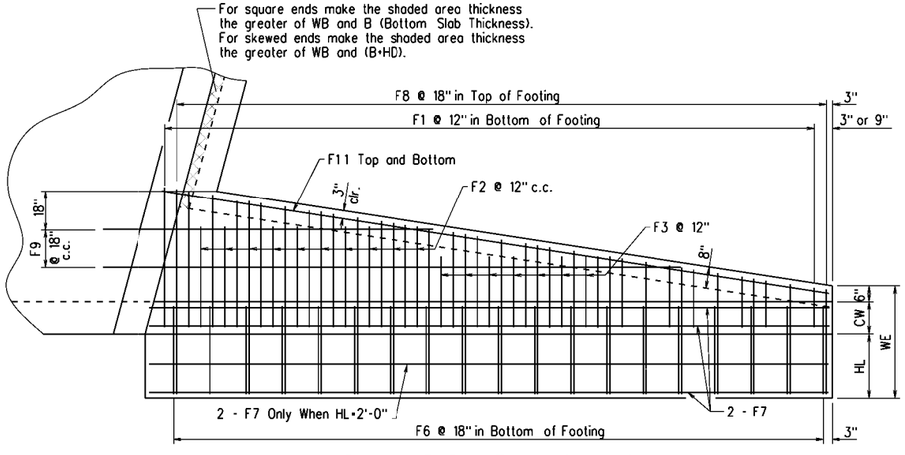
F1, F2, F3, & F6 BARS

①F12 BAR

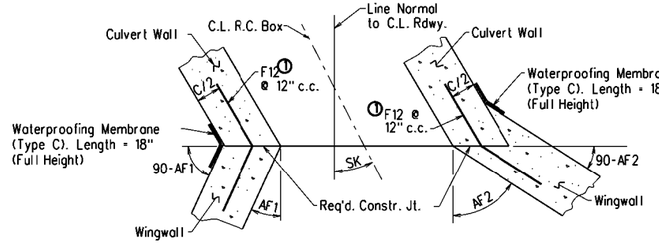
①F12 is a straight bar for parallel wingwalls



PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS
Showing Footing Reinforcement



CONSTRUCTION JOINTS
Flared Wingwalls Shown

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS

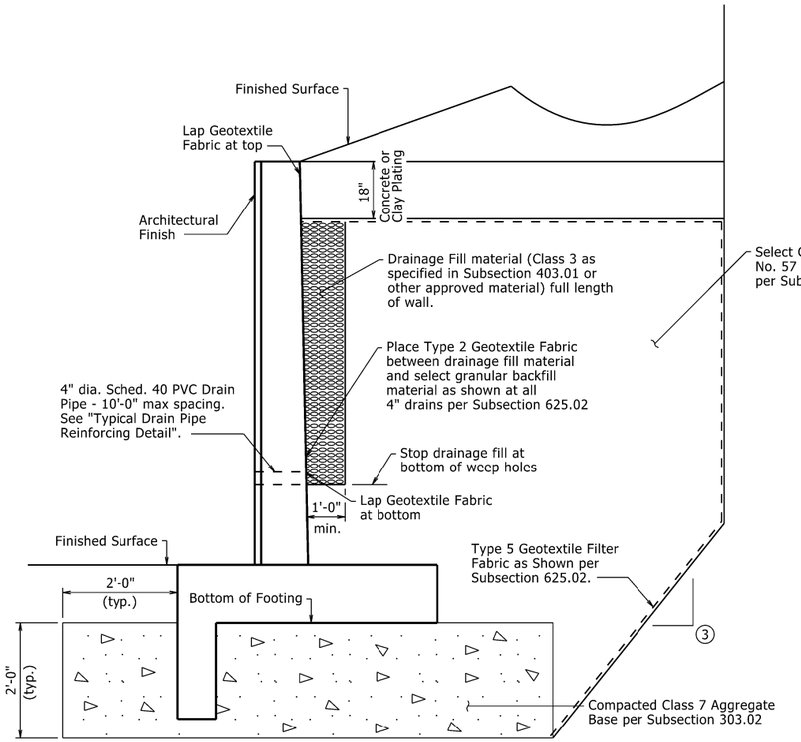
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10/9/2025				6	ARK.		48	392
				JOB NO.		040746		

1 SPECIAL DETAILS

1 Revised Quantities.
By: YG 10/09/2025
Checked By: CTM 10/09/2025

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
10/13/25
CHARLES R. ELLIS



TYPICAL WINGWALL DRAINAGE & BACKFILL DETAILS

No Scale

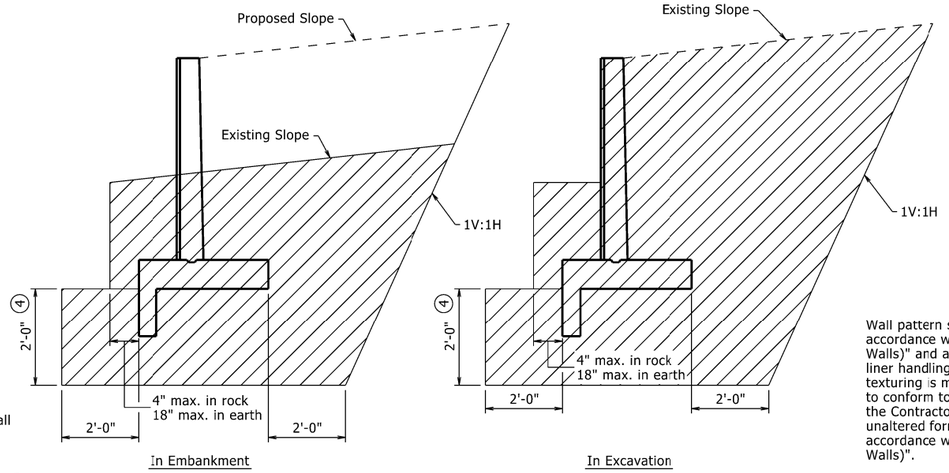
1 Provide edge relief around perimeter of Texture. Edge relief dimensions shall match manufacturer's edge distance.

2 Additional concrete required for architectural finish. See Special Provision Job No. 040746 "Architectural Finish (Cast-In Place Retaining Walls)".

3 0.8H:1.0V for fill slope
1.0H:1.0V for cut slope

Hatched area denotes maximum limits of pay excavation.

Excavation required for area of Select Granular Backfill will be paid for under the pay item "Unclassified Excavation For Structures - Roadway".



DETAILS OF EXCAVATION

No Scale

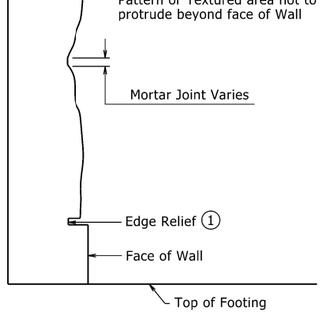
4 Limits of Pay for Undercut Backfill

NOTES

Wall pattern shall be applied to the exposed surfaces of wingwall in accordance with SP "Architectural Finish (Cast-In Place Retaining Walls)" and as shown in the plans. Care shall be taken with form liner handling and installation to ensure aesthetic quality of the wall texturing is maintained. Where form liner panels require modification to conform to the location, dimensions and lines shown in the plans, the Contractor shall provide edge relief matching that of the unaltered form liner. Payment for wall texturing shall be in accordance with SP "Architectural Finish (Cast-In Place Retaining Walls)".

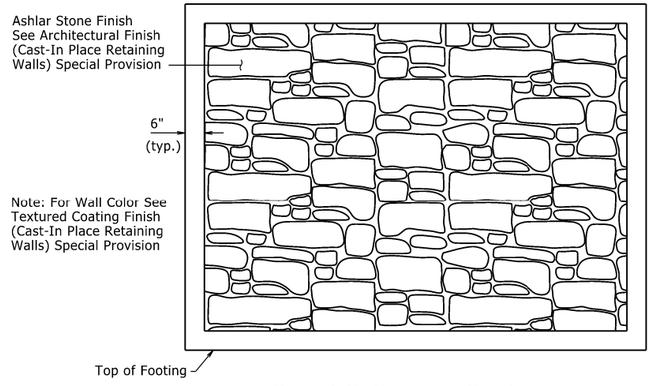
No adjustments will be made in concrete volume due to the use of "Architectural Finish". Class "S" Concrete shall be measured in accordance with Subsection 802.24(a). Care shall be taken in placing concrete to avoid segregation and to eliminate flow lines.

Class 3 Textured Coating Finish shall be applied to wall surfaces as specified in SP "Textured Coating Finish (Cast-In Place Retaining Walls)" and in accordance with Subsection 802.19(ɔ)(3).



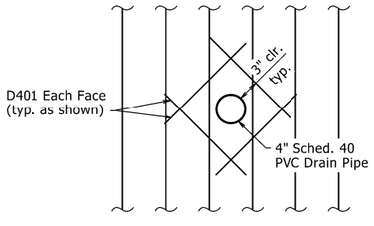
SECTION OF ARCHITECTURAL FINISH

No Scale



ASHLAR STONE FINISH DETAIL

No Scale



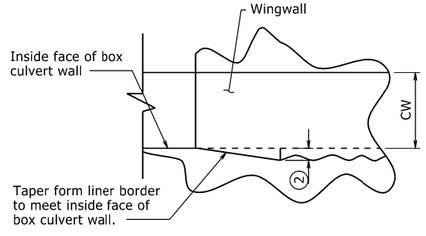
TYPICAL DRAIN PIPE REINFORCING DETAIL

No Scale

1 ADDITIONAL QUANTITIES FOR ARCHITECTURAL FINISH

(FOR INFORMATION ONLY)

	Wingwall	Textured Coating (Sq. Yd.)	Architectural Finish (Sq. Ft.)	Unclassified Excavation for Structures-Roadway (Cu. Yd.)
BEGIN	A	19	119	34
	B	23	157	35
END	A	12	72	17
	B	10	60	17



WINGWALL TAPER

No Scale

SUPPLEMENTAL DETAILS OF R.C. BOX CULVERT

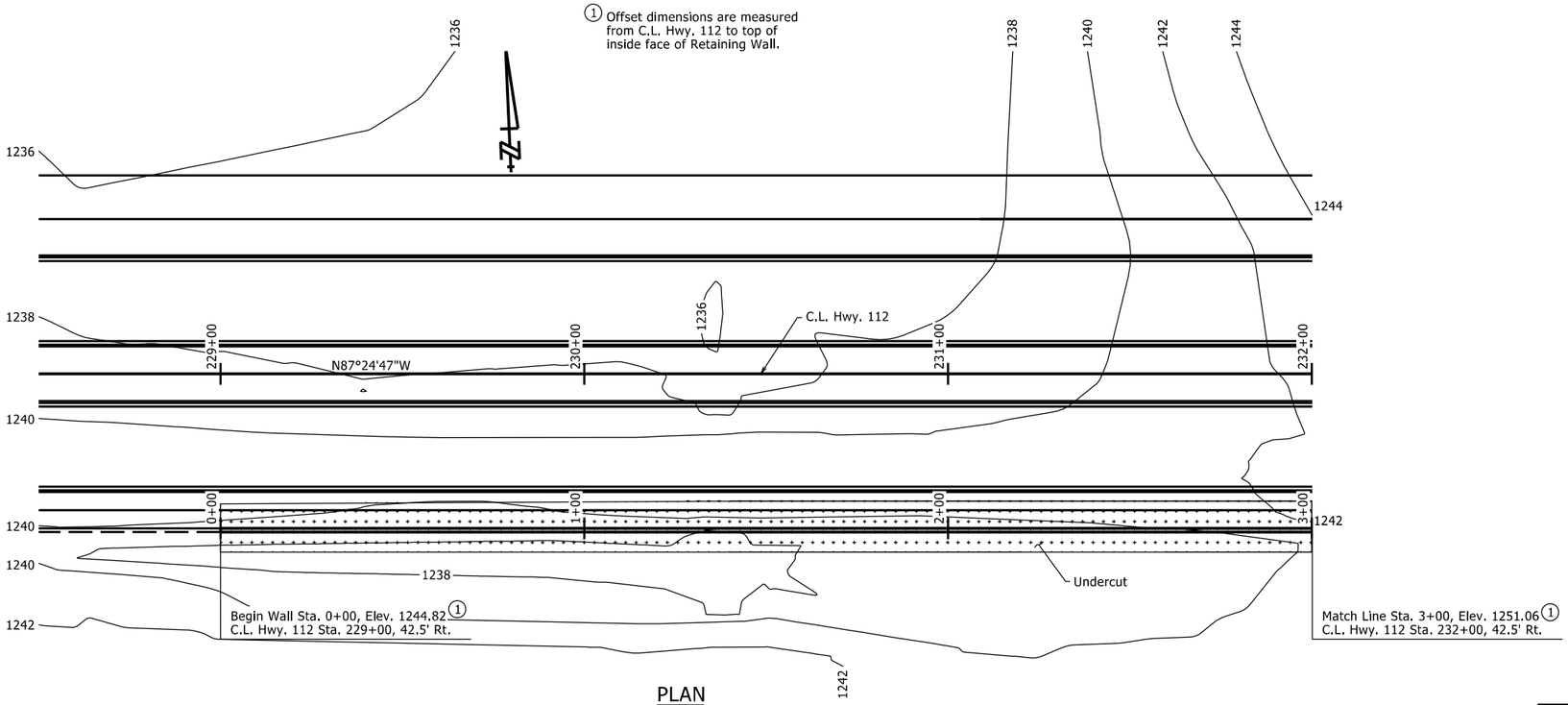
SINGLE BARREL BOX CULVERT
STA 130+66

SPECIAL DETAILS

V 1.1 176040746_culvert.dgn

DATE REVISED	DATE REVISED	FED. AID PROJ. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	49	392
		- SPECIAL DETAILS -				

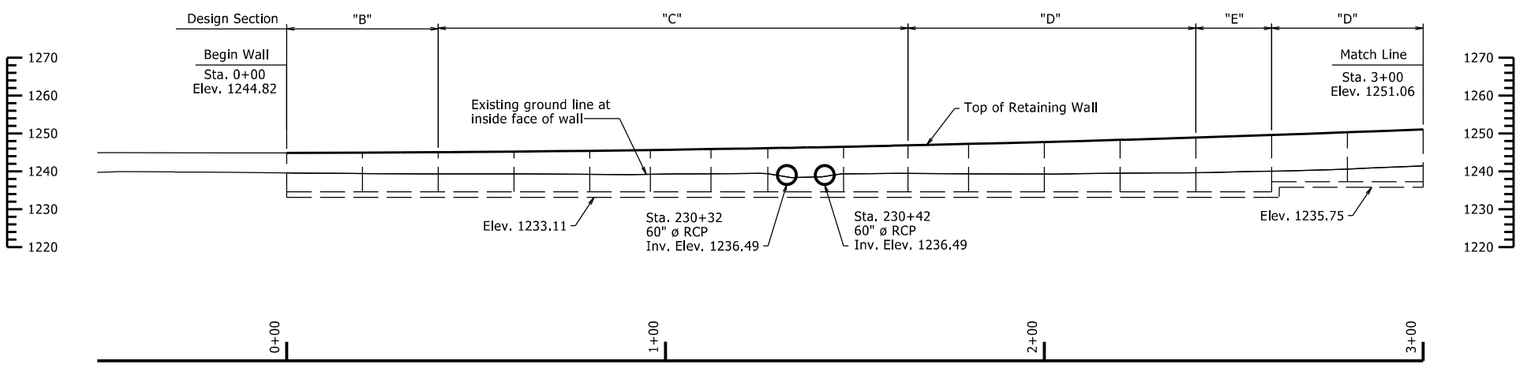
See Roadway Plans for additional information.



PLAN

1" = 20'-0"

Hand rail not shown for clarity.



ELEVATION

1" = 20'-0"

TABLE OF RETAINING WALL ELEVATIONS	
Station	Top of Wall Elevation
0+00	1244.86
0+20	1244.92
0+40	1245.03
0+60	1245.19
0+80	1245.40
0+96	1245.61
1+12	1245.85
1+27	1246.10
1+47	1246.48
1+64	1246.85
1+80	1247.22
2+00	1247.73
2+20	1248.30
2+40	1248.92
2+60	1249.58
2+80	1250.30
3+00	1251.06

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS

SHEET 1 OF 5
DETAILS OF REINFORCED CONCRETE RETAINING WALL SPECIAL DETAILS

PRINT DATE: 12/30/2024

DATE REVISED	DATE REVISED	FED. AID PROJ. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	50	392
		- SPECIAL DETAILS -				

HORIZONTAL CURVE DATA

(along C.L. Hwy. 112)

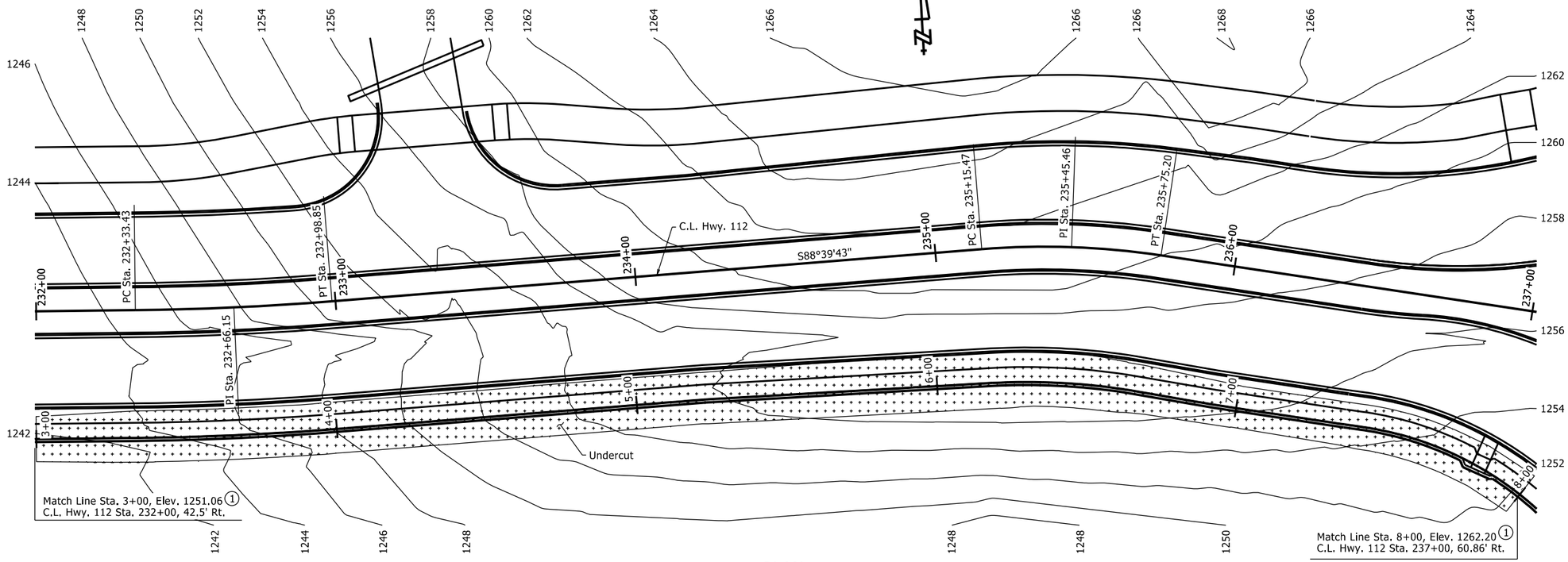
PI = 232+66.15
Δ = 3°55'30" Left
D = 6°00'00"
T = 32.72'
L = 65.42'
R = 954.93'
PC = 232+33.43
PT = 232+98.85

PI = 235+45.46
Δ = 13°08'27" Right
D = 22°00'00"
T = 30.00'
L = 59.73'
R = 260.44'
PC = 235+15.47
PT = 235+75.20

(1) Offset dimensions are measured from C.L. Hwy. 112 to top of inside face of Retaining Wall.

See Roadway Plans for additional information.

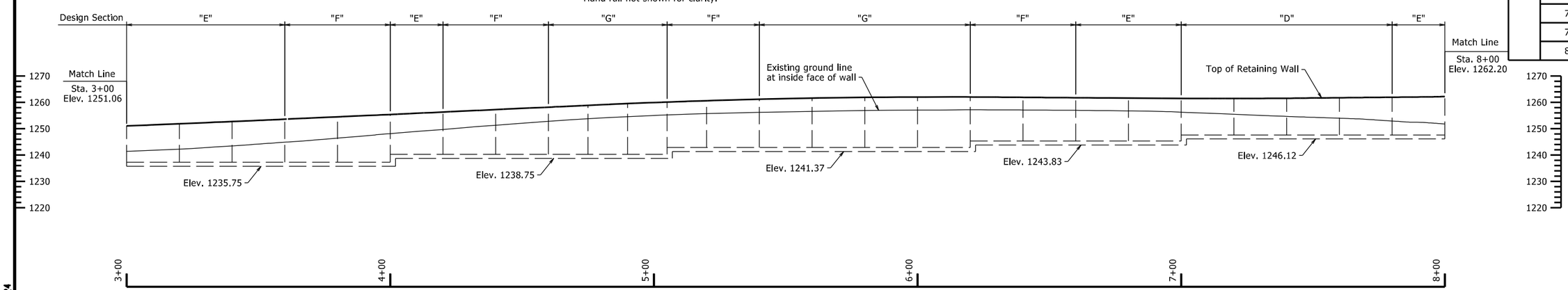
STATE OF ARKANSAS
Charles R. Ellis
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS



PLAN

1"=20'-0"

Hand rail not shown for clarity.



ELEVATION

1" = 20'-0"

TABLE OF RETAINING WALL ELEVATIONS

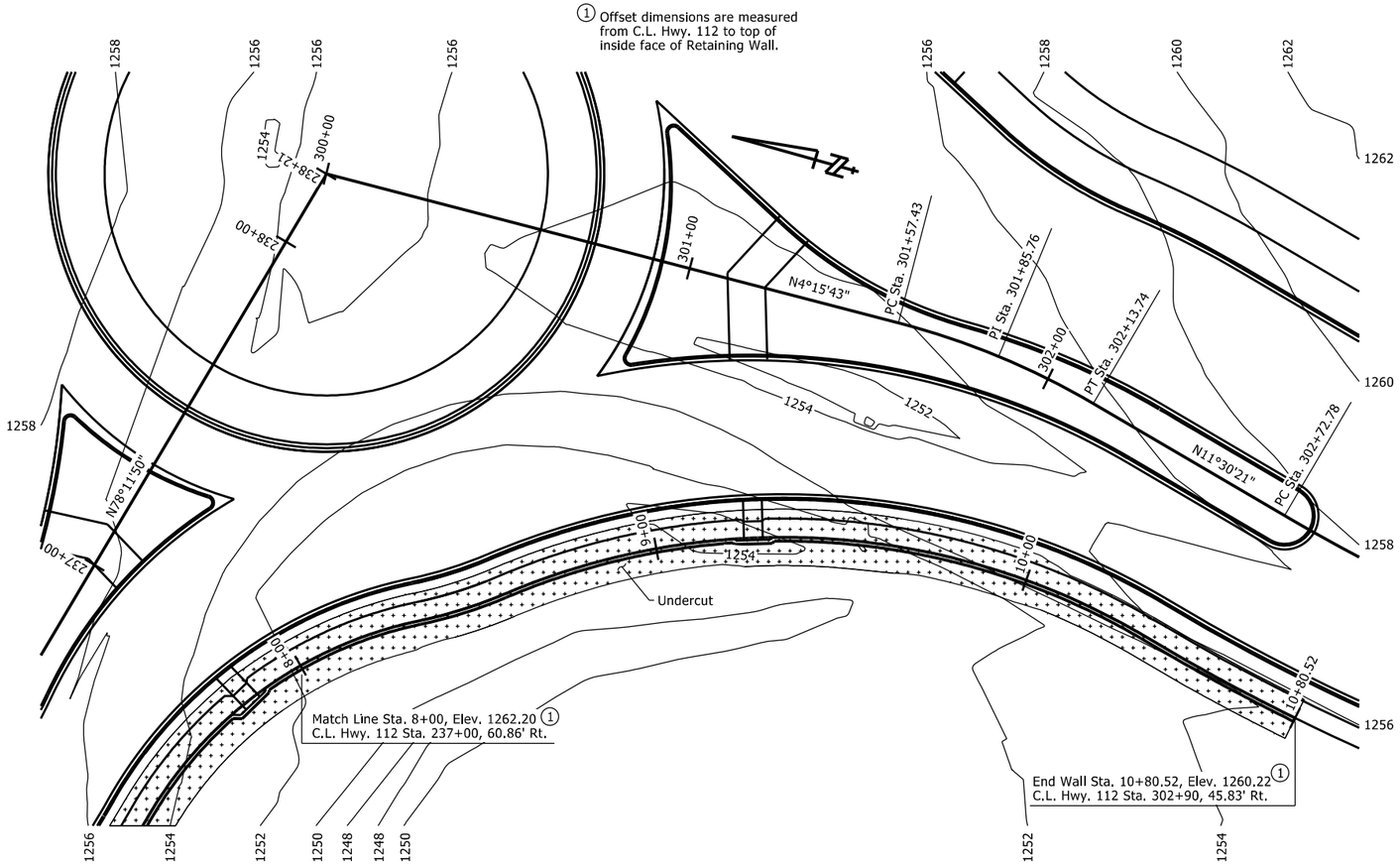
Station	Top of Wall Elevation
3+00	1251.06
3+20	1251.88
3+40	1252.73
3+60	1253.61
3+80	1254.50
4+00	1255.53
4+20	1256.46
4+40	1257.39
4+60	1258.31
4+75	1259.24
4+90	1260.04
5+05	1260.14
5+20	1261.72
5+40	1260.27
5+60	1261.68
5+80	1261.97
6+00	1262.04
6+20	1262.08
6+40	1261.94
6+60	1261.79
6+80	1261.66
7+00	1261.54
7+20	1261.48
7+40	1261.56
7+60	1261.75
7+80	1261.95
8+00	1262.20

PRINT DATE: 12/30/2024

SHEET 2 OF 5
DETAILS OF REINFORCED CONCRETE RETAINING WALL
SPECIAL DETAILS

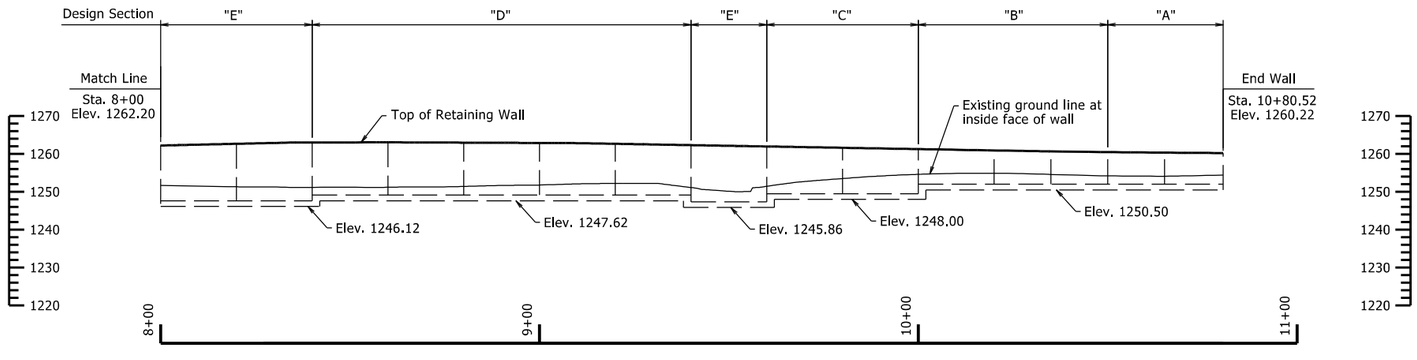
DATE REVISED	DATE REVISED	FED. AID PROJ. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	51	392
		- SPECIAL DETAILS -				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
1/8/25
CHARLES R. ELLIS



PLAN
1" = 20'-0"

Hand rail not shown for clarity.



ELEVATION
1" = 20'-0"

See Roadway Plans for additional information.

HORIZONTAL CURVE DATA

(along C.L. Hwy. 112)

PI = 301+85.76
Δ = 15°46'04" Right
D = 28°00'00"
T = 28.34'
L = 56.31'
R = 204.63'
PC = 301+57.43
PT = 302+13.74

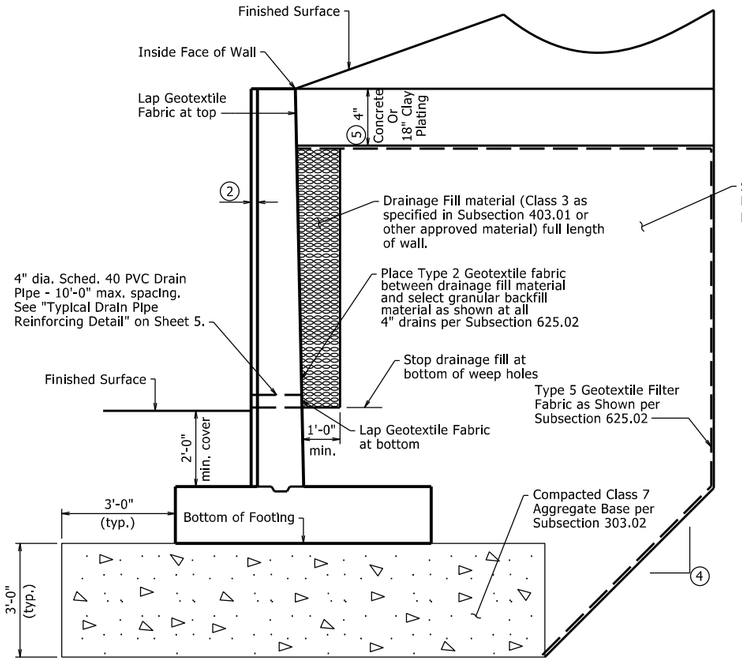
PI = 303+10.67
Δ = 08°19'11" Left
D = 11°00'00"
T = 37.88'
L = 75.63'
R = 520.87'
PC = 302+72.78
PT = 303+48.42

TABLE OF RETAINING WALL ELEVATIONS	
Station	Top of Wall Elevation
8+00	1262.20
8+20	1262.66
8+40	1263.00
8+60	1263.06
8+80	1262.97
9+00	1262.89
9+20	1262.66
9+40	1262.31
9+60	1261.96
9+80	1261.61
10+00	1261.27
10+20	1260.92
10+35	1260.65
10+50	1260.48
10+65	1260.33
10+80.52	1260.22

SHEET 3 OF 5
DETAILS OF REINFORCED CONCRETE RETAINING WALL
SPECIAL DETAILS

PRINT DATE: 12/30/2024

DATE REVISED	DATE REVISED	FED. AID PROJ. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	52	392
		- SPECIAL DETAILS -				



REINFORCED CONCRETE RETAINING WALL SECTION

No Scale

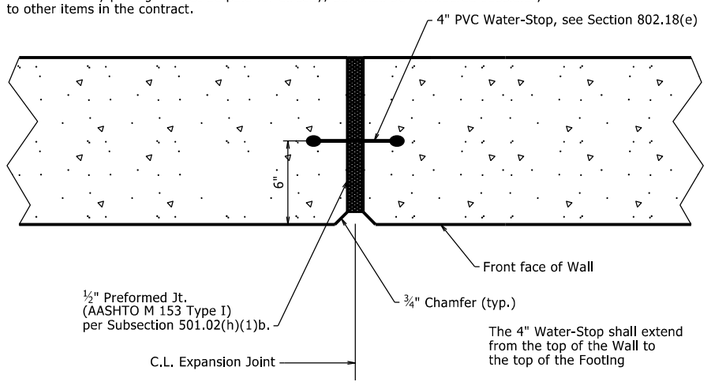
(1) Provide edge relief around perimeter of Texture. Edge relief dimensions shall match manufacturer's edge distance.

(2) Additional concrete required for architectural finish. See Special provision Job No. 040746 "Architectural Finish (Cast-In Place Retaining Walls)".

(3) Except for the locations where shoring is required, the Contractor has the option of using a cut slope and/or shoring to maintain stability of the cut. Any excavation beyond the detailed pay limits or any shoring used will not be paid for directly, but shall be considered incidental to the item "Unclassified Excavation for Structures - Roadway".

(4) 0.8H:1.0V for fill slope
1.0H:1.0V for cut slope

(5) Concrete shall comply with Section 802 for Class M Concrete. 1" wide transverse expansion joints shall be placed in the concrete at 15' min. to 20' max. spacing. The space shall be filled with an approved joint filler complying with AASHTO M 213, Clay plating shall consist of a clayey soil classifying as "CL" as specified in ASTM D2487. The concrete or clay plating will not be paid for directly, but shall be considered subsidiary to other items in the contract.

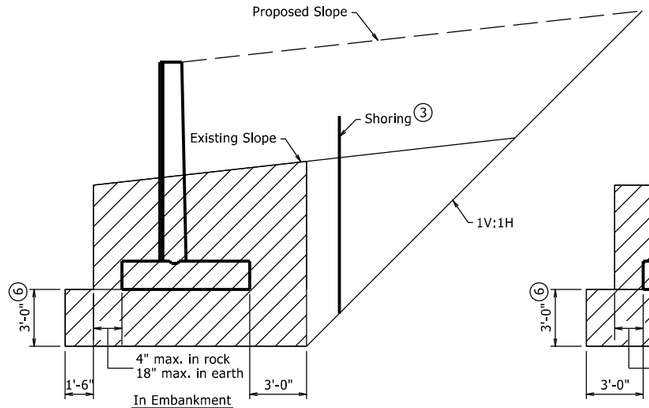


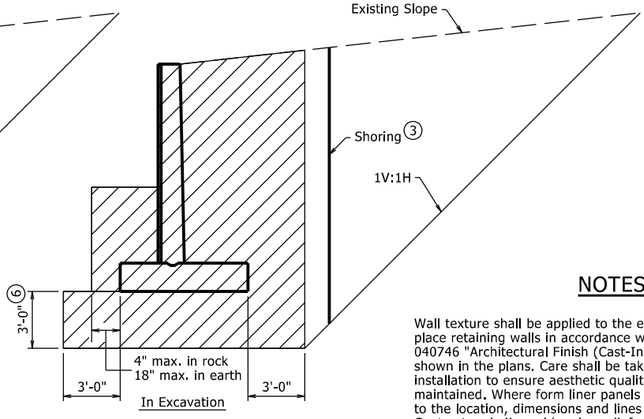
TYPICAL EXPANSION JOINT DETAIL

No Scale

Hatched area denotes maximum limits of pay excavation.

Excavation required for area of Select Granular Backfill will be paid for under the pay item "Unclassified Excavation For Structures - Roadway".





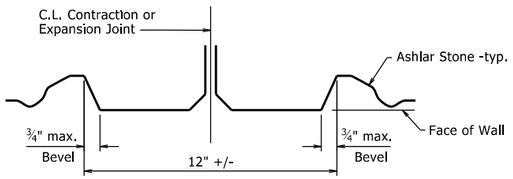
DETAILS OF EXCAVATION

No Scale

(6) Limits of Pay for Undercut

SECTION OF ARCHITECTURAL FINISH

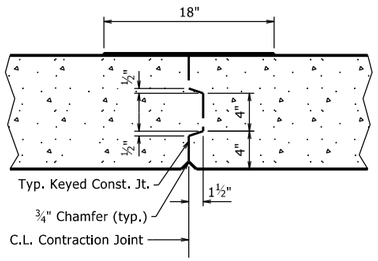
No Scale



SECTION X-X

No Scale

20'-0" max. sp. between contraction joints. Horizontal reinforcement shall be continuous through contraction joints



TYPICAL CONTRACTION JOINT DETAIL

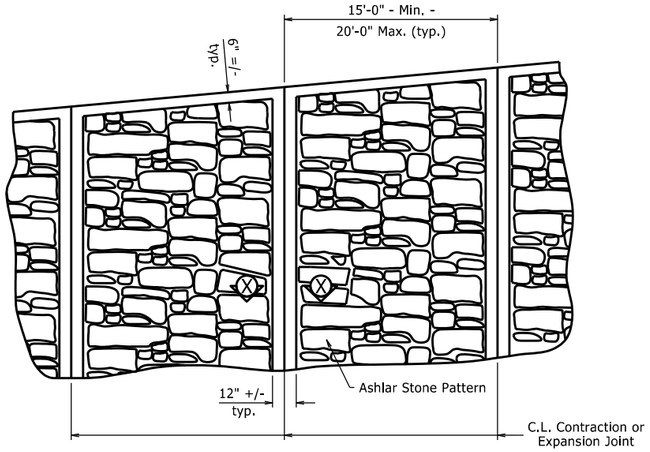
No Scale

NOTES

Wall texture shall be applied to the exposed surfaces of all cast in place retaining walls in accordance with Special Provision No. 040746 "Architectural Finish (Cast-In Place Retaining Walls)" and as shown in the plans. Care shall be taken with form liner handling and installation to ensure aesthetic quality of the wall texturing is maintained. Where form liner panels require modification to conform to the location, dimensions and lines shown in the plans, the Contractor shall provide edge relief matching that of the unaltered form liner. Payment for wall texturing shall be in accordance with Special Provision Job. No. 040746 "Architectural Finish (Cast-In Place Retaining Walls)".

No adjustments will be made in concrete volume due to the use of "Architectural Finish". Class S Concrete shall be measured in accordance with Subsection 802.24(a). Care shall be taken in placing concrete to avoid segregation and to eliminate flow lines.

Class 3 Textured Coating Finish shall be applied to wall surfaces as specified in Special Provision Job No. 040746 "Textured Coating Finish (Cast-In Place Retaining Walls)" and in accordance with Subsection 802.19(b)(3).



ARCHITECTURAL FINISH ELEVATION

No Scale

Ellis, Rick

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
7/15/25
CHARLES R. ELLIS

SHEET 4 OF 5
DETAILS OF REINFORCED CONCRETE RETAINING WALL SPECIAL DETAILS

PRINT DATE: 12/30/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	53	392
		- SPECIAL DETAILS -				

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 Edition, with applicable supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020).

SEISMIC ZONE: 1

CONCRETE: All concrete shall be Class S with a minimum 28 day compressive strength f'c = 3,500 psi. Exposed corners to be chamfered ¾" unless otherwise noted.

REINFORCING STEEL: Reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

TEXTURED COATING FINISH: All exposed surfaces of the concrete retaining wall shall be given a Class 3 textured coating finish, as specified in Special Provision Job No. 040746 "Textured Coating Finish (Cast-In Place Retaining Walls)", and in accordance with Subsection 802.19(3).

FOOTINGS: Top of footings for retaining walls shall be set 2'-0" below finished ground surface or lower. Foundations for footings shall be prepared in accordance with Section 801.04 concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting.

SELECT GRANULAR BACKFILL: Select granular backfill for retaining wall shall be No. 57 Stone as specified per Subsection 501.02(c) and shall not be paid for directly, but shall be considered subsidiary to other items of the contract.

MISCELLANEOUS ITEMS: Drainage fill material, geotextile fabric, compacted class 7 aggregate base, waterstops, preformed joint material, waterproofing membrane, and the drain pipes shall not be paid for directly, but shall be considered subsidiary to other items of the contract.

BORING LOGS: Boring logs, including laboratory results, may be obtained from the Construction Contract Procurement Section of the Program Management Division.

See Sheets 1 through 3 for retaining wall details, elevation views, and additional information.

See Standard Drawing SI-1 for Hand Railing Details.

The Engineer shall be notified if changes in footing elevations result in a total wall height greater than the design height, "H", of the design section.

TABLE OF RETAINING WALL VARIABLES

Design Section	① "H"	"T"	"L"	"Bar A" Size @ Sp.	"Bar B" Size @ Sp.	"Bar C" Size @ Sp.	"Bar D" Size @ Sp.	"W"
"A"	10'-0"	2'-0"	5'-6"	#4 @ 8"	#4 @ 8"	#4 @ 12"	#4 @ 12"	1'-6"
"B"	12'-0"	2'-0"	6'-9"	#4 @ 6"	#4 @ 6"	#4 @ 12"	#4 @ 12"	1'-6"
"C"	14'-0"	2'-6"	8'-0"	#5 @ 6"	#5 @ 6"	#4 @ 8"	#4 @ 10"	1'-6"
"D"	16'-0"	3'-6"	9'-0"	#6 @ 6"	#6 @ 6"	#5 @ 8"	#4 @ 6"	1'-6"
"E"	18'-0"	4'-0"	11'-0"	#7 @ 6"	#7 @ 6"	#5 @ 6"	#5 @ 8"	1'-6"
"F"	20'-0"	4'-6"	13'-0"	#8 @ 5"	#8 @ 5"	#7 @ 7"	#5 @ 6"	1'-8"
"G"	22'-0"	5'-0"	15'-0"	#9 @ 5"	#9 @ 5"	#8 @ 6"	#6 @ 8"	1'-9"

FOR INFORMATION ONLY QUANTITIES

Pay Item	QUANTITY
UNCLASSIFIED EXCAVATION FOR STRUCTURES - ROADWAY	7,645 CU. YD.
CLASS S CONCRETE - ROADWAY	1,385 CU. YD.
REINFORCING STEEL - ROADWAY (GRADE 60)	200,650 LB.
ARCHITECTURAL FINISH	15,615 SQ. FT.
TEXTURED COATING FINISH	1,197 SQ. YD.
HAND RAILING	1,081 LIN. FT.

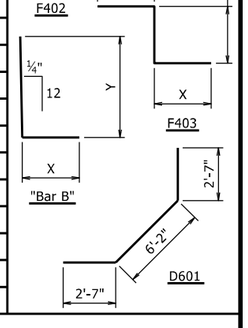
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
5/7/25
CHARLES R. ELLIS

Ellis, Rick
Digitally signed by Ellis, Rick
DN: CN="Ellis, Rick", OU=Employees, OU=Users, OU=ARDOT, DC=ARTD, DC=com
Date: 2025.05.07 10:32:38-05'00'

BAR LIST

MARK	LENGTH	"X"	"Y"	P.D.
W401	("H"-"W"-4")			Str.
W402	AS REQUIRED			Str.
F401	AS REQUIRED			Str.
F402	AS REQUIRED	8"	3'-7"	3"
F403	AS REQUIRED	8"		3"
D401	2'-6"			Str.
D601	10'-8"			Str.
"Bar A"	("H" - "W" - 4")			Str.
"Bar B"	AS REQUIRED	14"	Varies	Varies
"Bar C"	("L" - 6")			Str.
"Bar D"	("L" - 6")			Str.

BENDING DIAGRAMS



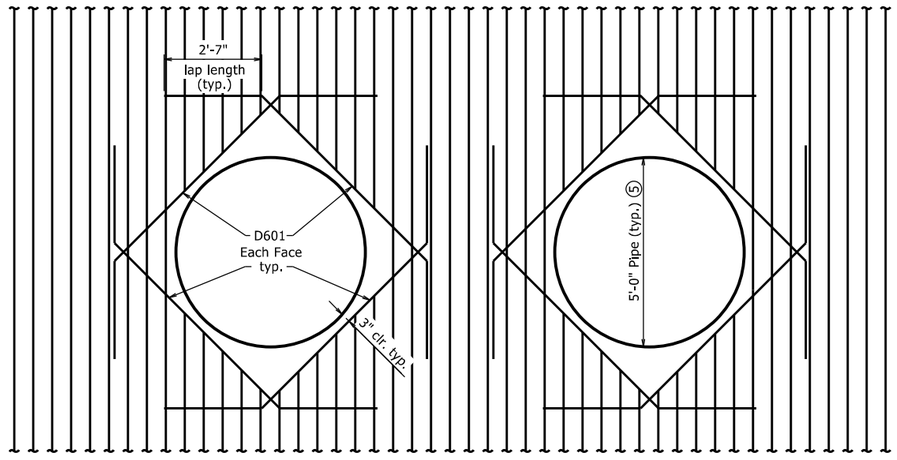
① Design height of the Section. Actual heights may vary in the field.

② Additional concrete required for architectural finish. See Special Provision Job No. 040746 "Architectural Finish (Cast-In Place Retaining Walls)".

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

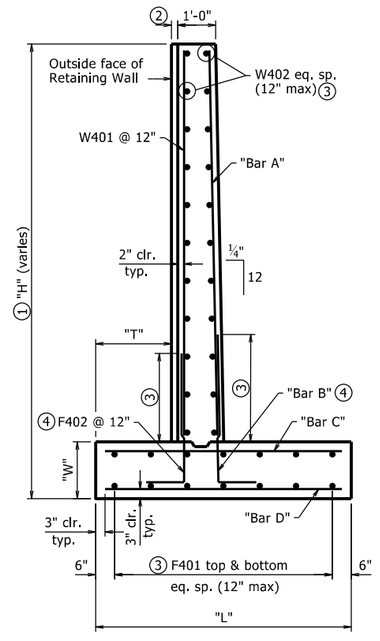
④ F402 and "Bar B" shall rest on the bottom reinforcing mat.

⑤ See Standard Drawing FES-2.

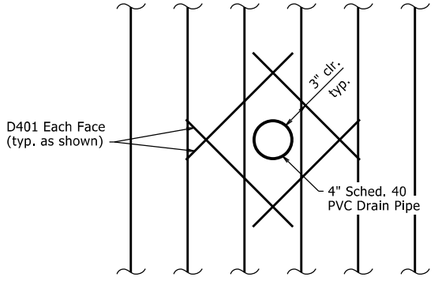


DOUBLE 60" PIPE PROTUSION DETAIL
No Scale

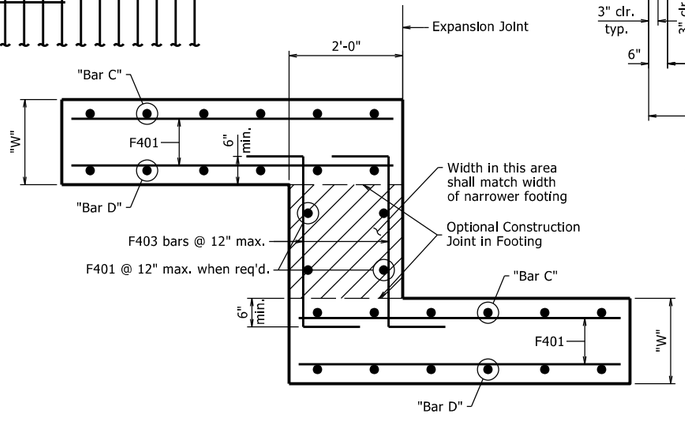
Note: Hand Rail not shown for clarity.



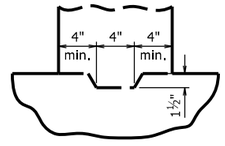
TYPICAL SECTION
No Scale



TYPICAL DRAIN PIPE REINFORCING DETAIL
No Scale



FOOTING STEP DETAIL
No Scale



KEYED CONSTRUCTION JOINT DETAIL
No Scale

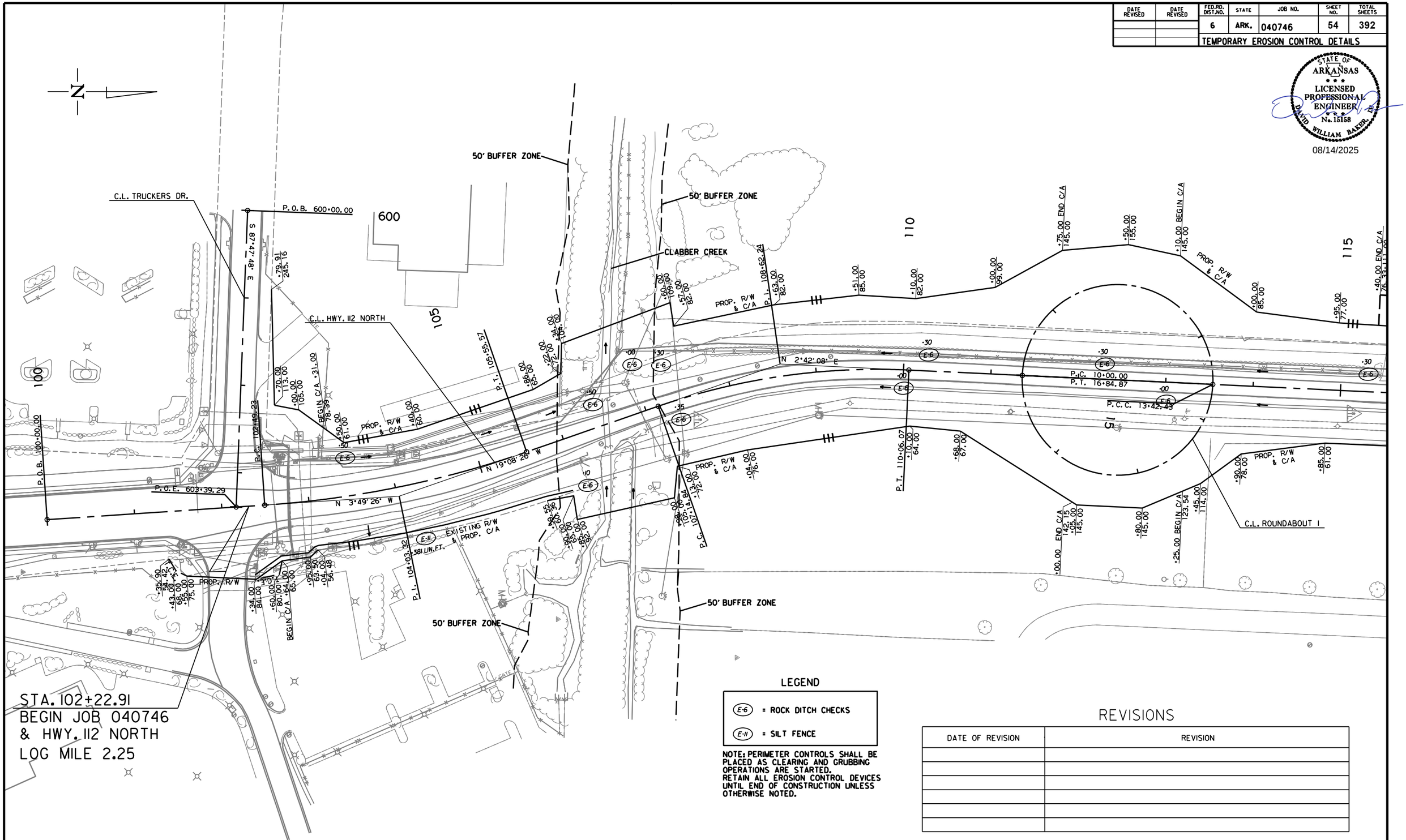
SHEET 5 OF 5
DETAILS OF REINFORCED CONCRETE RETAINING WALL SPECIAL DETAILS

PRINT DATE: 12/30/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	54	392

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



LEGEND

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOWGS Version v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	55	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. HWY. 112 NORTH
C.L. PEDESTRIAN TUNNEL
PROP. R/W & C/A
T.C.E.
GATE
N 2°42'08" E
N 24°36'10" W
N 24°07'24" W
S 87°17'52" E
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.E. 825+03.83
P.O.B. 125+48.19
P.C. 125+48.19
P.T. 128+46.25
P.C. 129+89.69
P.T. 130+50.58
P.C. 128+64.27
P.T. 803+93.50
E-11 277 LIN.FT.
E-11 592 LIN.FT.
115
120
125
130
900
008

LEGEND

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOT Version v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	56	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

C.L. ROUNDABOUT 2

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. VAN ASCHE DR.

LEGEND

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.

REVISIONS

DATE OF REVISION	REVISION

JB44269 8/13/2025
R040746 - MOT Microstation v8.11.9.578

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	57	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. HWY. WEST

C.L. VAN ASCHE DR.

C.L. DW 203+98.00

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

N

LEGEND

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOWorkStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	58	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

N

C.L. HWY. WEST

N 87°24'47" W

PROP. R/W & C/A

210 215 220 225

+80.00 170.00
+08.00 132.00
+50.20 107.00
+32.00 99.00
+60.00 123.00
+59.51 140.76
+38.82 172.24
+12.77 197.09
+17.91 216.95
+14.03 268.02
+48.41 240.60
+75.00 END C/A 122.82
+89.58 200.75
+13.64 155.91
+25.00 BEGIN C/A 122.21
+42.00 122.00
+14.00 99.00
+16.00 94.00
+94.00 +12.00 END C/A 112.00 110.83
+09.00 111.03-138.00 TCE
+65.00 107.40-138.00
+62.00 BEGIN C/A 107.59
+67.00 90.00
+15.00 106.00
+94.00 125.00
+30.00 125.64-140.00
+33.00 END C/A +11.25.70
+83.00 BEGIN C/A 126.59
+86.00 126.64-140.00
+06.00 127.00

E-II = 683 LIN.FT.
E-II = 664 LIN.FT.

+92.00 96.00
+92.00 72.00
+10.00 END C/A 73.16-100.00
+60.00 BEGIN C/A 80.39-100.00
+78.00 83.00
+52.00 83.00
+63.00 65.00
+75.00 END C/A 71.97
+25.00 BEGIN C/A 75.08
+45.00 96.00
+75.00 END C/A 89.57
+25.00 BEGIN C/A 88.39
+69.17 80.27

E-6 = ROCK DITCH CHECKS

LEGEND

E-6 = ROCK 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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MDM665001m v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	59	392
		TEMPORARY EROSION CONTROL DETAILS				

LEGEND

(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.

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

STA. 238+21.01
END HWY. 112 WEST

C.L. HWY. WEST

C.L. HWY. 112 NORTH

C.L. ROUNDABOUT 3

EXIST. R/W & *PROP. C/A

PROP. R/W & C/A

E-11 551 LIN.FT.

E-11 135 LIN.FT.

E-11 332 LIN.FT.

E-6

225

230

235

P.C. 232+33.43

P.T. 232+98.85

P.I. 235+45.46

P.C. 235+15.47

P.T. 235+75.20

P.C. 301+57.43

P.T. 302+13.79

P.I. 303+10.67

P.C. 302+72.

P.T. 303+48

P.O.B. 300+00.00

P.O.E. 238+21.01

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOWeldSection v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	60	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, JR.
08/14/2025

LEGEND

(E-6) = ROCK DITCH CHECKS

(E-11) = SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

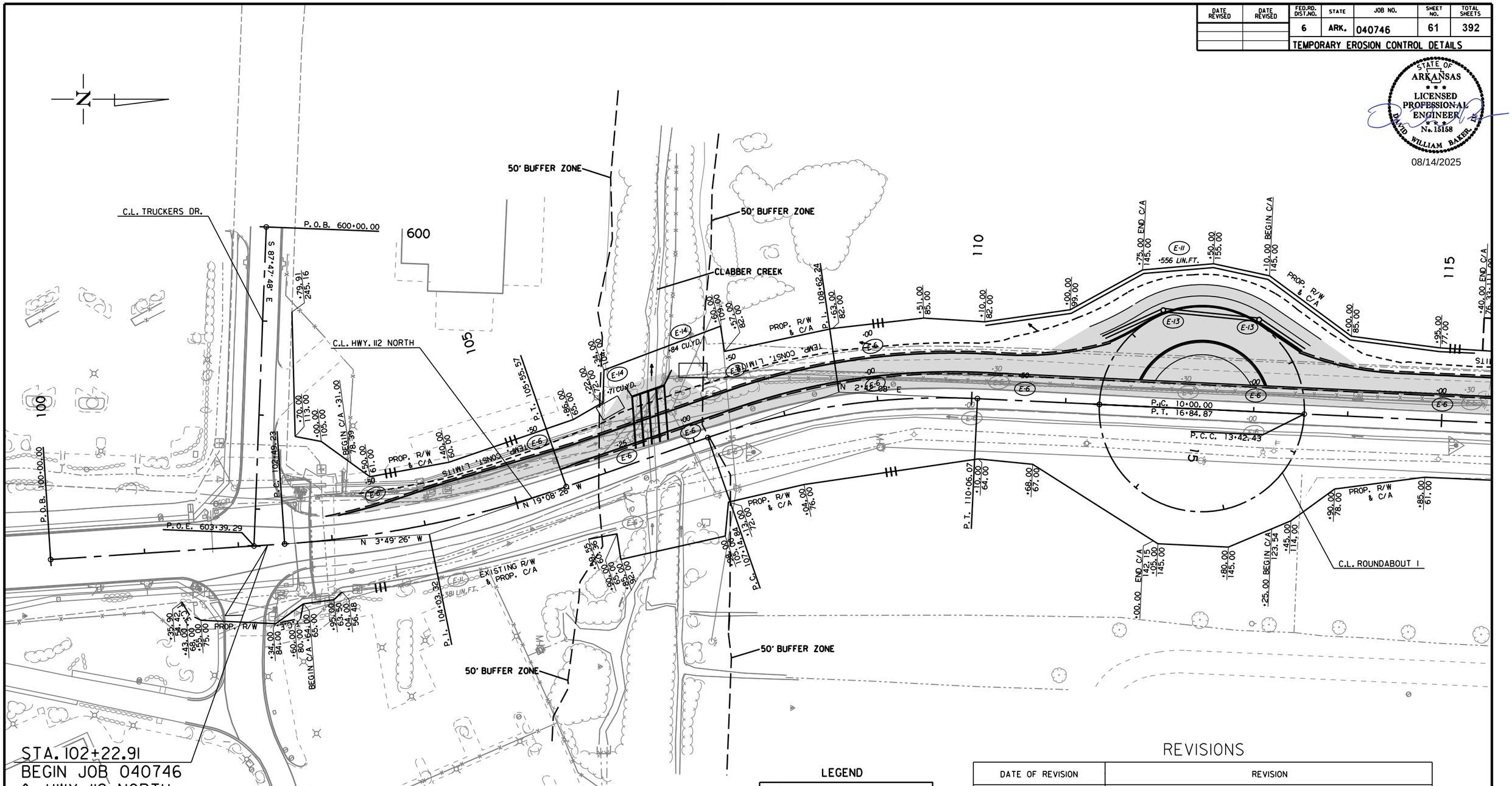
C.L. HOWARD NICKELL RD.
C.L. ROUNDABOUT 3
C.L. HWY. WEST
C.L. HWY. 112 NORTH
EXIST. R/W
PROP. R/W
PROP. R/W & C/A
EXIST. R/W & PROP. C/A
P.I. 504+27.72
P.C. 503+91.64
P.T. 504+63.07
P.I. 301+85.76
P.C. 302+72.78
P.T. 303+48.42
P.C. 502+76.62
P.T. 503+07.57
P.T. 503+38.27
P.C.C. 7+32.48
P.I. 235+45.46
P.T. 235+75.20
P.C. 235+15.47
P.I. 309+10.67
P.C. 301+57.43
P.T. 302+13.78
P.O.E. 238+21.01
P.O.E. 308+90.00
N CAPRI PL
N BELFAST PL
W PIERRE CROSSING
254 LIN.FT.
332 LIN.FT.

HWY. 112 CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MDWorkstation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	61	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
E-14	= SEDIMENT BASIN
	= WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MDM Microstation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	62	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. HWY. 112 NORTH
C.L. PEDESTRIAN TUNNEL
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.E. 825+03.83
N 2°42'08" E
S 87°17'52" E
N 24°36'10" W
N 24°07'24" W
PROP. R/W & C/A
TEMP. CONST. LIMITS
T.C.E.
E-11 ·277 LIN.FT.
E-11 ·383 LIN.FT.
E-11 ·331 LIN.FT.
E-11 ·487 LIN.FT.
E-11 ·592 LIN.FT.
115
120
125
130
28'

LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
	= WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOT Micro Station v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	63	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

C.L. ROUNDABOUT 2

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. VAN ASCHE DR.

CONST. LIMITS

TEMP. CONST. LIMITS

PROP. R/W & C/A

T.C.E.

E-11 = 825 LIN.FT.
E-11 = 158 LIN.FT.
E-11 = 487 LIN.FT.
E-11 = 592 LIN.FT.
E-11 = 447 LIN.FT.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

JB44269 8/13/2025
RO40746 - MOWorkStation v8.11.9.578

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	64	392

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. HWY. WEST

C.L. VAN ASCHE DR.

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

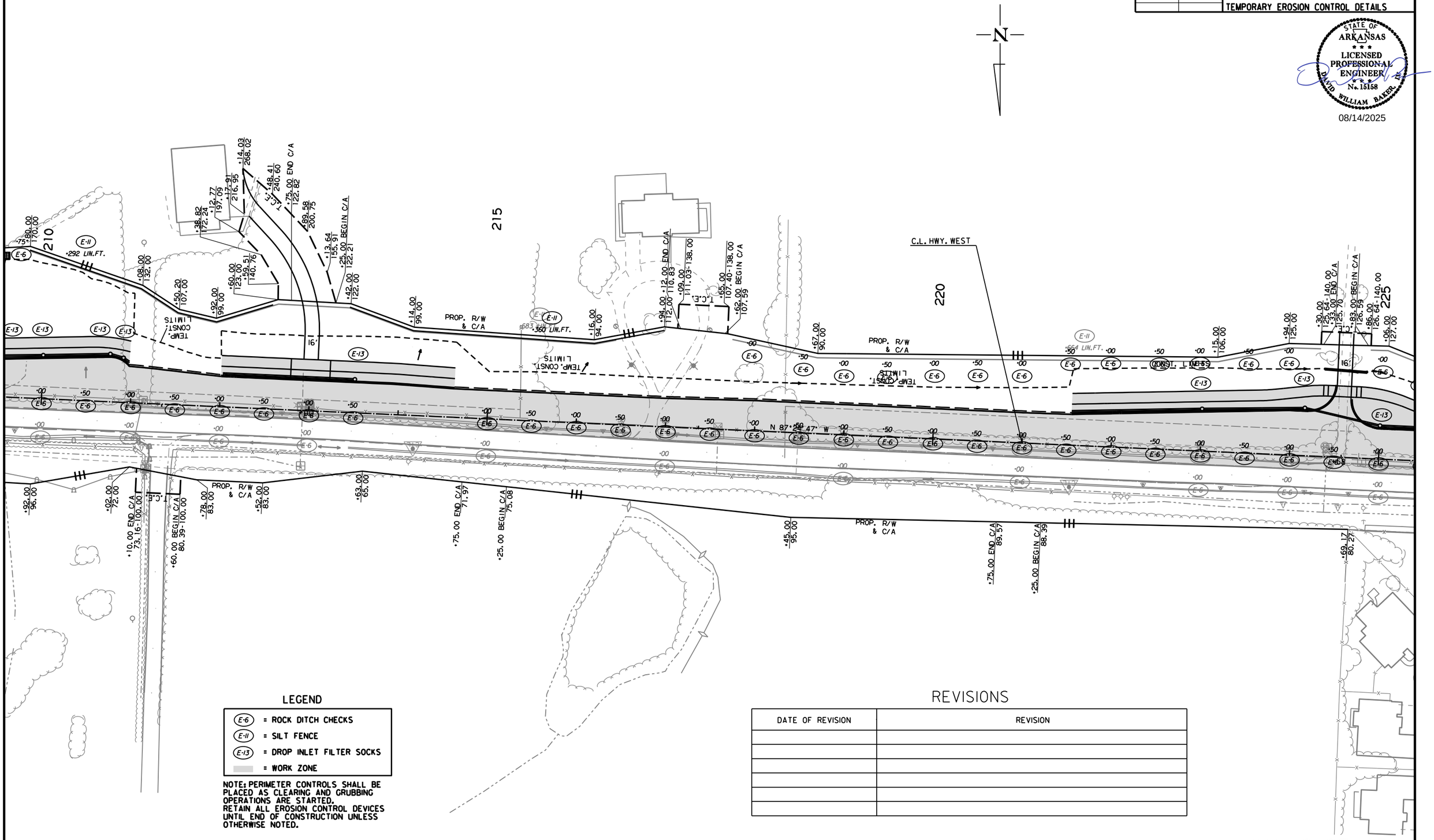
JB44269 8/13/2025
R040746 - MOT\MGS\Dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	65	392

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOT\Sheets\Con v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	66	392
		TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, JR.
08/14/2025

STA. 238+21.01
END HWY. 112 WEST

C.L. HWY. WEST
C.L. HWY. 112 NORTH
C.L. ROUNDABOUT 3
EXIST. R/W & PROP. C/A
PROP. R/W & C/A
CONST. LIMITS

JB44269 8/13/2025
R040746 - WDW

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	67	392
		TEMPORARY EROSION CONTROL DETAILS				

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

C.L. HOWARD NICKELL RD.
C.L. ROUNDABOUT 3
C.L. HWY. WEST
C.L. HWY. 112 NORTH
EXIST. R/W
PROP. R/W
PROP. R/W & C/A
CONST. LIMITS
EXIST. R/W & PROP. C/A
P.C. 502+76.62
P.T. 503+07.57
P.T. 503+38.27
P.C. 503+91.64
P.T. 504+63.07
P.I. 504+27.72
P.I. 301+85.76
P.C. 302+72.78
P.T. 303+48.42
P.C. 301+57.43
P.T. 302+13.74
P.I. 309+10.67
P.C.C. 7+39.48
T.C.E.
E-6
E-11
E-13
254 LIN.FT.
332 LIN.FT.
305
308
235

JB44269 8/13/2025
R040746 - MOWorkSpace v8.11.9.578

HWY. 112 STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	68	392
		TEMPORARY EROSION CONTROL DETAILS				

LEGEND

- (E-6) = ROCK DITCH CHECKS
- (E-13) = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

C.L. HOWARD NICKELL RD.
C.L. ROUNDABOUT 3
C.L. HWY. 112 NORTH
C.L. HWY. WEST
CONST. LIMITS
EXIST. R/W
PROP. R/W & C/A
EXIST. R/W & PROP. C/A
P.C. 502+76.62
P.T. 503+07.57
P.T. 503+38.27
P.I. 504+27.72
P.C. 503+91.64
P.T. 504+63.07
P.I. 301+85.76
P.C. 302+72.78
P.T. 303+48.42
P.I. 309+10.67
P.C. 301+57.43
P.T. 302+13.74
P.C.C. 7+39.48
P.C. 9+64.96
P.T. 235+75.20
P.I. 235+45.46
P.C. 235+15.47
T.C.E.
305
308
235

JB44269 8/13/2025
R040746 - MDM Microstation v8.11.9.578

HWY. 112 STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	69	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

C.L. ROUNDABOUT 2

C.L. HWY. 112 NORTH

C.L. PEDESTRIAN TUNNEL

C.L. VAN ASCHE DR.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

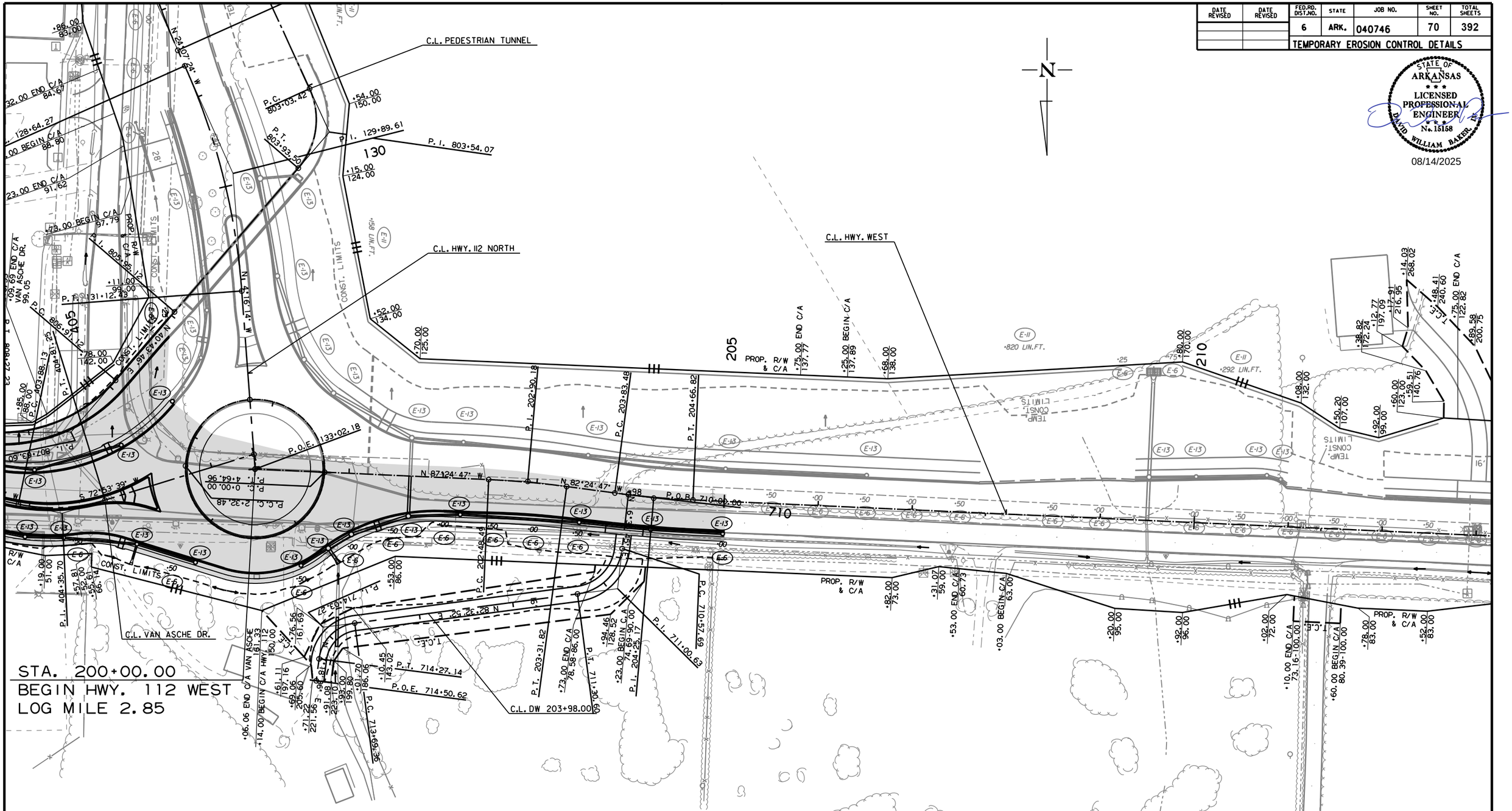
JB44269 8/13/2025
R040746 - MOT Erosion Control v8.11.9.578

HWY. 112 STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	70	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

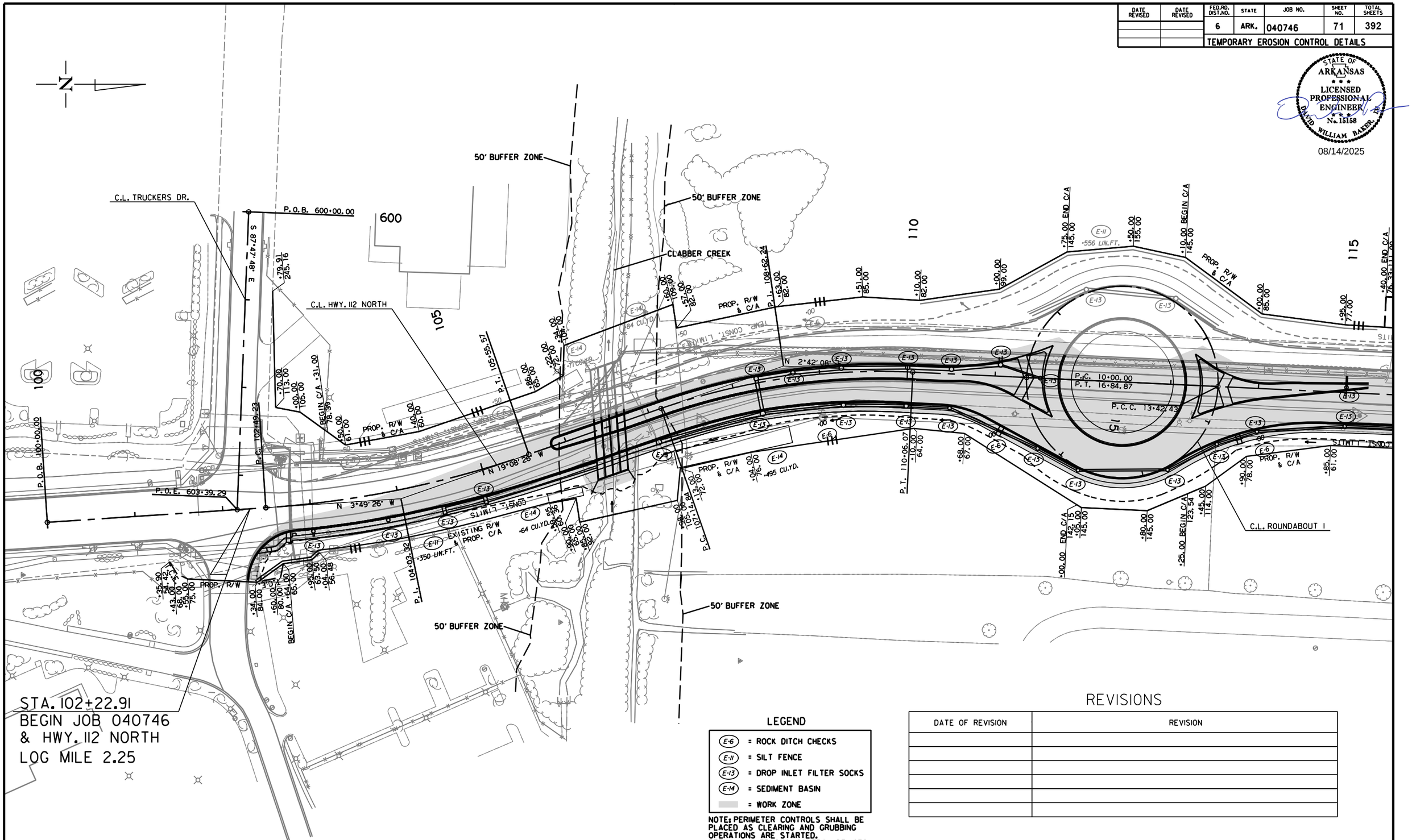
NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HWY. 112 STAGE 2
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MDM765.00.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	71	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
E-14	= SEDIMENT BASIN
	= WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

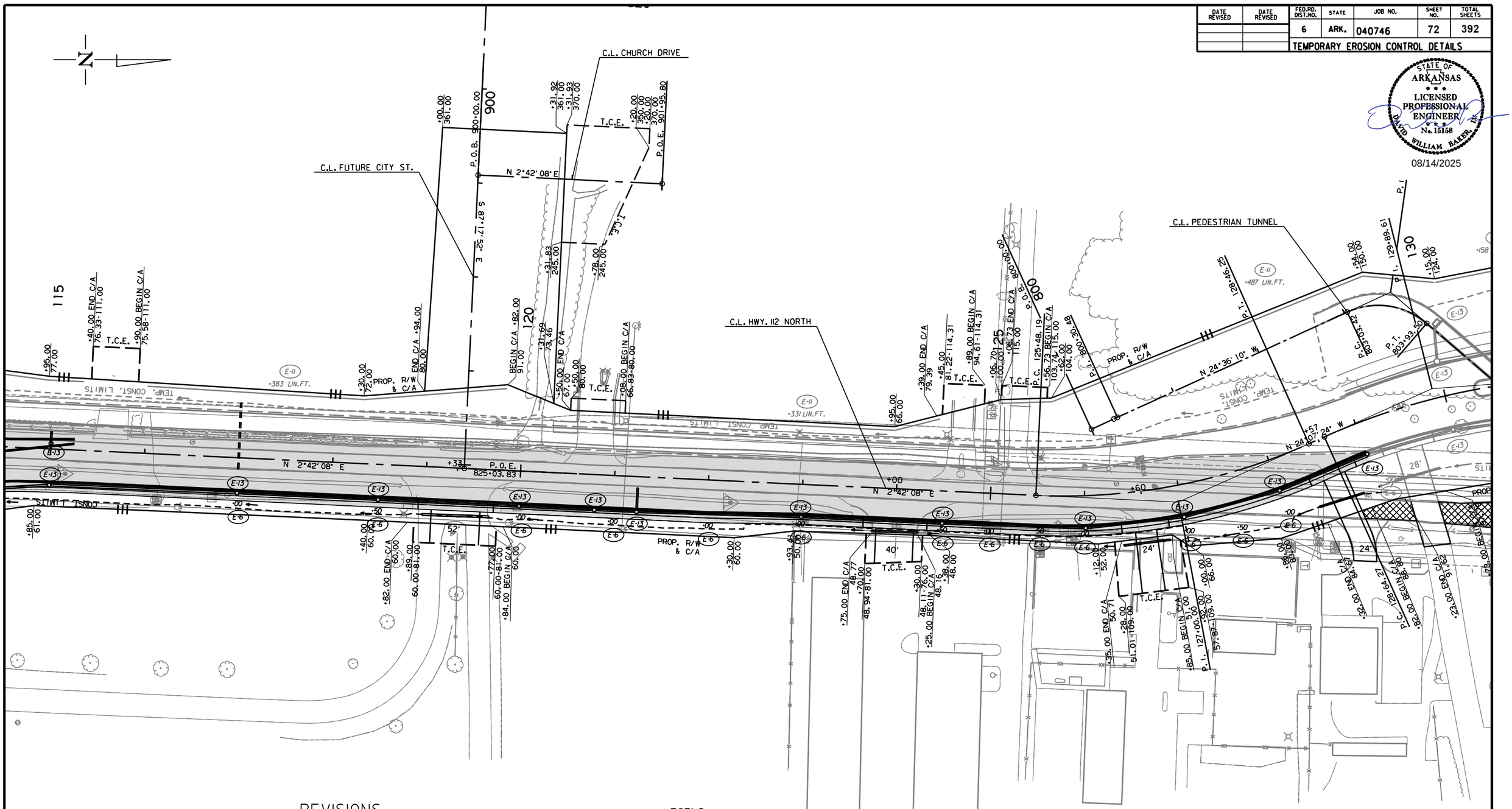
HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MDM365 Version v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	72	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
RO40746 - MOWorkstation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	73	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

C.L. ROUNDABOUT 2

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. VAN ASCHE DR.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
	= WORK ZONE

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.

JB44269 8/13/2025
R040746 - MOT Microstation v8.11.9.578

HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	74	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

N

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. HWY. WEST

C.L. VAN ASCHE DR.

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MDT Microstation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	75	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

N

C.L. HWY. WEST

N 87°24'47" W

PROP. R/W & C/A

CONST. LIMITS

TEMP. CONST. LIMITS

E-6 = ROCK DITCH CHECKS
E-11 = SILT FENCE
E-13 = DROP INLET FILTER SOCKS
= WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOWorkStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	76	392
		TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

STA. 238+21.01
END HWY. 112 WEST

C.L. HWY. WEST
C.L. ROUNDABOUT 3
C.L. HWY. 112 NORTH
PROP. R/W & C/A
EXIST. R/W & *PROP. C/A
CONST. LIMITS
S 88°39'43" W
N 78°11'50" W
N 11°48'10" E
P.O.B. 300+00.00 N 68,197.91 E
P.C.C. 7+32.48
40'

JB44269 10/10/2025
RO40746 - MOT Microstation v8.11.9.578

HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	77	392
		TEMPORARY EROSION CONTROL DETAILS				

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
DAVID WILLIAM BAKER
No. 15158

10/14/2025

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

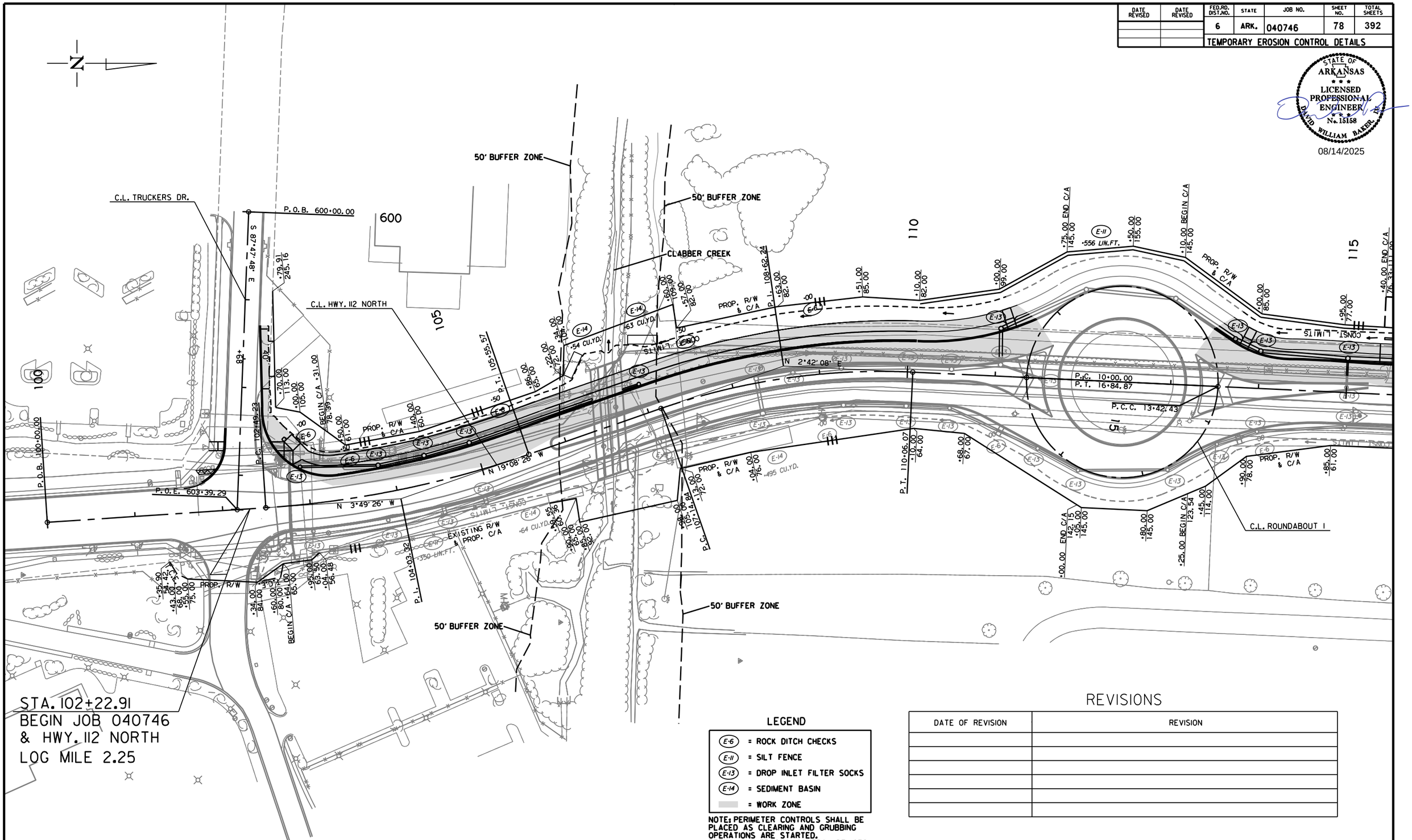
STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

HWY. 112 STAGE 2A
TEMPORARY EROSION CONTROL DETAILS

JB44269 10/10/2025
R040746 - MOT Version v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	78	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
E-14	= SEDIMENT BASIN
	= WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 STAGE 3
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - MOT Version v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	79	392

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. HWY. 112 NORTH
C.L. PEDESTRIAN TUNNEL
P.O.B. 900+00.00
P.O.E. +40 825+03.83
N 2°42'08" E
S 87°17'52" E
N 24°36'10" W
N 24°07'24" W
PROP. R/W & C/A
T.C.E.
E-6 = ROCK DITCH CHECKS
E-11 = SILT FENCE
E-13 = DROP INLET FILTER SOCKS
WORK ZONE

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-6 = ROCK DITCH CHECKS
E-11 = SILT FENCE
E-13 = DROP INLET FILTER SOCKS
= WORK ZONE

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.

HWY. 112 STAGE 3
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - WDT[illegible]GSDGN v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	80	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

C.L. ROUNDABOUT 2

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH

C.L. VAN ASCHE DR.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
	= WORK ZONE

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.

JB44269 8/13/2025
R040746 - MOT Mainline Option v8.11.9.578

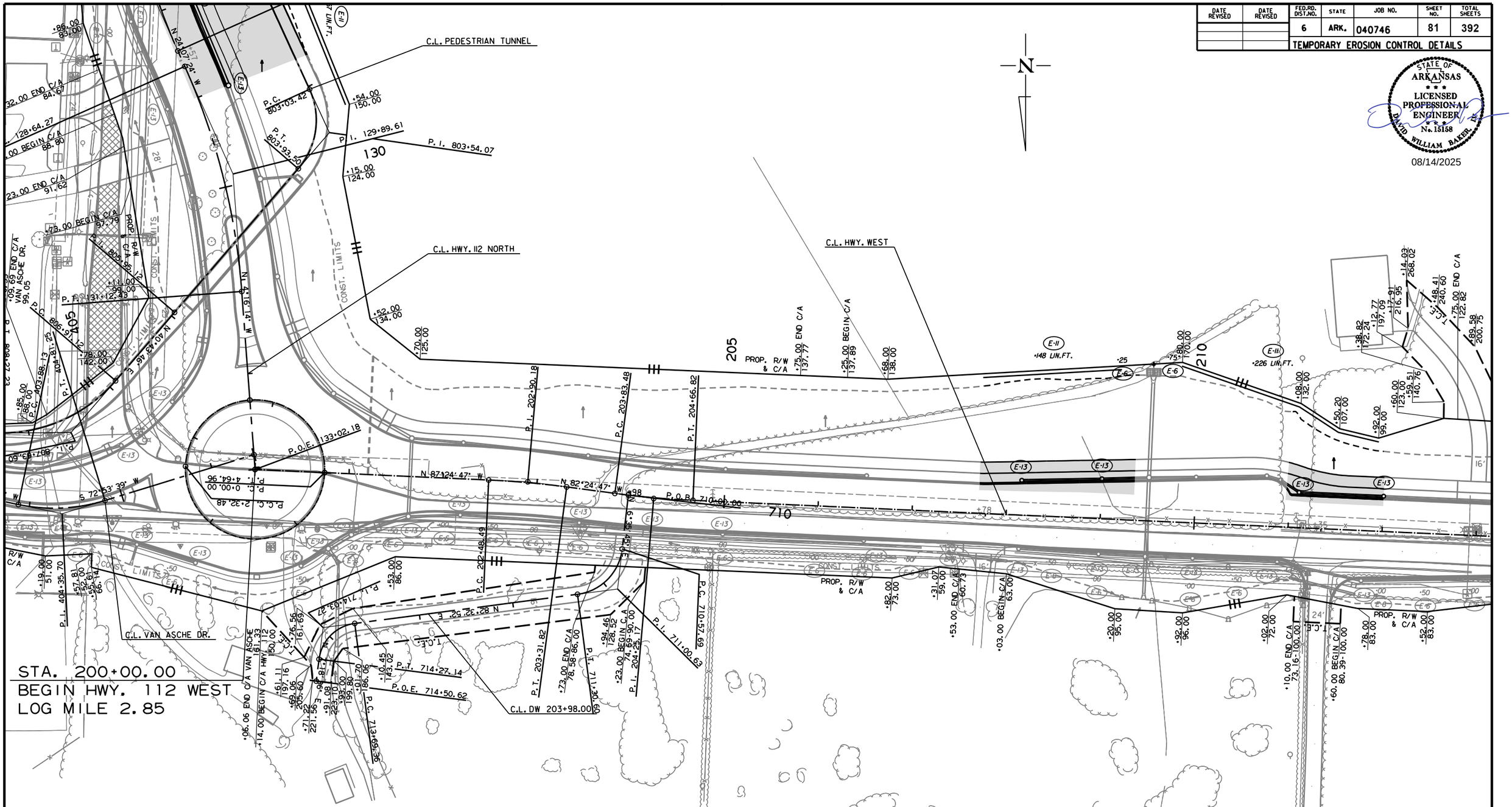
HWY. 112 STAGE 3
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	81	392

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

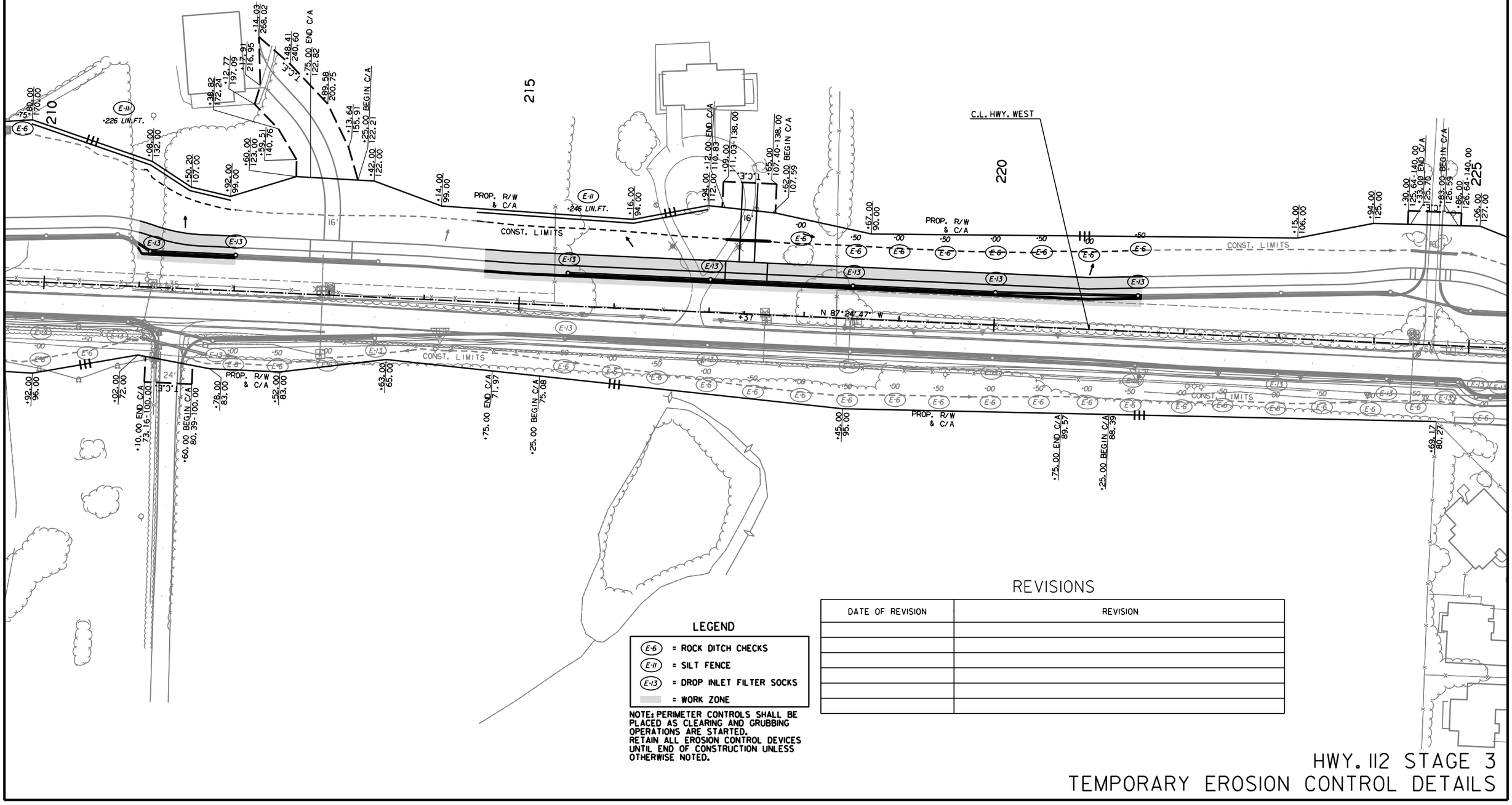
JB44269 8/13/2025
R040746 - MOWorkStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	82	392
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

N



LEGEND

E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCKS
	= WORK ZONE

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.

REVISIONS

DATE OF REVISION	REVISION

HWY. 112 STAGE 3
TEMPORARY EROSION CONTROL DETAILS

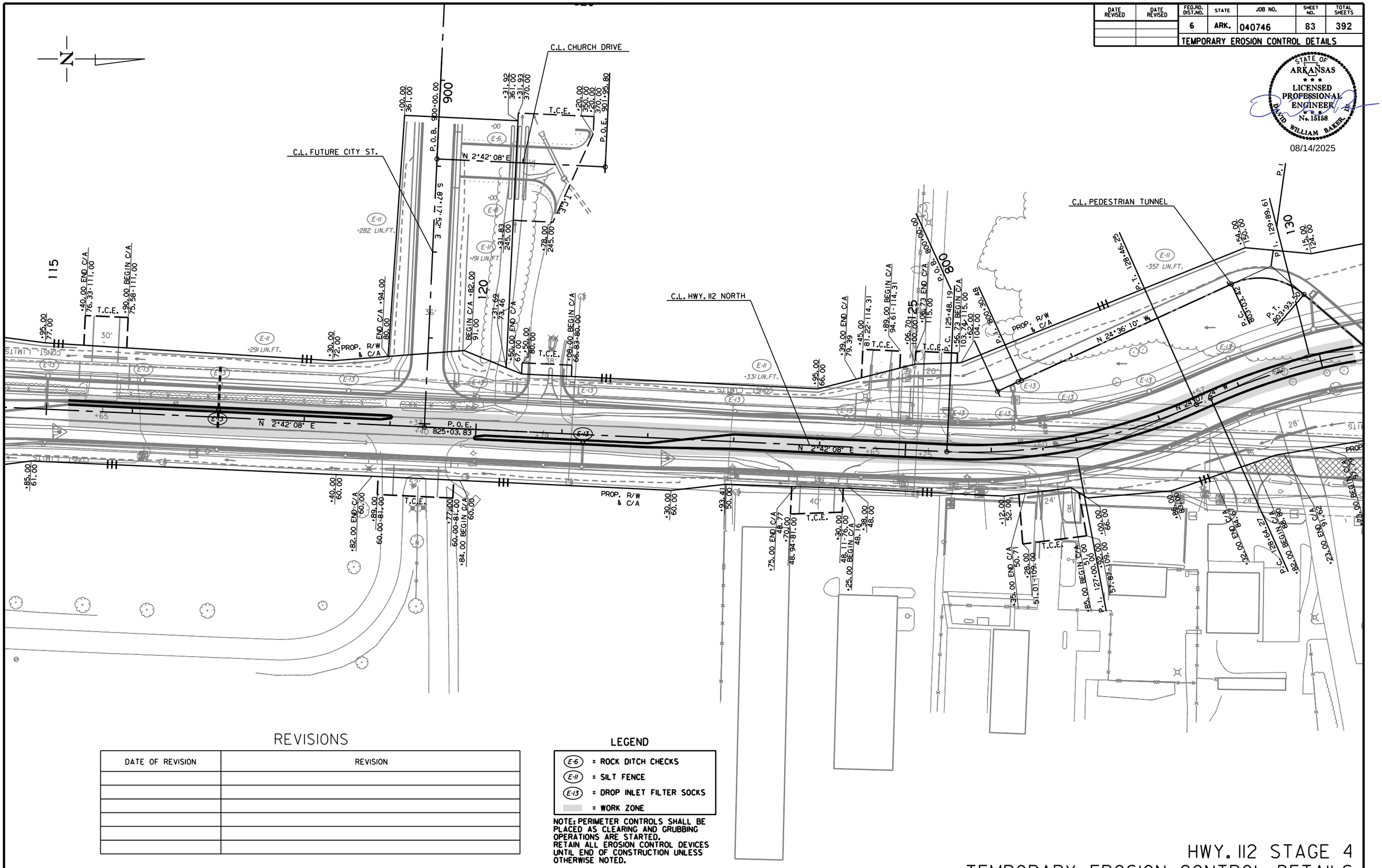
JB44269 8/13/2025
R040746 - MDW_EC_Details.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	83	392

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-13 = DROP INLET FILTER SOCKS
- = WORK ZONE

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.

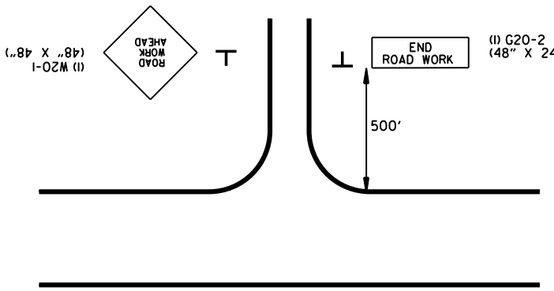
HWY. 112 STAGE 4
TEMPORARY EROSION CONTROL DETAILS

JB44269 8/13/2025
R040746 - WDT MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	84	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



STA. 102+16.56 LT. & RT. - TRUCKERS DR.
STA. 211+35.00 RT. - CRIS HOLLOW RD.
STA. 227+78.00 RT. - PROMENADE LINK
STA. 233+31.00 LT. - DEANE SOLOMON RD.
STA. 401+67.00 RT. - S. PLEASANT RIDGE DR.
STA. 503+23.00 RT. - N. PIN OAK ST.

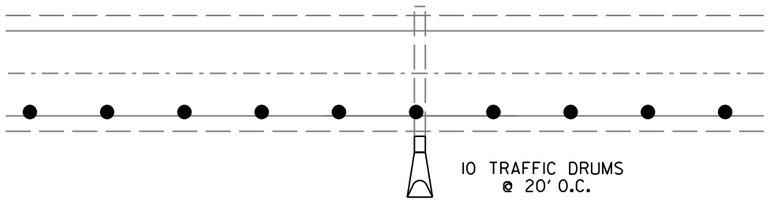
ADVANCE WARNING - SIDE ROADS
(ALL STAGES)

BUMP	(10) W8-1 (30" X 30")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
DO NOT PASS	(16) R4-1 (24" X 30")	ALL STAGES SPACED AT 1/4 MILE INTERVALS
RIGHT SHOULDER CLOSED	(16) W21-5a (36" x 36")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

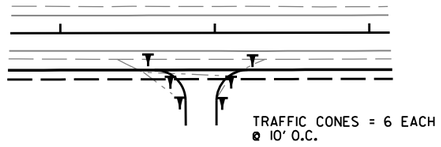
JB44269 8/13/2025
R040746 - MOT Details.dgn v8.11.9.578

ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	85	392
		MAINTENANCE OF TRAFFIC DETAILS				

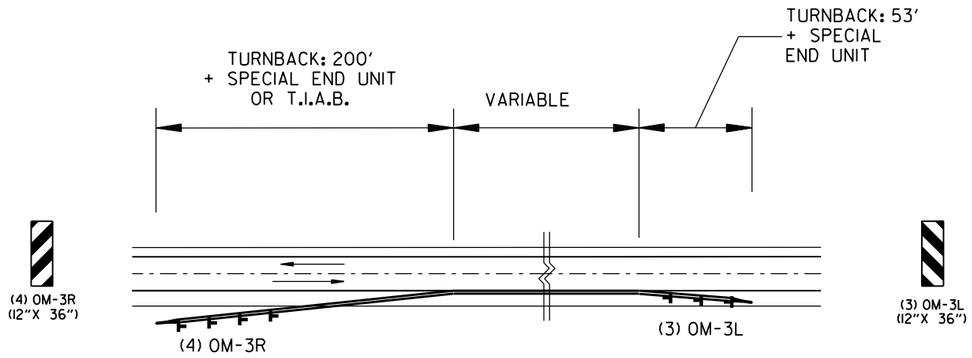


TRAFFIC DRUMS AND SIGNS ON EXISTING SHOULDER
FOR EXTENDING/CONSTRUCTING PIPE CULVERTS LT. AND RT.



DRIVEWAY/TRAFFIC CONE DETAIL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



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

NOTES:
INSTALL THE PERMANENT ROUNDABOUT SIGNING AND COVER SIGNS DURING STAGE 2 CONSTRUCTION. ANY PERMANENT SIGNING THAT CANNOT BE INSTALLED INITIALLY SHALL BE PLACED ON TEMPORARY SUPPORTS AND COVERED IN THE PROPOSED LOCATION UNTIL PERMANENT INSTALLATION CAN BE COMPLETED.

PRIOR TO THE CONSTRUCTION OF THE CENTRAL ISLAND, SPLITTER ISLANDS, AND TRAFFIC BEING PLACED IN THE ROUNDABOUT, ALL PERMANENT SIGNS EXCEPT LANE USE SIGNAGE SHALL BE UNCOVERED.

THE PERMANENT ROUNDABOUT LIGHTING SHALL BE INSTALLED AND OPERATIONAL PRIOR TO TRAFFIC BEING PLACED IN THE ROUNDABOUT.

IF THE PERMANENT LIGHTING IS NOT INSTALLED OR OPERATIONAL PRIOR TO TRAFFIC BEING PLACED IN THE ROUNDABOUT, THE CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING UNTIL THE PERMANENT LIGHTING IS OPERATIONAL.

CONSTRUCTION SEQUENCE

STAGE I:

INSTALL ADVANCE WARNING SIGNS ON HWY. 112, HOWARD NICKELL RD., AND VAN ASCHE DR., PER STD. DRAWING TC-6. INSTALL END ROAD WORK (G20-1) SIGNS AND ROAD WORK AHEAD (W20-1) SIGNS ON SIDE ROADS AS SHOWN ON THE ADVANCE WARNING DETAILS.

MAINTAIN TRAFFIC IN EXISTING LANES. MAINTAIN EXISTING SIGNALS AT HWY. 112 AND TRUCKERS DR. INTERSECTION.

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

APPLY LEVELING COURSE IF AND WHERE DIRECTED BY THE ENGINEER.

CONSTRUCT TEMPORARY WIDENING LT. OF HWY. 112 FROM STA. 102+95.50 TO STA. 111+43, STA. 113+45 TO STA. 129+00, STA. 207+70 TO STA. 209+35, STA. 211+00 TO STA. 212+00, AND STA. 214+62 TO STA. 221+54. INSTALL 18" X 42' TEMP. PIPE CULVERT STA. 117+00.

CONSTRUCT LT. AND RT. OF HWY. 112 FROM STA. 129+00 TO STA. 131+92.18 AND RAISED MEDIAN/SPLITTER ISLAND FROM STA. 130+31 TO STA. 131+92.18.

CONSTRUCT LT. OF HWY. 112 FROM STA. 200+90 TO STA. 207+70, STA. 209+35 TO STA. 211+00, STA. 212+00 TO STA. 214+62, STA. 221+54 TO STA. 234+00, AND STA. 301+34 TO STA. 306+90.
INSTALL 18" X 128' TEMP. PIPE CULVERT STA. 201+20.
INSTALL 18" X 110' TEMP. PIPE CULVERT STA. 229+39.

CONSTRUCT LT OF HWY. 112 AND LT. OF SPLITTER ISLAND FROM STA. 234+00 TO STA. 237+31.01.

CONSTRUCT RT. OF HOWARD NICKELL RD. FROM STA. 501+00 TO STA. 505+14.67.

CONSTRUCT RAB 1 FROM STA. 14+05 TO STA. 16+21, RAB 2 FROM STA. 0+12 TO STA. 1+85.50, AND RAB 3 FROM STA. 7+75 TO STA. 9+54.

ALL AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS. DO NOT CONSTRUCT RAISED MEDIAN/SPLITTER ISLANDS EXCEPT WHERE STATED ABOVE.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS. CROSS DRAINS AT STA. 201+65, STA. 209+50, STA. 230+37, STA. 301+40, AND STA. 306+00 MAY BE REQUIRED TO BE CONSTRUCTED IN THEIR ENTIRETY DURING STAGE I TO MAINTAIN POSITIVE DRAINAGE.

CONSTRUCT LT. OF BOX CULVERT AT STA. 106+53. CONSTRUCT THE ENTIRETY OF THE PEDESTRIAN TUNNEL BOX CULVERT AT STA. 130+66.

ALL STAGES
MAINTENANCE OF TRAFFIC DETAILS

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R040746 - MOT.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	86	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

CONSTRUCTION SEQUENCE CONTINUED

STAGE 1A:

RETAIN ADVANCE WARNING SIGNS ON HWY. 112 AND VAN ASCHE DR. RETAIN END ROAD WORK SIGNS AND ROAD WORK AHEAD SIGNS AS SHOWN ON ADVANCE WARNING DETAILS. COVER ADVANCE WARNING SIGNS AND INSTALL DETOUR SIGNAGE ON HOWARD NICKELL RD.

MAINTAIN TRAFFIC IN EXISTING LANES. CLOSE HOWARD NICKELL RD. AT STA. 503+50. RETAIN CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC CONES, AND TRAFFIC DRUMS AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC. INSTALL BARRICADES, ADDITIONAL TRAFFIC DRUMS AND TRAFFIC CONES AS SHOWN IN STAGE IA MAINTENANCE OF TRAFFIC.

CONSTRUCT LT. OF HOWARD NICKELL RD. AND SPLITTER ISLAND FROM STA. 501+00 TO STA. 505+14.67.

CONSTRUCT LT. OF HWY. 112 FROM STA. 300+90 TO STA. 301+34.

CONSTRUCT RAB 3 FROM STA. 6+75 TO STA. 7+75.

ALL AS SHOWN IN STAGE IA MAINTENANCE OF TRAFFIC DETAILS. DO NOT CONSTRUCT RAISED MEDIAN/SPLITTER ISLANDS EXCEPT WHERE STATED ABOVE.

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

STAGE 2:

RETAIN ADVANCE WARNING SIGNS ON HWY. 112. RETAIN END ROAD WORK SIGNS AND RETAIN ROAD WORK AHEAD SIGNS AS SHOWN ON ADVANCE WARNING DETAILS. REMOVE DETOUR SIGNAGE ON HOWARD NICKELL RD. AND UNCOVER ADVANCE WARNING SIGNS. COVER ADVANCE WARNING SIGNS AND INSTALL DETOUR SIGNAGE ON VAN ASCHE DR.

SHIFT TRAFFIC TO STAGE 2 CENTERLINE AS SHOWN. OPEN HOWARD NICKELL RD. TO TRAFFIC. CLOSE VAN ASCHE DR. AT STA. 403+00. INSTALL CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC CONES, BARRICADES AND TRAFFIC DRUMS AS SHOWN IN STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT LT., RT., AND SPLITTER ISLAND OF VAN ASCHE DR. FROM STA. 401+00 TO STA. 405+34.51.
CONSTRUCT RAB 2 FROM STA. 0+00 TO STA. 0+12, AND STA. 1+85.50 TO STA. 4+64.96.
CONSTRUCT RT. OF HWY. 112 FROM STA. 200+90 TO STA. 205+00. FILL AND ABANDON 18" X 128' TEMP. PIPE CULVERT STA. 201+20.

ALL AS SHOWN IN STAGE 2 MAINTENANCE OF TRAFFIC DETAILS. DO NOT CONSTRUCT RAISED MEDIAN/SPLITTER ISLANDS EXCEPT WHERE STATED ABOVE.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

STAGE 2A:

RETAIN ADVANCE WARNING SIGNS ON HWY. 112 AND HOWARD NICKELL RD. RETAIN END ROAD WORK SIGNS AND RETAIN ROAD WORK AHEAD SIGNS AS SHOWN ON ADVANCE WARNING DETAILS. REMOVE DETOUR SIGNAGE ON VAN ASCHE DR. AND UNCOVER ADVANCE WARNING SIGNS.

MAINTAIN TRAFFIC ON STAGE 2 CENTERLINE AS SHOWN. OPEN VAN ASCHE DR. TO TRAFFIC. INSTALL CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC CONES, AND TRAFFIC DRUMS AS SHOWN IN STAGE 2A MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT RT. AND RAISED MEDIAN/SPLITTER ISLAND OF HWY. 112 FROM STA. 102+22.91 TO STA. 111+55.83, AND STA. 113+33.83 TO STA. 115+25.

CONSTRUCT RT. OF HWY. 112 FROM STA. 115+25 TO STA. 129+00, STA. 205+00 TO STA. 234+00.
FILL AND ABANDON 18" X 110' TEMP. PIPE CULVERT STA. 229+39.

CONSTRUCT RT. OF HWY. 112 AND RT. SPLITTER ISLAND FROM STA. 234+00 TO STA. 237+31.01.

CONSTRUCT RT. AND RAISED MEDIAN/SPLITTER ISLAND OF HWY. 112 FROM STA. 300+90 TO 306+90.

CONSTRUCT RAB 1FROM STA. 10+00 TO STA. 14+05, AND STA. 16+21 TO STA. 16+84.87. CONSTRUCT RAB 3 FROM STA. 5+00 TO STA. 6+75, AND STA. 9+54 TO STA. 9+64.96.

ALL AS SHOWN IN STAGE 2A MAINTENANCE OF TRAFFIC DETAILS. DO NO CONSTRUCT RAISED MEDIAN/SPLITTER ISLANDS EXCEPT WHERE STATED ABOVE.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE 2A MAINTENANCE OF TRAFFIC DETAILS. CROSS DRAINS AT STA. 111+15, STA. 115+11, AND STA. 121+25 MAY BE REQUIRED TO BE CONSTRUCTED IN THEIR ENTIRETY DURING STAGE 2A TO MAINTAIN POSITIVE DRAINAGE. CONSTRUCT RT. OF BOX CULVERT AT STA. 106+53.

STAGE 3:

RETAIN ADVANCE WARNING SIGNS ON HWY. 112, HOWARD NICKELL RD., AND VAN ASCHE DR. RETAIN END ROAD WORK SIGNS AND ROAD WORK AHEAD SIGNS AS SHOWN ON ADVANCE WARNING DETAILS.

SHIFT TRAFFIC TO STAGE 3 TRAFFIC LOCATIONS. INSTALL CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC CONES, AND TRAFFIC DRUMS AS SHOWN IN STAGE 3 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT LT. OF HWY. 112 FROM STA. 101+78.00 TO STA. 111+43, STA. 133+45 TO STA. 129+00, STA. 207+70 TO STA. 209+35, STA. 211+00 TO STA. 212+00, AND STA. 214+62 TO STA. 221+54. CONSTRUCT ENTIRETY OF FUTURE STREET ST. AS SHOWN IN STAGE 3 MAINTENANCE OF TRAFFIC DETAILS. REMOVE 18" X 42' TEMP. PIPE CULVERT STA. 117+00.

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

STAGE 4:

RETAIN ADVANCE WARNING SIGNS ON HWY. 112, HOWARD NICKELL RD., AND VAN ASCHE DR. RETAIN END ROAD WORK SIGNS AND RETAIN ROAD WORK AHEAD SIGNS AS SHOWN ON ADVANCE WARNING DETAILS.

SHIFT TRAFFIC TO STAGE 4 TRAFFIC LOCATIONS. INSTALL CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC CONES, AND TRAFFIC DRUMS AS SHOWN IN STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT RAISED MEDIAN OF HWY. 112 FROM STA. 115+25 TO STA. 130+31, AND STA. 200+90 TO STA. 234+00 AS SHOWN IN STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

MILL AND INLAY SOUTH LEG OF HWY. 112 AND TRUCKERS DR. INTERSECTION.

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

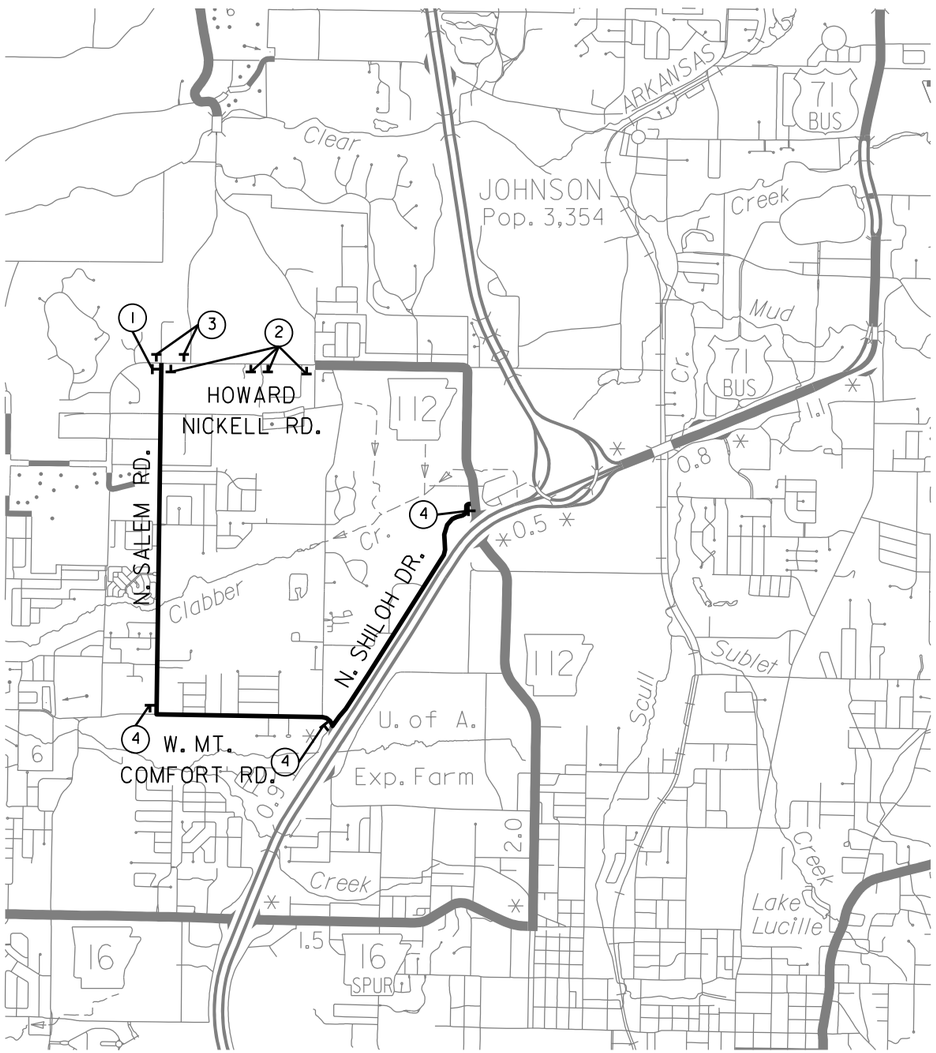
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ALL STAGES
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	87	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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No. 15158
DAVID WILLIAM BAKER

08/14/2025



PROPOSED DETOUR ROUTE
FOR STAGE IA
HOWARD NICKELL RD. ROAD CLOSURE

1
- ROAD CLOSED 0.73 MILES AHEAD LOCAL TRAFFIC ONLY — (1) R11-3A (60" X 30")
- DETOUR — (1) M4-10R (48" X 18")

2
- (1) R3-1 (24" X 24")
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")

3
- (1) R3-2 (24" X 24")
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")

4
- DETOUR — (1) M4-10R (48" X 18")

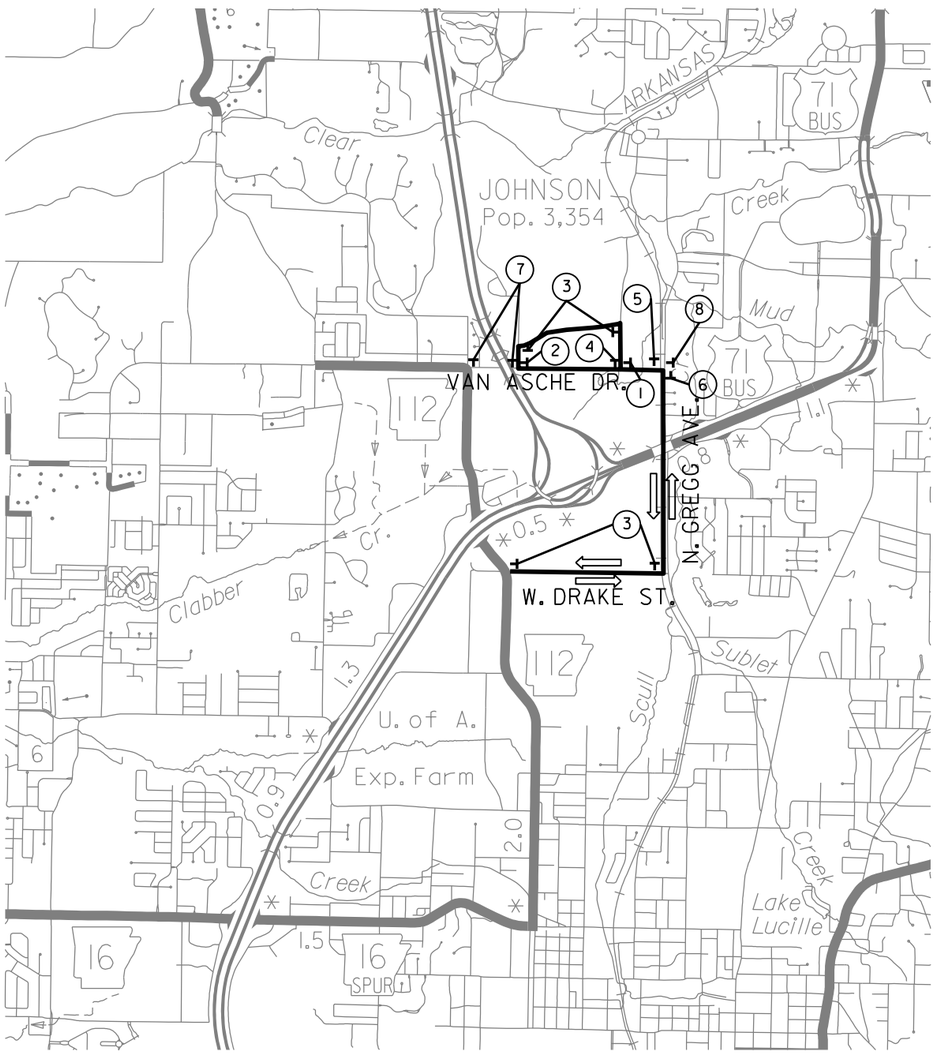
STAGE IA DETOUR
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040746	88	392
		MAINTENANCE OF TRAFFIC DETAILS				

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No. 15158
DAVID WILLIAM BAKER

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PROPOSED DETOUR ROUTE FOR STAGE 2 VAN ASCHE DR. ROAD CLOSURE

1
- ROAD CLOSED 0.73 MILES AHEAD LOCAL TRAFFIC ONLY — (1) R11-3A (60" X 30")

2
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")
- DETOUR — (1) M4-10R (48" X 18")

3
- DETOUR — (1) M4-10R (48" X 18")

4
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")
- DETOUR — (1) M4-10L (48" X 18")

5
- (1) R3-1 (24" X 24")
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")
- DETOUR — (1) M4-8 (24" X 12")
- (1) M6-3 (21" X 15")

6
- (1) R3-2 (24" X 24")
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")

7
- (1) R3-1 (24" X 24")
- ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")

8
- ROAD CLOSED 0.95 MILES AHEAD LOCAL TRAFFIC ONLY — (1) R11-3A (60" X 30")
- DETOUR — (1) M4-10L (48" X 18")

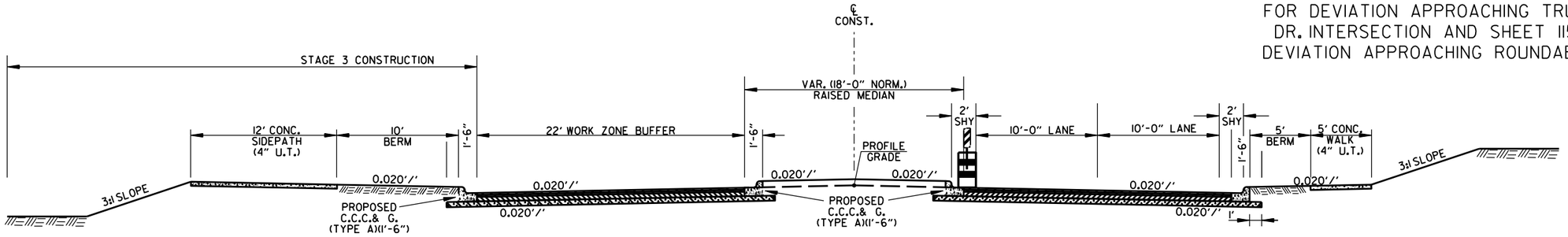
STAGE 2 DETOUR
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	89	392
		MAINTENANCE OF TRAFFIC DETAILS				

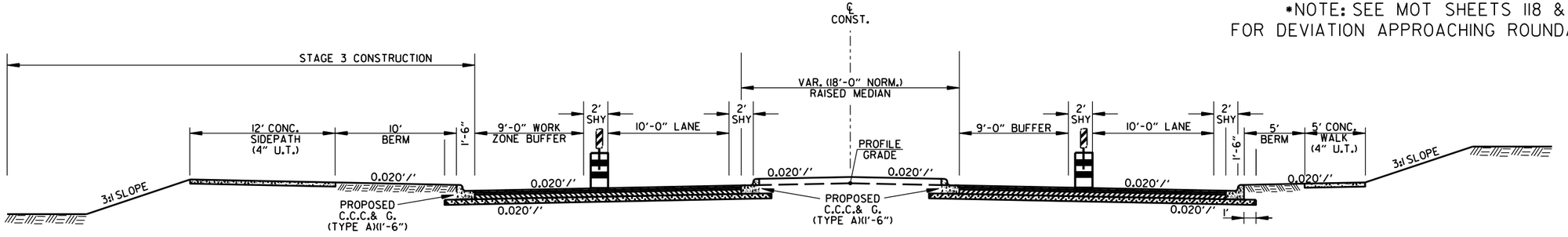
STATE OF ARKANSAS
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DAVID WILLIAM BAKER, JR.
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*NOTE: SEE MOT SHEET 112 FOR DEVIATION APPROACHING TRUCKERS DR. INTERSECTION AND SHEET 115 FOR DEVIATION APPROACHING ROUNDABOUT 2



DETAIL FOR HWY. 112
STAGE 3 TRAFFIC
STA. 105+67.00 TO STA. 128+48.00

*NOTE: SEE MOT SHEETS 118 & 119 FOR DEVIATION APPROACHING ROUNDABOUT 3.



DETAIL FOR HWY. 112
STAGE 3 TRAFFIC
STA. 200+75.00 TO STA. 234+20.00

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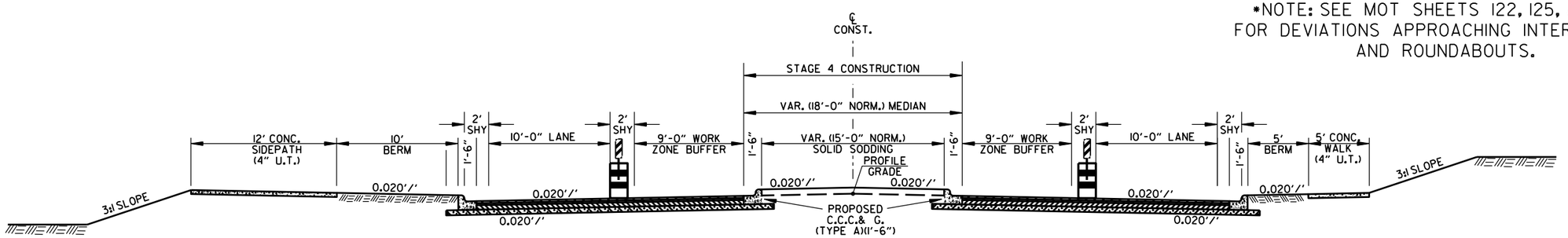
STAGE 3 TRAFFIC
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	90	392
		MAINTENANCE OF TRAFFIC DETAILS				

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*NOTE: SEE MOT SHEETS 122, 125, AND 126 FOR DEVIATIONS APPROACHING INTERSECTIONS AND ROUNDABOUTS.



DETAIL FOR HWY. 112
STAGE 4 TRAFFIC
STA. 115+00.00 TO STA. 129+95.00
STA. 200+75.00 TO STA. 234+20.00

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STAGE 4 TRAFFIC
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	91	392

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 15158
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LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = TEMPORARY PRECAST CONCRETE BARRIER
- = WORK ZONE

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. 1 1/1 LT.

ROAD CLOSED

C.L. TRUCKERS DR.

P.O.B. 600+00.00

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 10°19'00"LT.
D = 8°00'00"
T = 64.65'
L = 128.95'
PC = 1002+59.86
PT = 1003+88.81
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 5°00'00"LT.

FURNISH AND INSTALL PRECAST CONCRETE BARRIER = 80 LIN. FT.
T.I.A.B. = 2 EACH

150' LT. MOT TAPER

DBL. YELLOW SOLID CONST. PVMT. MARKING

P.O.B. 100+00.00

P.O.B. 100+00.00

P.O.E. 603+39.29

N 3°49'26" W

N 8°49'26" W

S 87°47'49" E

BEGIN C/A 78.99

PROP. R/W & C/A

TEMP. CONST. LIMITS

EXISTING R/W & PROP. C/A

C.L. HWY. 112 NORTH

PROP. R/W

BEGIN C/A

WHITE SOLID CONST. PVMT. MARKING

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1011+15.82
Δ = 22°37'17"LT.
D = 17°00'00"
T = 67.41'
L = 133.06'
PC = 1010+48.41
PT = 1011+81.47
NO SUPERELEVATION

C.L. STAGE I CONST.

DBL. YELLOW SOLID CONST. PVMT. MARKING

P.T. 1010+20.97

N 19°55'04" W

N 29°03'06" E

N 2°42'08" E

P.C. 10+90.00
P.T. 16+84.87
P.C.C. 13+42.43

P.T. 1011+81.47
P.C. 1012+19.58
END C/A
P.I. 1012+69.76
BEGIN C/A
P.T. 1013+13.76
P.C.C. 1013+19.60
P.I. 1013+98.50
P.T. 1014+74.60
END C/A

WHITE SOLID CONST. PVMT. MARKING

C.L. STAGE I TRAFFIC

C.L. ROUNDABOUT I

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1008+86.13
Δ = 21°50'34"RT.
D = 8°00'00"
T = 138.19'
L = 273.03'
PC = 1007+47.94
PT = 1010+20.97
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1012+69.76
Δ = 48°58'10"RT.
D = 52°00'00"
T = 50.18'
L = 94.18'
PC = 1012+19.58
PT = 1013+13.76
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1013+98.50
Δ = 26°20'58"LT.
D = 17°00'00"
T = 78.90'
L = 155.00'
PC = 1013+19.60
PT = 1014+74.60
NO SUPERELEVATION

HWY. 112 STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040746	92	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

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MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

C.L. FUTURE CITY ST.
C.L. CHURCH DRIVE
C.L. PEDESTRIAN TUNNEL
C.L. STAGE I CONST.
C.L. HWY. 112 NORTH
C.L. STAGE I TRAFFIC
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
STA. 117+00 INSTALL 18" X 42' TEMP. PIPE CULVERT REMOVE IN STAGE 3
TEMP. CONST. LIMITS
PROP. R/W & C/A
T.C.E.
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.E. 825+03.83
S 87°17'52" E
N 2°42'08" E
N 8°39'44" W
N 24°36'10" W
N 21°27'07" W
N 24°07'24" W

HWY. 112 STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040746	93	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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No. 15158
DAVID WILLIAM BAKER, JR.
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MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

STA. 133+02.18
END HWY. 112 NORTH

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

STA. 405+71.04
END VAN ASCHE DR.

STA. 401+40.00
BEGIN VAN ASCHE DR.

LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DIRECTION)
- = WORK ZONE

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

WHITE SKIP LINE CONST. PVMT. MARKING

C.L. HWY. 112 NORTH

C.L. PEDESTRIAN TUNNEL

C.L. STAGE ICONST.

C.L. STAGE ITRAFFIC

C.L. ROUNDABOUT 2

C.L. VAN ASCHE DR.

CONST. LIMITS

TEMP. CONST. LIMITS

PROP. R/W & C/A

T.C.E.

RET. WALL

HWY. 112

VAN ASCHE DR.

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HWY. 112 STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040746	94	392

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

N

C.L. HWY. 112 NORTH
P.I. 1028+45.00
P.T. 1029+24.61
P.C. 1029+26.71
C.L. PEDESTRIAN TUNNEL
P.C. 803+03.42
P.T. 803+93.20
P.I. 129+89.61
P.I. 803+54.07
1030
130
P.I. 1030+25.63
P.T. 1031+23.07
P.I. 131+12.45
P.C. 806+91.15
P.I. 404+81.25
P.C. 403+88.13
P.I. 807+83.60
P.O.B. 1200+00.00
P.O.E. 133+02.18
P.O.E. 1033+31.29
S 72°53'39" W
N 87°24'48" W
N 87°24'47" W
N 82°24'47" W
N 81°08'24" W
N 87°24'47" W
S 88°03'59" W
N 87°24'47" W
N 83°24'33" W
P.O.B. 710+00.00
P.C. 710+57.69
P.I. 711+00.63
P.T. 711+30.69
P.I. 204+25.17
P.C. 713+69.36
P.T. 714+27.14
P.O.E. 714+50.62
P.I. 714+03.27
N 82°32'52" E
P.C. 202+48.49
P.T. 203+31.82
C.L. DW 203+98.00
C.L. VAN ASCHE DR.
C.L. HWY. 112 WEST
C.L. STAGE 1 CONST.
C.L. STAGE 1 TRAFFIC
PROP. R/W & C/A
CONST. LIMITS
TEMP. CONST. LIMITS
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
205
1205
210
1210

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1202+60.94
Δ = 6°16'24"RT.
D = 5°30'00"
T = 57.09'
L = 114.06'
PC = 1202+03.85
PT = 1203+17.91
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1204+05.16
Δ = 6°16'23"LT.
D = 9°30'00"
T = 33.05'
L = 66.03'
PC = 1203+72.11
PT = 1204+38.14
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1207+41.88
Δ = 4°31'14"LT.
D = 8°00'00"
T = 28.27'
L = 56.51'
PC = 1207+13.61
PT = 1207+70.12
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1208+81.41
Δ = 4°31'14"RT.
D = 8°00'00"
T = 28.26'
L = 56.51'
PC = 1208+53.15
PT = 1209+09.65
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

STA. 201+20 INSTALL
18" X 128' TEMP. PIPE CULVERT
FILL AND ABANDON IN STAGE 2

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

HWY. 112 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	95	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

N

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1216+81.66
Δ = 1°08'45"LT.
D = 8°00'00"
T = 7.16'
L = 14.32'
PC = 1216+74.50
PT = 1216+88.82
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1220+81.68
Δ = 0°34'23"LT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1217+81.68
Δ = 1°08'45"LT.
D = 8°00'00"
T = 7.16'
L = 14.32'
PC = 1217+74.52
PT = 1217+88.84
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1221+81.68
Δ = 0°34'23"RT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1223+81.68
Δ = 0°41'06"RT.

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

C.L. STAGE I CONST.

C.L. HWY. 112 WEST

C.L. STAGE I TRAFFIC

PROP. R/W & C/A

CONST. LIMITS

TEMP. CONST. LIMITS

P.C. 1216+74.50

P.T. 1216+88.82

P.I. 1210+81.38

P.T. 1211+06.40

P.C. 1211+85.22

P.T. 1212+35.27

P.I. 1212+10.25

P.I. 1216+81.66

P.C. 1217+74.52

P.T. 1217+88.84

P.I. 1217+81.68

P.I. 1220+81.68
Δ = 0°34'23"LT.

P.I. 1221+81.68
Δ = 0°34'23"RT.

P.I. 1223+81.68
Δ = 0°41'06"RT.

N 87°24'47" W
N 83°24'33" W
N 88°33'32" W
N 87°59'10" W

HWY. 112 STAGE I
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Traffic Control
MicroStation V8i (SELECTseries 3) 08.11.09.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	96	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, JR.
08/14/2025

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1227+99.90
Δ = 0°41'06"LT.

STA. 229+39 INSTALL
18" X 110' TEMP PIPE CULVERT
ON 25° RT. FWD. SKEW
FILL AND ABANDON IN STAGE 2A

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1232+47.21
Δ = 03°55'30"LT.
D = 8°00'00"
T = 24.55'
L = 49.07'
PC = 1232+22.66
PT = 1232+71.73
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

C.L. ROUNDABOUT 3

C.L. STAGE I CONST.
DBL. YELLOW SOLID CONST. PVMT. MARKING
C.L. HWY. 112 WEST
PROP. R/W & C/A
CONST. LIMITS
N 86°43' 41" W
N 87°24' 47" W
S 88°39' 43" W
N 78°11' 50" W
S 64°24' 46" W
N 78°11' 30" W
EXIST. R/W & PROP. C/A
WHITE SOLID CONST. PVMT. MARKING
C.L. STAGE I TRAFFIC
MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION
C.L. HWY. 112
WHITE SOLID CONST. PVMT. MARKING
MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION
DBL. YELLOW SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
P.I. 1238+27.15
CONST.

HWY. 112 STAGE I
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Maps.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	97	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
08/14/2025

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.
STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

LEGEND
= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

C.L. HOWARD NICKELL RD.
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
PROP. R/W
EXIST. R/W
PROP. R/W & C/A
CONST. LIMITS
C.L. ROUNDABOUT 3
C.L. HWY. 112 WEST
C.L. HWY. 112 NORTH
EXIST. R/W & PROP. C/A
PROP. R/W & C/A
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+04.56
Δ = 35°10'35"RT.
D = 63°00'00"
T = 28.83'
L = 55.84'
PC = 1238+75.73
PT = 1239+31.57
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+58.77
Δ = 24°12'01"RT.
D = 50°00'00"
T = 24.57'
L = 48.40'
PC = 1239+34.20
PT = 1239+82.60
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1241+31.32
Δ = 02°44'55"LT.
D = 8°00'00"
T = 17.18'
L = 34.35'
PC = 1241+14.14
PT = 1241+48.49
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1245+72.77
Δ = 11°54'21"LT.
D = 8°00'00"
T = 74.68'
L = 148.82'
PC = 1244+98.09
PT = 1246+46.91
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

1240
1235
305
1245
308

HWY. 112 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT_Stage1.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	98	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.
STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

LEGEND
= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

ROAD CLOSED
(1) R11-2 (48" X 30")
8' BARR. TYP. III RT.
8' BARR. TYP. III LT.

C.L. HOWARD NICKELL RD.
C.L. STAGE IA CONST.
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
EXIST. R/W
PROP. R/W
CONST. LIMITS
P.C. 502+76.62
P.T. 503+07.57
P.T. 503+38.27
T.C.E.
BEGIN C/A
P.I. 504+27.72
P.C. 503+91.64
P.T. 504+63.07
PROP. R/W & C/A
P.I. 301+85.76
END C/A HOWARD NICKELL
BEGIN C/A HWY. 112
C.L. HWY. 112 NORTH
P.C. 302+72.78
P.T. 303+48.42
END C/A
BEGIN C/A
305
308
P.O.E. 308+90.00
END C/A JOB 040746
BEGIN C/A JOB 040746
C.L. ROUNDABOUT 3
END C/A HWY. 112
END C/A HOWARD NICKELL
BEGIN C/A
P.C. 238+21.01
P.T. 239+64.96
P.C.C. 7+32.48
N 4°15'43" W
N 11°30'21" E
N 3°11'10" E
N 78°11'39" W
S 88°39'43" W
EXIST. R/W & PROP. C/A
P.C. 301+57.43
P.T. 302+13.74
P.I. 301+10.67
DBL. YELLOW SOLID CONST. PVMT. MARKING
C.L. STAGE IA TRAFFIC
WHITE SOLID CONST. PVMT. MARKING
END C/A JOB 040746
235
P.I. 235+45.46
P.T. 235+75.20
P.C. 235+15.47
C.L. HWY. 112 WEST
BEGIN C/A

HWY. 112 STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Maps.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	99	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TEMPORARY PRECAST CONCRETE BARRIER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1011+15.82
Δ = 22°37'17"LT.
D = 17°00'00"
T = 67.41'
L = 133.06'
PC = 1010+48.41
PT = 1011+81.47
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1013+98.50
Δ = 26°20'58"LT.
D = 17°00'00"
T = 78.90'
L = 155.00'
PC = 1013+19.60
PT = 1014+74.60
NO SUPERELEVATION

C.L. STAGE 2 TRAFFIC

C.L. TRUCKERS DR.

P.O.B. 600+00.00

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 10°19'00"LT.
D = 8°00'00"
T = 64.65'
L = 128.95'
PC = 1002+59.86
PT = 1003+88.81
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 5°00'00"LT.

RELOCATE PRECAST
CONCRETE BARRIER = 80 LIN. FT.
RELOCATE T.I.A.B. = 2 EACH

150' TAPER

DBL. YELLOW SOLID
CONST. PVMT. MARKING

WHITE SOLID
CONST. PVMT. MARKING

WHITE SOLID
CONST. PVMT. MARKING

C.L. HWY. 112 NORTH

EXISTING R/W
& PROP. C/A

PROP. R/W
& C/A

P.O.E. 603+39.29

P.O.B. 100+00.00

P.O.B. 1001+00.00

P.C.C. 10+00.00
P.T. 16+84.87
P.C.C. 13+42.43

C.L. ROUNDABOUT 1

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1008+86.13
Δ = 21°50'34"RT.
D = 8°00'00"
T = 138.19'
L = 273.03'
PC = 1007+47.94
PT = 1010+20.97
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1012+69.76
Δ = 48°58'10"RT.
D = 52°00'00"
T = 50.18'
L = 94.18'
PC = 1012+19.58
PT = 1013+13.76
NO SUPERELEVATION

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

ROAD CLOSED

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

(1) W1-6
(48" X 24")

16' BARR.
TYP. III RT.
16' BARR.
TYP. III RT.

JB44269 8/13/2025
R040746 - MOT Metric 8.11.9.578

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	100	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)

= TRAFFIC DRUMS SPACE 50' O.C.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. STAGE 2 TRAFFIC
C.L. PEDESTRIAN TUNNEL
C.L. HWY. 112 NORTH
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
PROP. R/W & C/A
TEMP. CONST. LIMITS
T.C.E.
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.B. 825+08.83
N 2°42'08" E
S 87°17'52" E
N 24°36'10" W
N 21°27'07" W
N 8°39'44" W
N 24°07'24" W

JB44269 8/13/2025
R040746 - MOT Maps.dgn v8.11.9.578

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	101	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

STA. 133+02.18
END HWY. 112 NORTH

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

C.L. ROUNDABOUT 2

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. STAGE 2 TRAFFIC

C.L. HWY. 112 NORTH

WHITE SOLID CONST. PVMT. MARKING

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

ROAD CLOSED
(I) RII-2 (48" X 30")
(I) WI-6 (48" X 24")
8' BARR. TYP. III RT.
8' BARR. TYP. III RT.

WHITE SKIP LINE CONST. PVMT. MARKING

STA. 401+40.00
BEGIN VAN ASCHE DR.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

STA. 405+71.04
END VAN ASCHE DR.

ROAD CLOSED
(I) RII-2 (48" X 30")
(I) 16' BARR. TYP. III RT.
(I) 16' BARR. TYP. III LT.

C.L. VAN ASCHE DR.
C.L. STAGE 2 CONST.

WHITE SOLID CONST. PVMT. MARKING

LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Micro Station v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	102	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = TEMPORARY PRECAST CONCRETE BARRIER
- = WORK ZONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1202+60.94
Δ = 6°16'24"RT.
D = 5°30'00"
T = 57.09'
L = 114.06'
PC = 1202+03.85
PT = 1203+17.91
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1204+05.16
Δ = 6°16'23"LT.
D = 9°30'00"
T = 33.05'
L = 66.03'
PC = 1203+72.11
PT = 1204+38.14
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1207+41.88
Δ = 4°31'14"LT.
D = 8°00'00"
T = 28.27'
L = 56.51'
PC = 1207+13.61
PT = 1207+70.12
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1208+81.41
Δ = 4°31'14"RT.
D = 8°00'00"
T = 28.26'
L = 56.51'
PC = 1208+53.15
PT = 1209+09.65
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

C.L. HWY. 112 NORTH
C.L. PEDESTRIAN TUNNEL
C.L. STAGE 2 TRAFFIC
C.L. ROUNDABOUT 2
C.L. HWY. 112 WEST
C.L. VAN ASCHE DR.
C.L. STAGE 2 CONST.
CONST. LIMITS
PROP. R/W & C/A
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
TEMP. CONST. LIMITS
FURNISH AND INSTALL PRECAST CONCRETE BARRIER = 260 LIN. FT.
T.I.A.B. = 2 EACH

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Maps.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	103	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= TEMPORARY PRECAST CONCRETE BARRIER

N

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1216+81.66
Δ = 1°08'45"LT.
D = 8°00'00"
T = 7.16'
L = 14.32'
PC = 1216+74.50
PT = 1216+88.82
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1220+81.68
Δ = 0°34'23"LT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1217+81.68
Δ = 1°08'45"LT.
D = 8°00'00"
T = 7.16'
L = 14.32'
PC = 1217+74.52
PT = 1217+88.84
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1221+81.68
Δ = 0°34'23"RT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1223+81.68
Δ = 0°41'06"RT.

FURNISH AND INSTALL PRECAST
CONCRETE BARRIER
W/ SPECIAL END UNIT = 1293 LIN. FT.
T.I.A.B. = 1 EACH

WHITE SOLID
CONST. PVMT. MARKING

DBL. YELLOW SOLID
CONST. PVMT. MARKING

C.L. HWY. 112 WEST
C.L. STAGE 2 TRAFFIC
PROP. R/W & C/A
CONST. LIMITS
TEMP. CONST. LIMITS

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Micro Station v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	104	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

= TRAFFIC DRUMS SPACE 50' O.C.

= TRAFFIC CONES (6 PER DIRECTWAY)

= TEMPORARY PRECAST CONCRETE BARRIER

STATE OF ARKANSAS
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MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1227+99.90
Δ = 0°41'06"LT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1232+47.21
Δ = 03°55'30"LT.
D = 8°00'00"
T = 24.55'
L = 49.07'
PC = 1232+22.66
PT = 1232+71.73
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

C.L. HWY. 112 WEST

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

PROP. R/W & C/A

CONST. LIMITS

EXIST. R/W & *PROP. C/A

EXIST. R/W & *PROP. C/A

C.L. ROUNDABOUT 3

C.L. HWY. 112 NORTH

PROP. R/W & C/A

EXIST. R/W & *PROP. C/A

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Sheets.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	105	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.
STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

LEGEND
= THERMOPLASTIC PAVEMENT MARKING (ARROW)
= TRAFFIC DRUMS SPACE 50' O.C.
= TRAFFIC CONES (6 PER DRIVEWAY)

C.L. HOWARD NICKELL RD.
EXIST. R/W
PROP. R/W
CONST. LIMITS
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
PROP. R/W & C/A
C.L. HWY. 112 NORTH
C.L. STAGE 2 TRAFFIC
C.L. ROUNDABOUT 3
C.L. HWY. 112 WEST
EXIST. R/W & PROP. C/A
T.C.E.
P.O.B. 300+00.00
P.O.E. 308+90.00
BEGIN C/A HOWARD NICKELL HWY. 112
END C/A HOWARD NICKELL HWY. 112
BEGIN C/A HWY. 112
END C/A HWY. 112
BEGIN C/A
END C/A
1240
1245
305
308
1235
235

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+04.56
Δ = 35°10'35"RT.
D = 63°00'00"
T = 28.83'
L = 55.84'
PC = 1238+75.73
PT = 1239+31.57
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+58.77
Δ = 24°12'01"RT.
D = 50°00'00"
T = 24.57'
L = 48.40'
PC = 1239+34.20
PT = 1239+82.60
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1241+31.32
Δ = 02°44'55"LT.
D = 8°00'00"
T = 17.18'
L = 34.35'
PC = 1241+14.14
PT = 1241+48.49
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1245+72.77
Δ = 11°54'21"LT.
D = 8°00'00"
T = 74.68'
L = 148.82'
PC = 1244+98.09
PT = 1246+46.91
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

HWY. 112 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Traffic Control v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	106	392

MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TEMPORARY PRECAST CONCRETE BARRIER
- = WORK ZONE

STATE OF ARKANSAS
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DAVID WILLIAM BAKER
08/14/2025

C.L. TRUCKERS DR.

P.O.B. 600+00.00

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 10°19'00"LT.
D = 8°00'00"
T = 64.65'
L = 128.95'
PC = 1002+59.86
PT = 1003+88.81
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 5°00'00"LT.

RETAIN PRECAST CONCRETE BARRIER AND T.I.A.B.

DBL. YELLOW SOLID CONST. PVMT. MARKING

150' TAPER

BEGIN C/A

PROP. R/W & C/A

EXISTING R/W & PROP. C/A

P.O.B. 100+00.00

P.O.B. 100+00.00

P.O.E. 603+39.29

N 3°49'26" W

S 3°49'26" W

S 87°47'49" E

C.L. HWY. 112 NORTH
C.L. STAGE 2A CONST.

WHITE SOLID CONST. PVMT. MARKING

C.L. STAGE 2A TRAFFIC

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1011+15.82
Δ = 22°37'17"LT.
D = 17°00'00"
T = 67.41'
L = 133.06'
PC = 1010+48.41
PT = 1011+81.47
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1013+98.50
Δ = 26°20'58"LT.
D = 17°00'00"
T = 78.90'
L = 155.00'
PC = 1013+19.60
PT = 1014+74.60
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1008+86.13
Δ = 21°50'34"RT.
D = 8°00'00"
T = 138.19'
L = 273.03'
PC = 1007+47.94
PT = 1010+20.97
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1012+69.76
Δ = 48°58'10"RT.
D = 52°00'00"
T = 50.18'
L = 94.18'
PC = 1012+19.58
PT = 1013+13.76
NO SUPERELEVATION

P.C. 1010+48.41
P.I. 1011+15.82
P.T. 1011+81.47
P.C. 1012+19.58 END C/A
P.C. 1012+69.76 P.I. 1012+69.76
P.T. 1013+13.76 BEGIN C/A
P.C.C. 1013+19.60
P.I. 1013+98.50
P.T. 1014+74.60
P.C. 1010+00.00
P.T. 16+84.87
P.C.C. 13+42.43
P.T. 1010+20.97
P.I. 1008+86.13
P.C. 1007+47.94
P.I. 1003+24.51
P.I. 1002+16.57
P.C. 1002+59.86
P.T. 1003+88.81
P.I. 104+03.32
P.T. 110+06.07
P.C. 110+14.84
P.I. 110+13.00

C.L. ROUNDABOUT I

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III RT.
16' BARR. TYP. III RT.

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Micro Station v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	107	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)

= TRAFFIC DRUMS SPACE 50' O.C.

= WORK ZONE

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08/14/2025

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. STAGE 2A TRAFFIC
C.L. HWY. 112 NORTH
C.L. STAGE 2A CONST.
C.L. PEDESTRIAN TUNNEL
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
PROP. R/W & C/A
TEMP. CONST. LIMITS
T.C.E.
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.E. 825+08.83
N 2°42'08" E
S 87°17'52" E
N 24°36'10" W
N 8°39'44" W
N 21°27'24" W

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT MAINTENANCE OF TRAFFIC DETAILS.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	108	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
DAVID WILLIAM BAKER
No. 15158
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MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

STA. 133+02.18
END HWY. 112 NORTH

STA. 405+71.04
END VAN ASCHE DR.

STA. 401+40.00
BEGIN VAN ASCHE DR.

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. ROUNDABOUT 2

WHITE SOLID CONST. PVMT. MARKING

C.L. PEDESTRIAN TUNNEL

C.L. HWY. 112 NORTH
C.L. STAGE 2A CONST.

C.L. STAGE 2A TRAFFIC

C.L. VAN ASCHE DR.

CONST. LIMITS

TEMP. CONST. LIMITS

PROP. R/W & C/A

WHITE SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

150' RT. TAPER

WHITE SKIP LINE CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

ROAD CLOSED

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

(1) W1-6
(48" X 24")

8' BARR.
TYP. III RT.
8' BARR.
TYP. III RT.

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE
- = OBLITERATION

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Metric Option v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	109	392

MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = TEMPORARY PRECAST CONCRETE BARRIER
- = WORK ZONE
- = OBLITERATION

STATE OF ARKANSAS
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DAVID WILLIAM BAKER
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C.L. HWY. 112 NORTH
C.L. STAGE 2A CONST.

C.L. PEDESTRIAN TUNNEL

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1202+60.94
Δ = 6°16'24"RT.
D = 5°30'00"
T = 57.09'
L = 114.06'
PC = 1202+03.85
PT = 1203+17.91
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1204+05.16
Δ = 6°16'23"LT.
D = 9°30'00"
T = 33.05'
L = 66.03'
PC = 1203+72.11
PT = 1204+38.14
NO SUPERELEVATION

C.L. STAGE 2A TRAFFIC

C.L. HWY. 112 WEST
C.L. STAGE 2A CONST.

DBL. YELLOW SOLID
CONST. PVMT. MARKING

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1207+41.88
Δ = 4°31'14"LT.
D = 8°00'00"
T = 28.27'
L = 56.51'
PC = 1207+13.61
PT = 1207+70.12
NO SUPERELEVATION

WHITE SOLID
CONST. PVMT. MARKING

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

C.L. VAN ASCHE DR.

WHITE SOLID
CONST. PVMT. MARKING

WHITE SOLID
CONST. PVMT. MARKING

C.L. DW 203+98.00

RETAIN PRECAST CONCRETE
BARRIER AND T.I.A.B.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1208+81.41
Δ = 4°31'14"RT.
D = 8°00'00"
T = 28.26'
L = 56.51'
PC = 1208+53.15
PT = 1209+09.65
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	110	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

LEGEND

- = TRAFFIC CONES (6 PER DRIVEWAY)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TEMPORARY PRECAST CONCRETE BARRIER
- = WORK ZONE

N

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1216+81.66
Δ = 1°08'45"LT.
D = 8°00'00"
T = 7.16'
L = 14.32'
PC = 1216+74.50
PT = 1216+88.82
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1220+81.68
Δ = 0°34'23"LT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1217+81.68
Δ = 1°08'45"LT.
D = 8°00'00"
T = 7.16'
L = 14.32'
PC = 1217+74.52
PT = 1217+88.84
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1221+81.68
Δ = 0°34'23"RT.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1223+81.68
Δ = 0°41'06"RT.

C.L. STAGE 2A TRAFFIC
C.L. HWY. 112 WEST
C.L. STAGE 2A CONST.
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
PROP. R/W & C/A
CONST. LIMITS
TEMP. CONST. LIMITS
RETAIN PRECAST CONCRETE BARRIER W/SPECIAL END UNIT AND T.I.A.B.

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Sheets.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	111	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

= TRAFFIC DRUMS SPACE 50' O.C.

= TRAFFIC CONES (6 PER DRIVEWAY)

= TEMPORARY PRECAST CONCRETE BARRIER

= WORK ZONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1227+99.90
Δ = 0°41'06"LT.

C.L. HWY. 112 WEST
C.L. STAGE 2A CONST.

DBL. YELLOW SOLID
CONST. PVMT. MARKING

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1232+47.21
Δ = 03°55'30"LT.
D = 8°00'00"
T = 24.55'
L = 49.07'
PC = 1232+22.66
PT = 1232+71.73
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

C.L. STAGE 2A TRAFFIC

C.L. ROUNDABOUT 3

PROP. R/W & C/A

CONST. LIMITS

EXIST. R/W & *PROP. C/A

WHITE SOLID
CONST. PVMT. MARKING

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

C.L. HWY. 112 NORTH
C.L. STAGE 2A CONST.

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

JB44269 10/10/2025
R040746 - MOT Maps.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	112	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
BRADLEY WILLIAM BAKER
10/14/2025

HWY. 112 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

LEGEND
= THERMOPLASTIC PAVEMENT MARKING (ARROW)
= TRAFFIC DRUMS SPACE 50' O.C.
= TRAFFIC CONES (6 PER DRIVEWAY)
= WORK ZONE

C.L. HOWARD NICKELL RD.
C.L. ROUNDABOUT 3
C.L. STAGE 2A TRAFFIC
C.L. HWY. 112 NORTH
C.L. STAGE 2A CONST.
C.L. HWY. 112 WEST
C.L. STAGE 2A CONST.

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+04.56
Δ = 35°10'35"RT.
D = 63°00'00"
T = 28.83'
L = 55.84'
PC = 1238+75.73
PT = 1239+31.57
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+58.77
Δ = 24°12'01"RT.
D = 50°00'00"
T = 24.57'
L = 48.40'
PC = 1239+34.20
PT = 1239+82.60
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1241+31.32
Δ = 02°44'55"LT.
D = 8°00'00"
T = 17.18'
L = 34.35'
PC = 1241+14.14
PT = 1241+48.49
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1245+72.77
Δ = 11°54'21"LT.
D = 8°00'00"
T = 74.68'
L = 148.82'
PC = 1244+98.09
PT = 1246+46.91
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
EXIST. R/W
PROP. R/W & C/A
CONST. LIMITS
EXIST. & PROP. C/A

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	113	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

LEGEND
= THERMOPLASTIC PAVEMENT MARKING (ARROW)
= THERMOPLASTIC PAVEMENT MARKING (WORD)
= TRAFFIC DRUMS SPACE 50' O.C.
= TRAFFIC CONES (6 PER DRIVEWAY)
= WORK ZONE
= OBLITERATION

(I) RII-2 (48" X 30")
(I) WI-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. III LT.
16' BARR. TYP. III LT.

ROAD CLOSED
(I) RII-2 (48" X 30")
(I) WI-6 (48" X 24")
16' BARR. TYP. III RT.
16' BARR. TYP. III RT.

C.L. TRUCKERS DR.
P.O.B. 600+00.00
S 87°47'49" E
MOT HWY. 112 NORTH
STAGE 3 TRAFFIC
PI = 1303+98.67
Δ = 7°26'25"LT.
D = 8°00'00"
T = 46.57'
L = 93.01'
PC = 1303+52.10
PT = 1304+45.11
NO SUPERELEVATION
MOT HWY. 112 NORTH
STAGE 3 TRAFFIC
PI = 1305+53.45
Δ = 7°52'35"LT.
D = 8°00'00"
T = 49.31'
L = 98.46'
PC = 1305+04.14
PT = 1306+02.60
NO SUPERELEVATION
C.L. HWY. 112 NORTH
C.L. STAGE 3 CONST.
C.L. STAGE 3 TRAFFIC
BEGIN C/A 78+99
PROP. R/W & C/A
EXISTING R/W & PROP. C/A
CONST. LIMITS
P.C. 1305+04.14
P.T. 105+55.57
P.T. 1306+02.60
P.C. 102+49.23
P.O.B. 100+00.00
P.O.B. 1301+00.00
P.O.E. 603+39.29
N 3°49'26" W
N 19°08'26" W
N 11°15'51" W
N 2°42'08" E
P.C.C. 10+00.00
P.T. 16+84.87
P.C.C. 13+42.43
P.T. 110+06.07
P.C. 1304+45.11
P.T. 1304+45.11
P.I. 104+03.92
P.C. 1303+52.10
P.I. 1303+98.67
P.I. 108+62.24
P.I. 1305+53.45
P.C. 107+14.84
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
50' TAPER
1304+20.00
1305+70.00
C.L. ROUNDABOUT I
END C/A 142+15
BEGIN C/A 123+54
STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	114	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- = TRAFFIC CONES (6 PER DRIVEWAY)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = WORK ZONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1400+57.74
Δ = 8°47'16"LT.
D = 8°00'00"
T = 55.03'
L = 109.85'
PC = 1400+02.71
PT = 1401+12.56
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1402+07.17
Δ = 27°45'46"RT.
D = 17°00'00"
T = 83.29'
L = 163.31'
PC = 1401+23.88
PT = 1402+87.19
NO SUPERELEVATION

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. PEDESTRIAN TUNNEL
C.L. STAGE 3 SOUTHBOUND TRAFFIC
C.L. HWY. 112 NORTH
C.L. STAGE 3 CONST.
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
C.L. STAGE 3 TRAFFIC
PROP. R/W & C/A
CONST. LIMITS
T.C.E.
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.B. 1400+00.00
P.C. 1400+02.71
P.T. 1401+12.56
P.C. 1402+87.19
P.T. 1403+93.50
N 2°42'08" E
S 87°17'52" E
N 24°36'10" W
N 24°04'21" W
N 32°51'37" W
N 24°07'24" W

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HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	115	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1400+57.74
Δ = 8°47'16"LT.
D = 8°00'00"
T = 55.03'
L = 109.85'
PC = 1400+02.71
PT = 1401+12.56
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1403+56.85
Δ = 49°46'47"LT.
D = 39°00'00"
T = 68.16'
L = 127.64'
PC = 1402+88.69
PT = 1404+16.33
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1406+32.32
Δ = 6°16'23"RT.
D = 8°00'00"
T = 39.24'
L = 78.41'
PC = 1405+93.08
PT = 1406+71.49
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1404+97.80
Δ = 32°32'09"LT.
D = 35°00'00"
T = 47.77'
L = 92.96'
PC = 1404+50.03
PT = 1405+42.99
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1402+07.17
Δ = 27°45'46"RT.
D = 17°00'00"
T = 83.29'
L = 163.31'
PC = 1401+23.88
PT = 1402+87.19
NO SUPERELEVATION

STA. 133+02.18
END HWY. 112 NORTH

STA. 405+71.04
END VAN ASCHE DR.

STA. 401+40.00
BEGIN VAN ASCHE DR.

C.L. PEDESTRIAN TUNNEL
C.L. STAGE 3 SOUTHBOUND TRAFFIC
C.L. HWY. 112 NORTH
C.L. STAGE 3 CONST.
C.L. ROUNDABOUT 2
C.L. VAN ASCHE DR.
C.L. STAGE 3 TRAFFIC
CONST. LIMITS
PROP. R/W & C/A
T.C.E.

WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SKIP LINE CONST. PVMT. MARKING

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

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HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040746	116	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

N

C.L. HWY. 112 NORTH
C.L. STAGE 3 CONST.
C.L. PEDESTRIAN TUNNEL

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1400+57.74
Δ = 8°47'16"LT.
D = 8°00'00"
T = 55.03'
L = 109.85'
PC = 1400+02.71
PT = 1401+12.56
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1402+07.17
Δ = 27°45'46"RT.
D = 17°00'00"
T = 83.29'
L = 163.31'
PC = 1401+23.88
PT = 1402+87.19
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1403+56.85
Δ = 49°46'47"LT.
D = 39°00'00"
T = 68.16'
L = 127.64'
PC = 1402+88.69
PT = 1404+16.33
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1404+97.80
Δ = 32°32'09"LT.
D = 35°00'00"
T = 47.77'
L = 92.96'
PC = 1404+50.03
PT = 1405+42.99
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1407+81.42
Δ = 6°16'23"LT.
D = 8°00'00"
T = 39.25'
L = 78.42'
PC = 1407+42.17
PT = 1408+20.59
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1410+52.65
Δ = 2°43'49"LT.
D = 8°00'00"
T = 17.06'
L = 34.12'
PC = 1410+35.59
PT = 1410+69.71
NO SUPERELEVATION

C.L. STAGE 3
SOUTHBOUND TRAFFIC

C.L. HWY. 112 WEST
C.L. STAGE 3 CONST.

WHITE SOLID
CONST. PVMT. MARKING

YELLOW SOLID
CONST. PVMT. MARKING

C.L. VAN ASCHE DR.

WHITE SOLID
CONST. PVMT. MARKING

C.L. DW 203+98.00

C.L. STAGE 3 TRAFFIC

WHITE SOLID
CONST. PVMT. MARKING

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1406+32.32
Δ = 6°16'23"RT.
D = 8°00'00"
T = 39.24'
L = 78.41'
PC = 1405+93.08
PT = 1406+71.49
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1408+42.26
Δ = 2°43'33"RT.
D = 8°00'00"
T = 17.04'
L = 34.07'
PC = 1408+25.22
PT = 1408+59.29
NO SUPERELEVATION

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Stage 3.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	117	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

210 215 220 225

YELLOW SOLID CONST. PVMT. MARKING

C.L. HWY. 112 WEST
C.L. STAGE 3 CONST.

PROP. R/W & C/A

CONST. LIMITS

16'

24'

N 87° 24' 47" W

C.L. STAGE 3 TRAFFIC

WHITE SOLID CONST. PVMT. MARKING

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HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	118	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

LEGEND

= CONSTRUCTION PAVEMENT MARKING (ARROW)
= CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
= TRAFFIC DRUMS SPACE 50' O.C.
= TRAFFIC CONES (6 PER DRIVEWAY)

STA. 238+21.01
END HWY. 112 WEST

C.L. HWY. 112 WEST
C.L. STAGE 3 CONST.

YELLOW SOLID
CONST. PVMT. MARKING

C.L. STAGE 3 TRAFFIC

WHITE SOLID
CONST. PVMT. MARKING

C.L. ROUNDABOUT 3

C.L. HWY. 112 WEST
C.L. STAGE 3 CONST.

HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	119	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
REGD. WILLIAM BAKER, JR.
10/14/2025

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

LEGEND

= CONSTRUCTION PAVEMENT MARKING (ARROW)
= CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
= TRAFFIC DRUMS SPACE 50' O.C.
= TRAFFIC CONES (6 PER DRIVEWAY)

C.L. HOWARD NICKELL RD.
EXIST. R/W
PROP. R/W
CONST. LIMITS
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
P.C. 502+76.62
P.T. 503+07.57
P.T. 503+38.27
P.I. 504+27.72
P.C. 503+91.64
P.T. 504+63.07
P.I. 301+85.76
P.C. 302+72.78
P.T. 303+48.42
C.L. HWY. 112 NORTH
C.L. STAGE 3 CONST.
303+70
320' LT. STRIPING TAPER
303+90
305
308
PROP. R/W & C/A
CONST. LIMITS
C.L. ROUNDABOUT 3
P.C.C. 7+32.48
P.C. 301+57.43
P.T. 302+13.74
P.I. 308+10.67
EXIST. R/W & PROP. C/A
C.L. STAGE 3 TRAFFIC
WHITE SOLID CONST. PVMT. MARKING
245' RT. STRIPING TAPER
304+45
303+90
236+30
P.I. 235+75.20
P.C. 235+15.47
P.I. 235+45.46
210' RT. LANE SHIFT
234+20
235
C.L. HWY. 112 WEST
C.L. STAGE 2A CONST.

HWY. 112 STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

JB44269 10/10/2025
R040746 - MOT Traffic Control v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	120	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

C.L. TRUCKERS DR.
P.O.B. 600+00.00
S 87°47'49" E
600
WHITE SKIP LINE CONST. PVMT. MARKING
105
100
WHITE SOLID CONST. PVMT. MARKING
C.L. HWY. 112 NORTH
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC
BEGIN C/A 78+99
PROP. R/W & C/A
P.O.B. 100+00.00
P.O.E. 603+39.29
P.C. 102+49.23
P.T. 105+55.57
N 19°08' 28" W
S 49° 26' W
EXISTING R/W & PROP. C/A
P.I. 104+03.32
DBL. YELLOW SOLID CONST. PVMT. MARKING
104+40.00
150' TAPER
105+90.00
100' LT. TAPER
107+00.00
108+00.00
P.I. 108+62.24
2°42' 08" E
110
P.C.C. 10+00.00
P.T. 16+84.87
P.C.C. 13+42.43
P.T. 110+06.07
WHITE SOLID CONST. PVMT. MARKING
115
CONST. LIMITS
C.L. ROUNDABOUT 1
END C/A 142+15
BEGIN C/A 123+54
PROP. R/W

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Traffic Control v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	121	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DRIVEWAY)

= TRAFFIC DRUMS SPACE 50' O.C.

= WORK ZONE

STATE OF ARKANSAS
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DAVID WILLIAM BAKER

08/14/2025

C.L. CHURCH DRIVE
C.L. FUTURE CITY ST.
C.L. PEDESTRIAN TUNNEL
C.L. HWY. 112 NORTH
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC
P.O.B. 900+00.00
P.O.E. 901+95.80
P.O.E. 825+03.83
N 2°42'08" E
S 87°17'52" E
N 24°36'10" W
N 28°07'24" W
PROP. R/W & C/A
CONST. LIMITS
T.C.E.
WHITE SOLID CONST. PVMT. MARKING

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Details.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	122	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

STA. 405+71.04
END VAN ASCHE DR.

STA. 401+40.00
BEGIN VAN ASCHE DR.

C.L. ROUNDABOUT 2
C.L. PEDESTRIAN TUNNEL
C.L. HWY. 112 NORTH
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC
C.L. VAN ASCHE DR.
CONST. LIMITS
PROP. R/W & C/A
T.C.E.
TAPER
RET. WALL
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SKIP LINE CONST. PVMT. MARKING

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Details.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	123	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = CONSTRUCTION PAVEMENT MARKING (DOTTED)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

JB44269 8/13/2025
R040746 - MOT Details.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	124	392
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

= TRAFFIC CONES (6 PER DIRECTWAY)
= TRAFFIC DRUMS SPACE 50' O.C.
= WORK ZONE

N

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

210 215 220 225

+80.00 170.00
+08.00 132.00
+50.20 107.00
+32.00 99.00
+60.00 123.00
+59.51 140.76
+38.82 172.24
+12.77 197.09
+17.91 216.95
+14.03 268.02
+48.41 240.60
+75.00 END C/A 122.82
+89.58 200.75
+13.64 155.91
+25.00 BEGIN C/A 122.21
+42.00 122.00
+14.00 99.00
+16.00 94.00
+94.00 +12.00 END C/A 112.00 110.83
+09.00 111.03-138.00
+65.00 107.40-138.00
+62.00 BEGIN C/A 107.59
+67.00 90.00
+15.00 106.00
+94.00 125.00
+30.00 125.64-140.00
+33.00 END C/A 125.70
+83.00 BEGIN C/A 126.59
+86.00 126.64-140.00
+06.00 127.00

PROP. R/W & C/A
CONST. LIMITS
16'
T.C.E.
C.L. HWY. 112 WEST
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC
WHITE SOLID CONST. PVMT. MARKING

N 87°24'47" W

+92.00 96.00
+02.00 72.00
+10.00 END C/A 73.16-100.00
+60.00 BEGIN C/A 80.39-100.00
24'
+78.00 83.00
+52.00 83.00
+63.00 65.00
+75.00 END C/A 71.97
+25.00 BEGIN C/A 75.08
+45.00 95.00
+75.00 END C/A 89.57
+25.00 BEGIN C/A 88.39
+69.17 80.27

WHITE SOLID CONST. PVMT. MARKING

JB44269 8/13/2025
R040746 - MOT Maps.dgn v8.11.9.578

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	125	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

LEGEND

- = CONSTRUCTION PAVEMENT MARKING (ARROW)
- = CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
- = TRAFFIC DRUMS SPACE 50' O.C.
- = TRAFFIC CONES (6 PER DRIVEWAY)
- = WORK ZONE

STA. 238+21.01
END HWY. 112 WEST

C.L. HWY. 112 WEST
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC

WHITE SOLID CONST. PVMT. MARKING

EXIST. R/W & *PROP. C/A

CONST. LIMITS

PROP. R/W & C/A

C.L. ROUNDABOUT 3

S 88°39'43" W

N 78°11'30" W

210' LT. & RT. LANE SHIFT

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

JB44269 10/10/2025
R040746 - MOT Details.dgn v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	126	392
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.
STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

LEGEND
= CONSTRUCTION PAVEMENT MARKING (ARROW)
= CONSTRUCTION PAVEMENT MARKING (YIELD LINE)
= TRAFFIC DRUMS SPACE 50' O.C.
= TRAFFIC CONES (6 PER DRIVEWAY)
= WORK ZONE

C.L. HOWARD NICKELL RD.
EXIST. R/W
PROP. R/W
CONST. LIMITS
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
320' LT. STRIPING TAPER
245' RT. STRIPING TAPER
C.L. HWY. 112 NORTH
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC
C.L. HWY. 112 WEST
C.L. STAGE 4 CONST.
C.L. STAGE 4 TRAFFIC
C.L. ROUNDABOUT 3
P.C. 502+76.62
P.T. 503+07.57
P.T. 503+38.27
P.I. 504+27.72
P.C. 503+91.64
P.T. 504+63.07
P.I. 301+85.76
P.C. 302+72.78
P.T. 303+48.42
P.C. 301+57.43
P.T. 302+13.74
P.I. 308+10.67
P.C. 300+00.00
P.T. 301+64.96
P.C.C. 7+32.48
P.O.T. 301+97.44
P.O.E. 308+90.00
P.I. 235+45.46
P.T. 235+75.20
P.O.E. 235+15.47
303+70
303+90
304+45
305
308
235
236+30
234+20
210' TO 4 RR. LANES SHIFT

HWY. 112 STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

JB44269 10/10/2025
R040746 - MOT Traffic Control v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	127	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

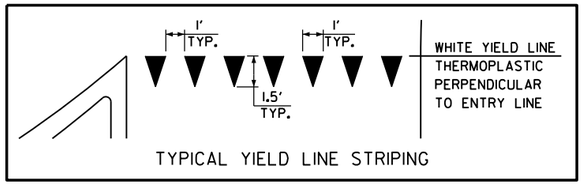
LEGEND

- = 6" WHITE THERMOPLASTIC PAVEMENT MARKING
- = 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING
- = 6" WHITE SKIP LINE THEROPLSTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' O.C.
- = 12" WHITE (STOP LINE) THERMOPLASTIC PAVEMENT MARKING
- = 12" WHITE (CROSSWALK) THERMOPLASTIC PAVEMENT MARKING
- = 6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(YELLOW/YELLOW) SPACED 80' O.C.
- = 48" WHITE THERMOPLASTIC PAVEMENT MARKING
- = THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = THERMOPLASTIC PAVEMENT MARKING (ARROW)

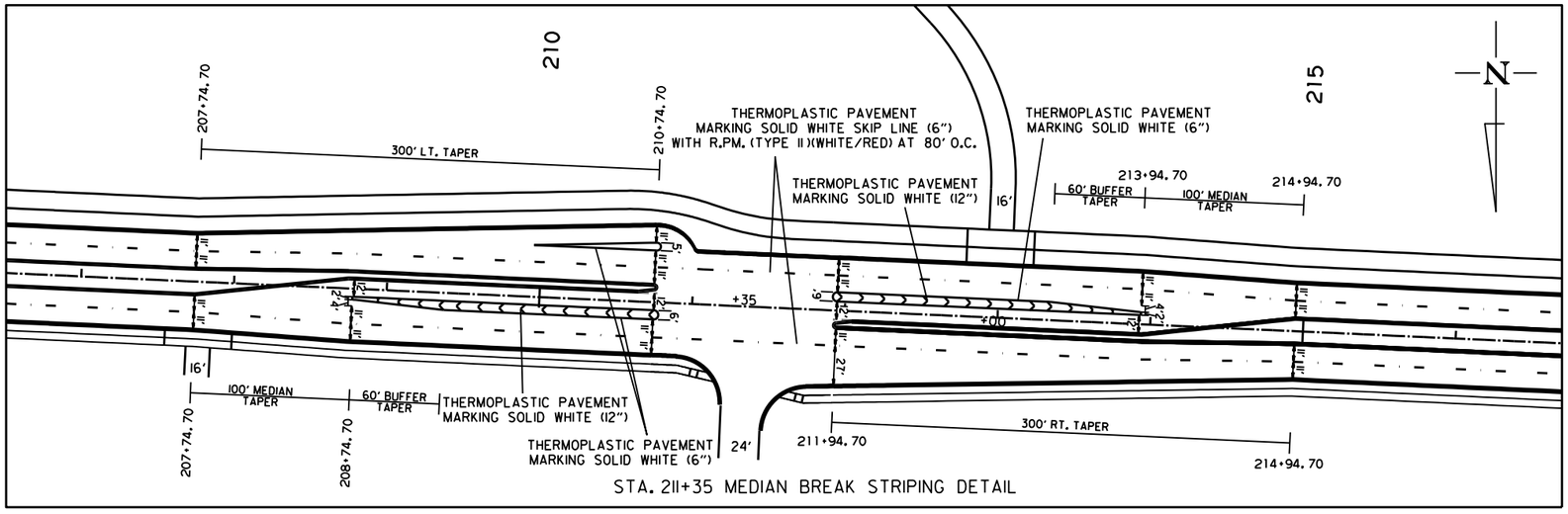
NOTE: USE THE CORRESPONDING PAVEMENT MARKINGS LISTED ABOVE UNLESS OTHERWISE SPECIFIED IN THE PERMANENT PAVEMENT MARKING DETAILS.



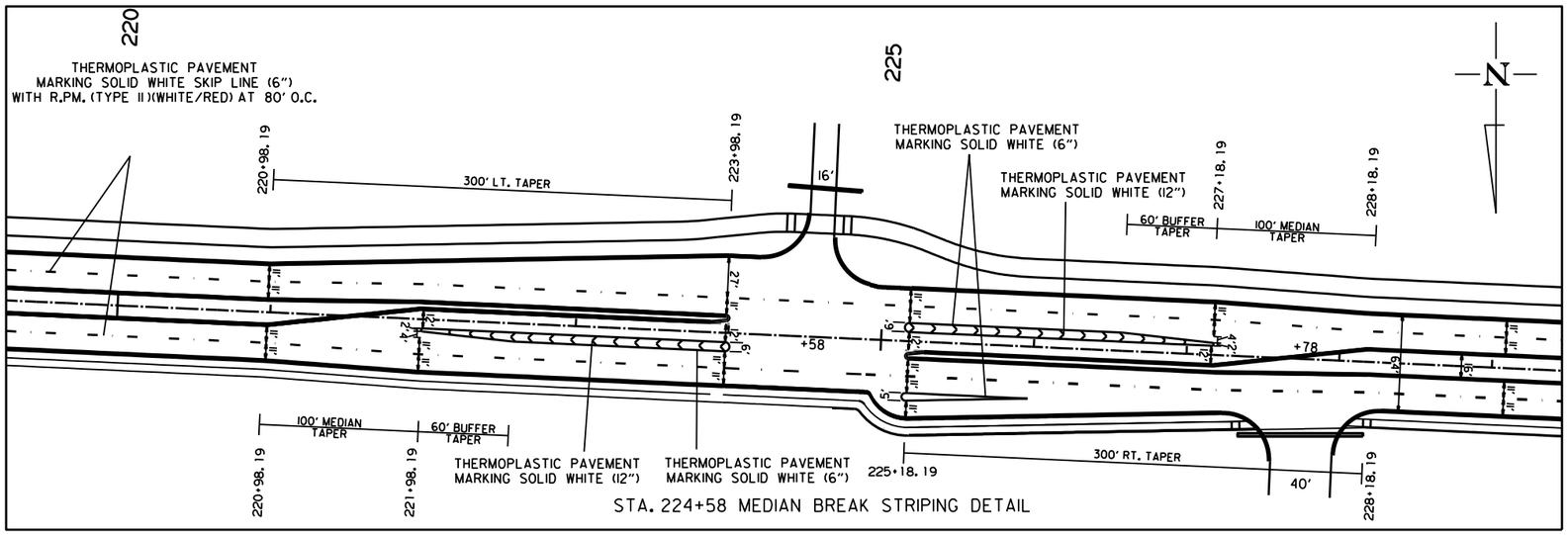
6" DOTTED WHITE
THERMOPLASTIC PAVEMENT MARKING



TYPICAL YIELD LINE STRIPING



STA. 211+35 MEDIAN BREAK STRIPING DETAIL



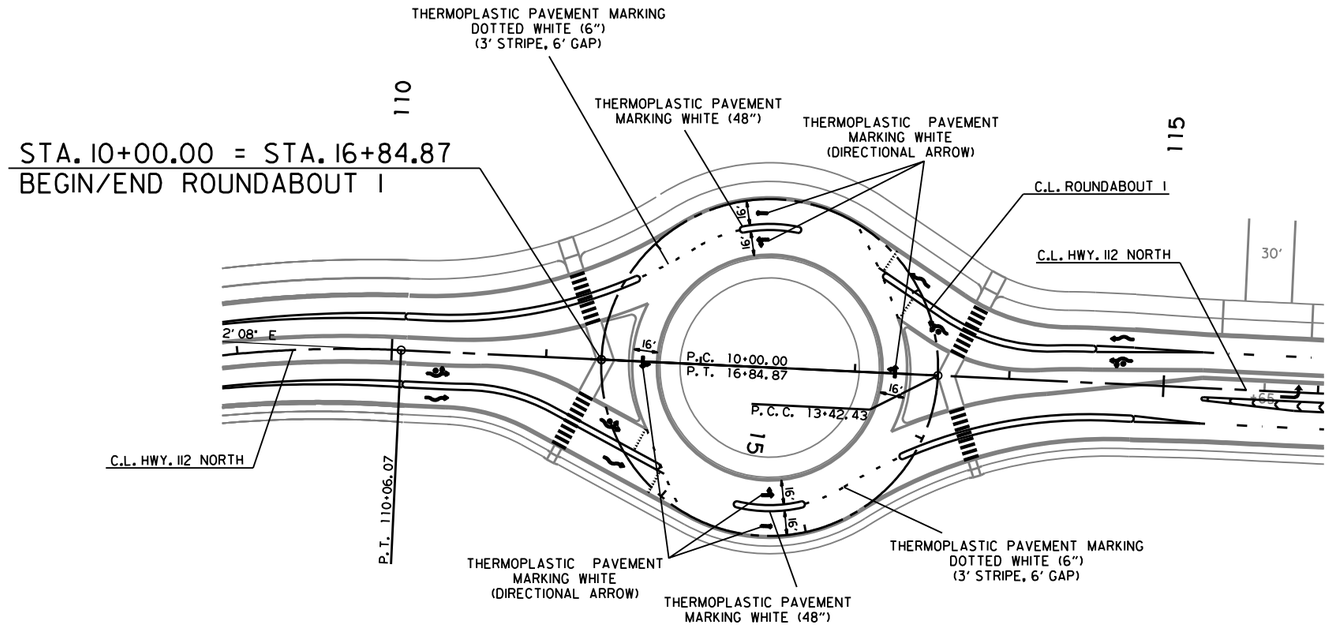
STA. 224+58 MEDIAN BREAK STRIPING DETAIL

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

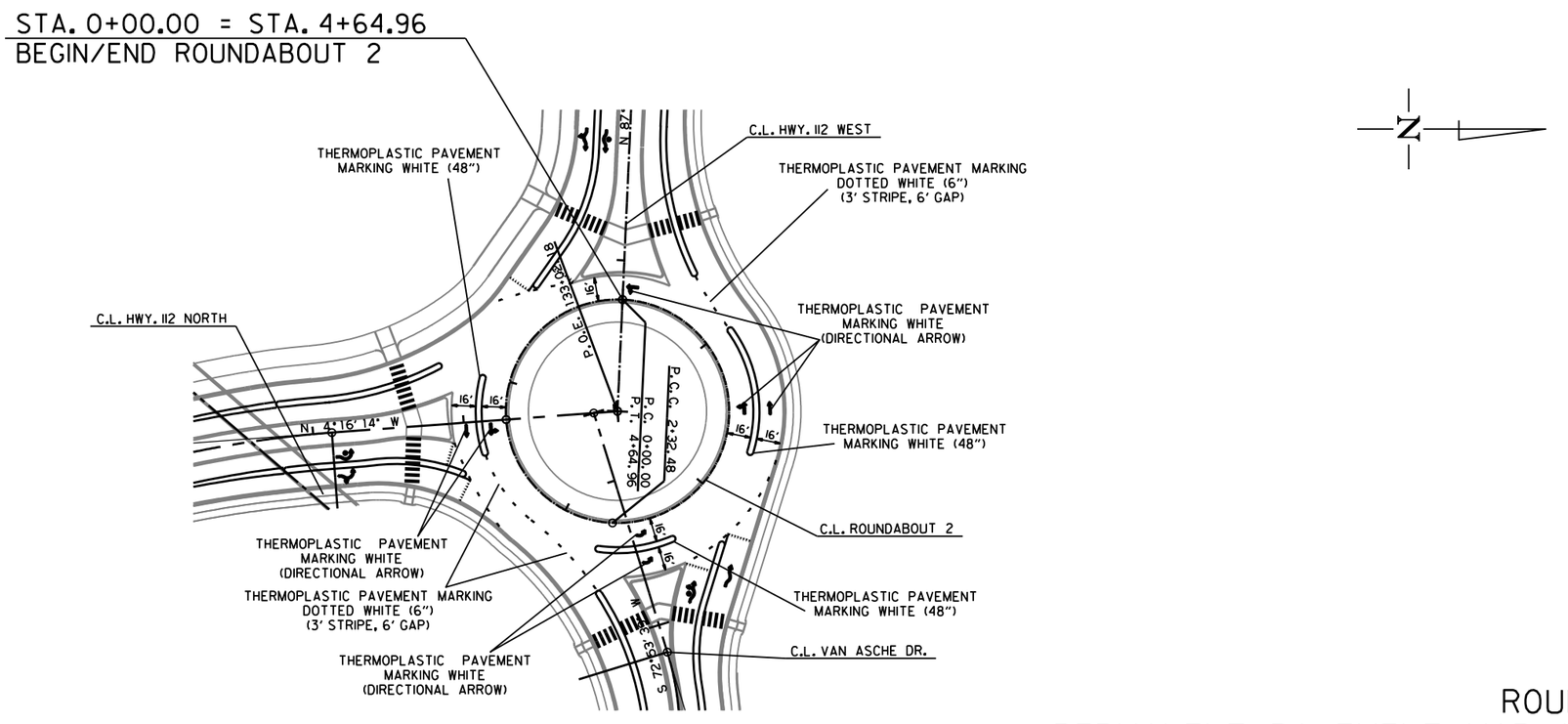
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	128	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



ROUNDABOUT 1
PERMANENT PAVEMENT MARKING DETAILS

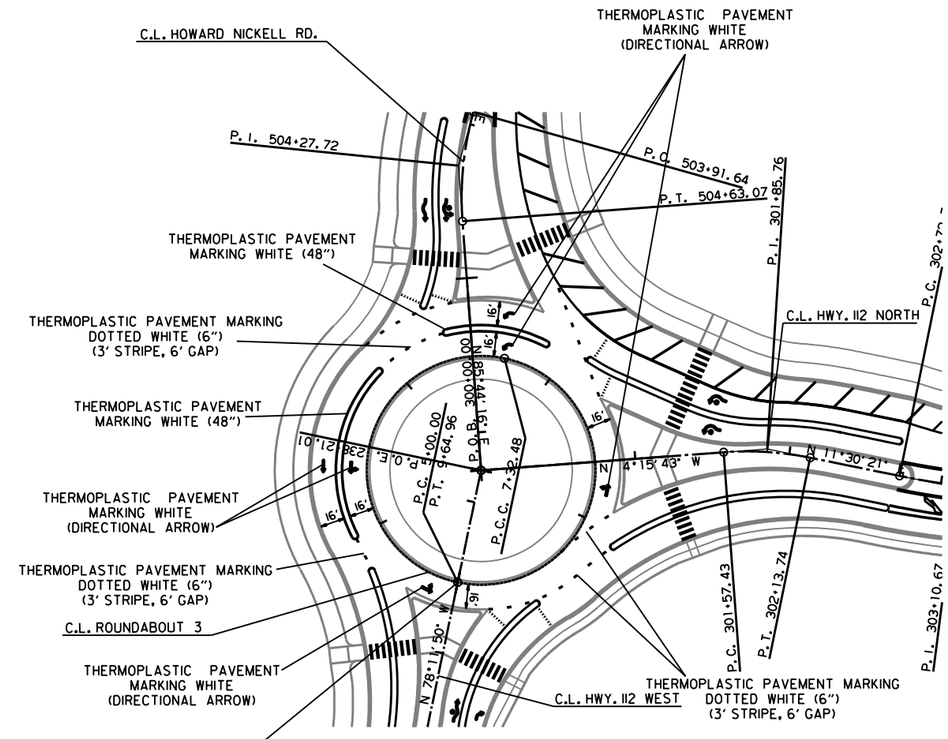


ROUNDABOUT 2
PERMANENT PAVEMENT MARKING DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	129	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
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No. 15158
DAVID WILLIAM BAKER
10/14/2025



STA. 5+00.00 = STA. 9+64.96
BEGIN/END ROUNDABOUT 3

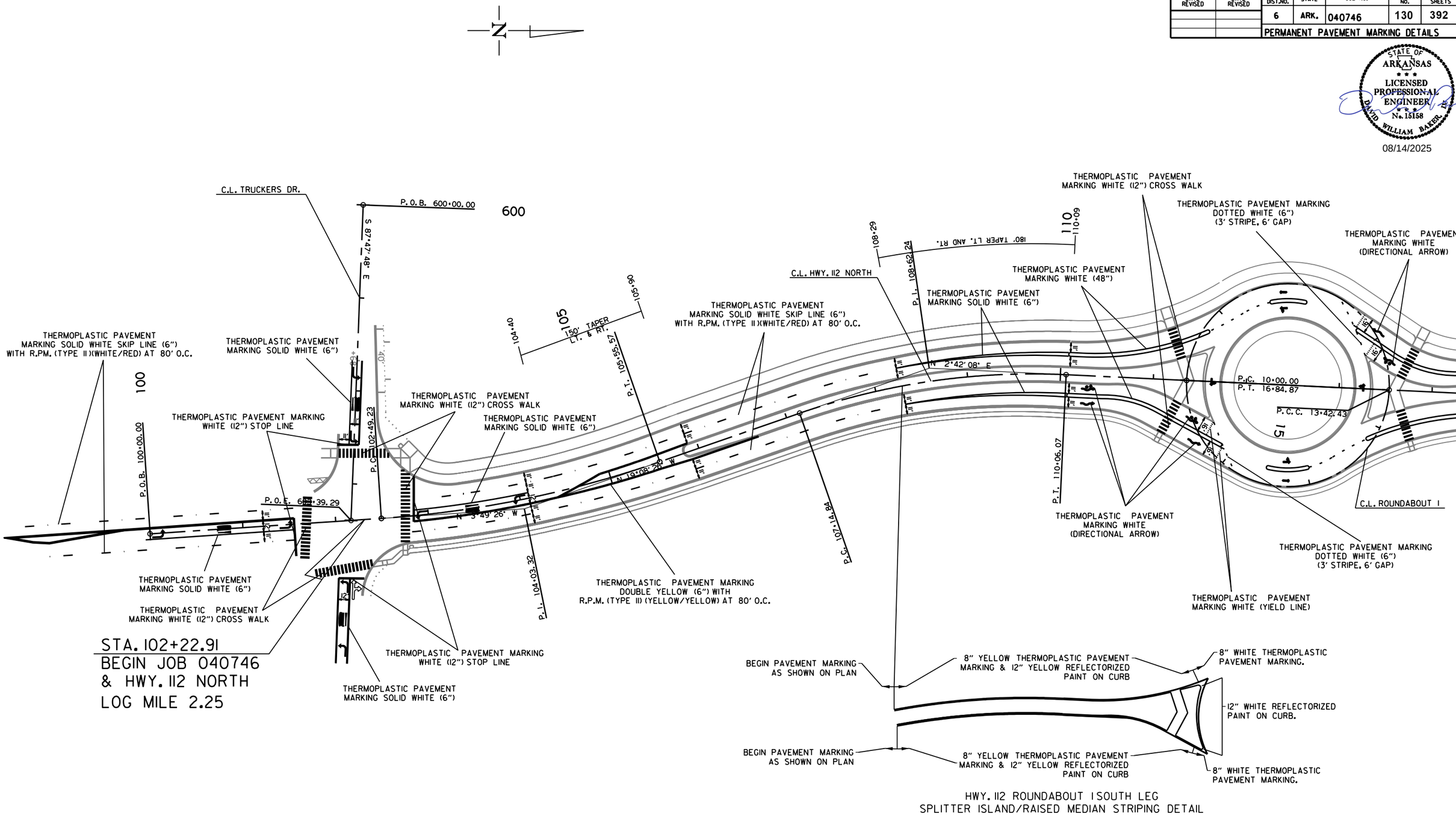
ROUNDABOUT 3
PERMANENT PAVEMENT MARKING DETAILS

JB44269 10/10/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	130	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.

08/14/2025



HWY. 112 ROUNDABOUT 1 SOUTH LEG
SPLITTER ISLAND/RAISED MEDIAN STRIPING DETAIL

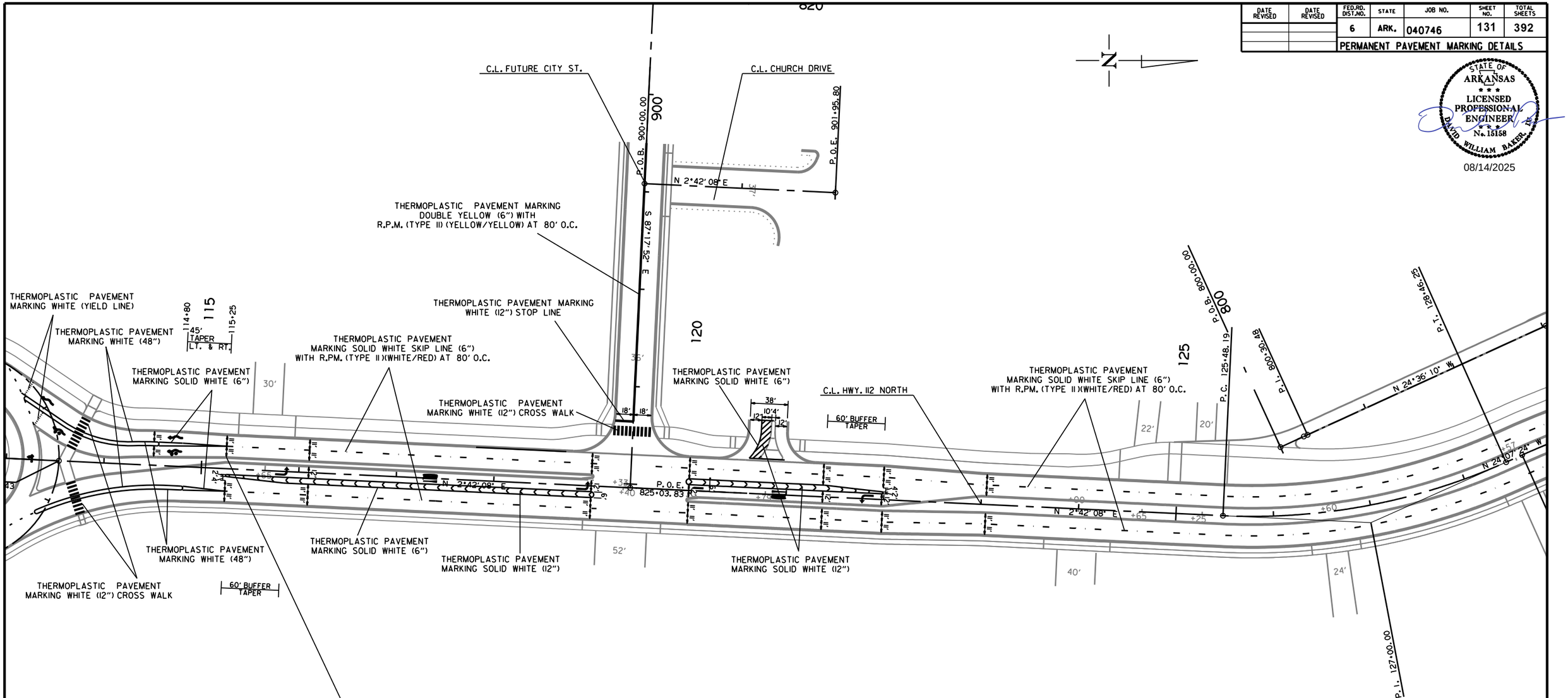
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

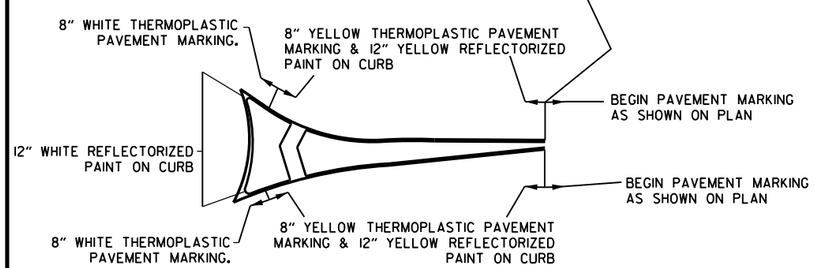
HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	131	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025





HWY. 112 ROUNDABOUT INORTH LEG
SPLITTER ISLAND/RASISED MEDIAN STRIPING DETAIL

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	132	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

STA. 133+02.18
END HWY. 112 NORTH

C.L. HWY. 112 NORTH

C.L. PEDESTRIAN TUNNEL

C.L. ROUNDABOUT 2

C.L. VAN ASCHE DR.

THERMOPLASTIC PAVEMENT MARKING SOLID WHITE SKIP LINE (6") WITH R.P.M. (TYPE II)(WHITE/RED) AT 80' O.C.

THERMOPLASTIC PAVEMENT MARKING WHITE (DIRECTIONAL ARROW)

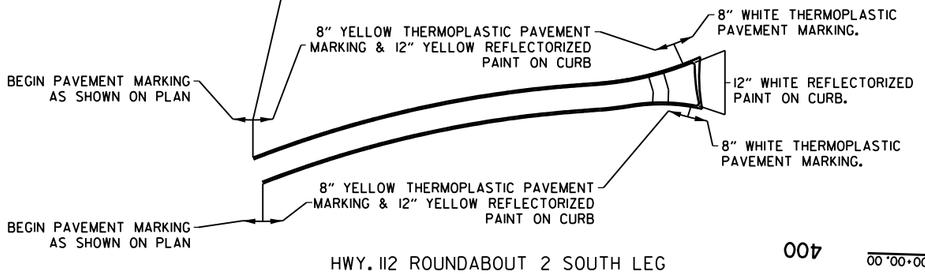
THERMOPLASTIC PAVEMENT MARKING WHITE (48")

THERMOPLASTIC PAVEMENT MARKING WHITE (12") CROSS WALK

THERMOPLASTIC PAVEMENT MARKING SOLID WHITE (6")

THERMOPLASTIC PAVEMENT MARKING WHITE (YIELD LINE)

THERMOPLASTIC PAVEMENT MARKING DOTTED WHITE (6") (3' STRIPE, 6' GAP)



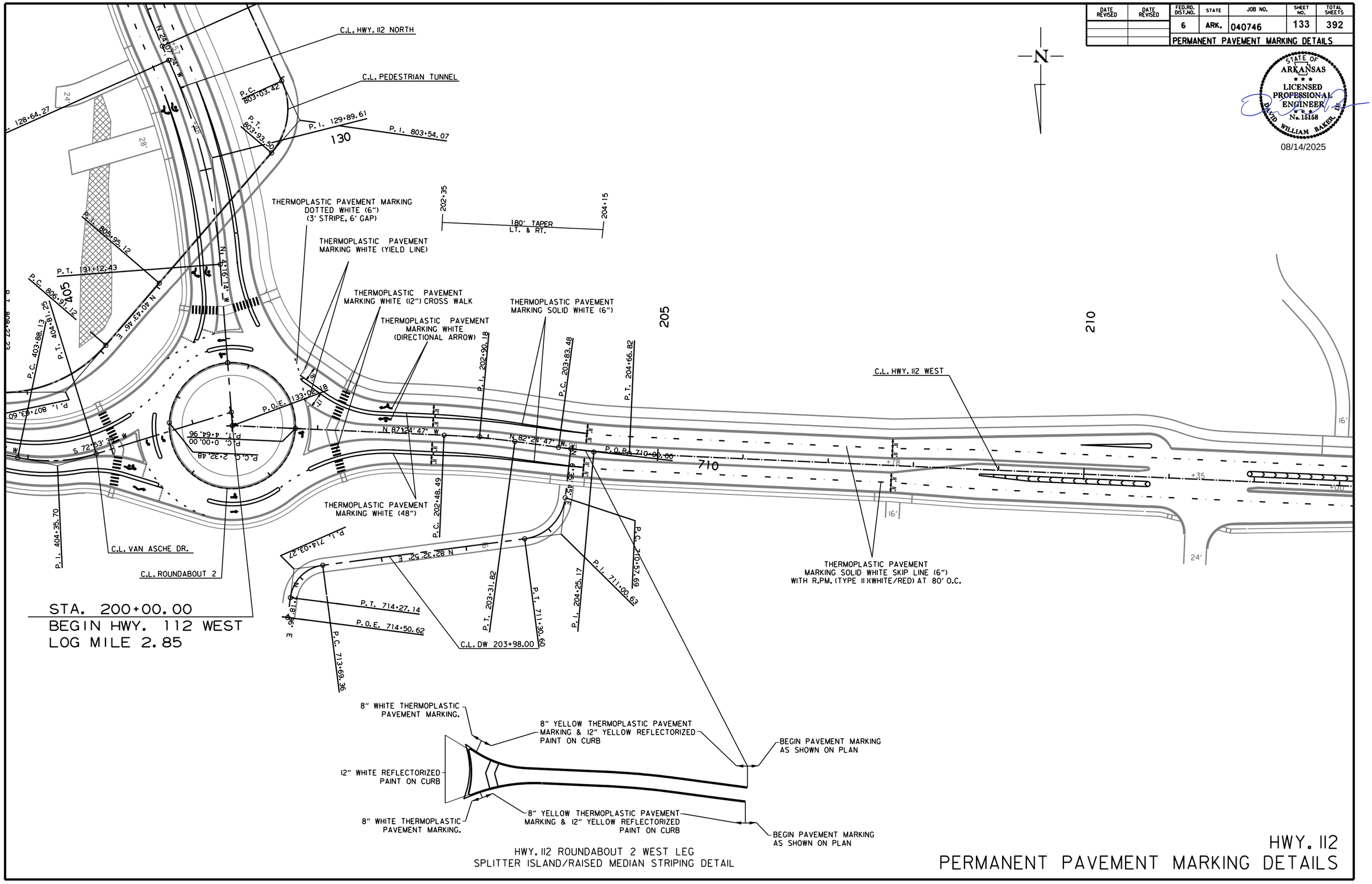
HWY. 112 ROUNDABOUT 2 SOUTH LEG
SPLITTER ISLAND/RAISED MEDIAN STRIPING DETAIL

HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	133	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025



STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

HWY. 112 ROUNDABOUT 2 WEST LEG
SPLITTER ISLAND/RAISED MEDIAN STRIPING DETAIL

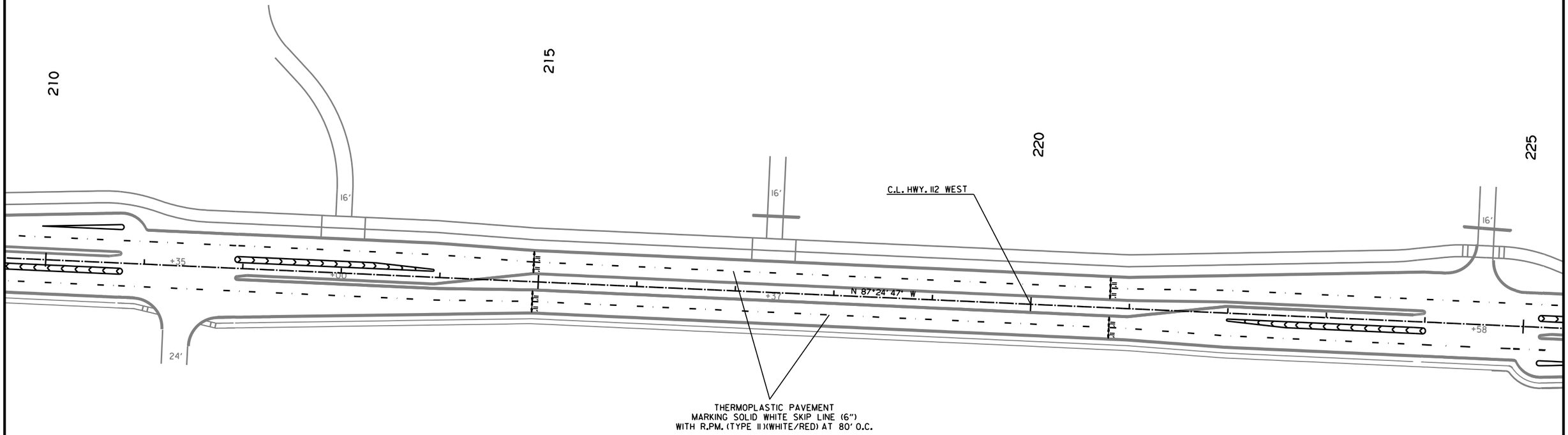
HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	134	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	135	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025

N

STA. 238+21.01
END HWY. 112 WEST

225 230 235

16'

C.L. HWY. 112 WEST

+58 +78 +31

40'

26'

P.C. 232+33.43
P.T. 232+98.85
P.I. 232+66.15

234+20
180' LT. & RT. TAPER
236+00
P.I. 235+45.46
P.C. 235+15.47
P.T. 235+75.20

S 88°39'43" W

N 78°11'50" W

P.O.E. 238+21.01
P.C. 0+00.00
P.T. 9+64.96
P.O.B. 300+00.00
N 31.91'44.98" E
P.C.C. 7+32.48

N 51°47'10" W

N 11°30'21" E

P.C. 301+57.43
P.T. 302+13.74
P.I. 303+10.67
P.C. 302+72.
P.T. 303+48

C.L. HWY. 112 NORTH

THERMOPLASTIC PAVEMENT MARKING DOTTED WHITE (6")
(3' STRIPE, 6' GAP)

THERMOPLASTIC PAVEMENT MARKING WHITE (12") CROSS WALK

THERMOPLASTIC PAVEMENT MARKING WHITE (48")

C.L. ROUNDABOUT 3

THERMOPLASTIC PAVEMENT MARKING SOLID WHITE SKIP LINE (6")
WITH R.PM. (TYPE II)(WHITE/RED) AT 80' O.C.

THERMOPLASTIC PAVEMENT MARKING SOLID WHITE (6")

THERMOPLASTIC PAVEMENT MARKING WHITE (DIRECTIONAL ARROW)

THERMOPLASTIC PAVEMENT MARKING WHITE (YIELD LINE)

BEGIN PAVEMENT MARKING AS SHOWN ON PLAN

8" YELLOW THERMOPLASTIC PAVEMENT MARKING & 12" YELLOW REFLECTORIZED PAINT ON CURB

8" WHITE THERMOPLASTIC PAVEMENT MARKING.

12" WHITE REFLECTORIZED PAINT ON CURB.

BEGIN PAVEMENT MARKING AS SHOWN ON PLAN

8" YELLOW THERMOPLASTIC PAVEMENT MARKING & 12" YELLOW REFLECTORIZED PAINT ON CURB

8" WHITE THERMOPLASTIC PAVEMENT MARKING.

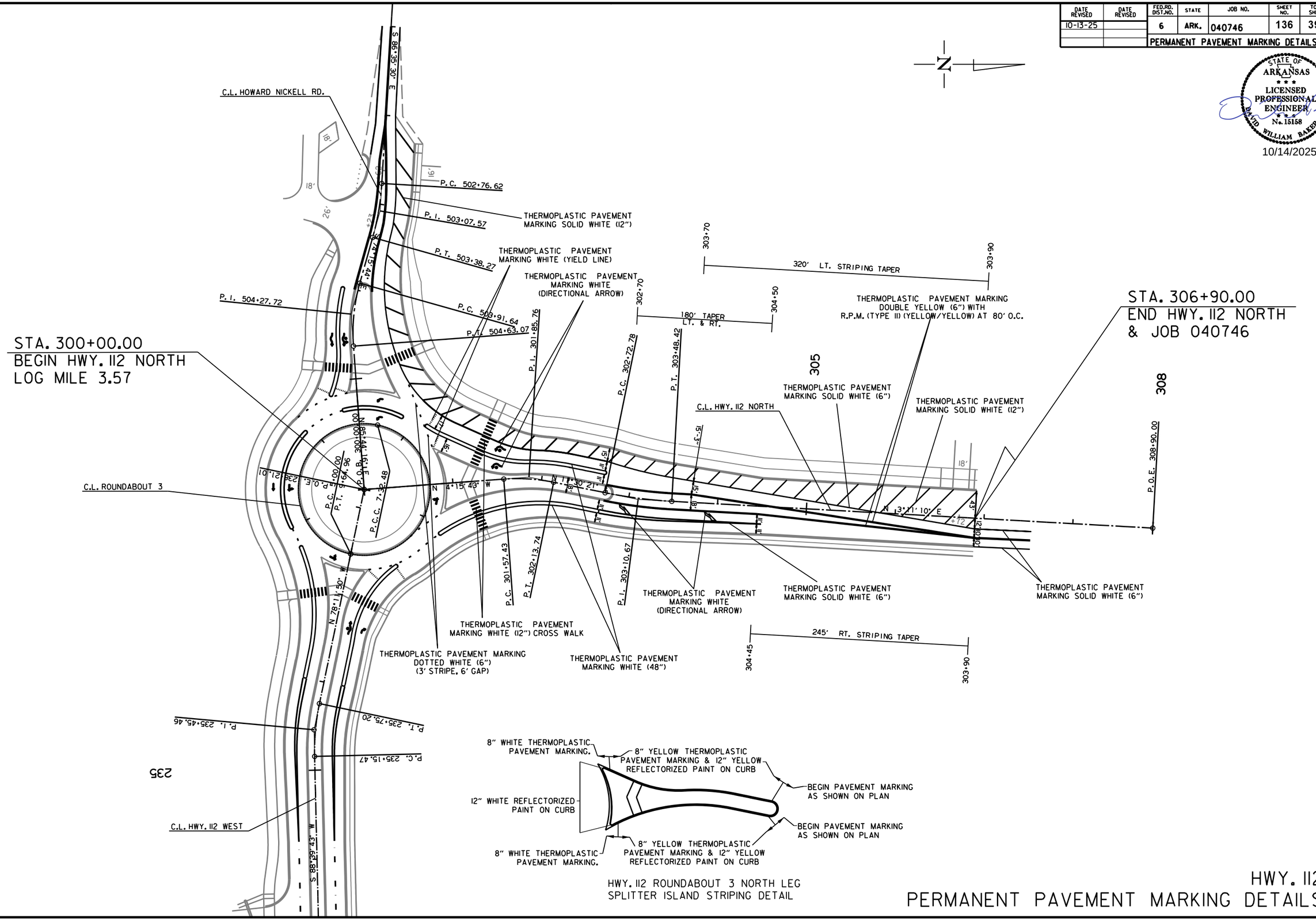
HWY. 112 ROUNDABOUT 3 EAST LEG
SPLITTER ISLAND/RAISED MEDIAN STRIPING DETAIL

HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

JB44269 10/10/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	136	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
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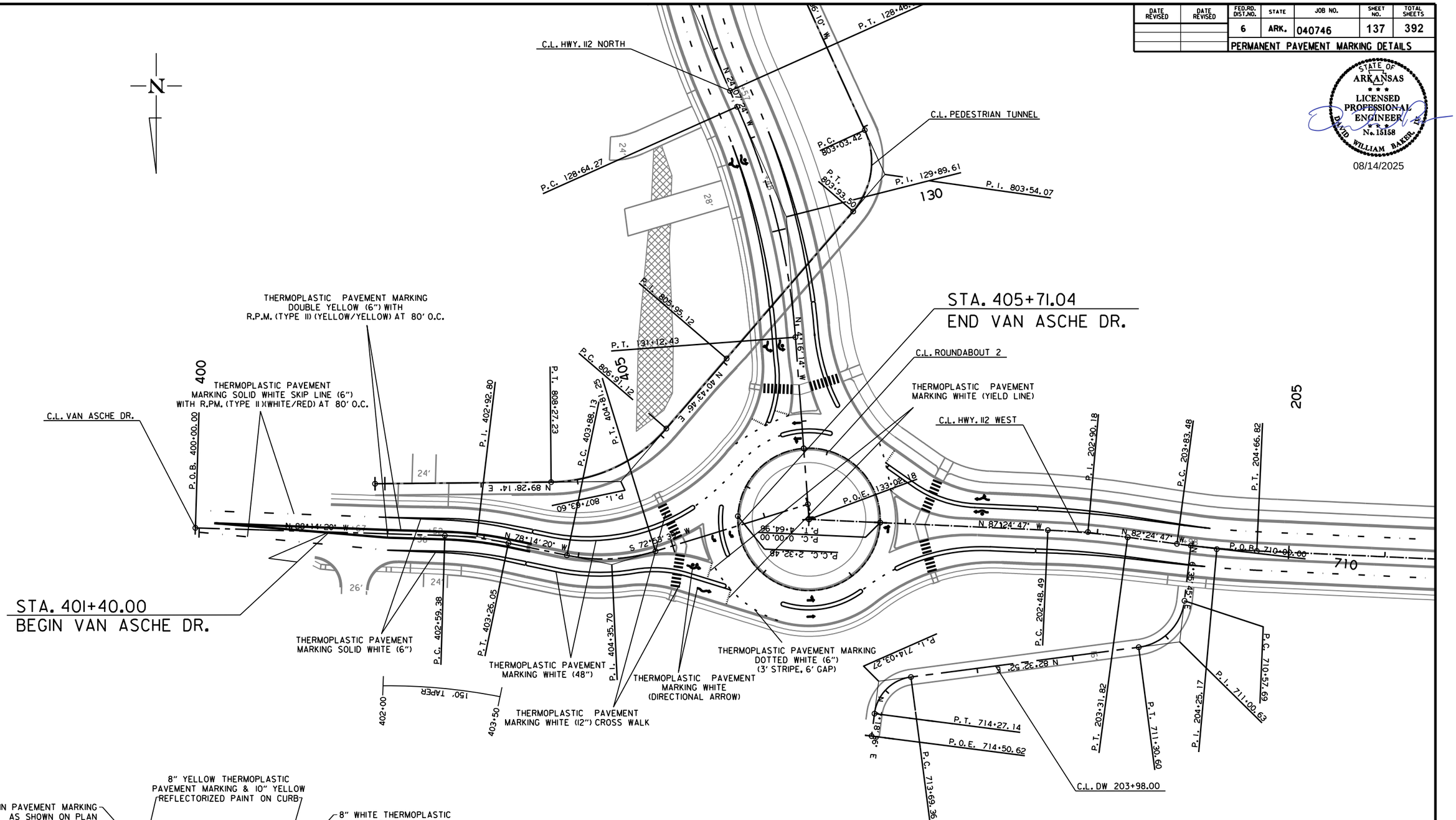
HWY. 112 ROUNDABOUT 3 NORTH LEG
SPLITTER ISLAND STRIPING DETAIL

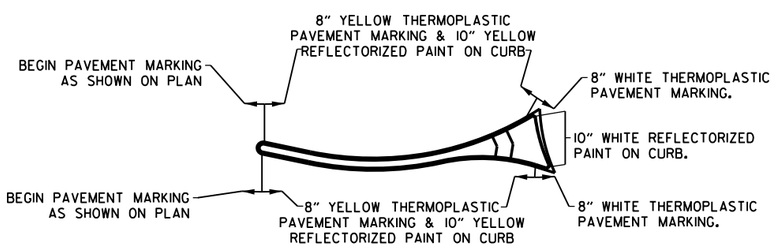
HWY. 112
PERMANENT PAVEMENT MARKING DETAILS

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	137	392
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DAVID WILLIAM BAKER
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VAN ASCHE DR. SPLITTER ISLAND STRIPING DETAIL

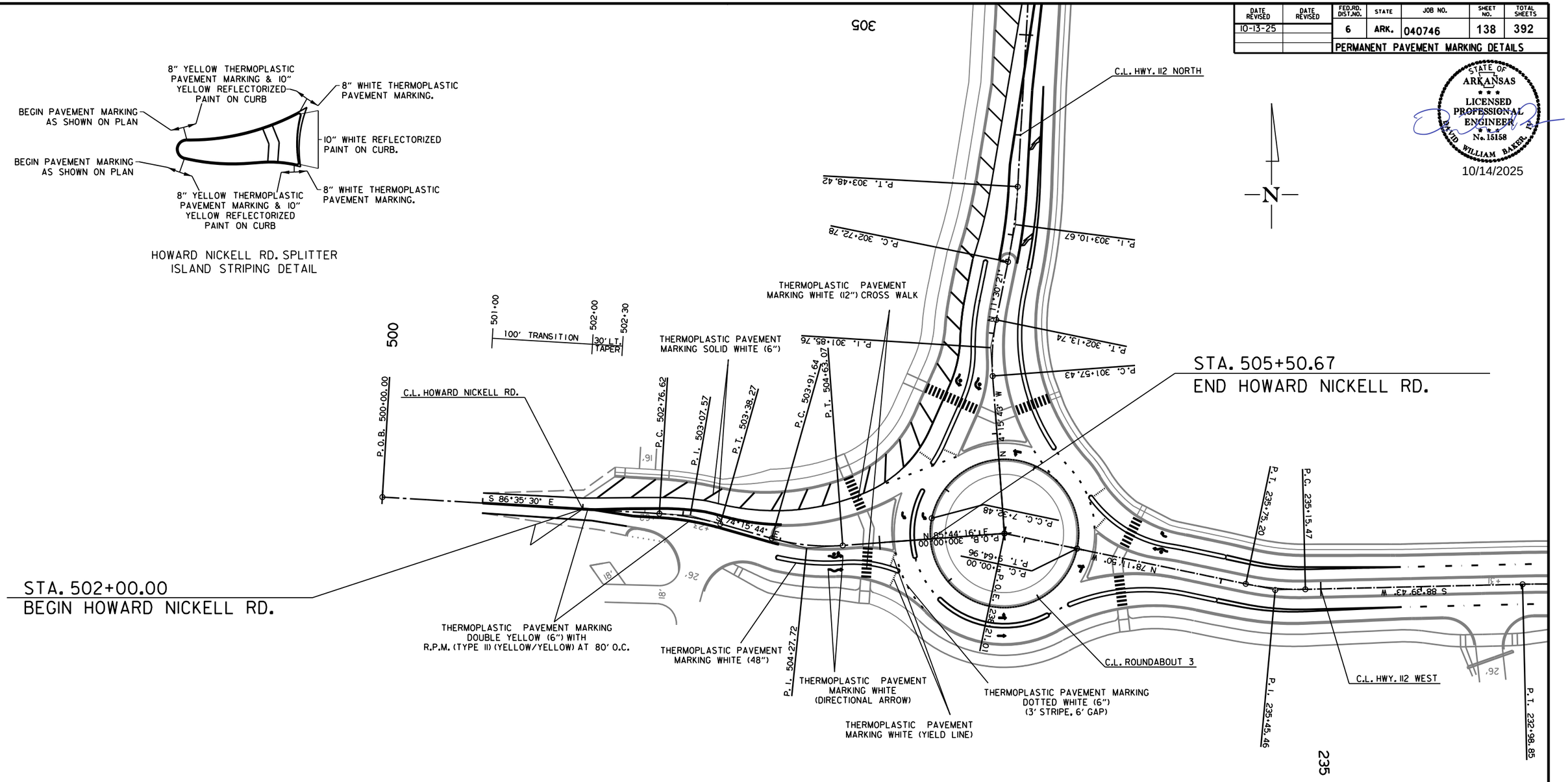
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

VAN ASCHE DR. PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	138	392
		PERMANENT PAVEMENT MARKING DETAILS				

HOWARD NICKELL RD. SPLITTER ISLAND STRIPING DETAIL

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DAVID WILLIAM BAKER
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HOWARD NICKELL RD.
PERMANENT PAVEMENT MARKING DETAILS

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	139	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	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. (RELOCATION)	TEMP. IMPACT ATTEN.BARR. (REPAIR)
																RIGHT	LEFT					
			LIN. FT. - EACH							NO.	SQ. FT.	EACH	EACH			LIN. FT.				EACH		
R2-6aP	FINES DOUBLE WHEN WORKERS ARE PRESENT	48"x36"	4	4	4	4	4	4	4	4	48.0											
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	4	4	4	4	64.0											
W20-1	ROAD WORK 1000 FT.	48"x48"	4	4	4	4	4	4	4	4	64.0											
W20-1	ROAD WORK 500 FT.	48"x48"	4	4	4	4	4	4	4	4	64.0											
W20-1	ROAD WORK AHEAD	48"x48"	7	7	7	7	7	7	7	7	112.0											
R2-11	END HIGHER FINES ZONE	36"x48"	4	4	4	4	4	4	4	4	48.0											
G20-2	END ROAD WORK	48"x24"	11	11	11	11	11	11	11	11	88.0											
R11-2	ROAD CLOSED	48"x30"	1	1	7	2	2		7	7	70.0											
OM-3L	OBJECT MARKER	12"x36"			6	6			6	6	18.0											
OM-3R	OBJECT MARKER	12"x36"			8	8			8	8	24.0											
W1-6	LARGE ARROW	48"x24"	1		3	2	2		3	3	24.0											
R4-1	DO NOT PASS	24"x30"	16	16	16	16	16	16	16	16	80.0											
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	16	16	16	16	16	16	16	16	144.0											
W8-1	BUMP	30"x30"	10	10	10	10	10	10	10	10	62.5											
R11-3A	ROAD CLOSED XX MILES AHEAD, LOCAL TRAFFIC ONLY	60"x30"		1	2				2	2	25.0											
M4-10R	DETOUR RT.	48"x18"		4	4				4	4	24.0											
M4-10L	DETOUR LT.	48"x18"			2				2	2	12.0											
R3-1	NO RIGHT TURN	24"x24"		4	3				4	4	16.0											
R3-2	NO LEFT TURN	24"x24"		2	1				2	2	8.0											
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"x30"		6	6				6	6	75.0											
M4-8	DETOUR	24"x12"			1				1	1	2.0											
M6-3	DIRECTIONAL ARROW - THROUGH	21"x15"			1				1	1	2.2											
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	2	2	2	2	2	2	2	2	64.0											
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE											10										
	VERTICAL PANELS		156	151	149	166	157	303	308				308									
	TRAFFIC DRUMS		156	151	149	166	157	303	308					308								
	TRAFFIC CONES		66	72	87	98	80	47	98						98							
	TYPE III BARRICADE-RT. (8')			1	4	2			4							32						
	TYPE III BARRICADE-LT. (8')			1					1								8					
	TYPE III BARRICADE-RT. (16')				6	2	2		6							96						
	TYPE III BARRICADE-LT. (16')		1		4		2		4								64					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		80		1540				1540									1540				
	RELOCATING PRECAST CONCRETE BARRIER				93				93										93			
	TEMPORARY IMPACT ATTENUATION BARRIER		2		3				3											3		
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)				2				2												2	
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		2		5	5			5													5
CMF-9142(48) TOTALS:										**1138.7**		**10**	**308**	**308**	**98**	**128**	**72**	**1540**	**93**	**3**	**2**	**5**

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.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	140	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	STAGE 3	STAGE 4	END OF JOB	CONSTRUCTION PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS		REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKING								REFLECTORIZED PAINT PAVEMENT MARKING	
														TYPE II	TYPE II	6"		8"		12"	48"	YIELD LINE			12"	
									WORDS	ARROWS		WORDS	ARROWS	(WHITE/ RED)	(YELLOW/ YELLOW)	WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE		WORDS	ARROWS	WHITE	YELLOW
	LIN. FT. - EACH							LIN. FT.	EACH		LIN. FT.	EACH		EACH		LIN. FT.						LIN. FT.	EACH		LIN. FT.	
CONSTRUCTION PAVEMENT MARKINGS	36679		33855	5097	32776	10634		119041																		
CONSTRUCTION PAVEMENT MARKINGS (WORDS)	8		3		1	1			13																	
CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	14		7	13	20	10				64																
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS				3881	31285	15295					50461															
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS (WORDS)				2	1	1						4														
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS (ARROWS)				3	11	3							17													
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)							144							144												
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)							44								44											
THERMOPLASTIC PAVEMENT MARKING WHITE (6")							12405									12405										
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")							7012										7012									
THERMOPLASTIC PAVEMENT MARKING WHITE (8")							788											788								
THERMOPLASTIC PAVEMENT MARKING YELLOW (8")							3216												3216							
THERMOPLASTIC PAVEMENT MARKING WHITE (12")							4121													4121						
THERMOPLASTIC PAVEMENT MARKING WHITE (48")							2786														2786					
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)							259															259				
THERMOPLASTIC PAVEMENT MARKING (WORDS)							6																6			
THERMOPLASTIC PAVEMENT MARKING (ARROWS)							54																	54		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (12")							422																		422	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (12")							3255																			3255
CMF-9142(48) TOTALS:								**119041**	**13**	**64**	**50461**	**4**	**17**	**144**	**44**	**12405**	**7012**	**788**	**3216**	**4121**	**2786**	**259**	**6**	**54**	**422**	**3255**

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

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 (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	DROP INLET FILTER SOCK (12") (E-13)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			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						32.56	32.56	664.2		279	5141				283
ENTIRE	PROJECT	STAGE 1	7.00	14.00	7.00	714.0	7.00	9.53	9.53	194.4		363	3633	1288	155	155	411
ENTIRE	PROJECT	STAGE 1A	0.26	0.52	0.26	26.5	0.26	0.42	0.42	8.6		21		177			7
ENTIRE	PROJECT	STAGE 2	0.46	0.92	0.46	46.9	0.46	0.98	0.98	20.0		36	370	449			14
ENTIRE	PROJECT	STAGE 2A	3.19	6.38	3.19	325.4	3.19	6.39	6.39	130.4		183	385	1813	559	559	573
ENTIRE	PROJECT	STAGE 3	3.70	7.40	3.70	377.4	3.70	5.25	5.25	107.1		233	2628	913	117	117	370
ENTIRE	PROJECT	STAGE 4												46			
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			3.65	7.31	3.65	372.6	3.65	13.78	13.78	281.2	1711	233	3039	1172	208	208	476
CMF-9142(48) TOTALS:			**18.26**	**36.53**	**18.26**	**1862.8**	**18.26**	**68.91**	**68.91**	**1405.9**	**1711**	**1348**	**15196**	**5858**	**1039**	**1039**	**2134**

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
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
WATTLE DITCH CHECKS.....9 LIN. FT. / LOCATION
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

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

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.

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QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25		6	ARK.	040746	141	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/28/2025

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE PAVEMENT	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	WALKS	SIGN FOUNDATIONS	HEADWALLS	SIGNS	FENCE POSTS
			LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH
101+76	101+98	HWY. 112 - LT.						12				
101+78	102+10	HWY. 112 - LT.		147								
102+22	102+79	HWY. 112 - RT.		87				21				
102+44	102+87	HWY. 112 - LT.		83				17				
102+62	102+99	HWY. 112 - LT.						15				
103+15	104+53	HWY. 112 - RT.						95				
106+11	106+20	HWY. 112 - RT.								1		
115+63	115+63	HWY. 112 - LT.							1		1	
118+77	119+81	HWY. 112 - RT.							3		3	
120+33	125+06	HWY. 112 - LT.						631				
120+41	121+12	HWY. 112 - LT.		120								
122+92	126+53	HWY. 112 - RT.						208				
123+38	124+63	HWY. 112 - RT.	71				273					
124+37	124+98	HWY. 112 - LT.		199		12						
125+27	125+27	HWY. 112 - RT.										2
125+44	125+64	HWY. 112 - LT.									1	1
126+75	129+23	HWY. 112 - RT.						184				
128+37	128+96	HWY. 112 - RT.	83				142					
129+76	132+77	HWY. 112 - RT. 180' OFFSET						157				
129+92	132+86	HWY. 112 - RT. 120' OFFSET		268								
131+04	132+77	HWY. 112 - RT. 165' OFFSET		310								
131+10	132+81	HWY. 112 - RT. 115' OFFSET						231				
200+00	201+75	HWY. 112 - LT.		179								
200+00	200+30	HWY. 112 - RT.		30								
200+30	200+49	HWY. 112 - RT.					97					
200+49	201+85	HWY. 112 - RT.		136								
203+59	203+99	HWY. 112 - LT.					56					
216+61	216+97	HWY. 112 - LT.					315		1		1	
224+88	227+59	HWY. 112 - RT.		20				180				
227+98	228+14	HWY. 112 - RT.		20				9				
233+43	233+61	HWY. 112 - LT.		56				22				
234+51	235+22	HWY. 112 - LT.										
401+25	401+79	VAN ASCHE DR. - RT.		56	19			13				
401+40	404+02	VAN ASCHE DR. - LT.						451				
401+40	402+23	VAN ASCHE DR. - LT.		87								
401+79	402+63	VAN ASCHE DR. - RT.		93			25	26				
402+48	404+06	VAN ASCHE DR. - LT.		161								
402+63	404+27	VAN ASCHE DR. - RT.		166				99				
404+27	406+22	VAN ASCHE DR. - RT.		210								
501+85	502+05	HOWARD NICKELL RD. - RT.					72					
601+29	602+49	TRUCKERS DR. - LT.		67			108					
602+63	602+73	TRUCKERS DR. - RT.		18				7				
714+28	714+60	DRIVEWAY AT STA. 209+98 - MAIN LANE					32					
901+36	901+75	DRIVEWAY AT STA. 821+05 - LT. & RT.		110								
CMF-9142(48) TOTALS:			154	2623	19	12	1120	2378	5	1	6	3

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE	GATES
			LIN. FT.	EACH
103+20	107+08	HWY. 112 - LT.	453	
106+93	115+44	HWY. 112 - LT.	871	
115+77	119+96	HWY. 112 - LT.	420	2
119+35	119+36	HWY. 112 - RT.	12	
125+05	125+07	HWY. 112 - LT.	70	
125+07	125+47	HWY. 112 - LT.	40	1
130+96	132+86	HWY. 112 RT.	279	
200+00	201+01	HWY. 112 - LT.	103	
201+06	204+91	HWY. 112 - RT.	516	
202+19	202+76	HWY. 112 - LT. & RT.	88	1
204+27	215+37	HWY. 112 - LT.	1110	
204+91	207+51	HWY. 112 - RT.	268	
208+07	211+20	HWY. 112 - RT.	370	
211+48	221+55	HWY. 112 - RT.	1054	
215+37	216+61	HWY. 112 - LT.	140	
216+97	218+34	HWY. 112 - LT.	235	
218+34	232+68	HWY. 112 - LT.	1413	2
233+68	237+94	HWY. 112 - LT.	775	
300+70	306+62	HWY. 112 - LT.	683	
501+25	501+83	HOWARD NICKELL RD. - RT.	63	
501+41	502+54	HOWARD NICKELL RD. - LT.	368	2
502+12	502+88	HOWARD NICKELL RD. - RT.	91	
713+86	714+01	DRIVEWAY AT STA. 209+98 - LT.	38	
CMF-9142(48) TOTALS:			9460	8

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION
			TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE	100
		DIRECTED BY THE ENGINEER	
CMF-9142(48) TOTAL:			100

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

EROSION CONTROL MATTING

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
214+00.00	214+50.00	HWY. 112 - RT.	50.00	44.44
234+00.00	234+50.00	HWY. 112 - LT.	50.00	44.44
304+30.00	306+00.00	HWY. 112 - LT.	170.00	151.11
504+79.55	504+86.76	HOWARD NICKELL RD. - LT.	7.21	6.41
CMF-9142(48) TOTAL:				246.40

NOTE: AVERAGE WIDTH = 8'-0"

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
106+53	HWY. 112 HEADWALL - RT.	1
130+66	HWY. 112 HEADWALL - RT.	1
TOTAL:		2

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

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
106+05	107+20	HWY. 112 - LT. & RT.	2	2
107+20	120+44	HWY. 112 - LT.	14	14
125+47	133+00	HWY. 112 - LT.	8	8
200+00	211+12	HWY. 112 - LT.	12	12
211+12	215+35	HWY. 112 - LT. & RT.	5	5
215+35	224+96	HWY. 112 - RT.	10	10
228+33	238+20	HWY. 112 - LT. & RT.	10	10
300+00	306+90	HWY. 112 - LT. & RT.	7	7
500+00	506+24	HOWARD NICKELL RD. - RT.	7	7
700+00	714+60	DRIVEWAY AT STA. 209+98 - LT. & RT.	15	15
900+62	901+76	CHURCH DRIVEWAY - LT. & RT.	2	2
CMF-9142(48) TOTALS:			92	92

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE D)	WIRE FENCE (TYPE D-1)	* 4' CHAIN LINK FENCE	* 5' CHAIN LINK FENCE	* 16'-0" GATES
			LIN. FT.				EACH
103+26	107+06	HWY. 112 - LT.				398	
107+06	115+40	HWY. 112 - LT.	933				
115+90	118+98	HWY. 112 - LT.	309				
200+00	203+87	HWY. 112 - RT.		382			1
201+08	212+84	HWY. 112 - LT.		1224			1
204+06	207+31	HWY. 112 - RT.		330			
207+31	207+51	HWY. 112 - RT.			22		
208+08	211+11	HWY. 112 - RT.			310		
211+61	224+69	HWY. 112 - RT.			1316		
213+07	215+34	HWY. 112 - LT.		231			
215+34	217+26	HWY. 112 - LT.	194				
217+48	218+31	HWY. 112 - LT.	84				
218+31	224+47	HWY. 112 - LT.		703			
224+69	233+08	HWY. 112 - LT.		840			
404+55	406+06	VAN ASCHE DR. - RT.		187			
CMF-9142(48) TOTALS:			1520	3897	1648	398	2

* DENOTES ALTERNATE BID ITEM.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	142	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

10/14/2025

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 2	TYPE 3
		SQ.YD.	
102+06	HWY. 112 - LT.		18.7
102+37	HWY. 112 - RT.		4.9
102+71	HWY. 112 - LT.	32.9	
102+72	HWY. 112 - RT.		3.7
111+11	HWY. 112 - RT.		3.3
111+17	HWY. 112 - LT.		11.7
113+78	HWY. 112 - RT.		3.3
113+81	HWY. 112 - LT.		11.7
119+17	HWY. 112 - LT.		12.4
119+62	HWY. 112 - LT.		12.4
120+56	HWY. 112 - LT.		12.9
121+02	HWY. 112 - LT.		13.0
131+57	HWY. 112 - LT.		11.7
131+62	HWY. 112 - RT.		3.6
201+31	HWY. 112 - RT.		3.3
201+33	HWY. 112 - LT.		11.7
211+15	HWY. 112 - RT.		5.3
211+61	HWY. 112 - RT.		4.7
224+48	HWY. 112 - LT.		10.6
224+67	HWY. 112 - LT.		8.0
227+45	HWY. 112 - RT.		5.0
228+08	HWY. 112 - RT.		5.0
233+19	HWY. 112 - LT.		10.6
233+49	HWY. 112 - LT.		10.5
236+91	HWY. 112 - LT.		12.0
236+93	HWY. 112 - RT.		3.7
301+31	HWY. 112 - RT.		3.4
301+51	HWY. 112 - LT.		11.7
401+45	VAN ASCHE DR. - RT.		4.9
401+91	VAN ASCHE DR. - RT.		5.0
404+88	VAN ASCHE DR. - RT.		3.6
405+02	VAN ASCHE DR. - LT.		3.6
503+56	HOWARD NICKELL RD. - LT.		10.8
504+73	HOWARD NICKELL RD. - LT.		11.8
504+83	HOWARD NICKELL RD. - RT.		12.8
CMF-9142(48) TOTALS:		**32.9**	**281.3**

CONCRETE WALKS & HAND RAILING

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS		HAND RAILING
			LIN. FT.	SQ.YD.		LIN. FT.
102+52	118+93	HWY. 112 - RT.	1660	922		
102+75	102+79	HWY. 112 - LT. 4' X 4' CONCRETE PAD FOR PED. POLE	4	2		
102+77	115+36	HWY. 112 - LT. SHARED USE PATH	1301	1744		
102+76	102+80	HWY. 112 - RT. 4' X 3' CONCRETE PAD FOR PED. POLE	4	1		
115+94	119+08	HWY. 112 - LT. SHARED USE PATH	314	419		
119+72	120+45	HWY. 112 - LT. SHARED USE PATH	73	97		
119+73	123+00	HWY. 112 - RT.	327	182		
121+12	124+40	HWY. 112 - LT. SHARED USE PATH	328	437		
124+90	125+03	HWY. 112 - LT. SHARED USE PATH	13	17		
125+51	131+59	HWY. 112 - LT. SHARED USE PATH	660	880		
127+00	128+32	HWY. 112 - RT.	132	73		
128+84	129+17	HWY. 112 - RT.	33	18		
129+76	130+50	HWY. 112 - RT.	70	39		
130+50	132+48	HWY. 112 - RT.	240	133		240
200+00	203+79	HWY. 112 - RT.	397	221		
201+42	212+78	HWY. 112 LT. SHARED USE PATH	1136	1515		
204+17	207+56	HWY. 112 - RT.	339	188		
208+00	211+05	HWY. 112 - RT.	305	169		
211+70	224+70	HWY. 112 - RT.	1300	722		
217+59	224+40	HWY. 112 - LT. SHARED USE PATH	681	908		
224+72	233+10	HWY. 112 - LT. SHARED USE PATH	838	1117		
228+40	237+07	HWY. 112 - RT.	875	486		
233+57	238+21	HWY. 112 - LT. SHARED USE PATH	493	657		
300+14	300+90	HWY. 112 - RT.	75	100		
300+90	303+44	HWY. 112 - RT.	255	142		
300+80	306+49	HWY. 112 - LT. SHARED USE PATH	602	803		
401+23	401+37	VAN ASCHE DR. - RT.	14	8		
401+40	402+10	VAN ASCHE DR. - LT.	70	39		
402+00	402+25	VAN ASCHE DR. - RT.	25	14		
402+62	405+35	VAN ASCHE DR. - LT.	386	214		386
404+60	406+04	VAN ASCHE DR. - RT.	140	78		
502+30	502+40	HOWARD NICKELL RD. - LT.	10	6		
502+83	503+30	HOWARD NICKELL RD. - LT.	54	30		
503+71	506+25	HOWARD NICKELL RD. - RT. SHARED USE PATH	292	389		
800+00	803+65	SHARED USE PATH FOR PEDESTRIAN TUNNEL	365		487	
803+80	804+04	SHARED USE PATH FOR PEDESTRIAN TUNNEL	24		32	
805+80	806+00	SHARED USE PATH FOR PEDESTRIAN TUNNEL	20		27	
821+50	821+60	FUTURE CITY STREET - LT.	10	6		
821+50	824+40	FUTURE CITY STREET - RT.	290	162		
822+24	824+40	FUTURE CITY STREET - LT.	216	121		
TAPLC-9142(48) TOTAL:					**546**	
CMF-9142(48) TOTAL:				**13059**		**626**

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ.YD.
111+43	HWY. 112 - SPLITTER ISLAND	A	180
113+53	HWY. 112 - SPLITTER ISLAND	A	172
117+13	HWY. 112 - 6' MEDIAN	A	167
120+83	HWY. 112 - LT.	B	39
120+99	HWY. 112 - 6' MEDIAN	A	90
131+76	HWY. 112 - SPLITTER ISLAND	A	73
201+06	HWY. 112 - SPLITTER ISLAND	A	142
209+76	HWY. 112 - 6' MEDIAN	A	90
212+94	HWY. 112 - 6' MEDIAN	A	90
222+99	HWY. 112 - 6' MEDIAN	A	90
226+17	HWY. 112 - 6' MEDIAN	A	90
237+15	HWY. 112 - SPLITTER ISLAND	A	120
301+06	HWY. 112 - SPLITTER ISLAND	A	183
404+40	VAN ASCHE DR. - SPLITTER ISLAND	A	200
505+00	HOWARD NICKELL RD. - SPLITTER ISLAND	A	146
CMF-9142(48) TOTAL:			**1872**

FLOWABLE SELECT MATERIAL

STATION	LOCATION	CU. YD.
201+20	HWY. 112 - MAIN LANES - 18" TEMP. PIPE	14
229+39	HWY. 112 - MAIN LANES - 18" TEMP. PIPE	12
CMF-9142(48) TOTAL:		**26**

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	143	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS

STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS
		EACH	EACH	EACH	EACH
104+07	HWY. 112 - LT.	1		1	
104+07	HWY. 112 - RT. 170' BOX CULVERT		1		
105+29	HWY. 112 - RT.	1			
105+55	HWY. 112 - LT.	1		1	
106+50	HWY. 112 - MAIN LANES	2			
107+06	HWY. 112 - RT. SIDE DRAIN	1			
115+67	HWY. 112 - LT. SIDE DRAIN	1			
119+03	HWY. 112 - LT. SIDE DRAIN	1			
119+36	HWY. 112 - RT. SIDE DRAIN	1			
120+77	HWY. 112 - LT. SIDE DRAIN	1			
124+06	HWY. 112 - RT. SIDE DRAIN	1			
124+70	HWY. 112 - LT. SIDE DRAIN	1			
126+62	HWY. 112 - RT. SIDE DRAIN	1			
128+63	HWY. 112 - RT. SIDE DRAIN	1			
129+46	HWY. 112 - RT. SIDE DRAIN	1			
131+10	HWY. 112 - RT. 168' OFFSET	1			1
131+14	HWY. 112 - RT. 124' OFFSET	1			1
132+25	HWY. 112 - RT. 130' OFFSET	1			1
132+26	HWY. 112 - RT. 179' OFFSET	1			1
132+81	HWY. 112 - RT. 80' OFFSET	1			1
200+52	HWY. 112 - RT.	1			1
209+51	HWY. 112 - MAIN LANES	1			
211+34	HWY. 112 - RT. SIDE DRAIN	1			
223+25	HWY. 112 - LT. SIDE DRAIN	1			
224+55	HWY. 112 - LT. SIDE DRAIN	1			
227+76	HWY. 112 - RT. SIDE DRAIN	1			
230+36	HWY. 112 - MAIN LANES	2			
238+21	HWY. 112 - MAIN LANES	1			
301+60	HWY. 112 - MAIN LANES		1		
306+71	HWY. 112 - LT. SIDE DRAIN	1			
401+21	VAN ASCHE DR. - RT.	1			1
401+67	VAN ASCHE DR. - RT. SIDE DRAIN	1			
402+09	VAN ASCHE DR. - RT.	1			1
403+76	VAN ASCHE DR. - RT.	1			1
403+79	VAN ASCHE DR. - RT.	1		1	
404+50	VAN ASCHE DR. - RT.	1			1
405+45	VAN ASCHE DR. - RT.	1			1
501+96	HOWARD NICKELL RD. - RT.	1			
502+63	HOWARD NICKELL RD. - LT.	1			
503+14	HOWARD NICKELL RD. - RT.	1			
CMF-9142(48) TOTALS:		40	2	3	11

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

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
L.M. 2.186	L.M. 2.243	HWY. 112 - MAIN LANES	56.00	1866.67
501+00.00	502+00.00	HOWARD NICKELL RD. - MAIN LANES	20.00	222.22
CMF-9142(48) TOTAL:				2088.89

NOTE: COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FURTHER THAN FIVE MILES FROM EACH SITE.

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
306+00	HWY. 112 - MAIN LANES	7.92	18	10
402+04	W. VAN ASCHE DR. - MAIN LANES	7.92	56	27
CMF-9142(48) TOTAL:				37

AVG. DEPTH = 12"

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")	TYPE E-1 (2' 0")
			LIN. FT.	LIN. FT.
10+00	16+85	ROUNDABOUT 1 - APRON		685
0+00	04+65	ROUNDABOUT 2 - APRON		465
5+00	09+65	ROUNDABOUT 3 - APRON		465
101+78	102+10	HWY. 112 - LT. RADIUS	147	
102+23	102+81	HWY. 112 - RT. RADIUS	87	
102+53	103+36	HWY. 112 - LT. RADIUS	135	
102+81	132+27	HWY. 112 - RT.	2991	
103+36	118+81	HWY. 112 - LT.	1588	
105+83	111+67	HWY. 112 - MAIN LANES MEDIAN	1407	
113+25	119+03	HWY. 112 - MAIN LANES MEDIAN	1246	
118+81	119+22	HWY. 112 - LT. RADIUS	65	
119+58	119+99	HWY. 112 - LT. RADIUS	65	
119+97	131+93	HWY. 112 - MAIN LANES MEDIAN	2433	
119+99	120+29	HWY. 112 - LT.	30	
120+29	120+60	HWY. 112 - LT. RADIUS	60	
120+98	121+29	HWY. 112 - LT. RADIUS	60	
121+29	132+32	HWY. 112 - LT.	1117	
200+40	210+91	HWY. 112 - RT.	1071	
200+79	224+19	HWY. 112 - LT.	2362	
200+84	210+78	HWY. 112 - MAIN LANES MEDIAN	2067	
210+91	211+12	HWY. 112 - RT. RADIUS	49	
211+48	211+77	HWY. 112 - RT. RADIUS	47	
211+77	227+25	HWY. 112 - RT.	1555	
211+92	224+01	HWY. 112 - MAIN LANES MEDIAN	2428	
224+19	224+50	HWY. 112 - LT. RADIUS	60	
224+66	224+91	HWY. 112 - LT. RADIUS	45	
224+91	232+89	HWY. 112 - LT.	798	
232+89	233+20	HWY. 112 - LT. RADIUS	52	
225+15	237+37	HWY. 112 - MAIN LANES MEDIAN	2508	
227+25	227+58	HWY. 112 - RT. RADIUS	51	
227+98	228+29	HWY. 112 - RT. RADIUS	49	
228+29	237+56	HWY. 112 - RT.	939	
233+47	233+78	HWY. 112 - LT. RADIUS	47	
233+78	237+91	HWY. 112 - LT.	438	
300+67	306+90	HWY. 112 - RT.	626	
300+80	302+82	HWY. 112 - MAIN LANES MEDIAN	498	
300+88	306+90	HWY. 112 - LT.	629	
401+25	401+54	VAN ASCHE DR. - RT. RADIUS	54	
401+40	405+82	VAN ASCHE DR. - LT.	436	
401+80	402+11	VAN ASCHE DR. - RT. RADIUS	54	
402+11	406+47	VAN ASCHE DR. - RT.	474	
403+46	405+37	VAN ASCHE DR. - MAIN LANES MEDIAN	433	
502+30	505+14	HOWARD NICKELL RD. - LT.	272	
502+44	502+64	HOWARD NICKELL RD. - RT.	24	
502+64	503+05	HOWARD NICKELL RD. - RT. RADIUS	60	
503+40	503+85	HOWARD NICKELL RD. - RT. RADIUS	69	
503+85	506+24	HOWARD NICKELL RD. - RT.	274	
503+90	505+26	HOWARD NICKELL RD. - MAIN LANES MEDIAN	332	
601+29	602+21	TRUCKERS DR. - LT.	92	
821+50	824+29	FUTURE CITY STREET - LT.	279	
821+50	824+29	FUTURE CITY STREET - RT.	279	
900+27	901+75	CHURCH DRIVEWAY - LT.	180	
900+27	901+40	CHURCH DRIVEWAY - RT.	140	
CMF-9142(48) TOTALS:			31202	1615

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
105+00	36	6	35.20	94	10	49.20	24' RT	0-5	31	18	A-6(7)	RD/BR
105+00	36	6	35.10	94	10	49.40	9' RT	0-5	27	10	A-4(8)	BR/GR
105+00	36	6	35.20	94	10	49.30	18' RT	0-5	43	28	A-7-6(12)	RD/BR
105+00	36	6	35.20	94	10	49.20	24' RT	0-5	36	22	A-6(5)	RD/BR
113+00	36	6	43.10	94	10	50.80	5' LT	0-5	59	42	A-7-6(40)	GRAY
113+00	36	6	43.10	94	10	51.00	12' LT	0-5	33	17	A-6(12)	BR/GR
128+79	36	6	58.50	94	10	50.40	82' RT	0-5	35	28	A-6(8)	RED
128+81	36	6	58.40	94	10	50.50	78' RT	0-5	29	15	A-6(8)	BROWN

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.
Z- AUGER REFUSAL
NP - NON-PLASTIC
ND - NOT DETERMINABLE

DUMPED RIPRAP AND FILTER BLANKET

STATION	LOCATION	DUMPED RIPRAP	FILTER BLANKET
		CU. YD.	SQ. YD.
209+50	OUTLET OF PIPE CULVERT	7	13
230+37	OUTLET OF PIPE CULVERT	27	54
306+00	OUTLET OF PIPE CULVERT	15	30
CMF-9142(48) TOTALS:		49	97

*NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	40
DIRECTED BY THE ENGINEER	
CMF-9142(48) TOTAL:	40

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

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)	MAILBOX SUPPORTS (DOUBLE)
		EACH	
ENTIRE PROJECT	10	8	1
CMF-9142(48) TOTALS:	10	8	1

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	1550
ENGINEER	
CMF-9142(48) TOTAL:	1550

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

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QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	144	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.

10/14/2025

SOLID SODDING

STATION	STATION	LOCATION	LENGTH	SOLID SODDING	WATER
			LIN. FT.	SQ.YD.	M. GAL.
102+24	102+52	HWY. 112 - RT. BERM	50	44	0.55
102+52	118+93	HWY. 112 - RT.	1660	922	11.62
102+52	102+77	HWY. 112 - LT. BERM	140	93	1.17
102+77	115+36	HWY. 112 - LT. SHARED USE PATH	1301	1446	18.22
105+84	110+36	HWY. 112 - MEDIAN	452	753	9.49
110+36	111+32	HWY. 112 - MEDIAN	96	229	2.89
113+65	115+25	HWY. 112 - MEDIAN	160	214	2.70
115+94	119+08	HWY. 112 - LT. SHARED USE PATH	314	349	4.40
119+72	120+45	HWY. 112 - LT. SHARED USE PATH	73	81	1.02
119+73	123+00	HWY. 112 - RT.	327	182	2.29
121+12	124+40	HWY. 112 - LT. SHARED USE PATH	328	364	4.59
122+00	123+00	HWY. 112 - MEDIAN	100	100	1.26
123+00	127+00	HWY. 112 - RT.	400	222	2.80
123+00	131+27	HWY. 112 - MEDIAN	827	1378	17.36
124+90	125+03	HWY. 112 - LT. SHARED USE PATH	13	14	0.18
125+51	131+59	HWY. 112 - LT. SHARED USE PATH	660	733	9.24
127+00	128+32	HWY. 112 - RT.	132	73	0.92
128+84	129+17	HWY. 112 - RT.	33	18	0.23
129+76	132+67	HWY. 112 - RT.	343	191	2.41
131+27	131+62	HWY. 112 - MEDIAN	35	58	0.73
200+00	203+79	HWY. 112 - RT.	397	221	2.78
201+21	201+76	HWY. 112 - MEDIAN	55	108	1.36
201+42	212+78	HWY. 112 - LT. SHARED USE PATH	1136	1262	15.90
201+76	207+74.70	HWY. 112 - MEDIAN	599	998	12.57
204+17	207+56	HWY. 112 - RT.	339	188	2.37
207+74.70	208+74.70	HWY. 112 - MEDIAN	100	100	1.26
208+00	211+05	HWY. 112 - RT.	305	169	2.13
211+70	224+90	HWY. 112 - RT.	1320	733	9.24
213+94.70	214+94.70	HWY. 112 - MEDIAN	100	100	1.26
214+94.70	220+98.19	HWY. 112 - MEDIAN	603	201	2.53
217+59	224+40	HWY. 112 - LT. SHARED USE PATH	681	757	9.54
220+98.19	221+98.19	HWY. 112 - MEDIAN	100	100	1.26
224+72	233+10	HWY. 112 - LT. SHARED USE PATH	838	931	11.73
225+17	227+18.19	HWY. 112 - MEDIAN	201	67	0.84
227+18.19	228+18.19	HWY. 112 - MEDIAN	100	100	1.26
228+18.19	236+44	HWY. 112 - MEDIAN	826	1377	17.35
228+40	237+07	HWY. 112 - RT.	880	489	6.16
233+57	238+21	HWY. 112 - LT. SHARED USE PATH	493	548	6.90
236+44	237+00	HWY. 112 - MEDIAN	56	102	1.29
300+14	300+90	HWY. 112 - RT.	75	83	1.05
300+90	303+44	HWY. 112 - RT.	255	142	1.79
300+80	306+49	HWY. 112 - LT. SHARED USE PATH	602	669	8.43
301+21	302+30	HWY. 112 - MEDIAN	109	210	2.65
302+30	302+80	HWY. 112 - MEDIAN	50	83	1.05
303+44	306+90	HWY. 112 - RT.	346	192	2.42
401+23	401+37	VAN ASCHE DR. - RT.	14	8	0.10
401+40	402+10	VAN ASCHE DR. - LT.	70	39	0.49
402+00	402+25	VAN ASCHE DR. - RT.	25	14	0.18
402+52	404+60	VAN ASCHE DR. - RT.	208	116	1.46
402+62	404+98	VAN ASCHE DR. - LT.	220	122	1.54
402+79	403+00	VAN ASCHE DR. - RT.	21	12	0.15
405+00	406+04	VAN ASCHE DR. - RT.	140	78	0.98
502+30	502+40	HOWARD NICKELL RD. - LT.	10	6	0.08
502+83	503+30	HOWARD NICKELL RD. - LT.	54	30	0.38
503+71	506+25	HOWARD NICKELL RD. - RT. SHARED USE PATH	292	324	4.08
503+92	504+85	HOWARD NICKELL RD. - MEDIAN	93	238	3.00
821+50	821+60	FUTURE CITY STREET - LT.	10	3	0.04
821+50	824+40	FUTURE CITY STREET - RT.	290	97	1.22
822+24	824+40	FUTURE CITY STREET - LT.	216	82	1.03
900+27	901+75	CHURCH DRIVEWAY - LT.	177	76	0.96
900+27	901+40	CHURCH DRIVEWAY - RT.	138	59	0.74
CMF-9142(48) TOTALS:				**18698**	**235.62**

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
106+00.00	106+20.00	HWY. 112 - RT.	20.00	6.33	14.07	8.89	0.11
106+30.00	106+52.00	HWY. 112 - LT.	22.00	6.33	15.47	9.78	0.12
106+57.00	107+00.00	HWY. 112 - RT.	43.00	6.33	30.24	19.11	0.24
106+90.00	107+20.00	HWY. 112 - LT.	30.00	6.33	21.10	13.33	0.17
200+71.64	207+00.00	HWY. 112 - RT.	628.36	6.33	441.95	279.27	3.52
211+40.00	214+00.00	HWY. 112 - RT.	260.00	6.33	182.87	115.56	1.46
233+00.00	234+00.00	HWY. 112 - LT.	100.00	6.33	70.33	44.44	0.56
501+00.00	502+30.00	HOWARD NICKELL RD. - LT.	130.00	6.33	91.43	57.78	0.73
CMF-9142(48) TOTALS:					**867.46**	**548.16**	**6.91**

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

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
* ENTIRE PROJECT TO BE USED IF AND			4000	35
WHERE DIRECTED BY THE ENGINEER				
CMF-9142(48) TOTALS:			**4000**	**35**

* 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.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	40	80
DIRECTED BY THE ENGINEER		
CMF-9142(48) TOTALS:	**40**	**80**

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE	PROJECT	STAGE 1-MAIN LANES	5214	113032
ENTIRE	PROJECT	STAGE 1A-MAIN LANES	390	1956
ENTIRE	PROJECT	STAGE 2-MAIN LANES	1367	5609
ENTIRE	PROJECT	STAGE 2A-MAIN LANES	6021	75775
ENTIRE	PROJECT	STAGE 3-MAIN LANES	1430	13983
ENTIRE	PROJECT	STAGE 4-MAIN LANES	2177	2893
ENTIRE	PROJECT	APPROACHES	260	3880
ENTIRE	PROJECT	TEMPORARY APPROACHES		520
ENTIRE	PROJECT	CHANNEL CHANGE	1420	
ENTIRE	PROJECT	UNDERCUT (PEDESTRIAN TUNNEL BOX CULVERT)	256	
TAPLC-9142(48) TOTALS:			**256**	
CMF-9142(48) TOTALS:			**18279**	**217648**

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	144A	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025

CONCRETE WALKS (TYPE SPECIAL)

STATION	STATION	LOCATION	CONCRETE WALKS (TYPE SPECIAL)	HAND RAILING	ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			SQ. YD.	LIN. FT.	SQ. FT.	SQ. YD.
123+00	127+00	HWY.112 - RT.	222	400	1553	143
224+70	228+40	HWY.112 - RT.	177	318	1591	86
303+44	306+90	HWY.112 - RT.	192	346	1848	180
402+52	404+60	VAN ASCHE DR. - RT.	116	208	814	75
CMF-9142(48) TOTALS:			**707**	**1272**	**5806**	**484**

CONCRETE WALKS (TYPE SPECIAL) - PEDESTRIAN TUNNEL

STATION	STATION	LOCATION	CONCRETE WALKS (TYPE SPECIAL)	HAND RAILING	ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			SQ. YD.	LIN. FT.	SQ. FT.	SQ. YD.
803+65	803+80	SHARED USE PATH FOR PED. TUNNEL RT.	22		27	3
806+00	806+15	SHARED USE PATH FOR PED. TUNNEL RT.	22		26	3
806+15	806+90	SHARED USE PATH FOR PED. TUNNEL LT.	101		138	15
806+15	806+60	SHARED USE PATH FOR PED. TUNNEL RT.			81	9
806+60	808+60	SHARED USE PATH FOR PED. TUNNEL RT.				20
806+90	807+40	SHARED USE PATH FOR PED. TUNNEL LT.	67		75	8
807+40	808+25	SHARED USE PATH FOR PED. TUNNEL LT.	114		166	18
808+25	809+40	SHARED USE PATH FOR PED. TUNNEL LT.	155			10
808+60	809+40	SHARED USE PATH FOR PED. TUNNEL RT.		80		3
809+40	810+00	SHARED USE PATH FOR PED. TUNNEL RT.	80	60		4
TAPLC-9142(48) TOTALS:			**561**	**140**	**513**	**93**

12" SIDE DRAIN

STATION	STATION	LOCATIONS	12" SIDE DRAIN
			LIN. FT.
* ENTIRE PROJECT TO BE USED IF AND			1200
WHERE DIRECTED BY THE ENGINEER			
CMF-9142(48) TOTAL:			**1200**

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

YARD DRAINS

STATION	STATION	LOCATIONS	YARD DRAINS
			EACH
* ENTIRE PROJECT TO BE USED IF AND			12
WHERE DIRECTED BY THE ENGINEER			
CMF-9142(48) TOTAL:			**12**

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

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	145	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

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STRUCTURES (BOX 1 OF 3)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	30"	36"	42"	54"	60"	44"X27"	(CLASS IV) 18"	30"	36"	60"	(CLASS V) 30"	PIPE CULVERT STORM DRAIN ALTERNATES 1, 2, & 3 18"	24"	30"	36"	42"	48"	54"	60"	44"X27"	51"X31"	59"X36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 30"	36"	60"	44"X27"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE C	E	MO	ST	EXT. 4'	8'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.												EACH											EACH							LIN. FT.	EACH								SQ.YD.	M.GAL.	
1+85	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													52																							1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
3+10	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													62																							1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
3+85	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													30																							1				1				FPC-9E, FPC-9M, PCC-1, PCM-1
5+40	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET																			40																	1								FPC-9E, FPC-9M, PCC-1, PCM-1
6+90	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET W/ F.E.S.													28						32												1				1				1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
8+15	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																				70															1				1				FPC-9E, FPC-9M, PCC-1, PCM-1
8+65	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																				78															1			1					FPC-9E, PCC-1, PCM-1
9+19	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																				46															1			2					FPC-9E, FPC-9M, PCC-1, PCM-1
10+00	CONSTRUCT DROP INLET ON SPLITTER ISLAND W/ PIPE OUTLET													44																							1								FPC-9E, FPC-9M, PCC-1, PCM-1
10+77	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														108																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
11+25	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET														50																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
12+28	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														98																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
14+56	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET																	98																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
15+59	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																	102																			1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
102+93	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET														86																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
103+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													6																							1								FPC-9E, FPC-9M, PCC-1, PCM-1
103+84	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET															50																					1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
103+84	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													2																							1								FPC-9E, FPC-9M, PCC-1, PCM-1
104+39	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET															50																					1								FPC-9E, FPC-9M, PCC-1, PCM-1
104+94	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET															148																					1								FPC-9E, FPC-9M, PCC-1, PCM-1
107+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													20																							1								FPC-9E, FPC-9M, PCC-1, PCM-1
107+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																							36													1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
108+28	CONSTRUCT DROP INLET ON LT. OF MEDIAN W/ PIPE OUTLET				36																															1								FPC-9E, FPC-9M, PCC-1
108+28	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																		118																	1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
108+70	CONSTRUCT DROP INLET ON LT. OF MEDIAN W/ PIPE OUTLET																	38																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
109+25	CONSTRUCT DROP INLET ON LT. OF MEDIAN W/ PIPE OUTLET																	52																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
109+25	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET															88																					1								FPC-9E, FPC-9M, PCC-1, PCM-1
110+00	CONSTRUCT DROP INLET ON LT. OF MEDIAN. W/ EXT. AND PIPE OUTLET																	72																			1			2					FPC-9E, FPC-9M, PCC-1, PCM-1
110+00	CONSTRUCT DROP INLET ON RT. OF MEDIAN. W/ EXT. AND PIPE OUTLET															68																					1			2					FPC-9E, FPC-9M, PCC-1, PCM-1
110+50	CONSTRUCT DROP INLET ON LT. OF MEDIAN W/ PIPE OUTLET																	46																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
110+50	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														46																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
111+05	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET				38																															1								FPC-9E, FPC-9M, PCC-1
111+05	CONSTRUCT DROP INLET ON LT. OF MEDIAN W/ PIPE OUTLET																	52																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
113+55	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														60																						1			2					FPC-9E, FPC-9M, PCC-1, PCM-1
113+70	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																	78																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
114+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																	28																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
114+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														44																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
115+00	CONSTRUCT DROP INLET ON RT. OF MEDIAN W/ PIPE OUTLET	30																																		1								FPC-9E, FPC-9M, PCC-1
115+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET														97																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
115+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																	96																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
116+10	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																						106													1								FPC-9E, FPC-9M, PCC-1, PCM-1
117+00	INSTALL TEMPORARY PIPE CULVERT																																	42										
117+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET																						86													1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
117+00	CONSTRUCT DROP INLET ON RT. OF MEDIAN W/ PIPE OUTLET	26																																	1								FPC-9E, PCC-1
117+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET														196																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
118+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																					146															1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
118+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													146																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
120+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET										146																									1				1				FPC-9E, FPC-9M, PCC-1, PCM-1
120+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													146																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
120+80	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													76																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
121+25	CONSTRUCT DROP INLET ON LT. OF MEDIAN W/ PIPE OUTLET	26																																	1								FPC-9E, PCC-1
121+25	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																120																			1				1				FPC-9E, FPC-9M, PCC-1, PCM-1
121+25	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														26																						1								FPC-9E, FPC-9M, PCC-1, PCM-1
123+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET																172																			1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
123+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													172																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
124+30	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																126																			1				1				FPC-9E, FPC-9M, PCC-1, PCM-1
124+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													148																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
125+60	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																126																			1								FPC-9E, FPC-9M, PCC-1, PCM-1
126+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													150																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
126+31	CONSTRUCT GRATE INLET ON LT. AT 70' OFF. W/PIPE OUTLET								34																											1								FPC-9, PCC-', PCM-1
126+32	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET											64																									1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
127+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET											60																									1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
127+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													102																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
128+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET											90																									1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
128+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													102																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
129+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET											96																									1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
129+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													98																						1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
130+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET											100																									1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
130+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET								92																											1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
130+09	CONSTRUCT GRATE INLET ON PED. TUNNEL AT 77' OFF. LT. W/ PIPE OUTLET								38																													1								FPC-9S, PCC-1, PCM-1
131+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET											102																									1			1					FPC-9E, FPC-9M, PCC-1
131+30	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET								120																													1								FPC-9E, FPC-9M, PCC-1
131+80	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													48																							1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
131+90	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																	90																			1			1					FPC-9E, FPC-9M, PCC-1, PCM-1
200+79	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																	44																			1			2					FPC-9E, FPC-9M, PCC-1, PCM-1
200+80	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET W/ F.E.S.															36																	1			1			1		18	0.23	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
201+04	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET															60																					1			2					FPC-9E, FPC-9M, PCC-1, PCM-1
201+20	INSTALL TEMPORARY PIPE CULVERT																																	128										
TAPLC-9142(48) SUBTOTALS (BOX 1 OF 3):																																				1			1						
CMF-9142(48) SUBTOTALS (BOX 1 OF 3):		**82**			**74**				**284**		**658**			**1432**	**811**	**500**	**678**	**662**	**118**	**72**	**194**	**146**	**192**	**36**					**1**	**1**	**170**	**3**		**71**		**43**	**5**		**23**	**0.29**	

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 BEDDNG UNLESS OTHERWISE SPECIFIED.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	146	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

STRUCTURES (BOX 2 OF 3)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	30"	36"	42"	54"	60"	44"X27"	(CLASS IV) 18"	30"	36"	60"	(CLASS V) 30"	PIPE CULVERT STORM DRAIN ALTERNATES 1, 2, & 3 18"	24"	30"	36"	42"	48"	54"	60"	44"X27"	51"X31"	59"X36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 30"	36"	60"	44"X27"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE C	E	MO	ST	EXT. 4'	8'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.																							EACH						LIN. FT.									SQ.YD.	M.GAL.	
201+65	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET																92																			1		2					FPC-9E, FPC-9M, PCC-1, PCM-1
201+65	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET												78																						1		2					FPC-9E, FPC-9M, PCC-1, PCM-1
202+20	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													52																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
202+20	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													52																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
203+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													130																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
203+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													124																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
204+25	CONSTRUCT DROP INLET ON RT. AND PIPE OUTLET													74																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
205+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													144																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
205+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													74																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
206+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
206+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
208+15	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													82																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
208+15	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													82																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
209+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													46																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
209+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													46																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
209+50	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET AND F.E.S.			108																						1									1					17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
209+50	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET AND F.E.S.									34	80														1									1					13	0.16	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
210+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													46																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
210+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													46																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
210+75	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													72																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
210+90	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													12																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
210+90	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													86																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
211+10	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													20																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
211+80	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET	88																																	1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
212+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													86																					1			1				FPC-9E, FPC-9M, PCC-1, PCM-1
213+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
213+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													168																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
215+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
215+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
217+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
217+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
218+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													146																					1			1				FPC-9E, FPC-9M, PCC-1, PCM-1
218+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													146																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
220+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													148																					1			1				FPC-9E, FPC-9M, PCC-1, PCM-1
220+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													148																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
221+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													148																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
221+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													148																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
223+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													112																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
223+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													112																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
224+15	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													84																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
224+15	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													72																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
224+90	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													22																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
225+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													96																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
225+10	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													12																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
225+25	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													72																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
226+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													96																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
226+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													98																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
227+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													138																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
227+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET	138																																	1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
228+40	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													44																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
228+40	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET														44																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
228+88	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													52																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
228+88	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET														52																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
229+39	INSTALL TEMPORARY PIPE CULVERT																																110									
229+43	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET															84																			1							FPC-9E, FPC-9M, PCC-1, PCM-1
229+43	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET															84																			1							FPC-9E, FPC-9M, PCC-1, PCM-1
230+37	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET W/ F.E.S.					84																						2							1		2			48	0.60	FES-1, FES-2, FPC-9E, PCC-1
230+37	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET W/ F.E.S.					276																						2							1		2			48	0.60	FES-1, FES-2, FPC-9E, PCC-1
231+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																						52												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
231+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						52												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
232+50	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET																						144												1			1				FPC-9E, FPC-9M, PCC-1, PCM-1
232+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						146												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
234+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET											144																							1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
234+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						146												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
235+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																						96												1							FPC-9E, FPC-9M, PCC-1, PCM-1
235+68	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																						70												1							FPC-9E, FPC-9M, PCC-1, PCM-1
235+68	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET																						156												1							FPC-9E, FPC-9M, PCC-1, PCM-1
236+23	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET																						52												1		2					FPC-9E, FPC-9M, PCC-1, PCM-1
236+23	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						48												1		2					FPC-9E, FPC-9M, PCC-1, PCM-1
236+78	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET																						50												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
236+78	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						50												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
301+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						78												1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
301+40	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET				126																														1			1				FPC-9E, PCC-1
301+50	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																						48												1			1				FPC-9E, PCC-1, PCM-1
302+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													68																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
302+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													36																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
303+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OJTLET													98																					1		1					FPC-9E, FPC-9M, PCC-1, PCM-1
303+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													96																					1							FPC-9E, FPC-9M, PCC-1, PCM-1
CMF-9142(48) SUBTOTALS (BOX 2 OF 3):		**226**		**108**		**126**	**360**			**34**	**80**	**144**	**78**	**4656**	**180**	**84**	**92**			**724**	**464**				**1**	**1**	**4**				**110**	**4**		**73**		**58**	**5**		**126**	**1.57**	

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.

JB44269 8/13/2025
RO40746.DGN MicroStation v8.11.9.578

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	147	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025

RETAINING WALLS

STATION	STATION	LOCATION	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY	HAND RAILING	ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			CU.YDS.	POUNDS	CU.YDS.	LIN. FT.	SQ.FT.	SQ.YD.
228+40	229+00	HWY. 112 - RT.	34.96	3390	188	60	496	55
* 229+00	302+90	HWY. 112 - RT.	1385.00	200650	7645	1081	15615	1197
302+90	303+44	HWY. 112 - RT.	22.60	2030	199	54	322	36
803+80	803+94	TUNNEL - RT.	7.78	786			112	12
803+80	803+94	TUNNEL - LT.	4.92	446			70	8
806+00	806+15	TUNNEL - LT.	8.33	841			120	13
TAPLC-9142(48) TOTALS:			**21.03**	**2073**			**302**	**33**
CMF-9142(48) TOTALS:			**1442.56**	**206070**	**8032**	**1195**	**16433**	**1288**

* RETAINING WALL SWITCHES BETWEEN TWO ALIGNMENTS. SEE SPECIAL DETAILS FOR MORE INFORMATION.

STRUCTURES (BOX 3 OF 3)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	30"	36"	42"	54"	60"	44"X27"	(CLASS IV) 18"	30"	36"	60"	(CLASS V) 30"	PIPE CULVERT STORM DRAIN ALTERNATES 1, 2, & 3 18"	24"	30"	36"	42"	48"	54"	60"	44"X27"	51"X31"	59"X36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 30"	36"	60"	44"X27"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE C	E	MO	ST	EXT. 4'	8'	JUNCT. BOXES (TYPE E)	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.												LIN. FT.											EACH						LIN. FT.	EACH								SQ.YD.	M.GAL.	
303+44	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET													38																				1		2						FPC-9E, FPC-9M, PCC-1, PCM-1
303+44	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													44																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
304+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													52																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
304+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													54																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
305+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													96																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
305+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													96																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
306+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET W/ F.E.S.													24																1				1								FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
306+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET	66																																1								FPC-9E, FPC-9M, PCC-1
402+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET	60																																1			1					FPC-9E, FPC-9M, PCC-1
402+09	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET	84																																1								FPC-9E, FPC-9M, PCC-1, PCM-1
403+00	CONSTRUCT DROP INLET ON LT. W/ EXT. AND PIPE OUTLET	62																																1					1			FPC-9E, FPC-9M, PCC-1
403+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													84																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
404+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													96																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
404+00	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													96																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
404+35	CONSTRUCT DROP INLET ON RT. W/ PIPE OUTLET													38																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
405+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET W/ F.E.S.													98																1				1								FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
405+15	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET													92																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
502+88	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET AND F.E.S.															82	38													1				1								FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
503+25	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																			64														1								FPC-9E, FPC-9M, PCC-1, PCM-1
503+90	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																			26														1								FPC-9E, FPC-9M, PCC-1, PCM-1
503+90	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													44																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
504+31	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																			58														1								FPC-9E, FPC-9M, PCC-1, PCM-1
504+31	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET													70																				1								FPC-9E, FPC-9M, PCC-1, PCM-1
505+00	CONSTRUCT DROP INLET ON LT. W/ PIPE OUTLET																			36														1								FPC-9E, FPC-9M, PCC-1, PCM-1
505+00	CONSTRUCT DROP INLET ON RT. W/ EXT. AND PIPE OUTLET																				58												1									FPC-9E, PCC-1, PCM-1
713+90	INSTALL 30" R.C PIPE CULVERT AT STA. 713+95 ON DRIVEWAY 203+98 RT.		30																																							PCC-1, PCM-1
901+47	CONSTRUCT JUNCT. BOX W/ ARCH PIPE OUTLET AND F.E.S.							50																						1									1	23	0.29	FES-1, FES-2, PCC-1
TAPLC-9142(48) SUBTOTALS (BOX 1 OF 3):																																				1		1						
CMF-9142(48) SUBTOTALS (BOX 1 OF 3):		82			74				284		658			1432	811	500	678	662	118	72	194	146	192	36					1	1	170	3		71		43	5		23	0.29	
CMF-9142(48) SUBTOTALS (BOX 2 OF 3):		226		108		126	360			34	80	144	78	4656	180	84	92			724	464				1	1	4				110	4		73		58	5		126	1.57	
CMF-9142(48) SUBTOTALS (BOX 3 OF 3):		272	30					50						1022		82	38			184	58							1	2	1		1		24		9	1	1	48	0.60	
TAPLC-9142(48) TOTALS:																																			1		1						
CMF-9142(48) TOTALS:		580	30	108	74	126	360	50	284	34	738	144	78	7110	991	666	808	662	118	980	716	146	192	36	1	1	4	1	3	2	280	8		168		110	11	1	197	2.46	

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	DROP INLETS TYPE C	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL- ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.- ROADWAY	AGGREGATE BASE COURSE (CLASS 7)	SOLID SODDING	WATER	ARCHITECTURAL FINISH	TEXTURED COATING FINISH	STD. DWG. NOS.
		EACH	LIN. FT.			CU.YD.	POUND	CU.YD.	TON	SQ.YD.	M.GAL.	SQ.FT.	SQ.YD.	
104+47	CONSTRUCT DROP INLET ON RT. W/ R.C. BOX PIPE OUTLET	1	6	3	45	62.60	7150							FPC-9, FPC-9E, RCB-1, RCB-2
104+94	CONSTRUCT DROP INLET ON RT. W/ R.C. BOX PIPE OUTLET	1	6	3	132	183.61	20973							FPC-9, FPC-9E, RCB-1, RCB-2
130+66	14' X 10' X 174' R.C. TUNNEL ON 45° RT. FWD. SKEW		14	10	174	429.79	41998	278	537	16	0.20	408	64	SPECIAL DETAILS
TAPLC-9142(48) TOTALS:						**429.79**	**41998**	**278**	**537**	**16**	**0.20**	**408**	**64**	
CMF-9142(48) TOTALS:		**2**				**246.21**	**28123**							

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

STRUCTURES OVER 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.	
106+53	QUAD. 8' X 5' X 126' R.C. BOX CULVERT ON 15° LT. FWD. SKEW	8	5	126	349.80	45293	168	31	0.39	SPECIAL DETAILS, RCB-1, RCB-2
CMF-9142(48) TOTALS:					**349.80**	**45293**	**168**	**31**	**0.39**	

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

JB44269 10/10/2025 MicroStation v8.11.9.578
R040746.DGN

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	148	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

DRIVEWAYS & TURNOUTS

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"	42"	22"X14"	
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.				
115+65	LT	HWY. 112	30	115+36	115+94	141.78	178.33	19.62	72.82		50			DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
119+33	RT	HWY. 112	52	118+93	119+73	88.89	205.11	22.56	83.75	58				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
120+79	LT	HWY. 112	38				216.03	23.76	88.21					DR-2
124+00	RT	HWY. 112	40	123+66	124+34	231.12				48				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
124+65	LT	HWY. 112	22	124+40	124+90	202.01	110.00	12.10	44.92	36				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
125+25	LT	HWY. 112	20	125+01	125+49	229.33	86.67	9.53	35.39	34				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
126+60	RT	HWY. 112	24	126+34	126+86	233.78				50				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
128+57	RT	HWY. 112	24	128+31	128+83	316.45				62				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
129+48	RT	HWY. 112	28	129+20	129+76	62.22	332.89	36.62	135.93	72				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
203+98	RT	HWY. 112	16	203+76	204+20	777.78								DR-1
207+78	RT	HWY. 112	16	207+56	208+00	48.89	33.78	3.72	13.79				28	DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
211+35	RT	HWY. 112	24				196.25	21.59	80.14				72	DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
213+00	LT	HWY. 112	16	212+78	213+22	107.56	330.67	36.37	135.02					DR-1
217+37	LT	HWY. 112	16	217+15	217+59	256.00				56				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
224+58	LT	HWY. 112	16				214.47	23.59	87.58	46				DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
227+78	RT	HWY. 112	40				287.36	31.61	117.34		82			DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
233+31	LT	HWY. 112	26				229.26	25.22	93.61		48			DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
306+72	LT	HWY. 112	18	306+49	306+95	112.44	64.00	7.04	26.13	36				DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
401+67	RT	VAN ASCHE DR.	26			17.33	129.59	14.25	52.92					DR-2
402+36	LT	VAN ASCHE DR.	24	402+10	402+62	138.67	117.33	12.91	47.91					DR-1
402+52	LT	VAN ASCHE DR.	24	402+26	402+78	57.78	37.33	4.11	15.24					DR-1
502+62	LT	HOWARD NICKELL RD.	16	502+40	502+84	72.89								DR-1
503+23	RT	HOWARD NICKELL RD.	26	502+96	503+50		31.78	3.50	12.98		70			DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
503+23	RT	STA. 503+23 RT. CONCRETE DRIVES	18			226.45								DR-2
600+68	LT	TRUCKERS DR.	40	600+34	601+02	28.89								DR-1
821+92	LT	FUTURE CITY STREET (CHURCH DRIVEWAY)	37	821+60	822+25	56.89	570.00	62.70	232.75			225		DR-1, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
* ENTIRE PROJECT TEMPORARY DRIVES									390.00					
CMF-9142(48) TOTALS:						**3407.15**	**3370.85**	**370.80**	**1766.43**	**498**	**250**	**225**	**100**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.1% MIN. AGGR.....5.9% ASPHALT BINDER

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.

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	TACK COAT 0.05 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE BASE			
				AVG. WID.	SQ. YD.	GAL.	AVG. WID.	6" U.T.	AVG. WID.	6.5" U.T.
			FEET	FEET			FEET	SQ. YD.	FEET	SQ. YD.
118+85.00	119+40.00	HWY. 112 N/S MAIN LANES - LT.	55.00				2.50	15.28		
119+40.00	122+40.00	HWY. 112 N/S MAIN LANES - RT.	300.00				2.50	83.33		
303+40.00	306+90.00	HWY. 112 N. MAIN LANES - RT.	350.00				2.50	97.22		
401+40.00	402+10.00	VAN ASCHE DR. MAIN LANES - LT.	70.00				2.50	19.44		
401+40.00	402+10.00	VAN ASCHE DR. MAIN LANES - RT.	70.00	2.50	19.44	0.97	4.13	32.12	1.63	12.68
601+28.61	601+72.48	TRUCKERS DR. MAIN LANES - LT.	43.87	2.42	11.80	0.59	4.92	23.98		
CMF-9142(48) TOTALS:					**31.24**	**1.56**		**271.37**		**12.68**

BASIS OF ESTIMATE:
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULISIFED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	149	392
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

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")								PORTLAND CEMENT CONCRETE	
				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	AVG. WID.	8" U. T.
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON	FEET	SQ. YD.
MAIN LANES																															
102+22.91	103+35.57	HWY. 112 N/S LT. & RT. RADIUS - NOTCH/WIDEN	112.66			VAR.	1926.59	96.33				96.33	VAR.	694.37	550.00	190.95	VAR.	616.11	495.00	152.49	VAR.	616.11	220.00	67.77	VAR.	1009.18	220.00	111.01	178.78		
103+35.57	104+40.00	HWY. 112 N/S MAIN LANES - NOTCH/WIDEN	104.43			74.00	858.65	42.93				42.93	28.00	324.89	550.00	89.34	23.00	266.88	495.00	66.05	23.00	266.88	220.00	29.36	56.00	649.79	220.00	71.48	100.84		
104+40.00	105+90.00	HWY. 112 N/S MAIN LANES - TAPER	150.00			93.50	1558.33	77.92				77.92	34.50	575.00	550.00	158.13	29.50	491.67	495.00	121.69	29.50	491.67	220.00	54.08	59.00	983.33	220.00	108.17	162.25		
105+90.00	106+65.00	HWY. 112 N/S MAIN LANES - TAPER	75.00			146.50	1220.83	61.04				61.04	55.50	462.50	550.00	127.19	45.50	379.17	495.00	93.84	45.50	379.17	220.00	41.71	45.50	379.17	220.00	41.71	83.42		
106+65.00	108+29.00	HWY. 112 N/S MAIN LANES - FULL DEPTH	164.00			142.00	2587.56	129.38				129.38	54.00	984.00	550.00	270.60	44.00	801.78	495.00	198.44	44.00	801.78	220.00	88.20	44.00	801.78	220.00	88.20	176.40		
108+29.00	110+09.00	HWY. 112 N/S MAIN LANES - TAPER	180.00			154.00	3080.00	154.00				154.00	58.00	1160.00	550.00	319.00	48.00	960.00	495.00	237.60	48.00	960.00	220.00	105.60	48.00	960.00	220.00	105.60	211.20		
110+09.00	111+53.14	HWY. 112 N/S RAB APPROACH - FULL DEPTH	144.14			VAR.	3275.44	163.77				163.77	VAR.	1204.00	550.00	331.10	VAR.	1035.72	495.00	256.34	VAR.	1035.72	220.00	113.93	VAR.	1035.72	220.00	113.93	227.86		
113+36.35	114+25.00	HWY. 112 N/S RAB APPROACH - FULL DEPTH	88.65			VAR.	2187.54	109.38				109.38	VAR.	798.96	550.00	219.71	VAR.	694.29	495.00	171.84	VAR.	694.29	220.00	76.37	VAR.	694.29	220.00	76.37	152.74		
114+25.00	114+80.00	HWY. 112 N/S MAIN LANES - TAPER	55.00			VAR.	1115.95	55.80				55.80	VAR.	413.35	550.00	113.67	VAR.	351.30	495.00	86.95	VAR.	351.30	220.00	38.64	VAR.	351.30	220.00	38.64	77.28		
114+80.00	115+25.00	HWY. 112 N/S MAIN LANES - TAPER	45.00			191.50	957.50	47.88				47.88	70.50	352.50	550.00	96.94	60.50	302.50	495.00	74.87	60.50	302.50	220.00	33.28	60.50	302.50	220.00	33.28	66.56		
115+25.00	118+85.00	HWY. 112 N/S MAIN LANES - FULL DEPTH	360.00			196.00	7840.00	392.00				392.00	72.00	2880.00	550.00	792.00	62.00	2480.00	495.00	613.80	62.00	2480.00	220.00	272.80	62.00	2480.00	220.00	272.80	545.60		
118+85.00	122+00.00	HWY. 112 N/S MAIN LANES - NOTCH/WIDEN	315.00			142.50	4987.50	249.38				249.38	52.50	1837.50	550.00	505.31	45.00	1575.00	495.00	389.81	45.00	1575.00	220.00	173.25	62.00	2170.00	220.00	238.70	411.95		
122+00.00	122+40.00	HWY. 112 N/S MAIN LANES - TAPER	40.00			VAR.	627.06	31.35				31.35	VAR.	231.24	550.00	63.59	VAR.	197.91	495.00	48.98	VAR.	197.91	220.00	21.77	VAR.	259.56	220.00	28.55	50.32		
122+40.00	123+00.00	HWY. 112 N/S MAIN LANES - TAPER	60.00			169.00	1126.67	56.33				56.33	63.00	420.00	550.00	115.50	53.00	353.33	495.00	87.45	53.00	353.33	220.00	38.87	53.00	353.33	220.00	38.87	77.74		
123+00.00	129+00.00	HWY. 112 N/S MAIN LANES - FULL DEPTH	600.00			142.00	9466.67	473.33				473.33	54.00	3600.00	550.00	990.00	44.00	2933.33	495.00	726.00	44.00	2933.33	220.00	322.67	44.00	2933.33	220.00	322.67	645.34		
129+00.00	130+80.00	HWY. 112 N/S MAIN LANES - TAPER	180.00			154.00	3080.00	154.00				154.00	58.00	1160.00	550.00	319.00	48.00	960.00	495.00	237.60	48.00	960.00	220.00	105.60	48.00	960.00	220.00	105.60	211.20		
130+80.00	131+92.18	HWY. 112 N/S RAB APPROACH - FULL DEPTH	112.18			VAR.	2211.97	110.60				110.60	VAR.	818.49	550.00	225.08	VAR.	696.74	495.00	172.44	VAR.	696.74	220.00	76.64	VAR.	696.74	220.00	76.64	153.28		
200+90.00	202+35.00	HWY. 112 E/W RAB APPROACH - FULL DEPTH	145.00			VAR.	3115.05	155.75				155.75	VAR.	1147.83	550.00	315.65	VAR.	983.61	495.00	243.44	VAR.	983.61	220.00	108.20	VAR.	983.61	220.00	108.20	216.40		
202+35.00	204+15.00	HWY. 112 E/W MAIN LANES - TAPER	180.00			154.00	3080.00	154.00				154.00	58.00	1160.00	550.00	319.00	48.00	960.00	495.00	237.60	48.00	960.00	220.00	105.60	48.00	960.00	220.00	105.60	211.20		
204+15.00	207+74.70	HWY. 112 E/W MAIN LANES - FULL DEPTH	359.70			142.00	5675.27	283.76				283.76	54.00	2158.20	550.00	593.51	44.00	1758.53	495.00	435.24	44.00	1758.53	220.00	193.44	44.00	1758.53	220.00	193.44	386.88		
207+74.70	210+74.70	HWY. 112 E/W MAIN LANES - TAPER	300.00			VAR.	6933.30	346.67				346.67	VAR.	2533.44	550.00	696.70	VAR.	2199.93	495.00	544.48	VAR.	2199.93	220.00	241.99	VAR.	2196.93	220.00	241.99	483.98		
210+74.70	210+89.70	HWY. 112 E/W MAIN LANES - FULL DEPTH	15.00			VAR.	420.52	21.03				21.03	VAR.	146.88	550.00	40.39	VAR.	136.82	495.00	33.86	VAR.	136.82	220.00	15.05	VAR.	136.82	220.00	15.05	30.10		
210+89.70	214+94.70	HWY. 112 E/W MAIN LANES - TAPER	405.00			VAR.	9664.25	483.21				483.21	VAR.	3483.69	550.00	958.01	VAR.	3090.28	495.00	764.84	VAR.	3090.28	220.00	339.93	VAR.	3096.28	220.00	339.93	679.86		
214+94.70	220+98.19	HWY. 112 E/W MAIN LANES - FULL DEPTH	603.49			142.00	9521.73	476.09				476.09	54.00	3620.94	550.00	995.76	44.00	2950.40	495.00	730.22	44.00	2950.40	220.00	324.54	44.00	2950.40	220.00	324.54	649.08		
220+98.19	223+98.19	HWY. 112 E/W MAIN LANES - TAPER	300.00			VAR.	6933.54	346.68				346.68	VAR.	2533.54	550.00	696.72	VAR.	2200.00	495.00	544.50	VAR.	2200.00	220.00	242.00	VAR.	2200.00	220.00	242.00	484.00		
223+98.19	224+21.19	HWY. 112 E/W MAIN LANES - FULL DEPTH	23.00			257.00	656.78	32.84				32.84	89.00	227.44	550.00	62.55	84.00	214.67	495.00	53.13	84.00	214.67	220.00	23.61	84.00	214.67	220.00	23.61	47.22		
224+21.19	224+96.19	HWY. 112 E/W MAIN LANES - TAPER	75.00			VAR.	1947.17	97.36				97.36	VAR.	676.65	550.00	186.08	VAR.	635.26	495.00	157.23	VAR.	635.26	220.00	69.88	VAR.	635.26	220.00	69.88	139.76		
224+96.19	225+18.19	HWY. 112 E/W MAIN LANES - FULL DEPTH	22.00			VAR.	600.54	30.03				30.03	VAR.	209.66	550.00	57.66	VAR.	195.44	495.00	48.37	VAR.	195.44	220.00	21.50	VAR.	195.44	220.00	21.50	43.00		
225+18.19	228+18.19	HWY. 112 E/W MAIN LANES - TAPER	300.00			VAR.	6943.10	347.16				347.16	VAR.	2536.88	550.00	697.64	VAR.	2203.11	495.00	545.27	VAR.	2203.11	220.00	242.34	VAR.	2203.11	220.00	242.34	484.68		
228+18.19	234+20.00	HWY. 112 E/W MAIN LANES - FULL DEPTH	601.81			142.00	9495.22	474.76				474.76	54.00	3610.86	550.00	992.99	44.00	2942.18	495.00	728.19	44.00	2942.18	220.00	323.64	44.00	2942.18	220.00	323.64	647.28		
234+20.00	236+00.00	HWY. 112 E/W MAIN LANES - TAPER	180.00			154.00	3080.00	154.00				154.00	58.00	1160.00	550.00	319.00	48.00	960.00	495.00	237.60	48.00	960.00	220.00	105.60	48.00	960.00	220.00	105.60	211.20		
236+00.00	237+31.01	HWY. 112 E/W RAB APPROACH - FULL DEPTH	131.01			VAR.	2782.37	139.12				139.12	VAR.	1026.37	550.00	282.25	VAR.	878.00	495.00	217.31	VAR.	878.00	220.00	96.58	VAR.	878.00	220.00	96.58	193.16		
300+90.00	302+72.78	HWY. 112 N. RAB APPROACH - FULL DEPTH	182.78			VAR.	5192.40	259.62				259.62	VAR.	1868.76	550.00	513.91	VAR.	1661.82	495.00	411.30	VAR.	1661.82	220.00	182.80	VAR.	1661.82	220.00	182.80	365.60		
302+72.78	303+40.00	HWY. 112 N. MAIN LANES - TAPER	67.22			VAR.	1845.91	92.30				92.30	VAR.	646.51	550.00	177.79	VAR.	599.70	495.00	148.43	VAR.	599.70	220.00	65.97	VAR.	599.70	220.00	65.97	131.94		
303+40.00	304+50.00	HWY. 112 N. MAIN LANES - TAPER	110.00			VAR.	1844.78	92.24				92.24	VAR.	635.24	550.00	174.69	VAR.	604.77	495.00	149.68	VAR.	604.77	220.00	66.52	VAR.	843.07	220.00	92.74	159.26		
304+50.00	306+90.00	HWY. 112 N. MAIN LANES - NOTCH/WIDEN	240.00			131.00	3493.33	174.67				174.67	47.00	1253.33	550.00	344.67	42.00	1120.00	495.00	277.20	42.00	1120.00	220.00	123.20	62.00	1653.33	220.00	181.87	305.07		
401+40.00	402+10.00	VAN ASCHE DR. MAIN LANES - NOTCH/WIDEN	70.00																						56.00	435.56	220.00	47.91	47.91		
402+10.00	403+00.00	VAN ASCHE DR. MAIN LANES - TAPER	90.00			VAR.	1724.01	86.20				86.20					VAR.	574.67	495.00	142.23	VAR.	574.67	220.00	63.21	VAR.	574.67	220.00	63.21	126.42		
403+00.00	403+50.00	VAN ASCHE DR. MAIN LANES - TAPER	50.00			VAR.	1337.65	66.88				66.88	VAR.	357.13	550.00	98.21	VAR.	326.84	495.00	80.89	VAR.	326.84	220.00	35.95	VAR.	326.84	220.00	35.95	71.90		
403+50.00	405+34.51	VAN ASCHE DR. RAB APPROACH - FULL DEPTH	184.51			VAR.	4001.11	200.06				200.06	VAR.	1469.03	550.00	403.98	VAR.	1266.04	495.00	313.34	VAR.	1266.04	220.00	139.26	VAR.	1266.04	220.00	139.26	278.52		
501+00.00	502+00.00	HOWARD NICKELL RD. - TRANSITION	100.00			32.75	363.89	18.19				18.19	14.25	158.33	550.00	43.54	9.25	102.78	495.00	25.44	9.25	102.78	220.00	11.31	29.25	325.00	220.00	35.75	47.06		
502+00.00	503+75.00	HOWARD NICKELL RD. - TAPER	175.00			VAR.	2146.21	107.31				107.31	VAR.	784.03	550.00	215.61	VAR.	681.09	495.00	168.57	VAR.	681.09	220.00	74.92	VAR.	1086.92	220.00	119.56	194.48		
503+75.00	504+00.00	HOWARD NICKELL RD. - TAPER	25.00			VAR.	466.04	23.30				23.30	VAR.	167.94	550.00	46.18	VAR.	149.05	495.00	36.89	VAR.	149.05	220.00	16.40	VAR.	149.05	220.00	16.40	32.80		
504+00.00	505+11.15	HOWARD NICKELL RD. RAB APPROACH - FULL DEPTH	111.15			VAR.	3226.27	161.31				161.31	VAR.	899.23	550.00	247.29	VAR.	775.68	495.00	191.98	VAR.	775.68	220.00	85.32	VAR.	775.68	220.00	85.32	170.64		
821+50.00	824+69.83	FUTURE CITY STREET MAIN LANES - FULL DEPTH	319.83			113.00	4015.64	200.78				200.78	41.00	1457.00	550.00	400.68	36.00	1279.32	495.00	316.63	36.00	1279.32	220.00	140.73	36.00	1279.32	220.00	140.73	281.46		
10+00.00	16+84.87	ROUNDABOUT 1 - FULL DEPTH	684.87			VAR.	6213.74	310.69				310.69	VAR.	2290.68	550.00	629.94	VAR.	1961.53	495.00	485.48	VAR.	1961.53	220.00	215.77	VAR.	1961.53	220.00	215.77	431.54		
10+00.00	16+84.87	ROUNDABOUT 1 - APRON	684.87			13.00	989.26	49.46				49.46	13.00	989.26	660.00	326.46														13.00	989.26
0+00.00	4+64.96	ROUNDABOUT 2 - FULL DEPTH	464.96			VAR.	7613.96	380.70				380.70	VAR.	2748.30	550.00	755.78	VAR.	2432.83	495.00	602.13	VAR.	2432.83	220.00	267.61	VAR.	2432.83	220.00	267.61	535.22		
0+00.00	4+64.96	ROUNDABOUT 2 - APRON	464.96			13.00	671.61	33.58				33.58	13.00	671.61	660.00	221.63														13.00	671.61
5+00.00	9+64.96	ROUNDABOUT 3 - FULL DEPTH	464.96			VAR.	6744.51	337.23				337.23	VAR.	2454.19	550.00	674.90	VAR.	2145.16	495.00	530.93	VAR.	2145.16	220.00	235.97	VAR.	2145.16	220.00	235.97	471.94		
5+00.00	9+64.96	ROUNDABOUT 3 - APRON	464.96			13.00	671.61	33.58				33.58	13.00	671.61	660.00	221.63														13.00	671.61
ADDITIONAL FOR LEVELING																															
102+22.91	105+90.00	HWY. 112 N/S MAIN LANES	367.09			33.00	1346.00	67.30	33.00	1346.00	228.82	296.12													33.00	1346.00	VAR.	231.66	231.66		
118+85.00	122+40.00	HWY. 112 N/S MAIN LANES	355.00			17.00	670.56	33.53	17.00	670.56	114.00	147.53													17.00	670.56	VAR.	295.02	295.02		
303+40.00	306+90.00	HWY. 112 N. MAIN LANES	350.00			20.00	777.78	38.89	20.00	777.78	132.22	171.11													22.00	855.56	VAR.	190.08	190.08		
401+40.00	402+10.00	VAN ASCHE DR. MAIN LANES	70.00			56.00	435.56	21.78	56.00	435.56	74.05	95.83													56.00	435.56	VAR.	100.98	100.98		
502+00.00	503+75.00	HOWARD NICKELL RD. MAIN LANES	175.00			20.00	388.89	19.44	20.00	388.89	66.11	85.55													20.00	388.89	VAR.	213.84	213.84		
ADDITIONAL FOR MAINTENANCE OF TRAFFIC																															
103+35.33	111+37.23	TEMPORARY WIDENING - TAPER	801.90	22.75	182.43	VAR.	3136.15	156.81				156.81	VAR.	913.24	605.00	276.26	VAR.	1119.51	495.00	277.08	VAR.	1103.40	220.00	121.37					121.37		
113+49.89	115+25.00	TEMPORARY WIDENING - TAPER	175.11	22.75	39.84	VAR.	766.26	38.31				38.31	VAR.	225.76	605.00	68.29	VAR.	271.97	495.00	67.31	VAR.	268.53	220.00	29.54					29.54		
115+25.00	122+00.00	TEMPORARY WIDENING	675.00	22.75	153.56	46.07	3455.25	172.76				172.76	13.89	1041.75	605.00	315.13	16.18	1213.50	495.00	300.34	16.00	1200.00	220.00	132.00					132.00		
122+00.00	129+00.00	TEMPORARY WIDENING - TAPER	700.00	22.75	159.25	VAR.	3773.20	188.66				188.66	VAR.	1148.88	605.00	347.54	VAR.	1318.64	495.00	326.36	VAR.	1305.68	220.00	143.62					143.62		
128+00.00	130+00.00	TEMPORARY WIDENING - UNDER RAISED MEDIAN	200.00			49.00	1088.89	54.44				54.44	13.00	288.89	605.00	87.39	18.00	400.00	495.00	99.00	18.00	400.00	220.00	44.00					44.00		
200+80.00	202+00.00	TEMPORARY WIDENING - UNDER RAISED MEDIAN	120.00			VAR.	931.45	46.57				46.57	VAR.	253.67	605.00	76.74	VAR.	338.89	495.00	83.88	VAR.	338.89	220.00	37.28					37.28		
207+70.14	209+35.00	TEMPORARY WIDENING - TAPER	164.86	22.75	37.51	VAR.	128.65	6.43				6.43	VAR.	15.90	605.00	4.81	VAR.	57.94	495.00	14.34	VAR.	54.81	220.00	6.03					6.03		
210+96.87	212+00.00	TEMPORARY WIDENING - TAPER	103.13	22.75	23.46	VAR.	160.05	8.00				8.00	VAR.	33.68	605.00	10.19	VAR.	64.18	495.00	15.88	VAR.	62.19	220.00	6.84					6.84		
214+62.00	221+54.11	TEMPORARY WIDENING - TAPER	692.11	22.75	157.46	VAR.	798.30	39.92				39.92	VAR.	153.38	605.00	46.40	VAR.	329.27	495.00	81.49	VAR.	315.65	220.00	34.72					34.72		
ADDITIONAL FOR METHOD OF RAISING GRADE																															
402+10.00	403+00.00	VAN ASCHE DR. MAIN LANES	90.00			VAR.	574.67	28.73	VAR.	574.67	97.69	126.42	VAR.	574.67	VAR.	253.44															
CMF-9142(48) TOTALS:					**753.51**		**189950.69**	**9497.55**		**4193.46**	**712.89**	**10210.44**		**68321.18**		**19124.10**		**58199.14**		**14404.27**		**58134.39**		**6394.78**		**60541.34**		**7284.52**	**13679.30**		**2332.48**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.1% MIN. AGGR.....5.9% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25		6	ARK.	040746	150	392
10-13-25						
		SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025

SUMMARY OF QUANTITIES (BOX 1 OF 5)

	ITEM NUMBER	ITEM		QUANTITY (9030)	QUANTITY (TAPLC-9142(48))	QUANTITY (CMF-9142(48))	TOTAL QUANTITY	UNIT
	201	CLEARING				92	92	STATION
	201	GRUBBING				92	92	STATION
	SP & 201	CLEARING AND GRUBBING TREES		17			17	EACH
	202	REMOVAL AND DISPOSAL OF CURB				154	154	LIN. FT.
	202	REMOVAL AND DISPOSAL OF CURB AND GUTTER		845		2623	3468	LIN. FT.
	202	REMOVAL AND DISPOSAL OF FENCE				9460	9460	LIN. FT.
	202	REMOVAL AND DISPOSAL OF GATES				8	8	EACH
	202	REMOVAL AND DISPOSAL OF FENCE POSTS				3	3	EACH
	202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT				19	19	SQ. YD.
	202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS				12	12	SQ. YD.
	202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS		610		1120	1730	SQ. YD.
	202	REMOVAL AND DISPOSAL OF WALKS		230		2378	2608	SQ. YD.
	202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS				5	5	EACH
	202	REMOVAL AND DISPOSAL OF JUNCTION BOXES				3	3	EACH
	202	REMOVAL AND DISPOSAL OF DROP INLETS				11	11	EACH
	202	REMOVAL AND DISPOSAL OF PIPE CULVERTS				40	40	EACH
	202	REMOVAL AND DISPOSAL OF BOX CULVERTS				2	2	EACH
	202	REMOVAL AND DISPOSAL OF HEADWALLS				1	1	EACH
	202	REMOVAL AND DISPOSAL OF SIGNS				6	6	EACH
	SP	REMOVAL AND DISPOSAL OF ASBESTOS-CEMENT WATER LINE		1900			1900	LIN. FT.
	SP & 202	REMOVAL AND DISPOSAL OF FENCE		550			550	LIN. FT.
	SP & 202	REMOVAL AND DISPOSAL OF MANHOLES		6			6	EACH
	SP	REMOVAL AND SALVAGE OF FIRE HYDRANT		11			11	EACH
	SS & 206	FLOWABLE SELECT MATERIAL				26	26	CU. YD.
	SP, SS, & 206	FLOWABLE SELECT MATERIAL		190			190	CU. YD.
	SP, SS, & 210	UNCLASSIFIED EXCAVATION			256	18279	18535	CU. YD.
	SP	SELECT GRANULAR BACKFILL		6400			6400	CU. YD.
	SP & 210	COMPACTED EMBANKMENT				217648	217648	CU. YD.
	SP & 210	SOIL STABILIZATION				100	100	TON
	SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)		124	537	2520	3181	TON
	SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS)				271	271	SQ. YD.
	SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (6 1/2" UNIFORM THICKNESS)				13	13	SQ. YD.
	SS & 401	TACK COAT		212		10292	10504	GAL.
	SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")				18321	18321	TON
	SP, SS, & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")				803	803	TON
	SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")				13770	13770	TON
	SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")				634	634	TON
	SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		643		13221	13864	TON
	SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		40		22	62	TON
	SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")				807	807	TON
	SP & 412	COLD MILLING ASPHALT PAVEMENT		4254		2089	6343	SQ. YD.
	SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC				40	40	TON
	SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY				40	40	TON
	SP, SS, & 501	PORTLAND CEMENT CONCRETE PAVEMENT (8" UNIFORM THICKNESS)				2332.48	2332.48	SQ. YD.
	SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY		590.00		3407.15	3997.15	SQ. YD.
	601	MOBILIZATION				1.00	1.00	LUMP SUM
	SP & 602	FURNISHING FIELD OFFICE				1	1	EACH
	SP, SS, & 603	MAINTENANCE OF TRAFFIC				1.00	1.00	LUMP SUM
	603	18" TEMPORARY CULVERT				280	280	LIN. FT.
	SS & 604	SIGNS				1139	1139	SQ. FT.
	SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE				10	10	EACH
	SS & 604	BARRICADES				200	200	LIN. FT.
	SS & 604	TRAFFIC DRUMS				308	308	EACH
	SS & 604	TRAFFIC CONE				98	98	EACH
	SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER				1540	1540	LIN. FT.
	SS & 604	RELOCATING PRECAST CONCRETE BARRIER				93	93	LIN. FT.
	604	CONSTRUCTION PAVEMENT MARKINGS				119041	119041	LIN. FT.
	604	CONSTRUCTION PAVEMENT MARKINGS (WORDS)				13	13	EACH
	604	CONSTRUCTION PAVEMENT MARKINGS (ARROWS)				64	64	EACH
	604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS				50461	50461	LIN. FT.
	604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS (WORDS)				4	4	EACH
	604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS (ARROWS)				17	17	EACH
	SS & 604	VERTICAL PANELS				308	308	EACH
	SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)				867	867	SQ. YD.
	SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)				580	580	LIN. FT.
*	SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			7110	7110	LIN. FT.
*	SS & 606	18" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			7110	7110	LIN. FT.
*	SS & 606	18" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			7110	7110	LIN. FT.
	SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)				284	284	LIN. FT.
*	SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			991	991	LIN. FT.
*	SS & 606	24" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			991	991	LIN. FT.
*	SS & 606	24" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			991	991	LIN. FT.
	SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)				30	30	LIN. FT.
*	SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			666	666	LIN. FT.
*	SS & 606	30" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			666	666	LIN. FT.
*	SS & 606	30" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			666	666	LIN. FT.
	SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)				34	34	LIN. FT.
	SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)				78	78	LIN. FT.
	SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)				108	108	LIN. FT.
*	SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			808	808	LIN. FT.
*	SS & 606	36" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			808	808	LIN. FT.
*	SS & 606	36" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			808	808	LIN. FT.
	SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)				738	738	LIN. FT.

* DENOTES ALTERNATE BID ITEM.

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SUMMARY OF QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25	10-14-25	6	ARK.	040746	151	392
09-12-25						
10-13-25		SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

10/14/2025

SUMMARY OF QUANTITIES (BOX 2 OF 5)

	ITEM NUMBER	ITEM		QUANTITY (9030)	QUANTITY (TAPLC-9142(48))	QUANTITY (CMF-9142(48))	TOTAL QUANTITY	UNIT
	SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)				74	74	LIN. FT.
*	SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			662	662	LIN. FT.
*	SS & 606	42" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			662	662	LIN. FT.
*	SS & 606	42" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			662	662	LIN. FT.
*	SS & 606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			118	118	LIN. FT.
*	SS & 606	48" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			118	118	LIN. FT.
*	SS & 606	48" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			118	118	LIN. FT.
	SS & 606	54" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)				126	126	LIN. FT.
*	SS & 606	54" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			980	980	LIN. FT.
*	SS & 606	54" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			980	980	LIN. FT.
*	SS & 606	54" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			980	980	LIN. FT.
	SS & 606	60" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)				360	360	LIN. FT.
*	SS & 606	60" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			716	716	LIN. FT.
*	SS & 606	60" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)			716	716	LIN. FT.
*	SS & 606	60" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			716	716	LIN. FT.
	SS & 606	60" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)				144	144	LIN. FT.
	SS & 606	44" X 27" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)				50	50	LIN. FT.
*	SS & 606	44" X 27" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			146	146	LIN. FT.
*	SS & 606	42" X 29" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL ARCH PIPE	(ALTERNATE NO. 2)			146	146	LIN. FT.
*	SS & 606	42" X 29" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			146	146	LIN. FT.
*	SS & 606	51" X 31" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			192	192	LIN. FT.
*	SS & 606	49" X 33" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL ARCH PIPE	(ALTERNATE NO. 2)			192	192	LIN. FT.
*	SS & 606	49" X 33" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			192	192	LIN. FT.
*	SS & 606	59" X 36" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)			36	36	LIN. FT.
*	SS & 606	57" X 38" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL ARCH PIPE	(ALTERNATE NO. 2)			36	36	LIN. FT.
*	SS & 606	57" X 38" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 3)			36	36	LIN. FT.
*	SS & 606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)			3	3	EACH
*	SS & 606	18" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)			3	3	EACH
	SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS				1	1	EACH
*	SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)			2	2	EACH
*	SS & 606	30" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)			2	2	EACH
	SS & 606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS				1	1	EACH
	SS & 606	60" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS				4	4	EACH
	SS & 606	44" X 27" FLARED END SECTIONS FOR REINFORCED CONCRETE ARCH PIPE CULVERTS				1	1	EACH
	SS & 606	12" SIDE DRAIN				1200	1200	LIN. FT.
	SP, SS, & 606	18" SIDE DRAIN				498	498	LIN. FT.
	SP, SS, & 606	24" SIDE DRAIN				250	250	LIN. FT.
	SP, SS, & 606	42" SIDE DRAIN				225	225	LIN. FT.
	SS & 606	22" X 14" SIDE DRAIN				100	100	LIN. FT.
	SS & 606	SELECTED PIPE BEDDING				1550	1550	CU. YD.
	SS & 609	DROP INLETS (TYPE C)				10	10	EACH
	SS & 609	DROP INLETS (TYPE E)			1		1	EACH
	SS & 609	DROP INLETS (TYPE MO)				168	168	EACH
	SS & 609	DROP INLETS (TYPE ST)			1		1	EACH
	SS & 609	JUNCTION BOXES (TYPE E)				1	1	EACH
	SS & 609	DROP INLET EXTENSIONS (4')				110	110	EACH
	SS & 609	DROP INLET EXTENSIONS (8')				11	11	EACH
	SS & 609	YARD DRAINS				12	12	EACH
	SS & 611	4" PIPE UNDERDRAINS				4000	4000	LIN. FT.
	SS & 611	UNDERDRAIN OUTLET PROTECTORS				35	35	EACH
	SS & 615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)				37	37	TON
	SP, SS, & 615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)		335			335	CU. YD.
	SS & 619	WIRE FENCE (TYPE D)		100		1520	1620	LIN. FT.
	SS & 619	WIRE FENCE (TYPE D-1)				3897	3897	LIN. FT.
	SP	RAIL WOOD FENCE		100			100	LIN. FT.
	SP	BOARD FENCE		100			100	LIN. FT.
	SP, SS, & 619	4' STEEL CHAIN LINK FENCE		50			50	LIN. FT.
	SP, SS, & 619	6' STEEL CHAIN LINK FENCE		100			100	LIN. FT.
*	SS & 619	4' STEEL CHAIN LINK FENCE	(ALTERNATE NO. 1)			1648	1648	LIN. FT.
*	SS & 619	4' ALUMINUM CHAIN LINK FENCE	(ALTERNATE NO. 2)			1648	1648	LIN. FT.
	SP	STEEL FENCE		100			100	LIN. FT.
*	SS & 619	5' STEEL CHAIN LINK FENCE	(ALTERNATE NO. 1)			398	398	LIN. FT.
*	SS & 619	5' ALUMINUM CHAIN LINK FENCE	(ALTERNATE NO. 2)			398	398	LIN. FT.
*	SS & 619	16' STEEL GATES	(ALTERNATE NO. 1)			2	2	EACH
*	SS & 619	16' ALUMINUM GATES	(ALTERNATE NO. 2)			2	2	EACH
	620	LIME		10		37	47	TON
	620	SEEDING		4.80		18.26	23.06	ACRE
	SS & 620	MULCH COVER		4.80		87.17	91.97	ACRE
	620	WATER		586.2	0.2	3514.1	4100.5	M. GAL.
	621	TEMPORARY SEEDING				68.91	68.91	ACRE
	621	SILT FENCE				15196	15196	LIN. FT.
	621	SAND BAG DITCH CHECKS				1711	1711	BAG
	621	SEDIMENT BASIN				1039	1039	CU. YD.
	621	OBLITERATION OF SEDIMENT BASIN				1039	1039	CU. YD.
	621	SEDIMENT REMOVAL AND DISPOSAL				2134	2134	CU. YD.
	621	ROCK DITCH CHECKS				1348	1348	CU. YD.
	SS & 621	FILTER SOCK (12")				5858	5858	LIN. FT.
	623	SECOND SEEDING APPLICATION		4.80		18.26	23.06	ACRE
	624	SOLID SODDING		7670	16	19474	27160	SQ. YD.
	626	EROSION CONTROL MATTING (CLASS 3)				246	246	SQ. YD.

* DENOTES ALTERNATE BID ITEM.

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SUMMARY OF QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25		6	ARK.	040746	151A	392
09-12-25						
10-13-25		SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

10/14/2025

SUMMARY OF QUANTITIES (BOX 3 OF 5)

ITEM NUMBER	ITEM	QUANTITY (9030)	QUANTITY (TAPLC-9142(48))	QUANTITY (CMF-9142(48))	TOTAL QUANTITY	UNIT
SP, SS, & 632	CONCRETE ISLAND			1872	1872	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	230	546	13059	13835	SQ. YD.
SP, SS, & 633	CONCRETE WALKS (TYPE SPECIAL)		561	707	1268	SQ. YD.
SS & 633	HAND RAILING		140	3093	3233	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	840		31202	32042	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE E-1) (2' 0")			1615	1615	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL			1.00	1.00	LUMP SUM
637	MAILBOXES			10	10	EACH
SS & 637	MAILBOX SUPPORTS (SINGLE)			8	8	EACH
SS & 637	MAILBOX SUPPORTS (DOUBLE)			1	1	EACH
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 2)			33	33	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)			281	281	SQ. YD.
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)			2	2	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)			2	2	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)			178	178	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA			1	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)			9	9	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)			5	5	EACH
SP & 707	CENTRAL CONTROL UNIT			1	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY			8	8	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED			8	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)			1947	1947	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)			3169	3169	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)			1229	1229	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)			730	730	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)			917	917	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)			55	55	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)		253	5798	6051	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)			101	101	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G., E.G.C.)			1335	1335	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES			5536	5536	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")			50	50	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")			60	60	LIN. FT.
SP	PVC COATED GALVANIZED STEEL CONDUIT (1.5")		253		253	LIN. FT.
710	NON-METALLIC CONDUIT (2")			7398	7398	LIN. FT.
710	NON-METALLIC CONDUIT (3")			409	409	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)			2	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)			5	5	EACH
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)			67	67	EACH
SS & 713	SPAN WIRE ASSEMBLY			1	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')			1	1	EACH
SP	LED LUMINAIRE ASSEMBLY			4	4	EACH
SP	SUBMERSIBLE LUMINAIRE (1,500 LUMENS, LED)		6		6	EACH
SP	LED ROADWAY ILLUMINATION POLE (10,000 LUMENS, PENDANT, SHOE BASE, 20')			11	11	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 40')			32	32	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 45')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 50')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (27,000 LUMENS, COBRA HEAD, BREAKAWAY T-BASE, 40')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 40')			17	17	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 45')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 50')			1	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION			3	3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)			1	1	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)			3	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT			1.00	1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')			2	2	EACH
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (12")			422	422	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (12")			3255	3255	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")			12405	12405	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")			788	788	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")			4121	4121	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (48")			2786	2786	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			7012	7012	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (8")			3216	3216	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)			259	259	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)			6	6	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)			54	54	EACH
721	RAISED PAVEMENT MARKERS (TYPE II)			188	188	EACH
SS & 726	STANDARD SIGN			1679	1679	SQ. FT.
SP	18" STREET NAME SIGN			1	1	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)			107	107	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)			2	2	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-3)			5	5	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)			14	14	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)			1	1	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER			3	3	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)			5	5	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)			2	2	EACH
SP & 733	360-DEGREE CAMERA			2	2	EACH
SP & 733	ADVANCED DETECTION CAMERA			2	2	EACH
SP & 733	VIDEO DETECTION SYSTEM RELOCATION			1	1	EACH
SP & 733	SHELF MOUNTED PROCESSOR			1	1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)			1850	1850	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)			1	1	EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25		6	ARK.	040746	151B	392
09-12-25						
10-13-25		SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

10/14/2025

SUMMARY OF QUANTITIES (BOX 4 OF 5)

ITEM NUMBER	ITEM	QUANTITY (9030)	QUANTITY (TAPLC-9142(48))	QUANTITY (CMF-9142(48))	TOTAL QUANTITY	UNIT
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY		278	8032	8310	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY		450.82	1688.77	2139.59	CU. YD.
SP	ARCHITECTURAL FINISH		1223	22239	23462	SQ. FT.
SP	TEXTURED COATING FINISH		190	1772	1962	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)		44071	234193	278264	POUND
SS & 816	FILTER BLANKET			97	97	SQ. YD.
SS & 816	DUMPED RIPRAP			49	49	CU. YD.
SP	6" X 6" TAPPING SLEEVE, 6" TAPPING VALVE WITH BOX	3			3	EACH
SP	8" X 8" TAPPING SLEEVE, 8" TAPPING VALVE WITH BOX	5			5	EACH
SP	12" X 12" TAPPING SLEEVE 12" TAPPING VALVE WITH BOX	1			1	EACH
SP	2" POLYETHYLENE CASING	340			340	LIN. FT.
SP	6" GATE VALVE WITH BOX	2			2	EACH
SP	8" GATE VALVE WITH BOX	10			10	EACH
SP	SINGLE WATER METER SETTING (INC. METER BOX AND SHUT OFF VALVE)	24			24	EACH
SP	CUT AND CAP EXISTING WATER MAIN (2")	2			2	EACH
SP	CUT AND CAP EXISTING WATER MAIN (24")	2			2	EACH
SP	CUT AND CAP EXISTING WATER MAIN (6")	21			21	EACH
SP	CUT AND CAP EXISTING WATER MAIN (8")	13			13	EACH
SP	4" PVC SCH 40 SEWER SERVICE	160			160	LIN. FT.
SP	8" PVC SDR-26 SEWER MAIN	3100			3100	LIN. FT.
SP	8" RESTRAINED JOINT DUCTILE IRON PIPE SEWER MAIN, CLASS 50	600			600	LIN. FT.
SP	MANHOLE, 0' TO 6' DEPTH (4' DIAMETER)	28			28	EACH
SP	MANHOLE, EXTRA DEPTH (4' DIAMETER)	157			157	LIN. FT.
SP	CORE EXISTING MANHOLE AND CONNECT SEWER MAIN	5			5	EACH
SP	PLUG EXISTING SANITARY SEWER (8")	13			13	EACH
SP	ABANDON EXISTING MANHOLE	11			11	EACH
SP	JACK AND BORE 24" STEEL ENCASEMENT PIPE	720			720	LIN. FT.
SP	36" CUT AND PLUG MAIN	6			6	EACH
SP	8" ANCHOR COLLAR AND APPURTENANCES	2			2	EACH
SP	FILL ABANDONED SEWER MAINS WITH FLOWABLE FILL (ABANDON-IN-PLACE)	1290			1290	LIN. FT.
SP	FILL ABANDONED WATER MAINS WITH FLOWABLE FILL (ABANDON-IN-PLACE)	2509			2509	LIN. FT.
SP	FIRE HYDRANT ASSEMBLY	26			26	EACH
SP	DUCTILE IRON FITTINGS	54900			54900	POUND
SP	CONCRETE BLOCKING	250			250	CU. YD.
SP	TEMPORARY EROSION CONTROL	1.00			1.00	LUMP SUM
SP	TRENCH SAFETY	1.00			1.00	LUMP SUM
SP	DUCTILE IRON PIPE WATER MAIN (_", CLASS 250)	3050			3050	LIN. FT.
SP	POLYETHYLENE WRAP (_" PIPE, DOUBLE WRAP)	3050			3050	LIN. FT.
SP	12" BUTTERFLY VALVE WITH BOX	28			28	EACH
SP	36" BUTTERFLY VALVE WITH BOX	3			3	EACH
SP	CONNECT TO EXISTING WATER MAIN (_")	4			4	EACH
SP	CONNECT TO EXISTING ASBESTOS-CEMENT WATER MAIN (_")	2			2	EACH
SP	EXPLORATORY EXCAVATION (_" DIAMETER)	2			2	EACH
SP	CONCRETE THRUST COLLAR ON 36" WATER MAIN	2			2	EACH
SP	CUT-IN CONNECTION ON EXISTING _" WATER MAIN	2			2	EACH
SP	2" COMBINATION AIR RELEASE VALVE AND ENCLOSURE	4			4	EACH
SP	4" COMBINATION AIR RELEASE VALVE AND ENCLOSURE	1			1	EACH
SP	_" WATER SERVICE CONNECTION OR TAP	25			25	EACH
SP	_" COPPER TUBING, TYPE K	1145			1145	LIN. FT.
SP	DOUBLE WATER METER SETTING (INC. METER BOX AND SHUTOFF VALVE)	2			2	EACH
SP	RELOCATE _" BACKFLOW PREVENTER	4			4	EACH
SP	BYPASS PUMPING FOR SANITARY SEWAGE	1.00			1.00	LUMP SUM
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 4-8' DEEP	30			30	LIN. FT.
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 8'-12' DEEP	2528			2528	LIN. FT.
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 12'-16' DEEP	490			490	LIN. FT.
SP	MANHOLE, 0' TO 6' DEPTH (8' DIAMETER)	1			1	EACH
SP	MANHOLE, EXTRA DEPTH (8' DIAMETER)	17			17	LIN. FT.
SP	MANHOLE DROP	4			4	EACH
SP	PVC PIPE WATER MAIN (_", AWWA C900, CLASS 305, DR 14)	10700			10700	LIN. FT.
SP	RECONNECT SANITARY SEWER SERVICE (4" TO 6")	12			12	EACH
SP	REMOVAL AND DISPOSAL OF WATER LINE (6" TO 24")	265			265	LIN. FT.
SP	REMOVAL AND DISPOSAL OF WATER LINE (LARGER THAN 24")	285			285	LIN. FT.
SP	CUT AND CAP EXISTING WATER MAIN (12")	14			14	EACH
SP	PLUG EXISTING SANITARY SEWER (4")	1			1	EACH
SP	PLUG EXISTING SANITARY SEWER (6")	3			3	EACH
SP	PLUG EXISTING SANITARY SEWER (10")	2			2	EACH

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SUMMARY OF QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25	10-13-25	6	ARK.	040746	152	392
09-12-25	10-14-25					
10-01-25		SUMMARY OF QUANTITIES AND REVISIONS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

SUMMARY OF QUANTITIES (BOX 5 OF 5)

ITEM NUMBER	ITEM	QUANTITY (9030)	QUANTITY (TAPLC-9142(48))	QUANTITY (CMF-9142(48))	TOTAL QUANTITY	UNIT
SP	18" STEEL ENCASEMENT PIPE (BORED)	680			680	LIN. FT.
SP	18" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	180			180	LIN. FT.
SP	20" STEEL ENCASEMENT PIPE (BORED)	400			400	LIN. FT.
SP	20" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	410			410	LIN. FT.
SP	24" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	180			180	LIN. FT.
SP	54" STEEL ENCASEMENT PIPE (BORED)	150			150	LIN. FT.
SP	54" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	130			130	LIN. FT.
SP	CUT AND CAP EXISTING ASBESTOS-CEMENT WATER MAIN (__")	20			20	EACH
SP	CONCRETE COLLAR	11			11	EACH
SP	REMOVAL AND DISPOSAL OF CONCRETE WATER VAULT AND VALVE	1			1	EACH
SP	REMOVAL AND SALVAGE OF FLARED END SECTIONS	1			1	EACH
	STRUCTURES OVER 20' SPAN					
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY			168	168	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY			349.80	349.80	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)			45293	45293	POUND

REVISIONS

DATE	REVISION	SHEET NUMBER
08-26-2025	SUPPLIED THE "DELAY IN RIGHT OF WAY OCCUPANCY" SPECIAL PROVISION. REVISED SHEETS FOR FENCING QUANTITIY CHANGES. REVISED "REMOVAL AND DISPOSAL OF FENCE", "WIRE FENCE (TYPE D-1)", "4' STEEL CHAIN LINK FENCE", AND "16' STEEL GATES" QUANTITIES.	141, 150, 151, 152, 176, 184.
09-12-2025	ADDED "VIDEO DETECTION SYSTEM" SPECIAL PROVISION. REMOVED "HYBRID VIDEO/RADER DETECTION SYSTEM" SPECIAL PROVISION. REVISED "LED ROADWAY ILLUMINATION POLE" SPECIAL PROVISION. ADJUSTED PULL BOXES AND CONDUIT RUN FOR PERMANENT SIGNAL IN SOUTHWEST RADIUS. REVISED PERMANENT TRAFFIC SIGNAL LAYOUT AND WIRING DIAGRAM TO SHOW EXISTING CONDUIT CROSSING EAST LEG OF INTERSECTION RATHER THAN SOUTH LEG. REVISED PERMANENT AND TEMPORARY TRAFFIC SIGNAL PHASING ARRANGEMENT AND TRAFFIC SIGNAL DETECTION EQUIPMENT. ADJUSTED LED ROADWAY ILLUMINATION POLE HEIGHTS TO PLACE LUMINAIRES LESS THAN 40' ABOVE THE PAVEMENT. REVISED "TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)", "TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)", "TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)", "ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)", "ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G., E.G.C.)", "ELECTRICAL CONDUCTORS FOR LUMINAIRES", "NON-METALLIC CONDUIT (2")", "CONCRETE PULL BOX (TYPE 2)", "CONCRETE PULL BOX (TYPE 2 HD)", "LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 40')", "LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 45')", "LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 50')", "LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 55')", "LED ROADWAY ILLUMINATION POLE (27,000 LUMENS, COBRA HEAD, BREAKAWAY T-BASE, 40')", "LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 40')", "LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 45')", "LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 50')", "LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 55')", "VIDEO DETECTOR (IP)", "HYBRID VIDEO/RADAR DETECTOR", "CENTRAL CONTROL UNIT (8 CHANNEL)", "360-DEGREE CAMERA", "ADVANCED DETECTION CAMERA", AND "SHELF MOUNTED PROCESSOR" QUANTITIES.	3, 151, 152, 194, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 222, 223, 224, 225, 226, 227, 228, 233, 234, 236.
10-01-2025	REMOVED "DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES" AND "GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION" SPECIAL PROVISIONS. ADDED "DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES" SPECIAL PROVISION. REVISED "BUY AMERICA - CONSTRUCTION MATERIALS" SPECIAL PROVISION.	3, 152.
10-13-2025	PROVIDED CLARIFICATION ON SHARED USE PATH RETAINING WALL LOCATION/PROFILES AND SHARED USE PATH CONCRETE WALK (TYPE SPECIAL) LOCATIONS/ELEVATIONS. REVISED BOX CULVERT DRAWINGS. REVISED THE BACK OF SIDEWALK AT ROUNDABOUT 3 TO PROVIDE A LESS AGGRESSIVE BUMP OUT AT THE TYPE 3 CURB RAMPS ON THE NORTHEAST CORNER. REVISED "WATER", "SOILD SODDING", "CONCRETE WALKS", "CONCRETE WALK (TYPE SPECIAL)", "HAND RAILING", "CLASS S CONCRETE-ROADWAY", "ARCHITECTURAL FINISH", "TEXTURED COATING FINISH", "REINFORCED STEEL-ROADWAY (GRADE 60)", "36" BUTTERFLY VALVE WITH BOX" QUANTITIES.	24, 25, 33, 36A, 36B, 42, 43, 48, 76, 77, 111, 112, 118, 119, 125, 126, 129, 135, 136, 138, 142, 144, 144A, 147, 150, 151, 151A, 151B, 152, 172, 174, 178, 180, 182, 184, 186, 192, 193, 237, 240, 277, 323, 324, 326, 329, 330, 351, 362, 366, 367.
10-14-2025	REVISED "PAVEMENT REPAIR OVER CULVERTS (CONCRETE)" QUANTITY.	151, 152.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	153	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

SURVEY CONTROL COORDINATES

Project Name: s040720
Date: 7/28/2017
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL. PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	645739.0681	669809.6641	1279.92	CTL	ARDOT STD. MON. STAMPED PN: 1
2	647546.6853	669833.9084	1277.03	CTL	ARDOT STD. MON. STAMPED PN: 2
3	647960.6414	669542.3469	1276.82	CTL	ARDOT STD. MON. STAMPED PN: 3
4	648667.6970	669097.5485	1290.61	CTL	ARDOT STD. MON. STAMPED PN: 4
5	649472.6582	669137.5510	1294.79	CTL	ARDOT STD. MON. STAMPED PN: 5
6	650301.8107	669191.7969	1291.14	CTL	ARDOT STD. MON. STAMPED PN: 6
7	653424.8326	668457.5000	1208.81	CTL	ARDOT STD. MON. STAMPED PN: 7
8	654013.3120	668311.7725	1204.42	CTL	ARDOT STD. MON. STAMPED PN: 8
9	654759.9504	668304.7091	1206.11	CTL	ARDOT STD. MON. STAMPED PN: 9
10	655467.2612	668335.5078	1214.34	CTL	ARDOT STD. MON. STAMPED PN: 10
11	656583.7111	668342.4454	1248.73	CTL	ARDOT STD. MON. STAMPED PN: 11
12	651206.5947	669131.8702	1253.75	CTL	ARDOT STD. MON. STAMPED
13	656615.0937	667453.1345	1281.52	CTL	ARDOT STD. MON. STAMPED PN: 13
14	656639.8176	666776.4093	1295.66	CTL	ARDOT STD. MON. STAMPED PN: 14
15	656682.9782	666041.0998	1259.89	CTL	ARDOT STD. MON. STAMPED PN: 15
16	656712.2645	665471.6266	1243.70	CTL	ARDOT STD. MON. STAMPED PN: 16
17	656690.0057	664869.1947	1252.46	CTL	ARDOT STD. MON. STAMPED PN: 17
18	656799.5626	663500.5708	1289.97	CTL	ARDOT STD. MON. STAMPED PN: 18
19	656593.2398	667845.1302	1261.88	CTL	ARDOT STD. MON. STAMPED PN: 19
20	656773.5233	664373.0274	1255.00	CTL	ARDOT GPS MON. STAMPED PN: 72006
100	646577.9589	669776.2347	1276.06	GPS	ARDOT GPS "720033
101	647150.6047	673751.9799	1266.04	GPS	ARDOT GPS "720062
102	648723.2987	673978.2978	1250.68	GPS	ARDOT GPS "720062A
103	656392.2732	672279.3338	1200.79	GPS	ARDOT GPS "720063
104	656397.7138	670728.3139	1217.13	GPS	ARDOT GPS "720063A
808	647538.5942	669834.1503	1277.62	CTL	T8 ON JOB 040489
810	649473.8821	669106.5828	1295.18	CTL	5/8" REBAR 2" CAP 5/8" REBAR 2"
811	650289.7310	669192.1029	1291.31	CTL	5/8" REBAR 2" CAP FROM JOB 0404
900	645901.7381	672601.4254	1262.48	TBM	CHSQ IN CONC

*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 0.9999168402 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 s040720gi.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 - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 720062 - 720062A, 720063 - 720063A
CONVERGENCE ANGLE: 1 16 01.72 LEFT AT LAT: N 36 06 09.8069 LON: W 94 10 39.3677
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

HWY. 112 NORTH

POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	POB	100+00.00	653266.20	668425.94
8001	PC	102+49.23	653514.88	668409.32
8003	PT	105+55.57	653814.19	668348.52
8004	PC	107+14.84	653964.66	668296.29
8006	PT	110+06.07	654251.16	668254.91
8007	PC	125+48.19	655791.56	668327.61
8009	PT	128+46.25	656081.76	668272.72
8010	PC	128+64.27	656098.21	668265.36
8012	PT	131+12.43	656337.59	668204.80
8013	POE	133+02.18	656526.81	668190.67

HWY. 112 WEST

POINT NO.	TYPE	STATION	NORTHING	EASTING
8014	POB	200+00.00	656526.81	668190.67
8015	PC	202+48.49	656538.03	667942.43
8017	PT	203+31.82	656545.41	667859.45
8018	PC	203+83.48	656552.24	667808.24
8020	PT	204+66.82	656559.62	667725.26
8021	PC	232+33.43	656684.50	664961.47
8023	PT	232+98.85	656685.21	664896.07
8024	PC	235+15.47	656680.15	664679.51
8026	PT	235+75.20	656685.59	664620.16
8027	POE	238+21.01	656735.86	664379.54

HWY. 112 NORTH

POINT NO.	TYPE	STATION	NORTHING	EASTING
8028	POB	300+00.00	656735.86	664379.54
8029	PC	301+57.43	656892.85	664367.84
8031	PT	302+13.74	656948.88	664371.39
8032	PC	302+72.78	657006.74	664383.17
8034	PT	303+48.42	657081.68	664392.83
8035	POE	308+90.00	657622.43	664422.93

VAN ASCHE DR.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8036	POB	400+00.00	656535.64	668828.39
8037	PC	402+59.38	656543.62	668569.13
8039	PT	403+26.05	656551.45	668503.01
8040	PC	403+88.13	656564.11	668442.23
8042	PT	404+81.25	656559.81	668350.19
8043	POE	406+46.93	656511.08	668191.84

HOWARD NICKELL RD.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8044	POB	500+00.00	656772.12	663759.50
8045	PC	502+76.62	656755.67	664035.64
8047	PT	503+38.27	656745.44	664096.31
8048	PC	503+91.64	656730.96	664147.68
8050	PT	504+63.07	656723.86	664218.39
8051	POE	506+24.67	656735.87	664379.54

TRUCKERS DR.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8052	POB	600+00.00	653495.33	668072.46
8053	POE	603+39.29	653482.29	668411.49

PEDESTRIAN TUNNEL

POINT NO.	TYPE	STATION	NORTHING	EASTING
8064	POB	800+00.00	655850.54	668257.32
8066	PI	800+26.22	655874.38	668246.40
8065	PI	800+30.48	655878.26	668244.63
8067	PC	803+03.42	656122.54	668132.77
8069	PT	803+93.50	656206.98	668144.73
8070	PI	805+95.12	656359.77	668276.29
8071	PC	806+91.12	656432.51	668338.92
8073	PT	808+27.23	656488.11	668458.69
8074	POE	810+10.22	656489.80	668641.67

FUTURE CITY ST

POINT NO.	TYPE	STATION	NORTHING	EASTING
8075	POB	820+00.00	655207.80	667795.67
8076	POE	825+03.83	655184.05	668298.94

CHURCH DRIVEWAY

POINT NO.	TYPE	STATION	NORTHING	EASTING
8171	POB	900+00.00	655198.7651	667987.1164
8205	POE	901+95.80	655394.3522	667996.3476

ROUNDABOUT 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8079	PC	10+00.00	654380.77	668261.03
8081	PCC	13+42.43	654598.53	668271.31
8079	PT	10+00.00	654380.77	668261.03

ROUNDABOUT 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8082	PC	0+00.00	656530.15	668116.74
8084	PCC	2+32.48	656523.48	668264.59
8082	PT	0+00.00	656530.15	668116.74

ROUNDABOUT 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8085	PC	5+00.00	656720.73	664451.98
8086	PCC	7+32.48	656751.00	664307.11
8085	PT	5+00.00	656720.73	664451.98

MOT HWY. 112 NORTH STAGE 2 TRAFFIC

POINT NO.	TYPE	STATION	NORTHING	EASTING
8087	POB	1001+00.00	653365.98	668419.27
8088	PI	1002+16.57	653482.29	668411.49
8089	PC	1002+59.86	653525.06	668404.85
8091	PT	1003+88.81	653650.03	668373.74
8092	PC	1007+47.94	653989.30	668255.98
8094	PT	1010+20.97	654257.90	668217.19
8095	PC	1010+48.41	654285.31	668218.48
8097	PT	1011+81.47	654416.02	668198.70
8098	PC	1012+19.58	654451.85	668185.71
8100	PT	1013+13.76	654542.89	668192.98
8101	PC	1013+19.60	654548.00	668195.82
8103	PT	1014+74.60	654695.78	668237.85
8104	PC	1025+44.04	655764.03	668288.27
8106	PT	1026+86.09	655905.66	668280.90
8107	PC	1027+64.73	655983.40	668269.05
8109	PT	1029+24.61	656137.46	668227.61
8110	PC	1029+26.71	656139.42	668226.84
8112	PT	1031+23.07	656330.14	668183.30
8113	POE	1033+21.29	656527.81	668168.54

MOT HWY. 112 WEST STAGE 2 TRAFFIC

POINT NO.	TYPE	STATION	NORTHING	EASTING
8114	POB	1200+00.00	656503.71	668170.33
8115	PC	1202+03.85	656512.91	667966.69
8117	PT	1203+17.91	656524.28	667853.26
8118	PC	1203+72.11	656532.62	667799.71
8120	PT	1204+38.14	656539.21	667734.04
8121	PC	1207+13.61	656551.64	667458.85
8123	PT	1207+70.12	656551.96	667402.36
8124	PC	1208+53.15	656549.16	667319.37
8126	PT	1209+09.65	656549.48	667262.88
8127	PC	1210+56.35	656556.10	667116.34
8129	PT	1211+06.40	656560.11	667066.46
8130	PC	1211+85.22	656569.15	666988.16
8132	PT	1212+35.27	656573.16	666938.28
8133	PC	1216+74.50	656592.98	666499.50
8135	PT	1216+88.82	656593.48	666485.18
8136	PC	1217+74.52	656595.64	666399.51
8138	PT	1217+88.84	656596.14	666385.20
8139	PI	1220+81.68	656609.36	666092.66
8140	PI	1221+81.68	656612.88	665992.72
8141	PI	1223+81.68	656621.90	665792.92
8142	PI	1227+99.90	656645.77	665375.38
8143	PC	1232+22.66	656664.85	664953.05
8145	PT	1232+71.73	656665.39	664904.00
8146	PC	1234+90.72	656660.27	664685.07
8148	PT	1236+00.22	656670.24	664576.26
8149	PC	1236+16.94	656673.66	664559.89
8151	PT	1237+50.48	656657.92	664429.66
8152	PC	1237+62.26	656652.83	664419.04
8154	PT	1238+75.20	656670.69	664314.62
8155	PC	1238+75.73	656671.07	664314.25
8157	PT	1239+31.57	656719.87	664288.94
8158	PC	1239+34.20	656722.46	664288.49
8160	PT	1239+82.60	656770.46	664290.40
8161	PC	1241+14.14	656897.88	664323.07
8163	PT	1241+48.49	656931.35	664330.80
8164	PC	1242+87.25	657067.26	664358.77
8166	PT	1243+25.99	657104.97	664367.60
8167	PC	1244+98.09	657271.41	664411.36
8169	PT	1246+46.91	657418.23	664434.02
8170	POE	1246+50.18	657421.49	664434.18

MOT HWY. 112 NORTH STAGE 3 TRAFFIC

POINT NO.	TYPE	STATION	NORTHING	EASTING
8171	POB	1301+00.00	653365.98	668419.27
8172	PC	1303+52.10	653617.52	668402.45
8174	PT	1304+45.11	653709.66	668390.25
8175	PC	1305+04.14	653767.56	668378.72
8177	PT	1306+02.60	653862.49	668352.92
8178	POE	1307+00.00	653954.51	668320.99

MOT HWY. 112 STAGE 3 TRAFFIC SOUTH BOUND

POINT NO.	TYPE	STATION	NORTHING	EASTING
8179	POB	1400+00.00	656086.96	668286.80
8180	PC	1400+02.71	656089.43	668285.70
8182	PT	1401+12.56	656185.90	668233.39
8183	PC	1401+23.88	656195.41	668227.25
8185	PT	1402+87.19	656348.34	668174.65
8186	PC	1402+88.69	656349.83	668174.52
8188	PT	1404+16.33	656456.94	668112.71
8189	PC	1404+50.03	656476.33	668085.14
8191	PT	1405+42.99	656505.97	667998.35
8192	PC	1405+93.08	656508.23	667948.31
8194	PT	1406+71.49	656516.05	667870.33
8195	PC	1407+42.17	656526.93	667800.49
8197	PT	1408+20.59	656534.75	667722.51
8198	PC	1408+25.22	656534.96	667717.88
8200	PT	1408+59.29	656537.31	667683.89
8201	PC	1410+35.59	656553.63	667508.36
8203	PT	1410+69.71	656555.98	667474.31
8204	POE	1411+27.01	656558.56	667417.08

DW @ 203+98

POINT NO.	TYPE	STATION	NORTHING	EASTING
8206	POB	710+00.00	656554.0426	667793.8383
8207	PC	710+57.69	656611.3537	667800.4653
8209	PT	711+30.60	656659.5715	667847.9677
8210	PC	713+69.36	656690.5385	668084.7100
8212	PT	714+27.14	656728.5685	668122.6456
8213	POE	714+50.62	656751.8623	668125.6336

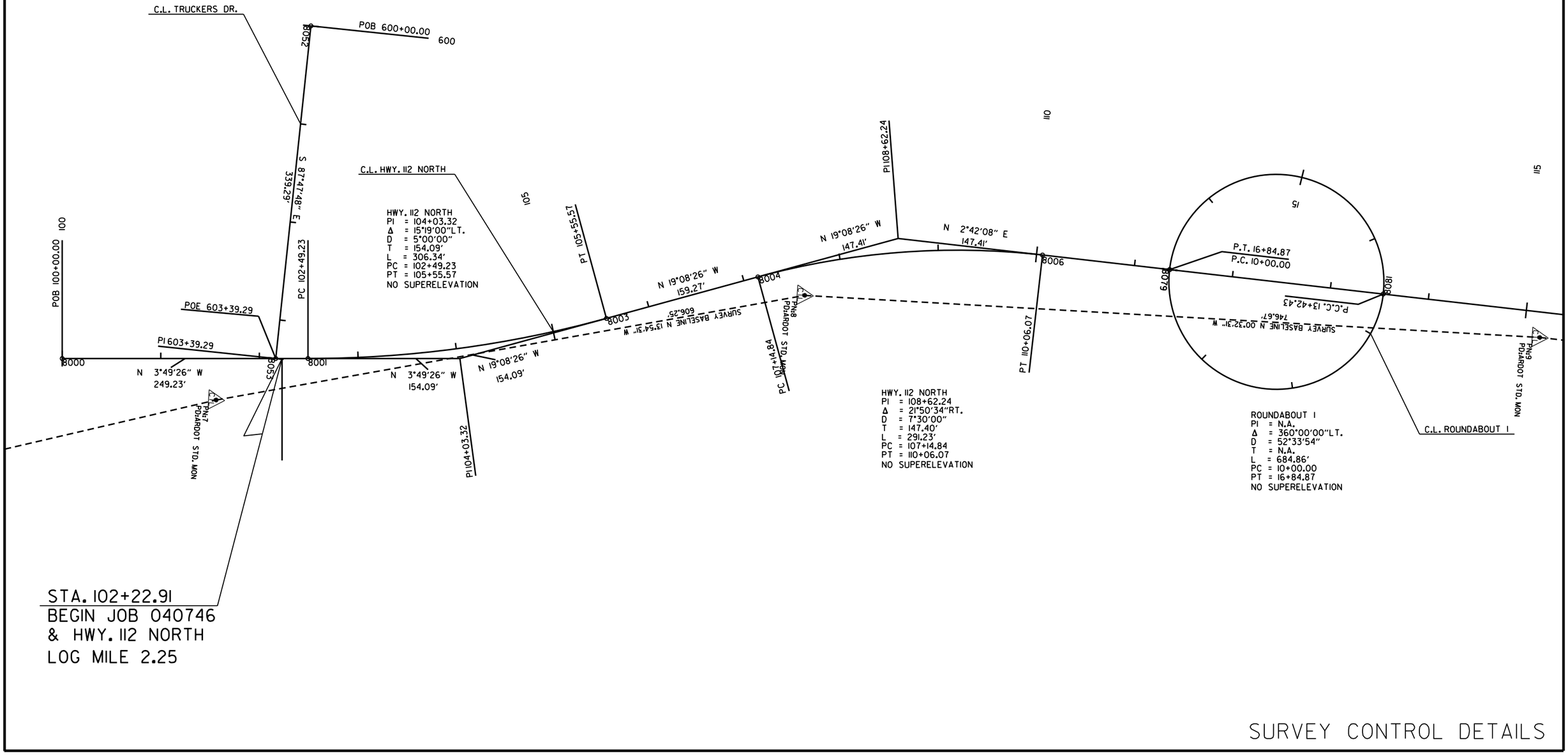
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	154	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



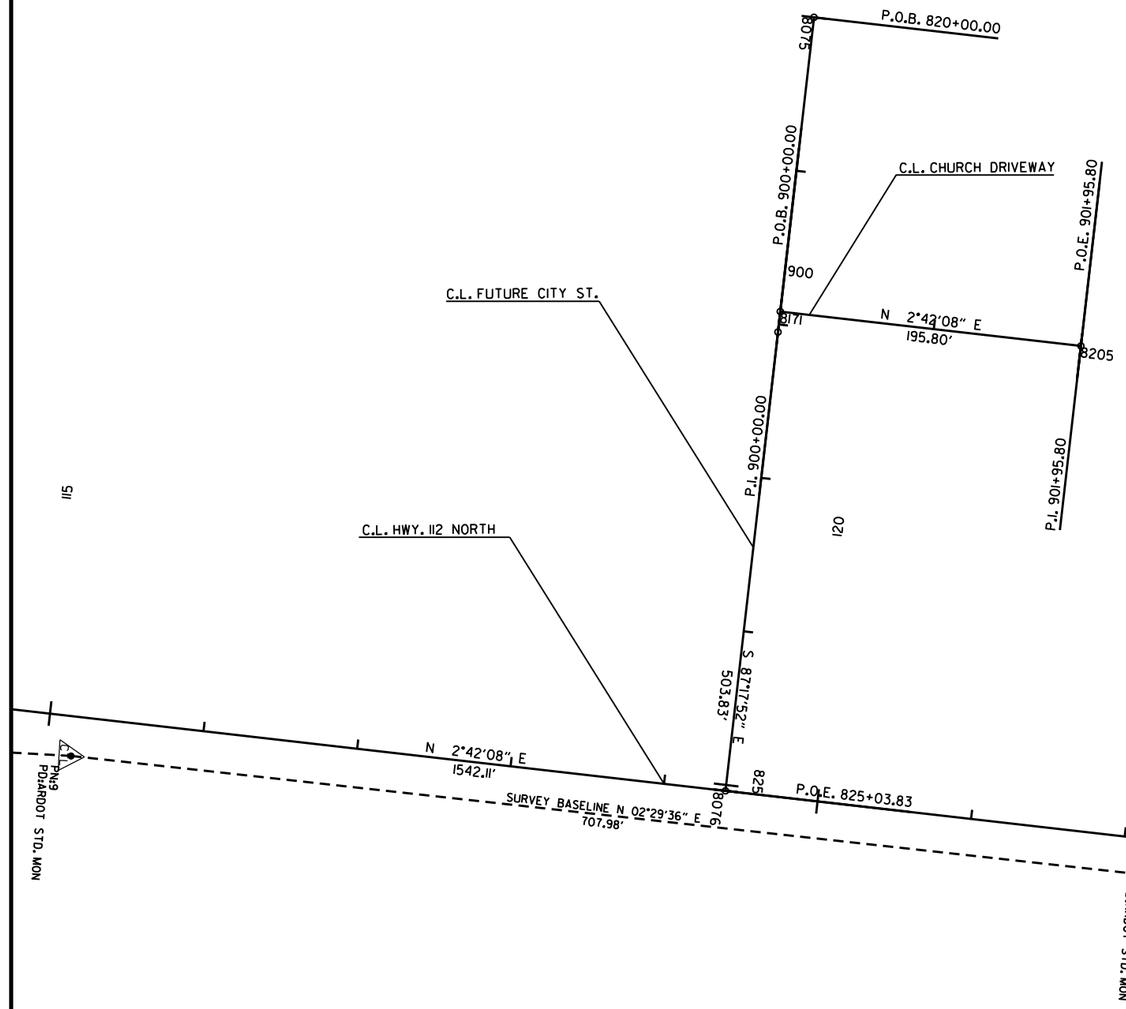
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SURVEY CONTROL DETAILS

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		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

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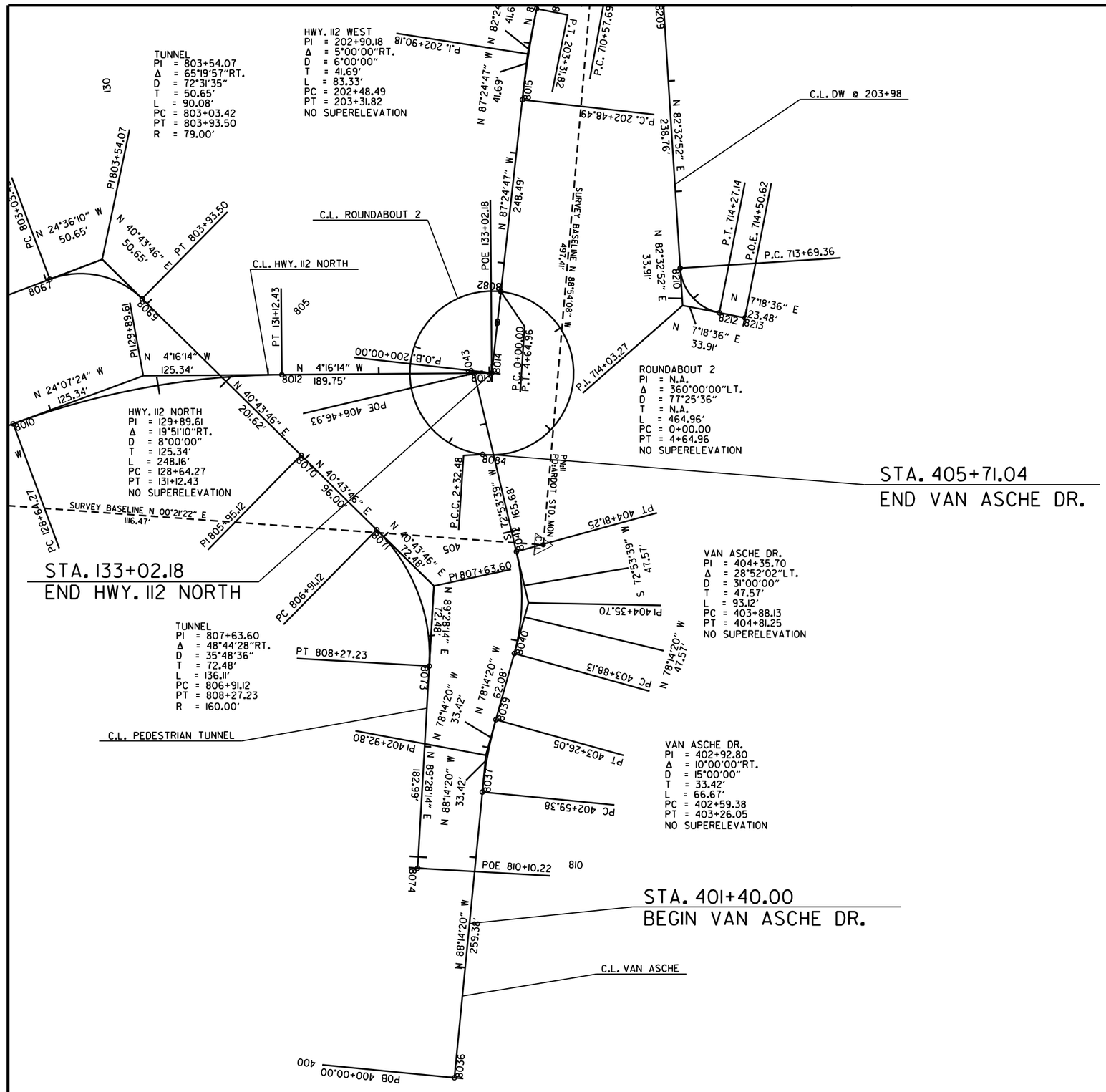
SURVEY CONTROL DETAILS

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		SURVEY CONTROL DETAILS				

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SURVEY CONTROL DETAILS

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	157	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

N

C.L. PEDESTRIAN TUNNEL

N 24°36'10" W
272.94'

PT 128+46.25

PC 803+03.42

N 24°36'10" W
50.65'

PI 803+54.07

N 40°43'46" E
50.65'

PT 803+93.50

PI 129+89.61

N 24°01'24" W
96.34'

N 4°16'14" W
125.34'

N 40°43'46" E
201.65'

PT 131+12.43

N 4°16'14" W
180.75'

POE 406+46.55

P.O.B. 200+00.00

POE 133+02.18

P.C. 0+00.00
P.T. 4+64.96

C.L. ROUNDABOUT 2

C.L. VAN ASCHE

HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

HWY. 112 WEST
PI = 204+25.17
Δ = 5°00'00"LT.
D = 6°00'00"
T = 41.69'
L = 83.34'
PC = 203+83.48
PT = 204+66.82
NO SUPERELEVATION

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

ROUNDABOUT 2
PI = N.A.
Δ = 360°00'00"LT.
D = 77°25'36"
T = N.A.
L = 464.96'
PC = 0+00.00
PT = 4+64.96
NO SUPERELEVATION

P.I. 202+90.18

P.C. 202+48.49

P.C. 203+83.48

P.T. 204+66.82

N 82°24'47" W
41.69'

N 87°24'47" W
41.69'

N 87°24'47" W
41.69'

N 82°24'47" W
41.69'

N 82°24'47" W
248.49'

N 82°24'47" W
51.66'

P.I. 203+31.82

P.I. 204+25.17

P.O.B. 710+00.00

P.C. 710+57.69

N 6°35'45" E
57.69'

N 6°35'45" E
42.93'

P.I. 711+00.63

P.T. 711+30.60

N 82°32'52" E
42.93'

N 82°32'52" E
238.76'

N 82°32'52" E
33.91'

P.I. 714+03.27

P.T. 714+27.14

P.O.E. 714+50.62

N 7°18'36" E
33.91'

N 7°18'36" E
23.48'

P.C. 713+69.36

C.L. DW @ 203+98

C.L. HWY. 112 WEST

SURVEY BASELINE N 88°54'08" W
497.41'

SURVEY BASELINE N 86°48'33" W
392.60'

SURVEY BASELINE N 87°54'28" W
617.18'

PNJ3
PD:ARDOT STD. MON. STAMPED PNJ3

DRIVEWAY @ STA. 203+98 RT.
PI = 714+03.27
Δ = 75°14'16"LT.
D = 130°12'36"
T = 33.91'
L = 57.78'
PC = 713+69.36
PT = 714+27.14
R = 44.00'

DRIVEWAY @ STA. 203+98 RT.
PI = 711+00.63
Δ = 75°57'07"RT.
D = 104°10'12"
T = 42.94'
L = 72.91'
PC = 710+57.69
PT = 711+30.60
R = 55.00'

130 205 210 215

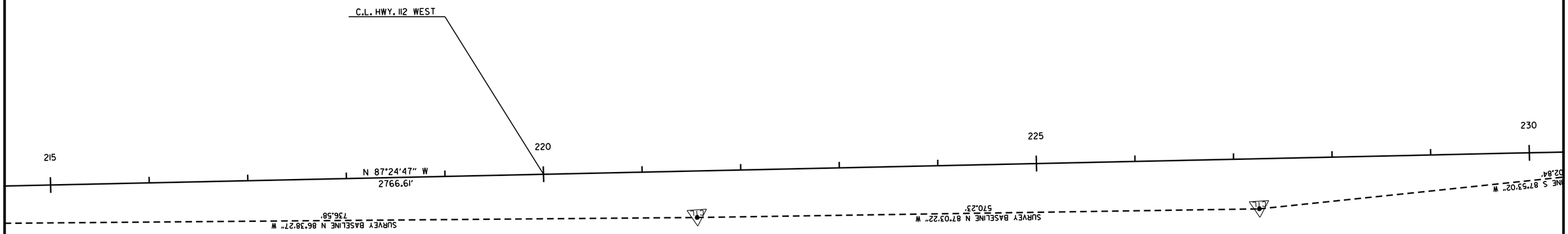
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	158	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025



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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	159	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

HWY. 112 WEST
PI = 232+66.15
Δ = 3°55'30"LT.
D = 6°00'00"
T = 32.72'
L = 65.42'
PC = 232+33.43
PT = 232+98.85
NO SUPERELEVATION

ROUNDABOUT 3
PI = N.A.
Δ = 360°00'00"LT.
D = 77°25'36"
T = N.A.
L = 464.96'
PC = 5+00.00
PT = 9+64.96
NO SUPERELEVATION

HOWARD NICKELL RD.
PI = 503+07.57
Δ = 12°19'47"RT.
D = 20°00'00"
T = 30.95'
L = 61.65'
PC = 502+76.62
PT = 503+38.27
NO SUPERELEVATION

STA. 505+50.67
END HOWARD NICKELL RD.

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

C.L. HWY. 112 WEST
C.L. ROUNDABOUT 3
C.L. HOWARD NICKELL RD.
C.L. HWY. 112 NORTH

P.C. 232+33.43
P.T. 232+98.85
P.I. 232+66.15
P.I. 235+45.46
P.C. 235+15.47
P.T. 235+75.20
P.O.E. 506+24.67
P.O.E. 238+21.01
P.T. 504+27.72
P.T. 503+38.27
P.C. 502+76.62
P.C. 5+00.00
P.T. 9+64.96
P.C.C. 7+32.48
P.T. 504+63.07
P.C. 503+91.64
P.I. 503+07.57
P.C. 301+57.43
P.T. 302+13.74
P.I. 301+85.76
P.C. 302+72.78
P.I. 303+10.67
P.T. 303+48.42
P.O.B. 300+00.00
P.O.B. 502+00.00

230
235
S 88°39'43" W 30.00'
N 78°11'50" W 30.00'
S 88°39'43" W 216.62'
N 78°11'50" W 245.81'
N 87°24'47" W 32.72'
S 88°39'43" W 32.72'
SURVEY BASELINE S 87°53'02" E 602.84'
SURVEY BASELINE N 80°26'43" W 503.16'
SURVEY BASELINE N 88°17'26" W 872.85'
S 86°35'30" E 276.62'
S 86°35'30" E 30.94'
N 85°44'16" E 36.08'
S 74°15'44" E 36.08'
S 74°15'44" E 53.37'
S 74°15'44" E 30.94'
N 85°44'16" E 161.60'
N 4°15'43" W 15.43'
N 4°15'43" W 28.34'
N 11°30'21" E 59.04'
N 11°30'21" E 28.34'
N 11°30'21" E 37.88'
N 3°11'10" E 37.88'

8021 8022 8023 8024 8025 8026 8027 8028 8029 8030 8031 8032 8033 8034 8035 8036 8037 8038 8039 8040 8041 8042 8043 8044 8045 8046 8047 8048 8049 8050 8051 8052

HWY. 112 WEST
PI = 235+45.46
Δ = 13°08'27"RT.
D = 22°00'00"
T = 29.99'
L = 59.73'
PC = 235+15.47
PT = 235+75.20
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

HOWARD NICKELL RD.
PI = 504+27.72
Δ = 20°00'00"LT.
D = 28°00'00"
T = 36.08'
L = 71.43'
PC = 503+91.64
PT = 504+63.07
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	160	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

HOWARD NICKELL RD.
PI = 503+07.57
Δ = 12°19'47"RT.
D = 20°00'00"
T = 30.95'
L = 61.65'
PC = 502+76.62
PT = 503+38.27
NO SUPERELEVATION

HOWARD NICKELL RD.
PI = 504+27.72
Δ = 20°00'00"LT.
D = 28°00'00"
T = 36.08'
L = 71.43'
PC = 503+91.64
PT = 504+63.07
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

ROUNDABOUT 3
PI = N.A.
Δ = 360°00'00"LT.
D = 77°25'36"
T = N.A.
L = 464.96'
PC = 5+00.00
PT = 9+64.96
NO SUPERELEVATION

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

STA. 238+21.01
END HWY. 112 WEST

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SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	161	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 5°00'00"LT.

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1003+24.51
Δ = 10°19'00"LT.
D = 8°00'00"
T = 64.65'
L = 128.95'
PC = 1002+59.86
PT = 1003+88.81
NO SUPERELEVATION

HWY. 112 NORTH
PI = 104+03.32
Δ = 15°19'00"LT.
D = 5°00'00"
T = 154.09'
L = 306.34'
PC = 102+49.23
PT = 105+55.57
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1011+15.82
Δ = 22°37'17"LT.
D = 17°00'00"
T = 67.41'
L = 133.06'
PC = 1010+48.41
PT = 1011+81.47
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1013+98.50
Δ = 26°20'58"LT.
D = 17°00'00"
T = 78.90'
L = 155.00'
PC = 1013+19.60
PT = 1014+74.60
NO SUPERELEVATION

100 105 110 115

P.O.B. 100+00.00
P.O.B. 1001+00.00
P.I. 1002+16.57 Δ = 5°00'00"LT.
P.C. 102+49.23
P.C. 1002+59.86
P.T. 1003+88.81
P.I. 1003+24.51
P.I. 104+03.32
P.C. 1007+41.94
P.I. 108+62.24
P.I. 1008+86.13
P.C. 105+55.57
P.T. 107+14.84
P.C. 1010+48.41
P.T. 1011+81.47
P.I. 1012+69.76
P.C. 1013+19.60
P.T. 1014+74.60

1005 1008 1010 1015

N 3°49'26" W 116.57'
N 3°49'26" W 43.29'
N 8°49'26" W 64.65'
N 19°08'26" W 64.65'
N 19°08'26" W 359.12'
N 19°08'26" W 606.25'
SURVEY BASELINE N 13°54'31" W
N 19°08'26" W 138.19'
N 2°42'08" E 138.19'
N 2°42'08" E 27.44'
N 19°55'04" W 67.41'
N 19°55'04" W 38.11'
N 19°55'04" W 50.18'
N 29°03'06" E 50.18'
N 29°03'06" E 78.89'
N 29°03'06" E 5.85'
N 2°42'08" E 78.89'
SURVEY BASELINE N 00°32'31" W 746.67'

8087 8088 8089 8091 8092 8094 8095 8097 8098 8100 8101 8103

P.T. 105+55.57
P.T. 1003+88.81
P.I. 1003+24.51
P.I. 104+03.32
P.C. 107+14.84
P.T. 110+06.07
P.T. 1010+20.97
P.C. 1012+59.58
P.T. 1013+13.76
P.I. 1011+15.82
P.I. 1013+98.50

PK#7 PDIAROOT STD. MON
PK#8 PDIAROOT STD. MON
PK#9 PDIAROOT STD. MON

C.L. HWY. 112 NORTH

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1008+86.13
Δ = 21°50'34"RT.
D = 8°00'00"
T = 138.19'
L = 273.03'
PC = 1007+47.94
PT = 1010+20.97
NO SUPERELEVATION

HWY. 112 NORTH
PI = 108+62.24
Δ = 21°50'34"RT.
D = 7°30'00"
T = 147.40'
L = 291.23'
PC = 107+14.84
PT = 110+06.07
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1012+69.76
Δ = 48°58'10"RT.
D = 52°00'00"
T = 50.18'
L = 94.18'
PC = 1012+19.58
PT = 1013+13.76
NO SUPERELEVATION

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

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MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	162	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

HWY. 112 NORTH
PI = 127+00.00
Δ = 26°49'32"LT.
D = 9°00'00"
T = 151.81'
L = 298.06'
PC = 125+48.19
PT = 128+46.25
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1026+15.30
Δ = 11°21'52"LT.
D = 8°00'00"
T = 71.26'
L = 142.05'
PC = 1025+44.04
PT = 1026+86.09
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00"
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

115
120
125
130
1015
1020
1025
1030
C.L. MOT HWY. 112 NORTH STAGE 2 TRAFFIC
C.L. HWY. 112 NORTH
C.T. PK NAIL PDJ&RDOT STD. MON
P.C. 1025+44.04
P.T. 1026+86.09
P.C. 1027+64.73
P.T. 1028+45.00
P.C. 128+46.25
P.T. 1029+24.61
P.I. 129+89.61
P.I. 1030+25.63
P.C. 1029+26.71
P.C. 125+48.19
P.I. 1026+15.30
P.I. 127+00.00
P.C. 128+64.27
8104
8106
8107
8109
8110
N 2°42'08" E 1069.44'
N 2°42'08" E
SURVEY BASELINE N 02°29'36" E 707.98'
N 2°42'08" E 71.26'
N 8°39'44" W 78.64'
N 8°39'44" W 71.26'
N 8°39'44" W 80.27'
N 21°27'07" W 80.27'
N 21°27'07" W 2.10'
N 21°27'07" W 98.92'
N 4°16'14" 98.92'
N 24°07'24" W
SURVEY BASELINE N 00°21'22" E 1116.47'

MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	163	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

HWY. 112 WEST
PI = 204+25.17
Δ = 5°00'00"LT.
D = 6°00'00"
T = 41.69'
L = 83.34'
PC = 203+83.48
PT = 204+66.82
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1204+05.16
Δ = 6°16'23"RT.
D = 9°30'00"
T = 33.05'
L = 66.03'
PC = 1203+72.11
PT = 1204+38.14
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1202+60.94
Δ = 6°16'24"RT.
D = 5°30'00"
T = 57.09'
L = 114.06'
PC = 1202+03.85
PT = 1203+17.91
NO SUPERELEVATION

HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1028+45.00
Δ = 12°47'23"LT.
D = 8°00'00"
T = 80.27'
L = 159.88'
PC = 1027+64.73
PT = 1029+24.61
NO SUPERELEVATION

MOT HWY. 112 NORTH
STAGE 2 TRAFFIC
PI = 1030+25.63
Δ = 17°10'53"RT.
D = 8°45'00"
T = 98.92'
L = 196.36'
PC = 1029+26.71
PT = 1031+23.07
NO SUPERELEVATION

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00"
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

STA. 133+02.18
END HWY. 112 NORTH

MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	164	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
08/14/2025

P.C. 1027+64.73

P.T. 128+46.25

P.T. 1029+24.61

N 21°27'07" W 2.10'

N 21°27'07" W 98.92'

P.I. 129+89.61

P.I. 1030+25.63

C.L. MOT HWY. 112 NORTH
STAGE 2 TRAFFIC

N 4°16'14" W 98.92'

N 4°16'14" W 191.22'

P.O.B. 1200+00.00

N 4°16'14" W 202.90.18

HWY. 112 WEST
PI = 204+25.17
Δ = 5°00'00"LT.
D = 6°00'00"
T = 41.69'
L = 83.34'
PC = 203+83.48
PT = 204+66.82
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1204+05.16
Δ = 6°16'23"LT.
D = 9°30'00"
T = 33.05'
L = 66.03'
PC = 1203+72.11
PT = 1204+38.14
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1207+41.88
Δ = 4°31'14"LT.
D = 8°00'00"
T = 28.27'
L = 56.51'
PC = 1207+13.61
PT = 1207+70.12
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1212+10.25
Δ = 4°00'14"LT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1211+85.22
PT = 1212+35.27
NO SUPERELEVATION

205

210

215

P.I. 1202+60.94

P.C. 203+83.48

P.C. 1203+72.11

P.T. 1204+38.14

P.T. 204+66.82

C.L. MOT HWY. 112 WEST
STAGE 2 TRAFFIC

P.C. 1207+13.61

P.T. 1207+70.12

P.I. 1208+81.41

P.I. 1210+81.38

P.C. 1211+85.22

P.T. 1212+35.27

1210

N 87°24'48" W 203.85'

N 87°24'48" W 57.09'

N 81°08'24" W 57.09'

N 81°08'24" W 54.20'

1205

N 87°24'47" W 275.47'

S 88°03'59" W 28.27'

N 87°24'47" W 28.27'

N 87°24'47" W 146.70'

N 87°24'47" W 25.03'

N 83°24'33" W 25.03'

N 83°24'33" W 78.82'

N 87°24'47" W 439.23'

N 83°24'33" W 25.03'

N 87°24'47" W 25.03'

8114 8115 8117 8118 8120 8121 8123 8124 8126 8127 8129 8130 8132

P.O.E. 1033+21.29

133

N 87°24'47" W

133+02.18

N 82°24'47" W

N 81°08'24" W 33.05'

N 87°24'47" W 33.05'

N 87°24'47" W 28.27'

S 88°03'59" W 28.27'

SURVEY BASELINE N 86°48'33" W 392.60'

PI#13 PD.ARDOT STD. MON. STAMPED PM13

SURVEY BASELINE N 87°54'28" W 677.18'

SURVEY BASELINE N 88°54'08" W 497.41'

P.C. 1202+03.85

P.C. 202+48.49

P.T. 203+31.82

P.T. 1203+17.91

P.I. 1204+05.16

P. I. 204+25.17

P.I. 1207+41.88

P.C. 1208+53.15

P.T. 1209+09.65

P.C. 1210+56.35

P.T. 1211+06.40

P.I. 1212+10.25

C.L. HWY. 112 WEST

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1208+81.41
Δ = 4°31'14"RT.
D = 8°00'00"
T = 28.26'
L = 56.51'
PC = 1208+53.15
PT = 1209+09.65
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1210+81.38
Δ = 4°00'14"RT.
D = 8°00'00"
T = 25.03'
L = 50.05'
PC = 1210+56.35
PT = 1211+06.40
NO SUPERELEVATION

P.O.B. 200+00.00

C.L. HWY. 112 NORTH

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1202+60.94
Δ = 6°16'24"RT.
D = 5°30'00"
T = 57.09'
L = 114.06'
PC = 1202+03.85
PT = 1203+17.91
NO SUPERELEVATION

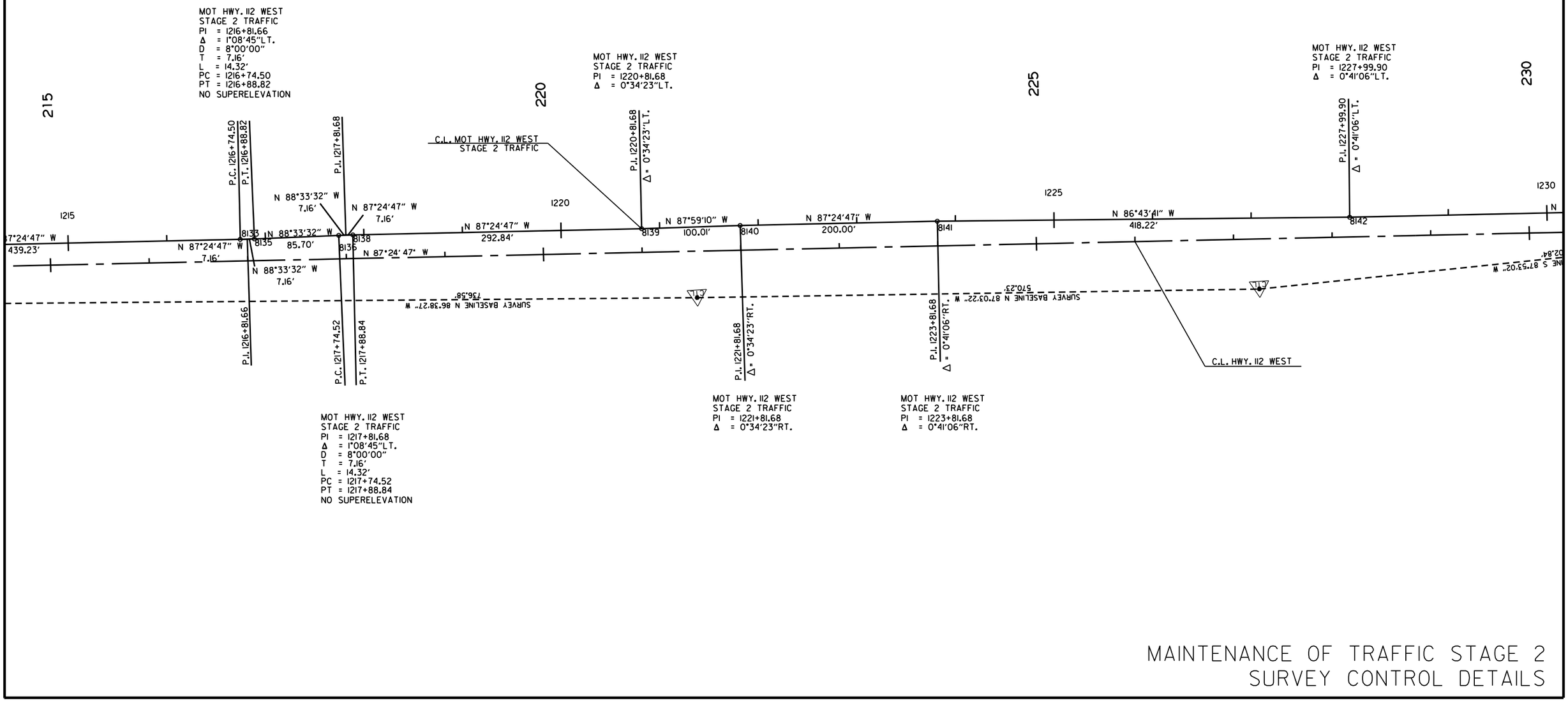
HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	165	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, JR.
08/14/2025



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R040746.DGN MicroStation v8.11.9.578

MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	166	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

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HWY. 112 WEST
PI = 232+66.15
Δ = 3°55'30"LT.
D = 6°00'00"
T = 32.72'
L = 65.42'
PC = 232+33.43
PT = 232+98.85
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1232+47.21
Δ = 03°55'30"LT.
D = 8°00'00"
T = 24.55'
L = 49.07'
PC = 1232+22.66
PT = 1232+71.73
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+04.56
Δ = 35°10'35"RT.
D = 63°00'00"
T = 28.83'
L = 55.84'
PC = 1238+75.73
PT = 1239+31.57
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+58.77
Δ = 24°12'01"RT.
D = 50°00'00"
T = 24.57'
L = 48.40'
PC = 1239+34.20
PT = 1239+82.60
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1241+31.32
Δ = 02°44'55"LT.
D = 8°00'00"
T = 17.18'
L = 34.35'
PC = 1241+14.14
PT = 1241+48.49
NO SUPERELEVATION

HWY. 112 WEST
PI = 235+45.46
Δ = 13°08'27"RT.
D = 22°00'00"
T = 29.99'
L = 59.73'
PC = 235+15.47
PT = 235+75.20
NO SUPERELEVATION

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	167	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

SURVEY BASELINE N 88°17'36" W 872.85'

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+04.56
Δ = 35°10'35"RT.
D = 63°00'00"
T = 28.83'
L = 55.84'
PC = 1238+75.73
PT = 1239+31.57
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1239+58.77
Δ = 24°12'01"RT.
D = 50°00'00"
T = 24.57'
L = 48.40'
PC = 1239+34.20
PT = 1239+82.60
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1241+31.32
Δ = 02°44'55"LT.
D = 8°00'00"
T = 17.18'
L = 34.35'
PC = 1241+14.14
PT = 1241+48.49
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1243+06.63
Δ = 03°05'57"RT.
D = 8°00'00"
T = 19.38'
L = 38.74'
PC = 1242+87.25
PT = 1241+25.99
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1245+72.77
Δ = 11°54'21"LT.
D = 8°00'00"
T = 74.68'
L = 148.82'
PC = 1244+98.09
PT = 1246+46.91
NO SUPERELEVATION

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

C.L. MOT HWY. 112 WEST
STAGE 2 TRAFFIC

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1238+27.15
Δ = 70°35'20"RT.
D = 62°30'00"
T = 64.89'
L = 112.94'
PC = 1237+62.26
PT = 1238+75.20
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1236+86.19
Δ = 37°23'24"LT.
D = 28°00'00"
T = 69.25'
L = 133.54'
PC = 1236+16.94
PT = 1237+50.48
NO SUPERELEVATION

MOT HWY. 112 WEST
STAGE 2 TRAFFIC
PI = 1235+45.71
Δ = 13°08'27"RT.
D = 12°00'00"
T = 54.99'
L = 109+50'
PC = 1234+90.72
PT = 1236+00.22
NO SUPERELEVATION

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

HWY. 112 WEST
PI = 235+45.46
Δ = 13°08'27"RT.
D = 22°00'00"
T = 29.99'
L = 59.73'
PC = 235+15.47
PT = 235+75.20
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

C.L. HWY. 112 NORTH

C.L. HWY. 112 WEST

305

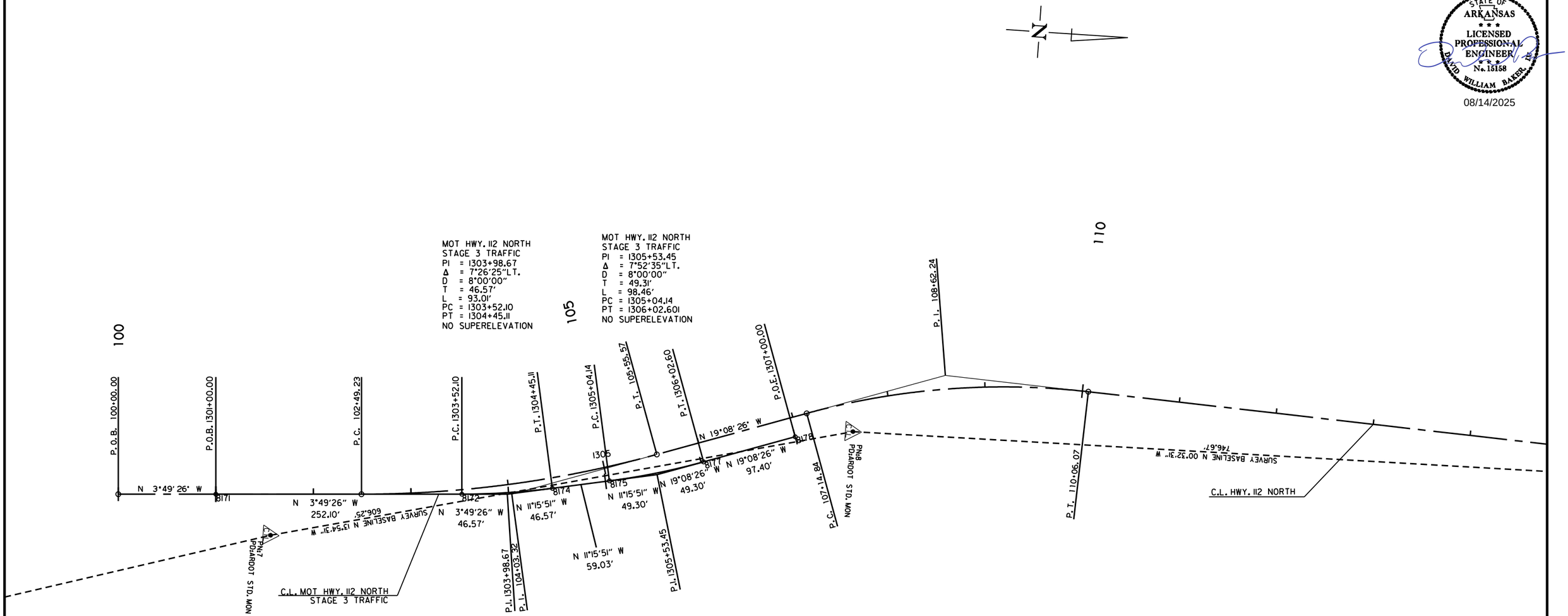
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MAINTENANCE OF TRAFFIC STAGE 2
SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	168	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, JR.
08/14/2025



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MAINTENANCE OF TRAFFIC STAGE 3
SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	169	392
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

HWY. 112 NORTH
PI = 127+00.00
Δ = 26°49'32"LT.
D = 9°00'00"
T = 151.81'
L = 298.06'
PC = 125+48.19
PT = 128+46.25
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1400+57.74
Δ = 8°47'16"LT.
D = 8°00'00"
T = 55.03'
L = 109.85'
PC = 1400+02.71
PT = 1401+12.56
NO SUPERELEVATION

HWY. 112 WEST
PI = 204+25.17
Δ = 5°00'00"LT.
D = 6°00'00"
T = 41.69'
L = 83.34'
PC = 203+83.48
PT = 204+66.82
NO SUPERELEVATION

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00"
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1403+56.85
Δ = 49°46'47"LT.
D = 39°00'00"
T = 68.16'
L = 127.64'
PC = 1402+88.69
PT = 1404+16.33
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1404+97.80
Δ = 32°32'09"LT.
D = 35°00'00"
T = 47.77'
L = 92.96'
PC = 1404+50.03
PT = 1405+42.99
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1407+81.42
Δ = 6°16'23"LT.
D = 8°00'00"
T = 39.25'
L = 78.42'
PC = 1407+42.17
PT = 1408+20.59
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1410+52.65
Δ = 2°43'49"LT.
D = 8°00'00"
T = 17.06'
L = 34.12'
PC = 1410+35.59
PT = 1410+69.71
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1402+07.17
Δ = 27°45'46"RT.
D = 17°00'00"
T = 83.29'
L = 163.31'
PC = 1401+23.88
PT = 1402+87.19
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1406+32.32
Δ = 6°16'23"RT.
D = 8°00'00"
T = 39.24'
L = 78.41'
PC = 1405+93.08
PT = 1406+71.49
NO SUPERELEVATION

HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

MOT HWY. 112 SOUTH BOUND
STAGE 3 TRAFFIC
PI = 1408+42.26
Δ = 2°43'33"RT.
D = 8°00'00"
T = 17.04'
L = 34.07'
PC = 1408+25.22
PT = 1408+59.29
NO SUPERELEVATION

MAINTENANCE OF TRAFFIC STAGE 3
SURVEY CONTROL DETAILS

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	170	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
DAVID WILLIAM BAKER
No. 15158
08/14/2025

STA. 102+06 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 18.7 SQ. YD.

STA. 102+71 CONSTRUCT TYPE 2
CURB RAMP ON LT. = 32.9 SQ. YD.

STA. 102+77 CONSTRUCT
4' X 4' CONCRETE PAD ON LT.
FOR PEDESTRIAN POLE
4" UNIFORM THICKNESS

STA. 102+93 CONSTRUCT
DROP INLET ON LT.
AND 24" X 85' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 103+84 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III(TYPE 3) = 86 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 86 LIN. FT.

STA. 102+93 CONSTRUCT
DROP INLET ON LT.
AND 24" X 85' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 103+84 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III(TYPE 3) = 86 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 86 LIN. FT.

STA. 103+84 CONSTRUCT
DROP INLET ON LT. W/ 4' EXTENSION
AND 30" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 104+39 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 50 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 50 LIN. FT.

STA. 104+05 IN PLACE
DROP INLET ON LT.
AND 30" X 138' R.C. PIPE
REMOVE

STA. 104+39 CONSTRUCT
DROP INLET ON LT.
AND 30" X 49' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 104+94 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 50 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 50 LIN. FT.

STA. 104+94 CONSTRUCT
DROP INLET ON LT.
AND 30" X 147' PIPE OUTLET
CONNECT TO R.C. BOX CULVERT
@ STA. 106+53 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 148 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 148 LIN. FT.

STA. 105+56 IN PLACE
DROP INLET ON LT.
AND 30" X 80' R.C. PIPE
REMOVE

STA. 106+53 IN PLACE
DBL. 72" X 48" X 60' C.M. ARCH PIPE
REMOVE AND CONSTRUCT
QUAD. 8' X 5' X 126' R.C. BOX CULVERT
ON 15° LT. FWD. SKEW
W/ 3H WINGS LT. AND RT.
BURIED 1'-0" BELOW FLOW LINE
AND CONSTRUCT 0'-6" DITCH GRADE
ALONG LENGTH OF BOX
D.A. = 470 ACRES, 050 = 820 CFS

STA. 107+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 19' PIPE OUTLET
CONNECT TO R.C. BOX CULVERT
@ STA. 106+53 LT.
DROP INLET H = 7'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 20 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 20 LIN. FT.

STA. 108+28 CONSTRUCT
DROP INLET ON LT. OF MEDIAN
AND 42" X 36' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 108+28 RT.
DROP INLET H = 6'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 36 LIN. FT.

STA. 108+70 CONSTRUCT
DROP INLET LT. OF MEDIAN
AND 42" X 38' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 108+28 LT. OF MEDIAN
DROP INLET H = 6'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 38 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 38 LIN. FT.

STA. 109+25 CONSTRUCT
DROP INLET LT. OF MEDIAN
AND 42" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 108+70 LT. OF MEDIAN
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 52 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 110+00 CONSTRUCT
DROP INLET LT. OF MEDIAN W/ 4' EXT. LT. AND RT.
AND 42" X 71' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 109+25 LT. OF MEDIAN
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 72 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 72 LIN. FT.

STA. 110+50 CONSTRUCT
DROP INLET LT. OF MEDIAN
AND 42" X 45' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 110+00 LT. OF MEDIAN
DROP INLET H = 8'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 46 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

STA. 111+05 CONSTRUCT
DROP INLET ON LT.
AND 42" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 111+05 LT. OF MEDIAN
DROP INLET H = 7'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 38 LIN. FT.

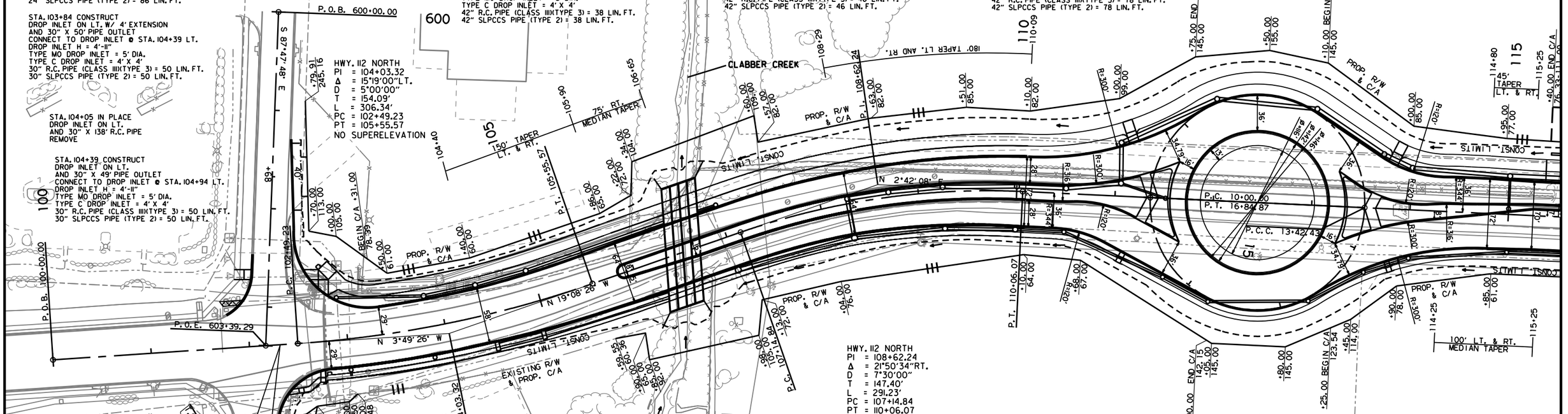
STA. 111+05 CONSTRUCT
DROP INLET LT. OF MEDIAN
AND 42" X 52' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 111+50 LT. OF MEDIAN
DROP INLET H = 8'-4"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 52 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 111+17 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 11.7 SQ. YD.

STA. 113+70 CONSTRUCT
DROP INLET ON LT.
AND 42" X 78' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 14+56 (RAB 1)
DROP INLET H = 6'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 78 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 78 LIN. FT.

STA. 113+81 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 11.7 SQ. YD.

STA. 114+00 CONSTRUCT
DROP INLET ON LT.
AND 42" X 27' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 113+70 LT.
DROP INLET H = 6'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 28 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 28 LIN. FT.



HWY. 112 NORTH
PI = 108+62.24
Δ = 21°50'34"RT.
D = 7°30'00"
T = 147.40'
L = 291.23'
PC = 107+14.84
PT = 110+06.07
NO SUPERELEVATION

REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
103+20	107+08	LT.	453	
106+93	115+44	LT.	871	

STA. 102+37 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 4.9 SQ. YD.

STA. 102+22.91
BEGIN JOB 040746
& HWY. 112 NORTH
LOG MILE 2.25

STA. 102+72 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.7 SQ. YD.

STA. 102+79 CONSTRUCT
4' X 3' CONCRETE PAD ON RT.
FOR PEDESTRIAN POLE
4" UNIFORM THICKNESS

STA. 103+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 5' PIPE OUTLET
CONNECT TO EXIST. R.C. BOX CULVERT
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 6 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 6 LIN. FT.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 103+84 CONSTRUCT
DROP INLET ON RT.
AND 18" X 2' PIPE OUTLET
CONNECT TO EXIST. R.C. BOX CULVERT
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 2 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 2 LIN. FT.

STA. 104+47 IN PLACE
6' X 3' X 834' R.C. BOX CULVERT ON RT.
REMOVE R.C. BOX FROM STA. 104+47 RT.
TO EXIST. OUTLET @ STA. 106+12 RT.
CONSTRUCT DROP INLET ON RT.
AND 6' X 3' X 45' R.C. BOX PIPE OUTLET
CONNECT TO DROP INLET @ STA. 104+94 RT.
DROP INLET H = 5'-6"
TYPE C DROP INLET = 9' X 4'

STA. 104+94 CONSTRUCT
DROP INLET ON RT.
AND 6' X 3' X 132' R.C. BOX PIPE OUTLET
CONNECT TO EXIST. R.C. BOX CULVERT
@ STA. 106+53 RT.
DROP INLET H = 6'-0"
TYPE C DROP INLET = 9' X 4'

STA. 107+00 CONSTRUCT
DROP INLET ON RT. W/ 4' EXTENSION
AND 59" X 36" X 36' ARCH PIPE OUTLET
CONNECT TO R.C. BOX CULVERT
@ STA. 106+53 RT.
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 4' X 5'
59" X 36" R.C. ARCH PIPE (CLASS III(TYPE 3) = 36 LIN. FT.
57" X 38" SLPCCS ARCH PIPE (TYPE 2) = 36 LIN. FT.

STA. 107+00 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 108+28 CONSTRUCT
DROP INLET ON RT. W/ 4' EXTENSION
AND 48" X 117' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 107+00 RT.
DROP INLET H = 6'-7"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 4' X 5'
48" R.C. PIPE (CLASS III(TYPE 3) = 118 LIN. FT.
48" SLPCCS PIPE (TYPE 2) = 118 LIN. FT.

STA. 109+25 CONSTRUCT
DROP INLET ON RT.
AND 30" X 87' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 108+28 RT.
DROP INLET H = 6'-1"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 88 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 88 LIN. FT.

LEGEND
= OBLITERATION

STA. 110+00 CONSTRUCT
DROP INLET ON RT. W/ 4' EXT. LT. AND RT.
AND 30" X 67' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 109+25 RT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 68 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 68 LIN. FT.

STA. 110+50 CONSTRUCT
DROP INLET ON RT.
AND 24" X 45' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 110+00 RT.
DROP INLET H = 7'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III(TYPE 3) = 46 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

STA. 111+11 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.3 SQ. YD.

FENCE & GATES

STA.	STA.	SIDE	TYPE	LIN. FT.	GATES
103+26	107+07	LT.	5' C.L.	398	
107+06	115+40	LT.	D	933	

STA. 113+55 CONSTRUCT
DROP INLET ON RT. W/ 4' EXT. LT. AND RT.
AND 24" X 60' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 12+28 (RAB 1)
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) = 60 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 60 LIN. FT.

STA. 113+78 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.3 SQ. YD.

STA. 114+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 113+55 RT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III(TYPE 3) = 44 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 115+00 CONSTRUCT
DROP INLET RT. OF MEDIAN
AND 18" X 29' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 115+00 LT.
DROP INLET H = 6'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 30 LIN. FT.

STA. 115+00 CONSTRUCT
DROP INLET ON RT. W/ 4' EXT.
AND 24" X 97' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 114+00 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III(TYPE 3) = 97 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 97 LIN. FT.

HWY. 112

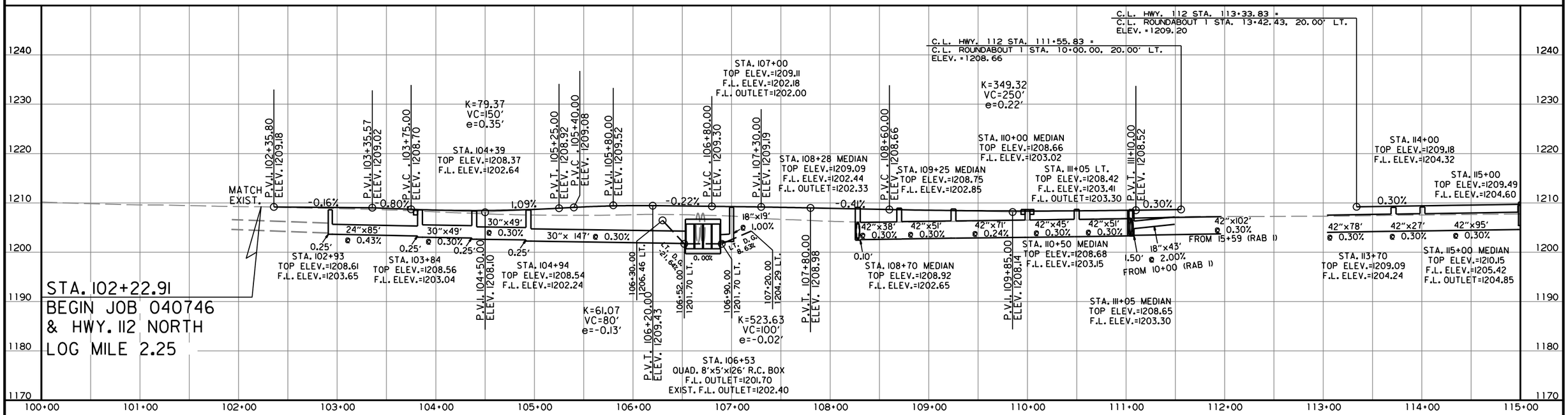
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	171	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

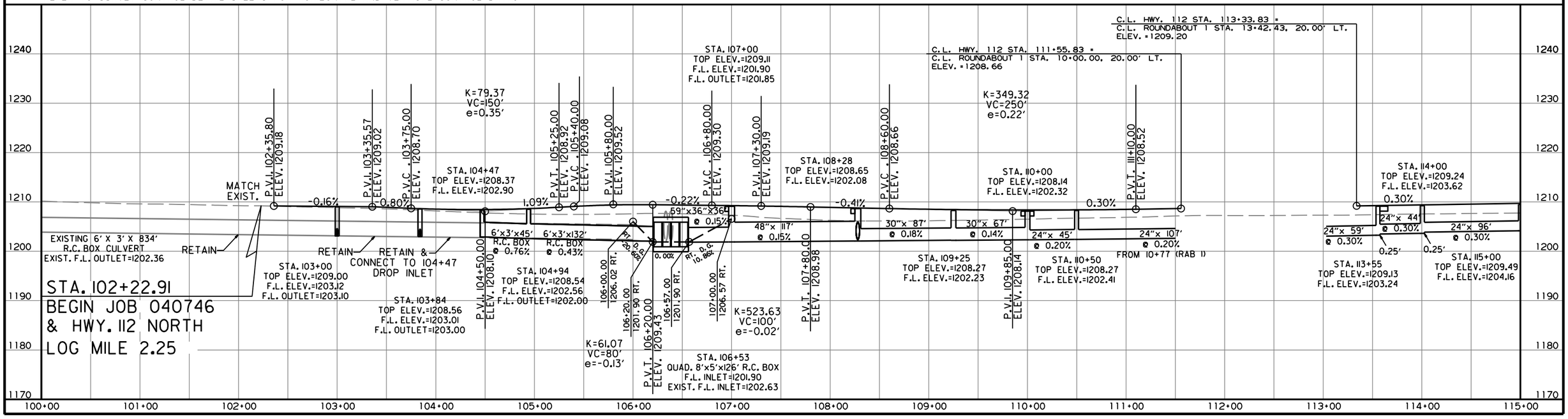
08/14/2025

LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	172	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025

STA. 115+00 CONSTRUCT
DROP INLET ON LT.
AND 42" X 95' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 114+00 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III)(TYPE 3) = 96 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 115+65 IN PLACE
18" X 40' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 50' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 185 CU. YD.

STA. 116+10 CONSTRUCT
DROP INLET ON LT.
AND 51" X 31" X 105' ARCH PIPE OUTLET
CONNECT TO DROP INLET @ STA. 115+00 LT.
DROP INLET H = 6'-2"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 4' X 5'
51"X31" R.C. ARCH PIPE (CLASS III)(TYPE 3) = 106
49"X33" SLPCCS ARCH PIPE (TYPE 2) = 106 LIN.

STA. 117+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 51"X31" X 85' ARCH PIPE OUTLET
CONNECT TO DROP INLET @ STA. 116+10 LT.
DROP INLET H = 6'-2"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 4' X 5'
51"X31" R.C ARCH PIPE (CLASS III)(TYPE 3) = 86
49"X33" SLPCCS ARCH PIPE (TYPE 2) = 86 LIN.

STA. 118+50 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 44" X 27" X 145' ARCH PIPE OUTLET
CONNECT TO DROP INLET @ STA. 117+00 LT.
DROP INLET H = 6'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 5'
44"X27" R.C. ARCH PIPE (CLASS III)(TYPE 3) = 146 LIN. FT.
42"X29" SLPCCS ARCH PIPE (TYPE 2) = 146 LIN. FT.

STA. 119+03 IN PLACE
12" X 20' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 119+17 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 12.4 SQ. YD.

STA. 119+62 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 12.4 SQ. YD.

STA. 120+00 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 36" X 145' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 118+50 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS IV)(TYPE 3) = 146 LIN. FT.

STA. 120+79 IN PLACE
18" X 62' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT = 80 CU. YD.

STA. 120+56 CONSTRUCT
TYPE 3 CURB RAMP
ON LT. = 12.9 SQ. YD.

STA. 121+02 CONSTRUCT
TYPE 3 CURB RAMP
ON LT. = 13.0 SQ. YD.

STA. 121+25 CONSTRUCT
DROP INLET LT. OF MEDIAN
AND 18" X 25' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 121+25 RT.
DROP INLET H = 3'-9"
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 26 LIN. FT.

STA. 121+25 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 36" X 120' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 120+00 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS III)(TYPE 3) = 120 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 120 LIN. FT.

REMOVAL AND DISPOSAL OF FENCE & GATES				
STA.	STA.	SIDE	LIN. FT.	GATES
115+77	119+96	LT.	420	2
119+35	119+36	RT.	12	
125+05	125+07	LT.	70	
125+07	125+47	LT.	40	1

STA. 123+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 171' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 121+25 LT.
DROP INLET H = 7'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS III)(TYPE 3) = 172 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 172 LIN. FT.

STA. 124+30 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 36" X 125' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 123+00 LT.
DROP INLET H = 7'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS III)(TYPE 3) = 126 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 126 LIN. FT.

STA. 124+65 IN PLACE
18" X 46' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 36' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 80 CU. YD.

STA. 125+25 IN PLACE
24" X 40' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 34' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 70 CU. YD.

STA. 125+60 CONSTRUCT
DROP INLET ON LT.
AND 36" X 125' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 124+30 LT.
DROP INLET H = 12'-1"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS III)(TYPE 3) = 126 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 126 LIN. FT.

STA. 126+31 CONSTRUCT
GRATE INLET ON LT. @ 70' OFFSET
W/ PED. GRATE
AND 18" X 33' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 126+32 LT.
DROP INLET H = 12'-9"
TYPE E GRATE INLET = 4' X 6'
18" R.C. PIPE (CLASS IV)(TYPE 3) = 34 LIN. FT.

STA. 126+32 CONSTRUCT
DROP INLET ON LT. W/ 4' EXTENSION
AND 36" X 64' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 125+60 LT.
DROP INLET H = 14'-6"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 3) = 64 LIN. FT.

STA. 127+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 60' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 126+32 LT.
DROP INLET H = 15'-9"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 3) = 60 LIN. FT.

STA. 128+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 90' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 127+00 LT.
DROP INLET H = 18'-7"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 3) = 90 LIN. FT.

STA. 129+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 95' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 128+00 LT.
DROP INLET H = 21'-4"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 2) = 96 LIN. FT.

STA. 130+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 100' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 129+00 LT.
DROP INLET H = 23'-11"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 2) = 100 LIN. FT.

HWY. 112 NORTH
PI = 127+00.00
Δ = 26°49'32"LT.
D = 9°00'00"
T = 151.81'
L = 298.06'
PC = 125+48.19
PT = 128+46.25
NO SUPERELEVATION

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00"
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

STA. 119+40.00 HWY. 112
= STA. 825+03.83 FUTURE CITY ST.
Δ = 90°00'00"

FENCE & GATES					
STA.	STA.	SIDE	TYPE	LIN. FT.	GATES
115+90	118+98	LT.	D	309	

STA. 117+00 CONSTRUCT
DROP INLET RT. OF MEDIAN
AND 18" X 25' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 117+00 LT.
DROP INLET H = 6'-0"
TYPE C DROP INLET = 4' X 3'
18" R.C PIPE (CLASS III)(TYPE 3) = 26 LIN. FT.

STA. 117+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 24" X 196' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 115+00 RT.
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) = 196 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 196 LIN. FT.

STA. 118+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 117+00 RT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 119+33 IN PLACE
24" X 110' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 58' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 70 CU. YD.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 120+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 118+50 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 120+80 CONSTRUCT
DROP INLET ON RT.
AND 18" X 76' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 120+00 RT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 76 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 76 LIN. FT.

STA. 121+25 CONSTRUCT
DROP INLET ON RT.
AND 24" X 26' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 121+00 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 26 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 26 LIN. FT.

STA. 122+40 CONSTRUCT CONCRETE
WALK (TYPE SPECIAL) W/ HAND RAIL
ON RT. = 140 LIN. FT.

STA. 123+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 172' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 121+25 RT.
DROP INLET H = 6'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 1372LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 172 LIN. FT.

STA. 124+00 INSTALL
18" X 48' R.C. PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 60 CU. YD.

STA. 124+20 CONSTRUCT CONCRETE
WALK (TYPE SPECIAL) W/ HAND RAIL
ON RT. = 230 LIN. FT.

STA. 124+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 148' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 123+00 RT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 148 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 148 LIN. FT.

STA. 126+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 149' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 124+50 RT.
DROP INLET H = 9'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 150 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 150 LIN. FT.

STA. 126+70 CONSTRUCT CONCRETE
WALK (TYPE SPECIAL) W/ HAND RAIL
ON RT. = 30 LIN. FT.

STA. 126+60 IN PLACE
18" X 60' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 50' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 245 CU. YD.

STA. 127+00 END CONCRETE
WALK (TYPE SPECIAL)
W/ HAND RAIL ON RT.

STA. 127+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 102' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 126+00 RT.
DROP INLET H = 13'-2"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 102 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 102 LIN. FT.

STA. 128+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 102' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 127+00 RT.
DROP INLET H = 13'-2"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 102 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 102 LIN. FT.

STA. 128+57 IN PLACE
18" X 60' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 62' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 440 CU. YD.

STA. 129+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 97' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 128+00 RT.
DROP INLET H = 13'-2"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 98 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 98 LIN. FT.

STA. 129+48 IN PLACE
18" X 46' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 72' R.C. PIPE CULVERT
CONSTRUCT APPROACH = 805 CU. YD.

STA. 130+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 91' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 129+00 RT.
DROP INLET H = 15'-3"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS IV)(TYPE 3) = 92 LIN. FT.

LEGEND
= OBLITERATION

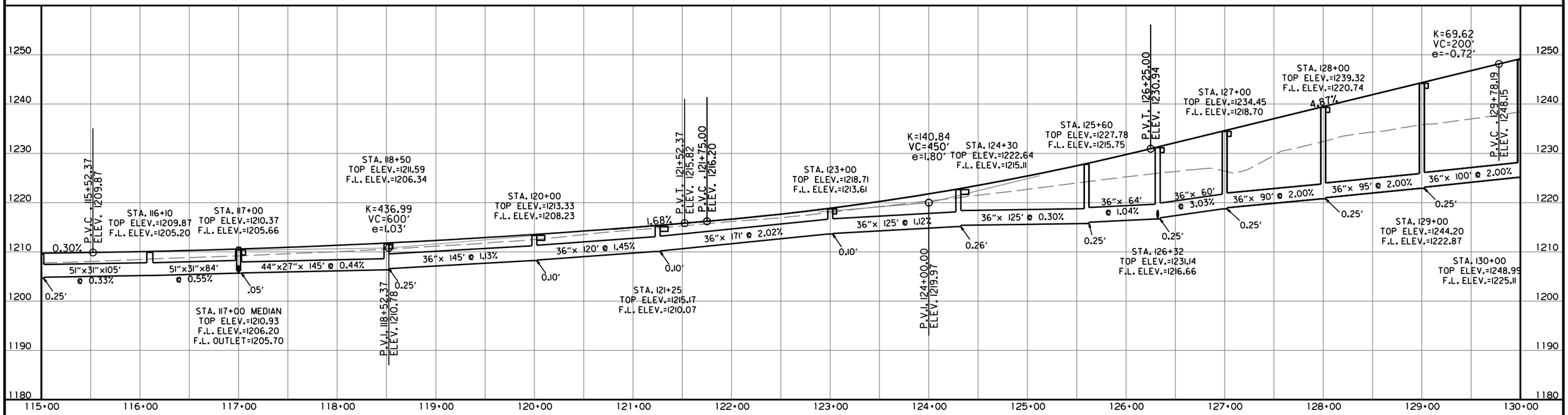
HWY. 112

JB44269 10/10/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	173	392
		PLAN AND PROFILE SHEETS				

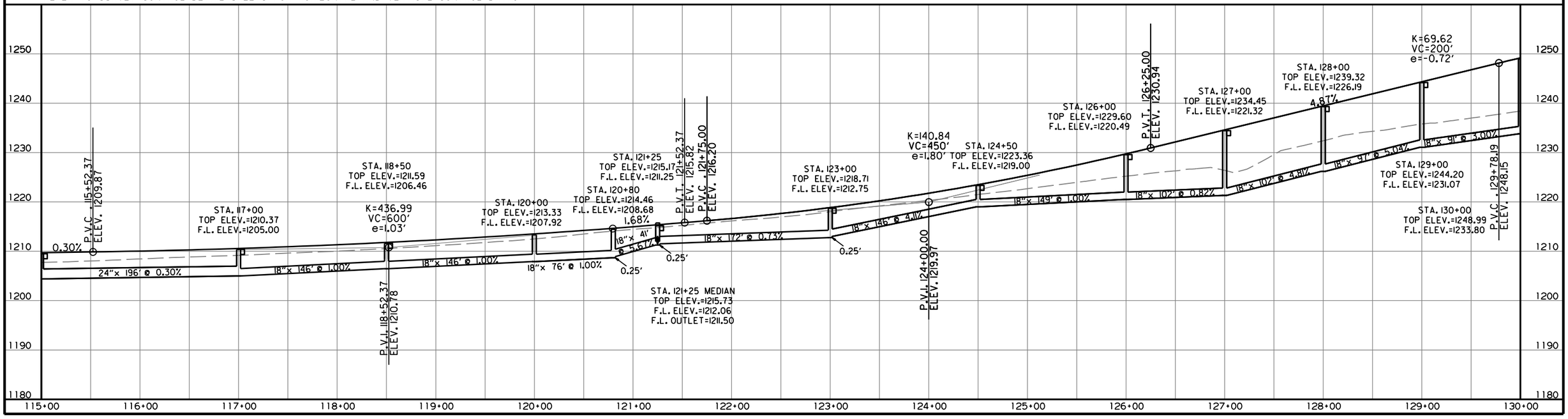
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
08/14/2025

LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	174	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025

STA. 130+09 CONSTRUCT
GRATE INLET ON PED. TUNNEL
AND 18" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 130+00 LT.
DROP INLET H = 3'-6"
TYPE ST GRATE INLET = 7' X 4'
18" R.C. PIPE (CLASS IV)(TYPE 2) = 38 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 38 LIN. FT.

STA. 130+66 CONSTRUCT
14' X 10' X 177' R.C. TUNNEL
ON 45° RT. FWD. SKEW
SEE TUNNEL PLAN AND PROFILE FOR DETAILS

STA. 131+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 101' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 130+00 LT.
DROP INLET H = 25'-6"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 1) = 102 LIN. FT.

STA. 131+57 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 11.7 SQ. YD.

STA. 131+90 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 89' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 131+00 LT.
DROP INLET H = 6'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
36" R.C. PIPE (CLASS III)(TYPE 3) = 90 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 90 LIN. FT.

REMOVAL AND DISPOSAL OF FENCE & GATES			
STA.	STA.	SIDE	LIN. FT. GATES
130+96	132+86	RT.	279

HWY. 112 WEST
PI = 204+25.17
Δ = 5°00'00"LT.
D = 6°00'00"
T = 41.69'
L = 83.34'
PC = 203+83.48
PT = 204+66.82
NO SUPERELEVATION

STA. 133+02.18
END HWY. 112 NORTH

HWY. 112 NORTH
PI = 127+00.00
Δ = 26°49'32"LT.
D = 9°00'00"
T = 151.81'
L = 298.06'
PC = 125+48.19
PT = 128+46.25
NO SUPERELEVATION

HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00"
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

VAN ASCHE DR.
PI = 404+35.70
Δ = 28°52'02"LT.
D = 31°00'00"
T = 47.57'
L = 93.12'
PC = 403+88.13
PT = 404+81.25
NO SUPERELEVATION

VAN ASCHE DR.
PI = 402+92.80
Δ = 10°00'00"RT.
D = 15°00'00"
T = 33.42'
L = 66.67'
PC = 402+59.38
PT = 403+26.05
NO SUPERELEVATION

STA. 130+50 INSTALL HAND
RAIL ON RT. = 240 LIN. FT.

STA. 131+10 IN PLACE
TWO DROP INLETS ON RT.
AND 18" X 16' R.C. PIPE CULVERT
AND 36" X 14' R.C. PIPE CULVERT
REMOVE ALL

STA. 131+30 CONSTRUCT
DROP INLET ON RT.
AND 18" X 120' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 130+00 RT.
DROP INLET H = 18'-8"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS IV)(TYPE 3) = 120 LIN. FT.

STA. 131+62 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.6 SQ. YD.

STA. 131+80 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 131+30 RT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 48 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 48 LIN. FT.

STA. 132+48 END
HAND RAIL ON RT.

LEGEND
= OBLITERATION

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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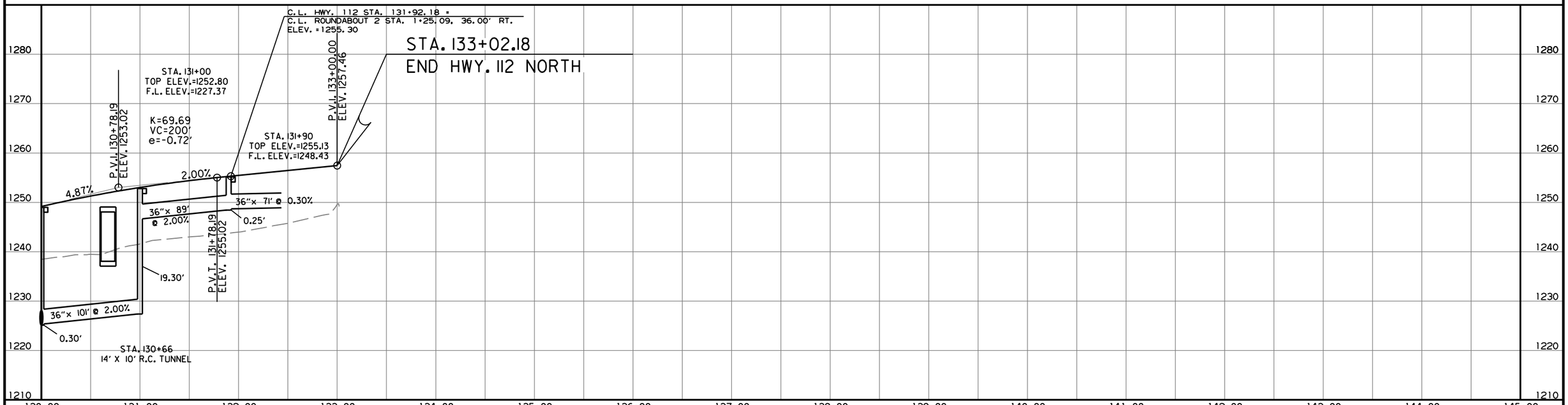
HWY. 112

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	175	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
DAVID WILLIAM BAKER, IV
No. 15158

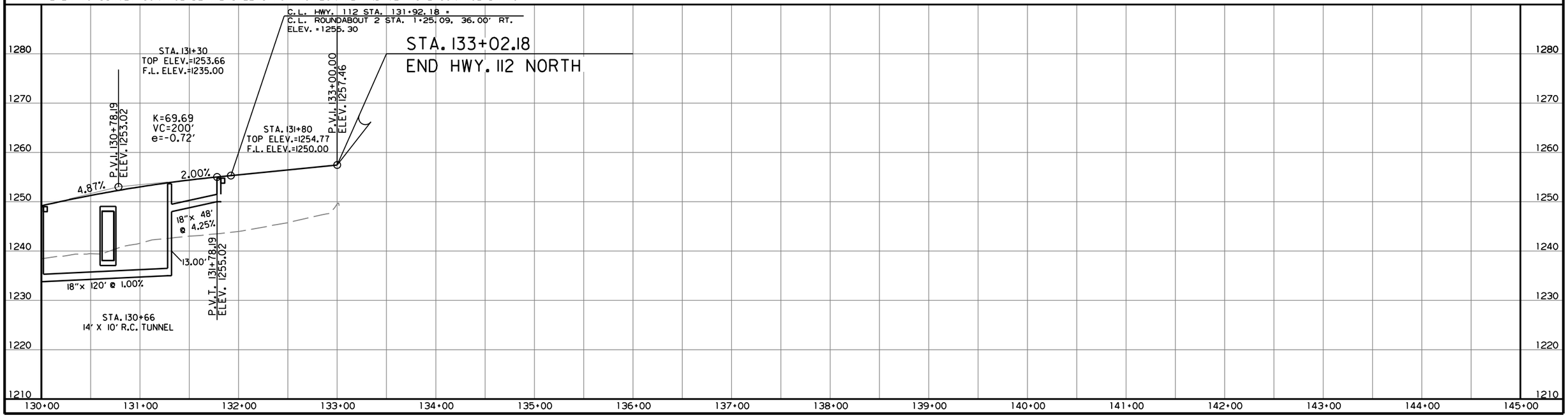
08/14/2025

LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



JB44269 8/13/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25		6	ARK.	040746	176	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
08/28/2025

N

LEGEND

= OBLITERATION

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00"
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

STA. 200+79 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION LT. & RT.
AND 36" X 43' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 131+90 LT.
DROP INLET H = 6'-8"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
36" R.C. PIPE (CLASS III)(TYPE 3) = 44 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 203+50 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 130' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 202+20 LT.
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 130 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 130 LIN. FT.

STA. 208+15 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 82' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+00 LT.
DROP INLET H = 9'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 82 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 82 LIN. FT.

STA. 201+33 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 11.7 SQ. YD.

STA. 205+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 143' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 203+50 LT.
DROP INLET H = 5'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 144 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 144 LIN. FT.

STA. 209+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 46' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+50 LT.
DROP INLET H = 11'-9"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 46 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

STA. 201+65 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION LT. & RT.
AND 36" X 91' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 200+79 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
36" R.C. PIPE (CLASS III)(TYPE 3) = 92 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 92 LIN. FT.

HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

STA. 202+20 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 201+65 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 206+50 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 205+00 LT.
DROP INLET H = 7'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 209+50 CONSTRUCT
DROP INLET ON LT.
AND 36" X 107' PIPE OUTLET W/F.E.S.
DROP INLET H = 12'-10"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 3) = 108 LIN. FT.
36" F.E.S. = 1EACH

STA. 210+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 46' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+50 LT.
DROP INLET H = 12'-8"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 46 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

VAN ASCHE DR.
PI = 404+35.70
Δ = 28°52'02"LT.
D = 31°00'00"
T = 47.57'
L = 93.12'
PC = 403+88.13
PT = 404+81.25
NO SUPERELEVATION

STA. 200+80 CONSTRUCT
DROP INLET ON RT. W/8' EXTENSION
AND 30" X 12' PIPE INLET W/F.E.S.
AND 30" X 24' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 201+04 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
30" R.C. PIPE (CLASS III)(TYPE 3) = 36 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 36 LIN. FT.
30" F.E.S. = 1EACH

STA. 200+52 IN PLACE
DROP INLET ON RT.
AND 36" X 130' R.C. PIPE CULVERT
REMOVE

STA. 201+04 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION LT. & RT.
AND 30" X 59' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 201+65 RT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
30" R.C. PIPE (CLASS III)(TYPE 3) = 60 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 60 LIN. FT.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 201+31 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.3 SQ. YD.

STA. 201+65 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION LT. & RT.
AND 30" X 78' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 201+65 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
30" R.C. PIPE (CLASS IV)(TYPE 3) = 78 LIN. FT.

STA. 202+20 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 201+65 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 203+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 123' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 202+20 RT.
DROP INLET H = 8'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 124 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 124 LIN. FT.

STA. 203+98 CONSTRUCT
APPROACH ON RT. = 275 CU. YD.
= 255 CU. YD. UNC. EXC.

STA. 204+25 CONSTRUCT
DROP INLET ON RT. W/OPENING IN BACK
AND 18" X 73' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 203+50 RT.
DROP INLET H = 10'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 74 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 74 LIN. FT.

STA. 205+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 73' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 204+25 RT.
DROP INLET H = 11'-11"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 74 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 74 LIN. FT.

STA. 206+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 205+00 RT.
DROP INLET H = 14'-2"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS IV)(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 207+78 INSTALL
22" X 14" X 28' R.C. ARCH PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YD.

STA. 208+15 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 82' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+00 RT.
DROP INLET H = 8'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 82 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 82 LIN. FT.

STA. 209+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 46' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+50 RT.
DROP INLET H = 11'-6"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 46 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

STA. 209+50 IN PLACE
18" X 24" X 28' R.C. BOX CULVERT
REMOVE AND CONSTRUCT
DROP INLET ON RT.
AND 30" X 34' PIPE INLET W/F.E.S.
AND 36" X 79' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+50 LT.
DROP INLET H = 12'-8"
TYPE MO DROP INLET = 5' DIA.
30" R.C. PIPE (CLASS IV)(TYPE 3) = 34 LIN. FT.
36" R.C. PIPE (CLASS IV)(TYPE 3) = 80 LIN. FT.
30" F.E.S. = 1EACH
D.A. = 6.4 ACRES, Q50 = 46.1CFS

STA. 210+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 46' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 209+50 LT.
DROP INLET H = 12'-5"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III)(TYPE 3) = 46 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

STA. 200+00.00
BEGIN HWY. 112 WEST
LOG MILE 2.85

REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
200+00	201+01	LT.	103	
201+06	204+91	RT.	516	
202+19	202+76	LT. & RT.	88	
204+27	215+37	LT.	1110	
204+91	207+51	RT.	268	
208+07	211+20	RT.	453	

FENCE & GATES

STA.	STA.	SIDE	TYPE	LIN. FT.	GATES
200+00	203+87	RT.	D-1	382	1
201+08	212+84	LT.	D-1	1224	1
204+06	207+31	RT.	D-1	330	
207+31	207+51	RT.	4' C.L.	22	
208+08	211+11	RT.	4' C.L.	310	

HWY. 112

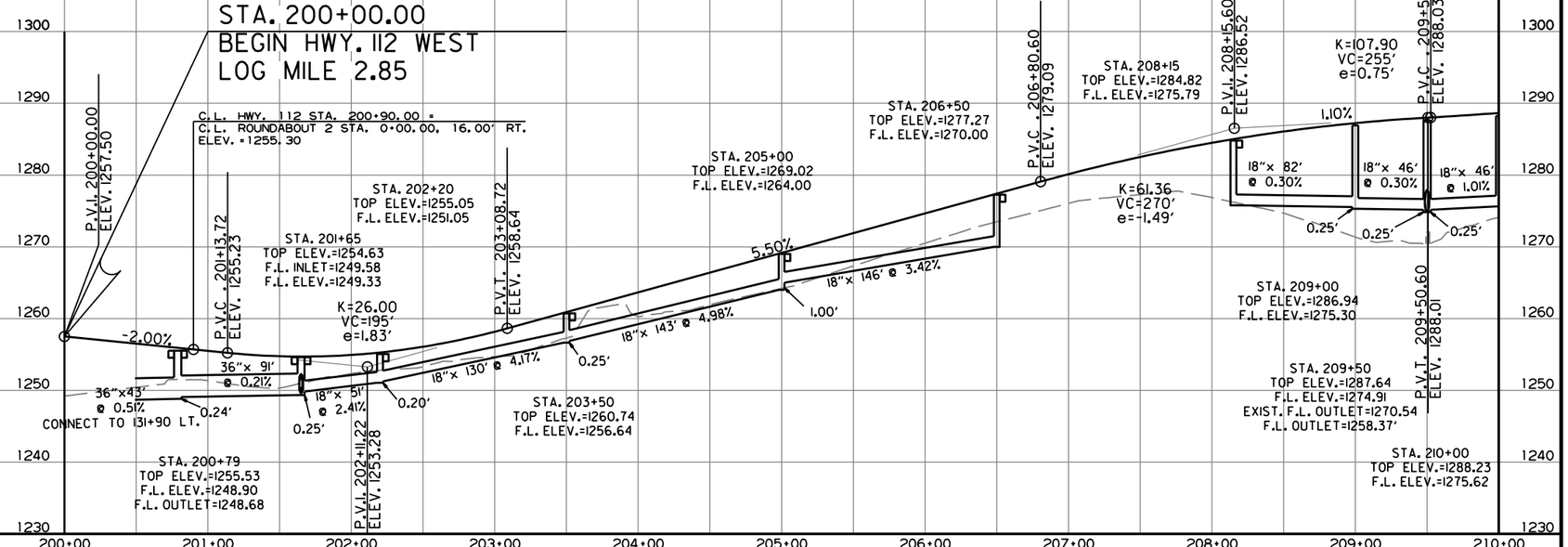
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	177	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

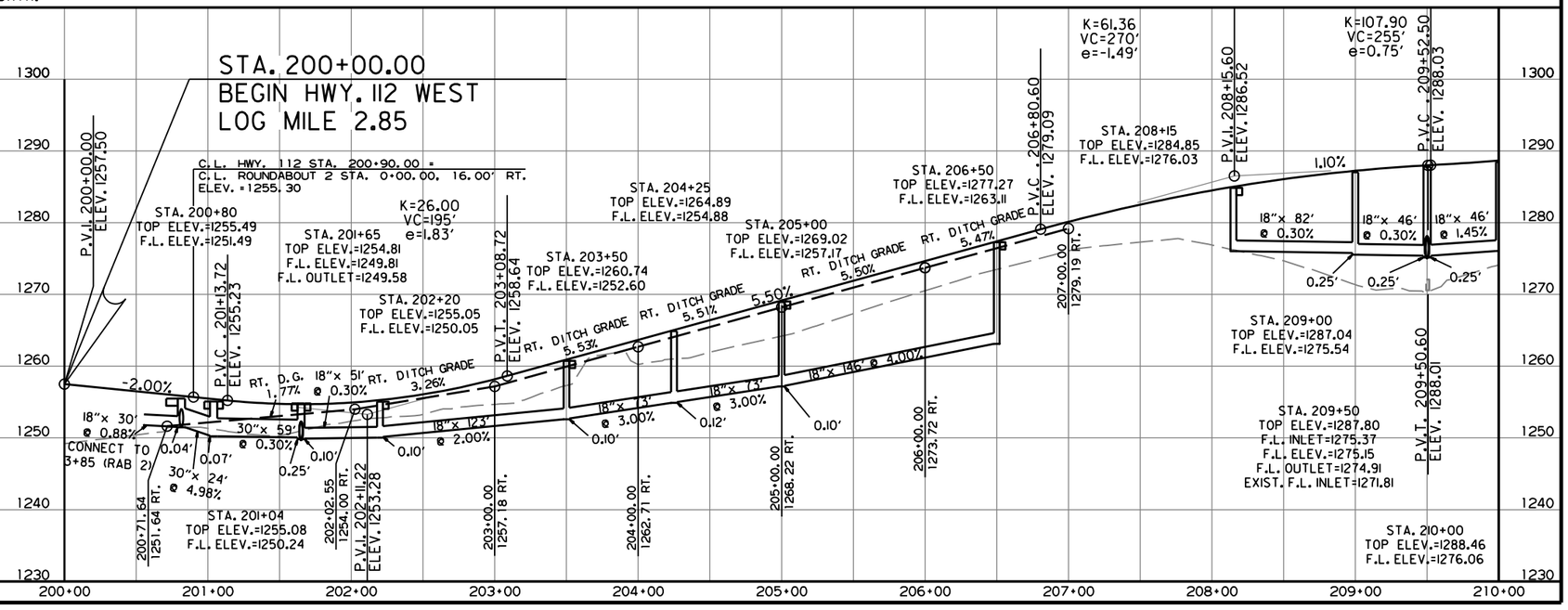
08/14/2025

LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	178	392
		PLAN AND PROFILE SHEETS				

STA. 210+75 CONSTRUCT
DROP INLET ON LT.
AND 18" X 72' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 210+00 LT.
DROP INLET H = 12'-5"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III(TYPE 3) = 72 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 72 LIN. FT.

STA. 210+90 CONSTRUCT
DROP INLET ON LT.
AND 18" X 12' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 210+75 LT.
DROP INLET H = 12'-1"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III(TYPE 3) = 12 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 12 LIN. FT.

STA. 211+10 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 20' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 210+90 LT.
DROP INLET H = 11'-10"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III(TYPE 3) = 20 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 20 LIN. FT.

STA. 212+00 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 18" X 86' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 211+10 LT.
DROP INLET H = 11'-7"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III(TYPE 3) = 86 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 86 LIN. FT.

STA. 213+00 CONSTRUCT
APPROACH ON LT. = 445 CU. YD.

STA. 213+50 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 212+00 LT.
DROP INLET H = 11'-4"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 215+50 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 217+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 217+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 218+50 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 217+37 INSTALL
18" X 56' R.C. PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 450 CU. YD.

STA. 218+50 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 220+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 220+00 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 18" X 147' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 221+50 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 148 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 148 LIN. FT.

STA. 221+50 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 147' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 223+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 148 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 148 LIN. FT.

STA. 223+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 112' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 224+15 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 112 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 112 LIN. FT.

STA. 224+15 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 83' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 225+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 84 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 84 LIN. FT.

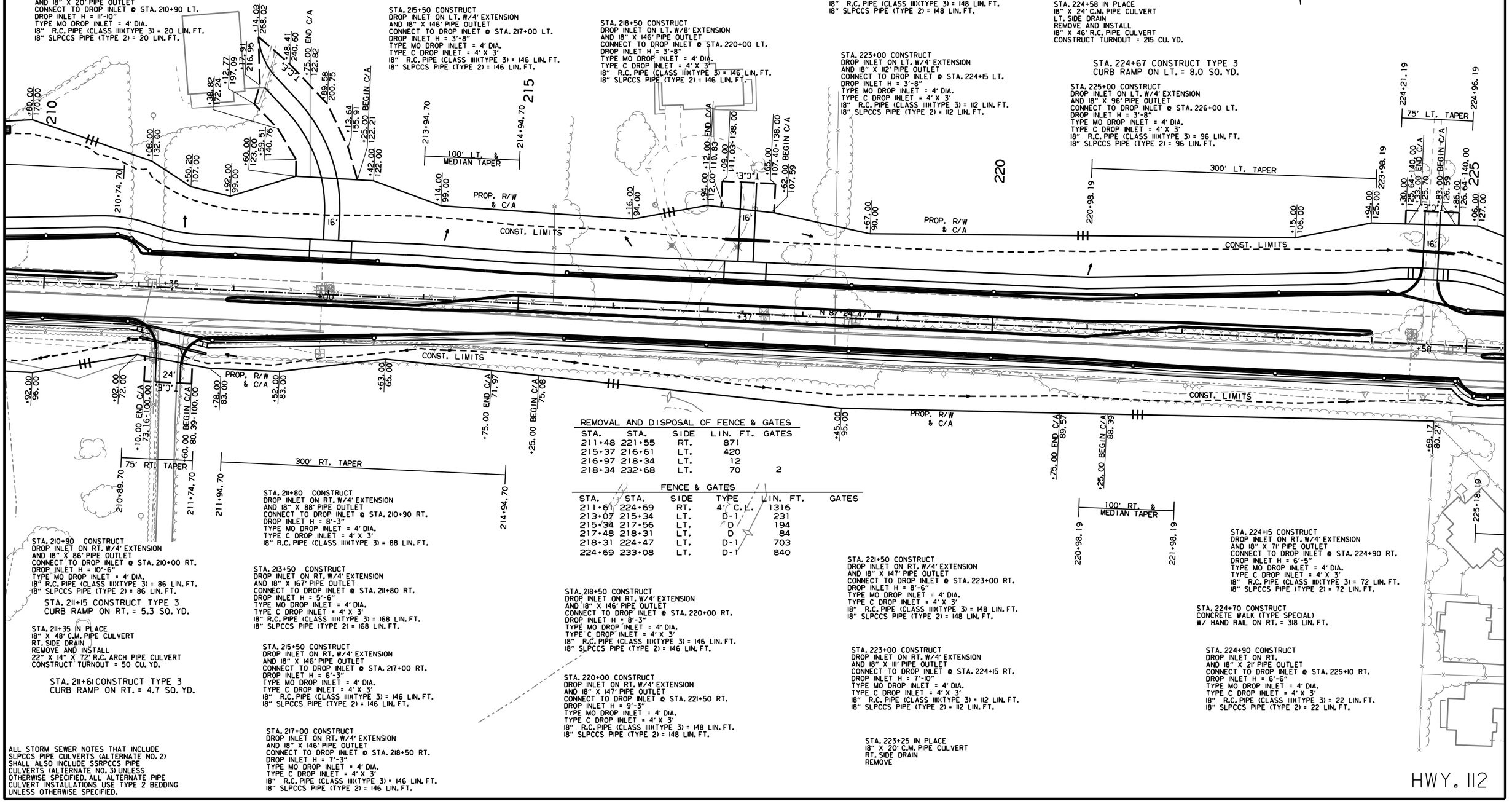
STA. 224+48 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 10.6 SQ. YD.

STA. 224+58 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 46' R.C. PIPE CULVERT
CONSTRUCT TURNOUT = 215 CU. YD.

STA. 224+67 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 8.0 SQ. YD.

STA. 225+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 226+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, P.E.
10/14/2025



STA. 210+90 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 86' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 210+00 RT.
DROP INLET H = 10'-6"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS III(TYPE 3) = 86 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 86 LIN. FT.

STA. 211+15 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 5.3 SQ. YD.

STA. 211+35 IN PLACE
18" X 48' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
22" X 14" X 72' R.C. ARCH PIPE CULVERT
CONSTRUCT TURNOUT = 50 CU. YD.

STA. 211+61 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 4.7 SQ. YD.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
211+48	221+55	RT.	871	
215+37	216+61	LT.	420	
216+97	218+34	LT.	12	
218+34	232+68	LT.	70	2

FENCE & GATES

STA.	STA.	SIDE	TYPE	LIN. FT.	GATES
211+61	224+69	RT.	4' C.L.	1316	
213+07	215+34	LT.	D-1	231	
215+34	217+56	LT.	D	194	
217+48	218+31	LT.	D	84	
218+31	224+47	LT.	D-1	703	
224+69	233+08	LT.	D-1	840	

STA. 211+80 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 88' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 210+90 RT.
DROP INLET H = 8'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 88 LIN. FT.

STA. 213+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 167' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 211+80 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 168 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 168 LIN. FT.

STA. 215+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 217+00 RT.
DROP INLET H = 6'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 217+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 218+50 RT.
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 218+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 220+00 RT.
DROP INLET H = 8'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 146 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 220+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 147' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 221+50 RT.
DROP INLET H = 9'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 148 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 148 LIN. FT.

STA. 221+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 147' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 223+00 RT.
DROP INLET H = 8'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 148 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 148 LIN. FT.

STA. 223+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 111' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 224+15 RT.
DROP INLET H = 7'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 112 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 112 LIN. FT.

STA. 223+25 IN PLACE
18" X 20' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 224+15 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 71' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 224+90 RT.
DROP INLET H = 6'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 72 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 72 LIN. FT.

STA. 224+70 CONSTRUCT
CONCRETE WALK (TYPE SPECIAL)
W/ HAND RAIL ON RT. = 318 LIN. FT.

STA. 224+90 CONSTRUCT
DROP INLET ON RT.
AND 18" X 21' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 225+10 RT.
DROP INLET H = 6'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 22 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 22 LIN. FT.

JB44269 10/10/2025
R040746.DGN MicroStation v8.11.9.578

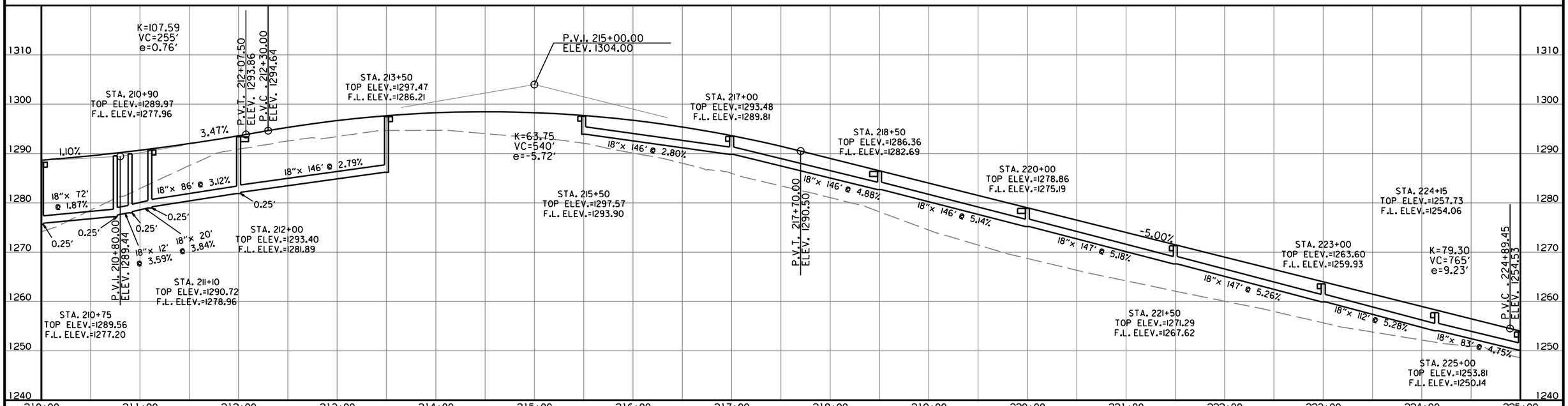
HWY. 112

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	179	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

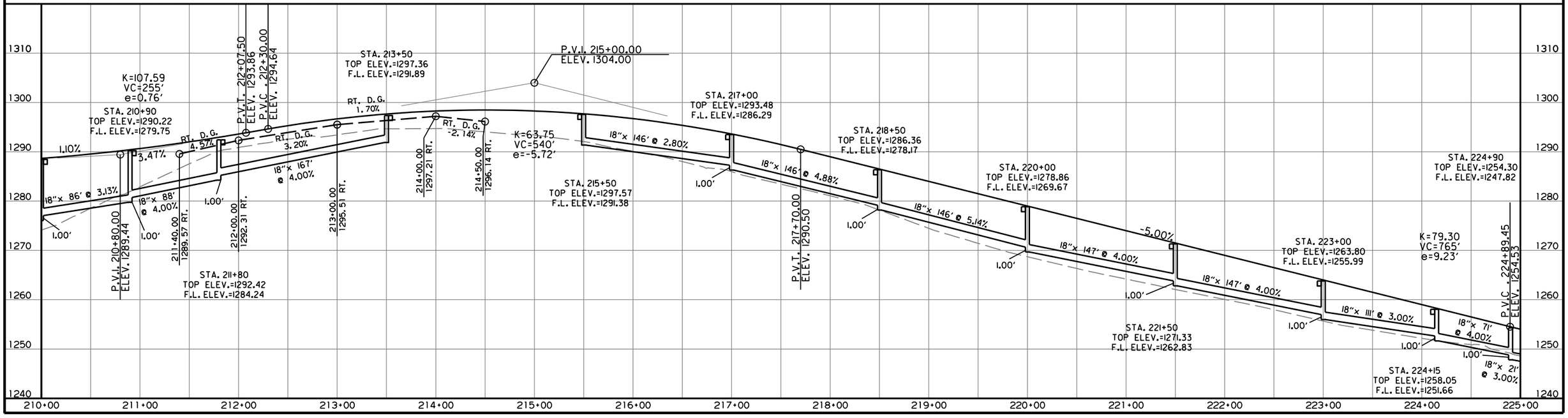
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LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	180	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
CLAYTON WILLIAM BAKER, JR.
10/14/2025

REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
233+68	237+94	LT.	40	

STA. 226+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 227+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 227+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 137' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 228+40 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 138 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 138 LIN. FT.

STA. 228+40 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 228+88 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 44 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 228+88 CONSTRUCT
DROP INLET ON LT.
AND 18" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 229+43 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 229+43 CONSTRUCT
DROP INLET ON LT.
AND 30" X 84' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 230+37 LT.
DROP INLET H = 8'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
30" R.C. PIPE (CLASS III)(TYPE 3) = 84 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 84 LIN. FT.

STA. 230+37 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION LT. & RT.
AND DBL. 60" X 42' PIPE OUTLET W/F.E.S.
DROP INLET H = 9'-6"
TYPE C DROP INLET = 16' X 6'
60" R.C. PIPE (CLASS III)(TYPE 3) = 84 LIN. FT.
60" F.E.S. = 2 EACH

STA. 231+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 60" X 52' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 230+37 LT.
DROP INLET H = 9'-5"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
60" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 232+50 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 60" X 144' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 231+00 LT.
DROP INLET H = 11'-6"
TYPE MO DROP INLET = 6' DIA.
60" R.C. PIPE (CLASS III)(TYPE 3) = 144 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 144 LIN. FT.

STA. 233+19 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 10.6 SQ. YD.

STA. 233+31 INSTALL
24" X 48' R.C. PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT TURNOUT = 20 CU. YD.

STA. 233+49 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 10.5 SQ. YD.

STA. 234+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 60" X 143' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 232+50 LT.
DROP INLET H = 15'-0"
TYPE MO DROP INLET = 6' DIA.
60" R.C. PIPE (CLASS IV)(TYPE 3) = 144 LIN. FT.

STA. 235+00 CONSTRUCT
DROP INLET ON LT.
AND 60" X 95' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 234+00 LT.
DROP INLET H = 14'-7"
TYPE MO DROP INLET = 6' DIA.
60" R.C. PIPE (CLASS III)(TYPE 3) = 96 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 235+68 CONSTRUCT
DROP INLET ON LT.
AND 60" X 70' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 235+00 LT.
DROP INLET H = 12'-5"
TYPE MO DROP INLET = 6' DIA.
60" R.C. PIPE (CLASS IV)(TYPE 3) = 70 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 70 LIN. FT.

HWY. 112 WEST
PI = 232+66.15
Δ = 3°55'30"LT.
D = 6°00'00"
T = 32.72'
L = 65.42'
PC = 232+33.43
PT = 232+98.85
NO SUPERELEVATION

STA. 236+23 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION LT. & RT.
AND 60" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 235+68 LT.
DROP INLET H = 9'-2"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
60" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 236+78 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 60" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 236+23 LT.
DROP INLET H = 7'-9"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
60" R.C. PIPE (CLASS III)(TYPE 3) = 50 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 50 LIN. FT.

STA. 236+91 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 12.0 SQ. YD.

STA. 237+78 IN PLACE
16" X 16' C.M. PIPE CULVERT
FILL AND ABANDON

STA. 238+19 IN PLACE
16" X 61' R.C. PIPE CULVERT
PLUG AND ABANDON

STA. 225+10 CONSTRUCT
DROP INLET ON RT.
AND 18" X 12' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 225+25 RT.
DROP INLET H = 6'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 12 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 12 LIN. FT.

STA. 225+25 CONSTRUCT
DROP INLET ON RT.
AND 18" X 72' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 226+00 RT.
DROP INLET H = 7'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 72 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 72 LIN. FT.

STA. 226+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 97' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 227+00 RT.
DROP INLET H = 6'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 98 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 98 LIN. FT.

STA. 227+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 137' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 228+40 RT.
DROP INLET H = 6'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 138 LIN. FT.

STA. 227+45 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 5.0 SQ. YD.

STA. 227+78 IN PLACE
24" X 110' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 82' R.C. PIPE CULVERT
CONSTRUCT TURNOUT = 135 CU. YD.

STA. 228+08 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 5.0 SQ. YD.

STA. 228+40 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 24" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 228+88 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 44 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 228+40 END CONCRETE
WALK (TYPE SPECIAL) AND
CONSTRUCT RETAINING WALL
W/ HAND RAIL ON RT.

STA. 228+88 CONSTRUCT
DROP INLET ON RT.
AND 24" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 229+43 RT.
DROP INLET H = 6'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 229+43 CONSTRUCT
DROP INLET ON RT.
AND 24" X 84' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 230+37 RT.
DROP INLET H = 8'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
24" R.C. PIPE (CLASS III)(TYPE 3) = 84 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 84 LIN. FT.

STA. 230+37 IN PLACE
DBL. 30" X 44" X 36' C.M. PIPE CULVERT
REMOVE AND CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION LT. & RT.
AND DBL. 60" X 4' PIPE INLET W/F.E.S.
AND DBL. 60" X 65' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 230+37 LT.
DROP INLET H = 9'-6"
TYPE C DROP INLET = 16' X 6'
60" R.C. PIPE (CLASS III)(TYPE 3) = 138 LIN. FT.
60" F.E.S. = 2 EACH

STA. 231+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 54" X 52' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 230+37 RT.
DROP INLET H = 10'-5"
TYPE MO DROP INLET = 6' DIA.
54" R.C. PIPE (CLASS III)(TYPE 3) = 52 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 232+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 54" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 231+00 RT.
DROP INLET H = 12'-8"
TYPE MO DROP INLET = 6' DIA.
54" R.C. PIPE (CLASS III)(TYPE 3) = 146 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 234+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 54" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 232+50 RT.
DROP INLET H = 16'-4"
TYPE MO DROP INLET = 6' DIA.
54" R.C. PIPE (CLASS III)(TYPE 3) = 146 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 146 LIN. FT.

STA. 235+68 CONSTRUCT
DROP INLET ON RT.
AND 54" X 155' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 234+00 LT.
DROP INLET H = 13'-11"
TYPE MO DROP INLET = 6' DIA.
54" R.C. PIPE (CLASS III)(TYPE 3) = 156 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 156 LIN. FT.

STA. 236+23 CONSTRUCT
DROP INLET ON RT. W/4' EXT. LT. & RT.
AND 54" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 235+68 RT.
DROP INLET H = 11'-2"
TYPE MO DROP INLET = 6' DIA.
54" R.C. PIPE (CLASS III)(TYPE 3) = 48 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 48 LIN. FT.

STA. 236+78 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 54" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 236+23 RT.
DROP INLET H = 9'-7"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
54" R.C. PIPE (CLASS III)(TYPE 3) = 50 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 50 LIN. FT.

STA. 236+93 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.7 SQ. YD.

HWY. 112 WEST
PI = 235+45.46
Δ = 13°08'27"RT.
D = 22°00'00"
T = 29.99'
L = 59.73'
PC = 235+15.47
PT = 235+75.20
NO SUPERELEVATION

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

STA. 238+21.01
END HWY. 112 WEST

HWY. 112

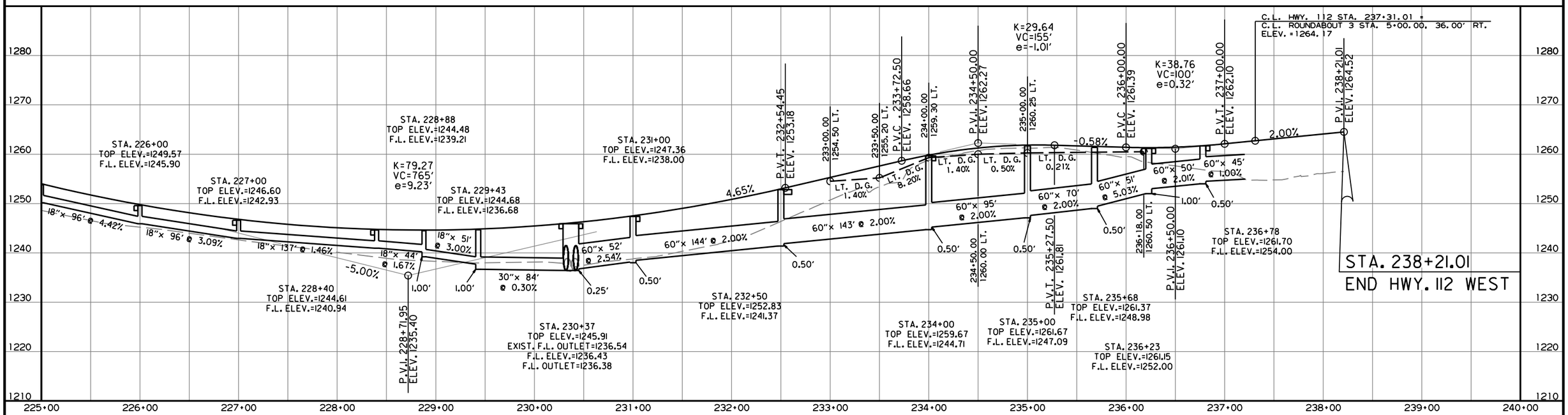
ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

JB44269 10/10/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	181	392
		PLAN AND PROFILE SHEETS				

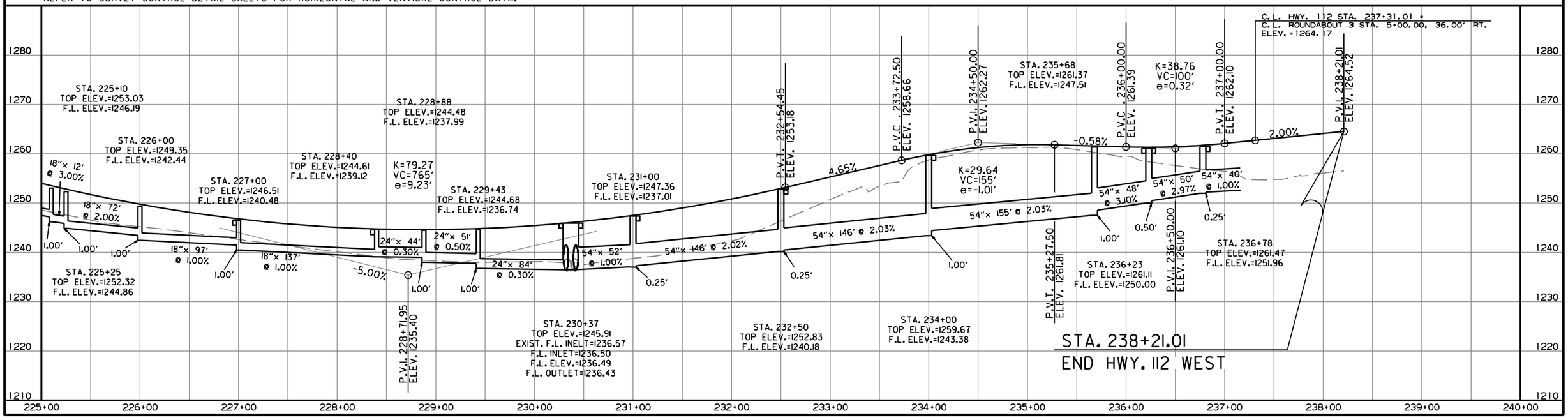
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
08/14/2025

LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	182	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
RAYMOND WILLIAM BAKER, JR.
10/14/2025

HOWARD NICKELL RD.
PI = 503+07.57
Δ = 12°19'47"RT.
D = 20°00'00"
T = 30.95'
L = 61.65'
PC = 502+76.62
PT = 503+38.27
NO SUPERELEVATION

HOWARD NICKELL RD.
PI = 504+27.72
Δ = 20°00'00"LT.
D = 28°00'00"
T = 36.08'
L = 71.43'
PC = 503+91.64
PT = 504+63.07
NO SUPERELEVATION

HWY. 112 WEST
PI = 232+66.15
Δ = 3°55'30"LT.
D = 6°00'00"
T = 32.72'
L = 65.42'
PC = 232+33.43
PT = 232+98.85
NO SUPERELEVATION

HWY. 112 WEST
PI = 235+45.46
Δ = 13°08'27"RT.
D = 22°00'00"
T = 29.99'
L = 59.73'
PC = 235+15.47
PT = 235+75.20
NO SUPERELEVATION

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

STA. 300+00.00
BEGIN HWY. 112 NORTH
LOG MILE 3.57

STA. 306+90.00
END HWY. 112 NORTH
& JOB 040746

STA. 301+40 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 54" X 125' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 301+50 RT.
DROP INLET H = 8'-3"
TYPE C DROP INLET = 10' X 6'
54" R.C. PIPE (CLASS III(TYPE 3) = 126 LIN. FT.

STA. 301+51 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 11.7 SQ. YD.

STA. 302+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 68' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 301+40 LT.
DROP INLET H = 6'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 68 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 68 LIN. FT.

STA. 303+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 97' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 302+00 LT.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 98 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 98 LIN. FT.

STA. 303+44 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION LT. & RT.
AND 18" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 303+00 LT.
DROP INLET H = 4'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 38 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 38 LIN. FT.

STA. 304+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 52' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 303+44 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 52 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

STA. 305+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 306+00 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 306+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 23' PIPE OUTLET W/F.E.S.
DROP INLET H = 3'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 24 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 24 LIN. FT.
18" F.E.S. = 1EACH

STA. 306+72 IN PLACE
18" X 22' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 36' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 45 CU. YD.

STA. 301+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 54" X 77' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 5+40 RT.
DROP INLET H = 9'-6"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
54" R.C. PIPE (CLASS III(TYPE 3) = 78 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 78 LIN. FT.

STA. 301+31 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.4 SQ. YD.

STA. 301+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 54" X 47' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 301+00 RT.
DROP INLET H = 8'-5"
TYPE C DROP INLET = 7' X 7'
54" R.C. PIPE (CLASS III(TYPE 3) = 48 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 48 LIN. FT.

STA. 301+57 IN PLACE
2' X 6' X 25' R.C. BOX CULVERT
PLUG AND ABANDON

STA. 302+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 35' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 301+50 RT.
DROP INLET H = 7'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 36 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 36 LIN. FT.

STA. 303+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 302+00 RT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 303+44 CONSTRUCT
DROP INLET ON RT.
AND 18" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 303+00 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 44 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 303+44 END RETAINING WALL
AND CONSTRUCT CONCRETE
WALK (TYPE SPECIAL)
W/ HAND RAIL ON RT. = 346 LIN. FT.

STA. 304+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 53' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 303+44 RT.
DROP INLET H = 5'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 54 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 54 LIN. FT.

STA. 305+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 306+00 RT.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 306+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 65' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 306+00 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 66 LIN. FT.

STA. 306+90 END
CONCRETE WALK (TYPE SPECIAL)
W/ HAND RAIL ON RT.

REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
300+70	306+62	LT.	279	

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

JB44269 10/10/2025
R040746.DGN MicroStation v8.11.9.578

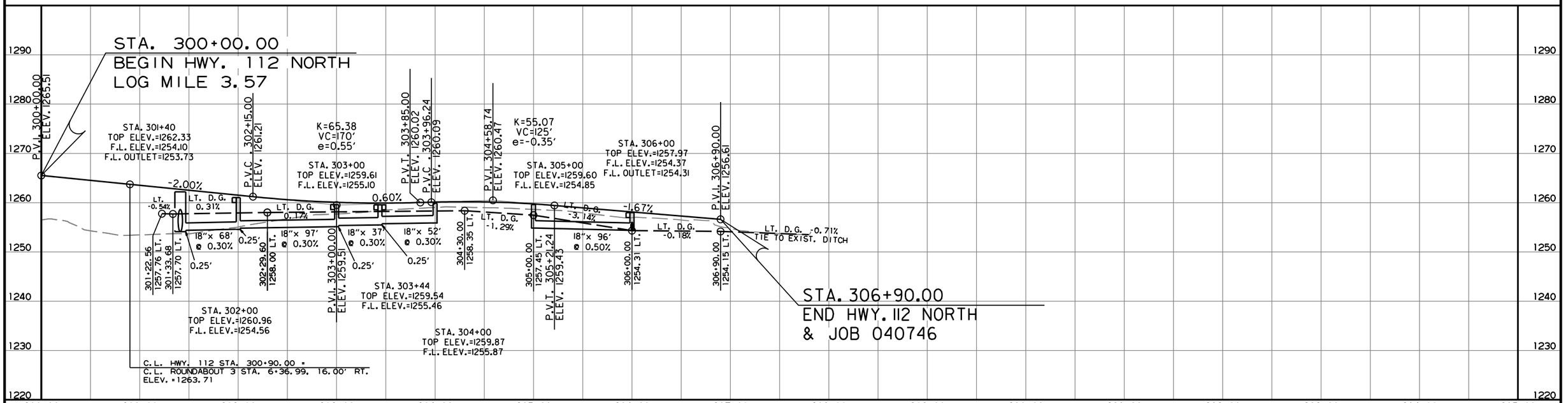
HWY. 112

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	183	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

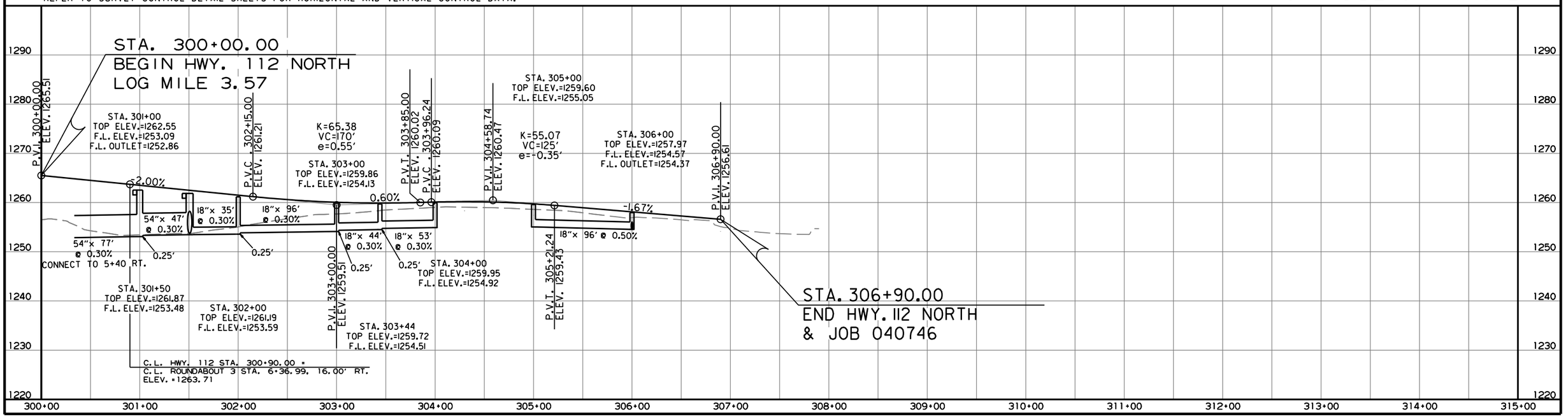
08/14/2025

LEFT SIDE OF HWY. 112



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

RIGHT SIDE OF HWY. 112



JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
08-26-25		6	ARK.	040746	184	392
10-13-25		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
WILLIAM BAKER
10/14/2025

STA. 402+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 18" X 60' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 402+09 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 60 LIN. FT.

STA. 402+36 CONSTRUCT
APPROACH ON LT. = 20 CU. YD.

STA. 402+52 INSTALL HAND
RAIL ON LT. = 386 LIN. FT.

STA. 403+00 CONSTRUCT
DROP INLET ON LT. W/8' EXTENSION
AND 18" X 62' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 403+00 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 62 LIN. FT.

STA. 404+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 403+00 LT.
DROP INLET H = 7'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 404+87 IN PLACE
DROP INLET ON LT.
AND 36" X 110' R.C. PIPE CULVERT
REMOVE

STA. 405+02 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 3.6 SQ. YD.

STA. 405+15 CONSTRUCT
DROP INLET ON LT.
AND 18" X 92' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 404+00 LT.
DROP INLET H = 8'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 92 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 92 LIN. FT.

STA. 405+34 IN PLACE
DROP INLET ON LT.
AND 18" X 109' R.C. PIPE CULVERT
REMOVE

STA. 405+35 END
HAND RAIL ON LT.

STA. 405+68 IN PLACE
DROP INLET ON LT.
AND 18" X 74' R.C. PIPE CULVERT
REMOVE

HWY. 112 NORTH
PI = 129+89.61
Δ = 19°51'10"RT.
D = 8°00'00
T = 125.34'
L = 248.16'
PC = 128+64.27
PT = 131+12.43
NO SUPERELEVATION

VAN ASCHE DR.
PI = 402+92.80
Δ = 10°00'00"RT.
D = 15°00'00"
T = 33.42'
L = 66.67'
PC = 402+59.38
PT = 403+26.05
NO SUPERELEVATION

HWY. 112 NORTH
PI = 127+00.00
Δ = 26°49'32"LT.
D = 9°00'00"
T = 151.81'
L = 298.06'
PC = 125+48.19
PT = 128+46.25
NO SUPERELEVATION

HWY. 112 WEST
PI = 202+90.18
Δ = 5°00'00"RT.
D = 6°00'00"
T = 41.69'
L = 83.33'
PC = 202+48.49
PT = 203+31.82
NO SUPERELEVATION

HWY. 112 WEST
PI = 204+25.17
Δ = 5°00'00"LT.
D = 6°00'00"
T = 41.69'
L = 83.34'
PC = 203+83.48
PT = 204+66.82
NO SUPERELEVATION

VAN ASCHE DR.
PI = 404+35.70
Δ = 28°52'02"LT.
D = 31°00'00"
T = 47.57'
L = 93.12'
PC = 403+88.13
PT = 404+81.25
NO SUPERELEVATION

STA. 401+40.00
BEGIN VAN ASCHE DR.

STA. 401+21 IN PLACE
DROP INLET ON RT.
RETAIN

STA. 401+45 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 4.9 SQ. YD.

STA. 401+67 CONSTRUCT
TURNOUT ON RT. = 5 CU. YD.

STA. 401+91 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 5.0 SQ. YD.

STA. 402+09 CONSTRUCT
DROP INLET ON RT.
AND 18" X 83' PIPE OUTLET
CONNECT TO EXIST. DROP INLET @ STA. 401+21 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 84 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 84 LIN. FT.

STA. 402+09 IN PLACE
DROP INLET ON RT.
AND 18" X 162' R.C. PIPE CULVERT
REMOVE

STA. 402+52 CONSTRUCT
CONCRETE WALK (TYPE SPECIAL)
W/ HAND RAIL ON RT. = 208 LIN. FT.

STA. 402+52 CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 403+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 84' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 402+09 RT.
DROP INLET H = 6'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 84 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 84 LIN. FT.

STA. 403+77 IN PLACE
TWO DROP INLETS ON RT.
AND 18" X 7' R.C. PIPE CULVERT
REMOVE ALL

STA. 404+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 96' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 403+00 RT.
DROP INLET H = 7'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 96 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 96 LIN. FT.

STA. 404+60 END
CONCRETE WALK (TYPE SPECIAL)
W/ HAND RAIL ON RT.

STA. 404+35 CONSTRUCT
DROP INLET ON RT.
AND 18" X 38' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 404+00 RT.
DROP INLET H = 7'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 38 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 38 LIN. FT.

STA. 404+49 IN PLACE
DROP INLET ON RT.
AND 36" X 114' R.C. PIPE CULVERT
AND 36" X 99' R.C. PIPE CULVERT
REMOVE ALL

STA. 404+88 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 3.6 SQ. YD.

STA. 405+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 21' PIPE INLET W/F.E.S.
AND 18" X 75' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 404+35 RT.
DROP INLET H = 7'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III(TYPE 3) = 98 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 98 LIN. FT.
18" F.E.S. = 1 EACH

STA. 405+45 IN PLACE
DROP INLET ON RT.
AND 36" X 128' R.C. PIPE CULVERT
REMOVE

STA. 405+71.04
END VAN ASCHE DR.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
404+55	406+06	RT.	D-1	187

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

JB44269 10/10/2025
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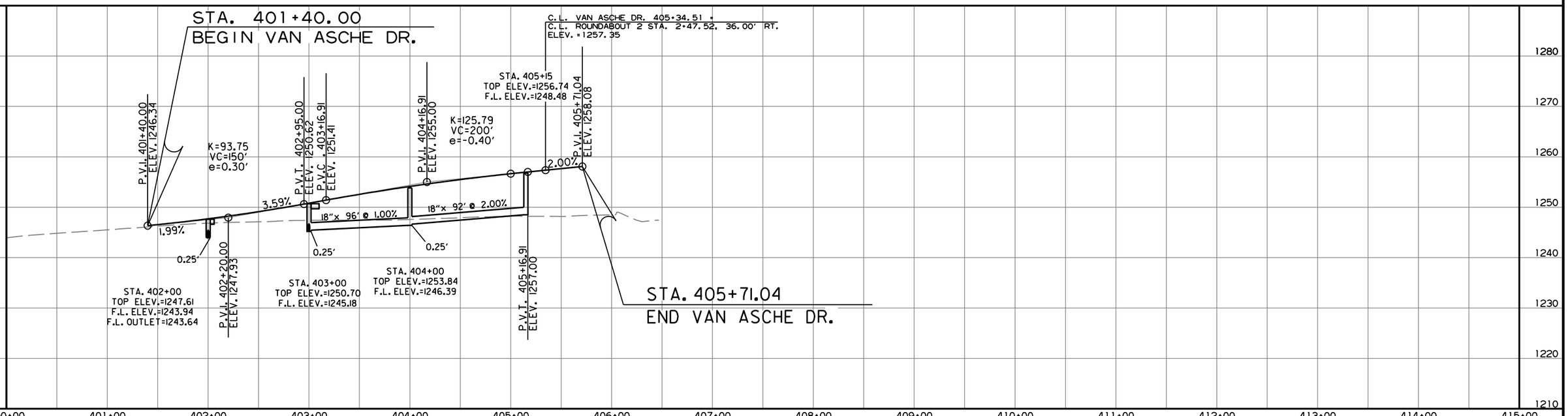
VAN ASCHE DR.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	185	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

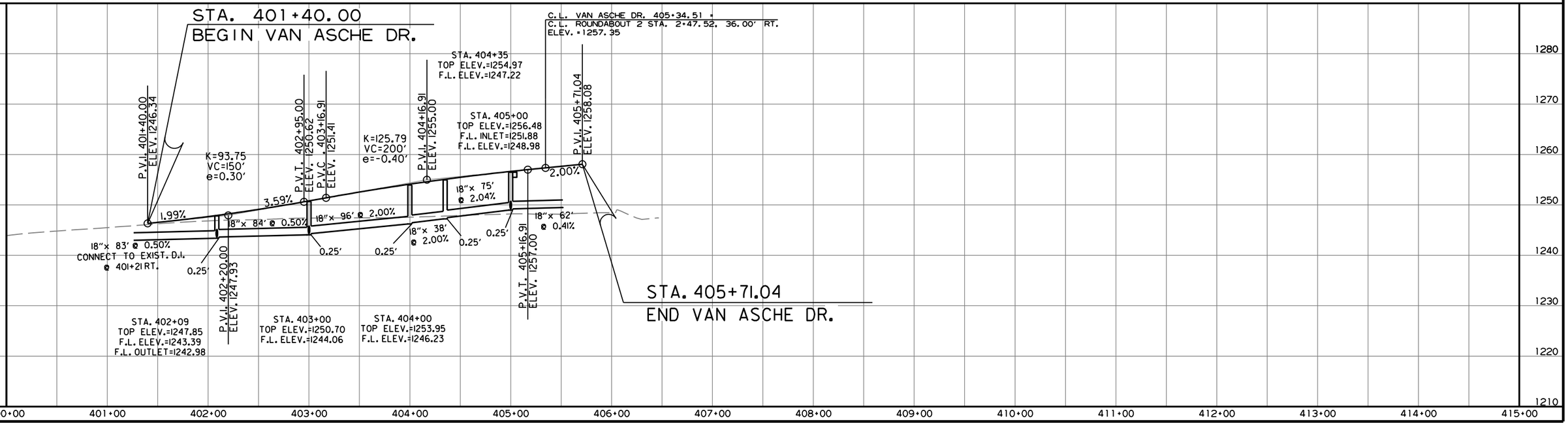
08/14/2025

LEFT SIDE OF VAN ASCHE DR.



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

RIGHT SIDE OF VAN ASCHE DR.



JB44269 8/13/2025
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	186	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
DAVID WILLIAM BAKER
No. 15158
10/14/2025

STA. 502+62 IN PLACE
30" X 40' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH = 5 CU. YD. UNC. EXC.

STA. 502+88 CONSTRUCT
DROP INLET ON LT.
AND 30" X 81' PIPE INLET W/F.E.S.
AND 36" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 503+25 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5' X 4'
30" R.C. PIPE (CLASS III)(TYPE 3) = 82 LIN. FT.
30" SLPCCS PIPE (TYPE 2) = 82 LIN. FT.
36" R.C. PIPE (CLASS III)(TYPE 3) = 38 LIN. FT.
36" SLPCCS PIPE (TYPE 2) = 38 LIN. FT.
30" F.E.S. = 1EACH

STA. 503+25 CONSTRUCT
DROP INLET ON LT.
AND 54" X 63' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 503+90 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
54" R.C. PIPE (CLASS III)(TYPE 3) = 64 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 64 LIN. FT.

STA. 503+56 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 10.8 SQ. YD.

STA. 503+90 CONSTRUCT
DROP INLET ON LT.
AND 54" X 26' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 504+31 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
54" R.C. PIPE (CLASS III)(TYPE 3) = 26 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 26 LIN. FT.

STA. 504+31 CONSTRUCT
DROP INLET ON LT.
AND 54" X 57' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 505+00 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
54" R.C. PIPE (CLASS III)(TYPE 3) = 58 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 58 LIN. FT.

STA. 504+73 CONSTRUCT TYPE 3
CURB RAMP ON LT. = 11.8 SQ. YD.

STA. 505+00 CONSTRUCT
DROP INLET ON LT.
AND 54" X 35' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 6+90 RT.
DROP INLET H = 7'-2"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
54" R.C. PIPE (CLASS III)(TYPE 3) = 36 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 36 LIN. FT.

HOWARD NICKELL RD.
PI = 503+07.57
Δ = 12°19'47"RT.
D = 20°00'00"
T = 30.95'
L = 61.65'
PC = 502+76.62
PT = 503+38.27
NO SUPERELEVATION

HWY. 112 NORTH
PI = 301+85.76
Δ = 15°46'04"RT.
D = 28°00'00"
T = 28.33'
L = 56.31'
PC = 301+57.43
PT = 302+13.74
NO SUPERELEVATION

HWY. 112 NORTH
PI = 303+10.67
Δ = 8°19'11"LT.
D = 11°00'00"
T = 37.89'
L = 75.64'
PC = 302+72.78
PT = 303+48.42
NO SUPERELEVATION

STA. 503+23 IN PLACE
16" X 38' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 70' R.C. PIPE CULVERT
CONSTRUCT TURNOUT = 155 CU. YD.

STA. 503+90 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 504+31 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III)(TYPE 3) = 44 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 504+31 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION LT. & RT.
AND 18" X 69' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 505+00 RT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE (CLASS III)(TYPE 3) = 70 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 70 LIN. FT.

STA. 504+83 CONSTRUCT TYPE 3
CURB RAMP ON RT. = 12.8 SQ. YD.

STA. 505+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 60" X 57' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 8+15 RT.
DROP INLET H = 6'-8"
TYPE C DROP INLET = 7' X 7'
60" R.C. PIPE (CLASS III)(TYPE 3) = 58 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 58 LIN. FT.

HOWARD NICKELL RD.
PI = 504+27.72
Δ = 20°00'00"LT.
D = 28°00'00"
T = 36.08'
L = 71.43'
PC = 503+91.64
PT = 504+63.07
NO SUPERELEVATION

HWY. 112 WEST
PI = 235+45.46
Δ = 13°08'27"RT.
D = 22°00'00"
T = 29.99'
L = 59.73'
PC = 235+15.47
PT = 235+75.20
NO SUPERELEVATION

HWY. 112 WEST
PI = 232+66.15
Δ = 3°55'30"LT.
D = 6°00'00"
T = 32.72'
L = 65.42'
PC = 232+33.43
PT = 232+98.85
NO SUPERELEVATION

REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
501+25	501+83	RT.	103	
501+41	502+54	LT.	436	2
502+12	502+88	RT.	88	

STA. 502+00.00
BEGIN HOWARD NICKELL RD.

STA. 505+50.67
END HOWARD NICKELL RD.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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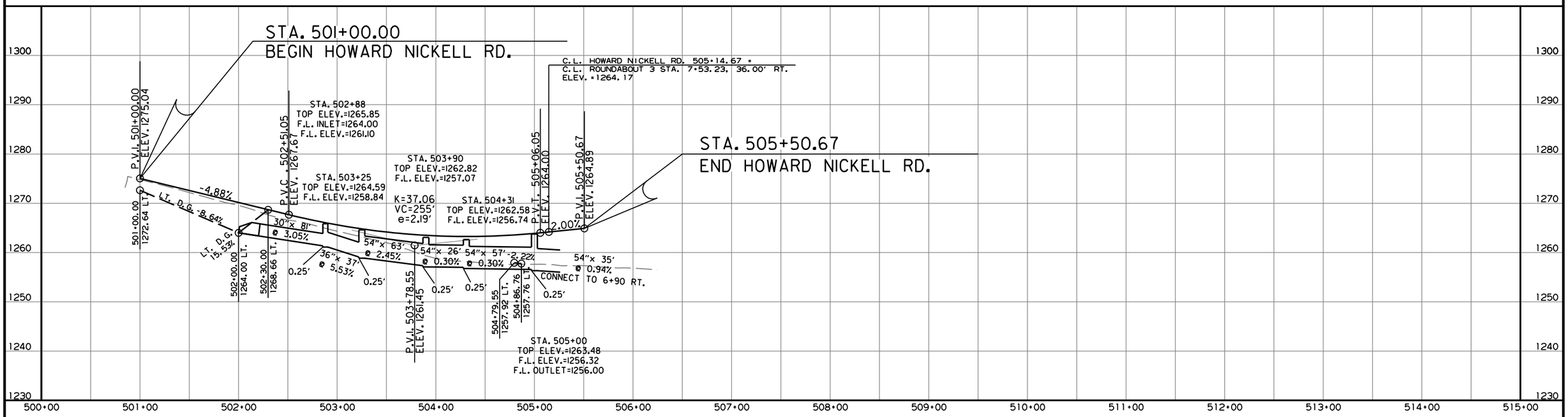
HOWARD NICKELL RD.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	187	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
DAVID WILLIAM BAKER, IV
No. 15158

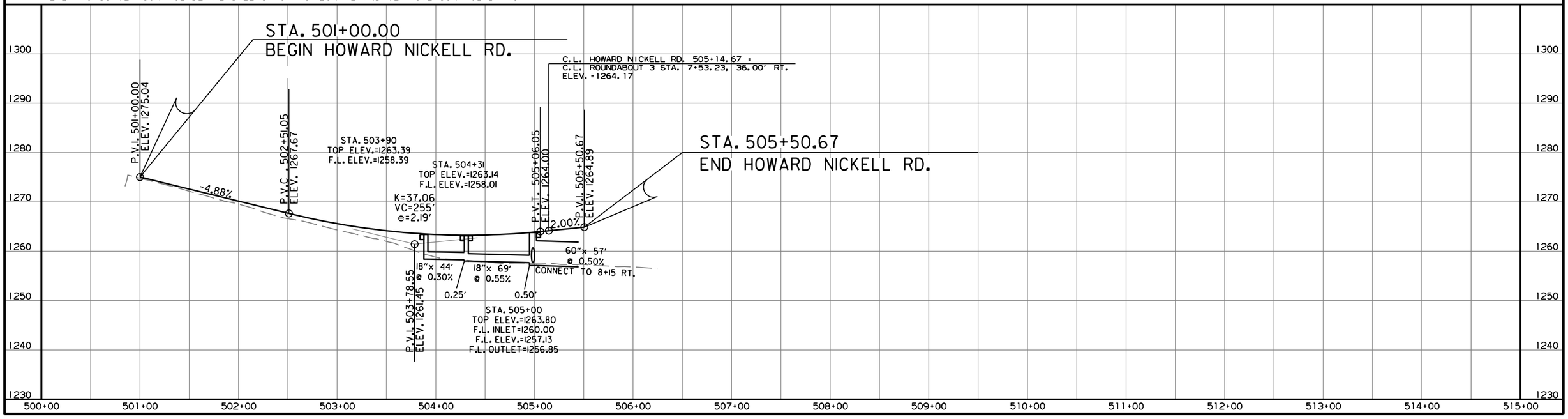
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LEFT SIDE OF HOWARD NICKELL RD.



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

RIGHT SIDE OF HOWARD NICKELL RD.



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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	188	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
08/14/2025

STA. 900+95 INSTALL
TRI. 42" X 85' RT. SIDE DRAIN

STA. 901+47 IN PLACE
38" X 24" X 50' R.C. ELLIPTICAL PIPE CULVERT
35° FORWARD RT. SKEW RETAIN
AND CONSTRUCT 6' X 4' JUNCTION BOX
AND 44" X 27" X 50' ARCH PIPE OUTLET W/ F.E.S.
ON 30° RT. FWD. SKEW
TYPE E JUNCTION BOX, H= 3'-1"
44"X27" R.C. ARCH PIPE (CLASS III)(TYPE 3) = 50 LIN. FT.
44"X27" F.E.S. = 1EACH

STA. 901+62.74
END CHURCH DRIVEWAY CONST.

STA. 900+19.00
BEGIN CHURCH DRIVEWAY CONST.

STA. 821+50.00
BEGIN FUTURE CITY ST. CONST.

STA. 824+69.83
END FUTURE CITY ST. CONST.

STA. 900+18.00 CHURCH DRIVEWAY
= STA. 821+91.66 FUTURE CITY ST.
ELEV.=1211.56

STA. 821+91.66 FUTURE CITY ST.
= STA. 900+00.00 CHURCH DRIVEWAY
Δ= 90°00'00"

STA. 824+69.83 FUTURE CITY ST.
= STA. 119+40.00 HWY. 112 LT. E.O.P.
ELEV.=1212.09

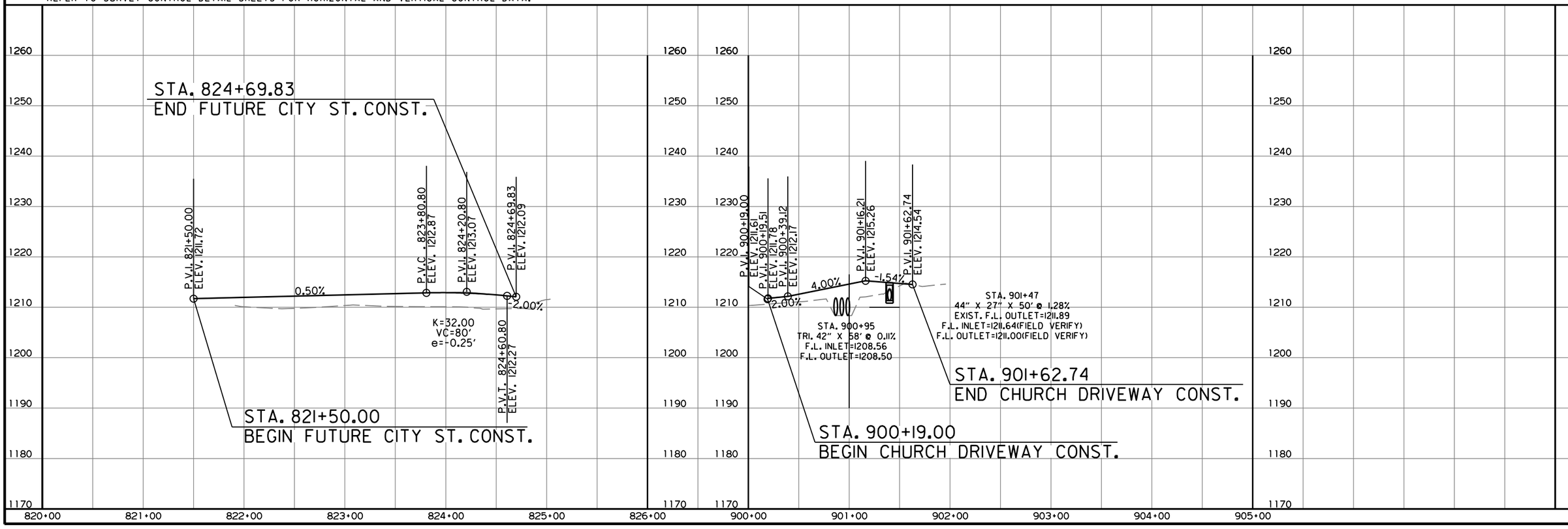
STA. 825+03.83 FUTURE CITY ST.
= STA. 119+40.00 HWY. 112
Δ= 90°00'00"

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

FUTURE CITY ST.

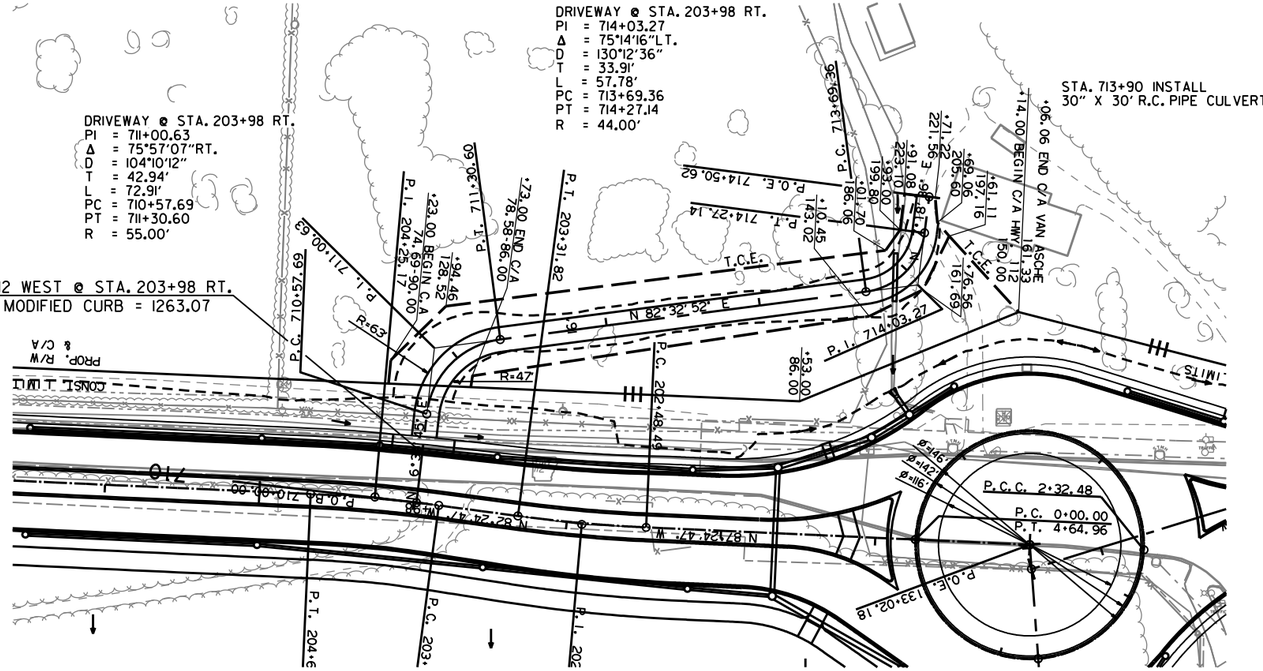
CHURCH DRIVEWAY



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		6	ARK.	040746	189	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
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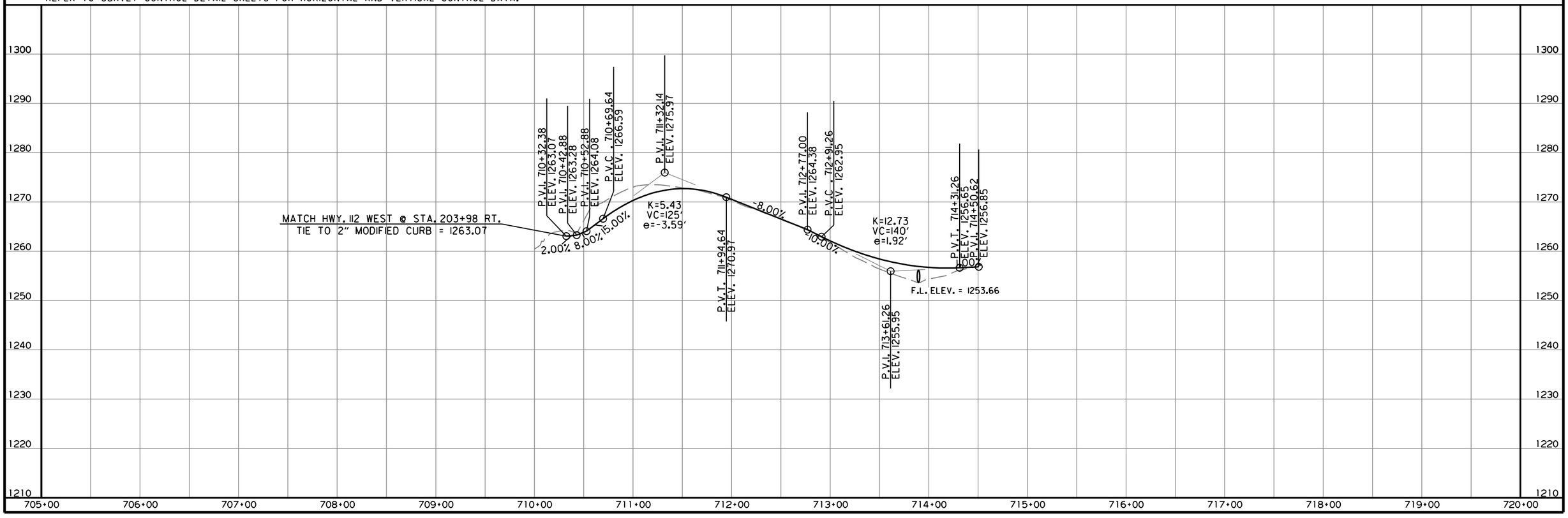
REMOVAL AND DISPOSAL OF FENCE & GATES

STA.	STA.	SIDE	LIN. FT.	GATES
713+86	714+01	LT.	1110	

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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DRIVEWAY @ STA. 203+98 RT.



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		6	ARK.	040746	190	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
08/14/2025

ROUNDABOUT I
PI = N.A.
Δ = 360°00'00"LT.
D = 52°33'54"
T = N.A.
L = 684.86'
PC = 10+00.00
PT = 16+84.87
NO SUPERELEVATION

STA. 10+00 (RAB I) CONSTRUCT
DROP INLET ON SPLITTER ISLAND
AND 18" X 44' PIPE OUTLET
CONNECT TO DROP INLET ⊠
STA. 111+05 (HWY. 112) LT. OF MEDIAN
DROP INLET H = 3'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III)(TYPE 3) = 44 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 44 LIN. FT.

STA. 10+77 (RAB I) CONSTRUCT
DROP INLET ON RT.
AND 24" X 107' PIPE OUTLET
CONNECT TO DROP INLET ⊠
STA. 110+50 (HWY. 112) ON RT.
DROP INLET H = 7'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 108 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 108 LIN. FT.

STA. 11+25 (RAB I) CONSTRUCT
DROP INLET ON RT. W/ 4' EXTENSION
AND 24" X 49' PIPE OUTLET
CONNECT TO DROP INLET ⊠
STA. 10+77 (RAB I) ON RT.
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 50 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 50 LIN. FT.

STA. 12+28 (RAB I) CONSTRUCT
DROP INLET ON RT.
AND 24" X 98' PIPE OUTLET
CONNECT TO DROP INLET ⊠
STA. 11+25 (RAB I) ON RT.
DROP INLET H = 6'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 98 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 98 LIN. FT.

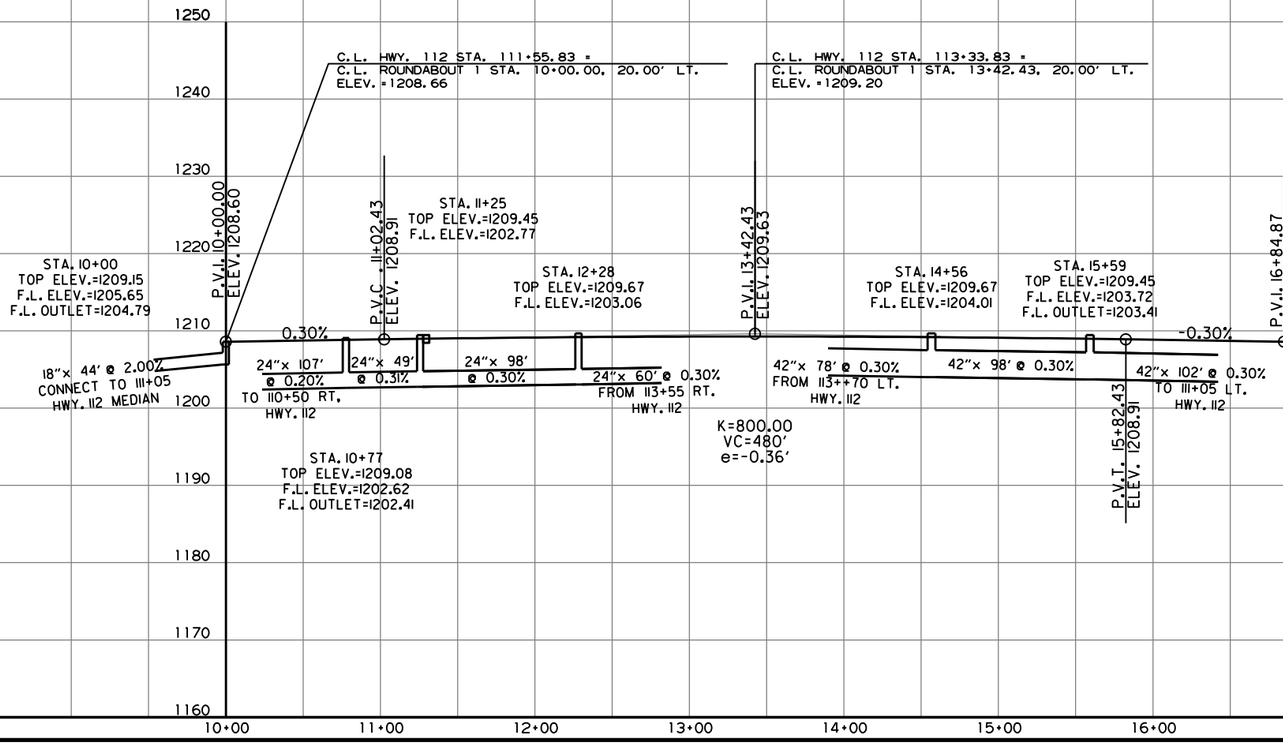
STA. 14+56 (RAB I) CONSTRUCT
DROP INLET ON RT.
AND 42" X 97' PIPE OUTLET
CONNECT TO DROP INLET ⊠
STA. 15+59 (RAB I) ON RT.
DROP INLET H = 7'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III)(TYPE 3) = 98 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 98 LIN. FT.

STA. 15+59 (RAB I) CONSTRUCT
DROP INLET ON RT. W/ 4' EXTENSION
AND 42" X 102' PIPE OUTLET
CONNECT TO DROP INLET ⊠
STA. 111+05 (HWY. 112) ON LT.
DROP INLET H = 8'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III)(TYPE 3) = 102 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 102 LIN. FT.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

ROUNDABOUT I



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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	191	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, PE
08/14/2025

STA. 3+85 (RAB 2) CONSTRUCT
DROP INLET ON RT. W/8' EXTENSION
AND 18" X 30' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 200+80 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IIITYPE 3) = 30 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 30 LIN. FT.

ROUNDABOUT 2
PI = N.A.
Δ = 360°00'00"LT.
D = 77°25'36"
T = N.A.
L = 464.96'
PC = 0+00.00
PT = 4+64.96
NO SUPERELEVATION

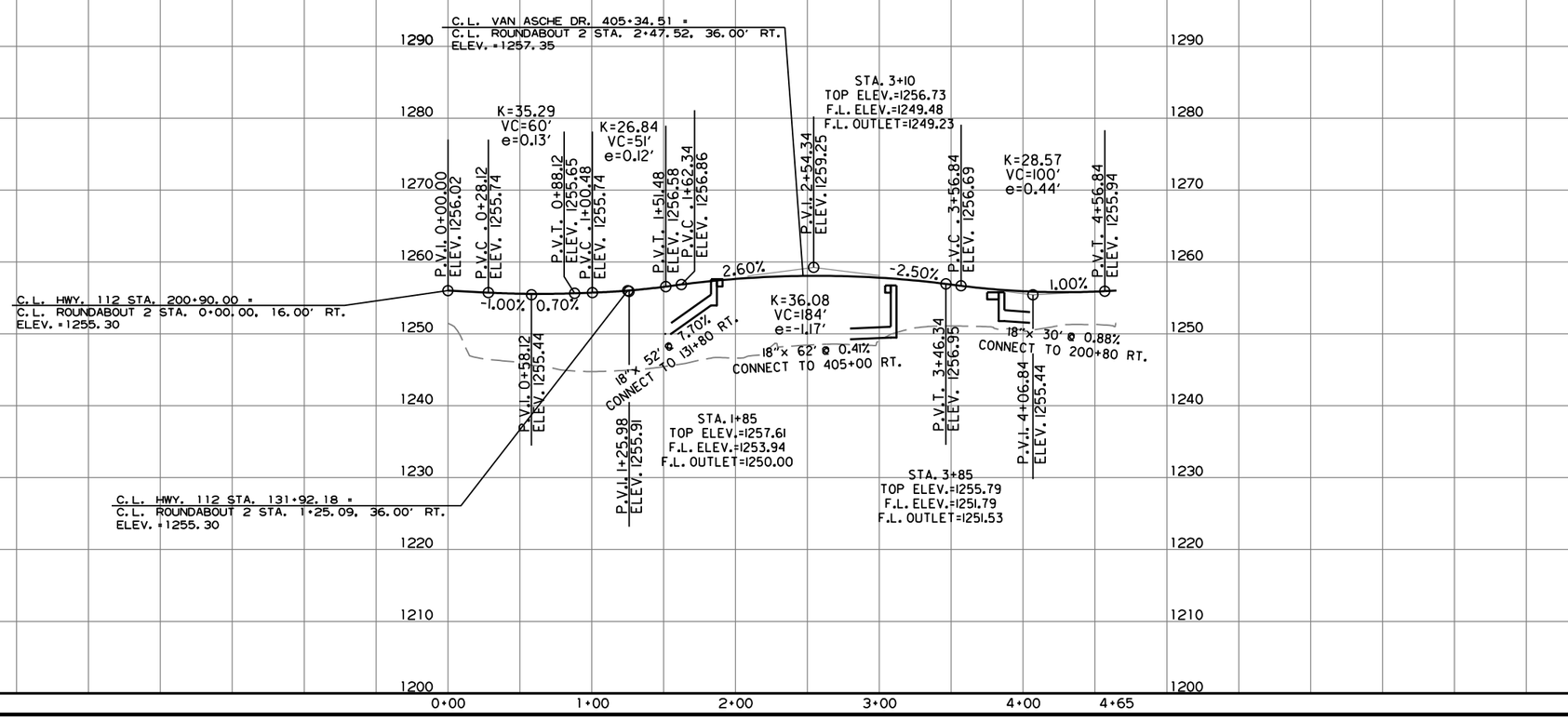
STA. 3+10 (RAB 2) CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 62' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+00 RT.
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IIITYPE 3) = 62 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 62 LIN. FT.

STA. 1+85 (RAB 2) CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 52' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 131+80 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IIITYPE 3) = 52 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 52 LIN. FT.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

ROUNDABOUT 2



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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	192	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
10/14/2025

ROUNDABOUT 3
PI = N.A.
Δ = 360°00'00"LT.
D = 77°25'36"
T = N.A.
L = 464.96'
PC = 5+00.00
PT = 9+64.96
NO SUPERELEVATION

STA. 5+40 CONSTRUCT
DROP INLET ON RT.
AND 54" X 40' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 236+78 RT.
DROP INLET H = 9'-7"
TYPE MO DROP INLET = 6' DIA.
54" R.C. PIPE (CLASS III(TYPE 3) = 40 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 40 LIN. FT.

STA. 6+90 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 28' PIPE INLET W/F.E.S.
AND 54" X 32' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 301+40 LT.
DROP INLET H = 8'-9"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
18" R.C. PIPE (CLASS III(TYPE 3) = 28 LIN. FT.
18" SLPCCS PIPE (TYPE 2) = 28 LIN. FT.
54" R.C. PIPE (CLASS III(TYPE 3) = 32 LIN. FT.
54" SLPCCS PIPE (TYPE 2) = 32 LIN. FT.
18" F.E.S. = 1EACH

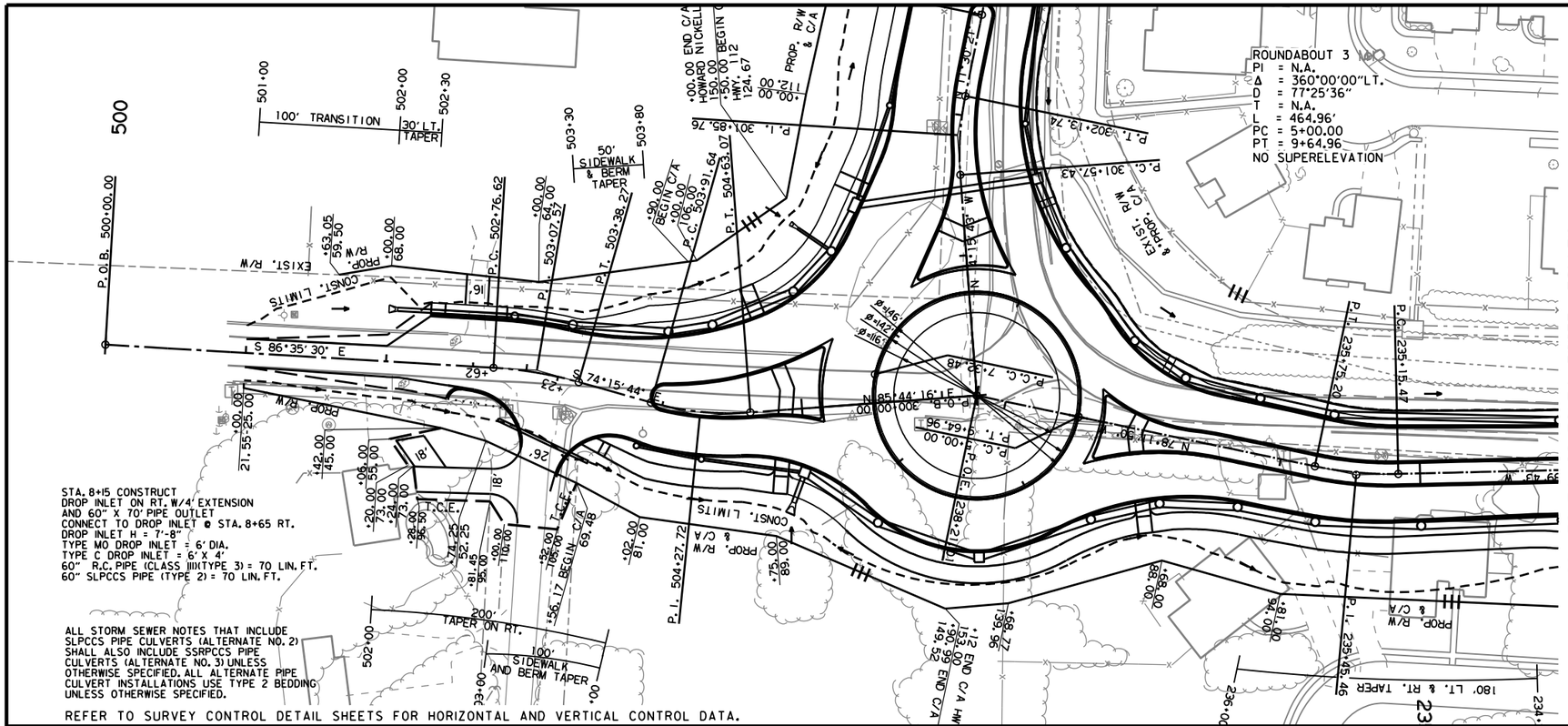
STA. 8+65 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 60" X 78' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 9+19 RT.
DROP INLET H = 7'-2"
TYPE C DROP INLET = 7' X 7'
60" R.C. PIPE (CLASS III(TYPE 3) = 78 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 78 LIN. FT.

STA. 9+19 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION LT. & RT.
AND 60" X 45' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 236+78 LT.
DROP INLET H = 7'-4"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
60" R.C. PIPE (CLASS III(TYPE 3) = 46 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 46 LIN. FT.

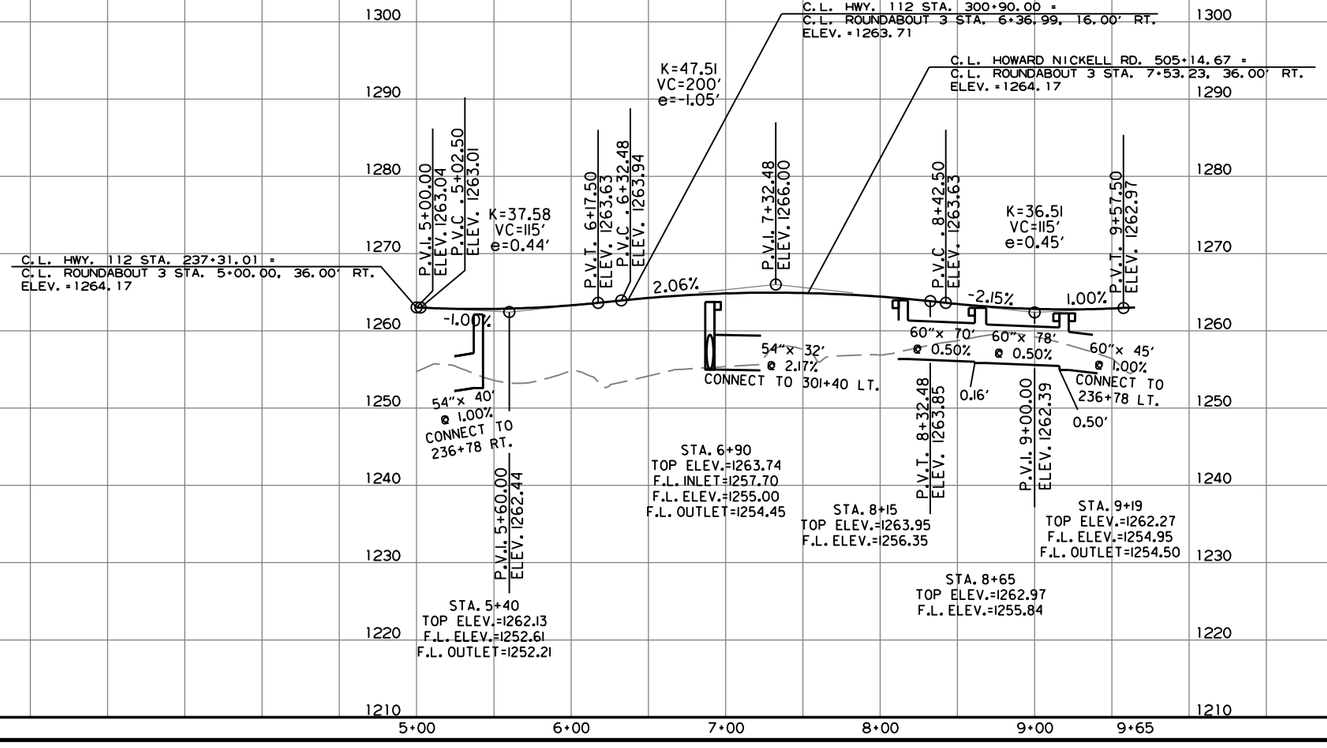
STA. 8+15 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 60" X 70' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 8+65 RT.
DROP INLET H = 7'-8"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6' X 4'
60" R.C. PIPE (CLASS III(TYPE 3) = 70 LIN. FT.
60" SLPCCS PIPE (TYPE 2) = 70 LIN. FT.

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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



ROUNDABOUT 3



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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	193	392
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
WILLIAM BAKER
10/14/2025

STA. 803+80.00 CONSTRUCT SI-2 RETAINING WALL ON LT. TO STA. 803+93.82

STA. 803+53 BEGIN TRANSITION 12' SIDE PATH TO 14' PED TUNNEL STA. 804+03.32 END TRANSITION

STA. 803+93.82 CONSTRUCT BRIDGE DESIGNED WING WALL ON LT. TO STA. 804+03.32

STA. 804+03.32 CONSTRUCT 14' X 10' X 177' R.C. TUNNEL ON 45°RT. FWD. SKEW TO STA. 805+80.32

STA. 803+65.00 CONSTRUCT CONCRETE WALK (TYPE SPECIAL) ON RT. TO STA. 803+80.00

STA. 803+80.00 CONSTRUCT SI-2 RETAINING WALL ON RT. TO STA. 803+93.82

STA. 803+93.82 CONSTRUCT BRIDGE DESIGNED WING WALL ON RT. TO STA. 804+03.32

PI = 803+54.07
Δ = 65°19'57"RT.
D = 72°31'35"
T = 50.65'
L = 90.08'
PC = 803+03.42
PT = 803+93.50
R = 79.00'

STA. 804+03.32
BEGIN BOX CULVERT CONST.

STA. 800+00.00
BEGIN TUNNEL CONST.

STA. 805+80.32
END BOX CULVERT CONST.

STA. 805+80.32 BEGIN TRANSITION
14' PED. TUNNEL TO 12' SIDE PATH
STA. 806+30.00 END TRANSITION

PI = 807+63.60
Δ = 48°44'28"RT.
D = 35°48'36"
T = 72.48'
L = 136.11'
PC = 806+91.12
PT = 808+27.23
R = 160.00'

STA. 810+10.22
END TUNNEL CONST.

PEDESTRIAN PATH & TUNNEL

ALL STORM SEWER NOTES THAT INCLUDE SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) SHALL ALSO INCLUDE SSRPCCS PIPE CULVERTS (ALTERNATE NO. 3) UNLESS OTHERWISE SPECIFIED. ALL ALTERNATE PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 805+80.32 CONSTRUCT BRIDGE DESIGNED WING WALL ON LT. TO STA. 806+00.32

STA. 806+00.32 CONSTRUCT SI-2 RETAINING WALL ON LT. TO STA. 806+15.00

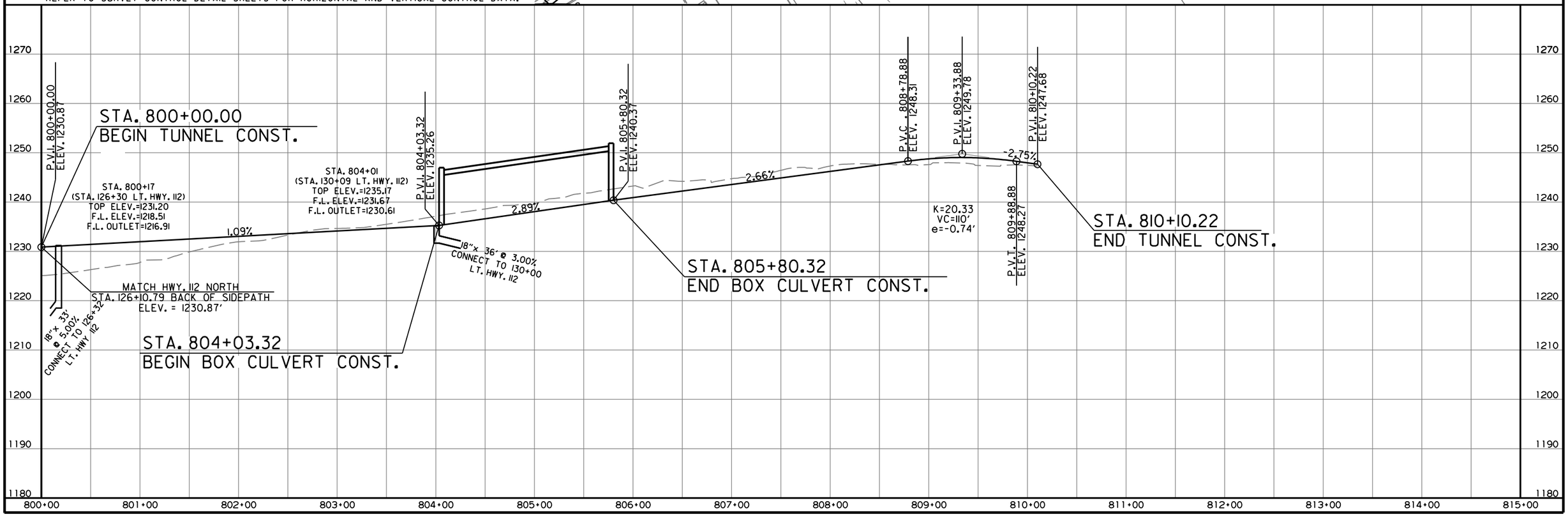
STA. 806+15.00 CONSTRUCT CONCRETE WALK (TYPE SPECIAL) ON LT. TO STA. 809+40.00

STA. 805+80.32 CONSTRUCT BRIDGE DESIGNED WING WALL ON RT. TO STA. 806+00.32

STA. 806+00.32 CONSTRUCT CONCRETE WALK (TYPE SPECIAL) ON RT. TO STA. 808+60.00

STA. 808+60.00 CONSTRUCT CONCRETE WALK (TYPE SPECIAL) W/ HAND RAIL ON RT. TO STA. 810+00.00

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



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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	194	392
		SUMMARY OF TRAFFIC SIGNAL QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

09/17/2025

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	HWY. 112 & TRUCKERS DR.	HWY. 112 & VAN ASCHE DR.	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	2		2	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	2		2	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	178		178	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1		1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	9		9	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	5		5	EACH
SP & 707	CENTRAL CONTROL UNIT	1		1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	8		8	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8		8	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1947		1947	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	3169		3169	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1229		1229	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	730		730	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	917		917	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	55		55	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	101		101	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1804		1804	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	50		50	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60		60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	104		104	LIN. FT.
710	NON-METALLIC CONDUIT (3")	409		409	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2		2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	5		5	EACH
SS & 713	SPAN WIRE ASSEMBLY	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1		1	EACH
SP	LED LUMINAIRE ASSEMBLY	4		4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3		3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1		1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	0.50	1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	2		2	EACH
SP	18" STREET NAME SIGN	1		1	EACH
SP & 733	360-DEGREE CAMERA	2		2	EACH
SP & 733	ADVANCED DETECTION CAMERA	2		2	EACH
SP & 733	SHELF MOUNTED PROCESSOR	1		1	EACH
SP & 733	VIDEO DETECTION SYSTEM RELOCATION	1		1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1850		1850	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1		1	EACH

T040746.DGN 9/15/2025

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: N/A DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	195	392
		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 TSMO 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER

08/14/2025

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.

35. ALL SIGNAL HEADS AND SIGNS ON THE TEMPORARY SPAN WIRE SHALL HAVE AN ADDITIONAL TETHER WIRE (NOT SHOWN ON SD-7) AT THE BOTTOM CHORD TO MINIMIZE MOVEMENT DUE TO WIND EFFECTS. THE BOTTOM TETHER, HARDWARE, BRACKETS, AND MATERIALS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE TEMPORARY SIGNAL. THE BOTTOM TETHER SHALL BE INSTALLED BETWEEN THE MINIMUM AND MAXIMUM HEIGHT CLEARANCE ABOVE THE ROADWAY.

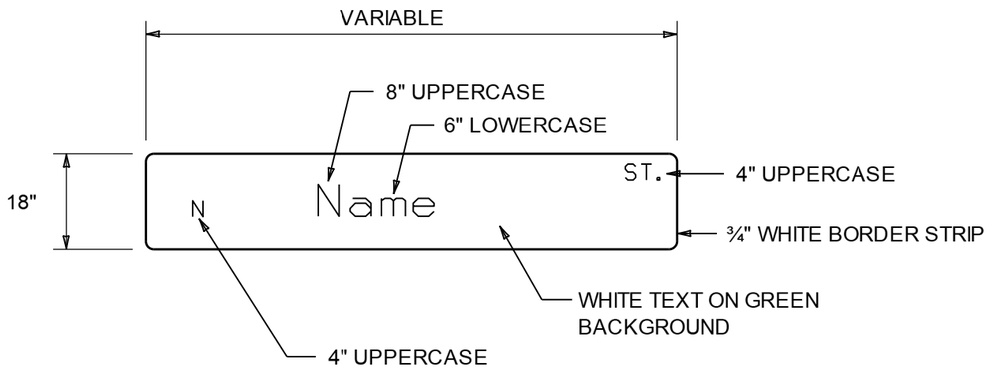
8/4/2025

T040746.DGN

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 07-31-2025 SCALE: N/A DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	196	392
		TRAFFIC SIGNAL STREET NAME SIGNS				

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED





NOTES:

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

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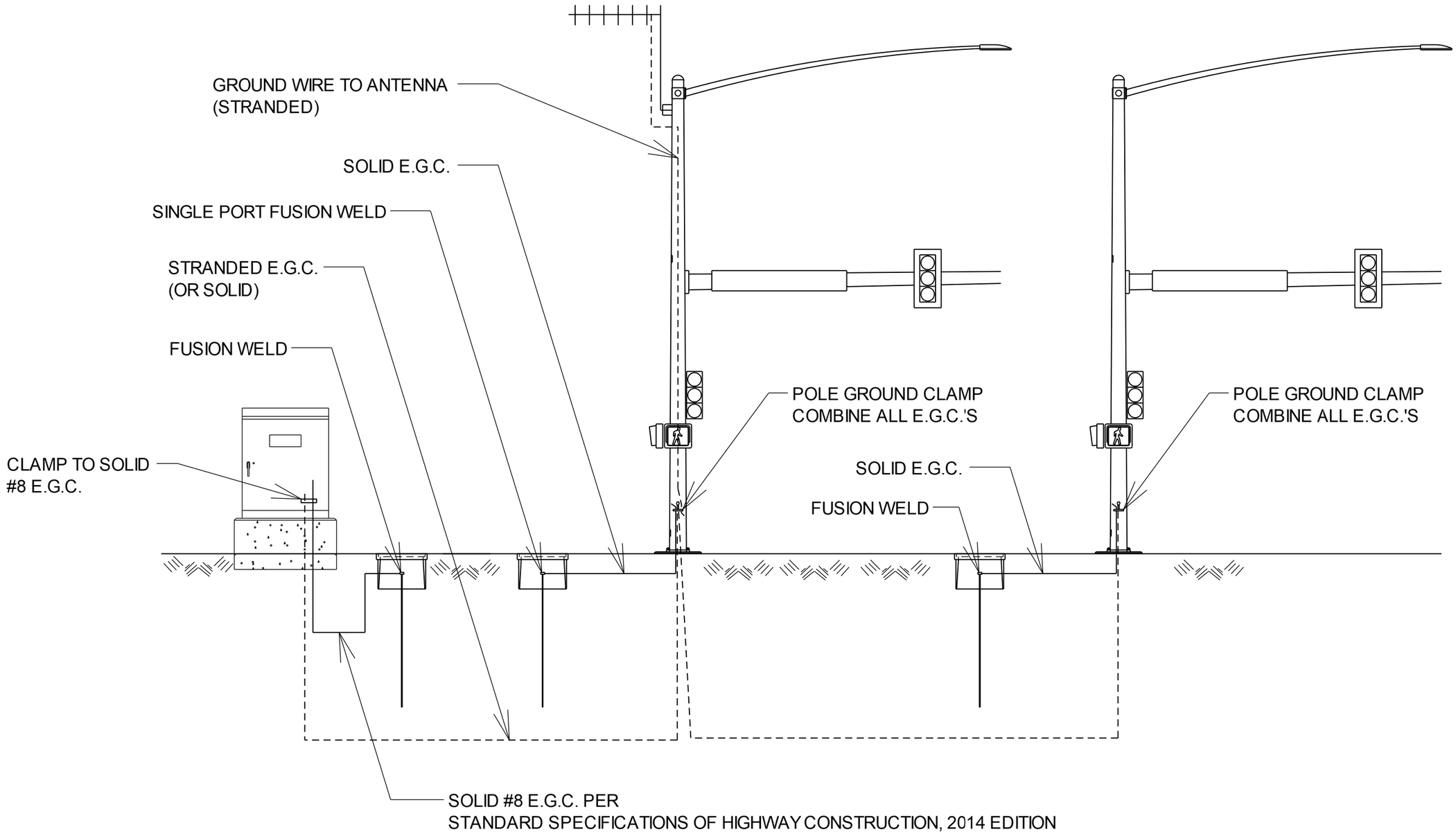
LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	197	392
		GROUNDING ARRAY DETAIL				

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

STATE OF ARKANSAS
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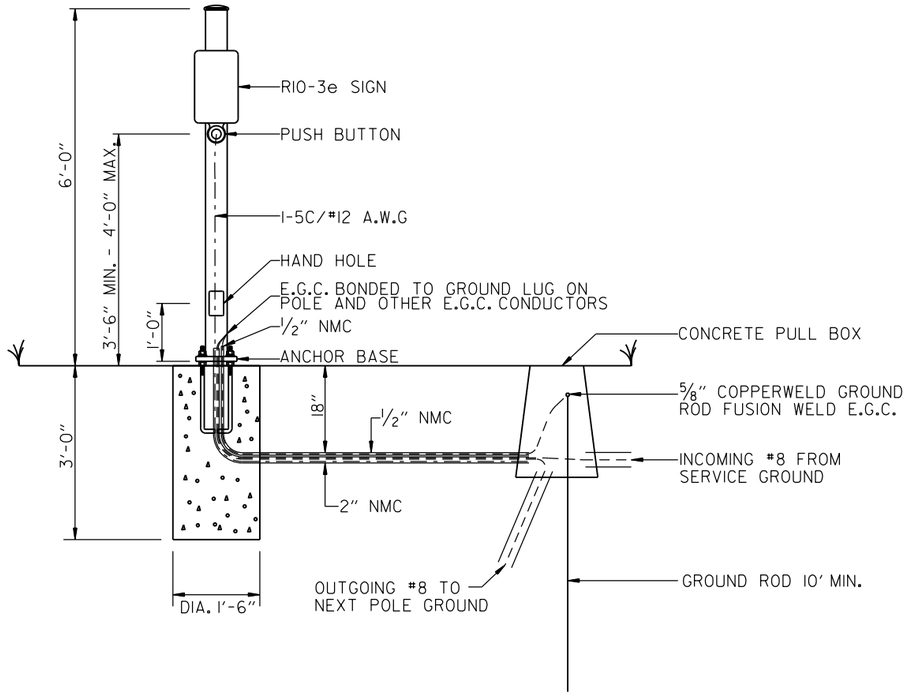
08/14/2025



T040746.DGN 8/4/2025

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE		
CITY: FAYETTEVILLE	COUNTY: WASHINGTON	DISTRICT: 4
FILE NAME: t040746.dgn		
DATE: 07-31-2025	SCALE: N/A	DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	198	392
		PEDESTRIAN SIGNAL DETAILS				



6' PEDESTAL POLE DETAIL

NOT TO SCALE

NOTES:

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.

POLE CAP - POLE CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

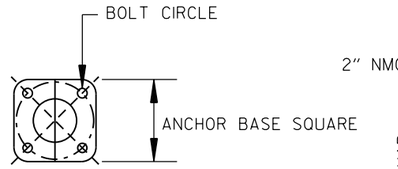
HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.

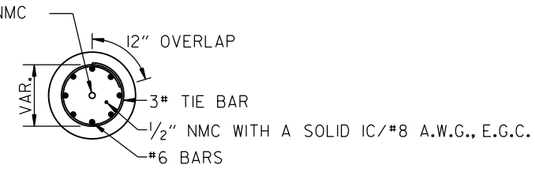
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES, ITEM 715 FOR PEDESTAL POLES, AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.

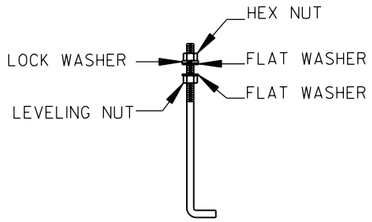
POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 3/8" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

EACH 6' PEDESTAL POLE IS TO BE PAID FOR UNDER ITEM 715 TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION.

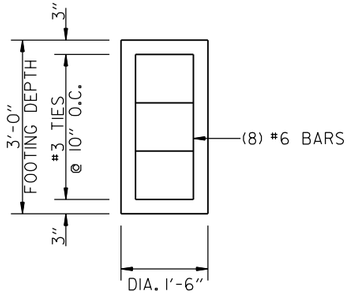


ANCHOR BASE
N.T.S.

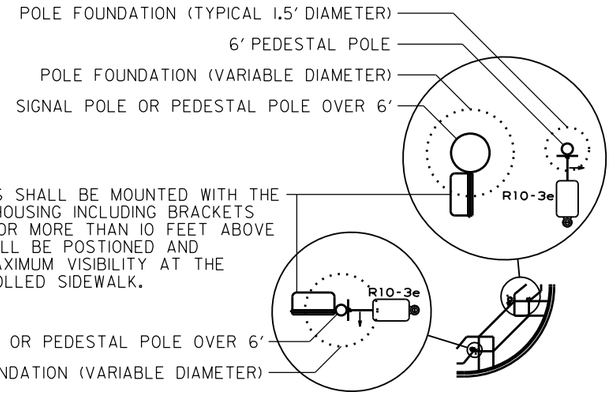




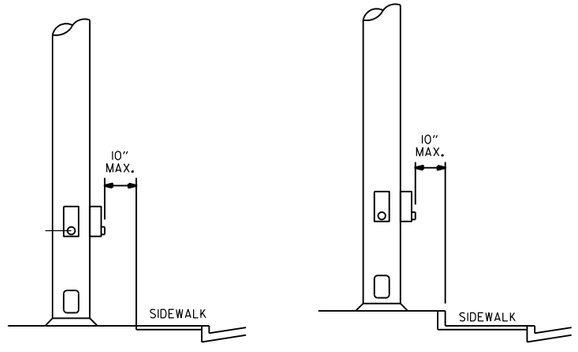
ANCHOR BOLT
N.T.S.



STATE OF ARKANSAS
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No. 15158
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08/14/2025



TYPICAL PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON MOUNTING DETAIL
NOT TO SCALE



PUSH BUTTON SIDE REACH REQUIREMENTS
NOT TO SCALE

PUSH BUTTON PLACEMENT NOTES:

PUSH BUTTONS SHALL BE PLACED SUCH THAT NO MORE THAN 10" OF SIDE REACH IS REQUIRED TO ACTIVATE THEM. PUSH BUTTON EXTENDERS (SUBSIDIARY TO POLE MOUNTED ASSEMBLY PAY ITEM) MAY BE USED TO ACCOMPLISH THIS IF NECESSARY. THE FACE OF THE PUSH BUTTONS SHALL BE ORIENTED PARALLEL TO THEIR ASSOCIATED CROSSWALKS AND BE ACCESSIBLE FROM A LEVEL AREA. IN THE EVENT THAT A TRAFFIC SIGNAL POLE CANNOT BE LOCATED AS SHOWN ON THE PLANS, CONSULT WITH THE PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

EACH PEDESTRIAN PUSH BUTTON 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.

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE		
CITY: FAYETTEVILLE	COUNTY: WASHINGTON	DISTRICT: 4
FILE NAME: t040746.dgn		
DATE: 07-31-2025	SCALE: N/A	DRAWN BY: JDH

8/4/2025

T040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	199	392
		TRAFFIC SIGNAL QUANTITIES - TRUCKERS DR.				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

09/17/2025

STAGE 2 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)	90	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	551	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2250	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	928	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	122	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	32	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	824	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	12	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.25	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	2	EACH
SP & 733	360-DEGREE CAMERA	2	EACH
SP & 733	ADVANCED DETECTION CAMERA	2	EACH
SP & 733	SHELF MOUNTED PROCESSOR	1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	840	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH

STAGE 2:
INSTALL PERMANENT POLE A WITH THE LUMINAIRE ARM. DO NOT INSTALL THE MAST ARM OR LUMINAIRE HEAD FOR POLE A. INSTALL PERMANENT LOCAL RADIO WITH ANTENNA ON POLE A. INSTALL SPAN WIRE AND SIGNAL HEADS 9 AND 10 AS SHOWN ON STAGE 2 PLANS. ENTER THE NEW TRAFFIC SIGNAL CABLE FOR POLE G AT THE HAND HOLE ABOVE THE MAST ARM. ENTER THE NEW TRAFFIC SIGNAL CABLE AT THE MAST ARM FOR POLE D AND COME OUT THE HAND HOLE ABOVE THE MAST ARM TO SPAN TO POLE F. ENTER THE NEW TRAFFIC SIGNAL CABLE FOR POLE F AT THE MAST ARM. INSTALL PERMANENT SERVICE POINT. INSTALL PERMANENT 360-DEGREE CAMERAS AND ADVANCED DETECTOR CAMERAS ON POLES D AND G AS SHOWN ON PLANS. REMOVE EXISTING SIGNAL HEAD 11 AND ALL EXISTING PEDESTRIAN SIGNAL HEADS EXCEPT FOR THOSE USED FOR SOUTH LEG CROSSING AS SHOWN ON PLANS. REMOVE ALL EXISTING CABLING FROM POLES AND CONDUIT THAT WILL NOT BE USED FOR THE PERMANENT TRAFFIC SIGNAL AFTER THE TEMPORARY SIGNAL IS OPERATIONAL.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 2 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

PERMANENT 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)	88	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	4	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	8	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1396	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	919	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	301	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	730	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	795	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	55	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	69	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	980	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	30	LIN. FT.
710	NON-METALLIC CONDUIT (2")	84	LIN. FT.
710	NON-METALLIC CONDUIT (3")	397	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	5	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.25	LUMP SUM
SP	18" STREET NAME SIGN	1	EACH
SP & 733	VIDEO DETECTION SYSTEM RELOCATION	1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1010	LIN. FT.

PERMANENT TRAFFIC SIGNAL:
INSTALL THE LUMINAIRE HEAD AND MAST ARM FOR POLE A AND SIGNAL HEADS 9 AND 10 AS SHOWN ON PLANS. REPLACE ALL SIGNAL HEADS ON EXISTING POLES AND INSTALL NEW PED HEADS AT EACH CROSSING. RELOCATE SHELF MOUNTED PROCESSOR AND VIDEO MONITOR (CLR) TO PERMANENT TRAFFIC SIGNAL CABINET. INSTALL NEW E-NET CABLE (EXTERIOR CAT 5E) TO PERMANENT LOCAL RADIO THAT WAS INSTALLED IN STAGE 2. UTILIZE SERVICE POINT INSTALLED IN STAGE 2. REMOVE ALL UNUSED EXISTING SIGNAL EQUIPMENT AND TEMPORARY SIGNAL EQUIPMENT ONCE PERMANENT SIGNAL IS OPERATIONAL.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

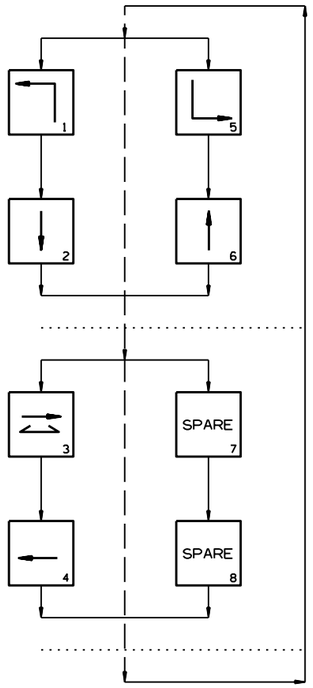
9/15/2025

T040746.DGN

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE **COUNTY: WASHINGTON** **DISTRICT: 4**
FILE NAME: t040746.dgn
DATE: 09-12-2025 **SCALE: N/A** **DRAWN BY: JDH**

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	200	392
		SIGNALIZATION PLAN SHEET				

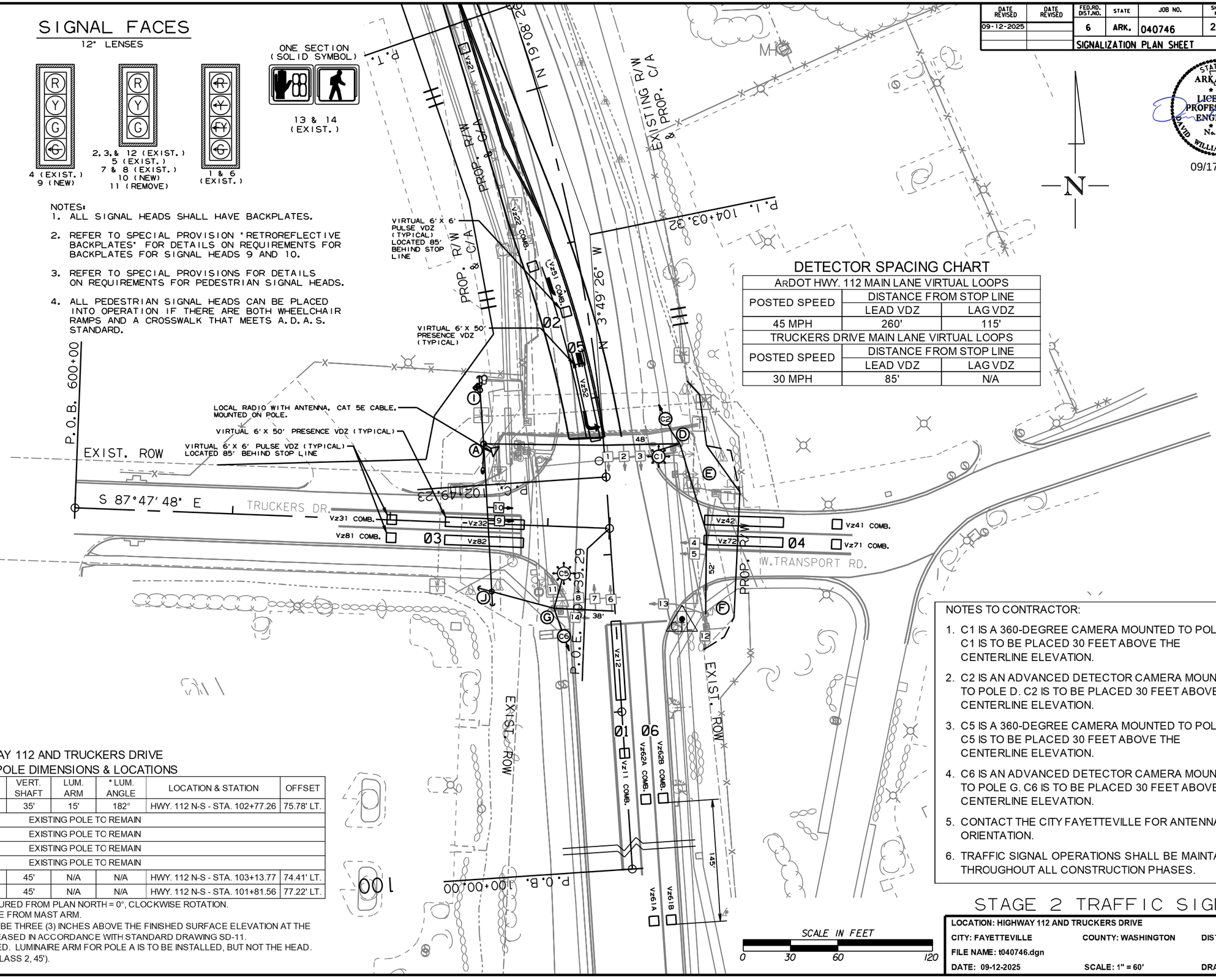
PHASING DIAGRAM



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 FOR SIGNAL HEADS 9 AND 10.
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 SPACING CHART

ARDOT HWY. 112 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
TRUCKERS DRIVE MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

HIGHWAY 112 AND TRUCKERS DRIVE
STAGE 2 POLE DIMENSIONS & LOCATIONS

POLE	MAST ARM	* MAST ARM ANGLE	**HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE	LOCATION & STATION	OFFSET
A	52'	182°	90°	35'	15'	182°	HWY. 112 N-S - STA. 102+77.26	75.78' LT.
D	EXISTING POLE TO REMAIN							
E	EXISTING POLE TO REMAIN							
F	EXISTING POLE TO REMAIN							
G	EXISTING POLE TO REMAIN							
I	N/A	N/A	N/A	45'	N/A	N/A	HWY. 112 N-S - STA. 103+13.77	74.41' LT.
J	N/A	N/A	N/A	45'	N/A	N/A	HWY. 112 N-S - STA. 101+81.56	77.22' LT.

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE BUT MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.
MAST ARM FOR POLE A IS NOT TO BE INSTALLED. LUMINAIRE ARM FOR POLE A IS TO BE INSTALLED, BUT NOT THE HEAD.
POLES I AND J ARE TREATED WOOD POLES (CLASS 2, 45').

NOTES TO CONTRACTOR:

1. C1 IS A 360-DEGREE CAMERA MOUNTED TO POLE D. C1 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
2. C2 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE D. C2 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
3. C5 IS A 360-DEGREE CAMERA MOUNTED TO POLE G. C5 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
4. C6 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE G. C6 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
5. CONTACT THE CITY FAYETTEVILLE FOR ANTENNA ORIENTATION.
6. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
09/17/2025

STAGE 2 TRAFFIC SIGNAL

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE | COUNTY: WASHINGTON | DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 | SCALE: 1" = 60' | DRAWN BY: JDH

9/15/2025
T040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	201	392
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

09/17/2025

DESIGN PARAMETERS

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

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

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

600

P.O.B. 600+00.00

EXIST. ROW

S 87°47'48" E

TRUCKERS DR.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC. WITHIN 10' OF CONTROLLER

POLE MOUNTED CONTROLLER, 1-2" G.S. CONDUIT INTO THE CONTROLLER AND 2-3" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOD POLE.

PROP. R/W & C/A

Vz22 COMB.

Vz51 COMB.

Ø2

Ø5

Vz52

P.I. 104+03.32

N 3°49'26" W

P.C. 102+49.23

Vz31 COMB.

Vz32

Vz81 COMB.

Ø3

Vz82

P.O.E. 103+36.29

Vz42

Vz41 COMB.

Vz72

Ø4

Vz71 COMB.

W. TRANSPORT RD.

PROP. R/W

52'

EXIST. ROW

Vz12

Ø1

Vz11 COMB.

Ø6

Vz62A COMB.

Vz62B COMB.

EXIST. ROW

48'

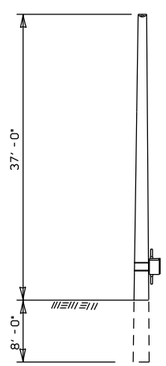
38'

A B C1 C2 D E F G I J C5 C6

1 2 3 4 5 6 7 8 9 10 11 12 13 14

N

SCALE IN FEET
0 20 40 80



TYPICAL WOOD POLE

NOTE TO CONTRACTOR:
FOR POLE I, SEE STANDARD DRAWING SD-7.
SPAN WIRE ASSEMBLY WOOD POLE.

STAGE 2 TRAFFIC SIGNAL

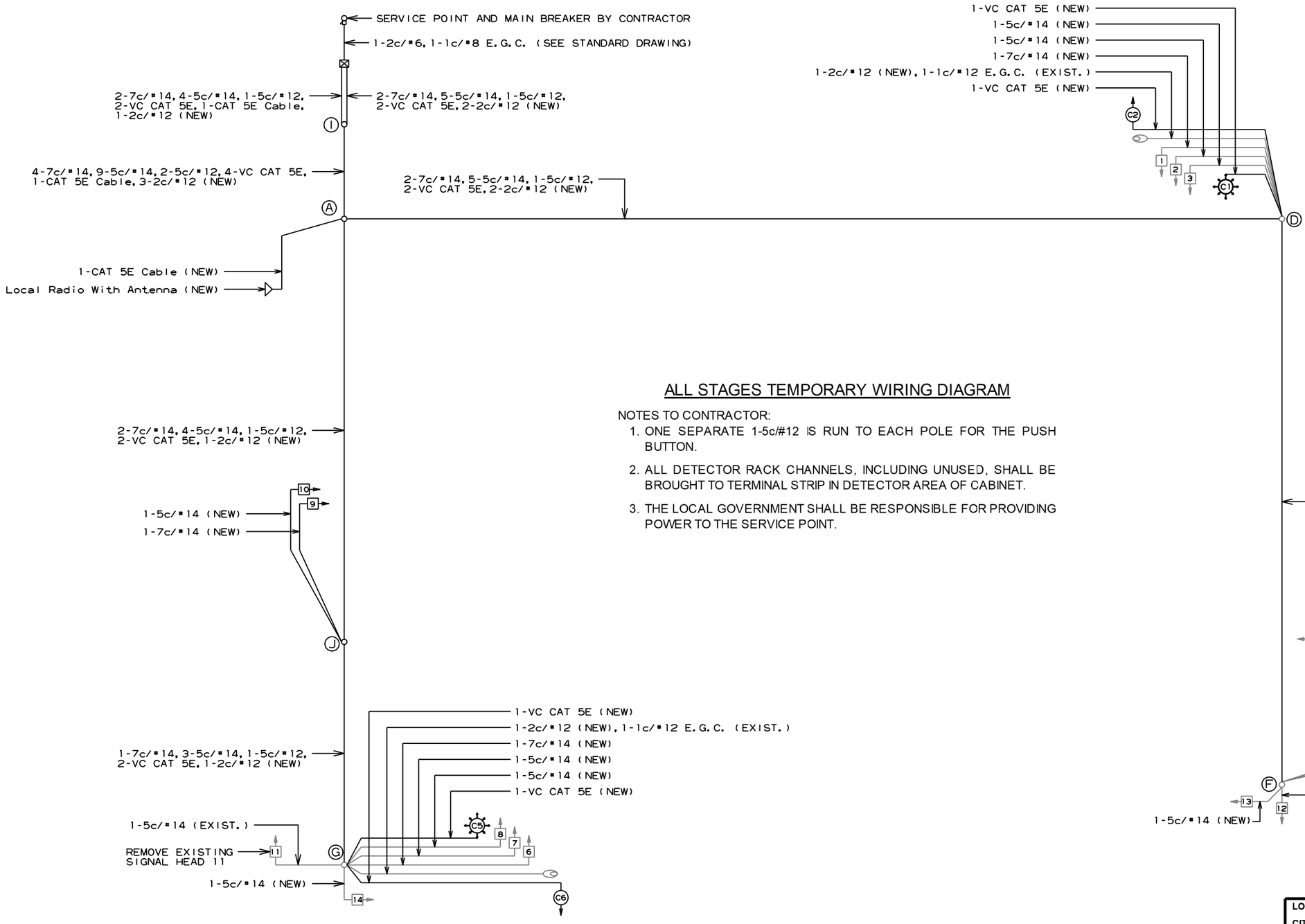
LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: 1" = 40' DRAWN BY: JDH

T040746.DGN 9/15/2025

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	202	392
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

09/17/2025



ALL STAGES TEMPORARY WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE 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: HIGHWAY 112 AND TRUCKERS DRIVE				
CITY: FAYETTEVILLE		COUNTY: WASHINGTON		DISTRICT: 4
FILE NAME: t040746.dgn				
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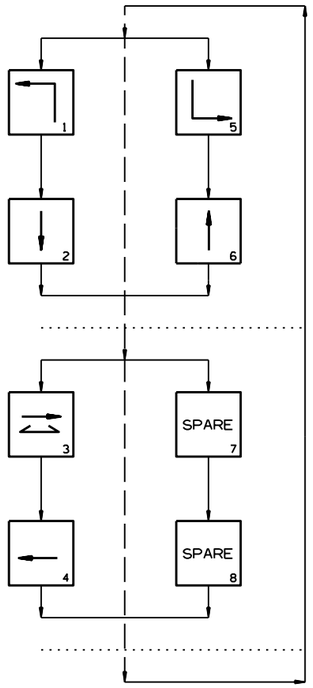
T040746.DGN 9/15/2025

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09-12-2025		6	ARK.	040746	203	392
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
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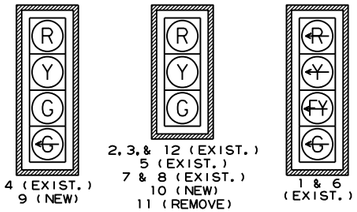
09/17/2025

PHASING DIAGRAM

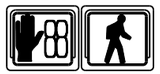


SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



13 & 14
(EXIST.)

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES FOR SIGNAL HEADS 9 AND 10.
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.

ALL STAGES TEMPORARY INTERVAL CHART

SIGNAL FACES	HIGHWAY 112 AND TRUCKERS DRIVE 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.	4	CLR.		FLASH SEQUENCE
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
2,3,& 12	R	R	G	**	R	R	G	**	R	R	R	R		R
4	R	R	R	R	R	R	R	R	G / ~~G~~	Y	R	R		R
5	R	R	R	R	R	R	R	R	G	Y	R	R		R
6	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
7 & 8	R	R	R	R	G	**	G	**	R	R	R	R		R
9	R	R	R	R	R	R	R	R	R	R	G / ~~G~~	Y		R
10	R	R	R	R	R	R	R	R	R	R	G	Y		R
13 & 14	DW	DW	DW	DW	DW	DW	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

STAGE 2 & 3 TEMPORARY DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040746

HIGHWAY 112 AND TRUCKERS DRIVE DETECTOR ASSIGNMENTS				CONTR. INPUT #	PROGRAM ASSIGN. LOCAL		COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #		PHS	SYSTEM DET. #	
Vz11	NB LEFT TURN FAR	COMB.	C1	V9	1	1	
Vz12	NB LEFT TURN	LOCAL	C1	V1	1		
Vz21	SB ADVANCE	LOCAL	C2	V2	2		
Vz22	SB NEAR	COMB.	C2	V10	2	2	
Vz31	EB LEFT TURN FAR	COMB.	C1	V11	3	3	
Vz32	EB LEFT TURN	LOCAL	C1	V3	3		
Vz41	WB ADVANCE	COMB.	C5	V4	4		
Vz42	WB NEAR	LOCAL	C5	V12	4	4	
Vz51	SB LEFT TURN FAR	COMB.	C5	V13	5	5	
Vz52	SB LEFT TURN	LOCAL	C5	V5	5		
Vz61 A&B	NB ADVANCE	LOCAL	C6	V6	6		
Vz62 A&B	NB NEAR	COMB.	C6	V14	6	6	
Vz71	WB ADVANCE	COMB.	C5	V15	7	7	
Vz72	WB NEAR	LOCAL	C5	V7	7		
Vz81	EB ADVANCE	COMB.	C1	V8	8		
Vz82	EB NEAR	LOCAL	C1	V16	8	8	
PB3 A&B	HWY. 112 S. LEG	PED.		P3	3		

DETECTOR CHART NOTES:
C1 IS A 360-DEGREE CAMERA MOUNTED TO POLE D AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C2 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE D AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C5 IS A 360-DEGREE CAMERA MOUNTED TO POLE G AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C6 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE G AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT, D = SYSTEM/AUXILIARY INPUT, P = PEDESTRIAN INPUT

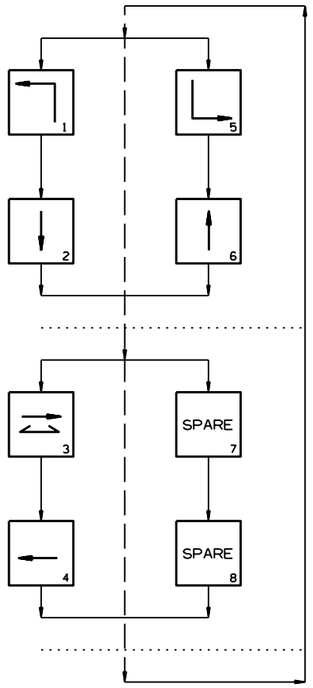
9/15/2025

T040746.DGN

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: N/A DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	204	392
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES

ONE SECTION
(SOLID SYMBOL)

13 & 14
(EXIST.)

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES FOR SIGNAL HEADS 9 AND 10.
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.

DESIGN PARAMETERS

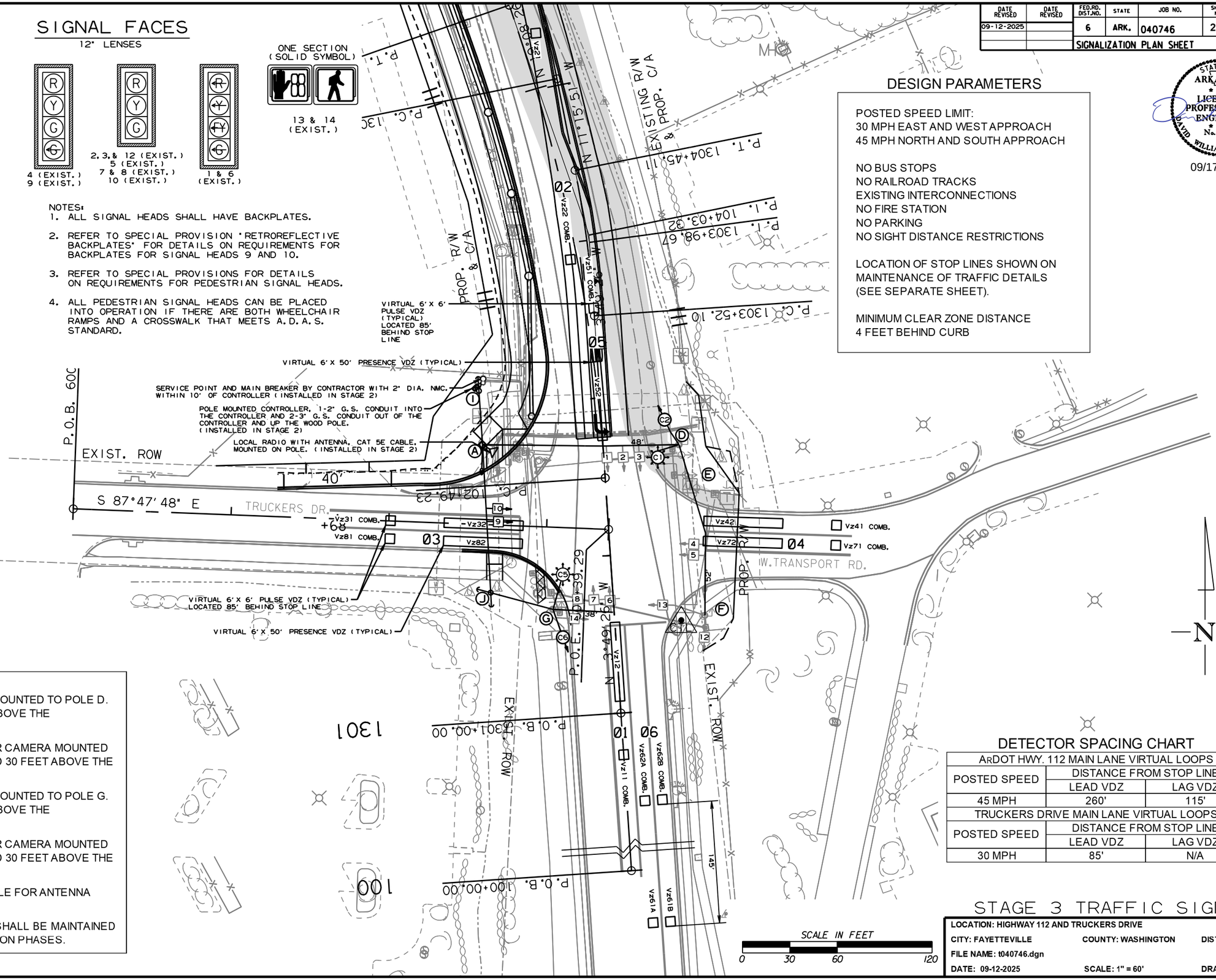
POSTED SPEED LIMIT:
30 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH

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

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
09/17/2025



NOTES TO CONTRACTOR:

1. C1 IS A 360-DEGREE CAMERA MOUNTED TO POLE D. C1 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
2. C2 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE D. C2 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
3. C5 IS A 360-DEGREE CAMERA MOUNTED TO POLE G. C5 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
4. C6 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE G. C6 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
5. CONTACT THE CITY FAYETTEVILLE FOR ANTENNA ORIENTATION.
6. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

DETECTOR SPACING CHART

ARDOT HWY. 112 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
TRUCKERS DRIVE MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

SCALE IN FEET
0 30 60 120

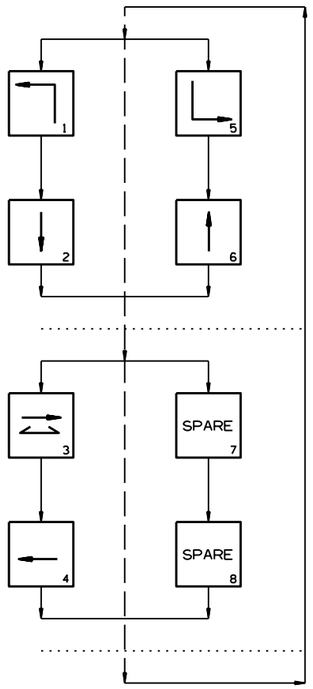
STAGE 3 TRAFFIC SIGNAL

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: 1" = 60' DRAWN BY: JDH

9/15/2025
T040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	205	392
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES

ONE SECTION
(SOLID SYMBOL)

13 & 14
(EXIST.)

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES FOR SIGNAL HEADS 9 AND 10.
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.

DESIGN PARAMETERS

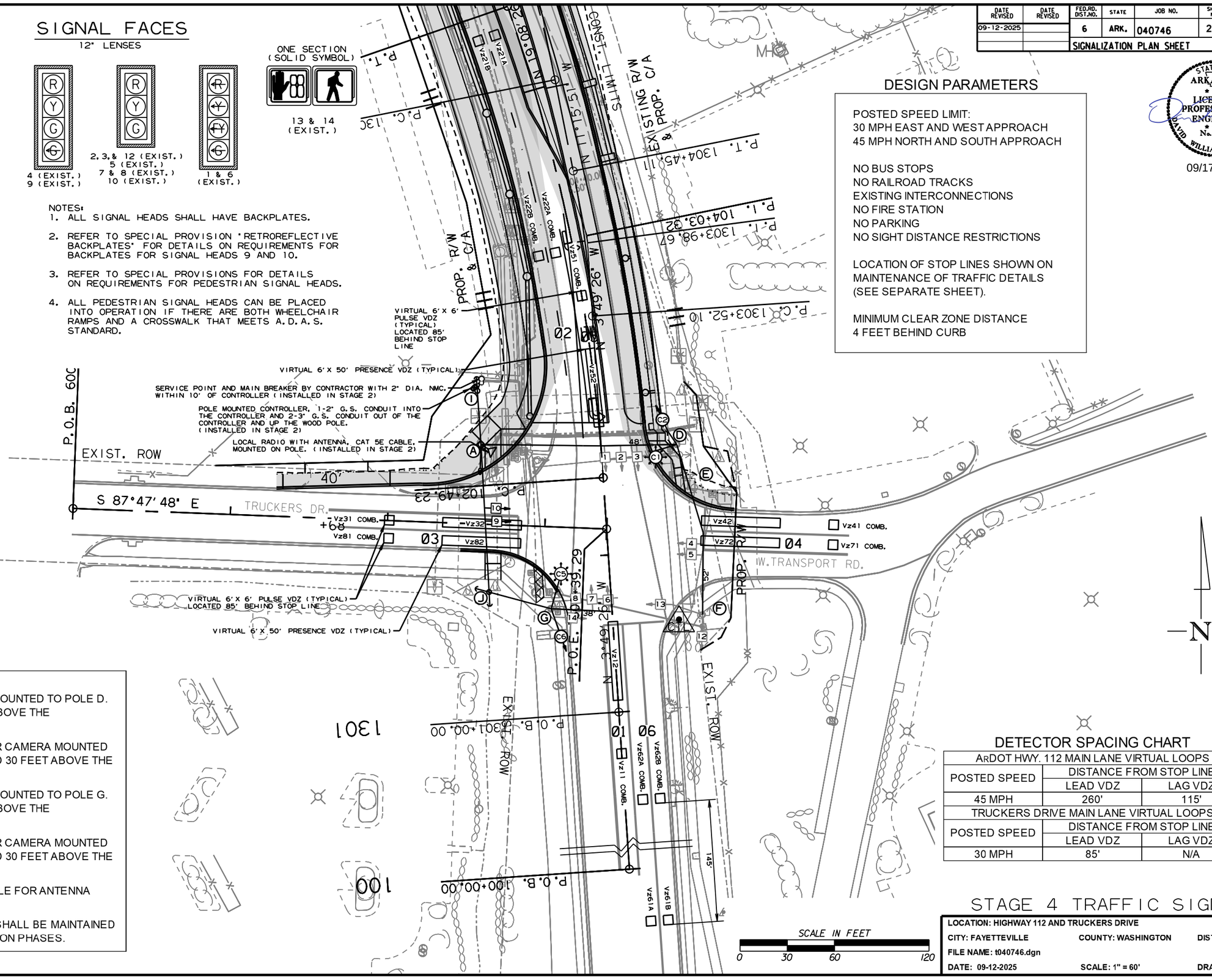
POSTED SPEED LIMIT:
30 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH

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

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER
09/17/2025



NOTES TO CONTRACTOR:

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5. CONTACT THE CITY FAYETTEVILLE FOR ANTENNA ORIENTATION.
6. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

DETECTOR SPACING CHART

ARDOT HWY. 112 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
TRUCKERS DRIVE MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

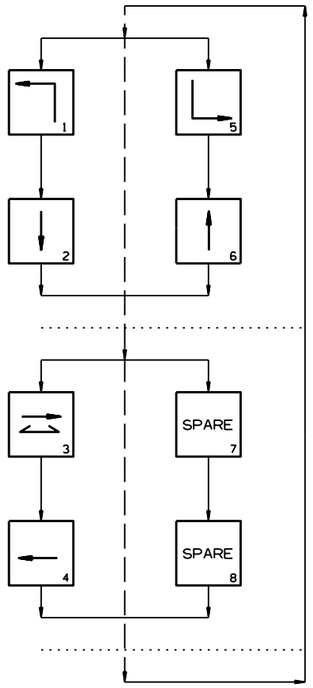
STAGE 4 TRAFFIC SIGNAL

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: 1" = 60' DRAWN BY: JDH

9/15/2025
T040746.DGN

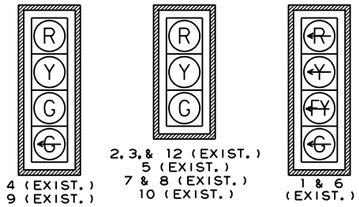
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	206	392
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

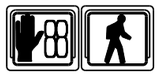


SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



13 & 14
(EXIST.)

NOTES:
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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. 15158
DAVID WILLIAM BAKER, IV

09/17/2025

ALL STAGES TEMPORARY INTERVAL CHART

SIGNAL FACES	HIGHWAY 112 AND TRUCKERS DRIVE													FLASH SEQUENCE
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.	4	CLR.		
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
2,3,& 12	R	R	G	**	R	R	G	**	R	R	R	R		R
4	R	R	R	R	R	R	R	R	G / ~~G~~	Y	R	R		R
5	R	R	R	R	R	R	R	R	G	Y	R	R		R
6	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
7 & 8	R	R	R	R	G	**	G	**	R	R	R	R		R
9	R	R	R	R	R	R	R	R	R	R	G / ~~G~~	Y		R
10	R	R	R	R	R	R	R	R	R	R	G	Y		R
13 & 14	DW	DW	DW	DW	DW	DW	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

STAGE 4 TEMPORARY DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040746							
HIGHWAY 112 AND TRUCKERS DRIVE DETECTOR ASSIGNMENTS				CONTR. INPUT #	PROGRAM ASSIGN. LOCAL		COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #		PHS	SYSTEM DET. #	
Vz11	NB LEFT TURN FAR	COMB.	C1	V9	1	1	
Vz12	NB LEFT TURN	LOCAL	C1	V1	1		
Vz21 A&B	SB ADVANCE	LOCAL	C2	V2	2		
Vz22 A&B	SB NEAR	COMB.	C2	V10	2	2	
Vz31	EB LEFT TURN FAR	COMB.	C1	V11	3	3	
Vz32	EB LEFT TURN	LOCAL	C1	V3	3		
Vz41	WB ADVANCE	COMB.	C5	V4	4		
Vz42	WB NEAR	LOCAL	C5	V12	4	4	
Vz51	SB LEFT TURN FAR	COMB.	C5	V13	5	5	
Vz52	SB LEFT TURN	LOCAL	C5	V5	5		
Vz61 A&B	NB ADVANCE	LOCAL	C6	V6	6		
Vz62 A&B	NB NEAR	COMB.	C6	V14	6	6	
Vz71	WB ADVANCE	COMB.	C5	V15	7	7	
Vz72	WB NEAR	LOCAL	C5	V7	7		
Vz81	EB ADVANCE	COMB.	C1	V8	8		
Vz82	EB NEAR	LOCAL	C1	V16	8	8	
PB3 A&B	HWY. 112 S. LEG	PED.		P3	3		

DETECTOR CHART NOTES:
C1 IS A 360-DEGREE CAMERA MOUNTED TO POLE D AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C2 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE D AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C5 IS A 360-DEGREE CAMERA MOUNTED TO POLE G AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C6 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE G AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT, D = SYSTEM/AUXILIARY INPUT, P = PEDESTRIAN INPUT

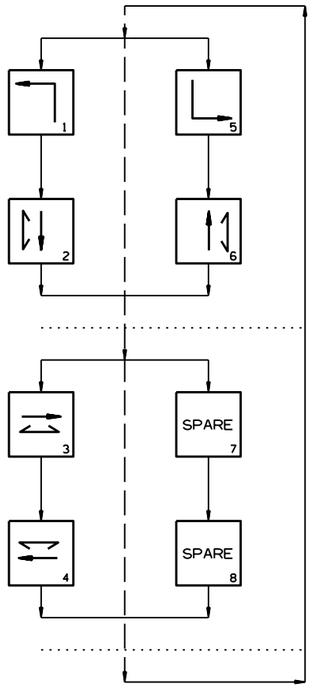
9/15/2025

T040746.DGN

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: N/A DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	207	392
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



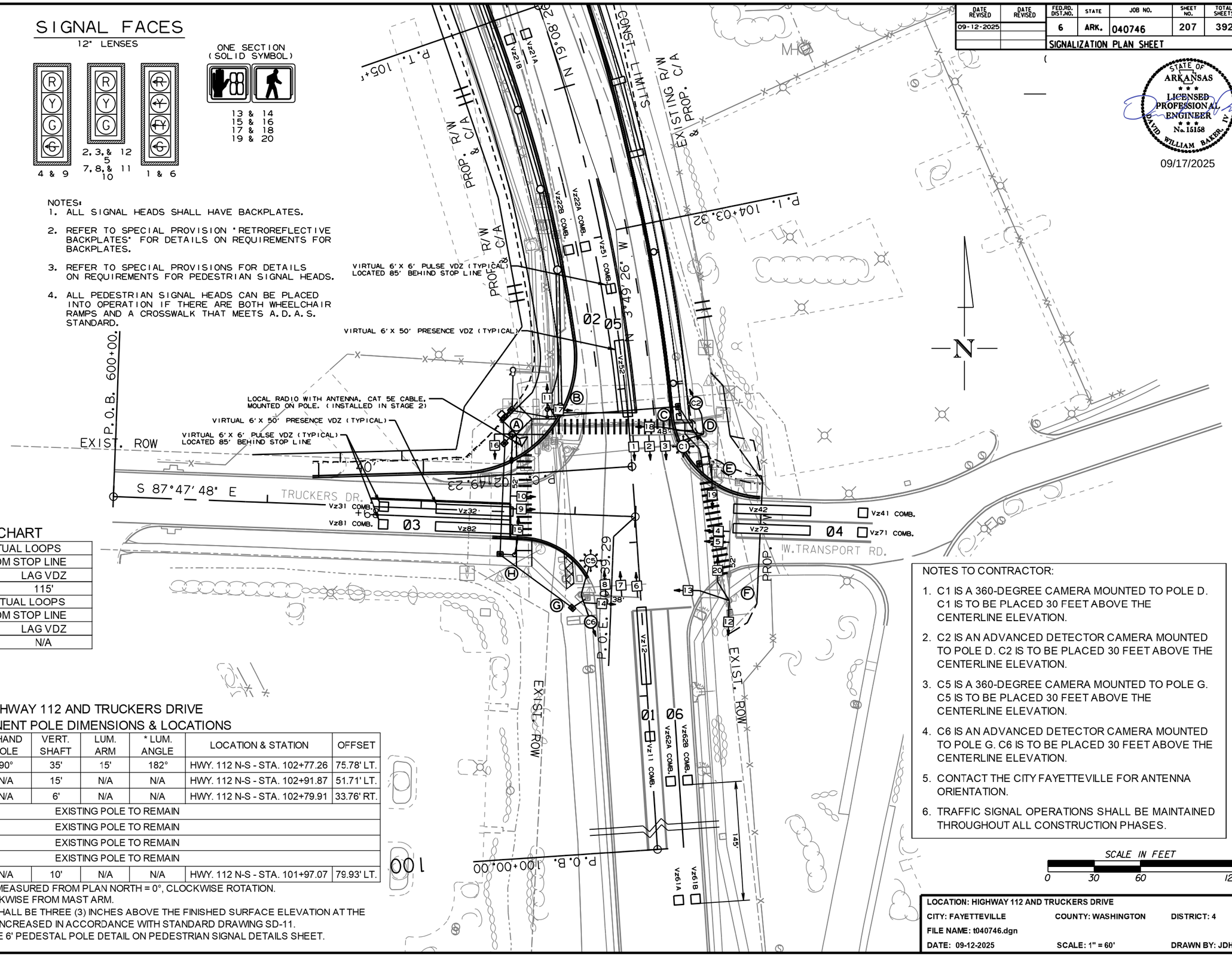
SIGNAL FACES

12" LENSES

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.
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DETECTOR SPACING CHART

ARDOT HWY. 112 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
TRUCKERS DRIVE MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

HIGHWAY 112 AND TRUCKERS DRIVE PERMANENT POLE DIMENSIONS & LOCATIONS

POLE	MAST ARM	* MAST ARM ANGLE	**HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE	LOCATION & STATION	OFFSET
A	52'	182°	90°	35'	15'	182°	HWY. 112 N-S - STA. 102+77.26	75.78' LT.
B	N/A	N/A	N/A	15'	N/A	N/A	HWY. 112 N-S - STA. 102+91.87	51.71' LT.
C	N/A	N/A	N/A	6'	N/A	N/A	HWY. 112 N-S - STA. 102+79.91	33.76' RT.
D	EXISTING POLE TO REMAIN							
E	EXISTING POLE TO REMAIN							
F	EXISTING POLE TO REMAIN							
G	EXISTING POLE TO REMAIN							
H	N/A	N/A	N/A	10'	N/A	N/A	HWY. 112 N-S - STA. 101+97.07	79.93' LT.

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE BUT MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.
FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

NOTES TO CONTRACTOR:
1. C1 IS A 360-DEGREE CAMERA MOUNTED TO POLE D. C1 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
2. C2 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE D. C2 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.
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5. CONTACT THE CITY FAYETTEVILLE FOR ANTENNA ORIENTATION.
6. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
09/17/2025

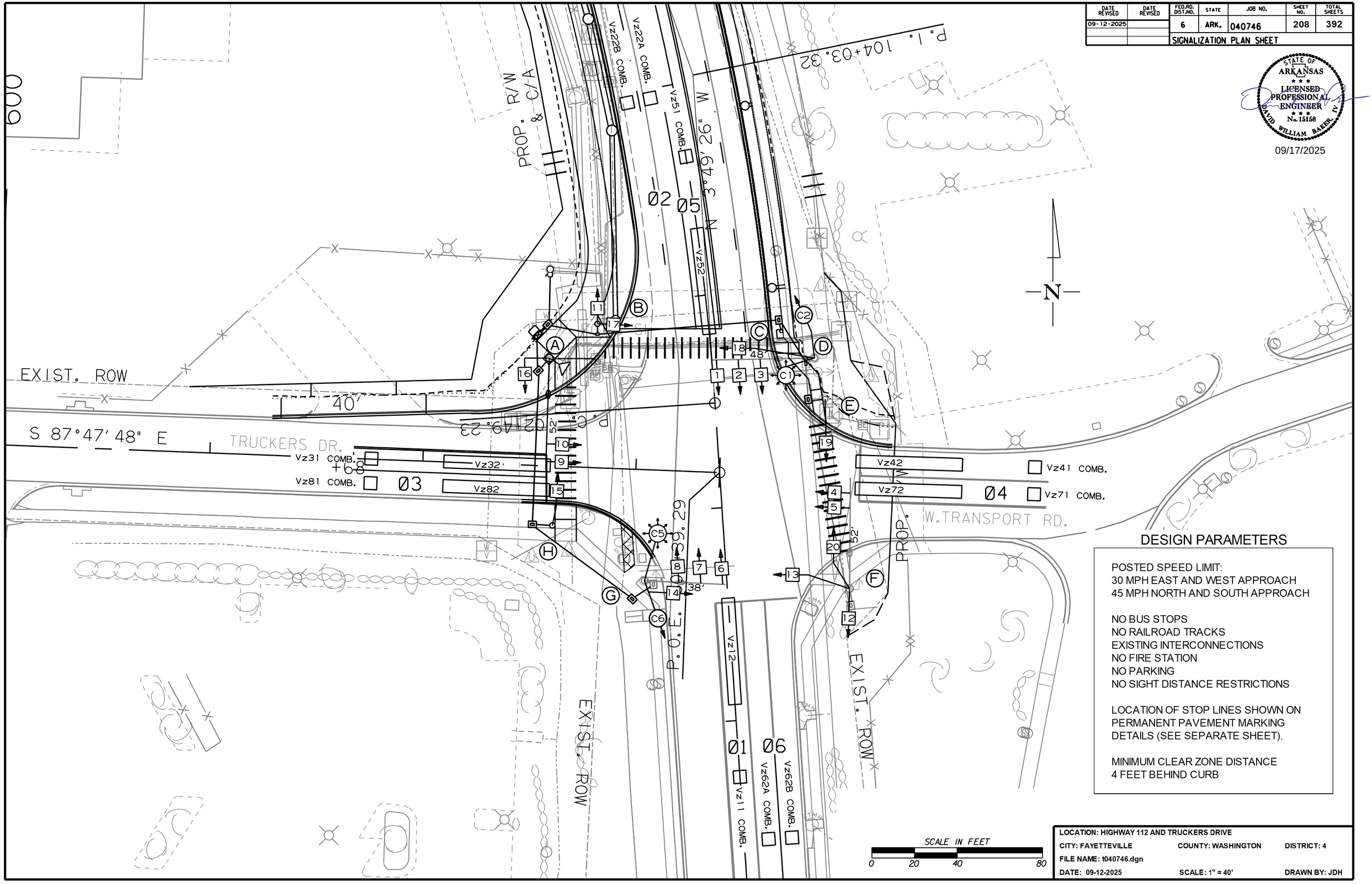
LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE | COUNTY: WASHINGTON | DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 | SCALE: 1" = 60' | DRAWN BY: JDH

9/15/2025
T040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	208	392
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

09/17/2025



DESIGN PARAMETERS

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

NO BUS STOPS
NO RAILROAD TRACKS
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

SCALE IN FEET
0 20 40 80

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: 1" = 40' DRAWN BY: JDH

9/15/2025
T040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	209	392
		SIGNALIZATION PLAN SHEET				

HIGHWAY 112 AND TRUCKERS DRIVE
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET
PB1	2 HD	HWY. 112 N-S - STA. 102+94.11	74.93' LT.
PB2	2	HWY. 112 N-S - STA. 102+86.87	52.20' LT.
PB3	2 HD	HWY. 112 N-S - STA. 102+85.06	33.05' RT.
PB4	2	HWY. 112 N-S - STA. 102+64.28	43.88' RT.
PB5	2 HD	HWY. 112 N-S - STA. 102+48.04	43.80' RT.
PB6	EXISTING PULL BOX TO REMAIN		
PB7	EXISTING PULL BOX TO REMAIN		
PB8	2 HD	HWY. 112 N-S - STA. 101+60.20	44.83' LT.
PB9	2 HD	HWY. 112 N-S - STA. 101+98.23	89.25' LT.
PB10	2 HD	HWY. 112 N-S - STA. 102+71.39	81.47' LT.

* CENTER OF PULL BOX
THE TOP OF ALL PULL BOXES SHALL BE INSTALLED AT THE FINISHED SURFACE ELEVATION.

STATE OF ARKANSAS
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CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 112 N-S - STA. 102+89.35	79.98' LT.	668326.37, 653546.73

* CENTER OF CABINET

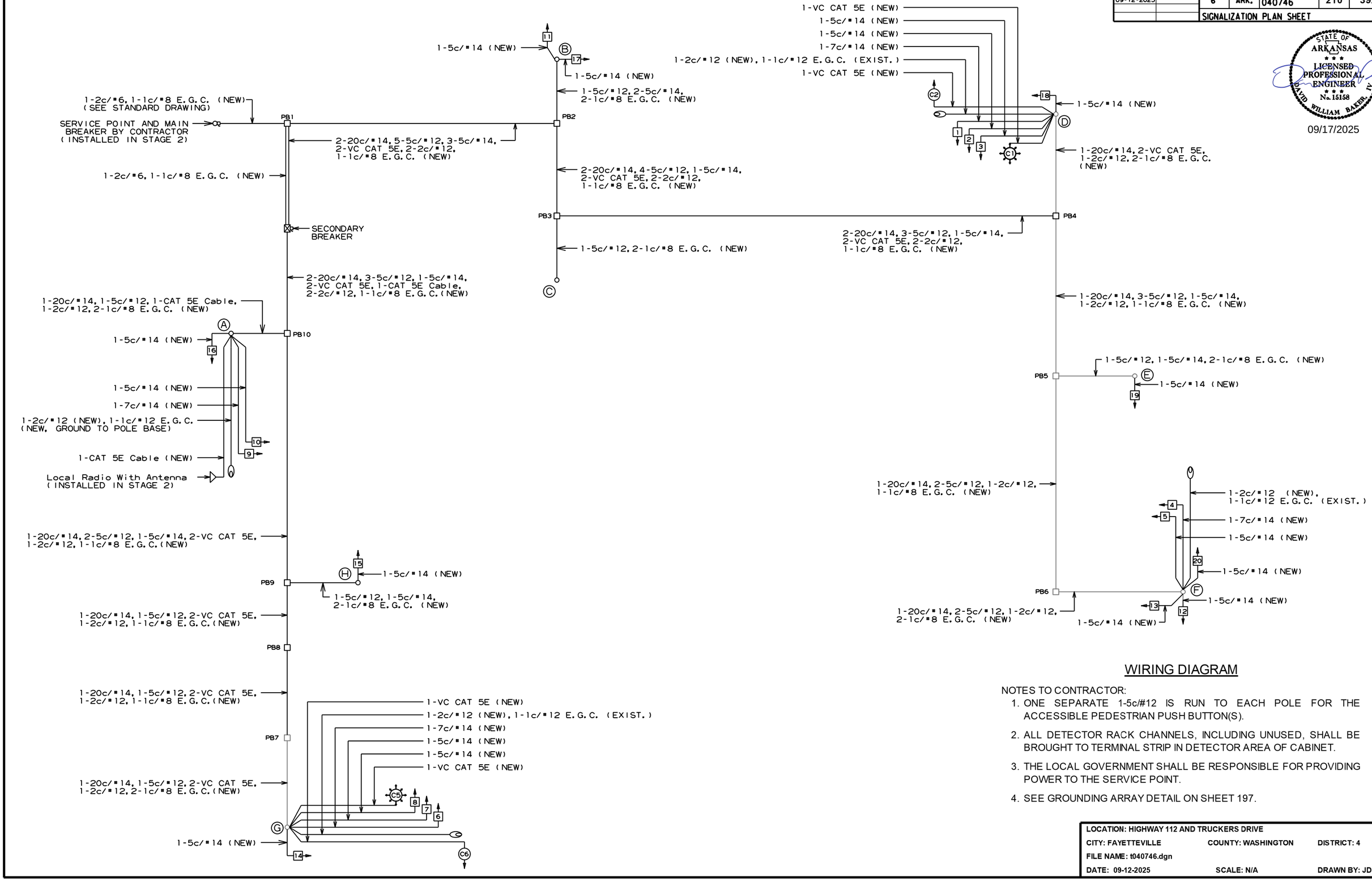
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC.
SEE INSERT A
1-2" NMC
EXISTING 3" NMC
1-3" NMC, 1-2" NMC
SECONDARY BREAKER BY CONTRACTOR
EXISTING 3" NMC
EXISTING 3" NMC
EXISTING 3" NMC
INSERT A
PROP. R/W & C/A
W "92,649.43" N
Vz51 COMB.
Vz52
Ø2 Ø5
Vz31 COMB.
Vz32
Vz81 COMB.
Ø3
Vz82
Vz42
Vz41 COMB.
Vz72
Ø4
Vz71 COMB.
Vz12
P.O.E. 02+29.29
P.O.E. 02+49.23
TRUCKERS DR.
W. TRANSPORT RD.
PROP.
PB1
PB2
PB3
PB4
PB5
PB6
PB7
PB8
PB9
PB10
40'
48'
38'
52'
52'
+68
SCALE IN FEET
0 15 30 60

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: 1" = 30' DRAWN BY: JDH

T040746.DGN 9/15/2025

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	210	392
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
09/17/2025



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
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.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 197.

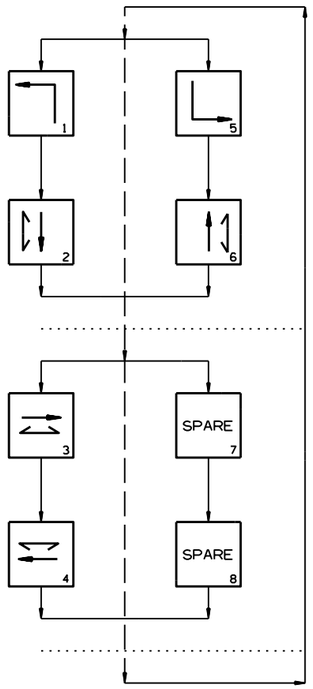
LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE		
CITY: FAYETTEVILLE	COUNTY: WASHINGTON	DISTRICT: 4
FILE NAME: t040746.dgn		
DATE: 09-12-2025	SCALE: N/A	DRAWN BY: JDH

9/15/2025

T040746.DGN

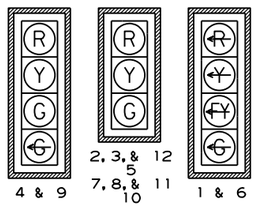
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-12-2025		6	ARK.	040746	211	392
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



13 & 14
15 & 16
17 & 18
19 & 20

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV

09/17/2025

INTERVAL CHART

SIGNAL FACES	HIGHWAY 112 AND TRUCKERS DRIVE 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.	4	CLR.	FLASH SEQUENCE
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2,3,& 12	R	R	G	**	R	R	G	**	R	R	R	R	R
4	R	R	R	R	R	R	R	R	G ~~G~~	Y	R	R	R
5	R	R	R	R	R	R	R	R	G	Y	R	R	R
6	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
7,8,& 11	R	R	R	R	G	**	G	**	R	R	R	R	R
9	R	R	R	R	R	R	R	R	R	R	G ~~G~~	Y	R
10	R	R	R	R	R	R	R	R	R	R	G	Y	R
13 & 14	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	BLK
15 & 16	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	BLK
17 & 18	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	BLK
19 & 20	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	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

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040746

HIGHWAY 112 AND TRUCKERS DRIVE DETECTOR ASSIGNMENTS				CONTR. INPUT #	PROGRAM ASSIGN. LOCAL		COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #		PHS	SYSTEM DET. #	
Vz11	NB LEFT TURN FAR	COMB.	C1	V9	1	1	
Vz12	NB LEFT TURN	LOCAL	C1	V1	1		
Vz21 A&B	SB ADVANCE	LOCAL	C2	V2	2		
Vz22 A&B	SB NEAR	COMB.	C2	V10	2	2	
Vz31	EB LEFT TURN FAR	COMB.	C1	V11	3	3	
Vz32	EB LEFT TURN	LOCAL	C1	V3	3		
Vz41	WB ADVANCE	COMB.	C5	V4	4		
Vz42	WB NEAR	LOCAL	C5	V12	4	4	
Vz51	SB LEFT TURN FAR	COMB.	C5	V13	5	5	
Vz52	SB LEFT TURN	LOCAL	C5	V5	5		
Vz61 A&B	NB ADVANCE	LOCAL	C6	V6	6		
Vz62 A&B	NB NEAR	COMB.	C6	V14	6	6	
Vz71	WB ADVANCE	COMB.	C5	V15	7	7	
Vz72	WB NEAR	LOCAL	C5	V7	7		
Vz81	EB ADVANCE	COMB.	C1	V8	8		
Vz82	EB NEAR	LOCAL	C1	V16	8	8	
PB2 A&B	TRUCKERS DR. W. LEG	PED.		P2	2		
PB3 A&B	HWY. 112 S. LEG	PED.		P3	3		
PB4 A&B	HWY. 112 N. LEG	PED.		P4	4		
PB6 A&B	TRUCKERS DR. E. LEG	PED.		P6	6		

DETECTOR CHART NOTES:
C1 IS A 360-DEGREE CAMERA MOUNTED TO POLE D AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C2 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE D AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C5 IS A 360-DEGREE CAMERA MOUNTED TO POLE G AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
C6 IS AN ADVANCED DETECTOR CAMERA MOUNTED TO POLE G AT 30 FEET ABOVE THE CENTERLINE ELEVATION.
CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT, D = SYSTEM/AUXILIARY INPUT, P = PEDESTRIAN INPUT

9/15/2025

T040746.DGN

LOCATION: HIGHWAY 112 AND TRUCKERS DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 09-12-2025 SCALE: N/A DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	212	392

TRAFFIC SIGNAL QUANTITIES- VAN ASCHE DRIVE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
08/14/2025

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	LUMP SUM

REMOVE TRAFFIC SIGNAL AT THE INTERSECTION OF HIGHWAY 112 AND VAN ASCHE DRIVE ONCE TRAFFIC IS PLACED IN THE ROUNDABOUT.

LOCATION: HIGHWAY 112 AND VAN ASCHE DRIVE
CITY: FAYETTEVILLE COUNTY: WASHINGTON DISTRICT: 4
FILE NAME: t040746.dgn
DATE: 07-31-2025 SCALE: 1" = 60' DRAWN BY: JDH

8/4/2025
T040746.DGN

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	213	392
		SIGNING QUANT. & SIGNING SUM. OF QUANT.				

STANDARD SIGNS (BOX 1 OF 2)

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G1 EA.	G2 EA.	G3	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	STANDARD SIGN SQ. FT.
SS-5 109+00.00NB				1								16.00
SS-25 116+00.00SB				1								16.00
SS-31 129+00.00NB				1								16.00
SS-40 402+50.00WB				1								16.00
SS-55 204+00.00SB				1								16.00
SS-79 234+00.00NB				1								16.00
SS-89 304+00.00SB	1											9.00
SS-95 501+50.00EB	1											9.00
SS-85 302+50.00NB				1								16.00
SS-10 110+00.00SB				1								16.00
SS-2 106+00.00NB				1								20.00
SS-17 124+50.00NB				1								20.00
SS-23 118+50.00SB				1								20.00
SS-37 398+00.00WB				1								20.00
SS-52 208+50.00SB				1								20.00
SS-76 229+50.00NB				1								20.00
SS-86 308+50.00SB	1											13.00
SS-94 500+50.00EB	1											13.00
SS-6 111+00.00NB (L)	1											13.38
SS-6 111+00.00NB (R)	1											13.38
SS-9 111+50.00SB (L)	1											13.38
SS-9 111+50.00SB (R)	1											13.38
SS-12 113+50.00NB (L)	1											13.38
SS-12 113+50.00NB (R)	1											13.38
SS-26 114+00.00SB (L)	1											13.38
SS-26 114+00.00SB (R)	1											13.38
SS-32 111+00.00NB (L)	1											13.38
SS-32 111+00.00NB (R)	1											13.38
SS-34 405+00.00EB (L)	1											13.38
SS-34 405+00.00EB (R)	1											13.38
SS-41 405+00.00WB (L)	1											13.38
SS-41 405+00.00WB (R)	1											13.38
SS-45 201+25.00WB (L)	1											13.38
SS-45 201+25.00WB (R)	1											13.38
SS-56 201+25.00SB (L)	1											13.38
SS-56 201+25.00SB (R)	1											13.38
SS-59 131+50.00SB (L)	1											13.38
SS-59 131+50.00SB (R)	1											13.38
SS-80 237+00.00NB (L)	1											13.38
SS-80 237+00.00NB (R)	1											13.38
SS-84 301+25.00NB (L)	1											13.38
SS-84 301+25.00NB (R)	1											13.38
SS-90 301+50.00SB (L)	1											13.38
SS-90 301+50.00SB (R)	1											13.38
SS-97 504+50.00EB (L)	1											13.38
SS-97 504+50.00EB (R)	1											13.38
SS-44 201+00.00NB	1											9.19
SS-83 301+00.00NB	1											9.19
SS-60 131+75.00SB	1											9.19
SS-100 237+25.00SB	1											9.19
SS-7 111+50.00NB (L)	1											22.25
SS-7 111+50.00NB (R)	1											22.25
SS-27 113+50.00SB (L)	1											22.25
SS-27 113+50.00SB (R)	1											22.25
SS-33 132+00.00NB (L)	1											22.25
SS-33 132+00.00NB (R)	1											22.25
SS-42 405+50.00WB (L)	1											22.25
SS-42 405+50.00WB (R)	1											22.25
SS-57 201+00.00SB (L)	1											22.25
SS-57 201+00.00SB (R)	1											22.25
SS-81 237+50.00NB (L)	1											22.25
SS-81 237+50.00NB (R)	1											22.25
SS-91 301+00.00SB (L)	1											22.25
SS-91 301+00.00SB (R)	1											22.25
SS-98 505+00.00EB (L)	1											22.25
SS-98 505+00.00EB (R)	1											22.25
SUBTOTALS (BOX 1 OF 2):	**52**			**14**								**1059.25**

STANDARDS SIGNS (BOX 2 OF2)

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G1 EA.	G2 EA.	G3	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	STANDARD SIGN SQ. FT.
SS-3 106+00.00NB	1											12.00
SS-14 120+00.00NB	1											5.00
SS-22 119+00.00SB	1											5.00
SS-51 210+75.00SB	1											5.00
SS-64 212+00.00NB	1											5.00
SS-67 225+25.00NB	1											5.00
SS-72 224+00.00SB	1											5.00
SS-8 112+00.00NB	1											5.00
SS-63 112+75.00SB	1											5.00
SS-35 132+50.00NB	1											5.00
SS-43 406+00.00WB	1											5.00
SS-58 200+50.00SB	1											5.00
SS-82 237+75.00NB	1											5.00
SS-92 300+50.00SB	1											5.00
SS-99 505+50.00EB	1											5.00
SS-16 124+00.00NB	1											5.00
SS-19 125+00.00SB	1											5.00
SS-21 120+75.00SB	1											5.00
SS-28 126+50.00NB	1											5.00
SS-30 129+25.00NB	1											5.00
SS-48 207+75.00NB	1											5.00
SS-69 227+75.00NB	1											5.00
SS-74 213+00.00SB	1											5.00
SS-102 233+25.00SB	1											5.00
SS-49 208+50.00NB	1											7.50
SS-65 221+50.00NB	1											7.50
SS-70 227+75.00SB	1											7.50
SS-1 103+50.00NB	1											12.00
SS-47 204+50.00NB	1											12.00
SS61 130+00.00SB	1											12.00
NEW CITY STREET	1											9.00
PLEASANT RIDGE DR	1											9.00
CRIS HOLLOW RD	1											9.00
SS-11 106+25.00SB	1											9.00
SS13 118+50.00NB	1											9.00
SS-15 123+50.00NB	1											9.00
SS-20 121+50.00SB	1											9.00
SS-50 210+00.00NB	1											9.00
SS-62 126+00.00SB	1											9.00
SS-66 223+75.00NB	1											9.00
SS-68 226+50.00NB	1											9.00
SS-71 225+50.00SB	1											9.00
SS-73 213+50.00SB	1											9.00
SS-101 224+50.00SB	1											9.00
PROMENDADE LINK	1											16.00
DEANE SOLOMON RD	1											16.00
SS-4 107+50.00NB	1											9.00
SS-24 117+00.00SB	1											9.00
SS-39 401+00.00WB	1											9.00
SS-96 502+50.00EB	1											9.00
SS-54 208+50.00SB	1											9.00
SS-29 127+50.00NB	1											7.50
SS-78 232+50.00NB	1											10.50
SS-88 305+50.00SB	1											7.50
SS-75 211+50.00SB		1										6.00
SS-36 405+00.00EB	1											5.25
SS-93 505+00.00WB		1										6.75
SS-46 203+00.00NB								1				22.00
SS-18 126+00.00NB			1									42.00
SS-53 207+00.00SB			1									30.00
SS-38 399+50.00WB			1									38.50
SS-77 231+00.00NB			1									32.50
SS-87 307+00.00SB			1									22.50
SUBTOTALS (BOX 2 OF 2):	**55**	**2**	**5**					**1**				**619.50**
TOTALS:	**107.00**	**2.00**	**5.00**	**14.00**				**1.00**				**1678.75**

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SS & 726	STANDARD SIGN	1679	SQ. FT.
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	107	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	2	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-3)	5	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	14	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	1	EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

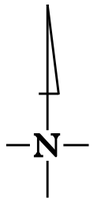
9-25-2024

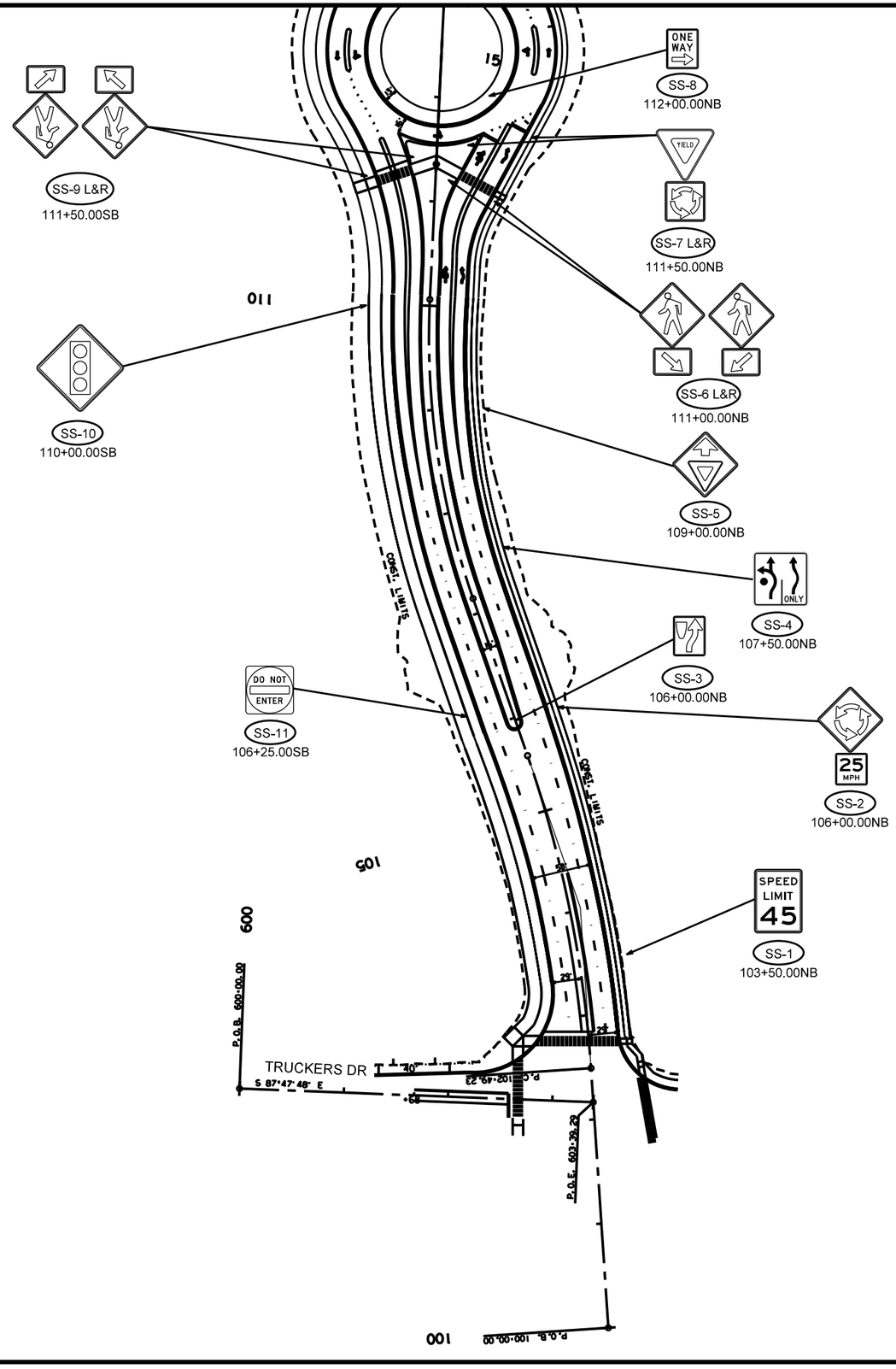
SIGNING QUANTITIES & SIGNING SUMMARY OF QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	214	392
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

6-18-2024



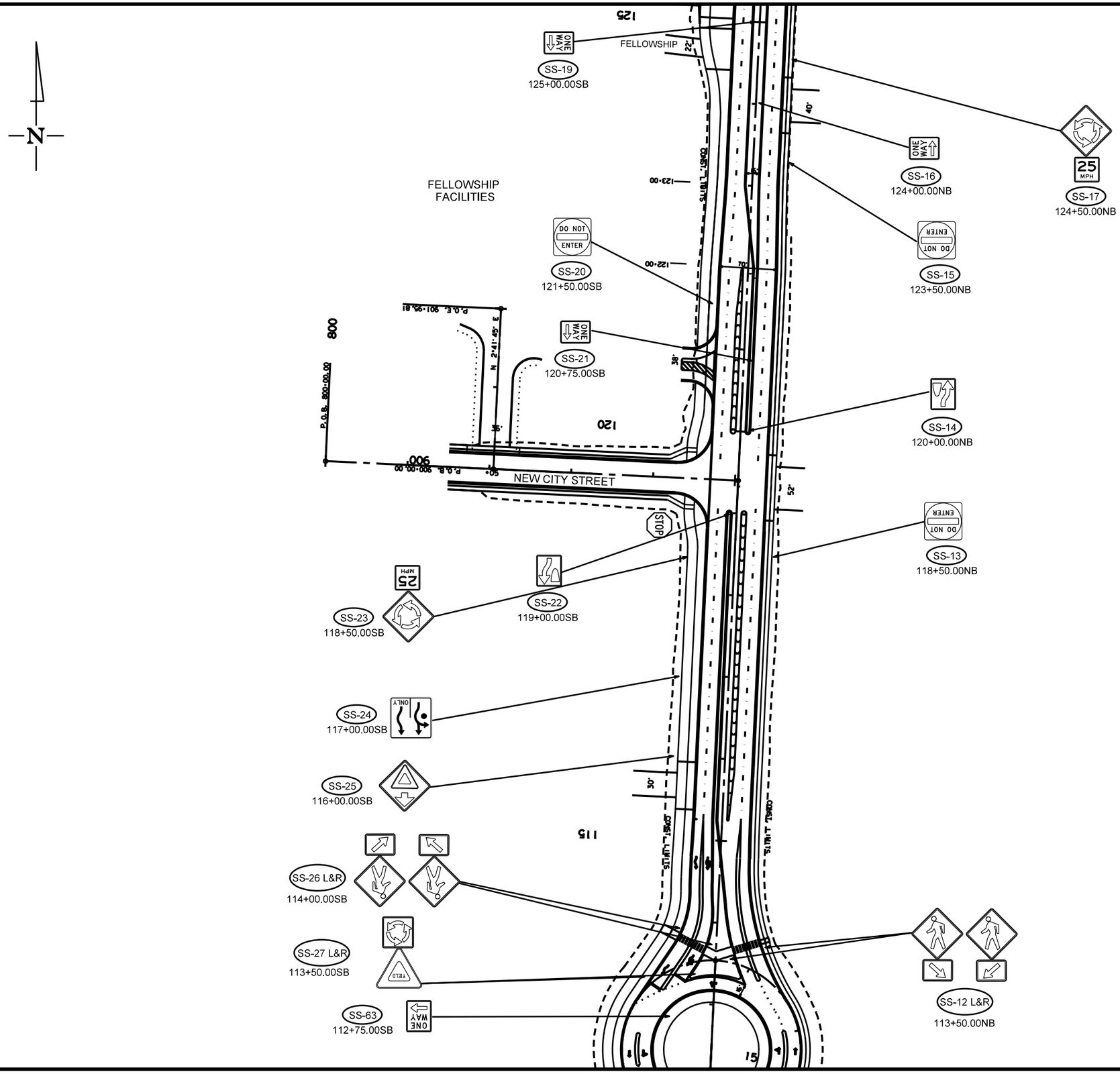


kcem102 1/17/2024
R040746.DGN

SIGN PLACEMENT SHEET

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	215	392
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
6-18-2024



SIGN PLACEMENT SHEET

kcem102 1/17/2024
R040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	216	392
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
6-18-2024

SS-50
210+00.00NB
DO NOT ENTER

SS-49
208+50.00NB
ONLY

SS-48
207+75.00NB
ONE WAY

SS-47
204+50.00NB
SPEED LIMIT 45

SS-46
203+00.00NB
NORTH 112
JCT US 412 5 5
Tontitown

SS-45 L&R
201+25.00NB

SS-44
201+00.00NB
NORTH 112

SS-43
406+00.00WB
ONE WAY

SS-42 L&R
405+50.00WB
YIELD

SS-41 L&R
405+00.00WB

SS-40
402+50.00WB

SS-39
401+00.00WB
ONLY

SS-38
399+50.00WB
NORTH 112
SOUTH 112

SS-37
398+00.00WB
25 MPH

CRIS HOLLOW RD
24'
CONST. LIMITS
16'
210
205
400
405
P.O.B. 400+00.00
STOP
26'
PLEASANT RIDGE DR

SS-51
210+75.00SB

SS-52
208+50.00SB
25 MPH

SS-53
207+00.00SB
Van Asche Dr
SOUTH 112

SS-54
205+50.00SB

SS-55
204+00.00SB

SS-56 L&R
201+25.00SB

SS-57 L&R
201+00.00SB
YIELD

SS-58
200+50.00SB
ONE WAY

SS-59 L&R
131+50.00SB

SS-60
131+75.00SB
SOUTH 112
130

SS-61
130+00.00SB
SPEED LIMIT 45

SS-62
126+00.00SB
DO NOT ENTER

Van Asche Drive

SS-36
405+00.00EB

SS-35
132+50.00NB
ONE WAY
YIELD

SS-34 L&R
405+00.00EB

SS-33 L&R
132+00.00NB

SS-32 L&R
111+00.00NB

SS-31
129+00.00NB

SS-30
129+25.00NB
ONE WAY

SS-29
127+50.00NB
ONLY

SS-28
126+50.00NB
ONE WAY

SS-18
126+00.00NB
NORTH 112
Tontitown
Van Asche Drive

SS-19
125+00.00SB
ONE WAY

BIO-TECH
FELLOWSHIP
800
125
20'
22'
24'
28'
40'
12'-35'-10'-8'

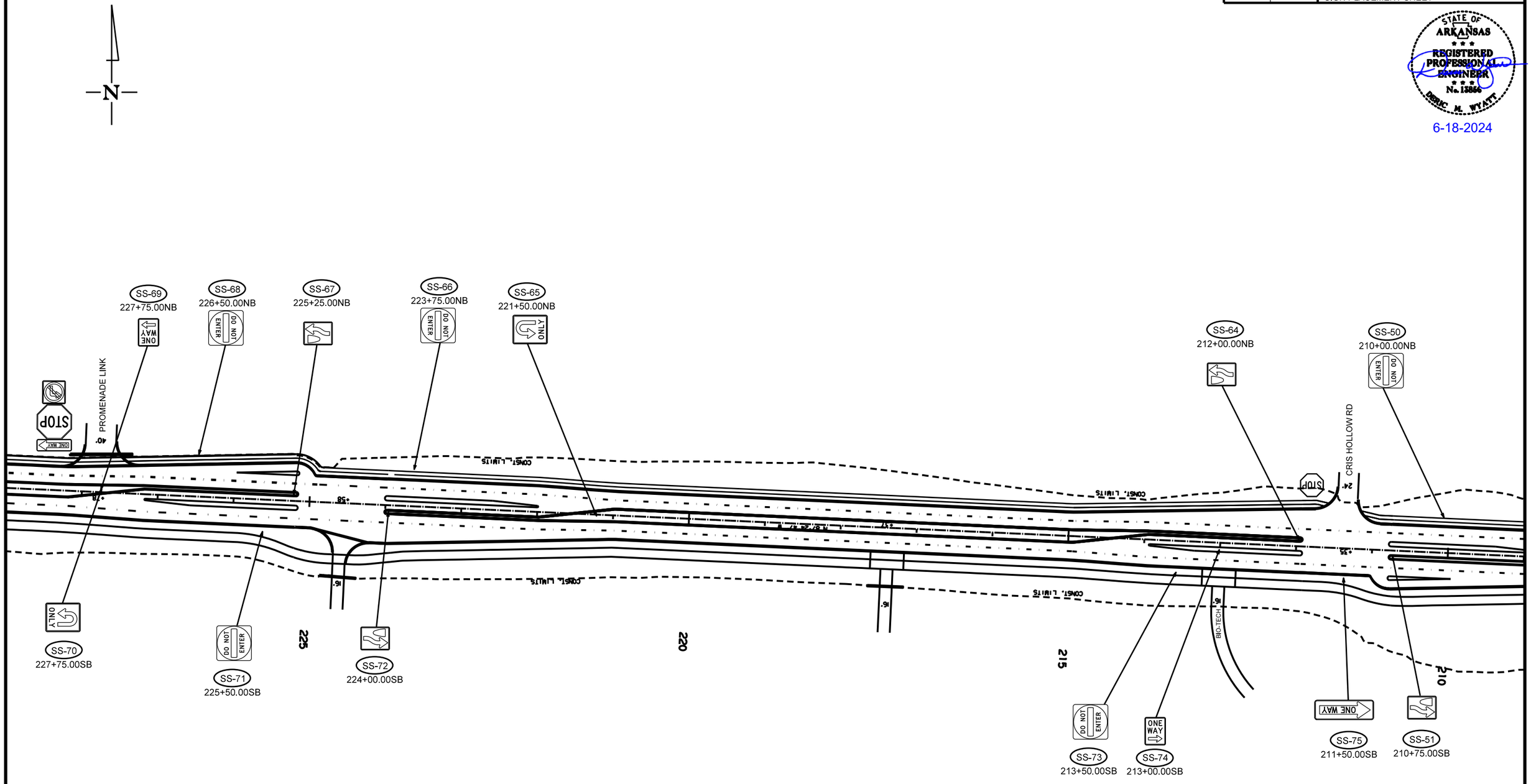
kcaml02 1/17/2024
R040746.DGN

SIGN PLACEMENT SHEET

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	217	392
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

6-18-2024



SIGN PLACEMENT SHEET

kcem102 1/17/2024
R040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	218	392
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13644
DERIC M. WYATT
6-18-2024

SS-86
308+50.00SB
25 MPH

SS-87
307+00.00SB
SOUTH 112 Fayetteville
Howard Nickell Road

SS-88
305+50.00SB
ONLY

SS-89
304+00.00SB

SS-90 L&R
301+50.00SB

SS-91 L&R
301+00.00SB
YIELD

SS-92
300+50.00SB
ONE WAY

SS-93
505+00.00WB
Howard Nickell Road

SS-94
500+50.00EB
25 MPH

SS-95
501+50.00EB

SS-96
502+50.00EB
ONLY

SS-97
504+50.00EB

SS-98
505+00.00EB
YIELD

SS-99
505+50.00EB
ONE WAY

SS-100
237+25.00SB
SOUTH 112

SS-101
224+50.00SB
DO NOT ENTER

SS-102
233+25.00SB
ONE WAY

SS-85
302+50.00NB

SS-84 L&R
301+25.00NB

SS-83
301+00.00NB
NORTH 112

SS-82
237+75.00NB
ONE WAY

SS-81 L&R
237+50.00NB
YIELD

SS-80 L&R
237+00.00NB

SS-79
234+00.00NB

SS-78
232+50.00NB
ONLY

SS-77
231+00.00NB
Howard Nickell Rd NORTH 112

SS-76
229+50.00NB
25 MPH

SS-69
227+75.00NB
ONE WAY

SS-68
226+50.00NB
DO NOT ENTER

SS-67
225+25.00NB

SS-70
227+75.00SB
ONLY

SS-71
225+50.00SB
DO NOT ENTER

STOP
ONE WAY

PROMENADE LINK

DEANE SOLOMON RD

P.O.B. 300+00.00

P.O.E. 308+90.00

CONST. LIMITS

S 85° 35' 30" E

500

505

308

305

235

230

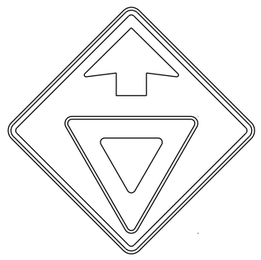
225

kcem102 1/17/2024
R040746.DGN

SIGN PLACEMENT SHEET

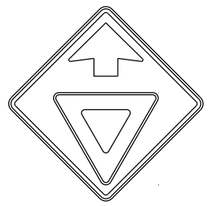
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	219	392
		STANDARD SIGN ASSEMBLIES				

W3-2
48X48



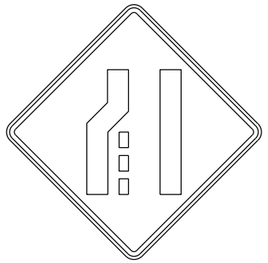
SS-5 109+00.00NB
SS-25 116+00.00SB
SS-31 129+00.00NB
SS-40 402+50.00WB
SS-55 204+00.00SB
SS-79 234+00.00NB

W3-2
36X36



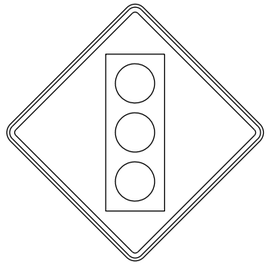
SS-89 304+00.00SB
SS-95 501+50.00EB

W4-2L
48x48



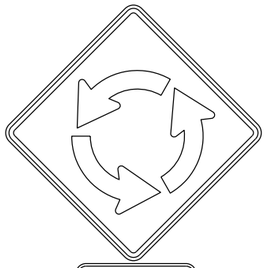
SS-85 302+50.00NB

W3-3
48X48



SS-10 110+00.00SB

W2-6
48X48

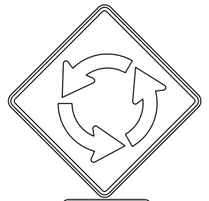


W13-1
24X24



SS-2 106+00.00NB
SS-17 124+50.00NB
SS-23 118+50.00SB
SS-37 398+00.00WB
SS-52 208+50.00SB
SS-76 229+50.00NB

W2-6
36X36



W13-1
24X24



SS-86 308+50.00SB
SS-94 500+50.00EB

W11-2
36X36



W16-7P
30x21

W11-2
36X36



W16-7P
30X21

SS-6 111+00.00NB L&R
SS-9 111+50.00SB L&R
SS-12 113+50.00NB L&R
SS-26 114+00.00SB L&R
SS-32 111+00.00NB L&R
SS-34 405+00.00EB L&R
SS-41 405+00.00WB L&R
SS-45 201+25.00WB L&R
SS-56 201+25.00SB L&R
SS-59 131+50.00SB L&R
SS-80 237+00.00NB L&R
SS-84 301+25.00NB L&R
SS-90 301+50.00SB L&R
SS-97 504+50.00EB L&R

M3-1
24X12



M1-6
30X24



M6-2
21X15



SS-44 201+00.00NB
SS-83 301+00.00NB

M3-3
24X12



M1-6
30X24

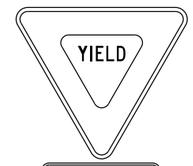


M6-2
21X15

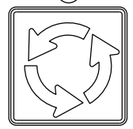


SS-60 131+75.00SB
SS-100 237+25.00SB

R1-2
48X48X48

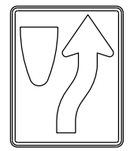


R6-5P
30X30



SS-7 111+50.00NB L&R
SS-27 113+50.00SB L&R
SS-33 132+00.00NB L&R
SS-42 405+50.00WB L&R
SS-57 201+00.00SB L&R
SS-81 237+50.00NB L&R
SS-91 301+00.00SB L&R
SS-98 505+00.00EB L&R

R4-7
36X48



SS-3 106+00.00NB

R4-7
24X30



SS-14 120+00.00NB
SS-22 119+00.00SB
SS-51 210+75.00SB
SS-64 212+00.00NB
SS-67 225+25.00NB
SS-72 224+00.00SB

R3-5 U-TURN
30X36



SS-49 208+50.00NB
SS-65 221+50.00NB
SS-70 227+75.00SB

R2-1
36X48



SS-1 103+50.00NB
SS-47 204+50.00NB
SS61 130+00.00SB

R1-1
36X36



NEW CITY STREET
PLEASANT RIDGE DR
CRIS HOLLOW RD

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

6-18-2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	220	392
		STANDARD SIGN ASSEMBLIES				

R5-1
36X36



SS-11 106+25.00SB
SS-13 118+50.00NB
SS-15 123+50.00NB
SS-20 121+50.00SB
SS-50 210+00.00NB
SS-62 126+00.00SB
SS-66 223+75.00NB
SS-68 226+50.00NB
SS-71 225+50.00SB
SS-73 213+50.00SB
SS-101 224+50.00SB



R6-1R
36X12

R1-1
36X36

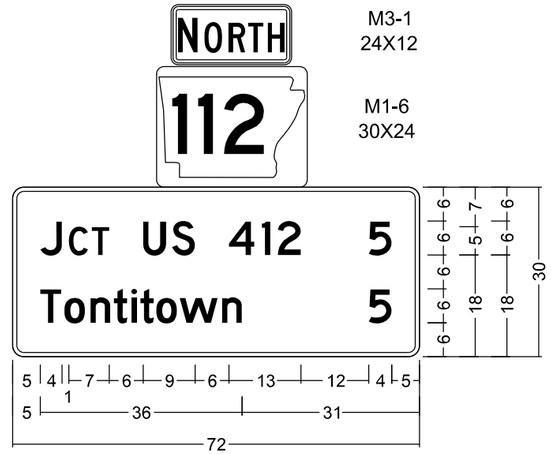
R3-2
24X24

PROMENDADE LINK
DEANE SOLOMON RD

R6-1L
48X18



SS-75 211+50.00SB



M3-1
24X12

M1-6
30X24

SS-46 203+00.00NB;
Sign # : D2-2;
2" Radius, 1" Border, White on Green;
"JCT", D 2K; "US 412", D 2K; "5", D 2K;
"Tontitown", D 2K; "5", D 2K;

R3-8
36X36



SS-4 107+50.00NB
SS-24 117+00.00SB
SS-39 401+00.00WB
SS-96 502+50.00EB

R3-8
36X36



SS-54 205+50.00SB

R3-8
36X30

SS-29 127+50.00NB

R3-8
42X36



SS-78 232+50.00NB

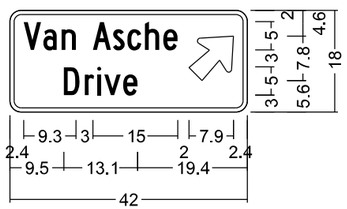
R3-8
36X30

SS-88 305+50.00SB

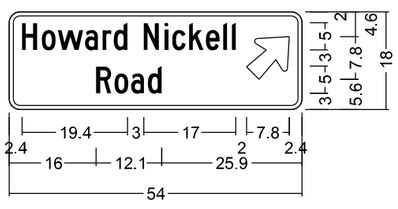
R6-2R
24X30



SS-8 112+00.00NB
SS-63 112+75.00SB
SS-35 132+50.00NB
SS-43 406+00.00WB
SS-58 200+50.00SB
SS-82 237+75.00NB
SS-92 300+50.00SB
SS-99 505+50.00EB
SS-16 124+00.00NB
SS-19 125+00.00SB
SS-21 120+75.00SB
SS-28 126+50.00NB
SS-30 129+25.00NB
SS-48 207+75.00NB
SS-69 227+75.00NB
SS-74 213+00.00SB
SS-102 233+25.00SB



SS-36 405+00.00EB;
Sign # : D1-2;
2.0" Radius, 0.8" Border, White on Green;
"Van", C 2K;
"Asche", C 2K;
"Drive", C 2K;
Arrow Custom - 9.5" 45°;

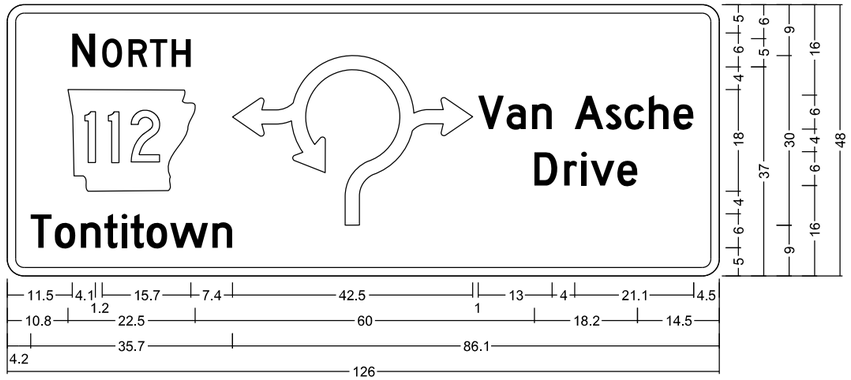


SS-93 505+00.00WB;
Sign # : D1-2;
2.0" Radius, 0.8" Border, White on Green;
"Howard", C 2K; "Nickell", C 2K;
"Road", C 2K;
Arrow Custom - 9.5" 45°;

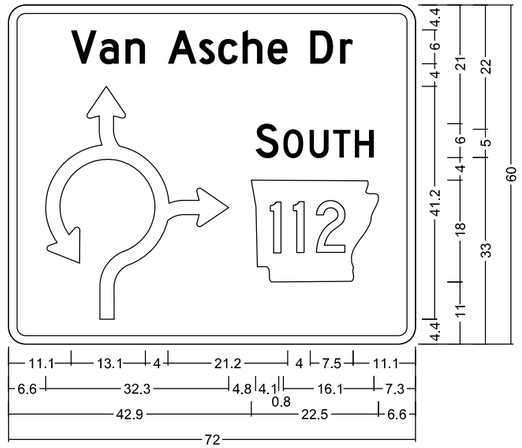


6-18-2024

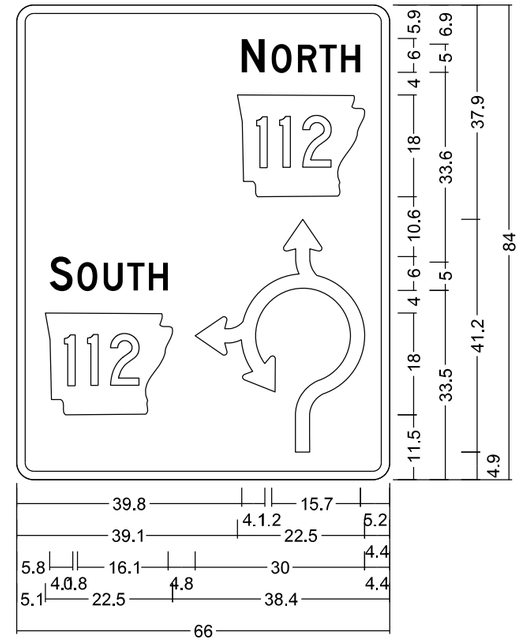
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	221	392
		STANDARD SIGN ASSEMBLIES				



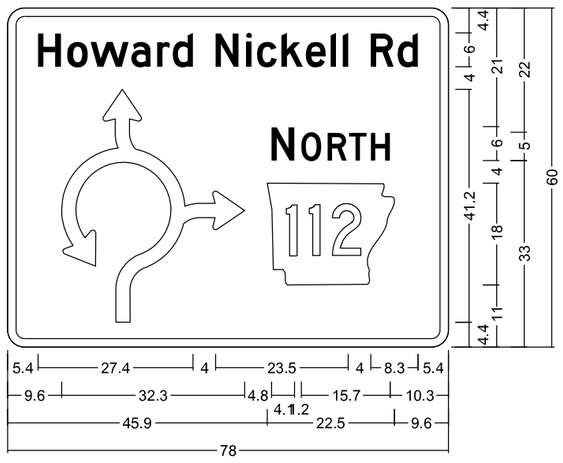
SS-18 126+00.00NB;
Sign # : D1-5;
3.0" Radius, 1.5" Border, White on Green;
"NORTH", D 2K; State Highway 112 18.0" C 2K; "Tontitown", D 2K; "Van", D 2K 95% spacing;
"Asche", D 2K 95% spacing; "Drive", D 2K;



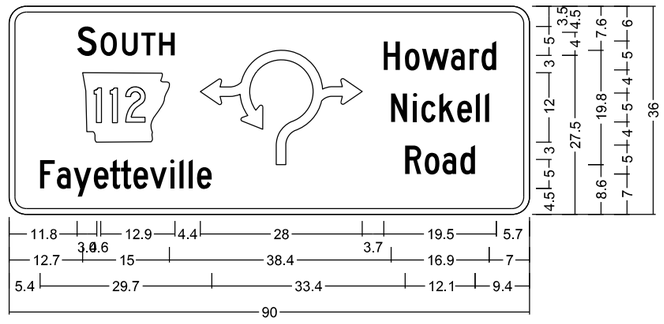
SS-53 207+00.00SB;
Sign # : D1-5;
3.0" Radius, 1.5" Border, White on Green;
"Van", D 2K; "Asche", D 2K; "Dr", D 2K;
"SOUTH", D 2K; State Highway 112 18.0" C 2K;



SS-38 399+50.00WB;
Sign # : D1-5;
3.0" Radius, 1.5" Border, White on Green;
"NORTH", D 2K;
State Highway 112 18.0" C 2K;
"SOUTH", D 2K;
State Highway 112 18.0" C 2K;



SS-77 231+00.00NB;
Sign # : D1-5;
3.0" Radius, 1.5" Border, White on Green;
"Howard", D 2K; "Nickell", D 2K; "Rd", D 2K;
"NORTH", D 2K; State Highway 112 18.0" C 2K;



SS-87 307+00.00SB;
Sign # : D1-5;
3.0" Radius, 1.0" Border, White on Green;
"SOUTH", D 2K; State Highway 112 12.0" C 2K; "Fayetteville", C 2K;
"Howard", C 2K; "Nickell", C 2K; "Road", C 2K;



6-18-2024

DATE REVISED	DATE REVISED
9/12/2025	

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040746	222	392

ILLUMINATION NOTES AND SUMMARY OF LIGHTING QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025

GENERAL NOTES

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA 70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (§14-271-101 ET SEQ.), AND LOCAL ELECTRICAL CODE. IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER, TO ENSURE ARKANSAS STATE CODES (§17-28-101 ET SEQ. AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
   (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
   (2) THE RATIO OF LICENSED-ELECTRICIAN-TO-APPRENTICE-ELECTRICIANS.
   (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTOR (https://www.ark.org/labor/electrician/search.php)
   ALL LICENSES SHALL BE VALID AND CURRENT

3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE ARKANSAS ONE CALL CENTER IN ACCORDANCE WITH A.C.A. §14-271 UNDERGROUND UTILITIES DAMAGE PREVENTION ACT. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE CALL SYSTEM. THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE CALL CENTER.

4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME UTILTIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATON MARKINGS UNTIL IT IS NO LONGER NECESSARY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING THE CONSTRUCTION.

6. 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.

7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.

8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 600 VOLTS. ANY CONDUCTOR NOT MEETING THE MINIMUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTOR. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. SEE SPECIAL PROVISION ELECTRICAL CONDUCTORS-IN-CONDUIT

9. 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.

10. EACH ROADWAY ILLUMINATION POLE SHALL BE BONDED TO EQUIPMENT GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.

11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

12. ALL LUMINAIRE ASSEMBLIES SHALL HAVE BUG RATING OF U0.

13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE 2 SETS OF LEDGER SIZE (11"X17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

14. PULL CABLE SHALL BE MINIMUM 1/4" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.

15. ALL CONCRETE PULL BOXES SHALL BE TYPE 2 UNLESS OTHERWISE INDICATED ON THE PLANS.

16. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET.

17. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENT FOR CLEARANCE ABOVE ROADWAY AND MEET POLE SCHEDULE AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY. POLE FOUNDATION SHALL BE AT THE SAME ELEVATION LEVEL OF THE ROADWAY. WORK WILL SUBSIDARY TO THE LED ROADWAY ILLUMINATION POLE PAY ITEM.

18. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY (MAINTENANCE AUTHORITY) 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. THE CONTRACTOR SHALL PROVIDE THE SERVICE POINT ASSEMBLY PER PLANS SET AND CONTRACT PRIOR TO THE DATE ELECTRICAL COMPANIES PROVIDE SERVICE.

19. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, AND JUNCTION BOXES. 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 LOCATON OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM. EXAMPLES FOR CONDUIT: SERVICE POINT TO PULL BOX 1 (SP TO PB-1)
   PULL BOX 1 TO SERVICE POINT (PB-1 TO SP)
   PULL BOX 1 TO PULL BOX 2 (PB-1 TO PB-2)

20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES AND POLE BASES. 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. PRIOR TO THE ORDERING OF ALL LIGHTING EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A COPY OF THE APPLICABLE BROCHURES CONTAINING THE DESIGN CRITERIA FOR THE EQUIPMENT WHICH THE CONTRACTOR PROPOSES TO INSTALL FOR APPROVAL. THE SPECIFIC ITEMS THAT ARE PROPOSED FOR USE SHALL BE CLEARLY MARKED IN THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO IDENTIFY THE PAY ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SCHEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW. PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.

   IF THE ENGINEER DETERMINES THAT THE EQUIPMENT SUBMITTAL MEETS THE DESIGN CRITERIA, AN APPROVAL WILL BE PROVIDED. IF THE EQUIPMENT SUBMITTAL FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT SUBMITTAL WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. THE EQUIPMENT RESUBMITTAL WILL BE CONSIDERED THE STARTING POINT OF A NEW APPROVAL CYCLE AS DESCRIBED.

SUMMARY OF LIGHTING QUANTITIES

ITEM NUMBER	ITEM	HWY. 112 N-S (RAB 1)	HWY. 112 VAN ASCHE (RAB 2)	HWY. 112 HOWARD NICKELL (RAB 3)	TOTAL QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)	2266	1794	1991	6051	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G., E.G.C.)		1335		1335	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1080	1502	1150	3732	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2332	2881	2081	7294	LIN. FT.
SP	PVC COATED GALVANIZED STEEL CONDUIT (1.5")		253		253	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	18	30	19	67	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	12	11	9	32	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 45')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 50')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (27,000 LUMENS, COBRA HEAD, BREAKAWAY T-BASE, 40')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	6	7	4	17	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 45')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 50')			1	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (10,000 LUMENS, PENDANT, SHOE BASE, 20')		11		11	EACH
SP	SUBMERSIBLE LUMINAIRE (1,500 LUMENS, LED)		6		6	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	1	1	1	3	EACH

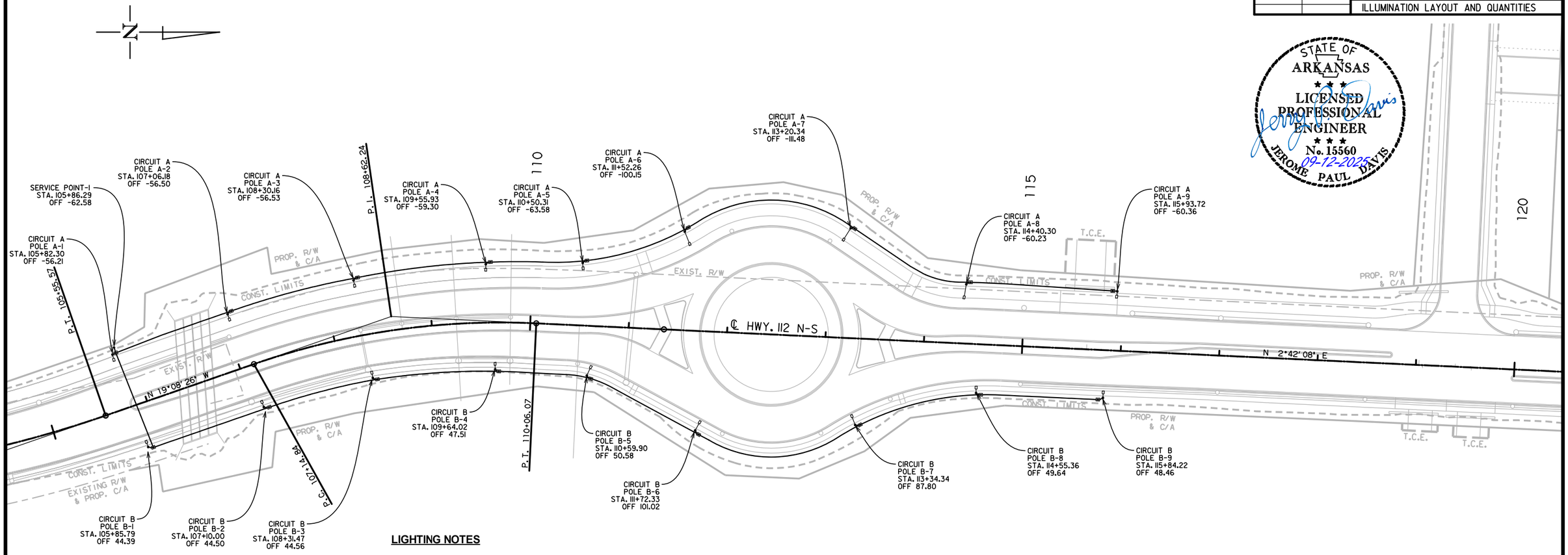
ILLUMINATION NOTES AND SUMMARY OF LIGHTING QUANTITIES

LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: CTAUSER
DESIGN FILE: G:\23I0670I_040746\TRANSP\dgn\lighting\r040746 Lighting SD.dgn SCALE: I00.00 ' / In.
PLOTTED: 9/12/2025 I0:39:05 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
9/12/2025		6	ARK.	040746	223	392
		ILLUMINATION LAYOUT AND QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
09-12-2025
JEROME PAUL DAVIS



LIGHTING NOTES

1. FOR LUMINAIRE ORIENTATION AND X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.
2. UNLESS OTHERWISE NOTED, PULL BOX TYPE 2 (HD) SHALL BE INSTALLED WITHIN 5' OF POLE FOUNDATION.
3. CONDUIT BURIED UNDER ROADWAY AND SIDEWALK SHALL HAVE MINIMUM 24" DEPTH. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DROP INLETS.
4. INSTALL CONDUIT BELL END FITTINGS ON NON-METALLIC CONDUIT ENDS. THE COST OF FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM, "NON-METALLIC CONDUIT (2"). USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
5. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.
6. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.
7. USE MINIMUM 1/4" PULL ROPE OR 1200 LBS. PULL TAPE WHEN PULLING CONDUCTORS.
8. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.
9. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
10. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.
11. ALL METAL POLES SHALL BE GROUNDED TO E.G.C. PER NEC (2020) ARTICLE 410 PART IV AND PART V.
12. 2C/8 A.W.G., E.G.C. INDICATES TWO CURRENT CARRYING CONDUCTORS AND ONE E.G.C.
13. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINT.
14. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINT TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.

HWY. 112 N-S (RAB 1) - QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)	2266	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1080	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2332	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	18	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	12	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	6	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	1	EACH

100 50 0 50 100 200

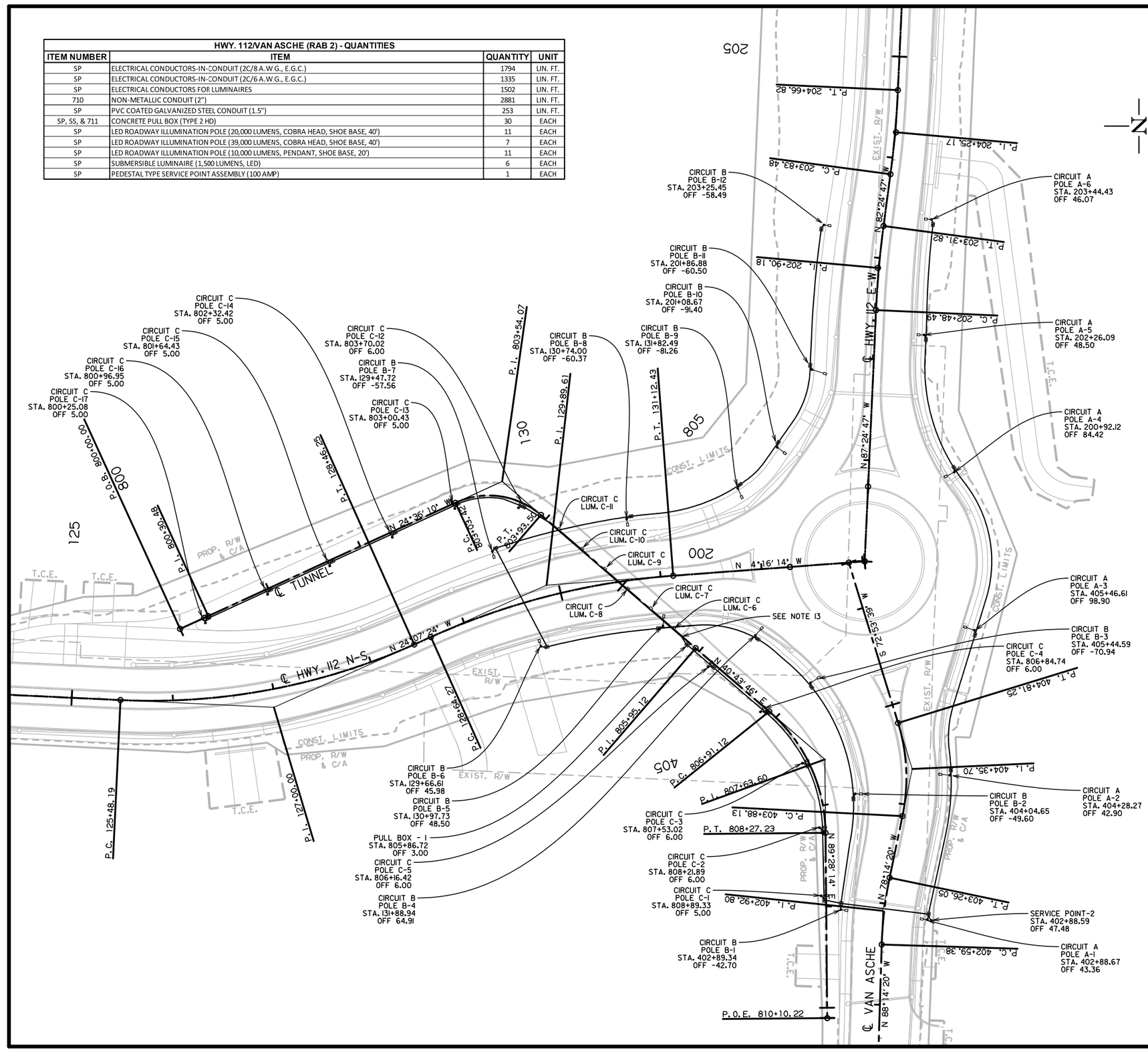
ILLUMINATION LAYOUT AND QUANTITIES

LOCATION: HWY. 112 N-S
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1"=100' DRAWN BY: CTA

USER: CTAUSER
DESIGN FILE: G:\23I0670I_040746\TRANSP\dgn\lighting\r040746 Lighting SD.dgn SCALE: 100.00 ' / in.
PLOTTED: 9/12/2025 10:39:14 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
9/12/2025		6	ARK.	040746	224	392
		ILLUMINATION LAYOUT AND QUANTITIES				

HWY. 112/VAN ASCHE (RAB 2) - QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)	1794	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G., E.G.C.)	1335	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1502	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2881	LIN. FT.
SP	PVC COATED GALVANIZED STEEL CONDUIT (1.5")	253	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	30	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	11	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (10,000 LUMENS, PENDANT, SHOE BASE, 20')	11	EACH
SP	SUBMERSIBLE LUMINAIRE (1,500 LUMENS, LED)	6	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	1	EACH



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025

LIGHTING NOTES

1. FOR LUMINAIRE ORIENTATION AND X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.
2. UNLESS OTHERWISE NOTED, PULL BOX TYPE 2 (HD) SHALL BE INSTALLED WITHIN 5' OF POLE FOUNDATION.
3. CONDUIT BURIED UNDER ROADWAY AND SIDEWALK SHALL HAVE MINIMUM 24" DEPTH. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DROP INLETS.
4. INSTALL CONDUIT BELL END FITTINGS ON NON-METALLIC CONDUIT ENDS. THE COST OF FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM, "NON-METALLIC CONDUIT (2"). USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
5. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.
6. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.
7. USE MINIMUM 1/4" PULL ROPE OR 1200 LBS. PULL TAPE WHEN PULLING CONDUCTORS.
8. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.
9. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
10. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.
11. ALL METAL POLES SHALL BE GROUNDED TO E.G.C. PER NEC (2020) ARTICLE 410 PART IV AND PART V.
12. 2C/8 A.W.G., E.G.C. INDICATES TWO CURRENT CARRYING CONDUCTORS AND ONE E.G.C.
13. INSTALL A JUNCTION BOX (SIZE PER NEC) AND A SECONDARY SERVICE DISCONNECT ON THE CULVERT WING.
14. FOR PEDESTRIAN TUNNEL LUMINAIRE LOCATIONS AND ORIENTATIONS, SEE LUMINAIRE SCHEDULE.
15. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINT.
16. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINT TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.

ILLUMINATION LAYOUT AND QUANTITIES

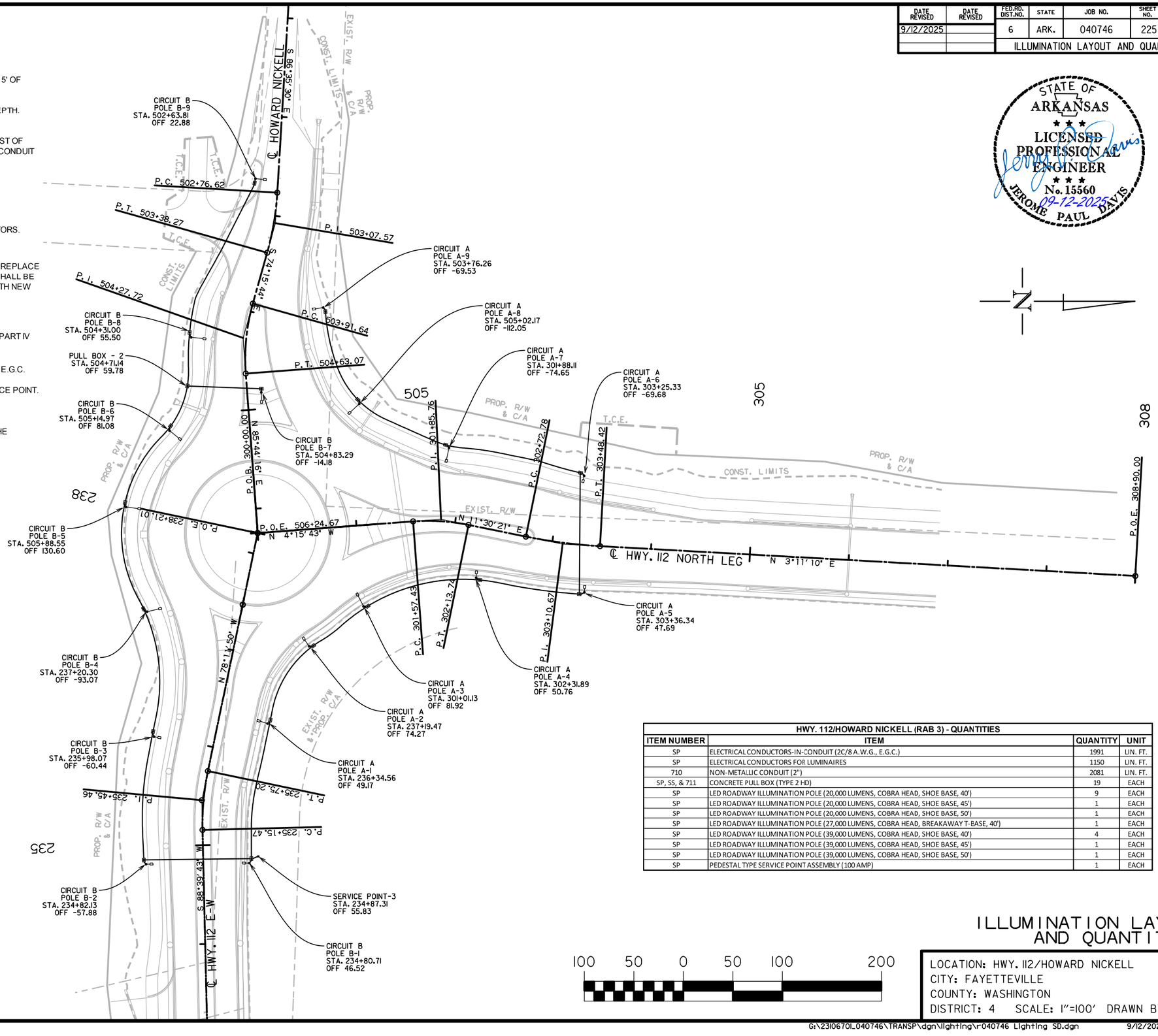
LOCATION: HWY. 112/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1"=100' DRAWN BY: CTA

USER: CTAUSER
DESIGN FILE: G:\23I0670I_040746\TRANSP\dgn\lighting\r040746 Lighting SD.dgn SCALE: 100.00 ' / In.
PLOTTED: 9/12/2025 10:39:16 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
9/12/2025		6	ARK.	040746	225	392
		ILLUMINATION LAYOUT AND QUANTITIES				

LIGHTING NOTES

1. FOR LUMINAIRE ORIENTATION AND X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.
2. UNLESS OTHERWISE NOTED, PULL BOX TYPE 2 (HD) SHALL BE INSTALLED WITHIN 5' OF POLE FOUNDATION.
3. CONDUIT BURIED UNDER ROADWAY AND SIDEWALK SHALL HAVE MINIMUM 24" DEPTH. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DROP INLETS.
4. INSTALL CONDUIT BELL END FITTINGS ON NON-METALLIC CONDUIT ENDS. THE COST OF FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM, "NON-METALLIC CONDUIT (2"). USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
5. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.
6. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.
7. USE MINIMUM 1/4" PULL ROPE OR 1200 LBS. PULL TAPE WHEN PULLING CONDUCTORS.
8. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.
9. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
10. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.
11. ALL METAL POLES SHALL BE GROUNDED TO E.G.C. PER NEC (2020) ARTICLE 410 PART IV AND PART V.
12. 2C/8 A.W.G., E.G.C. INDICATES TWO CURRENT CARRYING CONDUCTORS AND ONE E.G.C.
13. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINT.
14. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINT TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.



HWY. 112/HOWARD NICKELL (RAB 3) - QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)	1991	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1150	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2081	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	19	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	9	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 45')	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (20,000 LUMENS, COBRA HEAD, SHOE BASE, 50')	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (27,000 LUMENS, COBRA HEAD, BREAKAWAY T-BASE, 40')	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	4	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 45')	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (39,000 LUMENS, COBRA HEAD, SHOE BASE, 50')	1	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	1	EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025

100 50 0 50 100 200

ILLUMINATION LAYOUT AND QUANTITIES

LOCATION: HWY. 112/HOWARD NICKELL
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1"=100' DRAWN BY: CTA

USER: CTAUSER
DESIGN FILE: G:\23I0670I_040746\TRANSP\dgn\lighting\r040746 Lighting SD.dgn
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
9/12/2025		6	ARK.	040746	226	392
		ILLUMINATION TABLES				

LUMINAIRE SCHEDULE

POLE NO.	NORTHING	EASTING	STA.	OFFSET (FT.)	CENTERLINE	MOUNTING HT. (FT.)	POLE ARM (FT.)	BASE TYPE	WATTS	FIXTURE CURRENT	VOLTAGE	DELIVERED LUMENS	ORIENTATION ANGLE (PLAN NORTH = 0°, CLOCKWISE ROTATION)	IES CLASSIFICATION	FIXTURE NAME	DAY		NIGHT	
																SWITCHED	POWER	SWITCHED	POWER
HWY. N-S - ROUNDABOUT 1																			
POLE A-1	653821.0200	668286.6450	105+82.30	-56.21	HWY. 112 N-S	40	4	SHOE BASE	145	0.60	240V	20,439	75°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-2	653937.9530	668245.7560	107+06.18	-56.50		40	4	SHOE BASE	145	0.60	240V	20,439	70°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-3	654065.7470	668211.2520	108+30.16	-56.53		40	4	SHOE BASE	145	0.60	240V	20,439	80°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-4	654199.9400	668194.9060	109+55.93	-59.30		40	4	SHOE BASE	145	0.60	240V	20,439	90°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-5	654298.3490	668193.4880	110+50.31	-63.58		40	4	SHOE BASE	145	0.60	240V	20,439	85°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-6	654401.9090	668161.7650	111+52.26	-100.15		40	12	SHOE BASE	245	1.02	240V	38,968	70°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-7	654570.3303	668158.3719	113+20.34	-111.48		40	12	SHOE BASE	245	1.02	240V	38,968	120°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-8	654687.7400	668215.2160	114+40.30	-60.23		40	12	SHOE BASE	245	1.02	240V	38,968	100°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-9	654840.9950	668222.3190	115+93.72	-60.36		40	4	SHOE BASE	145	0.60	240V	20,439	95°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-1	653857.2960	668380.5430	105+85.79	44.39		40	4	SHOE BASE	145	0.60	240V	20,439	250°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-2	653974.6780	668339.9200	107+10.00	44.50		40	4	SHOE BASE	145	0.60	240V	20,439	250°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-3	654085.3690	668310.4190	108+31.47	44.56		40	4	SHOE BASE	145	0.60	240V	20,439	260°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-4	654209.4900	668301.5900	109+64.02	47.51		40	4	SHOE BASE	145	0.60	240V	20,439	270°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-5	654302.5460	668307.9760	110+59.90	50.58		40	8	SHOE BASE	245	1.02	240V	38,968	295°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-6	654412.4681	668363.6577	111+72.33	101.02		40	8	SHOE BASE	245	1.02	240V	38,968	300°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-7	654574.9180	668358.0900	113+34.34	87.80		40	8	SHOE BASE	245	1.02	240V	38,968	250°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-8	654697.6080	668325.6760	114+55.36	49.64		40	4	SHOE BASE	145	0.60	240V	20,439	270°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-9	654826.3821	668330.5720	115+84.22	48.46		40	4	SHOE BASE	145	0.60	240V	20,439	275°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
SERVICE POINT-1	653822.6944	668279.3270	105+86.29	-62.58		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
HWY. 112/VAN ASCHE - ROUNDABOUT 2																			
POLE A-1	656588.7444	668544.5593	402+88.67	43.36	VAN ASCHE	40	4	SHOE BASE	145	0.60	240V	20,439	190°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-2	656610.8730	668401.8490	404+28.27	42.90		40	8	SHOE BASE	245	1.02	240V	38,968	185°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-3	656635.1084	668258.6364	405+46.61	98.90		40	8	SHOE BASE	245	1.02	240V	38,968	200°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-4	656615.3060	668102.4510	200+92.12	84.42	HWY. 112 E-W	40	8	SHOE BASE	245	1.02	240V	38,968	155°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-5	656585.4672	667966.9992	202+26.09	48.50		40	4	SHOE BASE	145	0.60	240V	20,439	180°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-6	656592.7451	667853.0313	203+44.43	46.07		40	4	SHOE BASE	145	0.60	240V	20,439	185°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-1	656503.2616	668534.5949	402+89.34	-42.70	VAN ASCHE	40	4	SHOE BASE	145	0.60	240V	20,439	10°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-2	656517.4803	668420.1920	404+04.65	-49.60		40	4	SHOE BASE	145	0.60	240V	20,439	0°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-3	656473.3780	668310.5180	405+44.59	-70.94		40	8	SHOE BASE	245	1.02	240V	38,968	330°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-4	656418.7180	668263.8380	131+88.94	64.91	HWY. 112 N-S	40	8	SHOE BASE	145	0.60	240V	20,439	310°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-5	656327.5431	668254.3247	130+97.73	48.50		40	8	SHOE BASE	245	1.02	240V	38,968	275°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-6	656206.8979	668274.5473	129+66.61	45.98		40	4	SHOE BASE	145	0.60	240V	20,439	255°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-7	656158.9239	668180.8463	129+47.72	-57.56		40	4	SHOE BASE	145	0.60	240V	20,439	75°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-8	656291.6450	668148.8150	130+74.00	-60.37		40	4	SHOE BASE	145	0.60	240V	20,439	80°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-9	656401.4030	668118.5480	131+82.49	-81.26		40	8	SHOE BASE	245	1.02	240V	38,968	65°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-10	656440.4150	668077.9760	201+08.67	-91.40	HWY. 112 E-W	40	8	SHOE BASE	145	0.60	240V	20,439	35°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-11	656474.8090	668001.2440	201+86.88	-60.50		40	12	SHOE BASE	245	1.02	240V	38,968	20°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-12	656486.5660	667858.4330	203+25.45	-58.49		40	4	SHOE BASE	145	0.60	240V	20,439	5°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE C-1	656483.6828	668520.8384	808+89.33	5.00	TUNNEL	20	4	SHOE BASE	75	0.31	240V	9,667	360°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-2	656481.9758	668453.6089	808+21.89	6.00		20	4	SHOE BASE	75	0.31	240V	9,667	355°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-3	656465.2041	668390.0097	807+53.02	6.00		20	4	SHOE BASE	75	0.31	240V	9,667	330°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-4	656423.7668	668339.3104	806+84.74	6.00		20	4	SHOE BASE	75	0.31	240V	9,667	305°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-5	656371.9943	668294.7327	806+16.42	6.00		20	4	SHOE BASE	75	0.31	240V	9,667	305°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
LUM. C-6	656337.7560	668257.3348	805+66.09	0.00		9	N/A	N/A	6	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. C-7	656315.0246	668237.7623	805+36.09	0.00		9	N/A	N/A	6	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. C-8	656292.2931	668218.1898	805+06.09	0.00		9	N/A	N/A	6	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. C-9	656269.5617	668198.6173	804+76.09	0.00		9	N/A	N/A	6	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. C-10	656246.8302	668179.0448	804+46.09	0.00		9	N/A	N/A	6	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. C-11	656224.0987	668159.4723	804+16.09	0.00		9	N/A	N/A	6	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
POLE C-12	656184.7692	668137.7516	803+70.02	6.00		20	4	SHOE BASE	75	0.31	240V	9,667	290°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-13	656121.9078	668138.5583	803+00.43	5.00		20	4	SHOE BASE	75	0.31	240V	9,667	245°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-14	656060.0730	668166.8723	802+32.42	5.00		20	4	SHOE BASE	75	0.31	240V	9,667	245°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-15	655998.2532	668195.1794	801+64.43	5.00		20	4	SHOE BASE	75	0.31	240V	9,667	245°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-16	655936.8963	668223.2745	800+96.95	5.00		20	4	SHOE BASE	75	0.31	240V	9,667	245°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
POLE C-17	655875.4317	668251.4190	800+25.08	5.00		20	4	SHOE BASE	75	0.31	240V	9,667	245°	TYPE III	GNLF3-P40-40K-MVOLT-ASY	OFF	N/A	ON	100%
SERVICE POINT-2	656592.8373	668545.0787	402+88.59	47.48	VAN ASCHE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
HWY. 112/HOWARD NICKELL - ROUNDABOUT 3																			
POLE A-1	656745.8540	664572.1110	236+34.56	49.17	HWY. 112 E-W	45	8	SHOE BASE	245	1.02	240V	38,968	200°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-2	656787.7990	664494.1310	237+19.47	74.27		50	8	SHOE BASE	145	0.60	240V	20,439	235°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-3	656842.8080	664453.7150	301+01.13	81.92	HWY. 112 NORTH LEG	50	12	SHOE BASE	245	1.02	240V	38,968	245°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-4	656956.5400	664424.7510	302+31.89	50.76		45	4	SHOE BASE	145	0.60	240V	20,439	270°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-5	657065.8840	664439.5560	303+36.34	47.69		40	4	SHOE BASE	145	0.60	240V	20,439	275°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-6	657065.6190	664321.7060	303+25.33	-69.68		40	4	SHOE BASE	145	0.60	240V	20,439	100°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE A-7	656929.1410	664293.4240	301+88.11	-74.65		40	12	SHOE BASE	245	1.02	240V	38,968	100°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-8	656838.5030	664249.0570	505+02.17	-112.05	HOWARD NICKELL	40	12	SHOE BASE	245	1.02	240V	38,968	140°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE A-9	656802.0540	664151.7320	503+76.26	-69.53		40	8	SHOE BASE	145	0.60	240V	20,439	170°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-1	656727.4660	664713.1730	234+80.71	46.52	HWY. 112 E-W	40	4	SHOE BASE	145	0.60	240V	20,439	180°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-2	656623.0610	664714.1910	234+82.13	-57.88		40	4	SHOE BASE	145	0.60	240V	20,439	0°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-3	656631.1000	664585.4000	235+98.07	-60.44		40	4	SHOE BASE	145	0.60	240V	20,439	10°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-4	656624.1610	664459.0850	237+20.30	-93.07		40	12	SHOE BASE	245	1.02	240V	38,968	345°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-5	656602.9440	664353.2320	505+88.55	130.60	HOWARD NICKELL	40	12	SHOE BASE	145	0.60	240V	20,439	10°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-6	656646.8589	664276.1710	505+14.97	81.08		40	12	SHOE BASE	145	0.60	240V	20,439	40°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
POLE B-7	656739.5003	664237.4990	504+83.29	-14.18		40	8	T-BASE	196	0.82	240V	27,228	90°	TYPE IV	ATB2-P602-MVOLT-R4	OFF	N/A	ON	100%
POLE B-8	656668.6710	664181.7880	504+31.00	55.50		40	12	SHOE BASE	245	1.02	240V	38,968	5°	TYPE III	ATB2-P902-MVOLT-R3	OFF	N/A	ON	100%
POLE B-9	656733.5952	664021.4859	502+63.81	22.88		40	8	SHOE BASE	145	0.60	240V	20,439	5°	TYPE III	ATB0-P305-MVOLT-R3	OFF	N/A	ON	100%
SERVICE POINT-3	656736.6255	664706.3529	234+87.31	55.83	HWY.112 E-W	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025

ILLUMINATION TABLES

LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: CTAUSER
DESIGN FILE: G:\23I0670I_040746\TRANSP\dgn\lighting\r040746 Lighting SD.dgn
PLOTTED: 9/12/2025 10:39:22 AM SCALE: 100.00 ' / in.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
9/12/2025		6	ARK.	040746	227	392
		ILLUMINATION TABLES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
09-12-2025
JEROME PAUL DAVIS

ILLUMINATION STATISTICS

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
HWY. 112 N-S - ROUNDABOUT 1				
HWY. 112 N-S (RAB 1)	2.60	3.8	0.9	2.89:1
RAB 1 - (N) APPROACH	2.06	3.6	0.7	2.94:1
RAB 1 - NB CROSSWALK (N)	2.90	3.7	1.2	2.42:1
RAB 1 - NB CROSSWALK (S)	2.88	3.9	1.1	2.62:1
RAB 1 - (S) APPROACH	2.13	3.9	0.8	2.66:1
RAB 1 - SB CROSSWALK (N)	2.80	3.6	1.1	2.55:1
RAB 1 - SB CROSSWALK (S)	2.62	3.6	1.0	2.62:1
NWY. 112/VAN ASCHE - ROUNDABOUT 2				
HWY. 112/VAN ASCHE (RAB 2)	2.81	4.3	1.0	2.81:1
RAB 2 - (E) APPROACH	2.65	3.8	1.0	2.65:1
RAB 2 - EB CROSSWALK (E)	3.30	3.8	1.9	1.74:1
RAB 2 - EB CROSSWALK (W)	2.99	3.8	1.3	2.30:1
RAB 2 - NB CROSSWALK (S)	3.17	3.7	2.0	1.59:1
RAB 2 - (S) APPROACH	2.24	3.7	0.8	2.80:1
RAB 2 - SB CROSSWALK (S)	2.78	3.6	1.2	2.32:1
RAB 2 - (W) APPROACH	2.02	3.7	0.7	2.89:1
RAB 2 - WB CROSSWALK (E)	2.93	3.6	2.0	1.47:1
RAB 2 - WB CROSSWALK (W)	3.01	3.6	1.3	2.32:1
PEDESTRIAN TUNNEL	2.00	2.8	1.5	1.33:1
PEDESTRIAN WALKWAY (W)	2.31	3.8	0.9	2.57:1
PEDESTRIAN WALKWAY (E)	2.40	3.8	1.1	2.18:1
HWY. 112/HOWARD NICKELL - ROUNDABOUT 3				
HWY. 112/HOWARD NICKELL (RAB 3)	2.71	4.1	1.0	2.71:1
RAB 3 (E) APPROACH	1.98	3.3	0.7	2.83:1
RAB 3 - EB CROSSWALK (E)	2.81	3.5	1.1	2.55:1
RAB 3 - EB CROSSWALK (W)	2.81	3.6	1.3	2.16:1
RAB 3 (N) APPROACH	1.82	3.0	0.7	2.60:1
RAB 3 - NB CROSSWALK (N)	2.90	3.6	1.0	2.90:1
RAB 3 - SB CROSSWALK (N)	2.61	3.3	1.2	2.18:1
RAB 3 (W) APPROACH	1.52	2.3	0.6	2.53:1
RAB 3 - WB CROSSWALK (E)	3.07	3.7	1.3	2.36:1
RAB 3 - WB CROSSWALK (W)	2.61	3.2	1.2	2.18:1

NOTE:
1. CALCULATION WERE BASED ON 0.85 LIGHT LOST FACTOR.
2. ILLUMINATION STATISTICS FOR CROSSWALKS ARE VERTICAL

ILLUMINATION DESIGN CRITERIA

DESCRIPTION	AVERAGE (FC)	AVG/MIN
HWY. 112 N-S (RAB 1)	2.6	3:1
HWY. 112/VAN ASCHE (RAB 2)	2.6	3:1
HWY. 112/HOWARD NICKELL (RAB 3)	2.6	3:1
PEDESTRIAN PATH (TUNNEL)	2.0	3:1
HWY. 112	1.0	3:1
ROADWAY - HWY. 112 E-W	1.0	3:1
ROADWAY - HOWARD NICKELL	1.0	3:1
ROADWAY - VAN ASCHE	1.0	3:1
ROADWAY - HWY. 112 NORTH LEG	1.0	3:1

NOTE:
1. DESIGN BASIS WAS AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED. AND IES RP-8-18.
2. NON-CONTINUOUSLY LIGHTED ROADWAY WAS TAKEN INTO CONSIDERATION.
3. ATB0_P305_MVOLT_R3.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
4. ATB2_P902_MVOLT_R3.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
5. ATB2_P602_MVOLT_R4.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
6. GNLF3_P40_40K_MVOLT_ASY.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
7. HLWPC2_P10_40K_MVOLT_T3S.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.

ELECTRICAL SERVICE DATA

CIRCUIT ID	LOCATION	SERVICE VOLTAGE	SERVICE CONDUIT SIZE	SERVICE CONDUCTORS	MAIN CIRCUIT BREAKER	BRANCH CIRCUIT BREAKER	BRANCH CIRCUIT (AMPS)	KVA LOAD
HWY. 112 N-S - ROUNDABOUT 1								
A	N - 653822.6944 E - 668279.3270	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/20A	6.69	1.61
B							6.69	1.61
HWY. 112/VAN ASCHE - ROUNDABOUT 2								
A	N - 656592.8373 E - 668545.0787	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/20A	4.88	1.17
B				2C/6 A.W.G., E.G.C.			8.92	2.14
C				2C/8 A.W.G., E.G.C.			3.59	0.86
HWY. 112/HOWARD NICKELL - ROUNDABOUT 3								
A	N - 656736.6255 E - 664706.3529	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/20A	7.10	1.71
B							6.48	1.56

ILLUMINATION TABLES

LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: CTAUSER
DESIGN FILE: G:\23I0670I_040746\TRANSP\dgn\lighting\r040746 Lighting SD.dgn
PLOTTED: 9/12/2025 10:39:30 AM SCALE: 100.00 ' / In.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
9/12/2025		6	ARK.	040746	228	392
		ILLUMINATION TABLES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025

HWY. 112 N-S - ROUNDABOUT 1 - VOLTAGE DROP, CIRCUIT A, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-1 TO PB A-1	240	1	1	8	6.69	0.78	27	0.28	0.12
PB A-1 TO POLE A-1	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-1 TO PB A-2	240	1	1	8	6.08	0.78	127	1.21	0.50
PB A-2 TO POLE A-2	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-2 TO PB A-3	240	1	1	8	5.48	0.78	135	1.15	0.48
PB A-3 TO POLE A-3	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-3 TO PB A-4	240	1	1	8	4.88	0.78	139	1.06	0.44
PB A-4 TO POLE A-4	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-4 TO PB A-5	240	1	1	8	4.27	0.78	101	0.67	0.28
PB A-5 TO POLE A-5	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-5 TO PB A-6	240	1	1	8	3.67	0.78	112	0.64	0.27
PB A-6 TO POLE A-6	240	1	1	12	1.02	2.00	66	0.27	0.11
PB A-6 TO PB A-7	240	1	1	8	2.65	0.78	184	0.76	0.32
PB A-7 TO POLE A-7	240	1	1	12	1.02	2.00	66	0.27	0.11
PB A-7 TO PB A-8	240	1	1	8	1.63	0.78	135	0.34	0.14
PB A-8 TO POLE A-8	240	1	1	12	1.02	2.00	66	0.27	0.11
PB A-8 TO PB A-9	240	1	1	8	0.60	0.78	146	0.14	0.06
PB A-9 TO POLE A-9	240	1	1	12	0.60	2.00	58	0.14	0.06
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	3.30

HWY. 112 N-S - ROUNDABOUT 1 - VOLTAGE DROP, CIRCUIT B, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-1 TO PB B-1	240	1	1	8	6.69	0.78	134	1.40	0.58
PB B-1 TO POLE B-1	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-1 TO PB B-2	240	1	1	8	6.08	0.78	127	1.21	0.50
PB B-2 TO POLE B-2	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-2 TO PB B-3	240	1	1	8	5.48	0.78	116	0.99	0.41
PB B-3 TO POLE B-3	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-3 TO PB B-4	240	1	1	8	4.88	0.78	126	0.96	0.40
PB B-4 TO POLE B-4	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-4 TO PB B-5	240	1	1	8	4.27	0.78	101	0.67	0.28
PB B-5 TO POLE B-5	240	1	1	12	1.02	2.00	62	0.25	0.11
PB B-5 TO PB B-6	240	1	1	8	3.25	0.78	126	0.64	0.27
PB B-6 TO POLE B-6	240	1	1	12	1.02	2.00	62	0.25	0.11
PB B-6 TO PB B-7	240	1	1	8	2.23	0.78	112	0.39	0.16
PB B-7 TO POLE B-7	240	1	1	12	1.02	2.00	62	0.25	0.11
PB B-7 TO PB B-8	240	1	1	8	1.21	0.78	69	0.13	0.05
PB B-8 TO POLE B-8	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-8 TO PB B-9	240	1	1	8	0.60	0.78	130	0.12	0.05
PB B-9 TO POLE B-9	240	1	1	12	0.60	2.00	58	0.14	0.06
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	3.39

HWY. 112/VAN ASCHE - ROUNDABOUT 2 - VOLTAGE DROP, CIRCUIT A, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-2 TO PB A-1	240	1	1	8	4.88	0.78	27	0.21	0.09
PB A-1 TO POLE A-1	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-1 TO PB A-2	240	1	1	8	4.27	0.78	147	0.98	0.41
PB A-2 TO POLE A-2	240	1	1	12	1.02	2.00	62	0.25	0.11
PB A-2 TO PB A-3	240	1	1	8	3.25	0.78	140	0.71	0.30
PB A-3 TO POLE A-3	240	1	1	12	1.02	2.00	62	0.25	0.11
PB A-3 TO PB A-4	240	1	1	8	2.23	0.78	181	0.63	0.26
PB A-4 TO POLE A-4	240	1	1	12	1.02	2.00	62	0.25	0.11
PB A-4 TO PB A-5	240	1	1	8	1.21	0.78	135	0.25	0.11
PB A-5 TO POLE A-5	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-5 TO PB A-6	240	1	1	8	0.60	0.78	117	0.11	0.05
PB A-6 TO POLE A-6	240	1	1	12	0.60	2.00	58	0.14	0.06
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.73

HWY. 112/VAN ASCHE - ROUNDABOUT 2 - VOLTAGE DROP, CIRCUIT B, 2C/6AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-2 TO PB B-1	240	1	1	6	8.92	0.49	118	1.03	0.43
PB B-1 TO POLE B-1	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-1 TO PB B-2	240	1	1	6	8.31	0.49	107	0.87	0.36
PB B-2 TO POLE B-2	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-2 TO PB B-3	240	1	1	6	7.71	0.49	123	0.93	0.39
PB B-3 TO POLE B-3	240	1	1	12	1.02	2.00	62	0.25	0.11
PB B-3 TO PB B-4	240	1	1	6	6.69	0.49	74	0.48	0.20
PB B-4 TO POLE B-4	240	1	1	12	0.60	2.00	62	0.15	0.06
PB B-4 TO PB B-5	240	1	1	6	6.08	0.49	133	0.79	0.33
PB B-5 TO POLE B-5	240	1	1	12	1.02	2.00	62	0.25	0.11
PB B-5 TO PB B-6	240	1	1	6	5.06	0.49	115	0.57	0.24
PB B-6 TO POLE B-6	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-6 TO PB B-7	240	1	1	6	4.46	0.49	113	0.49	0.21
PB B-7 TO POLE B-7	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-7 TO PB B-8	240	1	1	6	3.85	0.49	140	0.53	0.22
PB B-8 TO POLE B-8	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-8 TO PB B-9	240	1	1	6	3.25	0.49	128	0.41	0.17
PB B-9 TO POLE B-9	240	1	1	12	1.02	2.00	62	0.25	0.11
PB E-9 TO PB B-10	240	1	1	6	2.23	0.49	59	0.13	0.05
PB B-10 TO POLE B-10	240	1	1	12	0.60	2.00	62	0.15	0.06
PB B-10 TO PB B-11	240	1	1	6	1.63	0.49	87	0.14	0.06
PB B-11 TO POLE B-11	240	1	1	12	1.02	2.00	66	0.27	0.11
PB B-11 TO PB B-12	240	1	1	6	0.60	0.49	138	0.08	0.03
PB B-12 TO POLE B-12	240	1	1	12	0.60	2.00	58	0.14	0.06
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	3.61

HWY. 112/VAN ASCHE - ROUNDABOUT 2 - VOLTAGE DROP, CIRCUIT C, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-2 TO PB C-1	240	1	1	8	3.59	0.78	139	0.78	0.32
PB C-1 TO POLE C-1	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-1 TO PB C-2	240	1	1	8	3.28	0.78	70	0.36	0.15
PB C-2 TO POLE C-2	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-2 TO PB C-3	240	1	1	8	2.96	0.78	70	0.32	0.13
PB C-3 TO POLE C-3	240	1	1	12	0.31	2.00	6	0.01	0.00
PB C-3 TO PB C-4	240	1	1	8	2.65	0.78	70	0.29	0.12
PB C-4 TO POLE C-4	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-4 TO PB C-5	240	1	1	8	2.34	0.78	10	0.04	0.02
PB C-5 TO POLE C-5	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-5 TO LUM. C-6	240	1	1	8	2.03	0.78	54	0.17	0.07
LUM. C-6 TO LUM. C-7	240	1	1	8	2.00	0.78	33	0.10	0.04
LUM. C-7 TO LUM. C-8	240	1	1	8	1.98	0.78	33	0.10	0.04
LUM. C-8 TO LUM. C-9	240	1	1	8	1.95	0.78	33	0.10	0.04
LUM. C-9 TO LUM. C-10	240	1	1	8	1.93	0.78	33	0.10	0.04
LUM. C-10 TO LUM. C-11	240	1	1	8	1.90	0.78	33	0.10	0.04
LUM. C-11 TO PB C-12	240	1	1	8	1.88	0.78	55	0.16	0.07
PB C-12 TO POLE C-12	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-12 TO PB C-13	240	1	1	8	1.56	0.78	71	0.17	0.07
PB C-13 TO POLE C-13	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-13 TO PB C-14	240	1	1	8	1.25	0.78	71	0.14	0.06
PB C-14 TO POLE C-14	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-14 TO PB C-15	240	1	1	8	0.94	0.78	71	0.10	0.04
PB C-15 TO POLE C-15	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-15 TO PB C-16	240	1	1	8	0.63	0.78	70	0.07	0.03
PB C-16 TO POLE C-16	240	1	1	12	0.31	2.00	63	0.08	0.03
PB C-16 TO PB C-17	240	1	1	8	0.31	0.78	70	0.03	0.01
PB C-17 TO POLE C-17	240	1	1	12	0.31	2.00	63	0.08	0.03
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.59

HWY. 112/HOWARD NICKELL - ROUNDABOUT 3 - VOLTAGE DROP, CIRCUIT A, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-3 TO PB A-1	240	1	1	8	7.10	0.78	172	1.91	0.79
PB A-1 TO POLE A-1	240	1	1	12	1.02	2.00	67	0.27	0.11
PB A-1 TO PB A-2	240	1	1	8	5.08	0.78	92	0.87	0.36
PB A-2 TO POLE A-2	240	1	1	12	0.60	2.00	72	0.17	0.07
PB A-2 TO PB A-3	240	1	1	8	5.48	0.78	71	0.61	0.25
PB A-3 TO POLE A-3	240	1	1	12	1.02	2.00	76	0.31	0.13
PB A-3 TO PB A-4	240	1	1	8	4.46	0.78	121	0.84	0.35
PB A-4 TO POLE A-4	240	1	1	12	0.60	2.00	63	0.15	0.06
PB A-4 TO PB A-5	240	1	1	8	3.85	0.78	104	0.63	0.26
PB A-5 TO POLE A-5	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-5 TO PB A-6	240	1	1	8	3.25	0.78	126	0.64	0.27
PB A-6 TO POLE A-6	240	1	1	12	0.60	2.00	58	0.14	0.06
PB A-6 TO PB A-7	240	1	1	8	2.65	0.78	142	0.59	0.24
PB A-7 TO POLE A-7	240	1	1	12	1.02	2.00	66	0.27	0.11
PB A-7 TO PB A-8	240	1	1	8	1.63	0.78	103	0.26	0.11
PB A-8 TO POLE A-8	240	1	1	12	1.02	2.00	66	0.27	0.11
PB A-8 TO PB A-9	240	1	1	8	0.60	0.78	99	0.09	0.04
PB A-9 TO POLE A-9	240	1	1	12	0.60	2.00	62	0.15	0.06
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	3.44

HWY. 112/HOWARD NICKELL - ROUNDABOUT 3 - VOLTAGE DROP, CIRCUIT B, 2C/8AWG, EGC

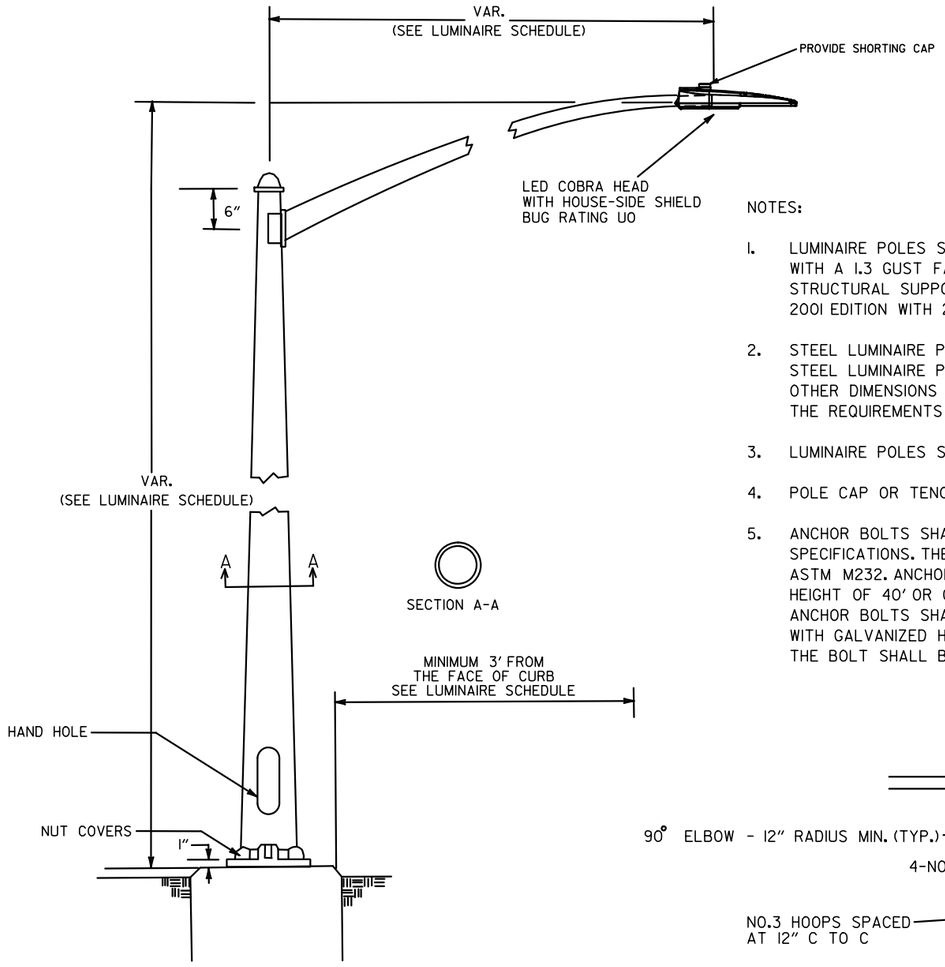
SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-3 TO PB B-1	240	1	1	8	5.48	0.78	27	0.27	0.11
PB B-1 TO POLE B-1	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-1 TO PB B-2	240	1	1	8	5.88	0.78	112	1.03	0.43
PB B-2 TO POLE B-2	240	1	1	12	0.60	2.00	59	0.14	0.06
PB B-2 TO PB B-3	240	1	1	8	5.28	0.78	133	1.09	0.46
PB B-3 TO POLE B-3	240	1	1	12	0.60	2.00	58	0.14	0.06
PB B-3 TO PB B-4	240	1	1	8	4.67	0.78	130	0.95	0.39
PB B-4 TO POLE B-4	240	1	1	12	1.02	2.00	66	0.27	0.11
PB B-4 TO PB B-5	240	1	1	8	3.65	0.78	114	0.65	0.27
PB B-5 TO POLE B-5	240	1	1	12	0.60	2.00	66	0.16	0.07
PB B-5 TO PB B-6	240	1	1	8	3.05	0.78	94	0.45	0.19
PB B-6 TO POLE B-6	240	1	1	12	0.60	2.00	66	0.16	0.07
PB B-6 TO PB-2	240	1	1	8	2.44	0.78	47	0.18	0.07
PB-2 TO PB-7	240	1	1	8	0.82	0.78	78	0.10	0.04
PB B-7 TO POLE B-7	240	1	1	12	0.82	2.00	62	0.20	0.08
PB-2 TO PB B-8	240	1	1	8	1.63	0.78	57	0.14	0.06
PB B-8 TO POLE B-8	240	1	1	12	1.02	2.00	66	0.27	0.11
PB B-8 TO PB B-9	240	1	1	8	0.60	0.78	169	0.16	0.07
PB B-9 TO POLE B-9	240	1	1	12	0.60	2.00	62	0.15	0.06
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	2.77

ILLUMINATION TABLES

LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: CTAUSER
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	229	392
		ILLUMINATION DETAILS				



COBRA HEAD LUMINAIRE WITH SHOE BASE

NOTES:

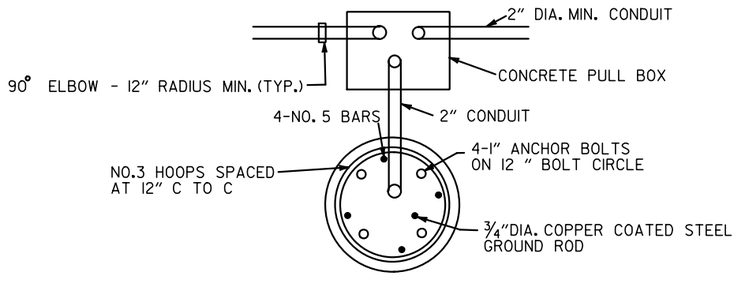
1. LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH A 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES AND TRAFFIC SIGNALS, 2001 EDITION WITH 2003 AND 2006 INTERIMS.

2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.

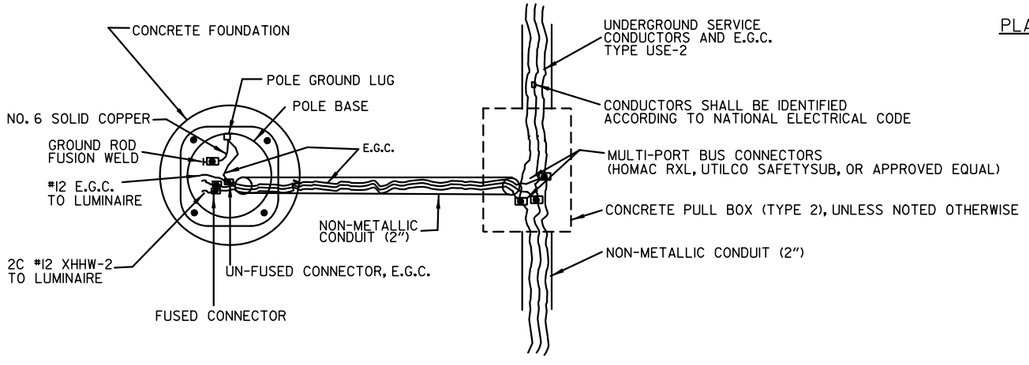
3. LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.

4. POLE CAP OR TENON CAP SHALL BE PROVIDED.

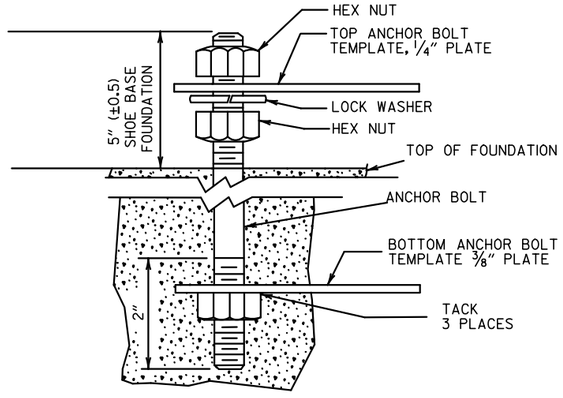
5. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE.



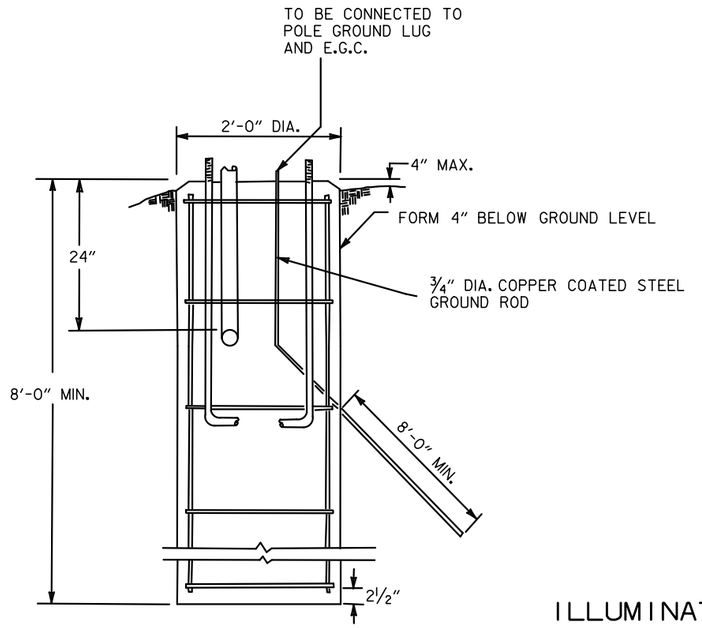
PLAN



POLE FOUNDATION/PULL BOX
WIRING DETAIL



ANCHOR BOLT DETAIL



ROADWAY LUMINAIRE
POLE FOUNDATION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
07-29-2025

ILLUMINATION DETAILS

LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: CTAUSER
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
07-29-2025

NOTES:

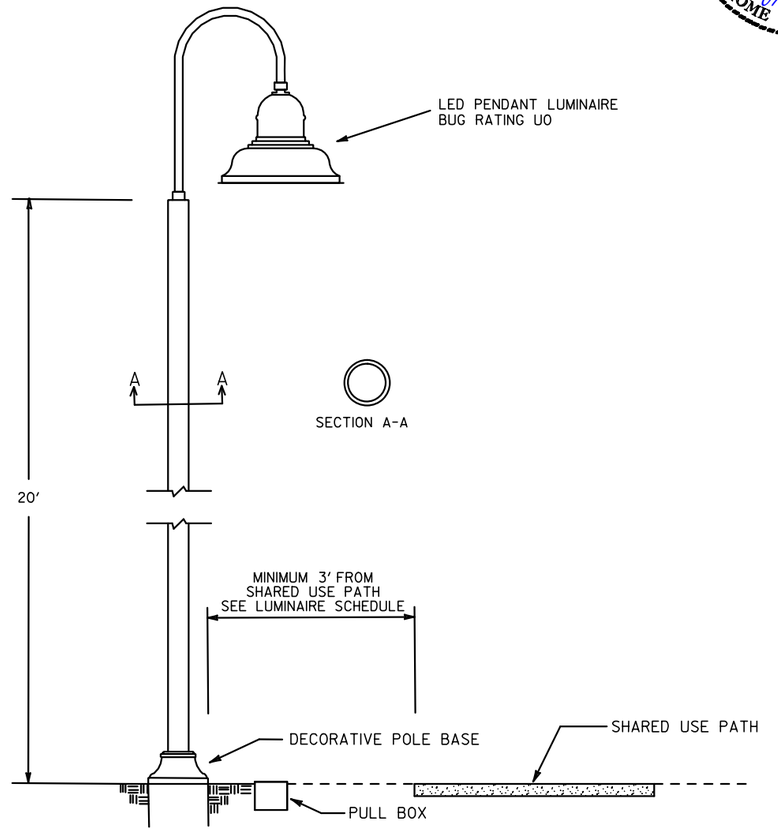
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STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED.
OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.

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4. POLE CAP OR TENON CAP SHALL BE PROVIDED.

5. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE.



PENDANT LUMINAIRE WITH DECORATIVE BASE

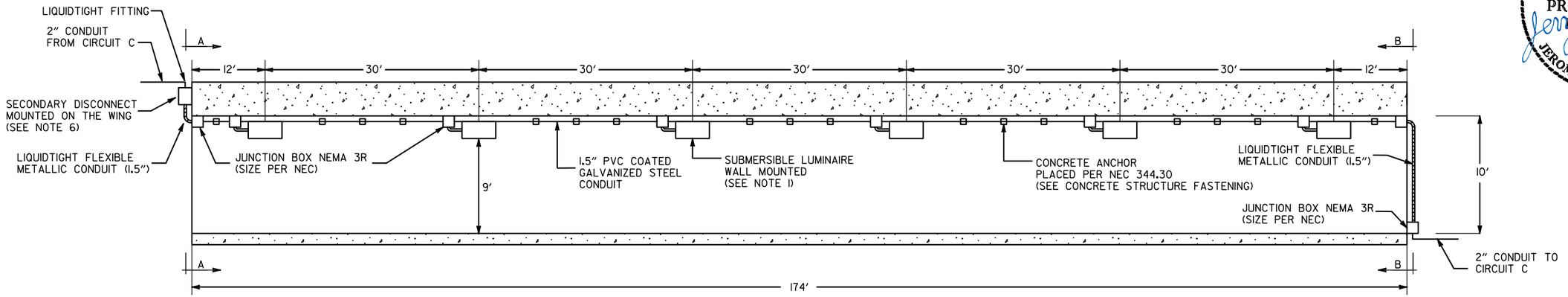
ILLUMINATION DETAILS

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CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

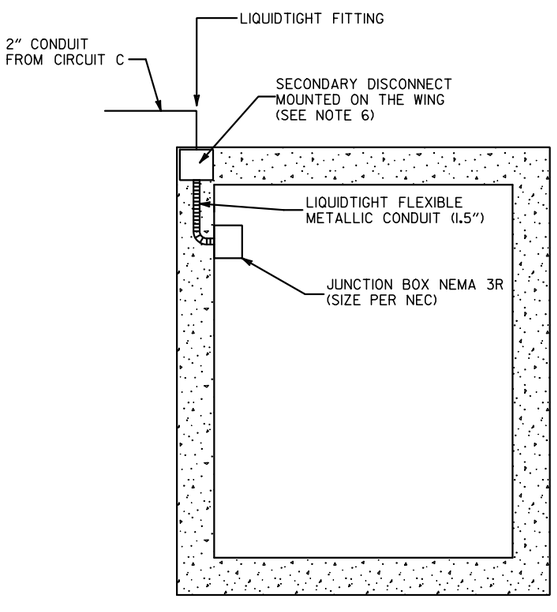
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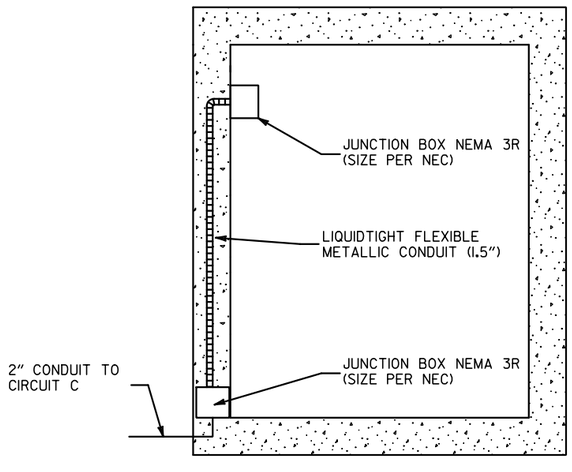
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
07-29-2025



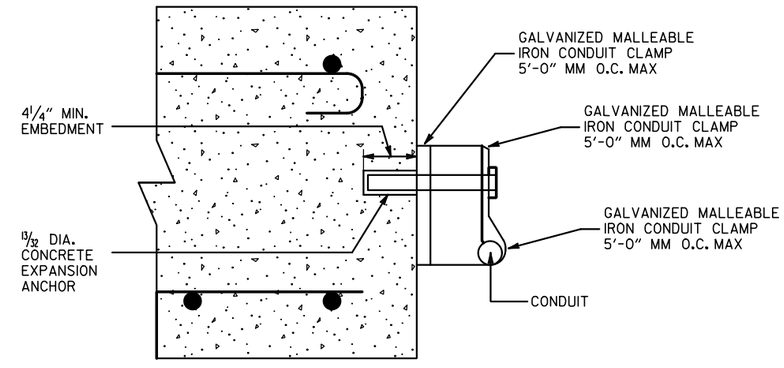
PEDESTRIAN TUNNEL - ELEVATION
(NOT TO SCALE)



PEDESTRIAN TUNNEL - SECTION A-A
(NOT TO SCALE)



PEDESTRIAN TUNNEL - SECTION B-B
(NOT TO SCALE)



CONCRETE STRUCTURE FASTENING
(NOT TO SCALE)

NOTES:

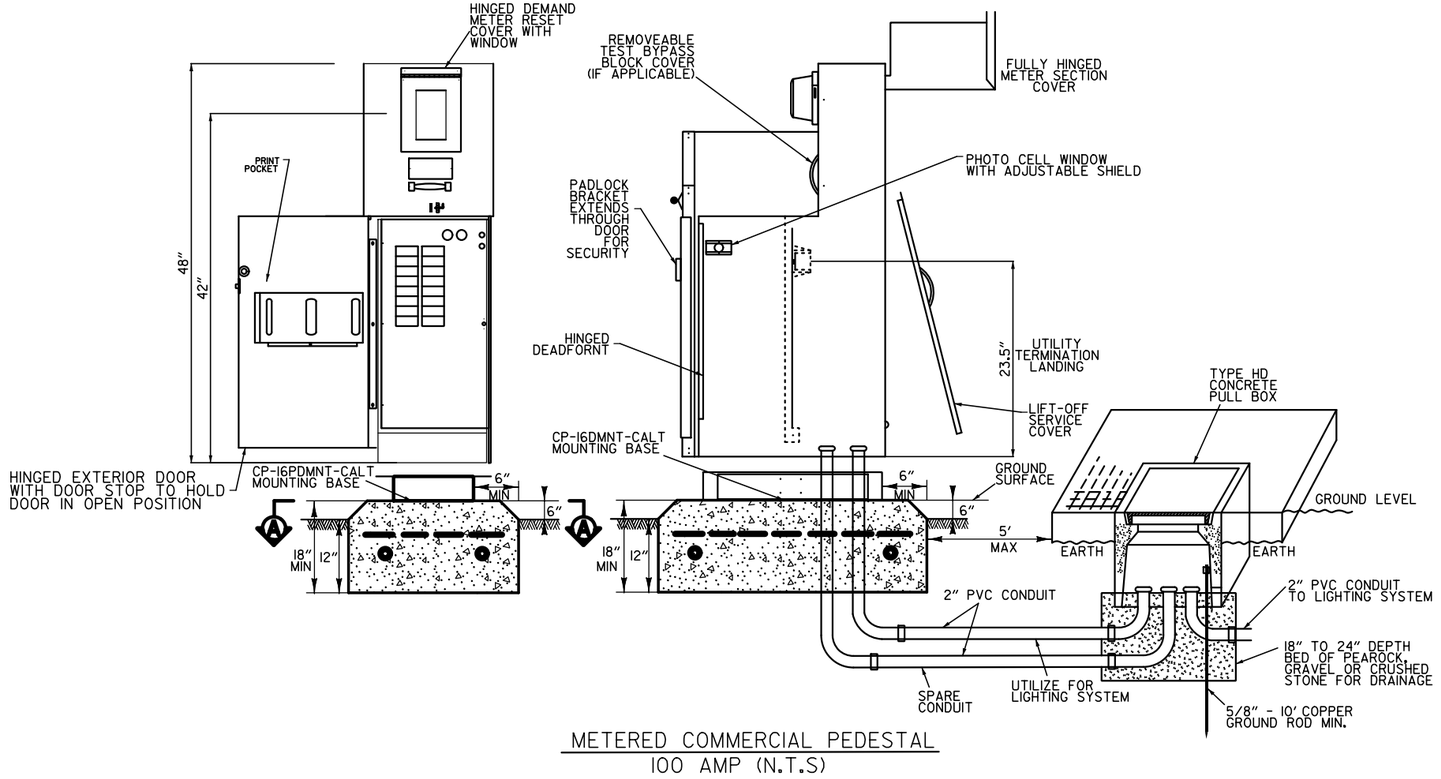
1. LUMINAIRES IN THE BOX CULVERT SHALL BE RATED IP-67 WITH NEMA 4X HOUSING SEE SPECIAL PROVISION SUBMERSIBLE LUMINAIRE.
2. SEE MANUFACTURER'S INSTALLATION GUIDE FOR THE SIZE OF CONDUCTORS AND CONDUIT SIZE.
3. ALL METAL ENCLOSURES AND CONDUIT SHALL BE BONDED BY E.G.C.
4. ALL CONDUIT FITTINGS SHALL BE LIQUIDTIGHT.
5. ALL SUPPORTS, BOLTS, STRAPS, SCREWS, AND SO FORTH SHALL BE OF CORROSION-RESISTANT MATERIALS OR PROTECTED AGAINST CORROSION BY CORROSION-RESISTANT MATERIALS.
6. SECONDARY DISCONNECT SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM, SERVICE POINT ASSEMBLY (3) CIRCUITS.

ILLUMINATION DETAILS

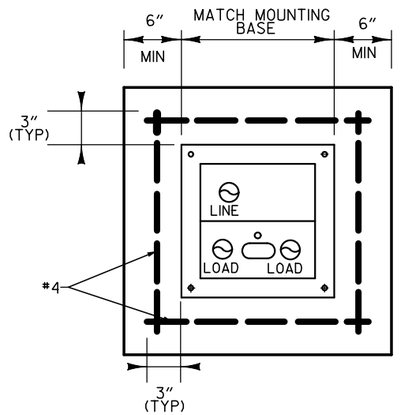
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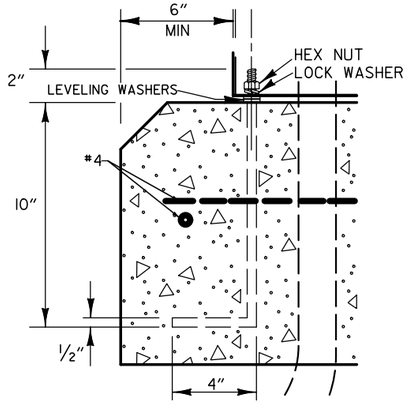
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	232	392
		ILLUMINATION DETAILS				



METERED COMMERCIAL PEDESTAL
I00 AMP (N.T.S)



SECTION A-A

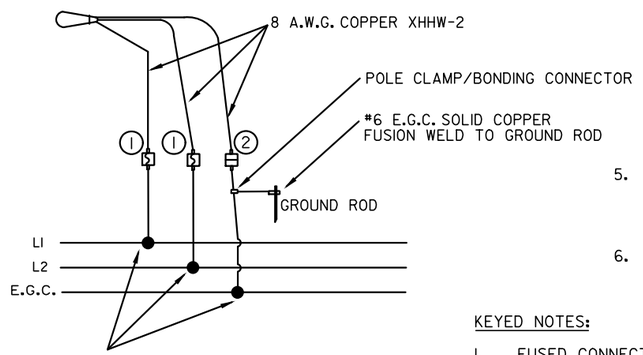


ANCHOR BOLT

NOTES:

I. CONCRETE FOR CAST-IN-PLACE FOUNDATION SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI.

2. ALL REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO AASHTO M3I OR M53.



TYPICAL WIRING FOR LUMINAIRES
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINIARES SERVED AT 240 VAC.

(I20/240 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
07-29-2025

NOTES:

I. ALL ENCLOSURE FRONT DOOR SHALL BE PERMANENTLY LABELED "DANGER HIGH VOLTAGE." LABEL SHALL BE A SELF STICKING TYPE INTENDED FOR OUTDOOR INSTALLATION. LETTERING STYLE, LAYOUT, AND COLORS OF RED, BLACK, AND WHITE SHALL BE AS REQUIRED BY OSHA. LABEL LETTERS SHALL BE ONE TO ONE AND A HALF INCHES HIGH OR AS HIGH AS THE ENCLOSURE DOOR WIDTH WILL PERMIT. ENCLOSURES SHALL ALSO BE LABELED TO INDICATE THE LOAD SERVED. THESE LABELS SHALL BE DUO-COLORED PLASTIC ENGRAVED LABELS. THESE LABELS SHALL INDICATE THE SERVICE NUMBER AND THE LOAD (I.E. LIGHTING).

2. ALL SPLICES SHALL BE SEALED AND INSULATED.

3. A SUFFICIENT LENGTH OF CONDUCTOR FOR MAKING UP CONNECTIONS SHALL BE LEFT IN GROUND BOXES (2 FEET MINIMUM, 3 FEET MAXIMUM, TO POINT OF SPLICE, 3 FEET MINIMUM, 4 FEET MAXIMUM, WHEN CONDUCTOR IS PULLED THROUGH WITHOUT SPLICE), ENCLOSURES, WEATHERHEADS, AND POLE BASES (IFOOT MINIMUM, I.5 FEET MAXIMUM).

4. CONDUCTORS CONNECTED TO BREAKAWAY IN-LINE FUSE HOLDERS MUST BE INSTALLED IN ACCORDANCE WITH THE SPECIFIC MANUFACTURER'S INSTALLATION INSTRUCTIONS. WHERE THREADED CONNECTIONS ARE MADE, THEY SHALL BE MADE USING PROPERLY SIZED CRIMPING PLIERS. PROPER CONDUCTOR TERMINATIONS ARE CRITICAL TO THE SAFE OPERATION OF BREAKAWAY DEVICES. WATERPROOFING BOOTS SHALL BE PROPERLY TRIMMED TO FIT SNUGLY AROUND THE CONDUCTOR SO AS TO PROVIDE A WATER PROOF SEAL. NO MORE THAN ONE WIRE MAY ENTER A SINGLE OPENING IN ANY ONE BOOT. WATER PROOFING BOOTS MUST PROVIDE THE CORRECT NUMBER OF OPENINGS. WHERE ONLY ONE WIRE IS TO BE CONNECTED TO A BOOT, THE BOOT MAY NOT BE A TWO WIRE TYPE.

5. SPLICES IN CONDUIT SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL REPLACE THE FULL RUN OF CONDUCTORS AT NO COST TO THE DEPARTMENT IN THE CASE OF ANY SPLICES IN CONDUIT.

6. CONTRACTOR SHALL INSTALL 2-2" PVC CONDUIT FROM THE PEDESTAL SERVICE POINT TO THE SERVICE POINT PULL BOX.

KEYED NOTES:

I. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.

2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN, OR EQUAL).

ILLUMINATION DETAILS

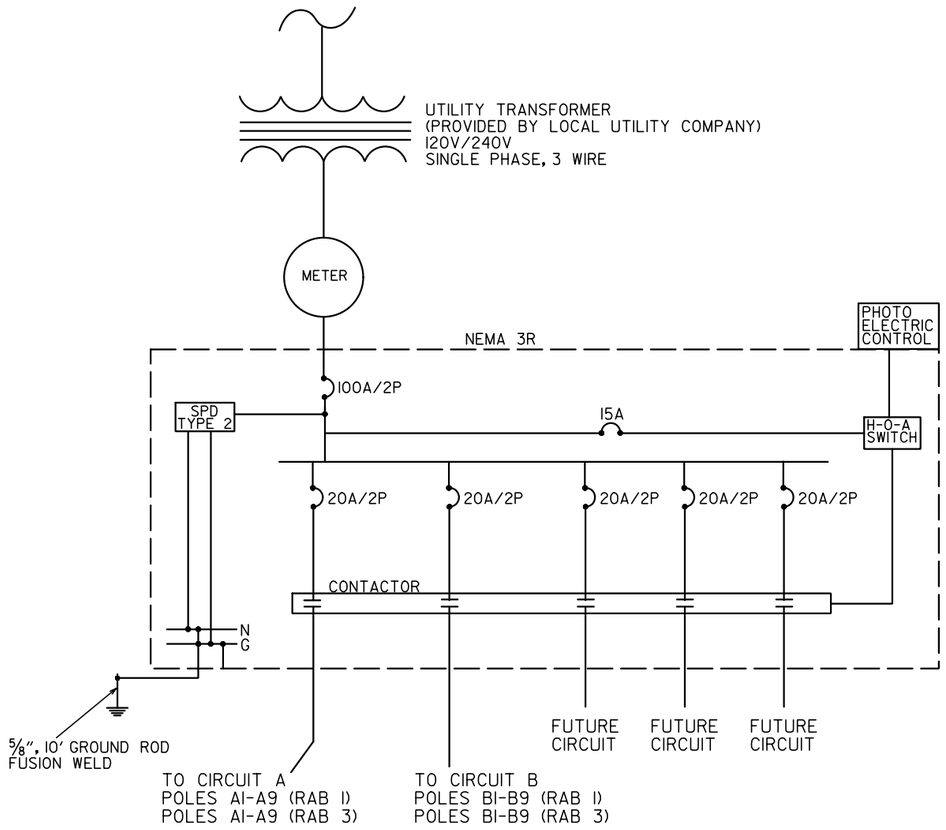
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COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: CTAUSER
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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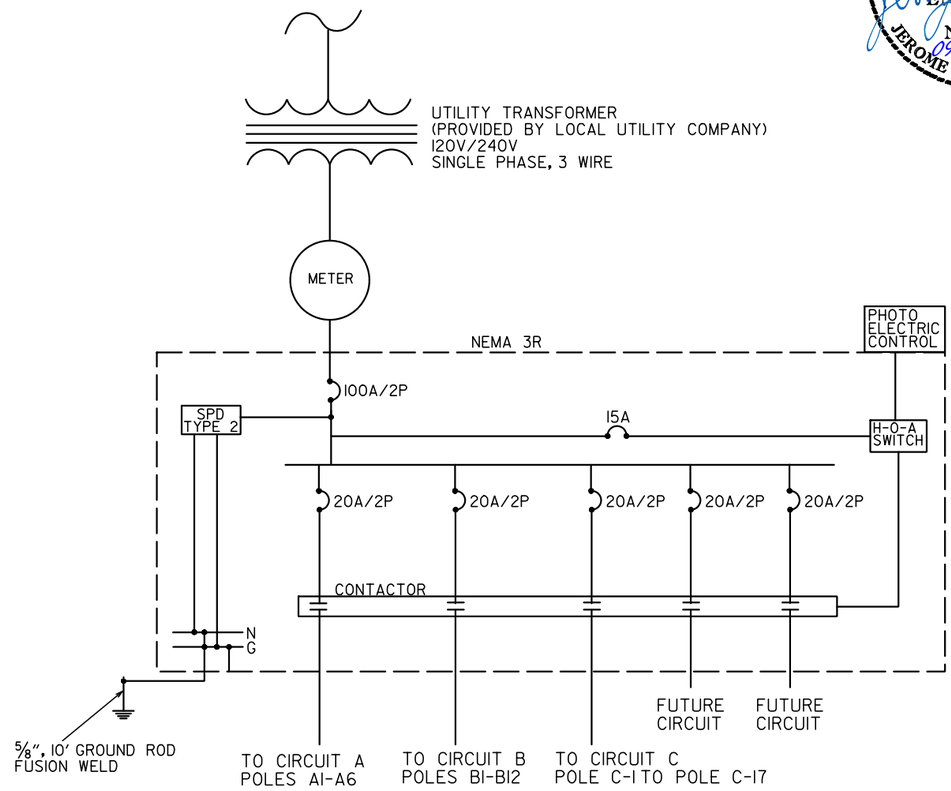
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025



ONE-LINE DIAGRAM

HWY. 112 N-S - ROUNDABOUT 1

HWY. 112/HOWARD NICKELL - ROUNDABOUT 3



ONE-LINE DIAGRAM

HWY. 112/VAN ASCHE - ROUNDABOUT 2

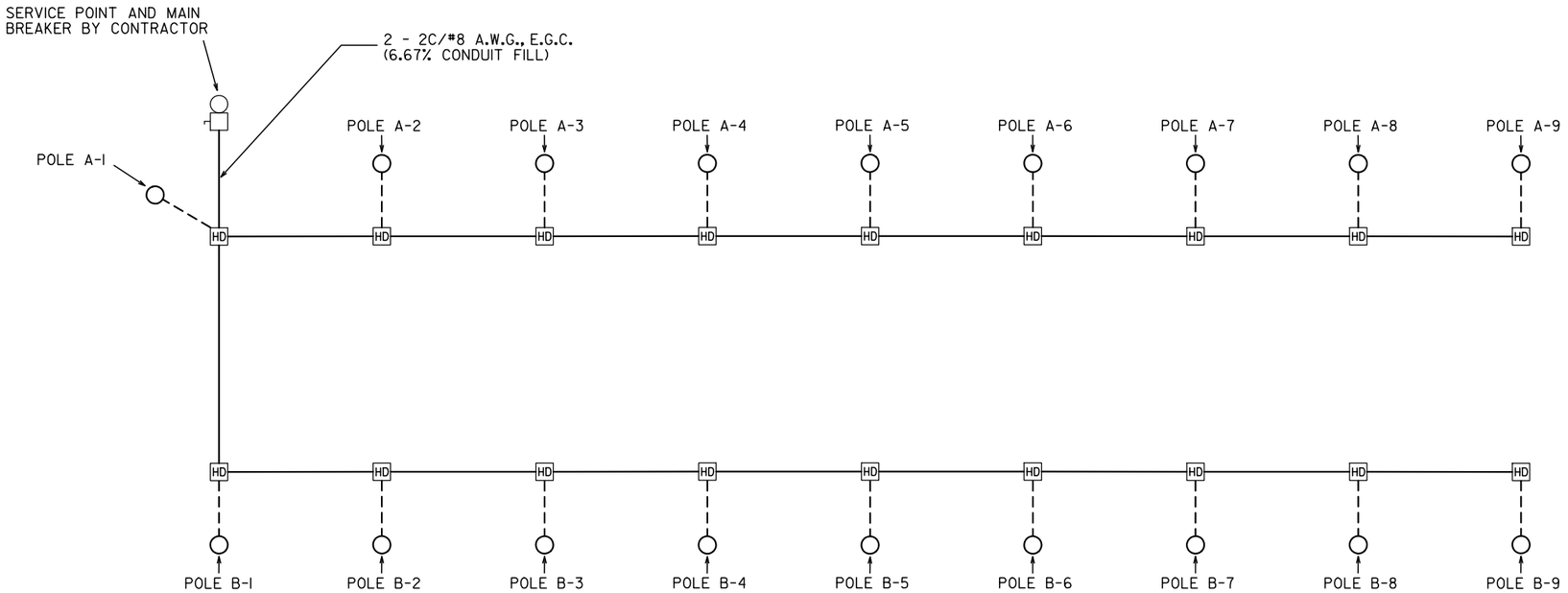
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LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

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9/12/2025		6	ARK.	040746	234	392
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
09-12-2025
JEROME PAUL DAVIS



WIRING NOTES:

1. CIRCUIT A
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES A-1, A-2, A-3, A-4, A-5. A-6, A-7, A-8, AND A-9 USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL). CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

2. CIRCUIT B
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX A-1 TO PULL BOX B-1 AND SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8, AND B-9 USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL). CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

3. UNLESS OTHERWISE NOTED, TYPE 2 (HD) PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

4. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.

WIRING DIAGRAM

HWY. 112 N-S - ROUNDABOUT 1

HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

---- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

CONDUIT FILL			
CONDUIT SIZE	CONDUCTORS	CONDUIT FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	3.34%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	6.67%	40%
2"	2C/#12 A.W.G., E.G.C.	1.21%	40%

NOTE:
CONDUIT FILL IS CALCULATED USING VALUES IN TABLE 5, CHAPTER 9 OF NATIONAL ELECTRICAL CODE (NFPA 70, 2023).

ILLUMINATION DETAILS

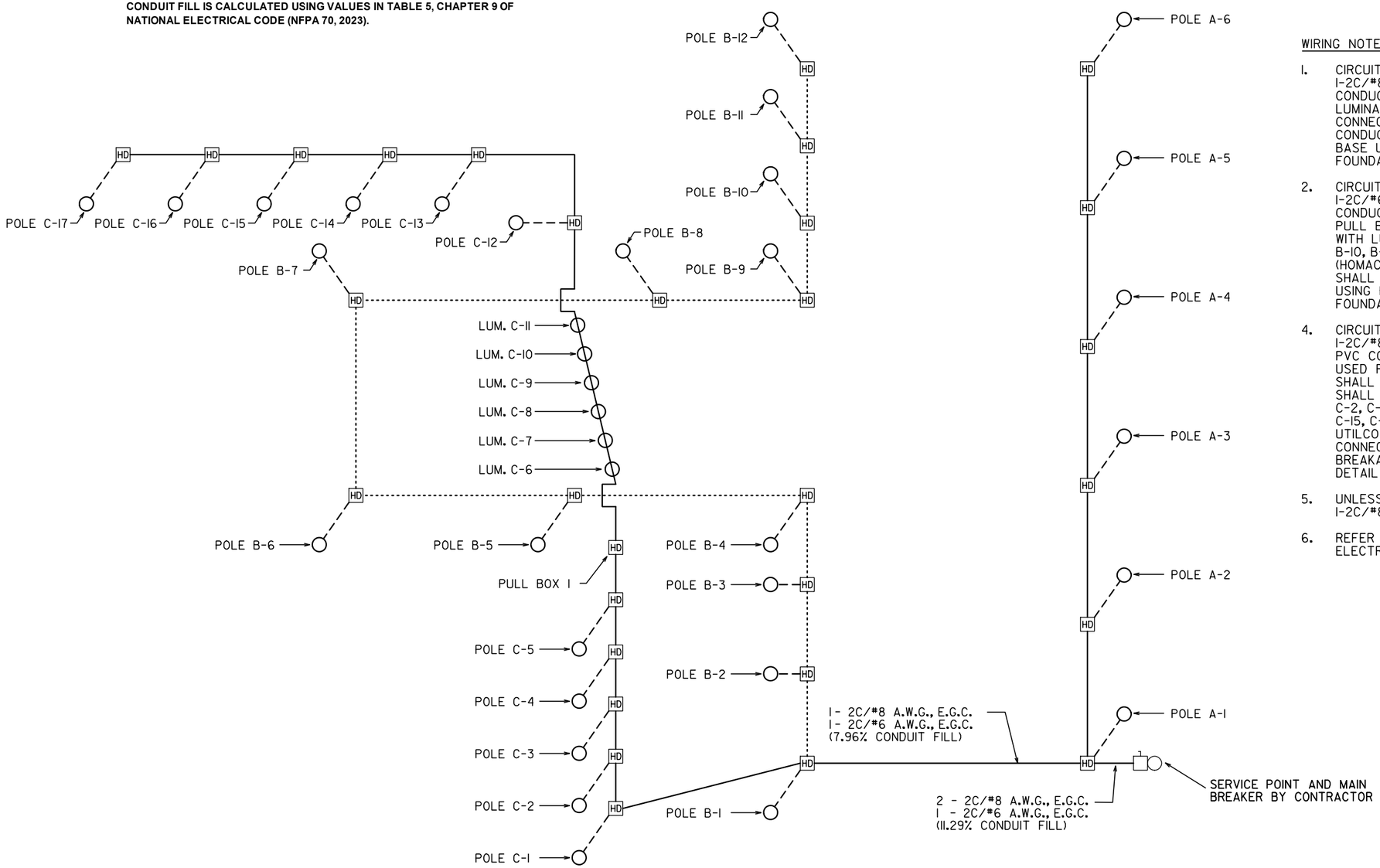
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CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

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		6	ARK.	040746	235	392
		ILLUMINATION DETAILS				

CONDUIT FILL			
CONDUIT SIZE	CONDUCTORS	CONDUIT FILL	MAX FILL
2"	2C/#6 A.W.G., E.G.C.	4.62%	40%
2"	2C/#8 A.W.G., E.G.C.	3.34%	40%
2"	2C/#12 A.W.G., E.G.C.	1.21%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	6.67%	40%
2"	2C/#8 A.W.G., E.G.C. 2C/#6 A.W.G., E.G.C.	7.96%	40%
2"	2 - 2C/#8 A.W.G., E.G.C. 2C/#6 A.W.G., E.G.C.	11.29%	40%

NOTE:
CONDUIT FILL IS CALCULATED USING VALUES IN TABLE 5, CHAPTER 9 OF NATIONAL ELECTRICAL CODE (NFPA 70, 2023).



WIRING DIAGRAM

HWY. 112/VAN ASCHE - ROUNDABOUT 2



WIRING NOTES:

1. CIRCUIT A
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES A-1, A-2, A-3, A-4, A-5 AND A-6 USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL). CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

2. CIRCUIT B
   1-2C/#6 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX A-1 TO PULL BOX B-1 AND SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8, B-9, B-10, B-11, AND B-12 USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL). CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

4. CIRCUIT C
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   PVC COATED GALVANIZED STEEL CONDUIT (1.5") SHALL BE USED FOR THE PEDESTRIAN TUNNEL (PB-1 TO PB-D-7.) CONDUCTOR SHALL CONTINUE THROUGH PULL BOX A-1 TO PULL BOX C-1 AND SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, C-13, C-14, C-15, C-16, AND C-17 USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

5. UNLESS OTHERWISE NOTED, TYPE 2 (HD) PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED

6. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.

HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

– – – – 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

--------- 2C/#6 A.W.G., E.G.C. SHALL BE USED FOR CIRCUIT B

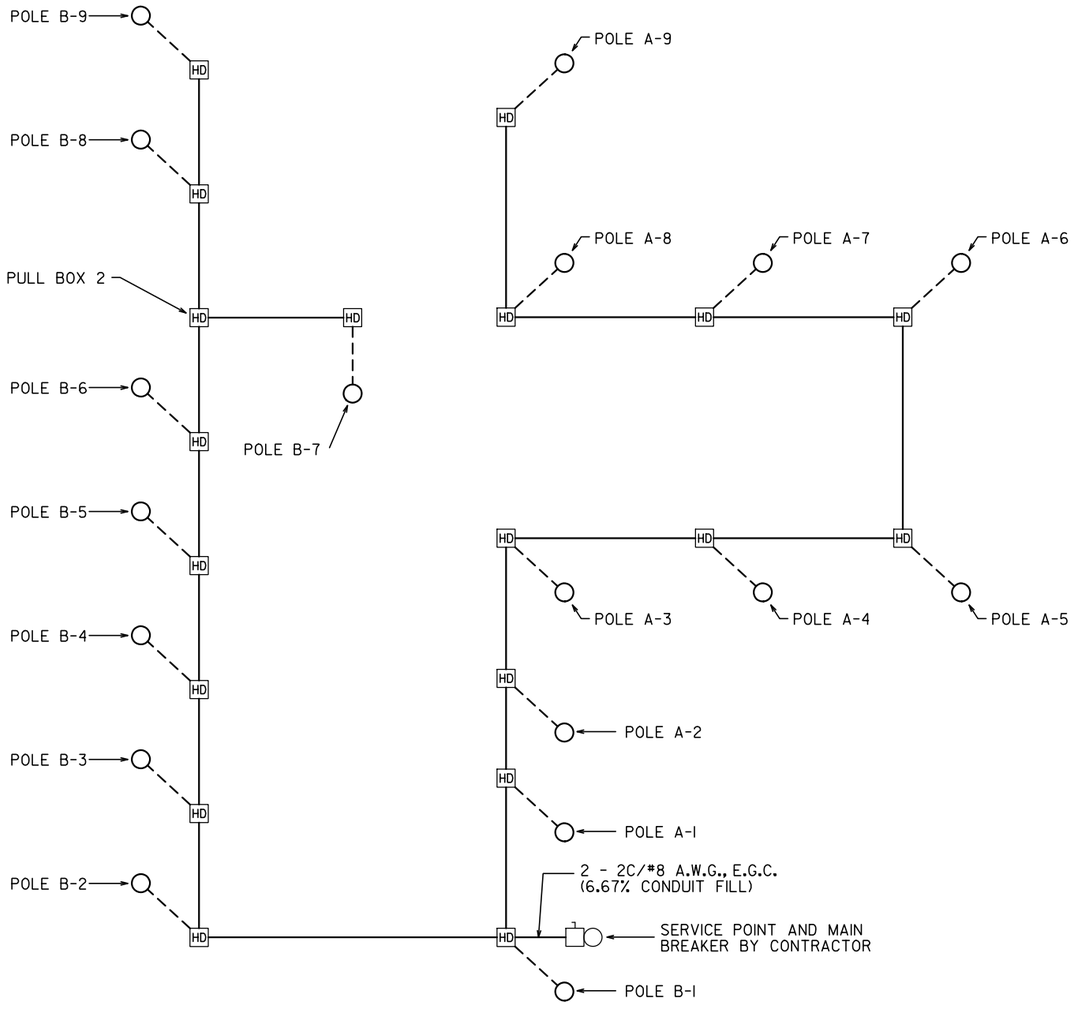
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COUNTY: WASHINGTON
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9/12/2025		6	ARK.	040746	236	392
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
09-12-2025



WIRING DIAGRAM

HWY. 112/HOWARD NICKELL - ROUNDABOUT 3

WIRING NOTES:

1. CIRCUIT A
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX B-1 TO
   PULL BOX A-1 AND SHALL BRANCH AT PULL BOXES ASSOCIATED
   WITH LUMINAIRES A-1, A-2, A-3, A-4, A-5, A-6, A-7, A-8, AND A-9
   USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB,
   OR APPROVED EQUAL). CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE
   WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE
   FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

2. CIRCUIT B
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH
   LUMINAIRES B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8, AND B-9 USING MULTI-PORT BUS
   CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL).
   CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE
   BASE USING BREAKAWAY CONNECTORS. REFER TO POLE
   FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.

3. UNLESS OTHERWISE NOTED, TYPE 2 (HD) PULL BOXES AND
   1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

4. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR
   ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.

HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

---- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

CONDUIT FILL

CONDUIT SIZE	CONDUCTORS	CONDUIT FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	3.34%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	6.67%	40%
2"	2C/#12 A.W.G., E.G.C.	1.21%	40%

NOTE:
CONDUIT FILL IS CALCULATED USING VALUES IN TABLE 5, CHAPTER 9 OF NATIONAL ELECTRICAL CODE (NFPA 70, 2023).

ILLUMINATION DETAILS

LOCATION: HWY. 112/HOWARD NICKELL/VAN ASCHE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

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		SUMMARY OF UTILITY QUANTITIES & INDEX				

QUANTITIES FOR UTILITIES

ITEM NO.	ITEM	QUANTITY	UNIT
SP & 201	CLEARING AND GRUBBING TREES	17	EACH
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	845	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	610	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS	230	SQ. YD.
SP	REMOVAL AND DISPOSAL OF ASBESTOS-CEMENT WATER LINE	1,900	LIN. FT.
SP & 202	REMOVAL AND DISPOSAL OF FENCE	550	LIN. FT.
SP & 202	REMOVAL AND DISPOSAL OF MANHOLES	6	EACH
SP	REMOVAL AND SALVAGE OF FIRE HYDRANT	11	EACH
SP, SS, & 206	FLOWABLE SELECT MATERIAL	190	CU. YD.
SP	SELECT GRANULAR BACKFILL	6,400	CU. YD.
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	124	TON
SS & 401	TACK COAT	212	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	643	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	40	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	4,254	SQ. YD.
SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	590.00	SQ. YD.
SP, SS, & 615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)	335	CU. YD.
SS & 619	WIRE FENCE (TYPE D)	100	LIN. FT.
SP	RAIL WOOD FENCE	100	LIN. FT.
SP	BOARD FENCE	100	LIN. FT.
SP, SS, & 619	4' STEEL CHAIN LINK FENCE	50	LIN. FT.
SP, SS, & 619	6' STEEL CHAIN LINK FENCE	100	LIN. FT.
SP	STEEL FENCE	100	LIN. FT.
620	LIME	10	TON
620	SEEDING	4.80	ACRE
SS & 620	MULCH COVER	4.80	ACRE
620	WATER	586.2	M.GAL.
623	SECOND SEEDING APPLICATION	4.80	ACRE
624	SOLID SODDING	7,670	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	230	SQ. YD.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	840	LIN. FT.
SP	6" X 6" TAPPING SLEEVE, 6" TAPPING VALVE WITH BOX	3	EACH
SP	8" X 8" TAPPING SLEEVE, 8" TAPPING VALVE WITH BOX	5	EACH
SP	12" X 12" TAPPING SLEEVE 12" TAPPING VALVE WITH BOX	1	EACH
SP	2" POLYETHYLENE CASING	340	LIN. FT.
SP	6" GATE VALVE WITH BOX	2	EACH
SP	8" GATE VALVE WITH BOX	10	EACH
SP	SINGLE WATER METER SETTING (INC. METER BOX AND SHUTOFF VALVE)	24	EACH
SP	CUT AND CAP EXISTING WATER MAIN (2")	2	EACH
SP	CUT AND CAP EXISTING WATER MAIN (24")	2	EACH
SP	CUT AND CAP EXISTING WATER MAIN (6")	21	EACH
SP	CUT AND CAP EXISTING WATER MAIN (8")	13	EACH
SP	4" PVC SCH 40 SEWER SERVICE	160	LIN. FT.
SP	8" PVC SDR-26 SEWER MAIN	3,100	LIN. FT.
SP	8" RESTRAINED JOINT DUCTILE IRON PIPE SEWER MAIN, CLASS 50	600	LIN. FT.
SP	MANHOLE, 0' TO 6' DEPTH (4' DIAMETER)	28	EACH
SP	MANHOLE, EXTRA DEPTH (4' DIAMETER)	157	LIN. FT.
SP	CORE EXISTING MANHOLE AND CONNECT SEWER MAIN	5	EACH
SP	PLUG EXISTING SANITARY SEWER (8")	13	EACH
SP	ABANDON EXISTING MANHOLE	11	EACH
SP	JACK AND BORE 24" STEEL ENCASEMENT PIPE	720	LIN. FT.

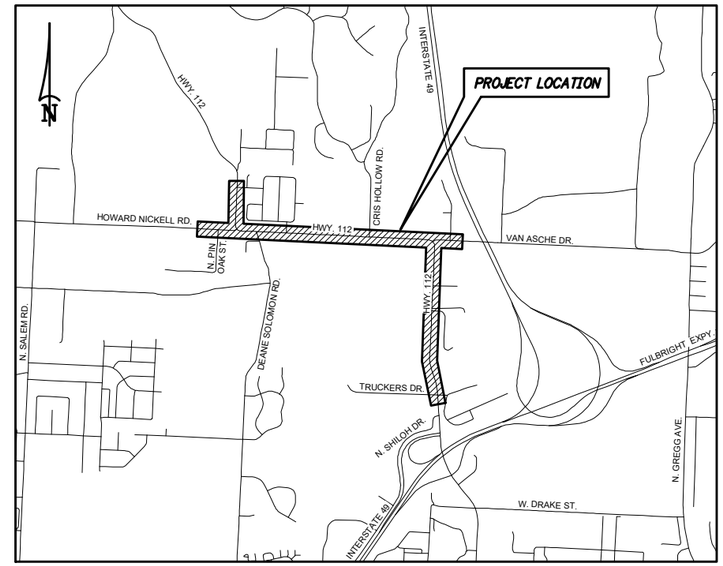
ITEM NO.	ITEM	QUANTITY	UNIT
SP	36" CUT AND PLUG MAIN	6	EACH
SP	8" ANCHOR COLLAR AND APPURTENANCES	2	EACH
SP	FILL ABANDONED SEWER MAINS WITH FLOWABLE FILL (ABANDON-IN-PLACE)	1,290	LIN. FT.
SP	FILL ABANDONED WATER MAINS WITH FLOWABLE FILL (ABANDON-IN-PLACE)	2,509	LIN. FT.
SP	FIRE HYDRANT ASSEMBLY	26	EACH
SP	DUCTILE IRON FITTINGS	54,900	POUND
SP	CONCRETE BLOCKING	250	CU. YD.
SP	TEMPORARY EROSION CONTROL	1.00	LUMP SUM
SP	TRENCH SAFETY	1.00	LUMP SUM
SP	DUCTILE IRON PIPE WATER MAIN (__", CLASS 250)	3,050	LIN. FT.
SP	POLYETHYLENE WRAP (__" PIPE, DOUBLE WRAP)	3,050	LIN. FT.
SP	12" BUTTERFLY VALVE WITH BOX	28	EACH
SP	36" BUTTERFLY VALVE WITH BOX	3	EACH
SP	CONNECT TO EXISTING WATER MAIN (__")	4	EACH
SP	CONNECT TO EXISTING ASBESTOS-CEMENT WATER MAIN (__")	2	EACH
SP	EXPLORATORY EXCAVATION (__" DIAMETER)	2	EACH
SP	CONCRETE THRUST COLLAR ON 36" WATER MAIN	2	EACH
SP	CUT-IN CONNECTION ON EXISTING __" WATER MAIN	2	EACH
SP	2" COMBINATION AIR RELEASE VALVE AND ENCLOSURE	4	EACH
SP	4" COMBINATION AIR RELEASE VALVE AND ENCLOSURE	1	EACH
SP	__" WATER SERVICE CONNECTION OR TAP	25	EACH
SP	__" COPPER TUBING, TYPE K	1,145	LIN. FT.
SP	DOUBLE WATER METER SETTING (INC. METER BOX AND SHUTOFF VALVE)	2	EACH
SP	RELOCATE __" BACKFLOW PREVENTER	4	EACH
SP	BYPASS PUMPING FOR SANITARY SEWAGE	1.00	LUMP SUM
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 4'-8' DEEP	30	LIN. FT.
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 8'-12' DEEP	2,528	LIN. FT.
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 12'-16' DEEP	490	LIN. FT.
SP	MANHOLE, 0' TO 6' DEPTH (8' DIAMETER)	1	EACH
SP	MANHOLE, EXTRA DEPTH (8' DIAMETER)	17	LIN. FT.
SP	MANHOLE DROP	4	EACH
SP	PVC PIPE WATER MAIN (__", AWWA C900, CLASS 305, DR 14)	10,700	LIN. FT.
SP	RECONNECT SANITARY SEWER SERVICE (4" TO 6")	12	EACH
SP	REMOVAL AND DISPOSAL OF WATER LINE (6" TO 24")	265	LIN. FT.
SP	REMOVAL AND DISPOSAL OF WATER LINE (LARGER THAN 24")	285	LIN. FT.
SP	CUT AND CAP EXISTING WATER MAIN (12")	14	EACH
SP	PLUG EXISTING SANITARY SEWER (4")	1	EACH
SP	PLUG EXISTING SANITARY SEWER (6")	3	EACH
SP	PLUG EXISTING SANITARY SEWER (10")	2	EACH
SP	18" STEEL ENCASEMENT PIPE (BORED)	680	LIN. FT.
SP	18" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	180	LIN. FT.
SP	20" STEEL ENCASEMENT PIPE (BORED)	400	LIN. FT.
SP	20" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	410	LIN. FT.
SP	24" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	180	LIN. FT.
SP	54" STEEL ENCASEMENT PIPE (BORED)	150	LIN. FT.
SP	54" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	130	LIN. FT.
SP	CUT AND CAP EXISTING ASBESTOS-CEMENT WATER MAIN (__")	20	EACH
SP	CONCRETE COLLAR	11	EACH
SP	REMOVAL AND DISPOSAL OF CONCRETE WATER VAULT AND VALVE	1	EACH
SP	REMOVAL AND SALVAGE OF FLARED END SECTIONS	1	EACH

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CERTIFICATE OF AUTHORIZATION — HAWKINS-WEIR ENGINEERS, INC. No. 101 — ARKANSAS ENGINEER

STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No.7243 — BARRY K. McCORMICK



LOCATION MAP
N.T.S.

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250 WATER MAIN 1 PLAN AND PROFILE - STA 24+00 TO STA 29+00
251 WATER MAIN 1 PLAN AND PROFILE - STA 29+00 TO STA 34+00
252 WATER MAIN 1 PLAN - STA 34+00 TO STA 38+00
WATER MAIN 5 PLAN - STA 1+00 TO END
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258 WATER MAIN 2 PLAN - STA 0+76 TO STA 5+00
259 WATER MAIN 2 PLAN - STA 5+00 TO STA 9+00
260 WATER MAIN 2 PROFILE - STA 1+00 TO STA 9+00
261 WATER MAIN 2 PLAN AND PROFILE - STA 9+00 TO STA 14+00
262 WATER MAIN 2 PLAN AND PROFILE - STA 14+00 TO 18+00
263 WATER MAIN 2 PLAN AND PROFILE - STA 18+00 TO 23+00
264 WATER MAIN 2 PLAN - STA 23+00 TO STA 27+00
WATER MAIN 6 PLAN - STA 1+00 TO END
265 WATER MAIN 2 PROFILE - STA 23+00 TO STA 27+00
WATER MAIN 6 PROFILE - STA 1+00 TO END
266 WATER MAIN 2 PLAN AND PROFILE - STA 27+00 TO STA 32+00
267 WATER MAIN 2 PLAN AND PROFILE - STA 32+00 TO END
268 WATER MAIN 3 PLAN AND PROFILE - STA 1+00 TO STA 3+60
269 WATER MAIN 3 PLAN AND PROFILE - STA 3+60 TO STA 8+00
270 WATER MAIN 3 PLAN AND PROFILE - STA 8+00 TO END

271 WATER TRANSMISSION LINE PLAN AND PROFILE - STA 0+59 TO STA 3+00
272 WATER TRANSMISSION LINE PLAN AND PROFILE - STA 3+00 TO STA 7+00
273 WATER TRANSMISSION LINE PLAN AND PROFILE - STA 7+00 TO STA 11+00
274 WATER TRANSMISSION LINE PLAN AND PROFILE - STA 11+00 TO STA 16+00
275 WATER TRANSMISSION LINE PLAN AND PROFILE - STA 16+00 TO STA 20+00
276 WATER TRANSMISSION LINE PLAN - STA 20+00 TO STA 26+40
277 WATER TRANSMISSION LINE PROFILE - STA 20+00 TO STA 26+40
278 WATER TRANSMISSION LINE PLAN - STA 26+40 TO END
279 WATER TRANSMISSION LINE PROFILE - STA 26+40 TO END

280 SANITARY SEWER LINE 1 PLAN AND PROFILE - STA 1+00 TO END
281 SANITARY SEWER LINE 2 PLAN AND PROFILE - STA 4+00 TO END
282 SANITARY SEWER LINE 2 PLAN - STA 1+00 TO STA 4+00
SANITARY SEWER LINE 3 PLAN - STA 0+75 TO STA 3+00
283 SANITARY SEWER LINE 2 PROFILE - STA 1+00 TO STA 4+00
SANITARY SEWER LINE 3 PROFILE - STA 0+75 TO STA 3+00
284 SANITARY SEWER LINE 3 PLAN AND PROFILE - STA 3+00 TO STA 8+00
285 SANITARY SEWER LINE 3 PLAN AND PROFILE - STA 8+00 TO STA 12+00
286 SANITARY SEWER LINE 3 PLAN - STA 12+00 TO STA 17+00
SANITARY SEWER LINE 4 PLAN - STA 1+00 TO END
287 SANITARY SEWER LINE 3 PROFILE - STA 12+00 TO STA 17+00
SANITARY SEWER LINE 4 PROFILE - STA 1+00 TO END
288 SANITARY SEWER LINE 3 PLAN - STA 17+00 TO END
289 SANITARY SEWER LINE 3 PROFILE - STA 17+00 TO END

290 TRANSMISSION LINE CONNECTION LOCATIONS
291 WATER DISTRIBUTION LINE BYPASS - TRUCKERS DRIVE
292 MAINTENANCE OF TRAFFIC - WEST VAN ASCHE DRIVE

293 EROSION CONTROL (1 OF 4)
294 EROSION CONTROL (2 OF 4)
295 EROSION CONTROL (3 OF 4)
296 EROSION CONTROL (4 OF 4)

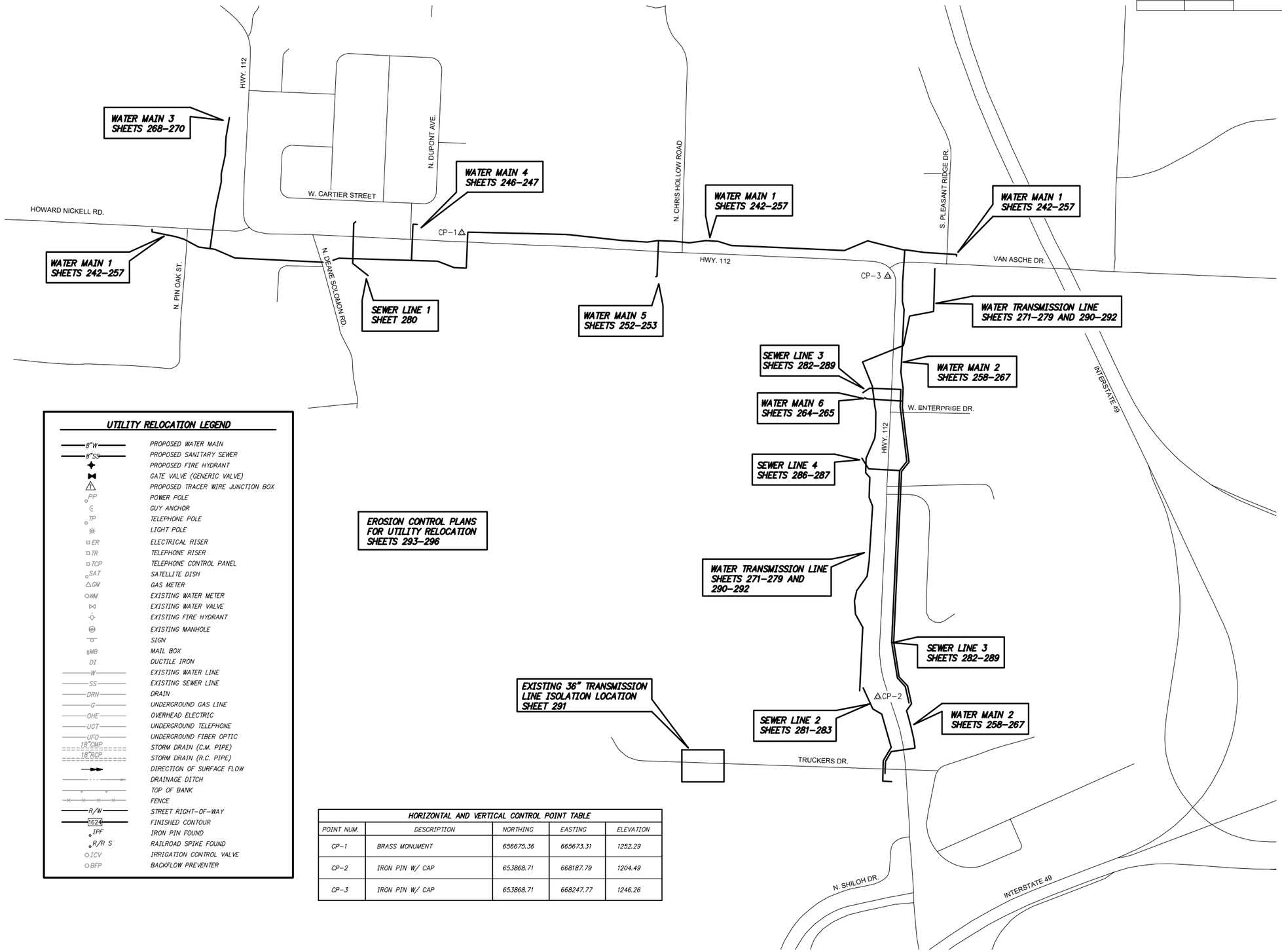
297 UTILITY DETAILS - EROSION CONTROL (1 OF 13)
298 UTILITY DETAILS - TRENCHING AND BACKFILL (2 OF 13)
299 UTILITY DETAILS - WATER LINE VALVES (3 OF 13)
300 UTILITY DETAILS - WATER SERVICE CONNECTIONS (4 OF 13)
301 UTILITY DETAILS - WATER LINE FITTINGS (5 OF 13)
302 UTILITY DETAILS - THRUST RESTRAINT (6 OF 13)
303 UTILITY DETAILS - SANITARY SEWER MANHOLES (7 OF 13)
304 UTILITY DETAILS - PRECAST MANHOLES, FRAMES AND LIDS (8 OF 13)
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306 UTILITY DETAILS - SEWER SERVICE CONNECTIONS (10 OF 13)
307 UTILITY DETAILS - PAVEMENT AND DRIVEWAY REPAIR (11 OF 13)
308 UTILITY DETAILS - SIDEWALK REPAIR (12 OF 13)
309 UTILITY DETAILS - 8" AIR/VACUUM VAULT (13 OF 13)

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	238	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

N



UTILITY RELOCATION LEGEND

8"W	PROPOSED WATER MAIN
8"SS	PROPOSED SANITARY SEWER
	PROPOSED FIRE HYDRANT
	GATE VALVE (GENERIC VALVE)
	PROPOSED TRACER WIRE JUNCTION BOX
PP	POWER POLE
	GUY ANCHOR
TP	TELEPHONE POLE
	LIGHT POLE
ER	ELECTRICAL RISER
TR	TELEPHONE RISER
TCP	TELEPHONE CONTROL PANEL
SAT	SATELLITE DISH
GM	GAS METER
WM	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING MANHOLE
	SIGN
MB	MAIL BOX
DI	DUCTILE IRON
W	EXISTING WATER LINE
SS	EXISTING SEWER LINE
DRN	DRAIN
G	UNDERGROUND GAS LINE
OHE	OVERHEAD ELECTRIC
UGT	UNDERGROUND TELEPHONE
UFO	UNDERGROUND FIBER OPTIC
18"CMP	STORM DRAIN (C.M. PIPE)
18"RCP	STORM DRAIN (R.C. PIPE)
	DIRECTION OF SURFACE FLOW
	DRAINAGE DITCH
	TOP OF BANK
	FENCE
R/W	STREET RIGHT-OF-WAY
1624	FINISHED CONTOUR
IPF	IRON PIN FOUND
R/R S	RAILROAD SPIKE FOUND
ICV	IRRIGATION CONTROL VALVE
BFP	BACKFLOW PREVENTER

HORIZONTAL AND VERTICAL CONTROL POINT TABLE

POINT NUM.	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP-1	BRASS MONUMENT	656675.36	665673.31	1252.29
CP-2	IRON PIN W/ CAP	653868.71	668187.79	1204.49
CP-3	IRON PIN W/ CAP	653868.71	668247.77	1246.26

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UTILITY RELOCATION
SHEET LOCATION MAP 1

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	239	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

GENERAL CONSTRUCTION NOTES – MISCELLANEOUS:

1. ALL MATERIAL AND CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE CITY OF FAYETTEVILLE, ARKANSAS STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF WATER LINES AND SEWER LINES, 2022 EDITION. CONTRACTOR SHALL FURNISH MATERIAL AND EQUIPMENT CERTIFICATIONS OF COMPLIANCE WITH THE REFERENCED STANDARDS. THE CITY OF FAYETTEVILLE STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF WATER LINES AND SEWER LINES, LATEST EDITION IS HEREBY INCLUDED BY REFERENCE.
2. UNLESS SPECIFIED OTHERWISE ALL MATERIALS SHALL BE 100% UNITED STATES OF AMERICA DOMESTIC PRODUCTS. EXCEPTIONS SHALL BE MADE FOR SPECIFICALLY NAMED PRODUCTS LISTED ON THE PLANS AND IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL PROVIDE MATERIAL CERTIFICATIONS LISTING THE COUNTRY OF ORIGIN AND/OR MANUFACTURE FOR ALL MATERIAL, PIPE, FITTINGS, CASTINGS, PRODUCTS, CONCRETE, REINFORCEMENT, AND APPURTENANCES.
3. CONTRACTOR SHALL LOCATE AND VERIFY EXISTING UTILITIES AND STORM DRAINAGE THAT ARE IN THE VICINITY OF THE CONSTRUCTION PRIOR TO COMMENCING WORK ON A LINE SEGMENT AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS. THE CONTRACTOR PROCEEDS AT HIS OWN RISK IF UTILITIES ARE NOT UNCOVERED AND VERIFIED AHEAD OF TRENCHING AND BORING ACTIVITIES.
4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION SHOWN ON THE PLANS. IN ACCORDANCE WITH THE ARKANSAS UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, AT LEAST 48-HOURS PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE ARKANSAS ONE CALL CENTER, (800) 482-8998 OR 811, AND ARRANGE FOR THE LOCATION AND MARKING OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL OBSERVE ANY REQUIREMENTS, INCLUDING REQUIREMENTS TO HAND DIG NEAR EXISTING UTILITIES, OF THE UTILITY OWNER/OPERATOR REGARDING WORK NEAR THEIR FACILITIES AND SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY. THE COST TO REPAIR ANY DAMAGE CAUSED BY THE CONTRACTOR TO PROPERLY MARKED UTILITIES, AS WELL AS ANY FINES OR PENALTIES THAT ARE A RESULT OF THE DAMAGE OR FAILURE TO FOLLOW THE REQUIREMENTS OF THE ARKANSAS UNDERGROUND FACILITIES DAMAGE PREVENTION ACT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. TREES, SHRUBBERY, AND LANDSCAPING THAT DO NOT INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED UNLESS OTHERWISE SPECIFIED TO BE REMOVED. CARE SHALL BE USED TO INSURE THAT ALL TREES AND SHRUBS NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING CONSTRUCTION OPERATIONS. IF LANDSCAPING MUST BE DISTURBED, IT IS TO BE RETURNED TO AS NEAR THE ORIGINAL CONDITION, AS POSSIBLE, TO THE SATISFACTION OF THE CITY OF FAYETTEVILLE.
6. RESTORATION, RELOCATION OR REPAIR OF OTHER UTILITY SERVICES WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH FRANCHISE UTILITIES FOR THE RELOCATION OF UTILITIES, IF NECESSARY.
7. ALL WORK SHALL BE CONFINED TO THE EASEMENTS, RIGHT-OF-WAYS, OR PROPERTY THAT THE CITY OF FAYETTEVILLE HAS ACQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING WRITTEN AUTHORITY FROM PROPERTY OWNER(S) FOR ANY ADDITIONAL MATERIAL STORAGE OR CONSTRUCTION STAGING AREAS.
8. CONSTRUCTION PLANS INDICATE THE LOCATION OF CONTROL POINTS/TEMPORARY BENCHMARKS. USE ONLY THOSE BENCHMARKS FOR HORIZONTAL CONTROL AND ELEVATION DATUM. CONSTRUCTION PLANS INCLUDE RIM AND INVERT ELEVATIONS ON EXISTING SANITARY SEWER MANHOLES AND DRAINAGE STRUCTURES FOR INFORMATION PURPOSES ONLY. DO NOT USE THESE ELEVATIONS AS BENCHMARKS UNDER ANY CIRCUMSTANCES. PRIOR TO CONSTRUCTION INVOLVING THESE STRUCTURES, CONFIRM ALL EXISTING ELEVATIONS.
9. PROTECT ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA DURING ALL PHASES OF CONSTRUCTION. A PROFESSIONAL LAND SURVEYOR MUST BE USED TO RE-ESTABLISH ANY DISTURBED MONUMENTATION AT NO ADDITIONAL COST TO THE OWNER.
10. GRADE THE GROUND SURFACE DISTURBED BY CONSTRUCTION ACTIVITIES TO DRAIN AWAY FROM THE DISTURBANCE. REMOVE AND DISPOSE OF ALL ROCK AND DEBRIS (2" DIAMETER AND LARGER) OFF THE JOB SITE. RESTORE ALL DISTURBED AREAS WITH A 4-INCH (4") LAYER OF TOPSOIL AND SOLID SOD. FURNISH AND INSTALL TOPSOIL, SOD, AND WATERING IN ACCORDANCE WITH THE SPECIFICATIONS. ALL RESTORATION WORK TO BE PAID FOR SHALL BE CONFINED TO THE LIMITS OF THE PERMANENT EASEMENTS, TEMPORARY EASEMENTS, AND ACQUIRED PROPERTY. ALL RESTORATION BEYOND THESE LIMITS SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND ANY RESTORATION SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
11. SAWCUT ALL EXISTING ASPHALT OR CONCRETE PAVEMENT PRIOR TO TRENCHING, PAVEMENT REPAIR OR CONSTRUCTING NEW STRUCTURES. PAVEMENT MUST BE RE-SAWED TO STRAIGHT, NEAT LINES BEFORE PAVEMENT REPAIRS COMMENCE. THE EXISTING PAVEMENT SHALL BE REMOVED IN SQUARE OR RECTANGULAR SECTIONS WITH THE MINIMAL NUMBER OF PAVEMENT CUTS NECESSARY. ALL CUTS SHALL BE STRAIGHT AND VERTICAL AND SHALL BE CUT WITH A SAW.
12. PROVIDE TEMPORARY EXCAVATION SUPPORT SYSTEMS INCLUDING TRENCH BOXES, SHEETING, SHORING, AND BRACING TO INSURE THE SAFETY OF ALL PERSONNEL AND PROTECT ADJACENT UTILITIES AND STRUCTURES (NEW OR EXISTING) IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND REQUIREMENTS.
13. TEMPORARY RELOCATION AND REPLACEMENT OF STREET SIGNS AND MAILBOXES IS CONSIDERED INCIDENTAL TO THE PROJECT. PROVIDE TEMPORARY POSTS FOR SIGNS AND MAILBOXES DURING CONSTRUCTION.
14. PROVIDE EACH CUSTOMER WITH SEVENTY-TWO (72) HOURS ADVANCED, WRITTEN NOTICE PRIOR TO SCHEDULING SHUT-OFF OF WATER OR SEWER SERVICE. INCLUDE IN THE CUSTOMER NOTICE A REASONABLE ESTIMATE OF DISRUPTION TIME. WATER AND SEWER SERVICE MUST BE RESTORED AT THE END OF EACH WORKDAY.
15. IN AREAS WHERE THE CONSTRUCTION ACTIVITIES MAY DISRUPT TRASH DISPOSAL SERVICE, THE CONTRACTOR SHALL NOTIFY THE CITY SANITATION DEPARTMENT FOR COORDINATION. WHEN RESIDENTIAL OR COMMERCIAL PARKING WILL BE DISRUPTED, THE CONTRACTOR SHALL GIVE NOTICE TO THE RESIDENTS AND BUSINESSES TO COORDINATE TEMPORARY PARKING. THE CONTRACTOR SHALL PROVIDE CONFIRMATION OF THIS COORDINATION TO THE ENGINEER.
16. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS. MAINTAIN TEMPORARY ACCESS TO ALL DRIVEWAYS AT THE END OF EACH WORKDAY.
17. MAINTAIN TRAFFIC CONTROL IN CONFORMANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. UTILIZE SIGNAGE, BARRICADES AND LIGHTING IN ACCORDANCE WITH THE U.S. DOT, FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). WHEN IT IS NECESSARY FOR CONSTRUCTION EQUIPMENT TO BLOCK OR PARTIALLY BLOCK ONE OR MORE LANES OF TRAFFIC, PROVIDE TWO (2) FLAGMEN TO DIRECT TRAFFIC. IF THESE FLAGMEN CANNOT MAINTAIN LINE OF SIGHT BETWEEN THEM, THEY MUST UTILIZE RADIO COMMUNICATION.
18. A TEMPORARY STREET CLOSURE PERMIT SHALL BE REQUIRED FOR ALL STREET CLOSURES, DETOURS AND CUTS. A TRAFFIC CONTROL PLAN SHALL BE SUBMITTED FOR THE ENGINEER'S AND CITY'S APPROVAL NO LATER THAN THE PRECONSTRUCTION CONFERENCE. NOTIFY ALL EMERGENCY SERVICES PRIOR TO CLOSURE OF STREET.
19. SITE RESTORATION SHALL ALSO INCLUDE THE REPAIR OF ANY AND ALL FENCING THAT IS DAMAGED OR TEMPORARILY REMOVED DURING CONSTRUCTION ACTIVITIES. FENCING SHALL BE REPAIRED AND/OR REPLACED TO A PRE-CONSTRUCTION CONDITION OR BETTER. TEMPORARY FENCING MUST BE PROVIDED TO PREVENT THE RELEASE OF LIVESTOCK. THE COST OF SITE RESTORATION SHALL BE INCLUDED IN THE LINE INSTALLATION AND WILL NOT BE PAID FOR SEPARATELY.
20. THE CONTRACTOR IS REQUIRED TO COMPLETE SITE RESTORATION OF ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WITHIN 14 DAYS FOLLOWING CONSTRUCTION ACTIVITIES.
21. SOIL BORING INFORMATION SHOWN ON THE PLANS IS REPRESENTATIVE AT THE LOCATION OF THE SAMPLE. THE CITY AND ENGINEER WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE INFORMATION SHOWN.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL BUILDINGS, STRUCTURES, AND UTILITIES, PUBLIC OR PRIVATE, INCLUDING POLES, SIGNS, SERVICES TO BUILDINGS, UTILITIES IN THE STREET, GAS PIPES, WATER PIPES, HYDRANTS, SEWERS, DRAINS AND ELECTRICAL AND TELEPHONE CABLES, WHETHER OR NOT THEY ARE SHOWN ON THE DRAWINGS. CAREFULLY SUPPORT AND PROTECT ALL SUCH STRUCTURES AND UTILITIES FROM INJURY OF ANY KIND. IMMEDIATELY REPAIR ANY DAMAGE RESULTING FROM THE CONSTRUCTION OPERATIONS.

GENERAL CONSTRUCTION NOTES – WATER LINE IMPROVEMENTS:

1. INSTALL ALL WATER LINES WITH A TRACER WIRE AND MARKING TAPE. INSTALL TRACER WIRE JUNCTION BOXES AS SHOWN ON THE PLAN SHEETS. TIE EXISTING TRACER WIRE TO NEW TERMINALS WHERE APPLICABLE.
2. WATER LINES 12-INCH AND SMALLER SHALL BE AWWA C900 CLASS DR14 POLYVINYL CHLORIDE PRESSURE PIPE UNLESS OTHERWISE SHOWN ON THE PLANS. ALL PIPE SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING, INSIDE ALL ENCASEMENTS, AND AS SHOWN ON THE PLANS. JOINT RESTRAINTS FOR PVC PIPE SHALL BE EBAA SERIES 1900 BELL RESTRAINTS OR APPROVED EQUAL. PIPE RESTRAINT SHALL BE INCLUDED IN THE UNIT COST FOR THE WATER LINE.
3. WATER LINES LARGER THAN 12-INCHES SHALL BE DUCTILE IRON PIPE (DIP). DIP PIPE SHALL HAVE A MINIMUM PRESSURE CLASS RATING OF 250 PSI AND CONFORM TO THE CITY'S STANDARD SPECIFICATIONS AND DETAILS. ALL BURIED DIP WATER LINES SHALL BE PUSH-ON JOINT PIPE AND MUST CONFORM TO THE FOLLOWING AWWA STANDARDS: CEMENT MORTAR LINING – C104, PUSH ON JOINTS – C111, PIPE THICKNESS DESIGN – C150, AND ASPHALTIC COATING – C151. ALL DIP SHALL BE RESTRAINED, INSIDE ALL ENCASEMENTS, AND AS SHOWN ON THE PLANS. JOINT RESTRAINTS FOR DIP PIPE SHALL BE EBAA SERIES 1700 MEGALUG BELL RESTRAINTS OR APPROVED EQUAL. PIPE RESTRAINT SHALL BE INCLUDED IN THE UNIT COST FOR THE WATER PIPE.
4. INSTALL ALL DUCTILE IRON WATER LINES, DUCTILE IRON FITTINGS, VALVES, AND OTHER BURIED CAST OR DUCTILE IRON APPURTENANCES WRAPPED WITH TWO (2) LAYERS OF POLYETHYLENE ENCASEMENT.
5. INSTALL ALL WATER LINES SMALLER THAN 12-INCHES WITH A MINIMUM DEPTH OF COVER OF 36-INCHES AND ALL WATER LINES 12-INCHES AND LARGER WITH A MINIMUM DEPTH OF COVER OF 48 INCHES UNLESS OTHERWISE NOTED ON THE PLANS.
6. ALL BOLTS AND NUTS FOR VALVES, FITTINGS, AND RESTRAINTS SHALL BE TYPE 316 STAINLESS STEEL UNLESS OTHERWISE SPECIFIED. ANTI-SEIZE LUBRICANT SHALL BE USED WHEN ASSEMBLING ALL STAINLESS STEEL HARDWARE TO REDUCE GALLING.
7. INSTALL COMPACT DUCTILE IRON FITTINGS (4" TO 24") CONFORMING TO AWWA C153, HAVING A WORKING PRESSURE RATING OF 350 PSI. ALL FITTINGS MUST INCLUDE FUSION BONDED EPOXY LINING AND COATING. MEASURE DUCTILE IRON FITTINGS FOR PAYMENT BY THE LISTED WEIGHT IN POUNDS, EXCLUDING GLANDS, BOLTS AND ACCESSORIES, AS GIVEN IN AWWA C153 OR C110. MEASUREMENT OF FITTING WEIGHTS WILL NOT INCLUDE RESTRAINING GLANDS, ADAPTERS, REPAIR CLAMPS, COUPLINGS, OR OTHER APPURTENANCES. UNLESS OTHERWISE INDICATED, INSTALL RESTRAINED-MECHANICAL JOINT FITTINGS WITH CONCRETE THRUST BLOCKING FOR ALL BURIED WATER LINES. MECHANICAL JOINTS MUST UTILIZE A POSITIVE HOLDING RETAINER GLAND SECURED WITH SET SCREWS. TIGHTEN SET SCREWS TO THE TORQUE LIMITS RECOMMENDED BY THE MANUFACTURER. UTILIZE A MECHANICAL JOINT RESTRAINT SYSTEM SIMILAR AND EQUAL TO MEGA-A-LUG AS MANUFACTURED BY EBAA IRON, INC., OR CAM-LOCK AS MANUFACTURED BY SMITH-BLAIR, INC. IN AREA OF BENDS (HORIZONTAL AND VERTICAL) AND DEAD END PIPE SECTIONS, THE WATER LINE PIPE JOINTS SHALL BE RESTRAINED A MINIMUM OF 40' FROM THE JOINT OR DEAD END PIPE. ALL MECHANICAL JOINT FITTINGS SHALL HAVE ANCHOR FITTINGS FOR HYDRANTS AND RESTRAINED GLANDS OTHERWISE. WHERE CONNECTIONS ARE MADE TO EXISTING WATER LINES THE CONNECTION JOINT SHALL BE BLOCKED WITH CONCRETE TO PREVENT MOVEMENT. COST OF RESTRAINING SYSTEM SHALL BE INCIDENTAL TO PIPE COST. COST OF CONCRETE THRUST BLOCKING WILL BE PAID SEPARATELY IN ACCORDANCE WITH BID PROPOSAL.
8. INSTALL GATE VALVES, CONFORMING TO AWWA C509, WITH IRON BODIES, BRONZE MOUNTED, RESILIENT WEDGES, AND NON-RISING STEMS DESIGNED FOR 250 PSI MINIMUM WORKING PRESSURE RATING. VALVES SHALL INCLUDE O-RING PACKING AND OPEN COUNTERCLOCKWISE WITH A 2-INCH (2") AWWA NUT OPERATOR. GATE VALVES SHALL INCORPORATE STAINLESS STEEL, TYPE 304, BONNET AND STUFFING BOX BOLTS AND NUTS, WRENCH CAP SCREW, AND VALVE STEM. MECHANICAL JOINT GATE VALVES SHALL BE MUELLER SERIES A-2360, AMERICAN FLOW CONTROL SERIES 2361, OR AMERICAN AVK COMPANY SERIES 45, NO EQUALS. TAPPING VALVES SHALL CONFORM TO THE REQUIREMENTS FOR GATE VALVES SPECIFIED ABOVE. WHERE DESIGNATED ON THE PLANS, MARKER POSTS SHALL BE INSTALLED AT EACH VALVE.
9. VALVE BOXES SHALL BE OF THE CAST IRON EXTENSION TYPE. VALVE BOXES SHALL BE THE SCREW TYPE, AND SHALL BE COMPLETE WITH LID MARKED WITH THE INSCRIPTION "WATER" CAST INTO THE TOP AND A BASE OF THE PROPER SIZE FOR THE VALVE IT IS TO BE USED WITH. A VALVE BOX ALIGNMENT DEVICE SHALL BE PROVIDED AND INSTALLED IN EACH VALVE BOX. MEASUREMENT AND PAYMENT FOR VALVES SHALL INCLUDE THE REQUIRED VALVE BOX AND ALL ASSOCIATED APPURTENANCES. THE BOXES SHALL BE MADE IN THE USA AND SHALL BE TYLER TWO PIECE VALVE BOX 6850 SERIES OR EAST JORDAN IRON WORKS 8550 SERIES, WITH 5 1/4" SHAFT. THE BOXES SHALL BE OF SUCH SIZE AND LENGTH THAT THEY CAN BE ADJUSTED TO THE DEPTH OF COVER REQUIRED OVER THE PIPE AT THE VALVE LOCATION WITHOUT USING THE FULL EXTENSION. VALVE BOXES SHALL HAVE ONE PRIMING COAT AND TWO (2) FINISH COATS OF COAL TAR.
10. TAPPING SLEEVES SHALL BE CONSTRUCTED OF STAINLESS STEEL AND SHALL INCORPORATE A FULL CIRCLE GASKET AND A STAINLESS STEEL FLANGE. SLEEVE SHALL BE MUELLER MODEL H-304, FORD FAST, OR APPROVED EQUAL.
11. INSTALL FIRE HYDRANTS CONFORMING TO AWWA STANDARD C502, DRY-BARREL FIRE HYDRANTS. THE HYDRANTS SHALL HAVE "O" RING SEALS, TWO (2) 2-1/2" HOSE NOZZLES, ONE (1) 4-1/2" PUMPER NOZZLE, AMERICAN STANDARD HOSE CONNECTION THREADS, 5-1/4" COMPRESSION TYPE MAIN VALVE, DRAIN VALVES, LEFT OPENING (COUNTERCLOCKWISE), 1-1/2" NATIONAL STANDARD PENTAGON OPERATION NUT, BRASS VALVE AND SEAL CONSTRUCTION, AND A SELF-OILING SYSTEM FOR STEM THREADS. FIRE HYDRANTS SHALL BE MUELLER CENTURION MODEL A-423 OR AMERICAN FLOW CONTROL MODEL 5-1/4" WATEROUS PACER WB67-250, NO EQUALS. FIRE HYDRANTS SHALL BE PAINTED WHITE WITH REFLECTIVE GLASS BEADS ABOVE THE GROUND LINE. THE COATING SYSTEM SHALL BE COMPATIBLE WITH SHERWIN WILLIAMS SHER-CRYL(TM) HPA – HIGH PERFORMANCE ACRYLIC B66-300 SERIES. HYDRANTS SHALL BE SUPPLIED WITHOUT NOZZLE CAP CHAINS.
12. TESTING WATER LINES – PERFORM A LEAKAGE TEST TO DETERMINE THE "AIR TIGHTNESS" OF THE LINE. PRESSURIZE THE WATER LINE AT LEAST 50% ABOVE THE NORMAL OPERATING PRESSURE AND NEVER LESS THAN 200 PSI FOR THE DURATION OF THE TEST. AFTER A PERIOD OF TWO HOURS, THE MEASURED WATER LOSS IN THE LINE SHALL NOT EXCEED THE VOLUME INDICATED BY THE FORMULA:

$$Q = \frac{L\,D\,\sqrt{(P)}}{148{,}000}$$

WHERE Q = QUANTITY OF MAKEUP WATER IN GALLONS PER HOUR
L = LENGTH OF PIPE TESTED, IN FEET
D = NOMINAL DIAMETER OF THE PIPE, IN INCHES
P = AVERAGE TEST PRESSURE DURING THE LEAKAGE TEST, IN PSIG

13. PROVIDE ALL TEMPORARY TAPS, BLOW-OFFS, ETC., REQUIRED FOR FLUSHING, BACTERIOLOGICAL TESTING AND SAMPLING, AT NO ADDITIONAL COST TO THE CITY OF FAYETTEVILLE.
14. THE CONTRACTOR SHALL NOTIFY THE CITY OF FAYETTEVILLE AT LEAST 48 HOURS PRIOR TO SCHEDULED CONNECTIONS OF MAINS. SCHEDULING SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF FAYETTEVILLE.
15. THE CONSTRUCTION WORKING HOURS SHALL CONFORM TO THE CITY OF FAYETTEVILLE'S WORK HOURS INCLUDING HOLIDAYS.
16. PROVIDE EACH CUSTOMER WITH FORTY-EIGHT (48) HOURS ADVANCED, WRITTEN NOTICE PRIOR TO SCHEDULING SHUT-OFF OF WATER SERVICE. INCLUDE IN THE CUSTOMER NOTICE A REASONABLE ESTIMATE OF THE DISRUPTION TIME. COORDINATE SHUTOFF OR DISRUPTION OF WATER SERVICE FOR COMMERCIAL RESTAURANTS FOR OFF PEAK USAGE.
17. CUT, PLUG AND BLOCK EXISTING LINES IDENTIFIED FOR ABANDONMENT. THIS SHALL INCLUDE THE REMOVAL AND SALVAGE OF ANY EXISTING GATE VALVES OR FIRE HYDRANTS TO THE OWNER AS NOTED ON THE PLANS. FIELD VERIFY TYPE AND SIZE OF EXISTING WATER LINES IDENTIFIED FOR ABANDONMENT AND DEVISE A PLAN FOR SUCH WORK FOR THE APPROVAL OF THE ENGINEER. INSTALL POSITIVELY RESTRAINED PLUGS ON EXISTING WATER LINES, TERMINATIONS, AND ABANDONED FIRE HYDRANT LEADS. AVOID ANY PROLONGED PERIODS OF WATER SERVICE SHUT-OFF.
18. DISINFECTION – WATER LINES
    A. ALL MATERIALS, WORK, WORKMANSHIP AND METHODS SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF AWWA C651, THE STANDARD FOR DISINFECTING WATER MAINS.
    B. AFTER ALL PIPE AND FITTINGS HAVE BEEN INSTALLED THE LINE SHALL BE FLUSHED TO REMOVE ANY FOREIGN MATERIAL AND FLUSHING SHALL BE CONTINUED UNTIL ALL DISCOLORED WATER IS ELIMINATED.
    C. SAMPLES OF WATER SHALL BE TAKEN BY THE CONTRACTOR AFTER THE COMPLETION OF THE IMPROVEMENTS AS DIRECTED BY THE ENGINEER AND SHALL BE SUBMITTED FOR ANALYSIS BY THE ARKANSAS DEPARTMENT OF HEALTH. A COPY OF THE TEST RESULTS SHALL BE FURNISHED TO THE ENGINEER. A MINIMUM OF TWO (2) CONSECUTIVE SAFE SAMPLES ARE REQUIRED. SAMPLES ARE TO BE COLLECTED ON SUCCESSIVE DAYS.
19. THE DISINFECTION PROCEDURES SHALL BE REPEATED AS NECESSARY UNTIL ALL SAMPLES INDICATE THAT THE WATER IS SAFE AND APPROVED BY THE ARKANSAS DEPARTMENT OF HEALTH. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE SPECIFIED TESTS. ALL TESTING SHALL BE PERFORMED IN THE PRESENCE OF THE OWNER OR ENGINEER. ALL WATER LINES SHALL BE CLEAN PRIOR TO PERFORMING TESTS. THE CONTRACTOR SHALL, AT HIS EXPENSE, CORRECT AND RE-TEST ALL SECTIONS OF LINE WHICH FAIL TO PASS THE TESTING. ALL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATIONS.
20. THE CONTRACTOR SHALL NOTIFY THE CITY OF FAYETTEVILLE AT LEAST 48 HOURS PRIOR TO SCHEDULED CONNECTIONS OF POTABLE WATER MAINS OR ANY WORK INVOLVING WATER OR PROCESS PIPING. WATER LINE VALVES SHALL BE OPERATED BY CITY OF FAYETTEVILLE PERSONNEL. CONTACT THE CITY OF FAYETTEVILLE TO COORDINATE THE OPENING AND CLOSING OF ALL VALVES. SCHEDULING SHALL BE SUBJECT TO THE APPROVAL OF THE UTILITY AND THE ENGINEER. INTERRUPTION OF POTABLE WATER SERVICE SHALL BE KEPT TO A MINIMUM.
21. THE CONTRACTOR SHALL MAINTAIN ALL OTHER ADJACENT WATER OR PROCESS LINES IN SERVICE DURING CONSTRUCTION, EXCEPT AS ALLOWED BY THE OWNER AND THE ENGINEER. IN ALL CASES, THE CONTRACTOR SHALL PROVIDE ADEQUATE SHORING, PIPE SUPPORT AND / OR TRENCH BOXES TO MAINTAIN THE INTEGRITY OF EXISTING FACILITIES.
22. ALL SITE PIPING, NOT SPECIFICALLY IDENTIFIED FOR DEMOLITION, SHALL BE PROTECTED DURING CONSTRUCTION AND MAINTAINED IN SERVICE. INTERRUPTION OF SERVICE SHALL BE COORDINATED WITH THE OWNER AND THE ENGINEER. TEMPORARY RELOCATION OF PIPING OR CULVERTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY PIPING OR CULVERTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
23. AT ALL POINTS OF WORK STOPPAGE WHEN THE JOB SITE WILL BE UNATTENDED, THE CONTRACTOR SHALL INSTALL A PNEUMATIC PLUG OR A CAP ON OPEN ENDS OF THE PIPE.
24. ALL WORK, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF WATER SERVICE LINES AND PRESSURE REDUCING VALVES, LOCATED BETWEEN THE WATER SERVICE METER AND THE SERVICE PROPERTY, SHALL BE PERFORMED BY A LICENSED PLUMBER.

GENERAL CONSTRUCTION NOTES – SEWER LINE IMPROVEMENTS:

1. THE CONTRACTOR SHALL UNCOVER EXISTING SEWER LINE AND/OR SERVICE LINE AND VERIFY GRADES AND SIZES PRIOR TO COMMENCING CONSTRUCTION.
2. EXISTING SEWER SYSTEMS SHALL BE KEPT IN CONTINUOUS OPERATION DURING CONSTRUCTION OF NEW REPLACEMENT FACILITIES WITH TEMPORARY PUMPING OR GRAVITY SEWER BYPASSES. BYPASSES SHALL BE OF SUFFICIENT CAPACITY TO HANDLE FLOWS WITHOUT STORAGE. SEWAGE FLOWS SHALL BE CONFINED TO CLOSED CONDUITS TO AVOID PUBLIC NUISANCE AND HEALTH HAZARDS. PAYMENT FOR BYPASS PUMPING SYSTEMS SHALL BE PAID AS A LUMP SUM ITEM. TEMPORARY DIVERSIONS OF SEWAGE TO STORM DRAINS OR STREAM CHANNELS WILL NOT BE PERMITTED. AT THE CLOSE OF WORK EACH DAY, OR WHENEVER THE WORK CEASES FOR ANY REASON, THE END OF THE NEW GRAVITY SEWER PIPE SHALL BE TEMPORARILY CLOSED OR PLUGGED TO PREVENT THE ENTRANCE OF WATER, MUD OR FOREIGN MATERIAL.
3. TWO WEEKS PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL SUBMIT A PLAN OF ACTION DETAILING CONSTRUCTION SEQUENCE, BYPASS PUMPING PLAN AND METHODS USED TO MAINTAIN EXISTING SERVICES TO THE ENGINEER AND CITY FOR REVIEW AND ACCEPTANCE.
4. THE MAXIMUM DEPTH OF BURY FOR PVC PIPE IS SIXTEEN (16) FEET. ANY DEPTHS GREATER THAN SIXTEEN (16) FEET REQUIRE DUCTILE IRON PIPE. THE DUCTILE IRON PIPE SHALL EXTEND FROM MANHOLE TO MANHOLE. ALL PIPING SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
    A. PVC PIPE SHALL BE SOLID WALL PIPE WITH A MINIMUM WALL THICKNESS CONFORMING TO ASTM F679 PS-46 AND BEDDED WITH CLASS 1 BEDDING MATERIAL PER THE CITY'S SPECIFICATIONS OR CITY'S DETAILS. PVC PIPE SHALL CONFORM TO THE CITY'S STANDARD SPECIFICATIONS AND DETAILS.
4. ALL SERVICE LINES SHALL BE SCHEDULE 40 PVC.
5. INSTALL ALL SEWER LINES WITH A MINIMUM DEPTH OF COVER OF 36-INCHES.
6. ALL SEWER LINES AND MANHOLES SHALL BE TESTED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE SPECIFIED TESTS. ALL TESTING SHALL BE PERFORMED IN THE PRESENCE OF THE ENGINEER. ALL SEWER LINES SHALL BE CLEAN PRIOR TO PERFORMING TESTS. THE CONTRACTOR SHALL, AT HIS EXPENSE, CORRECT AND RETEST ALL SECTIONS OF LINE WHICH FAIL TO PASS THE TEST. ALL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATIONS. PRIOR TO PLACING ANY SEWER LINE IN SERVICE, THE CONTRACTOR SHALL VISUALLY INSPECT THE INTERIOR OF THE PIPE USING A ROBOTIC CCTV INSPECTION CAMERA AND SUBMIT THE INSPECTION VIDEO TO THE ENGINEER FOR REVIEW AND APPROVAL.
7. ENGINEER WILL PROVIDE HORIZONTAL AND VERTICAL CONTROL POINTS AS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THOSE CONTROL POINTS TO LAYOUT THE REMAINDER OF THE WORK. WORK SHALL NOT PROCEED UNTIL THE CONTROL POINTS ARE ESTABLISHED NOR SHALL WORK PROCEED IF THE CONTROL POINTS ARE DISTURBED. ENGINEER WILL RE-ESTABLISH DISTURBED CONTROL POINTS AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL SURVEY THE CENTERLINE OF THE SEWER ROUTE AND PROVIDE A CUT SHEET FOR THE REVIEW AND APPROVAL OF THE ENGINEER PRIOR TO CONSTRUCTION OF THE MAIN. THE CONTRACTOR SHALL PROVIDE AND ACCESS TO THE WORK AT ALL TIMES THAT WORK IS IN PROGRESS TO ENABLE THE FIELD VERIFICATION OF THE CENTERLINE AND VERTICAL ALIGNMENT OF THE SEWER PIPE. THE CONTRACTOR SHALL PROVIDE EQUIPMENT AND LABOR TO FIELD VERIFY THE PIPE LAYING SETUP AND SHALL DOCUMENT SUCH FOR THE PROJECT REPRESENTATIVE MINIMALLY AT EACH MANHOLE AND AT THE PIPE INVERT AT DAY'S END. ENGINEER MAY REQUIRE ADDITIONAL LOCATIONS TO BE CHECKED AS NECESSARY TO VERIFY THE ACCURACY OF THE SETUP. THE FAILURE TO ACHIEVE THE VERTICAL AND HORIZONTAL ALIGNMENT AS SPECIFIED SHALL BE CAUSE FOR REJECTION OF THE WORK AND ITS CORRECTION AT CONTRACTOR'S EXPENSE.
8. MAINTAIN A MINIMUM OF 12-INCHES OF VERTICAL CLEARANCE ON LINES CROSSING FRANCHISE UTILITIES. MAINTAIN A MINIMUM OF 18-INCHES OF VERTICAL CLEARANCE BETWEEN WATER AND SEWER LINE CROSSINGS. MAINTAIN A MINIMUM OF 10-FEET OF HORIZONTAL SEPARATION BETWEEN WATER AND SEWER LINES.
9. MAINTAIN EXISTING LINES IN SERVICE UNTIL ACCEPTANCE TESTING HAS BEEN COMPLETED ON ALL DOWNSTREAM LINES AND MANHOLES. FOLLOWING SUCCESSFUL ACCEPTANCE TESTING, THE SECTION OF THE EXISTING LINE WITHIN THE MANHOLE SHALL BE REMOVED AND FLOW DIVERTED INTO THE NEW LINE. AFTER FLOW HAS BEEN DIVERTED THE EXISTING LINE DOWNSTREAM OF THE NEW MANHOLE SHALL BE PLUGGED FROM INSIDE THE MANHOLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARILY BYPASSING THE LINE. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ANY MATERIAL, EQUIPMENT, OR LABOR NEEDED FOR TEMPORARY BYPASS LINES, CONSTRUCTION OF A MANHOLE AROUND AN EXISTING LINE, OR FOR THE PLUGGING OF THE EXISTING



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	240	392
		UTILITY RELOCATION				

UTILITY RELOCATION - QUANTITY TABLE 1

ITEM	DESCRIPTION - SITEWORK AND EARTHWORK	UNIT	SHEET 242	SHEET 243	SHEET 244	SHEET 246	SHEET 248	SHEET 250	SHEET 251	SHEET 252	SHEET 254	SHEET 255	SHEET 256	SHEET 257	SHEET 258	SHEET 259	SHEET 261	SHEET 262	SHEET 263	SHEET 264	SHEET 266	SHEET 267	SHEET 268	SHEET 269	SHEET 270	SHEET 271	SHEET 272	SHEET 273	SHEET 274	SHEET 275	SHEET 276	SHEET 278	SHEET 280	SHEET 281	SHEET 282	SHEET 284	SHEET 285	SHEET 286	SHEET 288	SHEET 290	PROJECT	TOTAL QUAN
1	Trench Safety	LUMP SUM																																						1	1
2	Temporary Erosion Control	LUMP SUM																																						1	1
3	Clearing and Grubbing Trees	EACH	1	4									3		1								3					1		1		1								2	17
4	Select Backfill (Trenches)	CU. YD.	35	61	30	68	45	59	54	87	45	49	53	10	43	99	50	42	50	142	194	32	21	42	8	47	106	102	102		108	55	17	39	123	84	114	49		235	2,500
5	Select Backfill (Excavations)	CU. YD.			150	142	178			223				224	358	304				229		182	98								332		201	167	443			230	263		176	3,900
6	Flowable Select Material	CU. YD.			10	5	10	5					5	10	10	10		5				5		4		8			16		16	8	3	9	5	9	5	6	7		19	190
7	2" Polyethylene Casing	LIN. FT.							200					120																										20	340
8	18" Steel Encasement Pipe (Bored)	LIN. FT.																														100	70	200			156	135		19	680
9	18" Steel Encasement Pipe (Open Cut Method)	LIN. FT.																														100					20	40		20	180
10	20" Steel Encasement Pipe (Bored)	LIN. FT.				80				90										145			70																	15	400
11	20" Steel Encasement Pipe (Open Cut Method)	LIN. FT.				90				115										20			166																	19	410
12	24" Steel Encasement Pipe (Bored)	LIN. FT.			75		100							70	200	100						150																		25	720
13	24" Steel Encasement Pipe (Open Cut Method)	LIN. FT.					110														40	20																		10	180
14	54" Steel Encasement Pipe (Bored)	LIN. FT.																												140									10	150
15	54" Steel Encasement Pipe (Open Cut Method)	LIN. FT.																												120									10	130

ITEM	DESCRIPTION - WATER SYSTEM	UNIT	SHEET 242	SHEET 243	SHEET 244	SHEET 246	SHEET 248	SHEET 250	SHEET 251	SHEET 252	SHEET 254	SHEET 255	SHEET 256	SHEET 257	SHEET 258	SHEET 259	SHEET 261	SHEET 262	SHEET 263	SHEET 264	SHEET 266	SHEET 267	SHEET 268	SHEET 269	SHEET 270	SHEET 271	SHEET 272	SHEET 273	SHEET 274	SHEET 275	SHEET 276	SHEET 278	SHEET 280	SHEET 281	SHEET 282	SHEET 284	SHEET 285	SHEET 286	SHEET 288	SHEET 290	PROJECT	TOTAL QUAN
16	PVC Pipe Water Main (6" PVC, AWWA C900, Class 305, DR 14)	LIN. FT.	11		25					10																														14	60
17	PVC Pipe Water Main (8" PVC, AWWA C900, Class 305, DR 14)	LIN. FT.	36			243				214				20						250			260	440	140				96												81	1780
18	PVC Pipe Water Main (12" PVC, AWWA C900, Class 305, DR 14)	LIN. FT.	235	500	500	500	500	500	500	400	400	400	500	217	477	400	500	400	500	400	500	266				6																179	8780
19	Ductile Iron Pipe Water Main (36", Class 250)	LIN. FT.																								226	400	400	500	400	700	335										89	3,050
20	Polyethylene Wrap (36" Pipe, Double Wrapped)	LIN. FT.																								226	400	400	500	400	700	335										89	3,050
21	Ductile Iron Fittings	POUND	1,020	575	592	537	768		73	1,216	365		830	1,114	1,198	672	434	322		902	273	214	189	214	126	5,949	3,840	960	10,951	2,640	10,772	6,507										1,647	54,900
22	6" Gate Valve with Box	EACH	1																																					1	2
23	8" Gate Valve with Box	EACH	1	1		1				1				1						1				1	1				1												1	10
24	12" Butterfly Valve with Box	EACH		2	2	1	2	1	1	1	1	1	3		3	2	1	1	1	1	1	1							1												1	28
25	36" Butterfly Valve with Box	EACH																								1					1	1									3
26	6" x 6" Tapping Sleeve, 6" Tapping Valve with Box	EACH			1					1				1																											3
27	8" x 8" Tapping Sleeve, 8" Tapping Valve with Box	EACH				1									1					2									1												5
28	12" x 12" Tapping Sleeve, 12" Tapping Valve with Box	EACH												1																											1
29	Fire Hydrant Assembly	EACH	1	1	2	2	2	1	1	1	1	1	1	1	1	1				1	1	1		1	1																	1	23
30	Fire Hydrant Assembly without Tee	EACH																								1			1												1	3
31	Connect to Existing Water Main (2")	EACH	1																																					1	2
32	Connect to Existing Water Main (12")	EACH													1																										1	2
33	Connect to Existing Asbestos-Cement Water Main (6")	EACH	1																																					1	2
34	Concrete Blocking	CU. YD.	9	6	7	7	9	1	1	12	3	1	10	17	13	8	4	2		11	4	7	2	3	2	25			20		10	25	3	1	5	1	1	2	3		15	250
35	8" Anchor Collar and Appurtenances	EACH																							1																1	2
36	Exploratory Excavation (36" Diameter)	EACH																								1						1									2
37	36" Anchor Collar and Appurtenances	EACH																								1						1									2
38	Cut-In Connection on Existing 36" Water Main	EACH																								1						1									2
39	Cut, Cap and Abandon 36" Concrete Pressure Pipe	EACH																								2					2	2									6
40	2" Combination Air Release Valve and Enclosure	EACH			1					1	1													1																		4
41	4" Combination Air Release Valve and Enclosure	EACH																																						1	1
42	1" Water Service Connection or Tap	EACH				1	1		1	1	2	1	2	1	1	2				2	3			1	1															2	22
43	2" Water Service Connection or Tap	EACH																1		1																					1	3
44	Water Service Line (3/4" Copper Tubing, Type K)	LIN. FT.											130							90																					40	260
45	Water Service Line (1" Copper Tubing, Type K)	LIN. FT.				50	10		205	50	10	5	10	185	30	20				15	62			50	100															63	865
46	Water Service Line (2" Copper Tubing, Type K)	LIN. FT.																5		5																					10	20
47	5/8 "x 3/4" Single Water Meter Box (Incl. Relocate Existing PRV)	EACH								1	1		1																											1	4
48	3/4" Single Water Meter Box (Incl. Relocate Existing PRV)	EACH					1		1				1		1					2	3			1	1															1	12
49	1" Single Water Meter Box (Incl. Relocate Existing PRV)	EACH										1				1															1									1	4
50	1-1/2" Single Water Meter Box (Incl. Relocate Existing PRV)	EACH																1																						1	2
51	2" Single Water Meter Box (Incl. Relocate Existing PRV)	EACH																		1																					1	2
52	5/8 "x 3/4" Double Water Meter Box (Incl. Relocate Existing PRV)	EACH									1																														1	2
53	Relocate 3/4" Backflow Preventer	EACH																		1	2																				3	
54	Relocate 2" Backflow Preventer	EACH																		1																					1	

ITEM	DESCRIPTION - SANITARY SEWER SYSTEM	UNIT	SHEET 242	SHEET 243	SHEET 244	SHEET 246	SHEET 248	SHEET 250	SHEET 251	SHEET 252	SHEET 254	SHEET 255	SHEET 256	SHEET 257	SHEET 258	SHEET 259	SHEET 261	SHEET 262	SHEET 263	SHEET 264	SHEET 266	SHEET 267	SHEET 268	SHEET 269	SHEET 270	SHEET 271	SHEET 272	SHEET 273	SHEET 274	SHEET 275	SHEET 276	SHEET 278	SHEET 280	SHEET 281	SHEET 282	SHEET 284	SHEET 285	SHEET 286	SHEET 288	SHEET 290	PROJECT	TOTAL QUAN
55	Bypass Pumping for Sanitary Sewage	LUMP SUM																																						1	1
56	Sanitary Sewer Trenching and Backfilling, 4'-8' Deep	LIN. FT.																															20								10	30
57	Sanitary Sewer Trenching and Backfilling, 8'-12' Deep	LIN. FT.																														247	293	237	500	400	604	117		130	2,528
58	Sanitary Sewer Trenching and Backfilling, 12'-16' Deep	LIN. FT.																														18		88				327		57	490
59	8" PVC SDR-26 Sewer Main	LIN. FT.																													20	133	365	525	500	400	760	271		126	3,100
60	8" Restrained Joint Ductile Iron Pipe Sewer Main, Class 50	LIN. FT.																														232						308		60	600

ARDOT QUANTITIES FOR UTILITIES

ITEM NO.	ITEM	QUANTITY	UNIT
SP	TRENCH SAFETY	1.00	LUMP SUM
SP	TEMPORARY EROSION CONTROL	1.00	LUMP SUM
SP & 201	CLEARING AND GRUBBING TREES	17	EACH
SP	SELECT GRANULAR BACKFILL	6,400	CU. YD.
SP, SS, & 206	FLOWABLE SELECT MATERIAL	190	CU. YD.
SP	2" POLYETHYLENE CASING	340	LIN. FT.
SP	18" STEEL ENCASEMENT PIPE (BORED)	680	LIN. FT.
SP	18" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	180	LIN. FT.
SP	20" STEEL ENCASEMENT PIPE (BORED)	400	LIN. FT.
SP	20" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	410	LIN. FT.
SP	JACK AND BORE 24" STEEL ENCASEMENT PIPE	720	LIN. FT.
SP	24" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	180	LIN. FT.
SP	54" STEEL ENCASEMENT PIPE (BORED)	150	LIN. FT.
SP	54" STEEL ENCASEMENT PIPE (OPEN CUT METHOD)	130	LIN. FT.

ITEM NO.	ITEM	QUANTITY	UNIT
SP	PVC PIPE WATER MAIN (__", AWWA C900, CLASS 305, DR 14)	10,660	LIN. FT.
SP	DUCTILE IRON PIPE WATER MAIN (__", CLASS 250)	3,050	LIN. FT.
SP	POLYETHYLENE WRAP (__" PIPE, DOUBLE WRAP)	3,050	LIN. FT.
SP	DUCTILE IRON FITTINGS	54,900	POUND
SP	6" GATE VALVE WITH BOX	2	EACH
SP	8" GATE VALVE WITH BOX	10	EACH
SP	12" BUTTERFLY VALVE WITH BOX	28	EACH
SP	36" BUTTERFLY VALVE WITH BOX	3	EACH
SP	6" X 6" TAPPING SLEEVE, 6" TAPPING VALVE WITH BOX	3	EACH
SP	8" X 8" TAPPING SLEEVE, 8" TAPPING VALVE WITH BOX	5	EACH
SP	12" X 12" TAPPING SLEEVE 12" TAPPING VALVE WITH BOX	1	EACH
SP	FIRE HYDRANT ASSEMBLY	26	EACH
SP	CONNECT TO EXISTING WATER MAIN (__")	4	EACH
SP	CONNECT TO EXISTING ASBESTOS-CEMENT WATER MAIN (__")	2	EACH
SP	CONCRETE BLOCKING	250	CU. YD.
SP	8" ANCHOR COLLAR AND APPURTENANCES	2	EACH
SP	EXPLORATORY EXCAVATION (__" DIAMETER)	2	EACH
SP	CONCRETE THRUST COLLAR ON 36" WATER MAIN	2	EACH
SP	CUT-IN CONNECTION ON EXISTING __" WATER MAIN	2	EACH
SP	36" CUT AND PLUG MAIN	6	EACH
SP	2" COMBINATION AIR RELEASE VALVE AND ENCLOSURE	4	EACH
SP	4" COMBINATION AIR RELEASE VALVE AND ENCLOSURE	1	EACH
SP	__" WATER SERVICE CONNECTION OR TAP	25	EACH
SP	__" COPPER TUBING, TYPE K	1,145	LIN. FT.
SP	SINGLE WATER METER SETTING (INC. METER BOX AND SHUTOFF VALVE)	24	EACH
SP	DOUBLE WATER METER SETTING (INC. METER BOX AND SHUTOFF VALVE)	2	EACH
SP	RELOCATE __" BACKFLOW PREVENTER	4	EACH

ITEM NO.	ITEM	QUANTITY	UNIT
SP	BYPASS PUMPING FOR SANITARY SEWAGE	1.00	LUMP SUM
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 4'-8' DEEP	30	LIN. FT.
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 8'-12' DEEP	2,528	LIN. FT.
SP	SANITARY SEWER TRENCHING AND BACKFILLING, 12'-16' DEEP	490	LIN. FT.
SP	8" PVC SDR-26 SEWER MAIN	3,100	LIN. FT.
SP	8" RESTRAINED JOINT DUCTILE IRON PIPE SEWER MAIN, CLASS 50	600	LIN. FT.

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\240 QUAN1.DWG
PLOTTED: 7/29/2025 3:53 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-14-25		6	ARK.	040746	241	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

UTILITY RELOCATION - QUANTITY TABLE 2

ITEM	DESCRIPTION - SANITARY SEWER SYSTEM	UNIT	SHEET 242	SHEET 243	SHEET 244	SHEET 246	SHEET 248	SHEET 250	SHEET 251	SHEET 252	SHEET 254	SHEET 255	SHEET 256	SHEET 257	SHEET 258	SHEET 259	SHEET 261	SHEET 262	SHEET 263	SHEET 264	SHEET 266	SHEET 267	SHEET 268	SHEET 269	SHEET 270	SHEET 271	SHEET 272	SHEET 273	SHEET 274	SHEET 275	SHEET 276	SHEET 278	SHEET 280	SHEET 281	SHEET 282	SHEET 284	SHEET 285	SHEET 286	SHEET 288	SHEET 290	PROJECT	TOTAL QUAN
61	Manhole, 0' to 6' Depth (4' Diameter)	EACH																														3	4	4	4	3	3	6		1	28
62	Manhole, Extra Depth (4' Diameter)	LIN. FT.																														19	14	25	22	12	13	43		9	157
63	Manhole, 0' to 6' Depth (8' Diameter)	EACH																																1						1	1
64	Manhole, Extra Depth (8' Diameter)	LIN. FT.																																15						2	17
65	Manhole Drop (2' to 10')	EACH																																3						1	4
66	Core Existing Manhole and Connect Sewer Main	EACH																														1		2			1			1	5
67	Concrete Collar	EACH																															3	2			1	3		2	11
68	4" PVC C900, DR 14 Force Main (Sewer)	LIN. FT.																															20							20	40
69	Reconnect Sanitary Sewer Service (4" to 6")	EACH																															1					1		10	12
70	4" PVC SCH 40 Sewer Service	LIN. FT.																													40		40							80	160

ITEM	DESCRIPTION - UTILITY DEMOLITION AND ABANDONMENT	UNIT	SHEET 242	SHEET 243	SHEET 244	SHEET 246	SHEET 248	SHEET 250	SHEET 251	SHEET 252	SHEET 254	SHEET 255	SHEET 256	SHEET 257	SHEET 258	SHEET 259	SHEET 261	SHEET 262	SHEET 263	SHEET 264	SHEET 266	SHEET 267	SHEET 268	SHEET 269	SHEET 270	SHEET 271	SHEET 272	SHEET 273	SHEET 274	SHEET 275	SHEET 276	SHEET 278	SHEET 280	SHEET 281	SHEET 282	SHEET 284	SHEET 285	SHEET 286	SHEET 288	SHEET 290	PROJECT	TOTAL QUAN
71	Removal and Disposal of Sidewalks	SQ. YD.				5									28					68	79								24												26	230
72	Removal and Disposal of Concrete Driveways	SQ. YD.	79										43		103	40			18		177										95										55	610
73	Removal and Disposal of Curb and Gutter	LIN. FT.				56							13	26	65					175	243								190												77	845
74	Removal and Disposal of Asbestos-Cement Water Line (4" to 6")	LIN. FT.		127									25			281	190	235	500	400			10	30																	102	1,900
75	Removal and Disposal of Water Line (6" to 8")	LIN. FT.			15															20																					10	45
76	Removal and Disposal of Water Line (10" to 12")	LIN. FT.											80									130																				10	220
77	Removal and Disposal of Water Line (36")	LIN. FT.																												270											15	285
78	Removal and Salvage of Fire Hydrant	EACH			2					1			1		1		1			1	1	1							1		1											11
79	Salvage Air Release Valve and Demolish Vault	EACH																													1										1	1
80	Cut and Cap Existing Asbestos-Cement Water Line (4" to 6")	EACH	2	4	1								1				1	1			1		1	4	2																2	20
81	Cut and Cap Existing Water Main (2")	EACH	1																																						1	2
82	Cut and Cap Existing Water Main (6")	EACH			4		3			6				2	1					2	1								1												1	21
83	Cut and Cap Existing Water Main (8")	EACH				2									3	1				4									2												1	13
84	Cut and Cap Existing Water Main (12")	EACH											2	5	2							4																				1	14
85	Cut and Cap Existing Water Main (24")	EACH																											2												2	2
86	Plug Existing Sanitary Sewer (4")	EACH																															1								1	1
87	Plug Existing Sanitary Sewer (6")	EACH																																				2			1	3
88	Plug Existing Sanitary Sewer (8")	EACH																														3		4	1	1	2	1		1	13
89	Plug Existing Sanitary Sewer (10")	EACH																																1						1	2
90	Abandon Existing Manhole	EACH																														1	2	2	1	1	2	2			11
91	Removal and Disposal of Manholes	EACH																														2		2	1			1			6
92	Fill Abandoned Asbestos-Cement Water Main with Flowable Fill (4" to 6")	LIN. FT.	227	507													281	150					160	60																	84	1,469
93	Fill Abandoned Water Main with Flowable Fill (6" to 8")	LIN. FT.			77		60			124					143					55																				21	480
94	Fill Abandoned Water Main with Flowable Fill (10" to 12")	LIN. FT.											333	70	128																										29	560
95	Fill Abandoned Sewer Main with Flowable Fill (6" to 8")	LIN. FT.																				95										208	110	276	250	90	115	80		66	1,290

ITEM	DESCRIPTION - PAVEMENTS, DRAINAGE AND SITE RESTORATION	UNIT	SHEET 242	SHEET 243	SHEET 244	SHEET 246	SHEET 248	SHEET 250	SHEET 251	SHEET 252	SHEET 254	SHEET 255	SHEET 256	SHEET 257	SHEET 258	SHEET 259	SHEET 261	SHEET 262	SHEET 263	SHEET 264	SHEET 266	SHEET 267	SHEET 268	SHEET 269	SHEET 270	SHEET 271	SHEET 272	SHEET 273	SHEET 274	SHEET 275	SHEET 276	SHEET 278	SHEET 280	SHEET 281	SHEET 282	SHEET 284	SHEET 285	SHEET 286	SHEET 288	SHEET 290	PROJECT	TOTAL QUAN
96	Gravel Driveway Repair (6" Thickness)	TON	17				4							11														17			61										14	124
97	Asphalt Pavement Repair (3" Thickness)	TON				18				4	3		27	30	100	43			25	194	58			4				24			116										37	683
98	Tack Coat	GAL.				6				2	1		8	9	31	13			8	59	18			1				8			36									12	212
99	Cold Milling Asphalt Pavement	SQ. YD.				108				22	13		160	179	603	260			189	1170	348			20				145			703									334	4,254
100	Concrete Deep Patch (6" Thickness)	SQ. YD.				45				14	8		110	100	225	80			70	510	280			12				95			325									126	2,000
101	Curb and Gutter (Type A - Barrier)	LIN. FT.				56							13	26	65					175	243							190												72	840
102	Concrete Driveway (6" Thickness)	SQ. YD.	79										43		103	40					177										95									53	590
103	Concrete Sidewalk (4" Thickness)	SQ. YD.				5									28					68	79							24												26	230
104	Remove & Reinstall 24"x38" Flared End Section for RCPE	EACH																										1												1	1
105	Seeding	ACRE																																						4.8	4.8
106	Lime	TON																																						9.6	9.6
107	Mulch Cover	ACRE																																						4.8	4.8
108	Water	M.GAL.																																						586.2	586.2
109	Second Seeding Application	ACRE																																						4.8	4.8
110	Solid Sodding	SQ. YD.	435	740		40		20					745	145	840					15	735	310	100	755	220				575	1255		365	220								155	7,670
111	Removal and Disposal of Fence	LIN. FT.	46	15		10				20	11	10	21		119					20			20	10								36									212	550
112	Wood Rail Fence (3-Rail)	LIN. FT.	46																				20	10																	24	100
113	6' Wood Privacy Fence	LIN. FT.				10							10																			36								44	100
114	4' Steel Chain Link Fence	LIN. FT.									11																														39	50
115	6' Steel Chain Link Fence	LIN. FT.		15																																				35	50
116	6' Steel Chain Link Fence with 3-Strand Barbed Wire	LIN. FT.													33																										17	50
117	6' Security Steel Fence	LIN. FT.													86																										14	100
118	4' Barbed Wire Fence (4-Strand)	LIN. FT.								20		10	11							20																					39	100

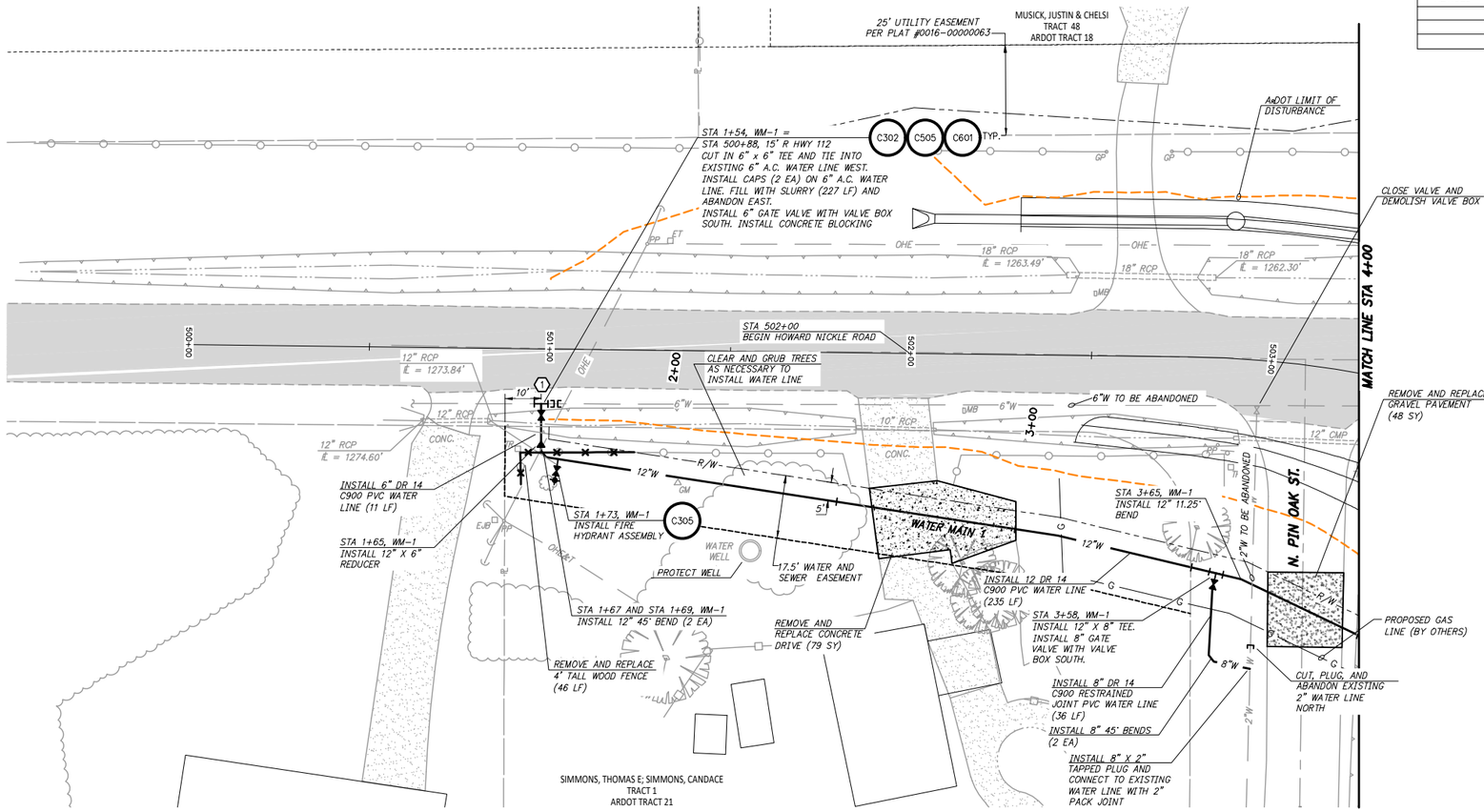
ARDOT QUANTITIES FOR UTILITIES

ITEM NO.	ITEM	QUANTITY	UNIT
SP	MANHOLE, 0' TO 6' DEPTH (4' DIAMETER)	28	EACH
SP	MANHOLE, EXTRA DEPTH (4' DIAMETER)	157	LIN. FT.
SP	MANHOLE, 0' TO 6' DEPTH (8' DIAMETER)	1	EACH
SP	MANHOLE, EXTRA DEPTH (8' DIAMETER)	17	LIN. FT.
SP	MANHOLE DROP	4	EACH
SP	CORE EXISTING MANHOLE AND CONNECT SEWER MAIN	5	EACH
SP	CONCRETE COLLAR	11	EACH
SP	PVC PIPE WATER MAIN (__", AWWA C900, CLASS 305, DR 14)	40	LIN. FT.
SP	RECONNECT SANITARY SEWER SERVICE (4" TO 6")	12	EACH
SP	4" PVC SCH 40 SEWER SERVICE	160	LIN. FT.
202	REMOVAL AND DISPOSAL OF WALKS	230	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	610	SQ. YD.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	845	LIN. FT.
SP	REMOVAL AND DISPOSAL OF ASBESTOS-CEMENT WATER LINE	1,900	LIN. FT.
SP	REMOVAL AND DISPOSAL OF WATER LINE (6" TO 24")	265	LIN. FT.
SP	REMOVAL AND DISPOSAL OF WATER LINE (LARGER THAN 24")	285	LIN. FT.
SP	REMOVAL AND SALVAGE OF FIRE HYDRANT	11	EACH
SP	REMOVAL AND DISPOSAL OF CONCRETE WATER VAULT AND VALVE	1	EACH
SP	CUT AND CAP EXISTING ASBESTOS-CEMENT WATER MAIN (__")	20	EACH
SP	CUT AND CAP EXISTING WATER MAIN (2")	2	EACH
SP	CUT AND CAP EXISTING WATER MAIN (6")	21	EACH
SP	CUT AND CAP EXISTING WATER MAIN (8")	13	EACH
SP	CUT AND CAP EXISTING WATER MAIN (12")	14	EACH
SP	CUT AND CAP EXISTING WATER MAIN (24")	2	EACH
SP	PLUG EXISTING SANITARY SEWER (4")	1	EACH
SP	PLUG EXISTING SANITARY SEWER (6")	3	EACH
SP	PLUG EXISTING SANITARY SEWER (8")	13	EACH
SP	PLUG EXISTING SANITARY SEWER (10")	2	EACH
SP	ABANDON EXISTING MANHOLE	11	EACH
SP & 202	REMOVAL AND DISPOSAL OF MANHOLES	6	EACH
SP	FILL ABANDONED WATER MAINS WITH FLOWABLE FILL (ABANDON-IN-PLACE)	2,509	LIN. FT.
SP	FILL ABANDONED SEWER MAINS WITH FLOWABLE FILL (ABANDON-IN-PLACE)	1,290	LIN. FT.
SP, SS & 303	AGGREGATE BASE COURSE (CLASS 7)	124	TON
SP, SS & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	643	TON
SP, SS & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	40	TON
SS & 401	TACK COAT	212	GAL.
SP & 412	COLD MILLING ASPHALT PAVEMENT	4,254	SQ. YD.
SP, SS & 615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)	335	CU. YD.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	840	LIN. FT.
SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	590.00	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	230	SQ. YD.
SP	REMOVAL AND SALVAGE OF FLARED END SECTIONS	1	EACH
620	SEEDING	4.80	ACRE
620	LIME	10	TON
SS & 620	MULCH COVER	4.80	ACRE
620	WATER	586.2	M.GAL.
623	SECOND SEEDING APPLICATION	4.80	ACRE
624	SOLID SODDING	7,670	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF FENCE	550	LIN. FT.
SP	RAIL WOOD FENCE	100	LIN. FT.
SP	BOARD FENCE	100	LIN. FT.
SP, SS, & 619	4' STEEL CHAIN LINK FENCE	50	LIN. FT.
SP, SS, & 619	6' STEEL CHAIN LINK FENCE	100	LIN. FT.
SP	STEEL FENCE	100	LIN. FT.
SS & 619	WIRE FENCE (TYPE D)	100	LIN. FT.

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\241 QUAN2.DWG
PLOTTED: 10/14/2025 3:46 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	242	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

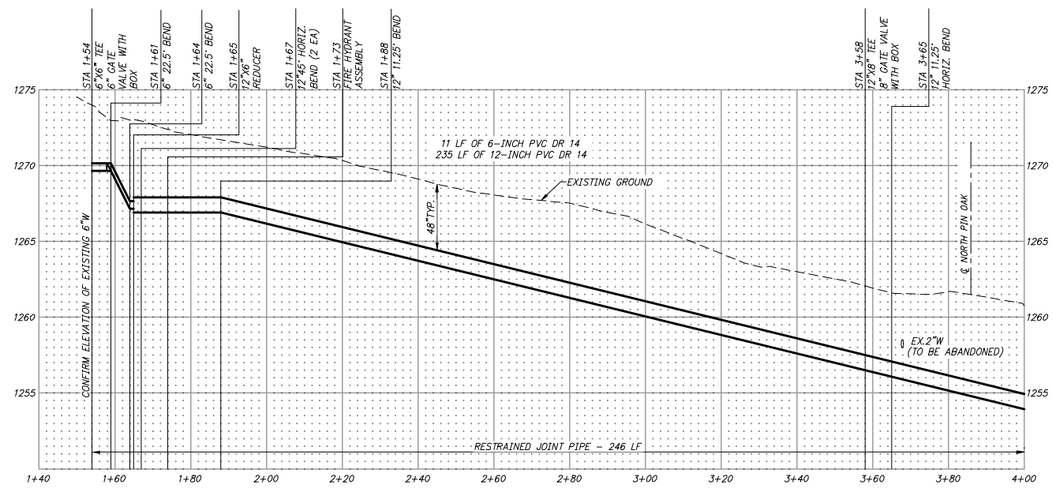


NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. WATER LINES 12-INCH AND SMALLER SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING AND FOR ENTIRE LENGTH INSIDE ALL ENCASEMENTS.
7. PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.

KEYED NOTES:

(1) CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.



WATER MAIN 1
STA 1+54 TO STA 4+00

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 1+54 TO STA 4+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\242 P-01.DWG
PLOTTED: 1/23/2025 1:20 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	243	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

20 10 0 20
SCALE IN FEET

NOTES:

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MATCH LINE STA 4+00

MATCH LINE STA 9+00

W. HOWARD NICKEL RD.

HWY. 112

WATER MAIN 1

WATER MAIN 3

40' City of Fayetteville Water & Sewer Easement Doc. #2023-00027504

SEPTIC TANK FIELD

MUSICK, JUSTIN & CHELSI TRACT 48 ARDOT TRACT 18

ArDOT LIMIT OF DISTURBANCE

25' UTILITY EASEMENT PER PLAT #0016-00000063

6"W TO BE ABANDONED

CUT AND CAP 6" A.C. WATER LINE AND ABANDON NORTH. REMOVE AND DISPOSE OF 6" A.C. PIPE SOUTH (127 LF)

BOLLIN, RAY T TRACT 38

15' WATER & SEWER EASEMENT BK. 888 PG. 693

CUT AND CAP 6" A.C. WATER LINE AND ABANDON EAST

18" FES
℄ = 1252.54'

SEE SHEET 268 FOR SLURRY FILL

STA 1+89, WATER MAIN 3= STA 504+63 ℄ HOWARD NICKEL ROAD

CUT AND CAP 6" A.C. WATER LINE. FILL WITH SLURRY (293 LF) AND ABANDON WEST

CLOSE VALVE AND DEMOLISH VALVE BOX. CUT AND CAP 6"W. FILL WITH SLURRY (214 LF) AND ABANDON EAST

12" CMP
℄ = 1254.98'

12" CMP
℄ = 1254.56'

18" FES
℄ = 1252.62'

6"W TO BE ABANDONED

20' ARKANSAS WESTERN GAS CO. EASEMENT BK. 689 PG 155

PROPOSED GAS LINE (BY OTHERS)

20' TELEPHONE EASEMENT PER PLAT #2006-00009796

STA 4+69, WM-1 INSTALL 12" 22.5° BEND

STA 5+37, WM-1 INSTALL FIRE HYDRANT ASSEMBLY

STA 5+66, WM-1 INSTALL 12" 11.25° BEND

STA 6+97, WM-1 INSTALL 12" 22.5° BEND

CLEAR AND GRUB TREE (1 EA)

TYP. C303

STA 5+29, WATER MAIN 1= STA 1+00 WATER MAIN 3= STA 504+51, 88° R HOWARD NICKEL ROAD INSTALL 12" X 8" TEE. INSTALL 8" GATE VALVE WITH VALVE BOX NORTH. INSTALL TWO (2) 12" BUTTERFLY VALVES WITH VALVE BOXES EAST AND WEST.

17.5' WATER AND SEWER EASEMENT

50' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #2023-00027498

PROTECT TREES

CLEAR AND GRUB TREE (1 EA)

CLEAR AND GRUB TREES (2 EA)

GRADE DITCH TO DRAIN

CASSAT, CHARLES A JR & DARLENE D TRACT 2 ARDOT TRACT 20

20' UTILITY EASEMENT PER PLAT #13-00000061

ArDOT LIMIT OF DISTURBANCE

SEPTIC TANK FIELD

HOUSE REMOVED BY OTHERS

25' WATER AND SEWER EASEMENT

ARKANSAS STATE HIGHWAY COMMISSION TRACT 3 ARDOT TRACT 1X

REMOVE AND REPLACE 6' TALL CHAIN LINK FENCE (15 LF)

INSTALL 12" DR 14 C900 PVC WATER LINE (500 LF)

20' WATER AND SEWER EASEMENT

HARDY, FLEMING BO & MELINDA L TRACT 4

UTILITY RELOCATION
WATER MAIN 1 PLAN
STA 4+00 TO STA 9+00

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\243 P-02.DWG
PLOTTED: 5/19/2025 8:56 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	244	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

BOLLIN, RAY
TRACT 38

NORMAN, JAMES GOERES & ASHLEY
TRACT 37

ADAMS, ANTHONY L & ALLISON E
TRACT 36
ARDOT TRACT 23

ANAND, ABHIJITH & MAHADEV, AKSHATHA BYADARAHALLY
TRACT 35

COLLINS, DERRICK A & GUADALUPE
TRACT 34

TRG HOLDINGS LLC
TRACT 33

PURDY, JOSH & MARLEAH
TRACT 32

N

20 10 0 20
SCALE IN FEET

MATCH LINE STA 9+00

HWY. 112

ARDOT LIMIT OF DISTURBANCE

JUNCTION BOX
TOP = 1247.59'
IE = 1241.41'

ABANDON EXISTING 6" A.C. WATER LINE

REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA) CAP EXISTING 6" A.C. WATER LINE AND ABANDON NORTH

MH SSM-7993
RIM = 1239.71'
INV. 8" N = 1231.32'
INV. 8" S = 1231.27'

48" CMP
30"x45" CMP
30"x48" CMP

6"W
OHE
PP
G
UG

CUT AND CAP 6"W, FILL WITH SLURRY (77 LF) AND ABANDON NORTH

25' UTILITY EASEMENT PER PLAT #13-00000061

15' UTILITY EASEMENT PER PLAT #13-00000061

SEPTIC TANK FIELD

HOUSE REMOVED BY OTHERS

REMOVE AND DISPOSE OF EXISTING 6"W (15 LF). CAP 6"W AND ABANDON SOUTH

ARKANSAS STATE HIGHWAY COMMISSION
TRACT 5

N. DEANE SOLOMAN RD.

CITY OF FAYETTEVILLE WATER & SEWER EASEMENT
DOC. #2019-00010843

MATCH LINE STA 14+00

STA 13+30, WM-1
INSTALL 12" 22.5° BEND

STA 12+68, WM-1
INSTALL WATER LINE VALVE MARKER

STA 12+73, WM-1
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

STA 11+82 TO STA 12+57, WM1
INSTALL 24" STEEL ENCASEMENT BY DRY BORE (75 LF)

STA 12+70, WM-1
INSTALL FIRE HYDRANT ASSEMBLY
INSTALL 12" BUTTERFLY VALVE WITH VALVE BOX

STA 12+60, WM-1
INSTALL 12" 22.5° BEND

STA 11+76, WM-1
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

STA 9+74, WM-1
INSTALL FIRE HYDRANT ASSEMBLY
INSTALL 12" BUTTERFLY VALVE WITH VALVE BOX

STA 9+56, WM-1
INSTALL AIR/VACUUM VALVE VAULT

STA 9+63, WM-1
INSTALL 12" x 6" TEE

INSTALL 6" 45° BEND

INSTALL 6" DR 14 C900 RESTRAINED JOINT PVC WATER LINE (25 LF)

INSTALL 12" DR 14 C900 PVC WATER LINE (500 LF)

CUT EXISTING 6" WATER LINE AND INSTALL 6" CAPS (2 EA) NORTH. INSTALL CONCRETE BLOCKING AND ABANDON EXISTING WATER LINE NORTH.

REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA)

INSTALL 6" x 6" TAPPING SLEEVE AND VALVE WITH VALVE BOX

PROPOSED GAS LINE (BY OTHERS)

WATER MAIN 1

W. HONEY LN.

30' OZARK ELECTRIC COOPERATIVE RIGHT OF WAY
DOC. #2014-00025143

WATER AND SEWER EASEMENT WIDTH VARIES

BFT RENTAL LLC
TRACT 6, 7, 9
ARDOT TRACT 9

10+00
11+00
12+00
13+00
232+00
233+00
234+00
235+00
236+00

C605 C1105 C207 C301 C306 — WM-1 SH.245 — TYP.

NOTES:

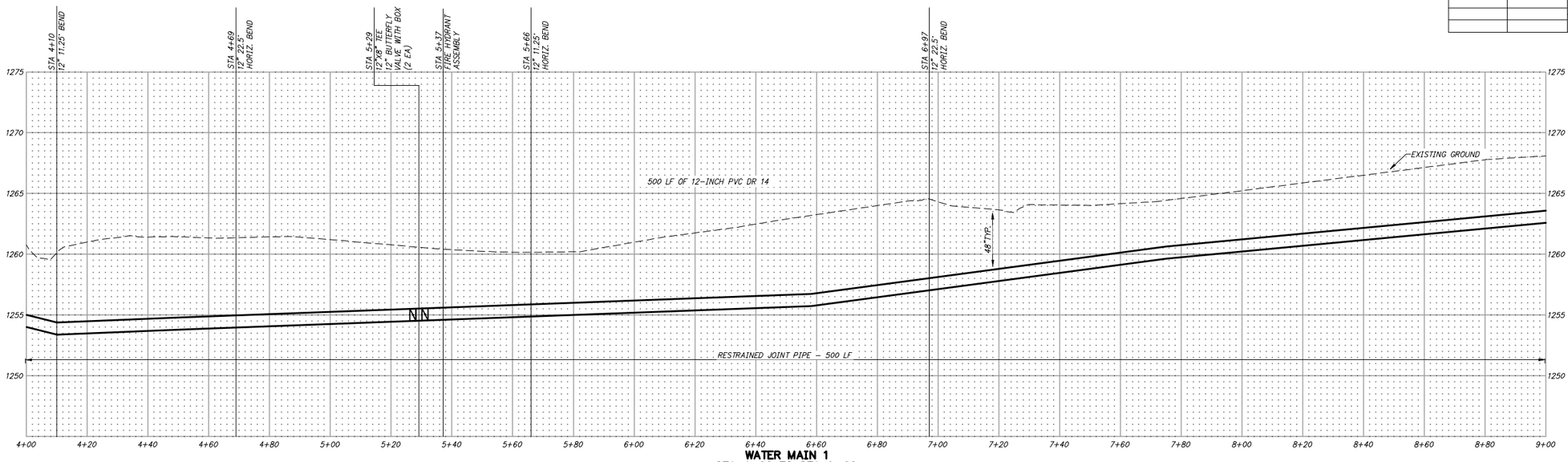
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UTILITY RELOCATION
WATER MAIN 1 PLAN
STA 9+00 TO STA 14+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\244 P-05.DWG
PLOTTED: 7/21/2025 3:42 PM

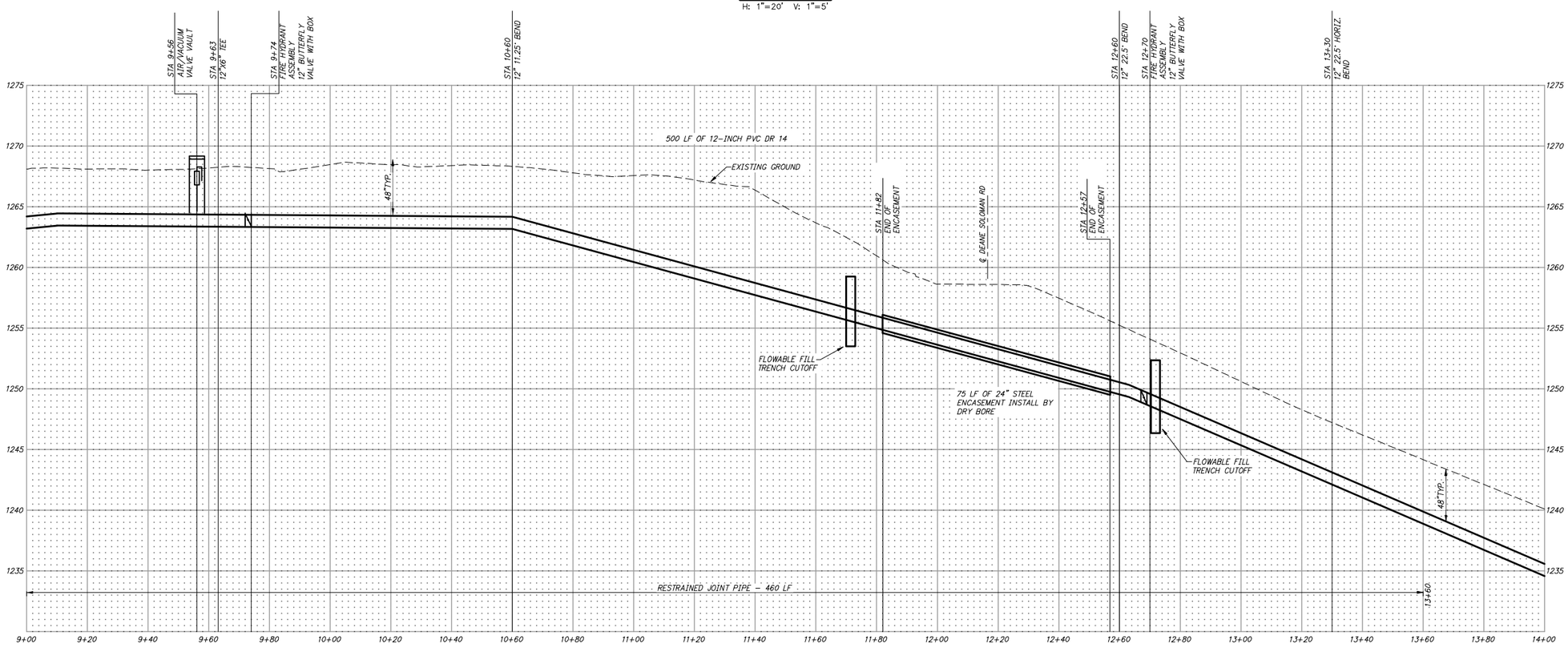
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	245	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



WATER MAIN 1
STA 4+00 TO STA 9+00

PROFILE
H: 1"=20' V: 1"=5'



WATER MAIN 1
STA 9+00 TO STA 14+00

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 1 PROFILE
STA 4+00 TO STA 14+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\245 PRO1.DWG
PLOTTED: 5/19/2022 10:04 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	246	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

PURDY, JOSH & MARLEAH
TRACT 32

15' UTILITY EASEMENT PER PLAT DOC. #023A-00000302

10' UTILITY EASEMENT PER PLAT DOC. #023A-00000302

20' DRAINAGE EASEMENT PER PLAT DOC. #023A-00000302

25' UTILITY & DRAINAGE EASEMENT PER PLAT DOC. #023A-00000302

MH SSM-7993
RIM = 1239.71'
INV. 8" N = 1231.32'
INV. 8" S = 1231.27'

30" FES
IL = 1236.50'

30" FES
IL = 1236.44'

30" FES
IL = 1236.52'

30" FES
IL = 1236.46'

28"x42" CMPE
IL = 1236.66'

28"x42" CMPE
IL = 1236.42'

BELCLAIRE HOMEOWNERS ASSOCIATION
TRACT 31

ABANDON EXISTING 6" A.C. WATER LINE (500 LF)

15' WATER & SEWER EASEMENT BK. 888 PG. 693

HWY. 112

ArDOT LIMIT OF DISTURBANCE

CUT EXISTING 8" WATER LINE AND INSTALL 8" CAPS (2 EA) SOUTH. INSTALL CONCRETE BLOCKING AND ABANDON EXISTING WATER LINE SOUTH.

STA 3+43, WM-4
INSTALL 8" X 8" TAPPING SLEEVE AND VALVE WITH VALVE BOX WEST. COORDINATE LOCATION OF GAS MAIN

STA 3+32, WM-4
INSTALL FIRE HYDRANT ASSEMBLY

INSTALL 1" SERVICE CONNECTION (1 EA)

STA 3+19, WM-4
INSTALL 8" 45° BEND

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (5 LF)

REPLACE 1" WATER SERVICE LINE (50 LF)

STA 3+17, WM-4=
STA 227+67, 118' L HWY 1112
INSTALL 8" 45° BEND

REMOVE AND REPLACE ASPHALT PAVEMENT (108 SY)

STA 2+94, WM-4
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

INSTALL 8" DR 14 C900 PVC WATER LINE (243 LF)

3+43.01

3+00

PROMENADE LINK

SCOTT, PATRICK G & KRISTEN A
TRACT 30

REMOVE AND REPLACE 6' TALL WOOD FENCE (10 LF)

25' UTILITY EASEMENT PER PLAT DOC. #023A-00000302

REMOVE AND REPLACE CONCRETE SIDEWALK (5 SY)

REMOVE AND REPLACE TYPE A CURB AND GUTTER (51 LF)

DEMOLISH VALVE BOX AND ABANDON 6"W NORTH

24" RCP

24"x36" FES
IL = 1238.65'

24"x36" FES
IL = 1239.98'

WM-4 SH.247 STA 1+94 TO STA 2+74, WM-4
INSTALL 20" STEEL ENCASEMENT BY DRY BORE (80 LF)

STA 1+99, WM-4=
STA 227+66, ℄ HWY 112

STA 1+94 WM-4
ENCASEMENT INSTALLATION METHOD CHANGE

WATER MAIN 4

MATCH LINE STA 14+00

MATCH LINE STA 19+00

MH SSM-7371
RIM = 1237.78'
INV. 8" W = 1229.64'
INV. 8" S = 1229.45'

MH SSM-7372
RIM = 1238.20'
INV. 8" N = 1230.56'
INV. 8" E = 1235.52'

SS-1 SH.280

RESTORE EXISTING STREAMBANK GEOMETRY

STA 1+04 TO STA 1+94, WM-4
INSTALL 20" STEEL ENCASEMENT BY OPEN CUT (90 LF)

CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #2019-00010843

STA 16+70, WM-1
INSTALL FIRE HYDRANT ASSEMBLY

WATER MAIN 1

PROPOSED GAS LINE (BY OTHERS)

20' WATER AND SEWER EASEMENT

WM-1 SH.247 INSTALL 12" DR 14 C900 PVC WATER LINE (500 LF)

STA 17+70, WATER MAIN 1=
STA 1+00, WATER MAIN 4=
STA 227+65, 100' L HWY 112
INSTALL 12" X 8" TEE
INSTALL 12" BUTTERFLY VALVE AND VALVE BOX EAST
INSTALL 8" GATE VALVE AND BOX NORTH

STA 17+70, WM-1
INSTALL WATER LINE VALVE MARKER

25' WATER AND SEWER EASEMENT

MH SSM-7373
RIM = 1236.00'
INV. 8" N = 1227.30'
INV. 8" SE = 1227.17'

BFT RENTAL LLC
TRACT 6, 7, 9
ARDOT TRACT 9

SCALE IN FEET: 20 10 0 20

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. WATER LINES 12-INCH AND SMALLER SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING AND FOR ENTIRE LENGTH INSIDE ALL ENCASEMENTS.
7. PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.

KEYED NOTES:

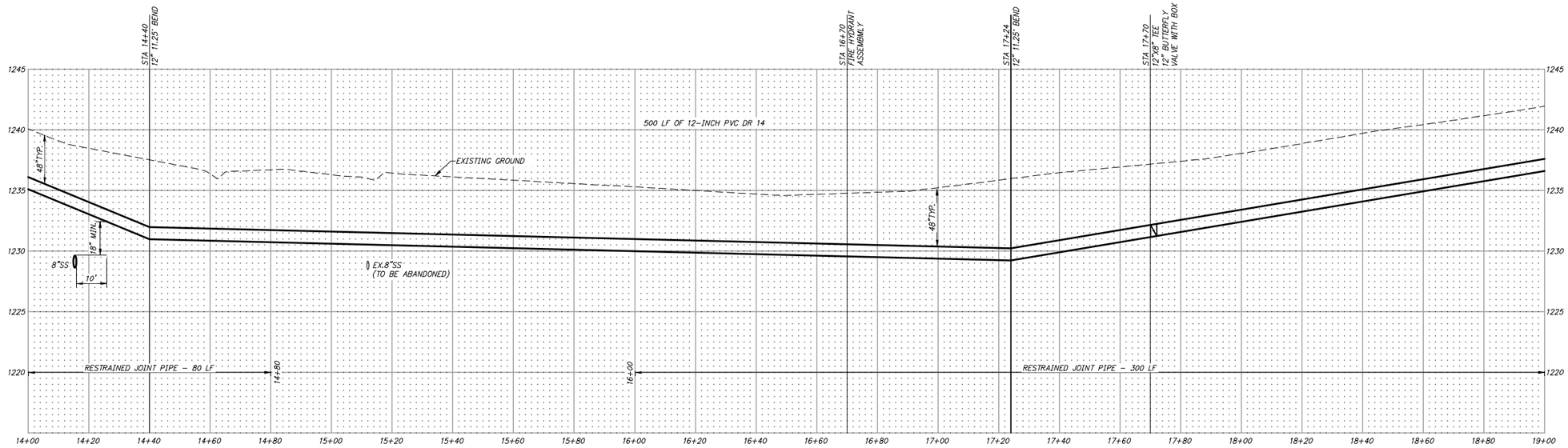
1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. CONTRACTOR SHALL CONSTRUCT 8-INCH SEWER AND PLACE INTO SERVICE PRIOR TO CONSTRUCTING 12-INCH WATER LINE

UTILITY RELOCATION
WATER MAIN 1 PLAN STA 14+00 TO 19+00
WATER MAIN 4 PLAN STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\246 P-06.DWG
PLOTTED: 6/10/2024 2:39 PM

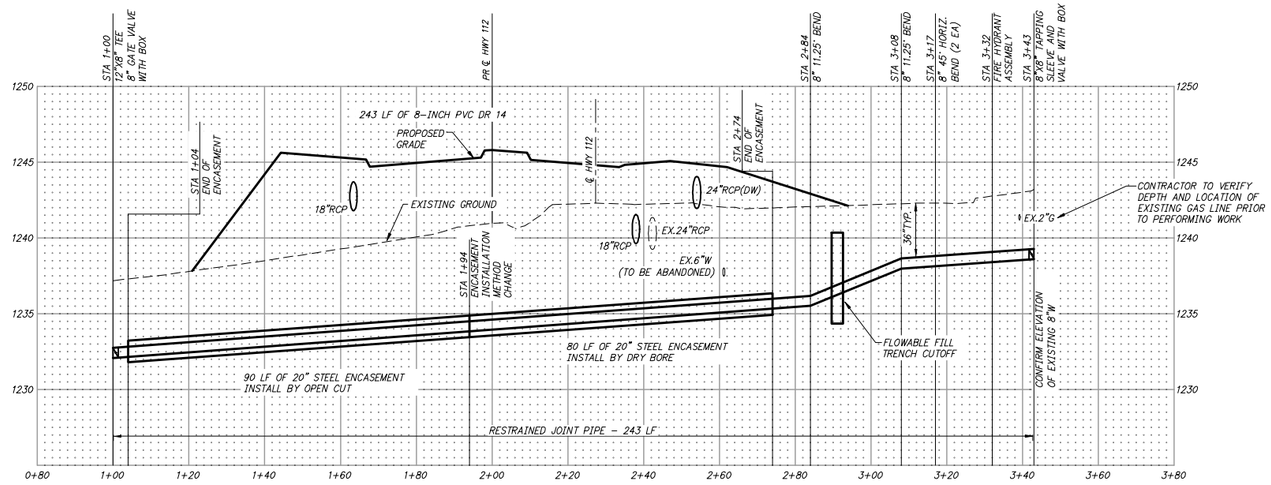
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	247	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



WATER MAIN 1
STA 14+00 TO STA 19+00

PROFILE
H: 1"=20' V: 1"=5'



WATER MAIN 4
STA 1+00 TO END

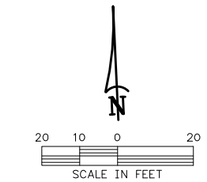
PROFILE
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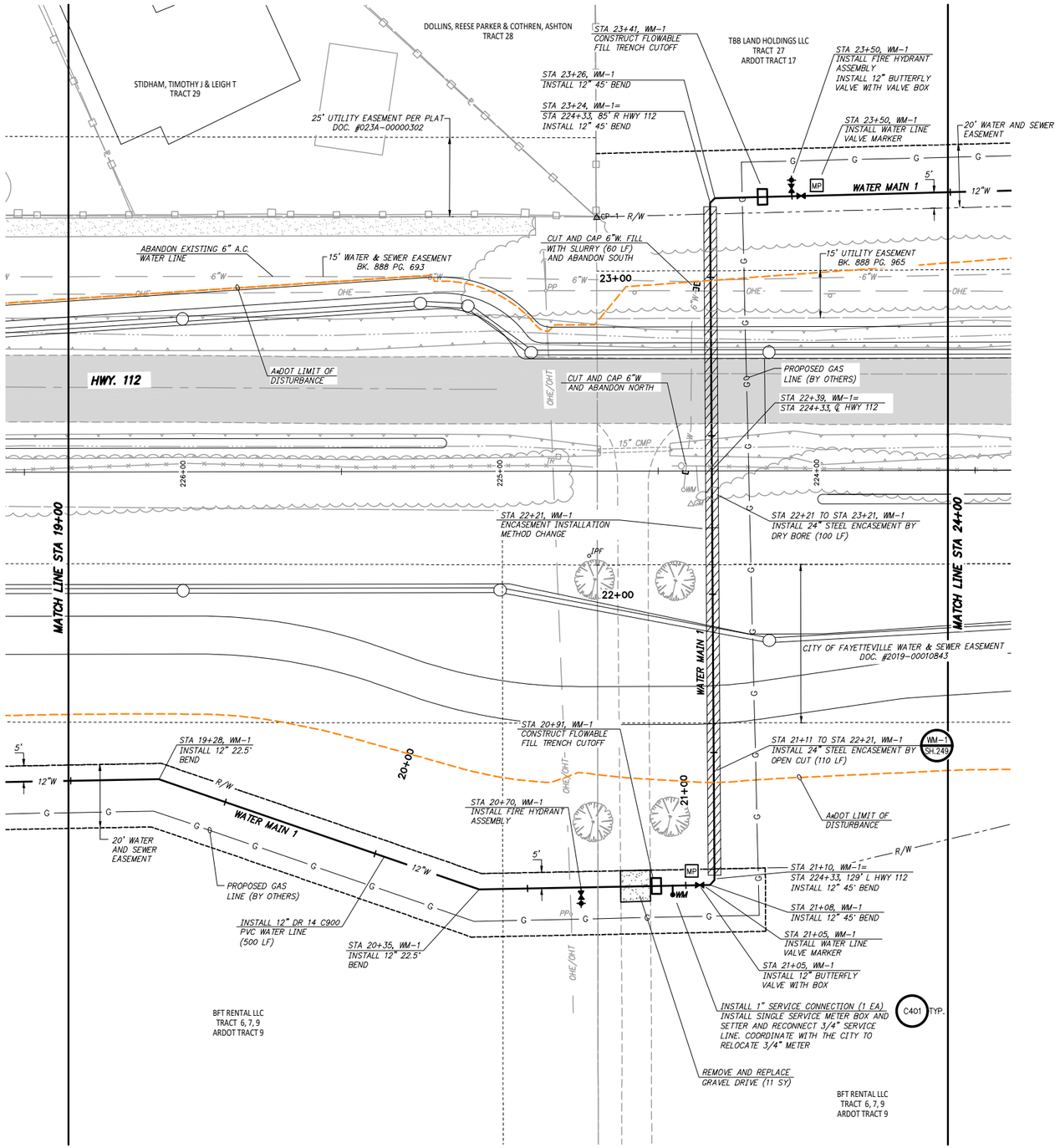
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DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\247 PRO2.DWG
PLOTTED: 6/10/2024 3:10 PM

UTILITY RELOCATION
WATER MAIN 1 PROFILE STA 14+00 TO STA 19+00
WATER MAIN 4 PROFILE STA 1+00 TO END

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	248	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK





NOTES:

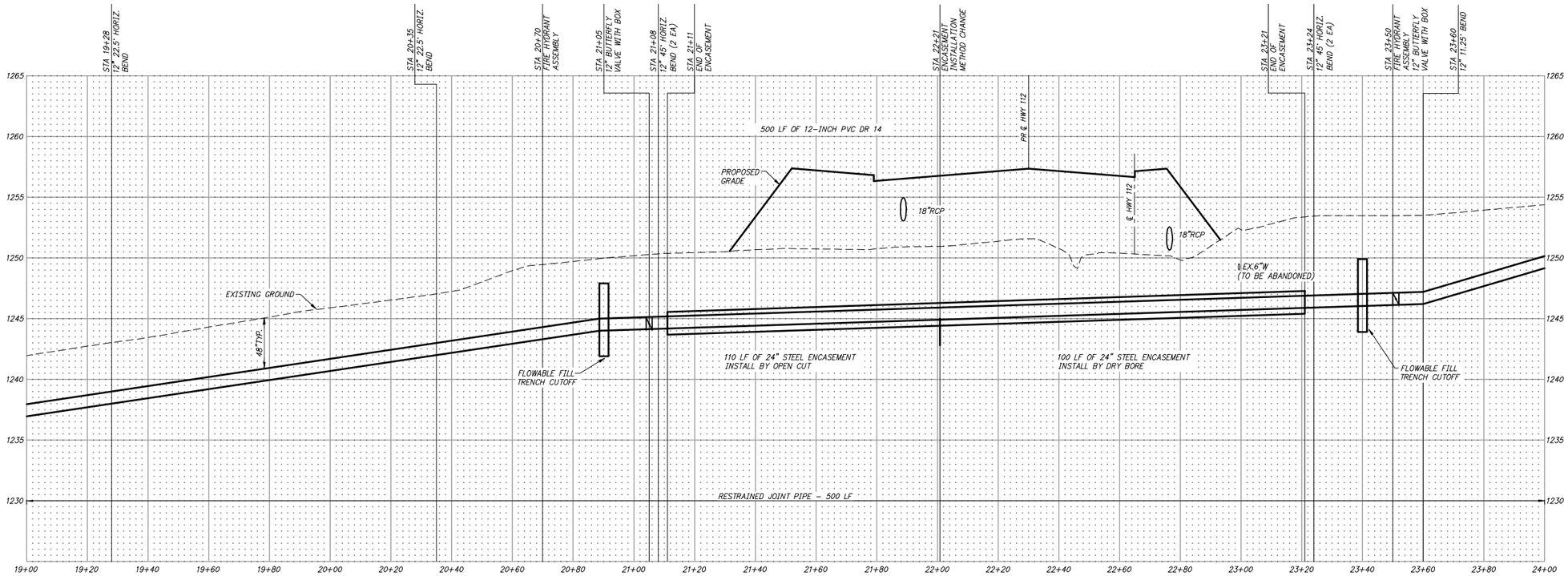
1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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UTILITY RELOCATION
WATER MAIN 1 PLAN
STA 19+00 TO STA 24+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\248 P-07.DWG
PLOTTED: 9/6/2024 1:36 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	249	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



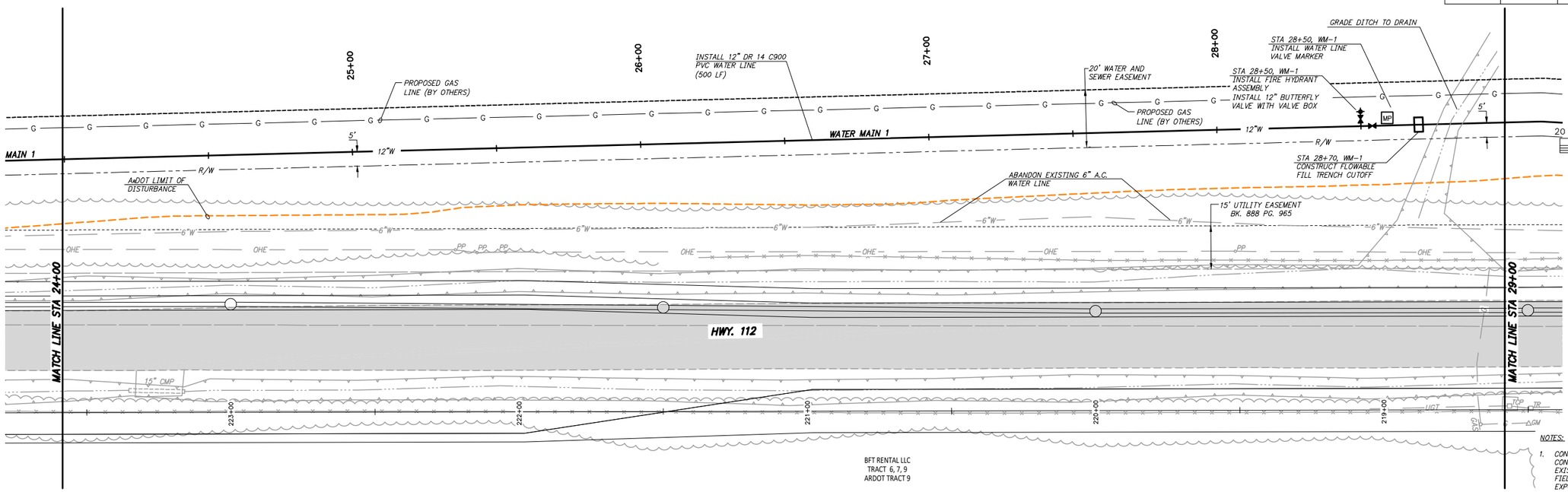
WATER MAIN 1
STA 19+00 TO STA 24+00

PROFILE
H: 1"=20' V: 1"=5'

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\249 PRO2.DWG
PLOTTED: 6/16/2022 10:06 AM

UTILITY RELOCATION
WATER MAIN 1 PROFILE
STA 19+00 TO STA 24+00

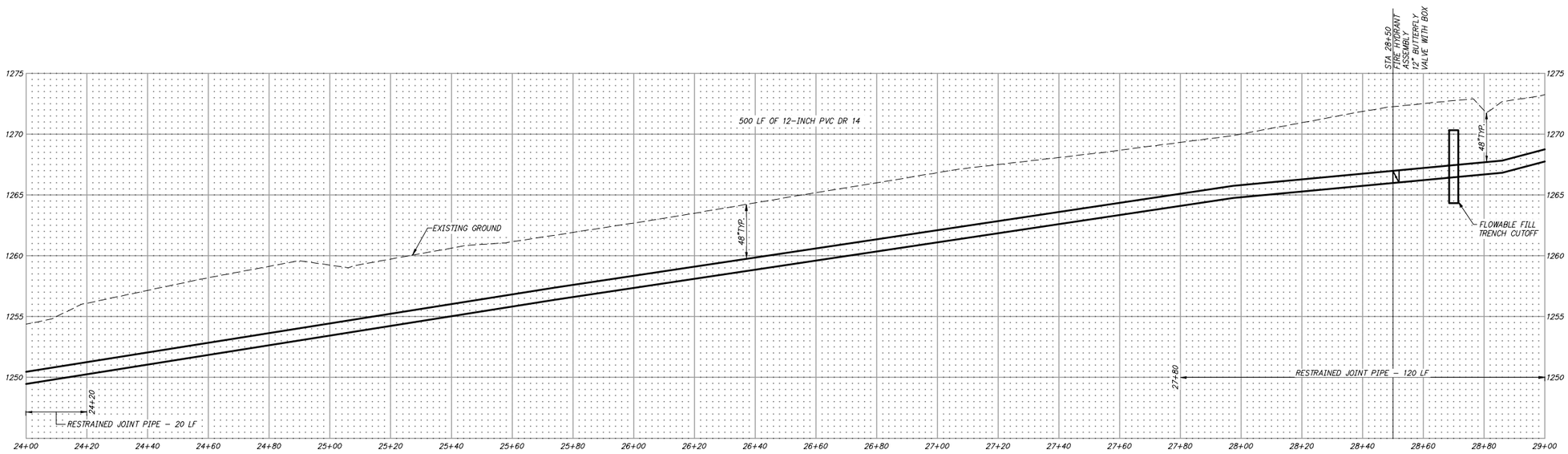
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	250	392
		UTILITY RELOCATION				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

NOTES:

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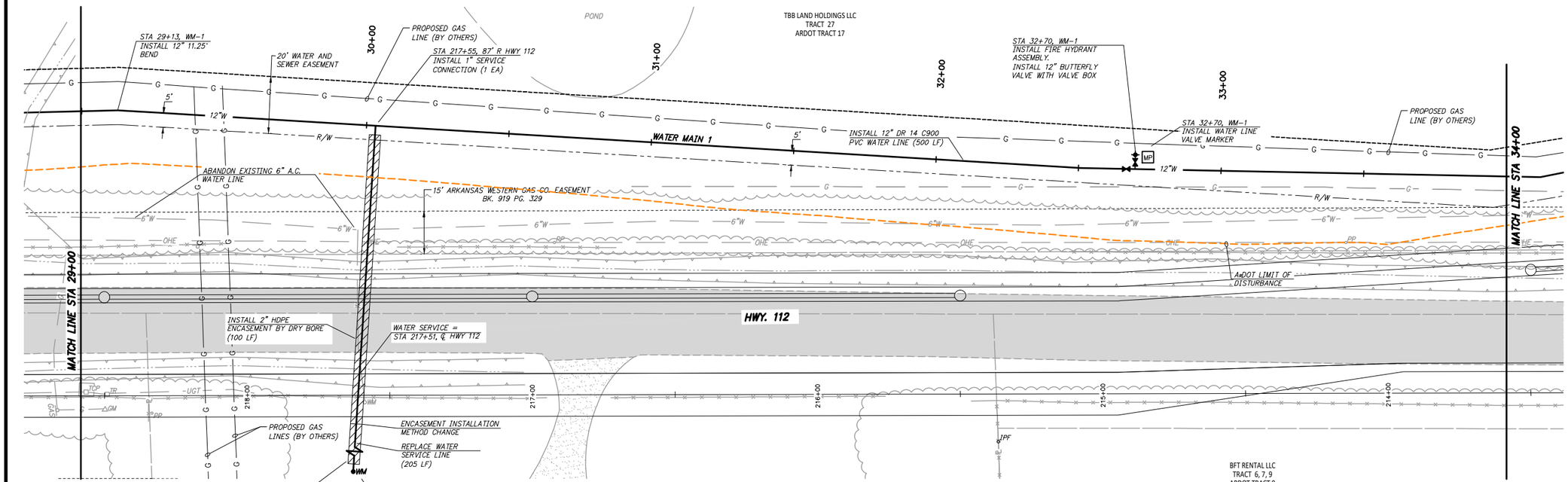
WATER MAIN 1
STA 24+00 TO STA 29+00

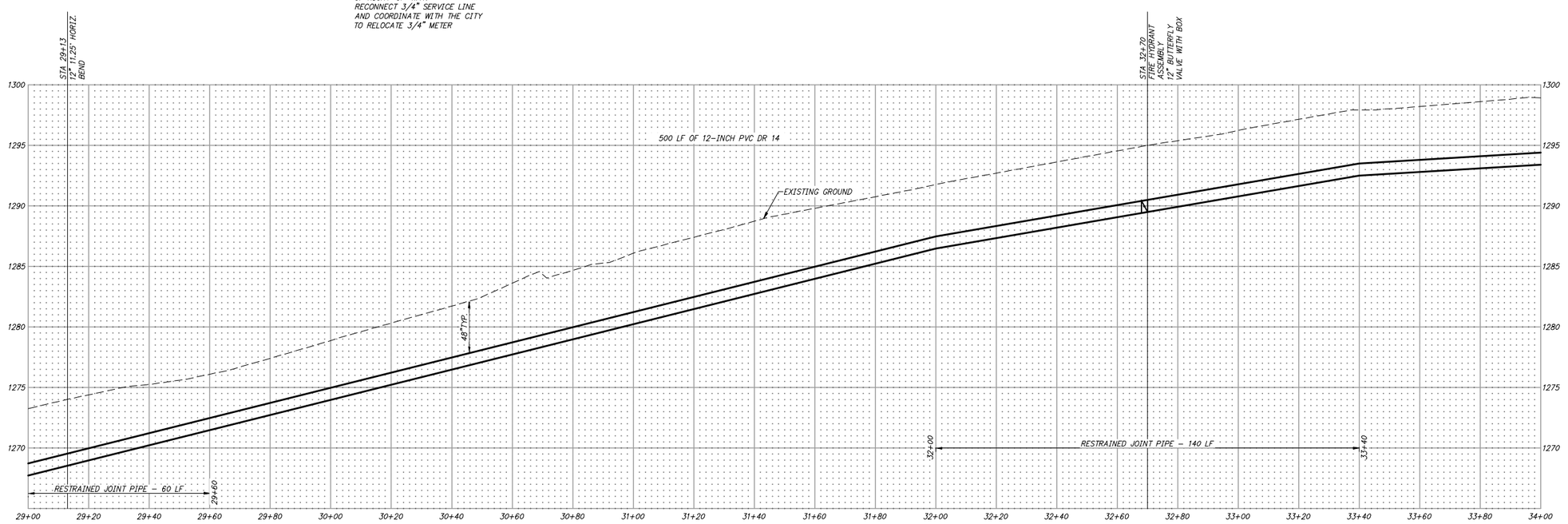
PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 24+00 TO STA 29+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\250 P-08.DWG
PLOTTED: 7/23/2025 8:48 AM

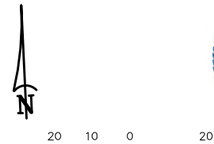
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	251	392
		UTILITY RELOCATION				

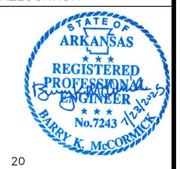




WATER MAIN 1
STA 29+00 TO STA 34+00

PROFILE
H: 1"=20' V: 1"=5'





NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 29+00 TO STA 34+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\251 P-09.DWG
PLOTTED: 5/26/2022 3:37 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	252	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

N

20 10 0 20
SCALE IN FEET

TBB LAND HOLDINGS LLC
TRACT 27
ARDOT TRACT 17

LITZINGER, BILL REVOCABLE TRUST
TRACT 26
ARDOT TRACT 16

N. CRIS HOLLOW RD.

STA 34+81 WATER MAIN 1=
STA 1+00 WATER MAIN 5=
STA 212+79, 88' R HWY 112
INSTALL 12" X 8" TEE. INSTALL 8" GATE VALVE WITH VALVE BOX SOUTH. INSTALL 12" BUTTERFLY VALVE WITH VALVE BOX WEST

STA 34+81, WM-1
INSTALL WATER LINE VALVE MARKER

STA 34+76, WM-1
INSTALL 12" 11.25° BEND

TYP. C605
STA 34+30, WM-1
INSTALL AIR/VACUUM VALVE VAULT

STA 35+82, WM-1
INSTALL 12" 11.25° BEND

WM-1 SH.253
INSTALL 12" DR 14 C900 PVC WATER LINE (400 LF)

STA 37+69, WM-1
INSTALL 12" 11.25° BEND

PROPOSED GAS LINE (BY OTHERS)

20' WATER AND SEWER EASEMENT

REMOVE AND REPLACE ASPHALT PAVEMENT (22 SY)

REMOVE AND REPLACE 4' TALL BARBED WIRE FENCE (10 LF)

35+00 | 36+00 | 37+00

1+00

WATER MAIN 1

12"W

5'

R/W

ABANDON EXISTING 6" A.C. WATER LINE

REMOVE AND REPLACE 4' TALL BARBED WIRE FENCE (10 LF)

15' WATER & SEWER EASEMENT BK. 893 PG. 121

STA 34+12, WM-1
INSTALL 12" 22.5° BEND

STA 36+68, WM-1
INSTALL 12" 11.25° BEND

STA 36+60, WM-1
INSTALL FIRE HYDRANT ASSEMBLY

ArDOT LIMIT OF DISTURBANCE

6"W | 8"W | OHE | 12" CMP | IPF | PP | FOC | TR | D DRS

MATCH LINE STA 34+00

MATCH LINE STA 38+00

CUT AND CAP 6"W. FILL WITH SLURRY (124 LF) AND ABANDON SOUTH

REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA)

STA 1+08 TO STA 1+98, WM-5
INSTALL 20" STEEL ENCASEMENT BY DRY BORE (90 LF)

HWY. 112

213+00 | 212+00 | 211+00 | 210+00

CM | WM

LOCATE EXISTING SERVICE LINE AT BUILDING (SEE SHEET 253) BEFORE TAPPING NEW SERVICE

STA 1+88, WM-5=
STA 212+79 ℄ HWY 112

2+00

STA 1+98, WM-5
ENCASEMENT INSTALLATION METHOD CHANGE

STA 1+98 TO STA 3+13, WM-5
INSTALL 20" STEEL ENCASEMENT BY OPEN CUT (115 LF)

WM-5 SH.253

WATER MAIN 5

CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #2019-00010840

CUT AND CAP 6"W. ABANDON NORTH AND SOUTH

INSTALL 8" DR 14 C900 PVC WATER LINE (214 LF)

3+00

STA 3+24, WM-5
INSTALL WATER LINE VALVE MARKER

STA 3+14, WM-5
INSTALL 8" x 6" REDUCER

STA 3+16, WM-5=
STA 212+79, 128' L HWY 112
INSTALL 6" 45° BEND

STA 3+18, WM-5
INSTALL 6" 45° BEND

STA 3+24, WM-5
INSTALL 6" X 6" TAPPING SLEEVE AND VALVE WITH VALVE BOX EAST

CUT EXISTING 6" WATER LINE AND INSTALL 6" CAP (2 EA) NORTH INSTALL CONCRETE BLOCKING AND ABANDON EXISTING 6" WATER LINE NORTH.

SEE SHEET 253 FOR CONTINUATION

BFT RENTAL LLC
TRACT 6, 7, 9
ARDOT TRACT 9

ArDOT LIMIT OF DISTURBANCE

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. WATER LINES 12-INCH AND SMALLER SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING AND FOR ENTIRE LENGTH INSIDE ALL ENCASEMENTS.
7. PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.

UTILITY RELOCATION
WATER MAIN 1 PLAN STA 34+00 TO STA 38+00
WATER MAIN 5 PLAN STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\252 P-10.DWG
PLOTTED: 6/10/2024 4:45 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	253	392
		UTILITY RELOCATION				

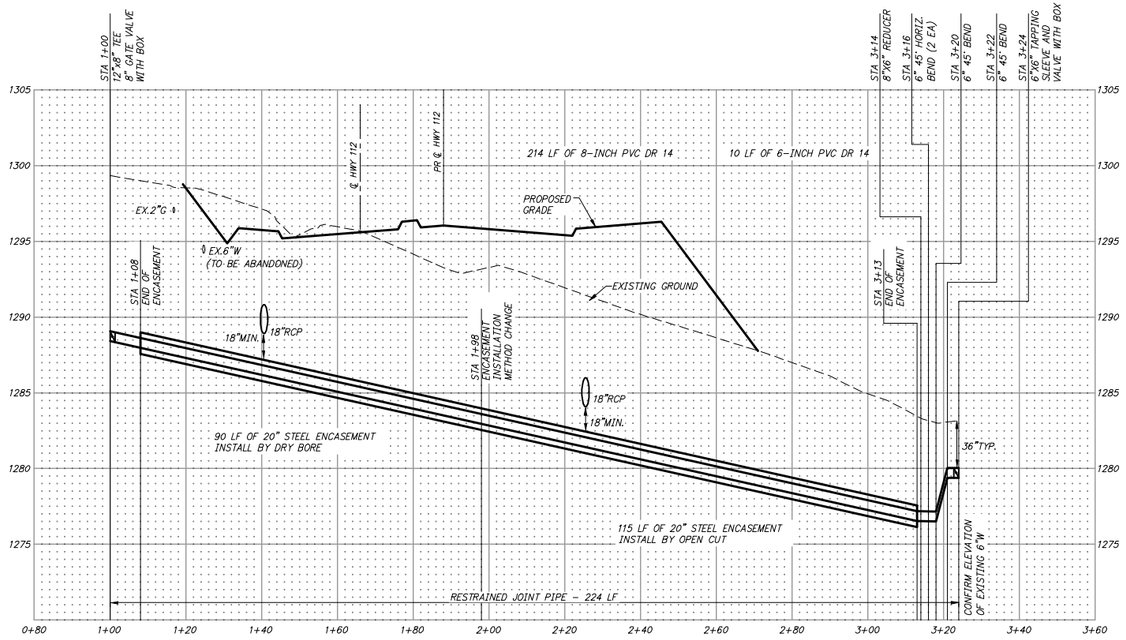
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



WATER MAIN 1
STA 34+00 TO STA 38+00

PROFILE

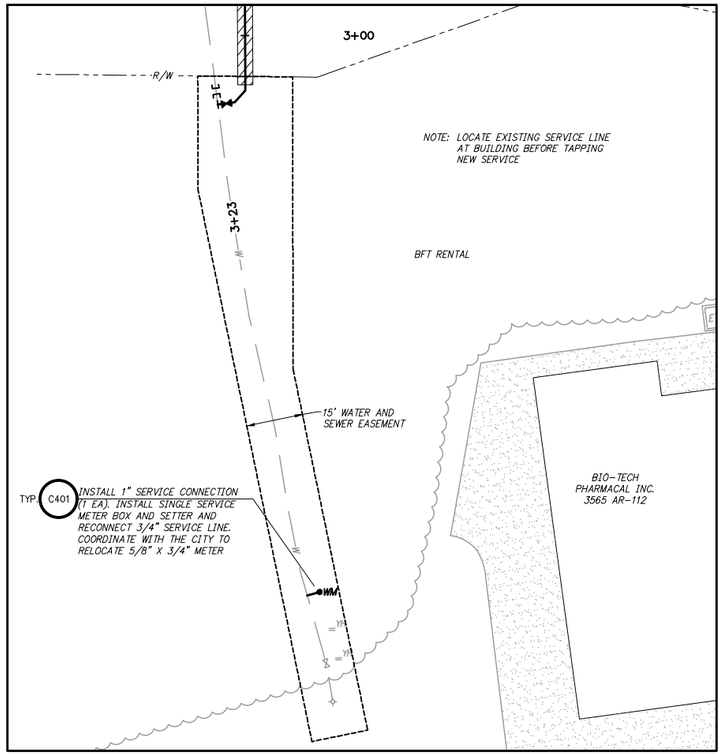
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WATER MAIN 5
STA 1+00 TO END

PROFILE

H: 1"=20' V: 1"=5'



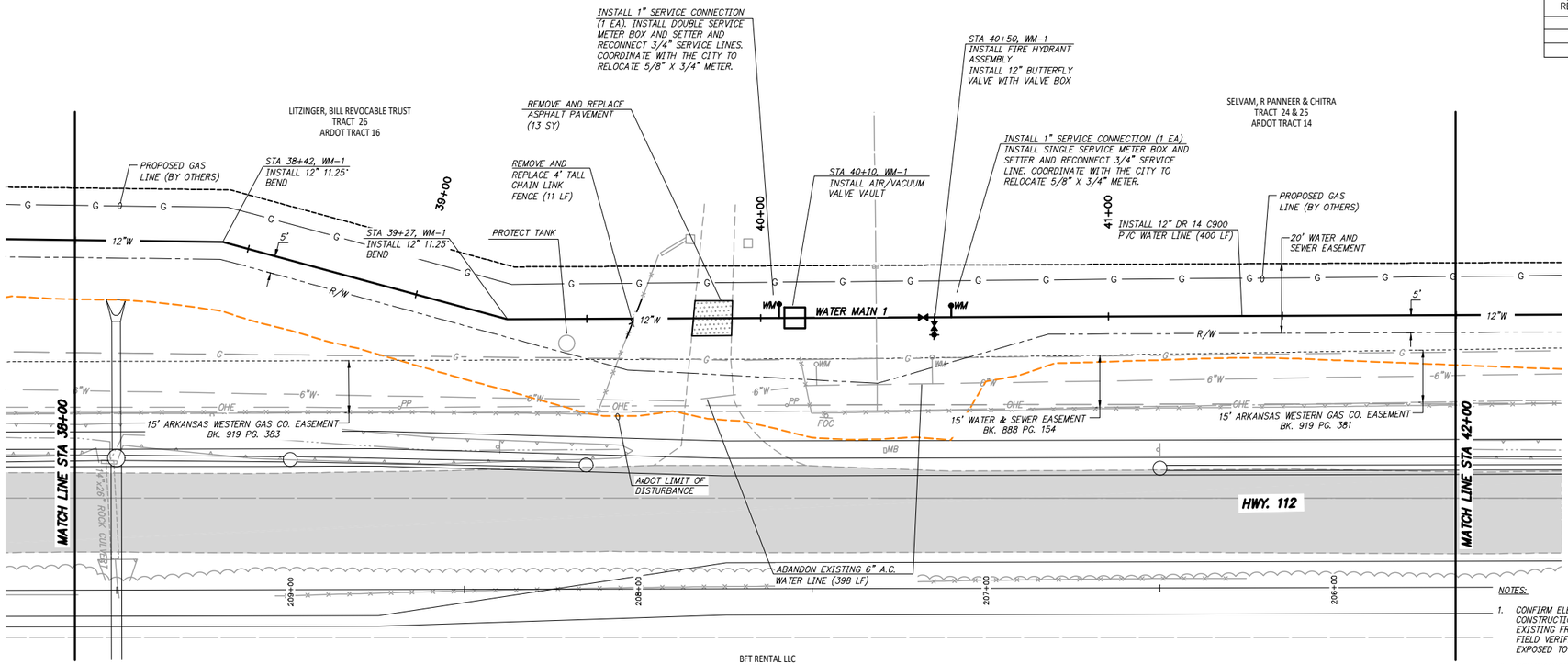
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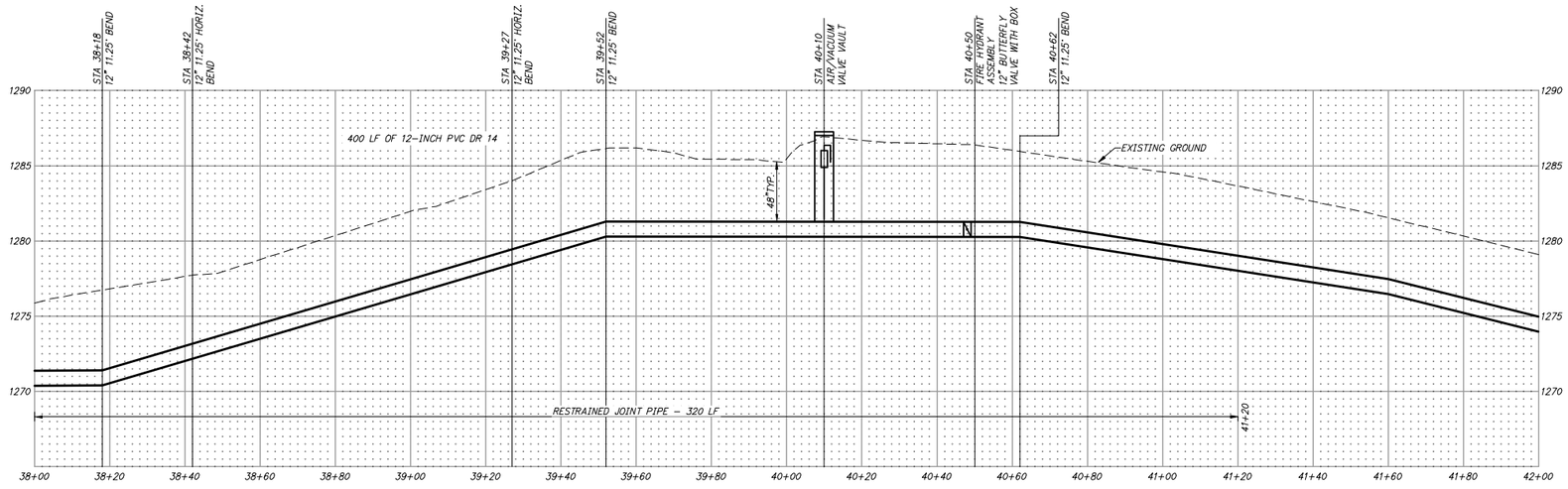
1"=20'

UTILITY RELOCATION
WATER MAIN 1 PROFILE STA 34+00 TO STA 38+00
WATER MAIN 5 PROFILE STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\253 PRO3.DWG
PLOTTED: 9/26/2022 9:57 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	254	392
		UTILITY RELOCATION				





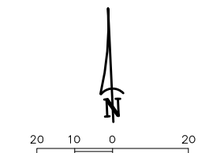
WATER MAIN 1
STA 38+00 TO STA 42+00

PROFILE

H: 1"=20' V: 1"=5'

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. WATER LINES 12-INCH AND SMALLER SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING AND FOR ENTIRE LENGTH INSIDE ALL ENCASEMENTS.
7. PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.

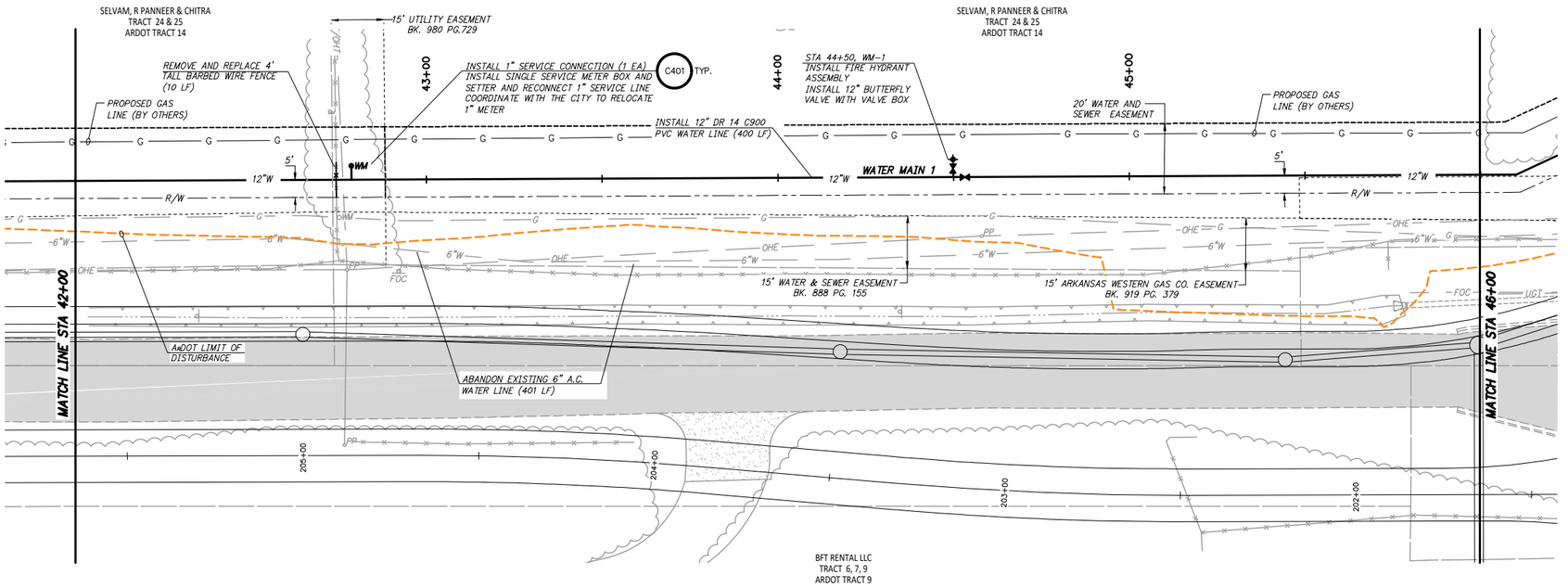


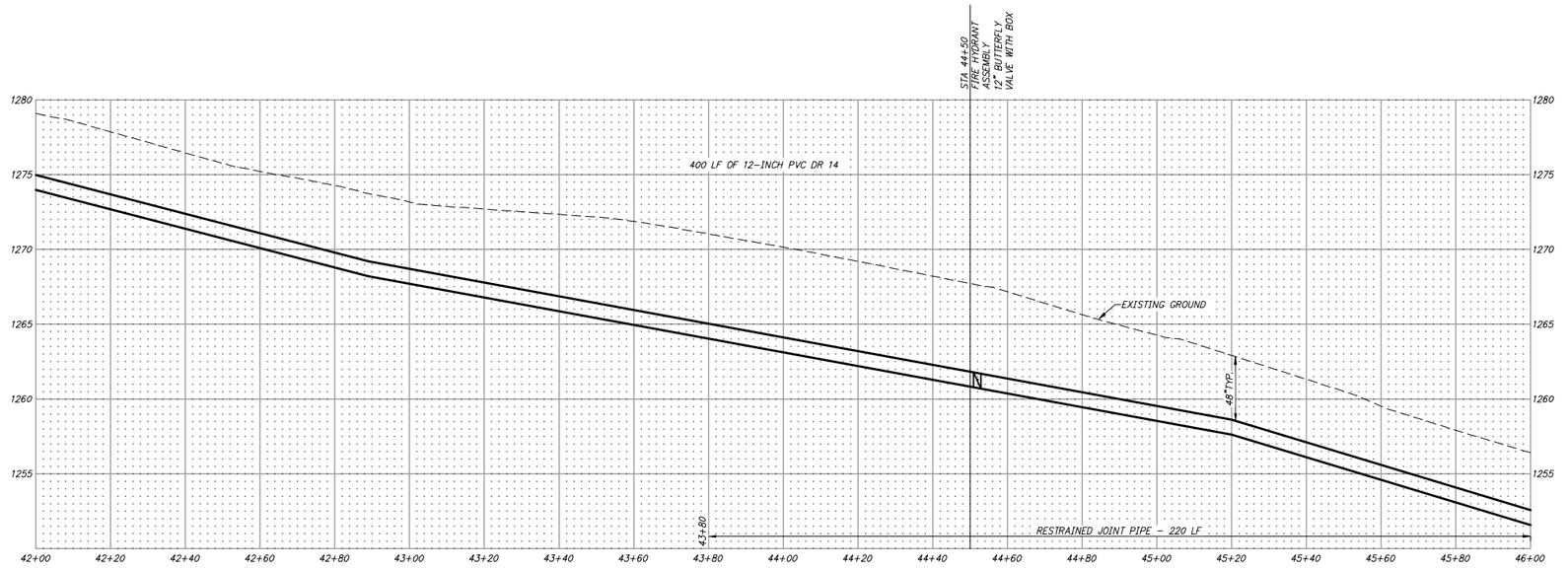


UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 38+00 TO STA 42+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\254 P-11.DWG
PLOTTED: 6/11/2024 9:07 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	255	392
		UTILITY RELOCATION				



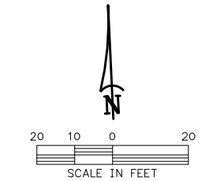


WATER MAIN 1
STA 42+00 TO STA 46+00

PROFILE
H: 1"=20' V: 1"=5'

NOTES:

1. *CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.*
2. *CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.*
3. *CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.*
4. *ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.*
5. *FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.*
6. *WATER LINES 12-INCH AND SMALLER SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING AND FOR ENTIRE LENGTH INSIDE ALL ENCASEMENTS.*
7. *PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.*

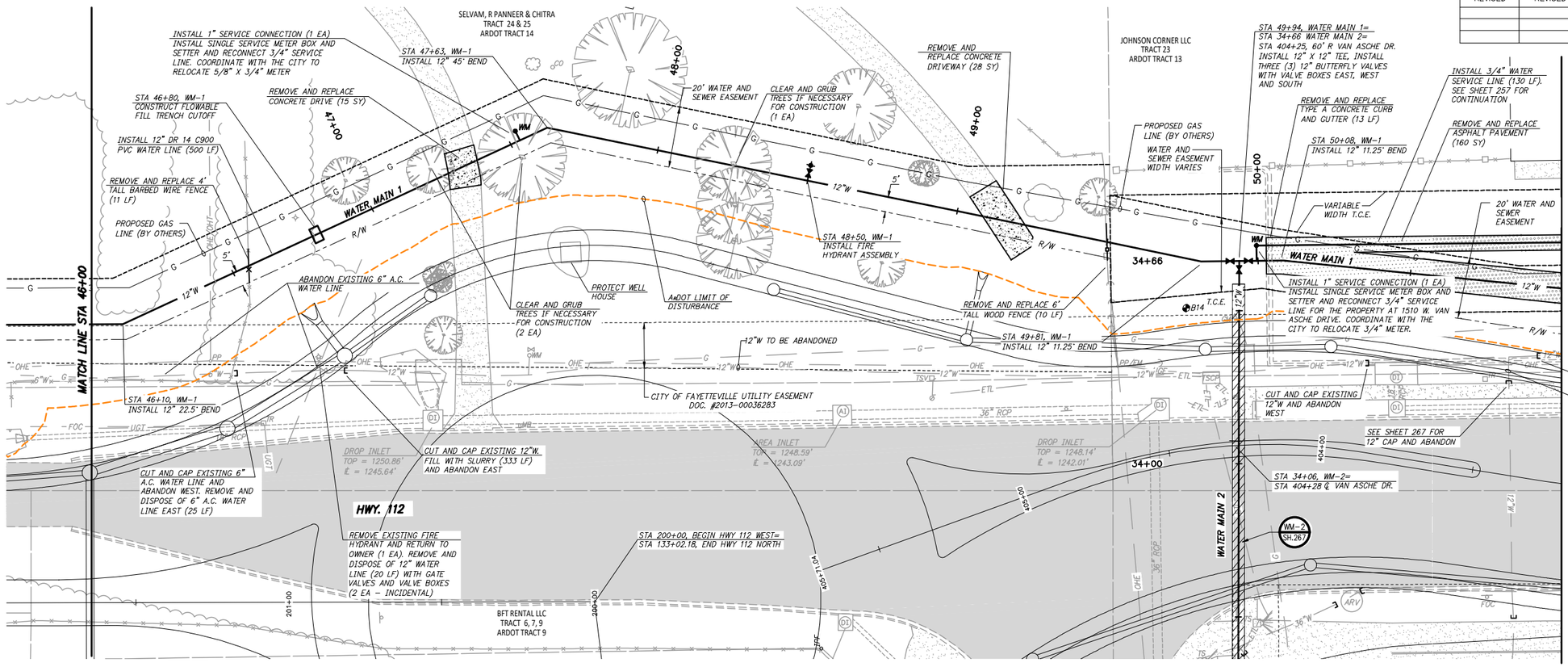




UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 42+00 TO STA 46+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\255 P-12.DWG
PLOTTED: 6/11/2024 9:38 AM

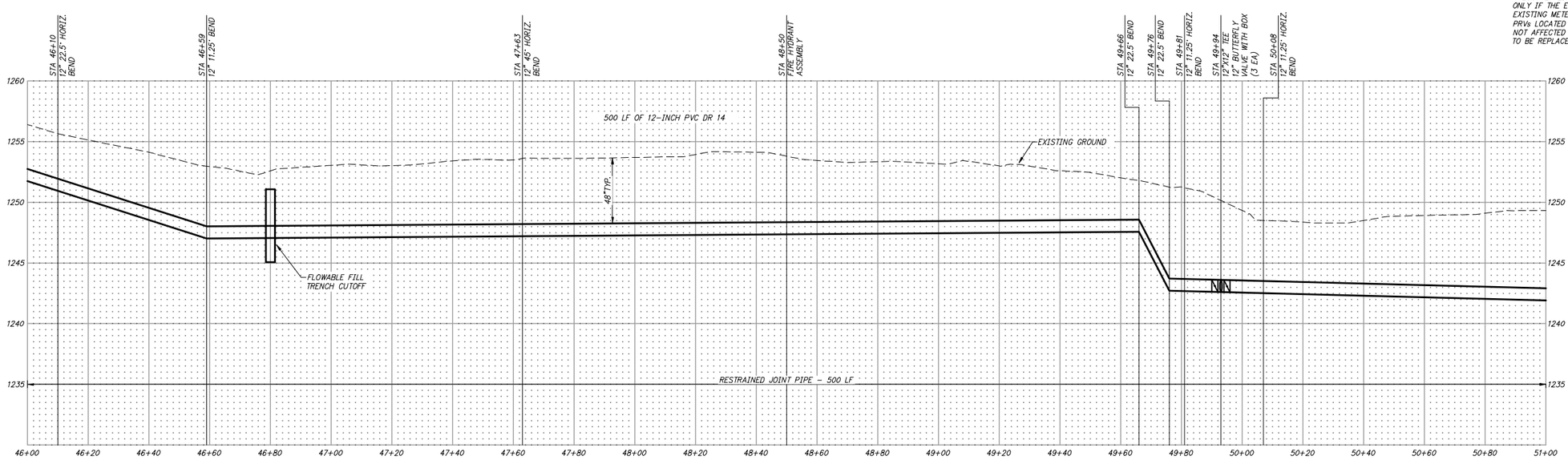
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	256	392
		UTILITY RELOCATION				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. WATER LINES 12-INCH AND SMALLER SHALL BE RESTRAINED A MINIMUM OF TWO (2) PIPE JOINTS (40 FEET MINIMUM) ON EACH SIDE OF A FITTING AND FOR ENTIRE LENGTH INSIDE ALL ENCASEMENTS.
7. PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.



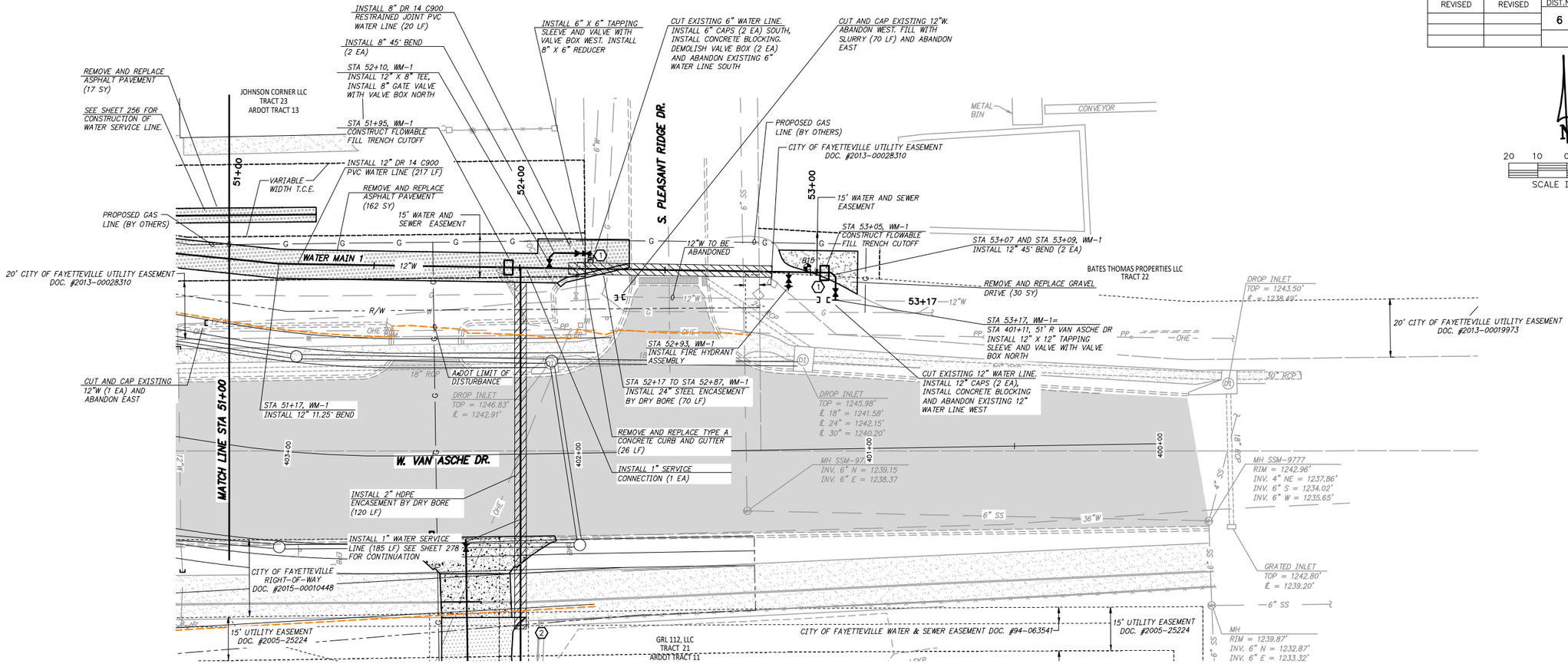
WATER MAIN 1
STA 46+00 TO STA 51+00

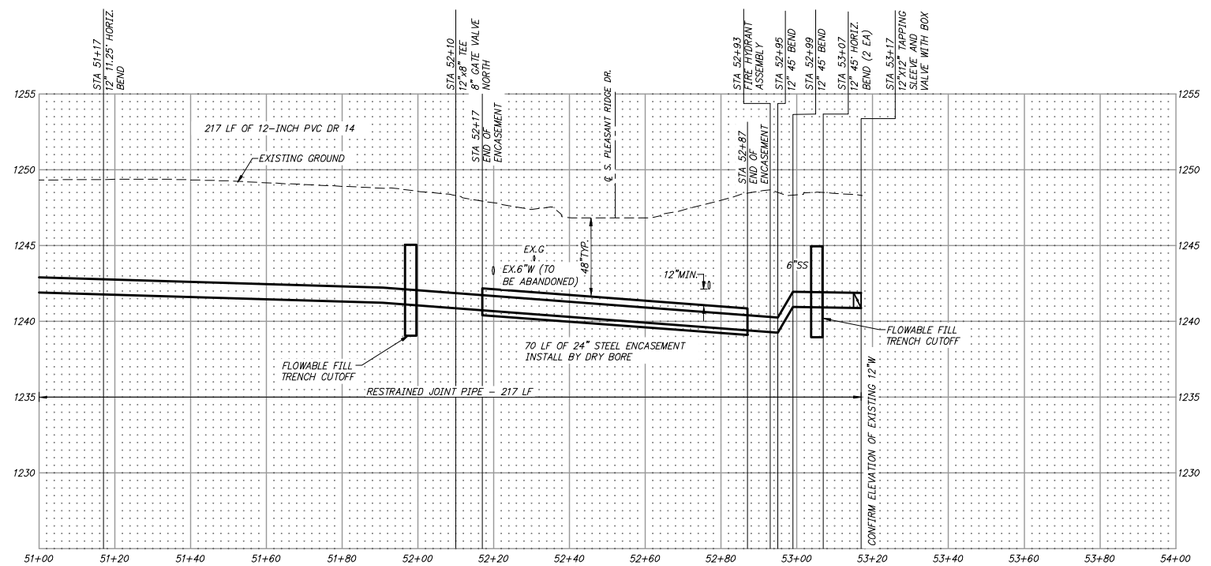
PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 46+00 TO STA 51+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\256 P-13.DWG
PLOTTED: 7/24/2025 3:46 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	257	392
		UTILITY RELOCATION				





WATER MAIN 1
STA 51+00 TO STA END

PROFILE
H: 1"=20' V: 1"=5'

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. CONTRACTOR TO CONFIRM LOCATION OF SERVICE LINE PRIOR TO TAPPING FOR THE SERVICE LINE CONNECTION.

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
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7. PRIOR TO THE INSTALLATION OF NEW WATER METER BOXES, CONTRACTOR SHALL CONFIRM AND LOCATE EXISTING PRESSURE REDUCING VALVES (PRVs) FOR EACH WATER SERVICE. COORDINATE WITH THE ENGINEER AND INSTALL A NEW PRESSURE REDUCING VALVE AND BOX ON THE NEW SERVICE ONLY IF THE EXISTING PRV IS LOCATED ADJACENT TO AN EXISTING METER BOX SCHEDULED FOR REPLACEMENT. EXISTING PRVs LOCATED AT THE CUSTOMER'S BUILDING OR WHICH ARE NOT AFFECTED BY THE RELOCATION OF WATER MAINS ARE NOT TO BE REPLACED UNLESS DIRECTED BY THE ENGINEER.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 HARRY K. McCORMICK

UTILITY RELOCATION
WATER MAIN 1 PLAN AND PROFILE
STA 51+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\257 P-14.DWG
PLOTTED: 9/6/2024 3:24 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	258	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

N

20 10 0 20
SCALE IN FEET

MATCH LINE STA 5+00

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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8. CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY CHAIN LINK SECURITY FENCING DURING CONSTRUCTION AND RESTORE PARKING LOT AND ORIGINAL FENCING UPON COMPLETION OF CONSTRUCTION AT ABF FREIGHT.
9. PRIOR TO REMOVAL OF LANDSCAPING, NOTIFY THE PROPERTY OWNER AND ALLOW FOR ANY SALVAGING OF PLANTINGS OR IRRIGATION SPRINKLER HEADS. CAP ANY IRRIGATION PIPING THAT IS CUT. REMOVAL AND DISPOSAL OF LANDSCAPING, INCLUDING CAPPING IRRIGATION PIPING, IS CONSIDERED INCIDENTAL TO SITE PREPARATION.

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. REMOVE AND REINSTALL EXISTING STEEL SECURITY FENCING. APPLY TOUCH-UP PAINT TO MATCH EXISTING TYPE AND COLOR.
3. CONTRACTOR MAY NOT OCCUPY THE TEMPORARY CONSTRUCTION EASEMENT ON THE SAM'S CLUB TRACT DURING THE MONTHS OF NOVEMBER AND DECEMBER. WORK MAY OCCUR WITHIN THE WATER AND SEWER EASEMENT NORTH OF THE PARKING LOT, WITH ENGINEER'S APPROVAL, BUT EQUIPMENT, MATERIALS, ETC. MAY NOT INTERFERE WITH SAM'S CLUB CUSTOMER ACCESS TO ANY PARKING SPACES. CONTRACTOR SHALL ENSURE THAT PARKING LOT PAVEMENT IS RESTORED PRIOR TO NOVEMBER.

REMOVE AND REINSTALL 6' TALL STEEL SECURITY FENCE (11 LF) (2)
REMOVE AND REPLACE 6' TYPE A CURB AND GUTTER (11 LF)
PROPOSED GAS LINE (BY OTHERS)
25' UTILITY EASEMENT BK. 980 PG. 895
WATER AND SEWER EASEMENT WIDTH VARIES
AHDOT LIMIT OF DISTURBANCE
REMOVE AND REPLACE CONCRETE PAVEMENT (103 SY)
MH SSM-9121 RIM = 1207.79 INV. 8" S = 1201.07' INV. 8" NW = 1200.99'
25' WATER AND SEWER EASEMENT
NELMS LLLP TRACT 14 ARDOT TRACT 4
8"W TO BE ABANDONED
WM-2 SH.260
AHDOT LIMIT OF DISTURBANCE
15" RCP
GRATED STORM DRAIN TOP = 1205.54' E = 1203.69'
INSTALL 12" DR 14 C900 PVC WATER LINE (424 LF)
GRATED STORM DRAIN TOP = 1205.99' E S = 1202.73' E N = 1202.44'
STA 3+73, WM-2 CONSTRUCT FLOWABLE FILL TRENCH CUTOFF
INSTALL SINGLE SERVICE METER BOX AND SETTER. RECONNECT 3/4" SERVICE LINE AND COORDINATE WITH THE CITY TO RELOCATE 3/4" METER. C401 TYP.
TRANSPORT REALTY INC ABF FREIGHT TRACT 12 ARDOT TRACT 3
WATER AND SEWER EASEMENT WIDTH VARIES
STA 2+14, WM-2= STA 103+39, 75' L HWY 112 NORTH INSTALL 12" 45° BEND
REMOVE AND REPLACE 6' TALL CHAIN LINK SECURITY FENCE WITH 3-STRAND BARBED WIRE TOPPING (53 LF)
STA 2+93, WM-2= STA 103+38 ℄ HWY 112 NORTH
HWY. 112
WATER MAIN 2
INSTALL 1" WATER SERVICE LINE (30 LF)
STA 3+63, WM-2= STA 103+38, 70' R HWY 112 NORTH INSTALL 12" X 12" TEE INSTALL TWO (2) 12" BUTTERFLY VALVES WITH VALVE BOXES NORTH AND SOUTH
INSTALL FIRE HYDRANT ASSEMBLY C305 TYP.
INSTALL 12" DR 14 C900 RESTRAINED JOINT PVC WATER LINE (53 LF)
REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA) CAP 6"W AND ABANDON (1 EA)
INSTALL 12" X 8" REDUCER
INSTALL 8" x 8" TAPPING SLEEVE AND VALVE WITH VALVE BOX NORTH C301 TYP.
CITY OF FAYETTEVILLE GENERAL UTILITY EASEMENT DOC. #2017-00023229
STA 1+82, WM-2 CONSTRUCT FLOWABLE FILL TRENCH CUTOFF C207 TYP.
INSTALL 1" SERVICE CONNECTION (1 EA)
C601 C505 TYP. CUT EXISTING 8" WATER LINE. INSTALL 8" CAPS (3 EA). CLOSE VALVE AND DEMOLISH VALVE BOX. INSTALL CONCRETE BLOCKING, AND ABANDON EXISTING 8" WATER LINE NORTH AND WEST
STA 1+67, WM-2 INSTALL 12" 22.5° BEND
STA 1+46, WM-2 INSTALL 12" 11.25° BEND
STA 2+19 TO STA 3+59, WM-2 INSTALL 24" STEEL ENCASEMENT BY DRY BORE (140 LF)
WM-2 SH.260
REMOVE AND REPLACE ASPHALT PAVEMENT (550 SY). CONCRETE DEEP PATCH (180 SY)
CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #2016-00015682
FILL 8"W WITH SLURRY (143 LF) AND ABANDON
DEMOLISH VALVE BOX AND ABANDON VALVE
PROPOSED GAS LINE (BY OTHERS)
STA 0+81 TO STA 1+41, WM-2 INSTALL 24" STEEL ENCASEMENT BY DRY BORE (60 LF) WM-2 SH.260 C1005 TYP.
REMOVE AND REINSTALL 6' TALL STEEL SECURITY FENCE (75 LF) (2)
W. TRUCKERS DR.
FILL 12"W WITH SLURRY (128 LF) AND ABANDON
REMOVE AND REPLACE CONCRETE SIDEWALK (28 SY)
SS-3 SH.281
STA 0+76, WM-2= STA 102+04, 126' L HWY 112 NORTH REPLACE 12" X 12" TEE WITH 12" X 12" CROSS. INSTALL 12" BUTTERFLY VALVE AND BOX NORTH C303 TYP.
MH SSM-9120 RIM = 1208.13 INV. 8" N = 1202.43' INV. 4" SW = 1202.63'
10' PRIVATE UTILITY EASEMENT DOC. #2007-00043374
CITY OF FAYETTEVILLE MULTIUSE TRAIL, WATER & SEWER EASEMENT DOC. #2004-00021856
REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (54 LF)
JUNCTION BOX TOP = 1208.27' E S = 1205.23' E N = 1205.23'
CUT AND CAP EXISTING 12" WATER LINE (2 EA). CLOSE VALVE AND DEMOLISH VALVE BOX, AND ABANDON 12"W NORTH
SAM'S REAL ESTATE BUSINESS TRUST TRACT 13
20' x 80' TCE (SAM'S CLUB)
REMOVE AND REPLACE ASPHALT PAVEMENT (53 SY). CONCRETE DEEP PATCH (14 SY)
CLEAR AND GRUB TREE (1 EA)
UTILITY EASEMENT DOC. #0023-00000259

SEQUENCE OF CONSTRUCTION:

1. INSTALL WATER MAIN 2 AS SHOWN ON THE PLANS (BETWEEN STA 0+76 TO STA 34+66) WITHOUT CONNECTING TO THE EXISTING 8-INCH WATER LINE ON THE EAST SIDE OF HWY 112.
2. PRESSURE TEST, DISINFECT, AND SAMPLE WATER LINE IN ACCORDANCE WITH SECTIONS 01666 AND 02510 OF THE PROJECT SPECIFICATIONS.
3. INSTALL THE SECTION OF WATER MAIN 2 SOUTH OF STA 3+63 AS SHOWN ON THE PLANS, AND COORDINATE WITH THE CITY OF FAYETTEVILLE FOR CONNECTION TO THE EXISTING 8-INCH WATER LINE.
4. PRESSURE TEST, DISINFECT, AND SAMPLE WATER LINE IN ACCORDANCE WITH SECTIONS 01666 AND 02510 OF THE PROJECT SPECIFICATIONS.
5. FOLLOWING APPROVAL OF TESTING, COORDINATE WITH THE CITY OF FAYETTEVILLE TO PLACE WATER LINE INTO SERVICE.
6. CUT EXISTING 8-INCH WATER LINE ON EAST SIDE OF HWY 112 AND INSTALL CAPS (2 EA) AND CONCRETE BLOCKING.
7. CUT EXISTING 12-INCH WATER LINE ON WEST SIDE OF HWY 112 AND INSTALL CAPS (2 EA) AND CONCRETE BLOCKING.

UTILITY RELOCATION
WATER MAIN 2 PLAN
STA 0+76 TO STA 5+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\258 P-15.DWG
PLOTTED: 11/21/2024 1:21 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	259	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

N

20 10 0 20
SCALE IN FEET

MATCH LINE STA 9+00

WATER TRANSMISSION LINE

WTL SH.271

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT BK. 93 PG. 44456

ONE TWELVE VILLAGE LLC
TRACT 11
ARDOT TRACT 5

ARDOT LIMIT OF DISTURBANCE

PROPOSED GAS LINE (BY OTHERS)

EXISTING 48" SEWER LINE TO REMAIN IN SERVICE.

REMOVE AND DISPOSE OF 6" A.C. WATER LINE (281 LF)

CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #023A-00000141

MH SSM-7910
RIM = 1204.51'
INV. 8" N = STUBOUT
INV. 48" E = 1185.41'
INV. 48" W = 1183.32

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT BK. 93 PG. 44456

MANAGEMENT ZONE 25'

WATERSIDE ZONE 25'

CLABBER CREEK

WATERSIDE ZONE 25'

WATER AND SEWER EASEMENT (WIDTH VARIES)

MANAGEMENT ZONE 25'

MH SSM-9123
RIM = 1204.83'
INV. 8" SE = 1198.91'
INV. 4" SW = 1197.95'
INV. 8" NE = 1197.61'

EXISTING 6" SEWER LINE TO REMAIN IN SERVICE.

MH SSM-9122
RIM = 1207.27'
INV. 8" SE = 1199.47'
INV. 8" NW = 1197.45'

PROPOSED GAS LINE (BY OTHERS)

SS-2 SH.282

TRANSPORT REALTY INC
ABF FREIGHT
TRACT 12
ARDOT TRACT 3

REMOVE AND REPLACE ASPHALT PAVEMENT (260 SY). CONCRETE DEEP PATCH (60 SY)

REMOVE AND REPLACE CONCRETE PAVEMENT (40 SY)

MATCH LINE STA 5+00

25' UTILITY EASEMENT BK. 980 PG. 895

SS-3 SH.282

STA 8+33, WM-2
INSTALL 12" 45° BEND

WATER AND SEWER EASEMENT (WIDTH VARIES)

MH SSM-13004
RIM = 1205.80'
INV. 10" NW = 1196.03'
INV. 48" E = 1186.00'
INV. 10" SE = 1194.78'
INV. 10" SE = 1187.42'
INV. 48" W = 1185.93'

CL PARTNERS LLC; D BRIGGS 112 EXCHANGE LLC
TRACT 15 & 16
ARDOT TRACT 6

STA 8+00, WM-2
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

MH SSM-849
RIM = 1206.97'
INV. 8" SE = 1195.60'
INV. 8" SW = 1196.81'
INV. 10" NW = 1195.52'

MH SSM-10836
RIM = 1205.69'
INV. 48" E = 1186.15'
INV. 48" W = 1186.10'

CITY OF FAYETTEVILLE SEWER EASEMENT DOC. #2008-00008438

STA 7+76, WM-2 INSTALL FIRE HYDRANT ASSEMBLY INSTALL 12" BUTTERFLY VALVE WITH VALVE BOX

STA 7+61, WM-2
INSTALL 12" 45° BEND

RESTORE EXISTING STREAMBANK GEOMETRY

WM-2 SH.260

SS-3 SH.282

MANAGEMENT ZONE 25'

WATERSIDE ZONE 25'

CITY OF FAYETTEVILLE SEWER EASEMENT DOC. #2008-00008438

STA 6+41 TO STA 7+41, WM-2
INSTALL 24" STEEL ENCASMENT BY DRY BORE (100 LF)

36' WATER AND SEWER EASEMENT

RESTORE EXISTING STREAMBANK GEOMETRY

15' DRAINAGE EASEMENT DOC. #99057539

15' DRAINAGE EASEMENT DOC. #0016-00000047

UTILITY EASEMENT DOC. #0016-00000047

CLABBER CREEK

WATERSIDE ZONE 25'

STA 6+37, WM-2
INSTALL 12" 45° BEND

MH SSM-636
RIM = 1205.71'
INV. 8" E = 1196.15'
INV. 8" NW = 1196.05'

INSTALL 12" DR 14 C900 PVC WATER LINE (400 LF)

STA 6+29, WM-2
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

STA 6+23, WM-2
INSTALL WATER LINE VALVE MARKER C306 TYP.

INSTALL 8" CAP AND ABANDON 8"W SOUTH

MANAGEMENT ZONE 25'

INSTALL 1" SERVICE CONNECTION (2 EA) INSTALL SINGLE SERVICE METER BOX AND SETTER. INSTALL 1" SERVICE LINE (20 LF) AND COORDINATE WITH THE CITY TO INSTALL NEW 1" METER.

STA 6+23, WM-2
INSTALL 12" BUTTERFLY VALVE WITH VALVE BOX

STA 5+87, WM-2
INSTALL 12" 45° BEND

GRATED STORM DRAIN
TOP = 1206.12'
IE = 1202.11'

WATER AND SEWER EASEMENT (WIDTH VARIES)

ARDOT LIMIT OF DISTURBANCE

HWY. 112

8"W TO BE ABANDONED

WATER MAIN 2

NELMS LLLP
TRACT 14
ARDOT TRACT 4

AREA INLET
TOP = 1206.47'
IE = 1199.18'

NOTES:

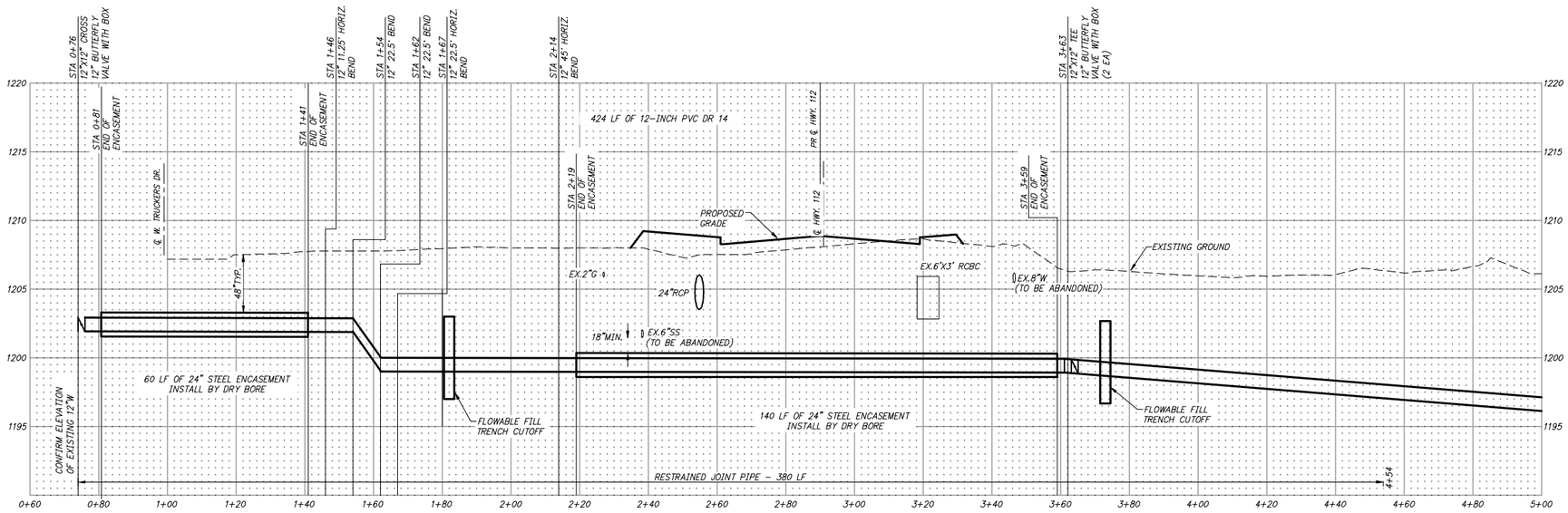
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2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING AND GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
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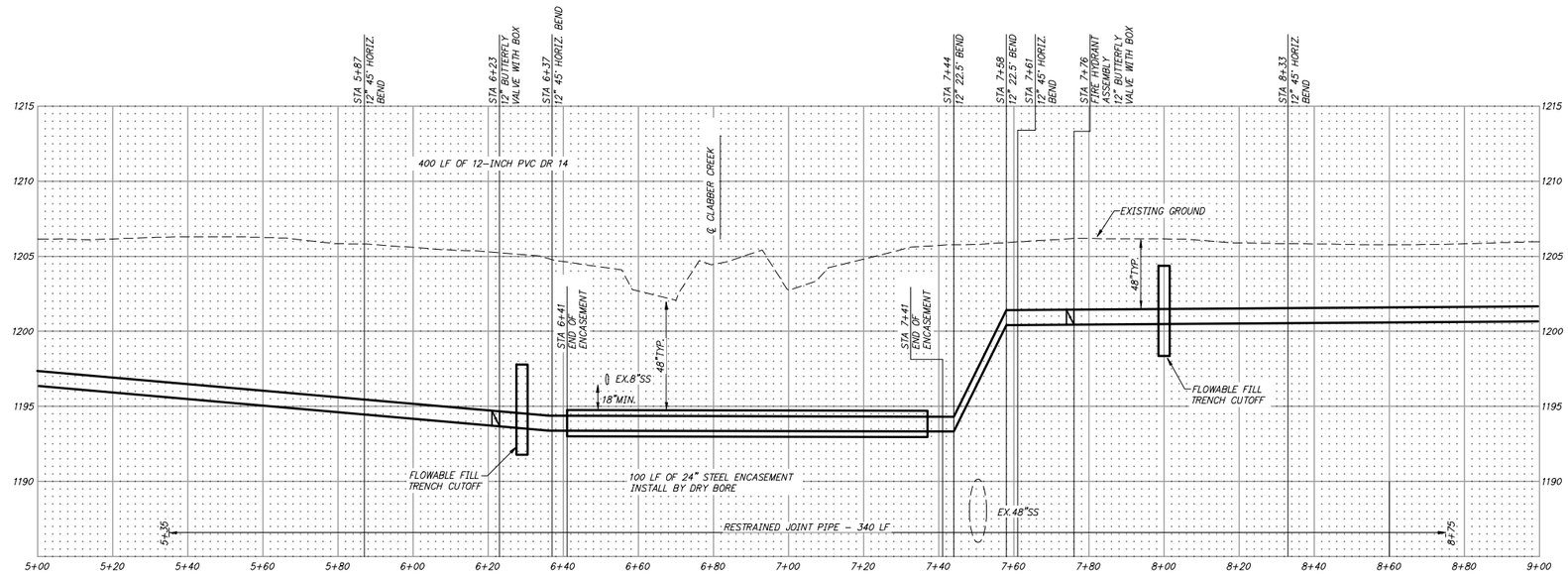
USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\259 P-16.DWG
PLOTTED: 5/19/2025 11:29 AM

UTILITY RELOCATION
WATER MAIN 2 PLAN
STA 5+00 TO STA 9+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	260	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK





WATER MAIN 2
STA 1+00 TO STA 9+00

PROFILE
H: 1"=20' V: 1"=5'

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\260 PRO4.DWG
PLOTTED: 5/27/2022 11:36 AM

UTILITY RELOCATION
WATER MAIN 2 PROFILE
STA 1+00 TO STA 9+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	261	392
		UTILITY RELOCATION				

ONE TWELVE VILLAGE LLC
TRACT 11
ARDOT TRACT 5

SCALE IN FEET
20 10 0 20

MATCH LINE STA 9+00

MATCH LINE STA 14+00

REMOVE AND DISPOSE OF EXISTING 6" A.C. WATER LINE (190 LF)

STA 110+60 HWY 112 NORTH
CAP EXISTING 6" A.C. WATER LINE AND ABANDON NORTH

FILL 6" A.C. WATER LINE WITH SLURRY (281 LF) AND ABANDON

REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA)

15' WATER & SEWER EASEMENT
BK. 888 PG. 768

ArDOT LIMIT OF DISTURBANCE

MH SSM-9767
RIM = 1206.94'
INV. 8" N = 1197.65'
INV. 8" SE = 1197.55'

MH SSM-9768
RIM = 1206.76'
INV. 8" N = 1199.50'
INV. 8" S = 1199.23'

SS-3
SH 284

WATER MAIN 2

WATER AND SEWER EASEMENT (WIDTH VARIES)

STA 10+45, WM-2
INSTALL 12" 11.25° BEND

STA 12+70, WM-2
INSTALL WATER LINE VALVE MARKER

STA 12+70, WM-2
INSTALL 12" BUTTERFLY VALVE WITH VALVE BOX

STA 10+95, WM-2
INSTALL 12" 22.5° BEND

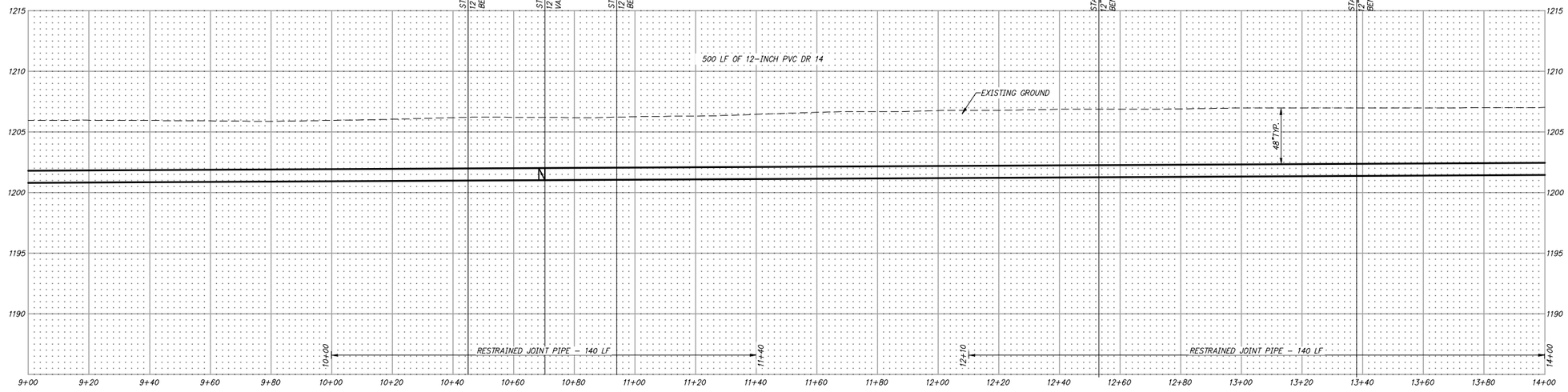
INSTALL 12" DR 14 C900 PVC WATER LINE (500 LF)

STA 12+53, WM-2
INSTALL 12" 22.5° BEND

33' WATER AND SEWER EASEMENT

STA 13+38, WM-2
INSTALL 12" 22.5° BEND

CL PARTNERS LLC; D BRIGGS 112 EXCHANGE LLC
TRACT 15 & 16
ARDOT TRACT 6



WATER MAIN 2
STA 9+00 TO STA 14+00

PROFILE
H: 1"=20' V: 1"=5'

NOTES:

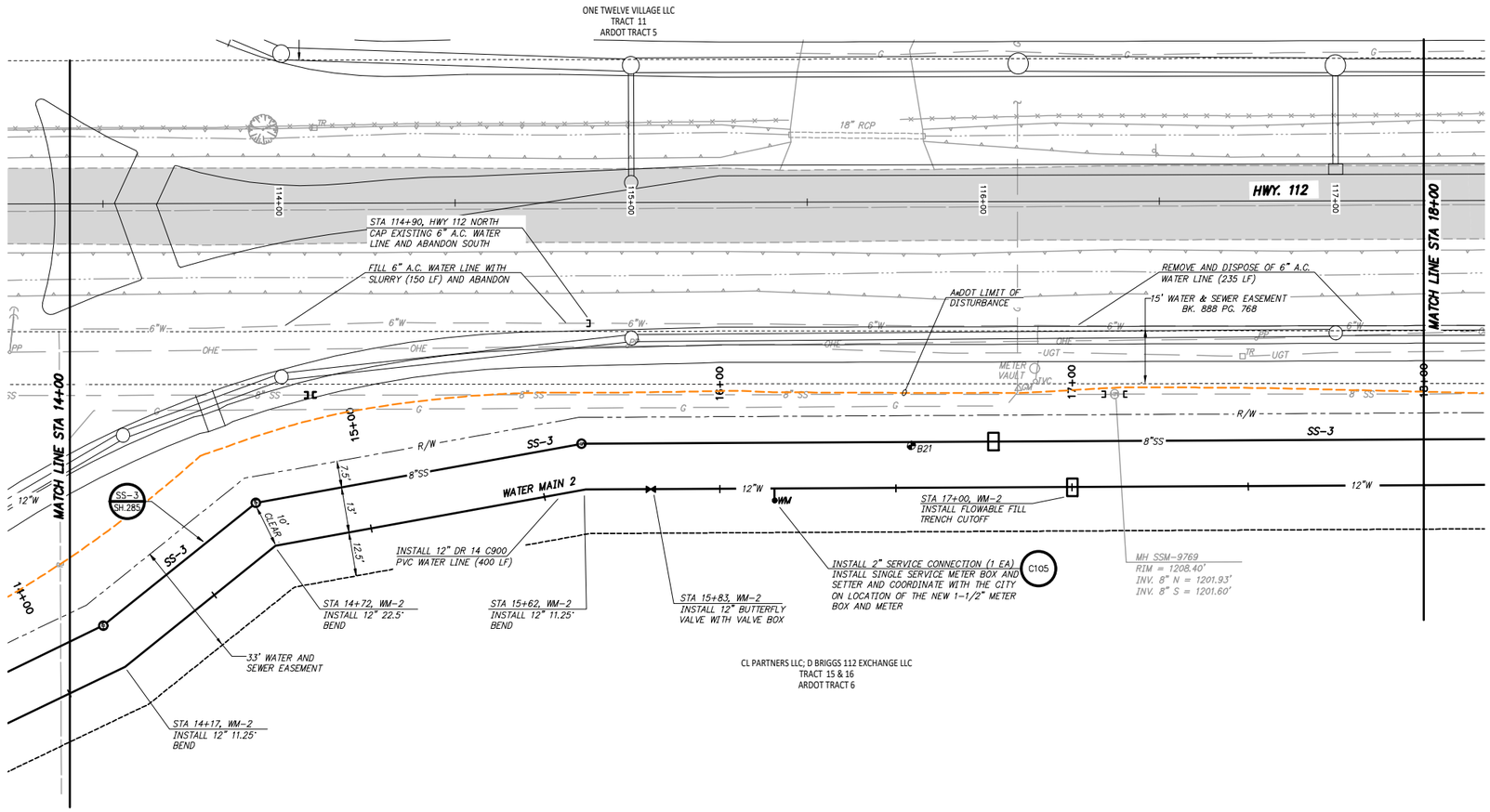
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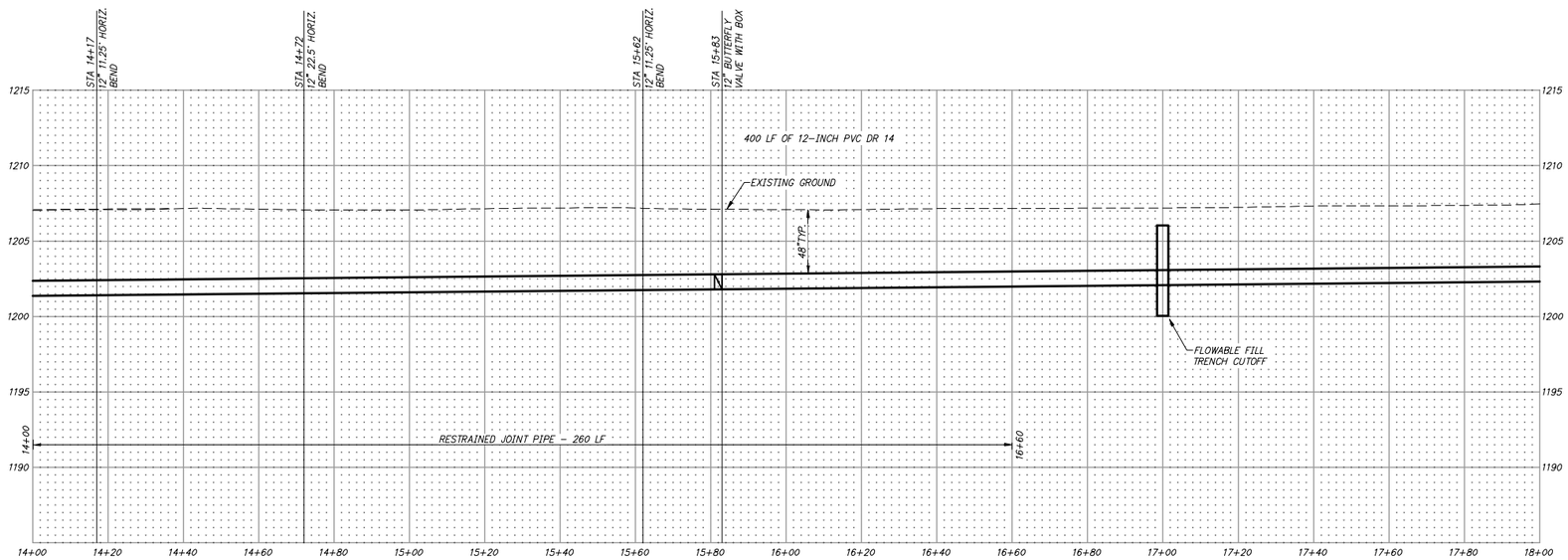
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

UTILITY RELOCATION
WATER MAIN 2 PLAN AND PROFILE
STA 9+00 TO STA 14+00

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\261 P-17.DWG
PLOTTED: 11/21/2024 5:00 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	262	392
		UTILITY RELOCATION				





WATER MAIN 2
STA 14+00 TO STA 18+00

PROFILE
H: 1"=20' V: 1"=5'

20 10 0 20
SCALE IN FEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

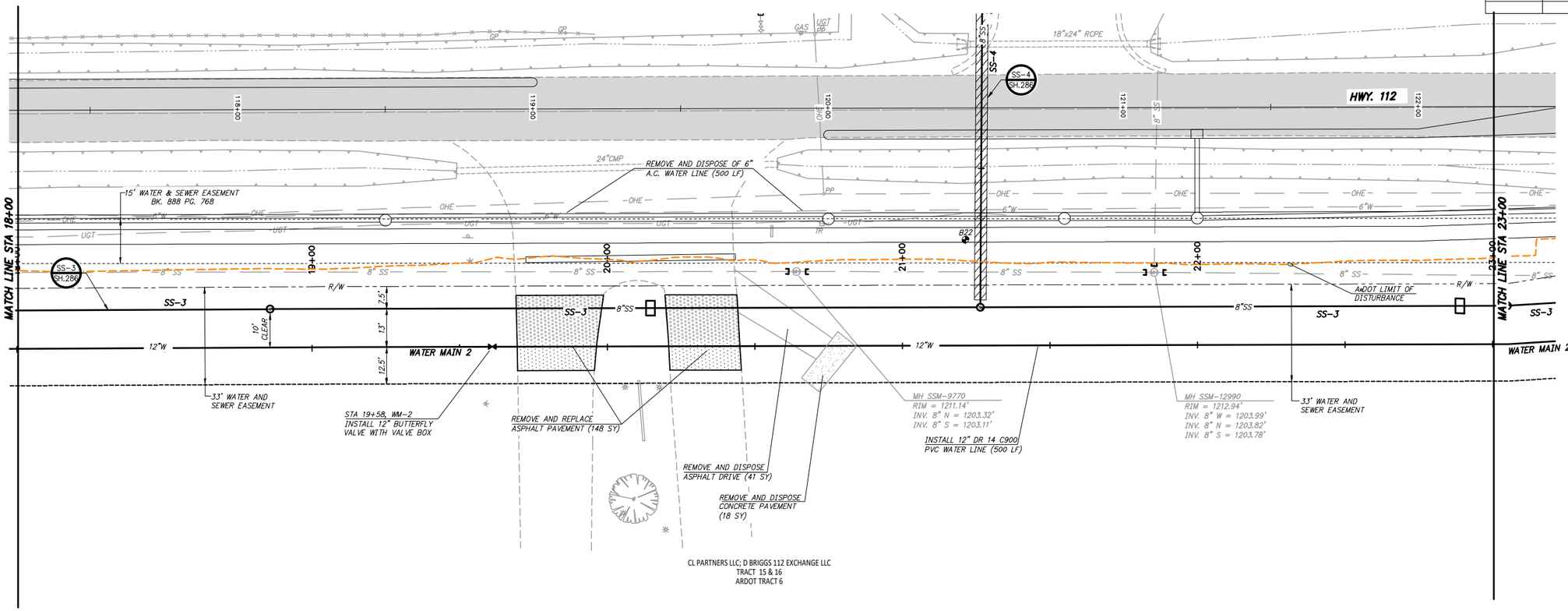
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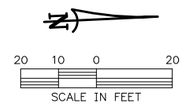
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UTILITY RELOCATION
WATER MAIN 2 PLAN AND PROFILE
STA 14+00 TO STA 18+00

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\262 P-18.DWG
PLOTTED: 6/17/2024 3:39 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	263	392
		UTILITY RELOCATION				

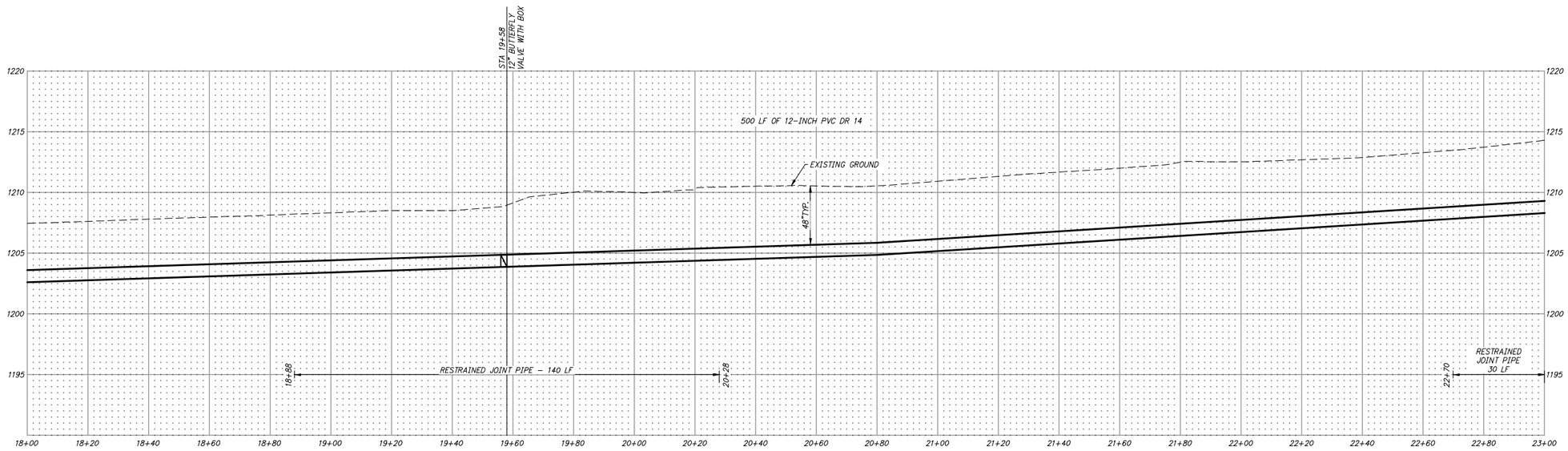




STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

NOTES:

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WATER MAIN 2
STA 18+00 TO STA 23+00

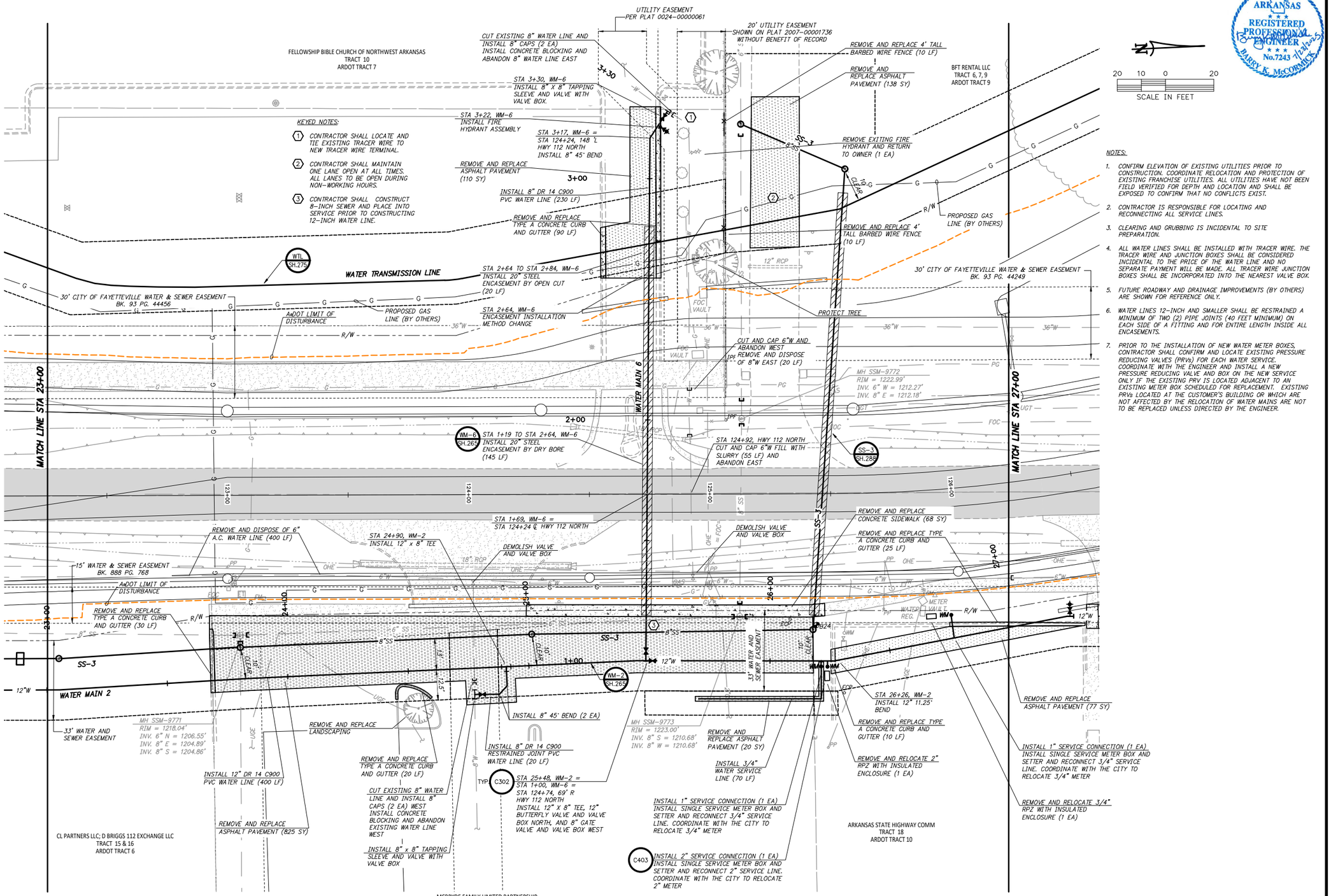
PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 2 PLAN AND PROFILE
STA 18+00 TO STA 23+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\263 P-19.DWG
PLOTTED: 11/21/2024 2:15 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	264	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



NOTES:

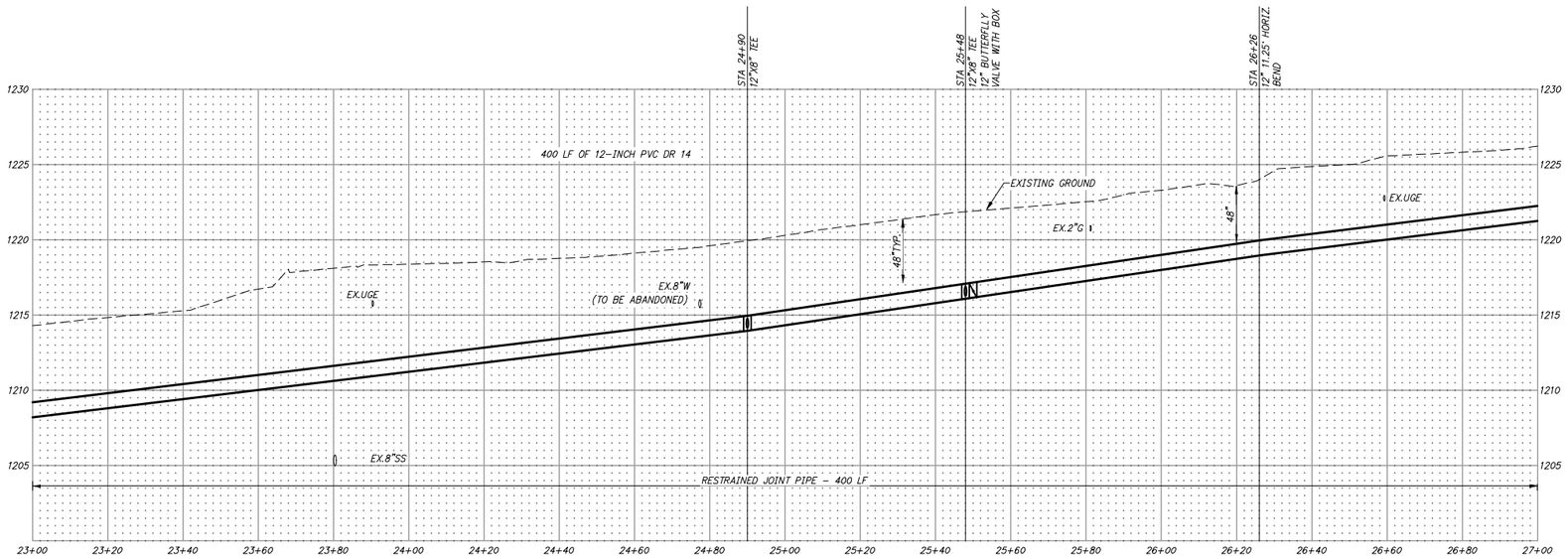
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UTILITY RELOCATION
WATER MAIN 2 PLAN STA 23+00 TO STA 27+00
WATER MAIN 6 PLAN STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\264 P-20.DWG
PLOTTED: 5/19/2025 3:13 PM

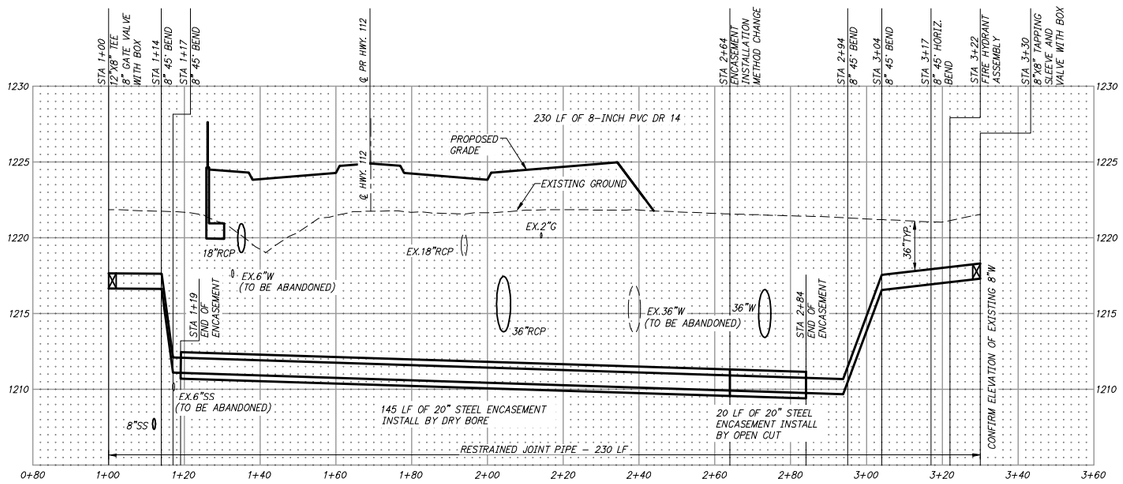
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	265	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



WATER MAIN 2
STA 23+00 TO STA 27+00

PROFILE
H: 1"=20' V: 1"=5'



WATER MAIN 6
STA 1+00 TO END

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 2 PROFILE STA 23+00 TO STA 27+00
WATER MAIN 6 PROFILE STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\265 PR05.DWG
PLOTTED: 6/1/2022 8:50 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	266	392

UTILITY RELOCATION

SCALE IN FEET 20 10 0 20

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 BARRY K. McCORMICK

BFT RENTAL LLC
TRACT 6, 7, 9
ARDOT TRACT 9

ARDOT LIMIT OF DISTURBANCE

INSTALL 1" SERVICE CONNECTION (2 EA) INSTALL SINGLE SERVICE METER BOXES AND SETTERS AND RECONNECT 3/4" SERVICE LINES. COORDINATE WITH THE CITY TO RELOCATE 3/4" METERS. REMOVE AND RELOCATE 3/4" RPZS WITH INSULATED ENCLOSURES (2 EA)

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (24 LF)

HWY. 112

STA 27+28, WM-2
INSTALL FIRE HYDRANT ASSEMBLY AND 12" BUTTERFLY VALVE WITH VALVE BOX

REMOVE AND REPLACE CONCRETE DRIVE (27 SY)

STA 27+24, WM-2
INSTALL 12" 11.25° BEND

STA 28+62 TO STA 29+02, WM-2
INSTALL 24" STEEL ENCASEMENT BY OPEN CUT (40 LF)

WTL SH.276

REMOVE AND REPLACE CONCRETE SIDEWALK (32 SY)

REMOVE AND REPLACE CONCRETE SIDEWALK (35 SY)

ABANDON EXISTING 6" A.C. WATER LINE

STA 31+55, WM-2
INSTALL 12" 22.5° BEND

INSTALL 12" DR 14 C900 PVC WATER LINE (500 LF)

DROP INLET
TOP = 1241.96'
IL = 1238.74'

DROP INLET
TOP = 1241.90'
IL = 1237.65'

15' WATER & SEWER EASEMENT BK. 888 PG. 768

WATER MAIN 2

20' UTILITY EASEMENT DOC. #2001-00029230

INSTALL WATER SERVICE LINE (52 LF)

MATCH LINE STA 27+00

MATCH LINE STA 32+00

REMOVE AND REPLACE CONCRETE SIDEWALK (12 SY)

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (50 LF)

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (140 LF)

REMOVE AND REPLACE ASPHALT PAVEMENT (60 SY)

WATER AND SEWER EASEMENT WIDTH VARIES

CITY OF FAYETTEVILLE RIGHT-OF-WAY BK. 2001 PG. 26809

CITY OF FAYETTEVILLE DOC. #2005-00025223

15' UTILITY EASEMENT DOC. #2005-25224

STA 31+03, WM-2
INSTALL 12" 22.5° BEND

REMOVE AND REPLACE ASPHALT PAVEMENT (32 SY)

REMOVE AND REPLACE ASPHALT PAVEMENT (8 SY)

REMOVE AND REPLACE CONCRETE DRIVE (150 SY)

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (29 LF)

WATER AND SEWER EASEMENT WIDTH VARIES

REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA)

CLOSE VALVES AND DEMOLISH VALVE BOXES (3 EA) ABANDON 12"W NORTH

INSTALL 1" SERVICE CONNECTION (1 EA) AND INSTALL 3/4" SINGLE SERVICE METER BOX AND SETTER. COORDINATE WITH THE CITY ON LOCATION OF NEW 3/4" METER BOX AND RECONNECT EXISTING 3/4" SERVICE LINE.

CUT AND CAP EXISTING 6" WATER LINE

ACCESS EASEMENT DOC. #2005-00025224

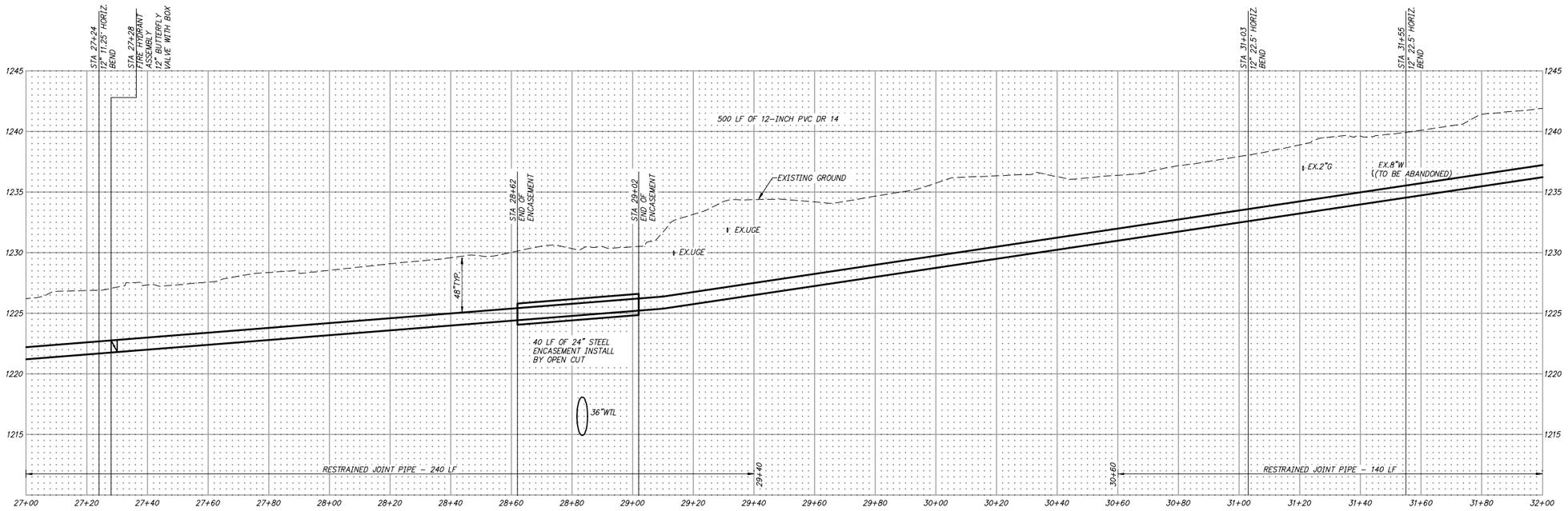
REMOVE AND REPLACE ASPHALT PAVEMENT (248 SY)

REMOVE AND DISPOSE SIDEWALK (6 SY) CUT AND CAP 6" A.C. WATER LINE AND ABANDON NORTH

ARKANSAS STATE HIGHWAY COMM
TRACT 18
ARDOT TRACT 10

KUBALD VENTURES LLC
TRACT 19

FIVEHILLS REAL ESTATE HOLDINGS LLC
TRACT 20
ARDOT TRACT 11



WATER MAIN 2
STA 27+00 TO STA 32+00

PROFILE
H: 1"=20' V: 1"=5'

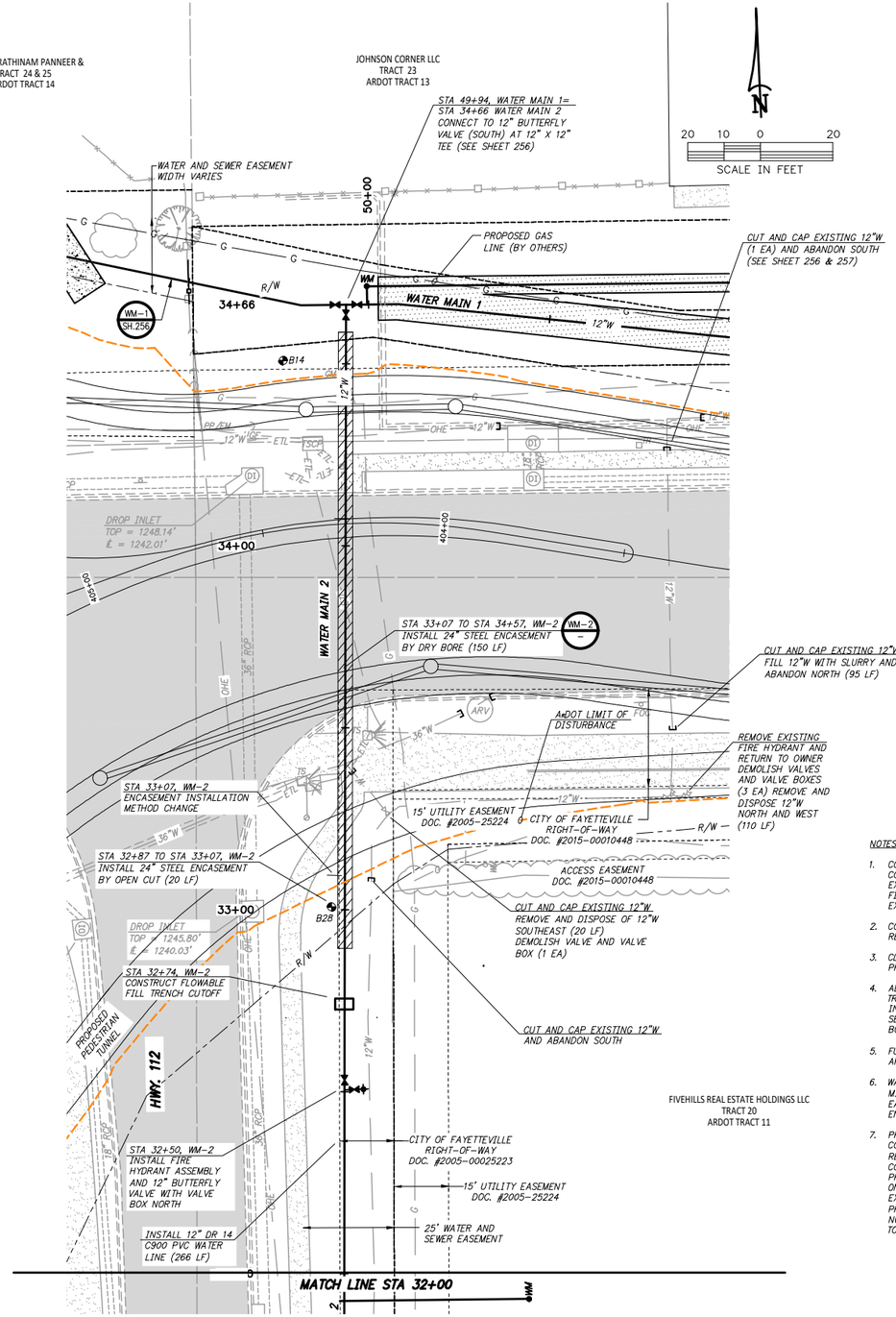
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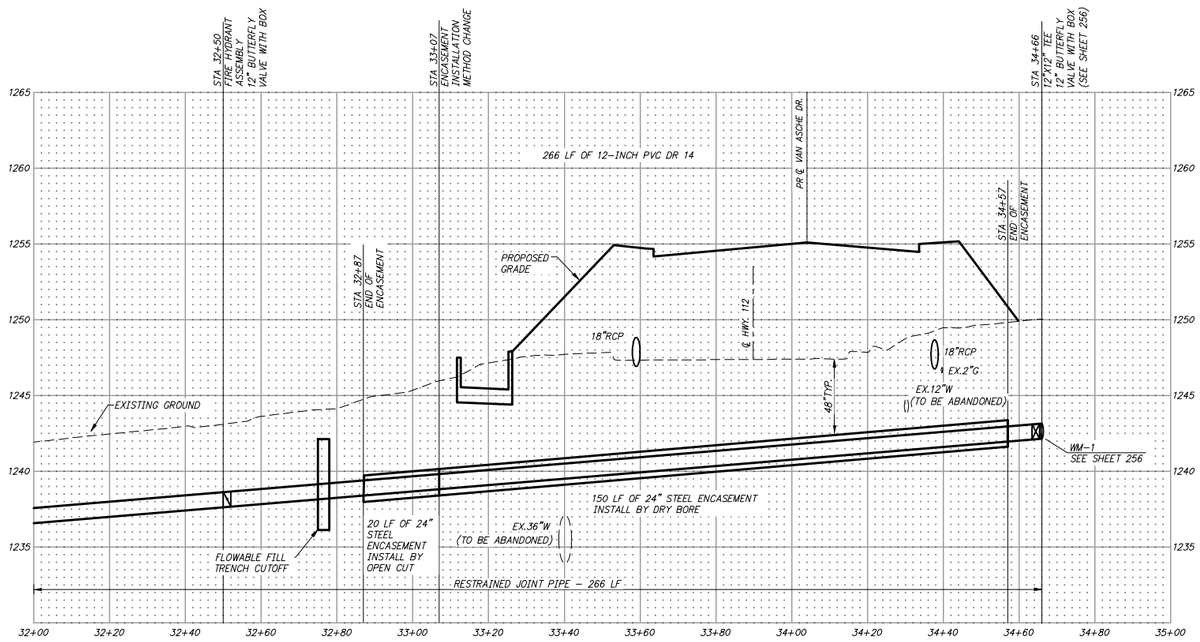
1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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UTILITY RELOCATION
WATER MAIN 2 PLAN AND PROFILE
STA 27+00 TO STA 32+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\266 P-21.DWG
PLOTTED: 5/19/2025 4:46 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	267	392
		UTILITY RELOCATION				





WATER MAIN 2
STA 32+00 TO END

PROFILE

H: 1"=20' V: 1"=5'

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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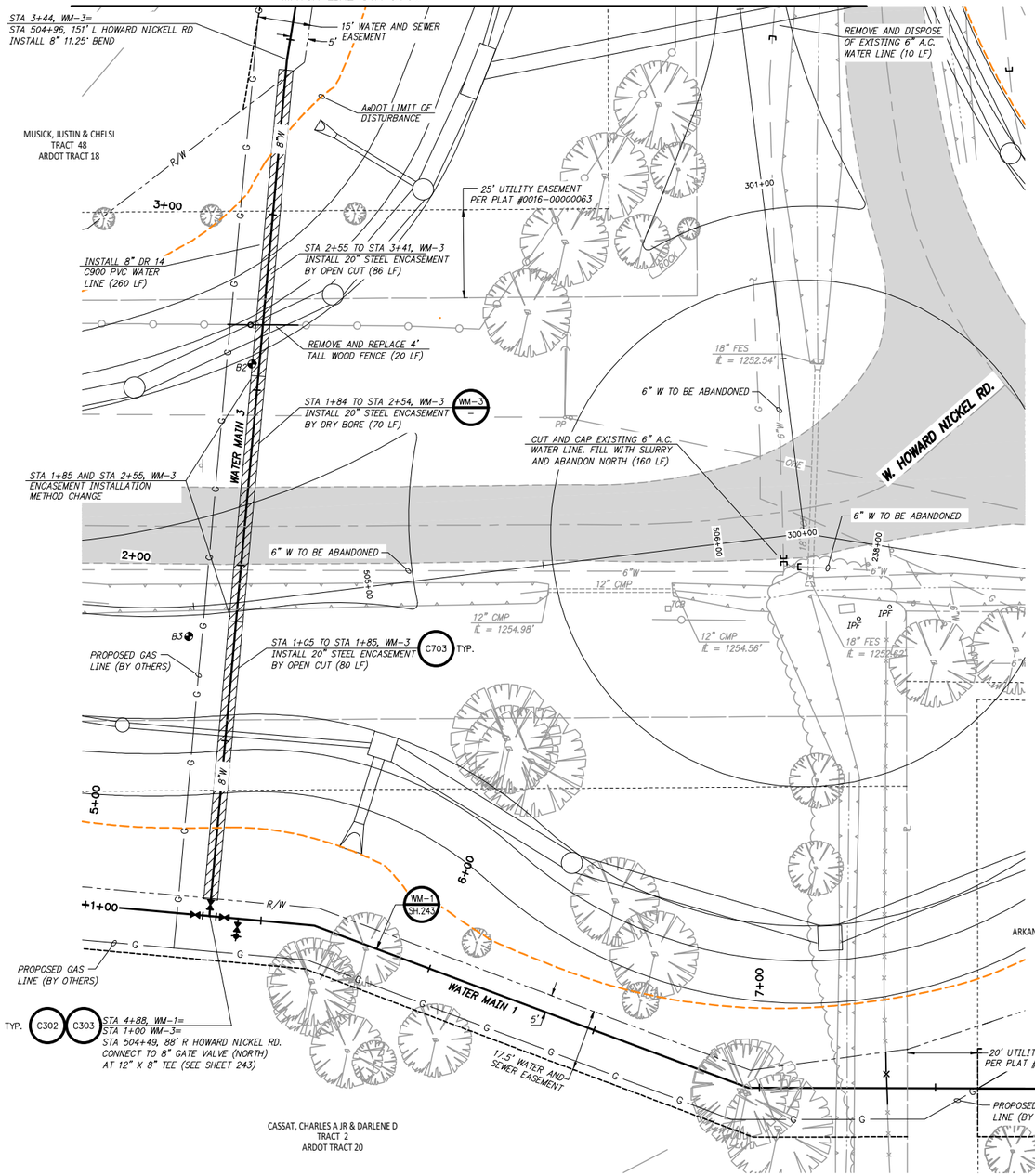
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

UTILITY RELOCATION
WATER MAIN 2 PLAN AND PROFILE
STA 32+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\267 P-21.DWG
PLOTTED: 1/15/2025 4:36 PM

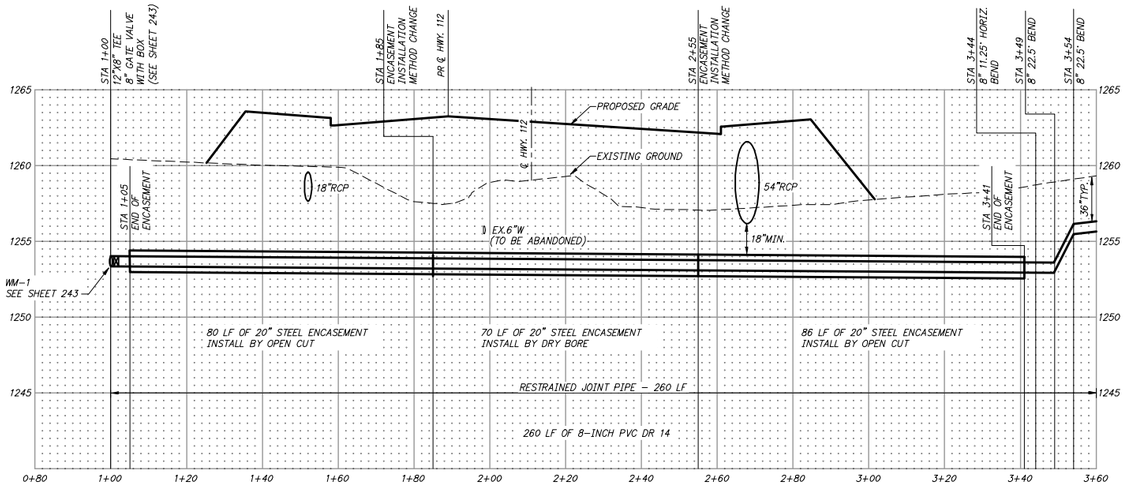
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	268	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



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WATER MAIN 3
STA 1+00 TO STA 3+60

PROFILE
H: 1"=20' V: 1"=5'

20 10 0 20
SCALE IN FEET

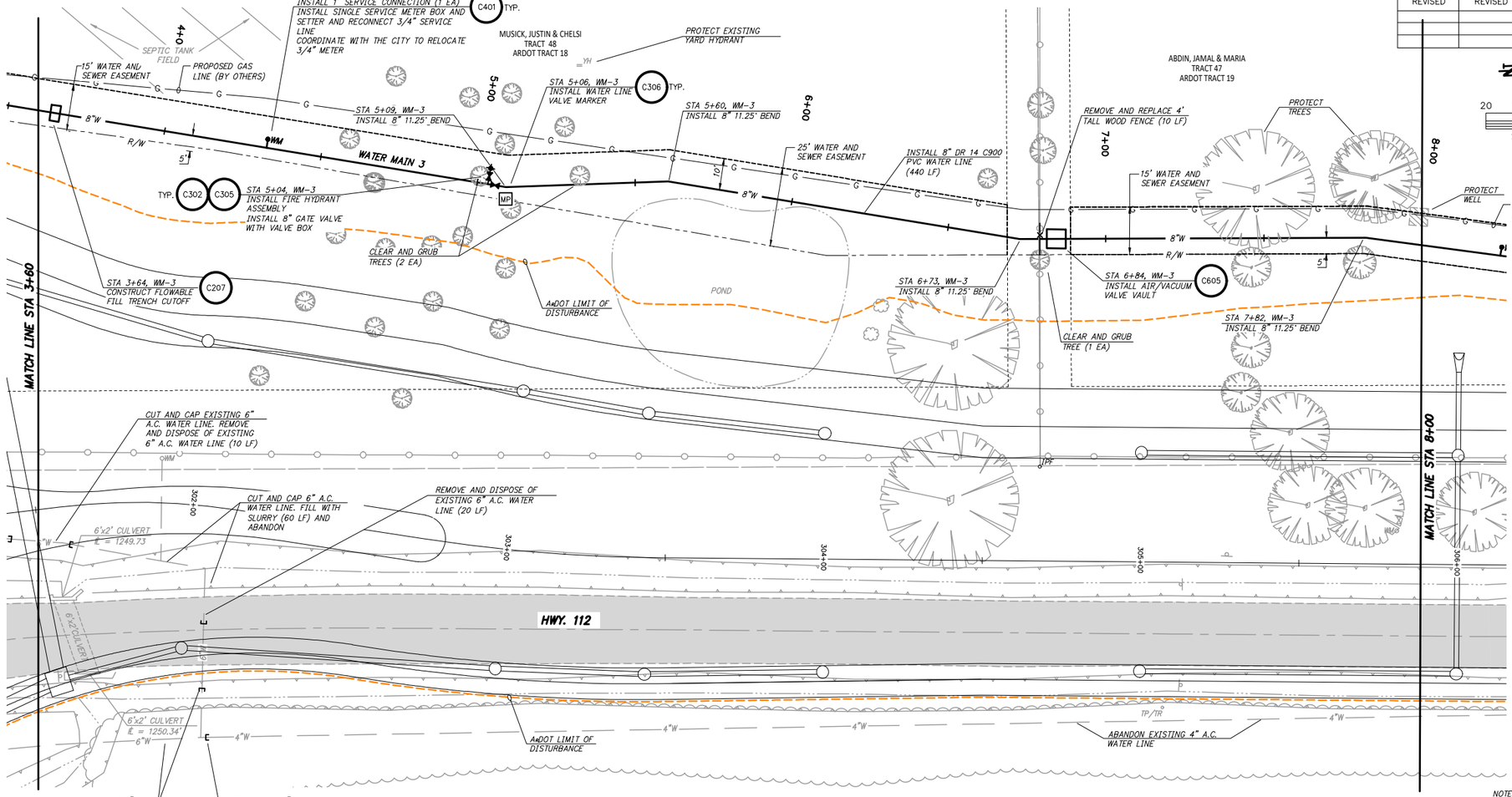
UTILITY RELOCATION
WATER MAIN 3 PLAN AND PROFILE
STA 1+00 TO STA 3+60

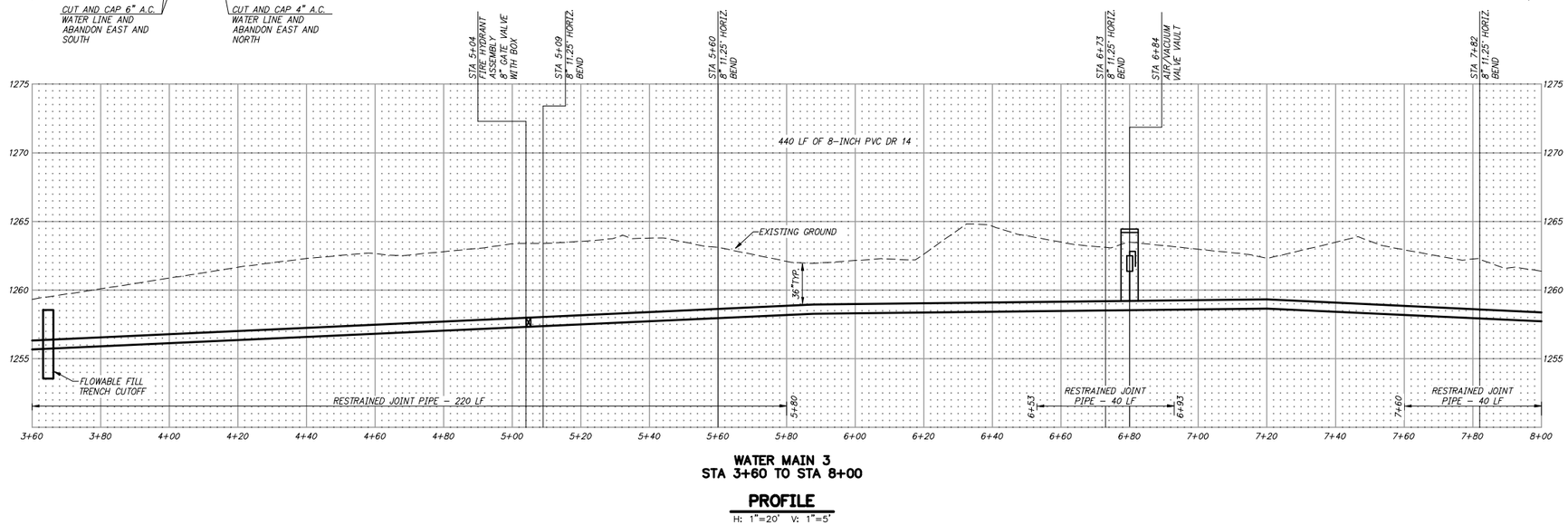
USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\268 P-03.DWG
PLOTTED: 5/20/2025 10:28 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	269	392

UTILITY RELOCATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK





WATER MAIN 3
STA 3+60 TO STA 8+00

PROFILE
H: 1"=20' V: 1"=5'

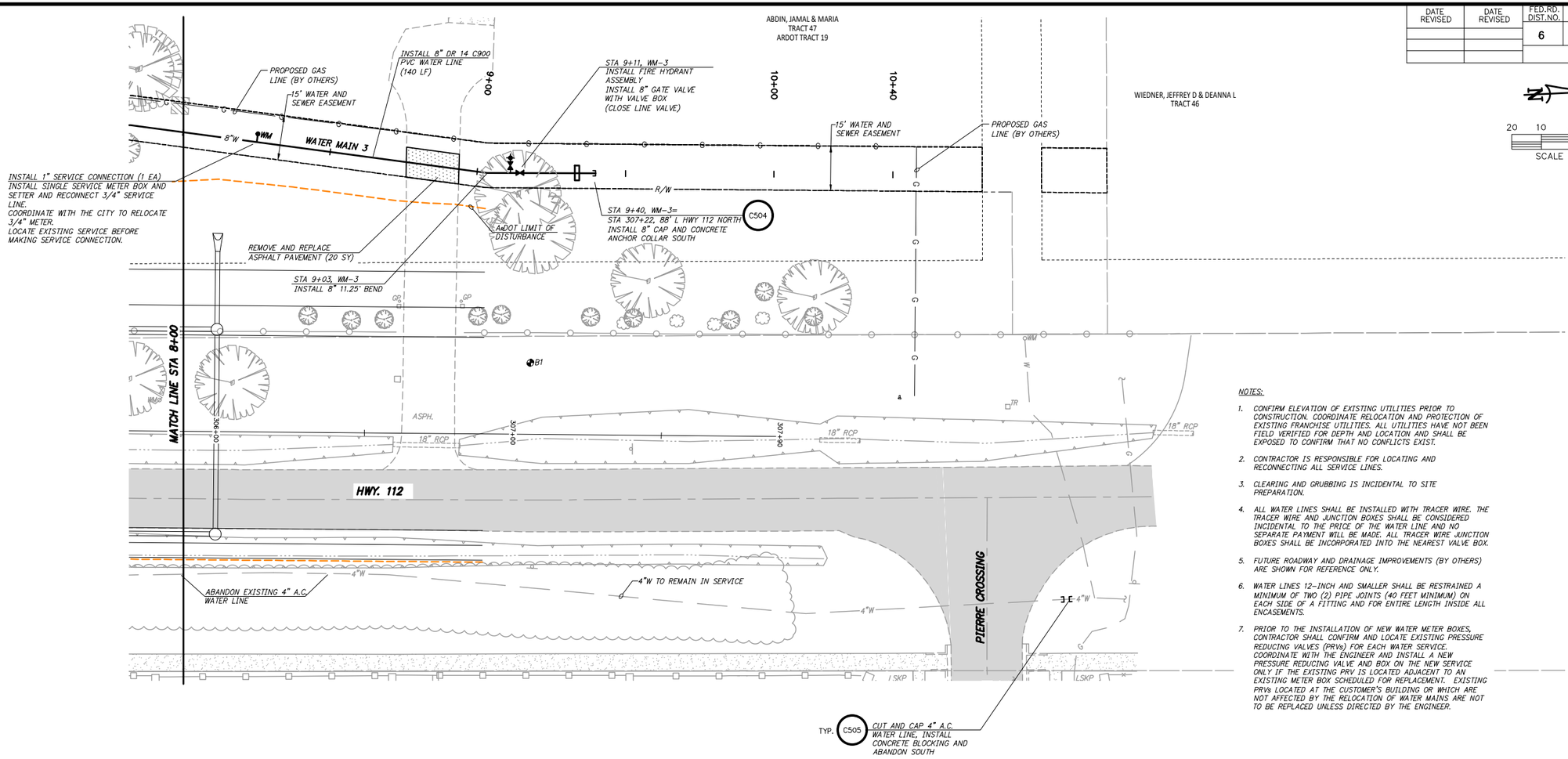
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UTILITY RELOCATION
WATER MAIN 3 PLAN AND PROFILE
STA 3+60 TO STA 8+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\269 P-03.DWG
PLOTTED: 11/5/2024 11:58 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	270	392
		UTILITY RELOCATION				

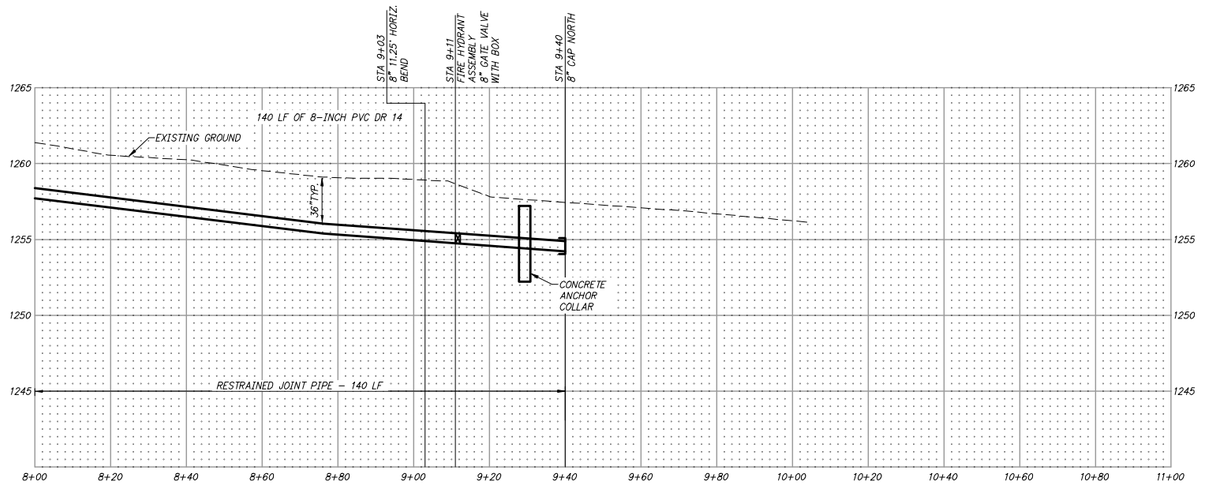


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20 10 0 20
SCALE IN FEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



WATER MAIN 3
STA 8+00 TO END

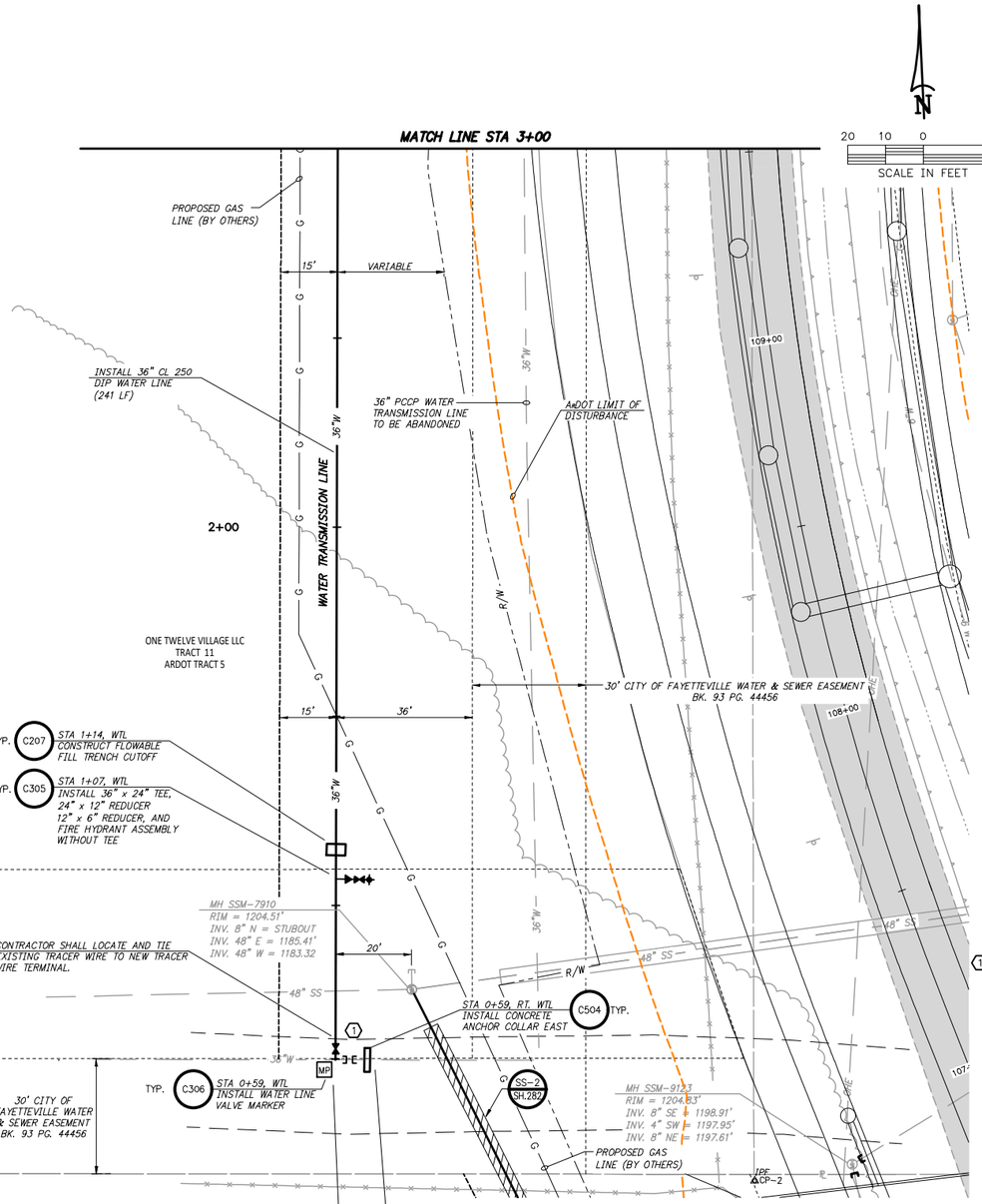
PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER MAIN 3 PLAN AND PROFILE
STA 8+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\270 P-04.DWG
PLOTTED: 5/20/2025 11:05 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	271	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

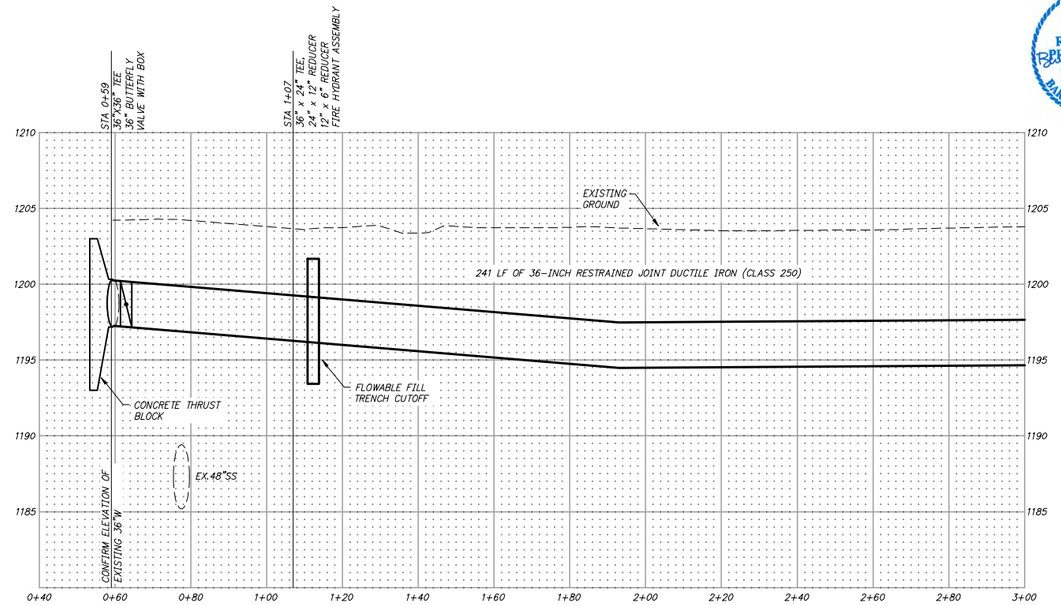


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5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. ALL 36-INCH DUCTILE IRON PIPE SHALL BE RESTRAINED. CONTRACTOR SHALL UTILIZE JOINT DEFLECTION AS REQUIRED TO ACHIEVE PROPOSED ALIGNMENT. DEFLECTIONS AT EACH PIPE JOINT SHALL BE LIMITED TO 80% OF MANUFACTURER'S SPECIFICATION OR RECOMMENDATIONS.

WATER TRANSMISISON LINE
STA 0+59 TO STA 3+00

PLAN
1"=20'

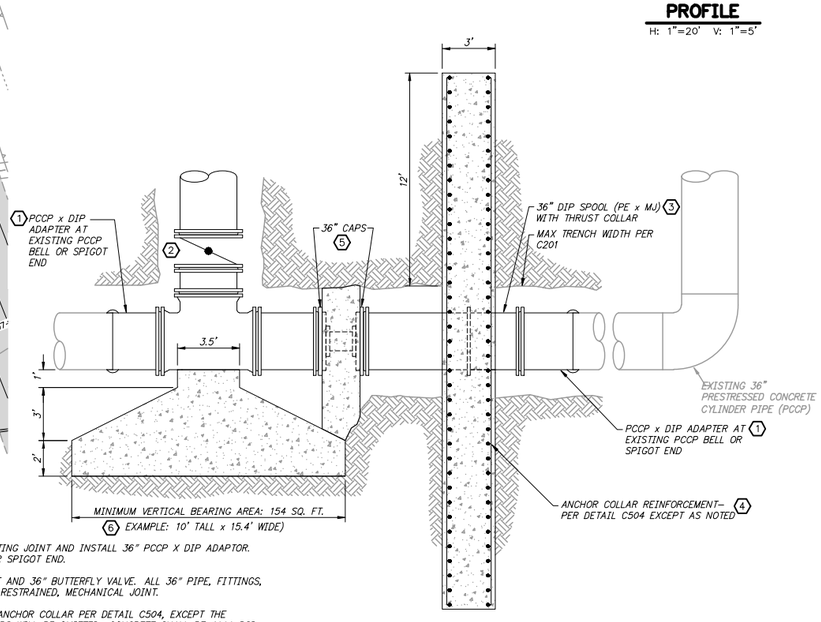


WATER TRANSMISSION LINE
STA 1+00 TO STA 3+00

PROFILE
H: 1"=20' V: 1"=5'

KEYED NOTES:

1. REMOVE PCCP AT EXISTING JOINT AND INSTALL 36" PCCP X DIP ADAPTOR. CONFIRM PCCP BELL OR SPIGOT END.
2. INSTALL 36" X 36" TEE AND 36" BUTTERFLY VALVE. ALL 36" PIPE, FITTINGS, AND VALVES SHALL BE RESTRAINED, MECHANICAL JOINT.
3. CONSTRUCT CONCRETE ANCHOR COLLAR PER DETAIL C504, EXCEPT THE STAINLESS STEEL L-BARS WILL BE OMITTED. CONCRETE SHALL BE 4000 PSI CONCRETE, AIR ENTRAINED, HIGH-EARLY STRENGTH, AND A MAXIMUM SLUMP OF 4 INCHES.
4. INSTALL A 36" FABRICATED PIPE THRUST COLLAR WITH WELDED ON THRUST RING. THRUST COLLARS SHALL BE BY U.S. PIPE, AMERICAN, OR APPROVED EQUAL. CONTRACTOR MAY PROPOSE ALTERNATE END CONFIGURATIONS FOR ENGINEER'S APPROVAL.
5. INSTALL TWO (2) 36" CAPS AND A STRUCTURAL COMPRESSION MEMBER WITH ENLARGED BEARING END PLATES TO SEPARATE THE CAPS. FILL SPACE WITH 4000 PSI CONCRETE TO THE EDGE OF THE TRENCH.
6. CONCRETE THRUST BLOCK IS DESIGNED FOR 200 PSI TEST PRESSURE AND A MINIMUM SOIL BEARING PRESSURE OF 1,500 PSF. CONTRACTOR MAY PROPOSE ALTERNATE BLOCKING DIMENSIONS AS LONG AS THE THRUST BLOCK HAS A MINIMUM VERTICAL BEARING AREA OF 154 SQ. FT. AGAINST UNDISTURBED EARTH.



WATER TRANSMISISON LINE CONNECTION

DETAIL
N.T.S.

SEQUENCE OF CONSTRUCTION: SEE ALSO SHEET 278

CONTRACTOR SHALL DEVELOP A DETAILED SHUTDOWN AND ASSEMBLY PLAN/SCHEDULE FOR CONNECTING THE NEW 36-INCH DUCTILE IRON WATER TRANSMISSION LINE (WTL) TO THE EXISTING 36-INCH PRESTRESSED CONCRETE CYLINDER (PCCP) WATER TRANSMISSION LINE. SUBMIT THE PROPOSED WORK PLAN AND SCHEDULE TO THE ENGINEER AND OWNER FOR REVIEW AND APPROVAL TWO (2) WEEKS BEFORE THE WORK IS TO BE PERFORMED. THE WORK PLAN SHALL MINIMALLY INCLUDE DETAILS ON ANY PROPOSED TRANSITION PIPING JOINTS OR FITTINGS FOR CONNECTING TO THE EXISTING 36-INCH PCCP. THE SHUTDOWN AND CONNECTION WORK SHALL GENERALLY CONFORM TO THE FOLLOWING SEQUENCE :

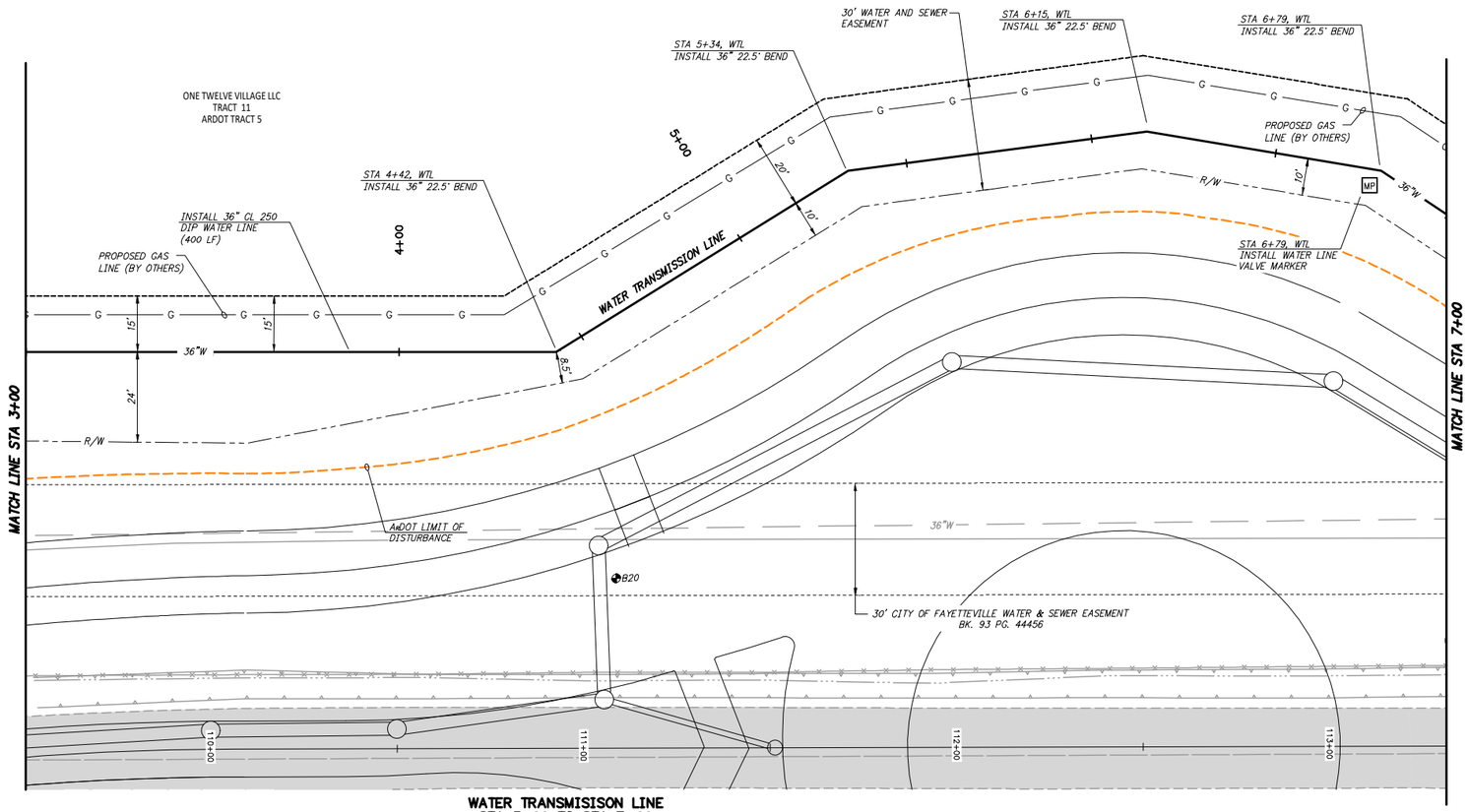
1. VERIFY LOCATIONS OF EXISTING JOINTS CLOSEST TO THE PROPOSED TIE-IN LOCATIONS ON THE EXISTING 36-INCH WTL AT STA 0+59 AND STA 29+75.
2. PREASSEMBLE 36-INCH TEE WITH BUTTERFLY VALVE FOR EACH TIE-IN LOCATION ON THE EXISTING 36-INCH WTL.
3. INSTALL NEW WTL AS SHOWN ON THE PLANS (BETWEEN STA 0+59 AND STA 29+75) WITHOUT CONNECTION TO THE EXISTING 36-INCH WTL.
4. PRESSURE TEST, DISINFECT, AND SAMPLE WATER TRANSMISSION LINE IN ACCORDANCE WITH SECTIONS 01666 AND 02510 OF THE PROJECT SPECIFICATIONS.
5. COORDINATE WITH THE CITY OF FAYETTEVILLE TO CLOSE THE 36-INCH VALVE AT THE SOUTHWEST CORNER OF THE INTERSECTION OF VAN ASCHE DRIVE AND NORTH GREGG AVENUE.
6. COORDINATE WITH THE CITY OF FAYETTEVILLE TO CLOSE THE 36-INCH VALVE ON TRUCKERS DRIVE AND DRAIN APPROXIMATELY 9,400 LINEAR FEET OF 36-INCH WTL. SEE SHEET 290 FOR DETAIL.
7. CUT AND REMOVE ONE (1) SECTION OF EXISTING 36-INCH WTL AT EACH LOCATION AND INSTALL PREASSEMBLED 36-INCH TEE WITH ONE (1) BUTTERFLY VALVE AND VALVE BOX AT STA 0+59 AND STA 29+75. SWAB OR SPRAY ASSEMBLED VALVES AND FITTINGS WITH A 1% TO 5% SOLUTION OF CHLORINE PRIOR TO INSTALLATION. CONNECT NEW WTL TO THE NEW 36-INCH TEES ON THE EXISTING 36-INCH WTL AT BOTH LOCATIONS.
8. CUT EXISTING WTL AND INSTALL TWO (2) 36-INCH CAPS AT EACH LOCATION WITH CONCRETE BLOCKING AND ABANDON EXISTING WTL EAST AT STA 0+59 AND WEST AT STA 29+75.
9. FOLLOWING APPROVAL OF TESTING, COORDINATE WITH THE CITY OF FAYETTEVILLE TO REOPEN THE EXISTING 36-INCH VALVES AND PLACE NEW WTL INTO SERVICE.

UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN AND PROFILE
STA 0+59 TO STA 3+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\271 P-16 WTL.DWG
PLOTTED: 7/23/2025 1:21 PM

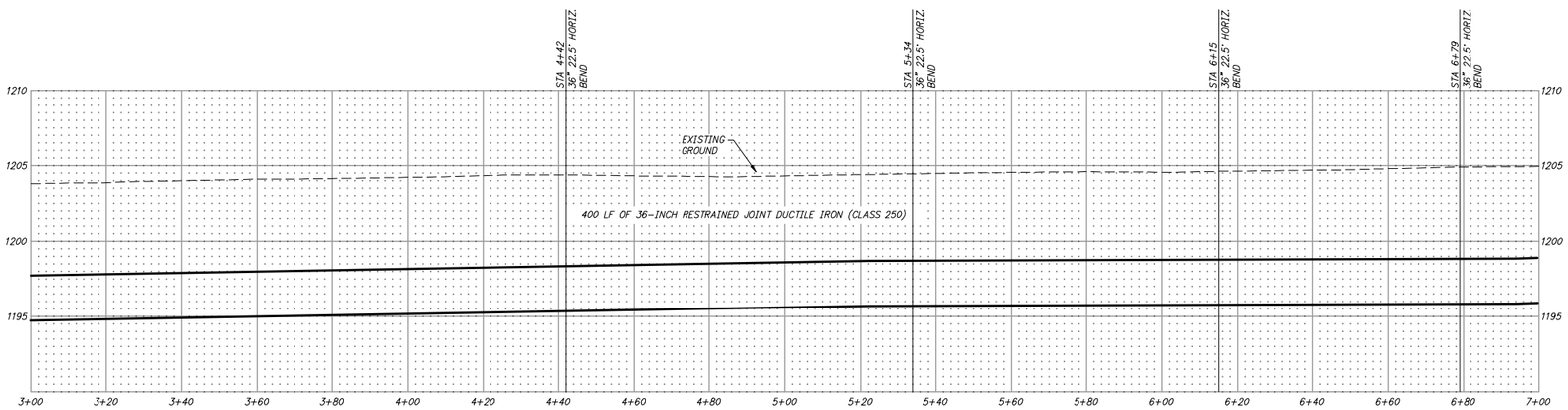
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	272	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



WATER TRANSMISISON LINE
STA 3+00 TO STA 7+00

PLAN
1"=20'



WATER TRANSMISSION LINE
STA 3+00 TO STA 7+00

PROFILE
H: 1"=20' V: 1"=5'

20 10 0 20
SCALE IN FEET

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING A GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. ALL 36-INCH DUCTILE IRON PIPE SHALL BE RESTRAINED. CONTRACTOR SHALL UTILIZE JOINT DEFLECTION AS REQUIRED TO ACHIEVE PROPOSED ALIGNMENT. DEFLECTIONS AT EACH PIPE JOINT SHALL BE LIMITED TO 80% OF MANUFACTURER'S SPECIFICATION OR RECOMMENDATIONS.

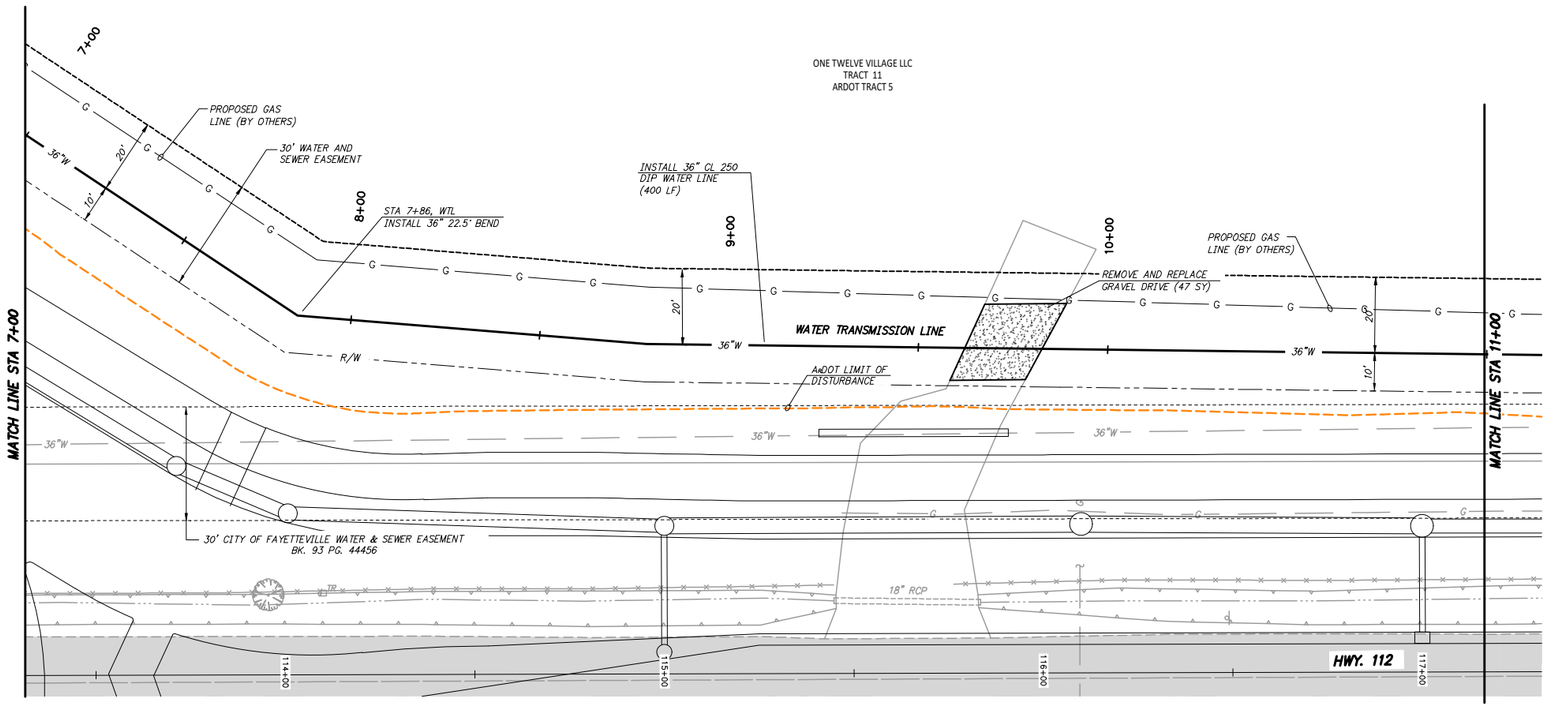
UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN AND PROFILE
STA 3+00 TO STA 7+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\272 P-17 WTL.DWG
PLOTTED: 5/30/2025 9:57 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	273	392
		UTILITY RELOCATION				

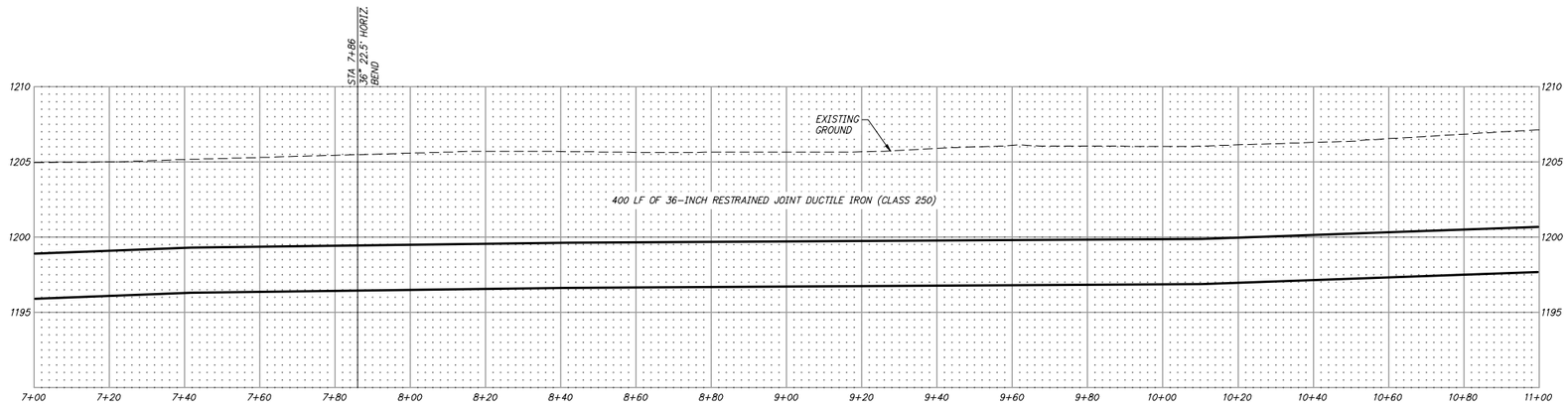
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

20 10 0 20
SCALE IN FEET



WATER TRANSMISISON LINE
STA 7+00 TO STA 11+00

PLAN
1"=20'



WATER TRANSMISSION LINE
STA 7+00 TO STA 11+00

PROFILE
H: 1"=20' V: 1"=5'

NOTES:

1. *CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.*
2. *CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.*
3. *CLEARING A GRUBBING IS INCIDENTAL TO SITE PREPARATION.*
4. *ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.*
5. *FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.*
6. *ALL 36-INCH DUCTILE IRON PIPE SHALL BE RESTRAINED.*

UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN AND PROFILE
STA 7+00 TO STA 11+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\273 P-18 WTL.DWG
PLOTTED: 11/7/2024 4:10 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	274	392

UTILITY RELOCATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

ONE TWELVE VILLAGE LLC
TRACT 11
ARDOT TRACT 5

FELLOWSHIP BIBLE CHURCH OF NORTHWEST ARKANSAS

SCALE IN FEET
20 10 0 20

INSTALL FIRE HYDRANT ASSEMBLY WITHOUT TEE
INSTALL 12" x 6" REDUCER
INSTALL 12" x 8" TEE AND 8" GATE VALVE WITH VALVE BOX NORTH
8"W
36"W
STA 14+38, WTL
INSTALL 36" x 24" TEE WITH 24" x 12" REDUCER AND 12" BUTTERFLY VALVE

ARDOT LIMIT OF DISTURBANCE

48" STEEL TRANSMISSION LINE (BY OTHERS)

STA 13+68, WTL
CONNECT TO 48" X 36" CROSS (2 EA)

STA 14+27, WTL
INSTALL 36" 45° BEND

STA 13+88, WTL
INSTALL 36" 45° BEND

STA 12+68, WTL
INSTALL 36" 22.5° BEND

STA 12+09, WTL
INSTALL 36" 22.5° BEND

WATER TRANSMISSION LINE

PROPOSED GAS LINE (BY OTHERS)

INSTALL 36" CL 250 DIP WATER LINE (500 LF)

STA 12+80, WTL
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

STA 12+09, WTL
INSTALL WATER LINE VALVE MARKER

30' WATER AND SEWER EASEMENT

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT
BK. 93 PG. 44456

MATCH LINE STA 11+00

DEMOLISH VALVE BOX (1 EA)

24"W BY OTHERS

B23
10' CLEAR

CLEAR AND GRUB TREE (1 EA)

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (70 LF)

STA 14+60, WTL
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

REMOVE AND REPLACE ASPHALT PAVEMENT (63 SY)

PROTECT LIGHT POLE

REMOVE AND REPLACE CONCRETE SIDEWALK (24 SY)

REMOVE AND REPLACE TYPE A CONCRETE CURB AND GUTTER (120 LF)

INSTALL 8" 45° BEND

REMOVE AND REINSTALL 24" x 38" FLARED END SECTION FOR RCPE (1 EA)

INSTALL 8" x 8" TAPPING SLEEVE AND VALVE WITH BOX

CUT EXISTING 8" WATER LINE AND INSTALL 8" CAPS (2 EA) EAST. INSTALL CONCRETE BLOCKING AND ABANDON EXISTING WATER LINE EAST.

STA 15+16, WTL
INSTALL 36" 11.25° BEND

REMOVE AND REPLACE ASPHALT PAVEMENT (82 SY)

INSTALL 8" DR 14 C900 RESTRAINED JOINT PVC WATER LINE (96 LF)

PROPOSED GAS LINE (BY OTHERS)

20' UTILITY EASEMENT PER PLAT 0024-00000061

93' ACCESS EASEMENT PER PLAT 0024-00000061

UTILITY EASEMENT PER PLAT 0024-00000061

MATCH LINE STA 16+00

SS-4
SH.286

SALVAGE EXISTING FIRE HYDRANT (1 EA) CUT AND CAP 6"W

18"x24" RCPE

HWY. 112

11+00 12+00 13+00 14+00 15+00 16+00
117+00 118+00 119+00 120+00 121+00 122+00

WATER TRANSMISSION LINE STA 11+00 TO STA 16+00

PLAN

1"=20'

48" STEEL TRANSMISSION LINE (BY OTHERS)
36" BUTTERFLY VALVE WITH 36" SPOOL EACH SIDE OF CROSS (BY OTHERS). CONNECT NEW 36"W (2 EA)
48"W
48" BUTTERFLY VALVE (BY OTHERS)
STA 13+68 WTL (CONFIRM)
48"x36"x24" CROSS (BY OTHERS)
36"W
36"W
CLOSE 24" BUTTERFLY VALVE AND ABANDON. DEMOLISH VALVE BOX (1 EA). CUT AND CAP 24"W (1 EA). REMOVE AND SALVAGE 24" TAPPING SLEEVE AND CAP TAPPING SLEEVE (1 EA)
24" BUTTERFLY VALVE (BY OTHERS)
24" TAPPING VALVE (BY OTHERS)
36"W

STA 12+09 36" 22.5° HORIZ. BEND
STA 12+68 36" 22.5° HORIZ. BEND
STA 13+68 CONNECT TO EXISTING 48"x36" CROSS
STA 13+88 36" 45° BEND
STA 14+16 36" 11.25° BEND
STA 14+27 36" 45° BEND
STA 14+38 36" X 24" TEE
STA 14+94 36" 11.25° BEND
STA 15+16 36" 11.25° HORIZ. BEND

500 LF OF 36-INCH RESTRAINED JOINT DUCTILE IRON (CLASS 250)
EXISTING GROUND
54" COVER (CONFIRM)
VALVES BY OTHERS
48"x36"x24" CROSS BY OTHERS
FLOWABLE FILL TRENCH CUTOFF
18" MIN
8"SS
10'
FLOWABLE FILL TRENCH CUTOFF
18" MIN
EX.8"SS (TO BE ABANDONED)
3
EX.8"W (TO BE ABANDONED)
48"MIN.

1220 1215 1210 1205 1200

11+00 11+20 11+40 11+60 11+80 12+00 12+20 12+40 12+60 12+80 13+00 13+20 13+40 13+60 13+80 14+00 14+20 14+40 14+60 14+80 15+00 15+20 15+40 15+60 15+80 16+00

WATER TRANSMISSION LINE STA 11+00 TO STA 16+00

PROFILE

H: 1"=20' V: 1"=5'

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. CONTRACTOR SHALL CONSTRUCT 8-INCH SEWER AND PLACE INTO SERVICE PRIOR TO CONSTRUCTING WATER TRANSMISSION LINE.
3. MAINTAIN MINIMUM ONE WAY WATER FEED ON EXISTING 8"W. INSTALL TEMPORARY 8" PVC RELOCATION PIPING AS NECESSARY DURING CONSTRUCTION OF 36"W. SEE SHEET 275 FOR CONTINUATION OF 8"W.

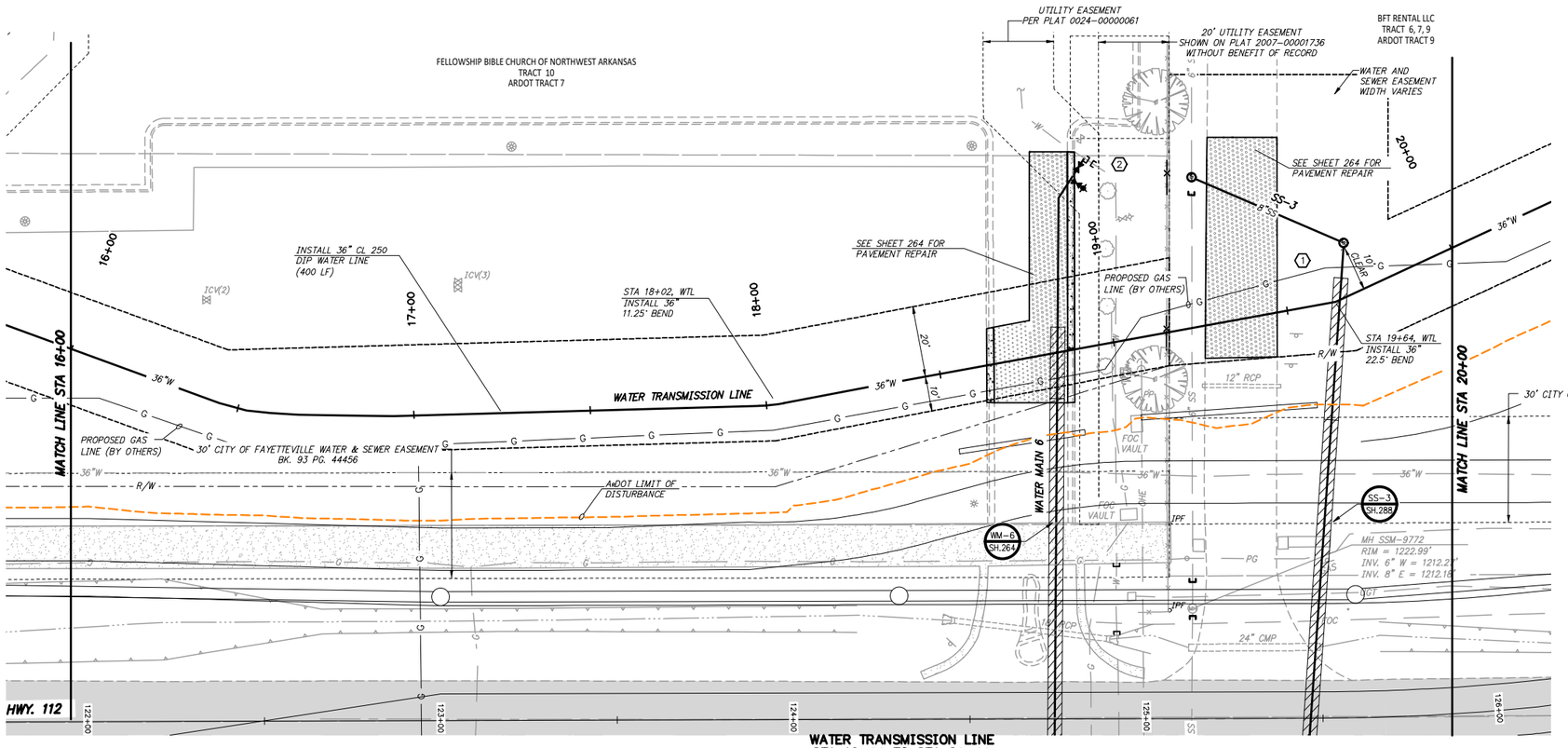
NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING A GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. ALL 36-INCH DUCTILE IRON PIPE SHALL BE RESTRAINED.
7. PRIOR TO REMOVAL OF LANDSCAPING, NOTIFY THE PROPERTY OWNER AND ALLOW FOR ANY SALVAGING OF PLANTINGS OR IRRIGATION SPRINKLER HEADS. CAP ANY IRRIGATION PIPING THAT IS CUT. REMOVAL AND DISPOSAL OF LANDSCAPING, INCLUDING CAPPING IRRIGATION PIPING, IS CONSIDERED INCIDENTAL TO SITE PREPARATION.

UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN AND PROFILE
STA 11+00 TO STA 16+00

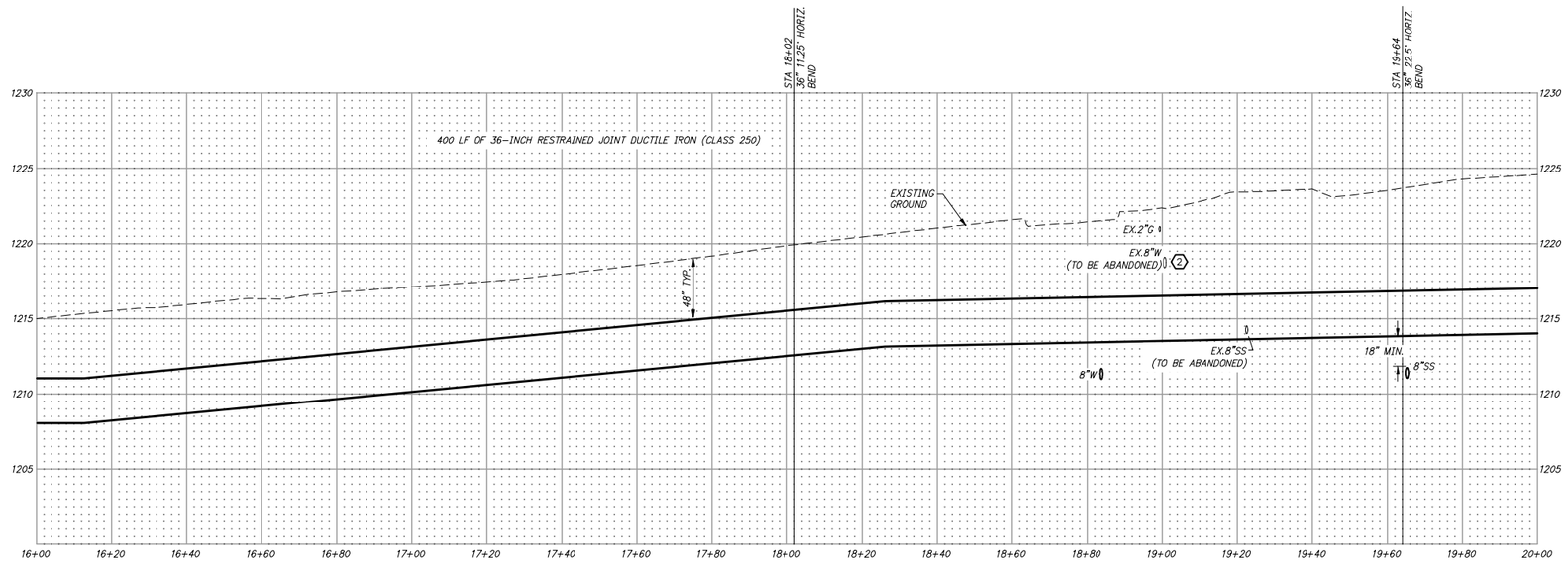
USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\274 P-19 WTL.DWG
PLOTTED: 6/2/2025 4:49 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	275	392
		UTILITY RELOCATION				



WATER TRANSMISSION LINE
STA 16+00 TO STA 20+00

PLAN
1"=20'



WATER TRANSMISSION LINE
STA 16+00 TO STA 20+00

PROFILE
H: 1"=20' V: 1"=5'

20 10 0 20
SCALE IN FEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

KEYED NOTES:

1. CONTRACTOR SHALL CONSTRUCT 8-INCH SEWER AND PLACE INTO SERVICE PRIOR TO CONSTRUCTING WATER TRANSMISSION LINE.
2. MAINTAIN A MINIMUM ONE WAY FEED ON EXISTING 8"W. CONSTRUCT AND PLACE IN SERVICE 8"W PRIOR TO CONSTRUCTING 36"W. SEE SHEET 274 FOR CONTINUATION OF 8"W.

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING A GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. ALL 36-INCH DUCTILE IRON PIPE SHALL BE RESTRAINED.
7. PRIOR TO REMOVAL OF LANDSCAPING, NOTIFY THE PROPERTY OWNER AND ALLOW FOR ANY SALVAGING OF PLANTINGS OR IRRIGATION SPRINKLER HEADS. CAP ANY IRRIGATION PIPING THAT IS CUT. REMOVAL AND DISPOSAL OF LANDSCAPING, INCLUDING CAPPING IRRIGATION PIPING, IS CONSIDERED INCIDENTAL TO SITE PREPARATION.

UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN AND PROFILE
STA 16+00 TO STA 20+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\275 P-20 WTL.DWG
PLOTTED: 5/20/2025 1:31 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	276	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
1/16/25
BARRY K. McCORMICK

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SERVICE LINES.
3. CLEARING A GRUBBING IS INCIDENTAL TO SITE PREPARATION.
4. ALL WATER LINES SHALL BE INSTALLED WITH TRACER WIRE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE WATER LINE AND NO SEPARATE PAYMENT WILL BE MADE. ALL TRACER WIRE JUNCTION BOXES SHALL BE INCORPORATED INTO THE NEAREST VALVE BOX.
5. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
6. ALL 36-INCH DUCTILE IRON PIPE SHALL BE RESTRAINED.

N

20 10 0 20
SCALE IN FEET

STA 21+10, WTL
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

STA 21+21, WTL
INSTALL 36" 45° BEND

STA 20+95, WTL
INSTALL 36" BUTTERFLY VALVE WITH VALVE BOX

STA 20+95, WTL
INSTALL WATER LINE MARKER POST

30' WATER AND SEWER EASEMENT

STA 21+23, WTL=
STA 127+52, 159' L HWY 112 NORTH
INSTALL 36" 45° BEND

ArDOT LIMIT OF DISTURBANCE

STA 21+26 TO STA 22+46, WTL
INSTALL 54" STEEL ENCASEMENT BY OPEN CUT (120 LF)
WTL SH.277 C1005

BFT RENTAL LLC
TRACT 6, 7, 9
ARDOT TRACT 9

PROPOSED GAS LINE (BY OTHERS)

CLEAR AND GRUB TREES (1 EA)

WATER TRANSMISSION LINE

STA 22+46, WTL
ENCASEMENT INSTALLATION METHOD CHANGE

CUT AND CAP 36"W (2 EA)
REMOVE AND DISPOSE OF EXISTING 36" WATER TRANSMISSION LINE (235 LF)
CONFIRM VERTICAL CONFLICT BEFORE CUTTING 36"W

PROPOSED PEDESTRIAN TUNNEL

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT BK. 93 PG. 44249

REMOVE EXISTING FIRE HYDRANT AND RETURN TO OWNER (1 EA)

STA 21+81, WTL=
STA 127+70, 6' HWY 112 NORTH

ArDOT LIMIT OF DISTURBANCE

CUT AND CAP 36"W (2 EA)
REMOVE AND DISPOSE OF EXISTING 36" WATER TRANSMISSION LINE (35 LF)
CONFIRM VERTICAL CONFLICT BEFORE CUTTING 36"W

MATCH LINE STA 20+00

HWY. 112

STA 22+46 TO STA 23+86, WTL
INSTALL 54" STEEL ENCASEMENT BY DRY BORE (140 LF)
WTL SH.277

DROP INLET
TOP = 1241.96'
IE = 1238.74'

DROP INLET
TOP = 1241.90'
IE = 1237.65'

ABANDON EXISTING 6" AC WATER LINE

WATER MAIN 2

20' UTILITY EASEMENT DOC. #2001-00029230

CITY OF FAYETTEVILLE RIGHT-OF-WAY BK. 2001 PG. 26809

SEE SHEET 266 FOR PAVEMENT REPAIR

15' WATER & SEWER EASEMENT BK. 888 PG. 768

WM-2 SH.266

STA 23+88, WTL=
STA 127+77, 105' R HWY 112 NORTH
INSTALL 36" 45° BEND. INSTALL WATER LINE MARKER POST

SEE SHEET 266 FOR PAVEMENT REPAIR

STA 23+90, WTL
INSTALL 36" 11.25° BEND

STA 24+08, WTL
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

15' UTILITY EASEMENT DOC. #2005-25224

STA 25+69, WTL
INSTALL 36" 45° BEND

STA 25+71, WTL
INSTALL 36" 22.5° BEND

CITY OF FAYETTEVILLE RIGHT-OF-WAY DOC. #2005-00025223

PROPOSED GAS LINE (BY OTHERS)

INSTALL 36" CL 250 DIP WATER LINE (700 LF)

SEE SHEET 266 FOR PAVEMENT REPAIR

30' WATER AND SEWER EASEMENT

ACCESS EASEMENT DOC. #2005-00025224

ARKANSAS STATE HIGHWAY COMM
TRACT 18
ARDOT TRACT 10

KUBALD VENTURES LLC
TRACT 19

FIVEHILLS REAL ESTATE HOLDINGS LLC
TRACT 20
ARDOT TRACT 11

MATCH LINE STA 26+40

WATER TRANSMISISON LINE
STA 20+00 TO STA 27+00

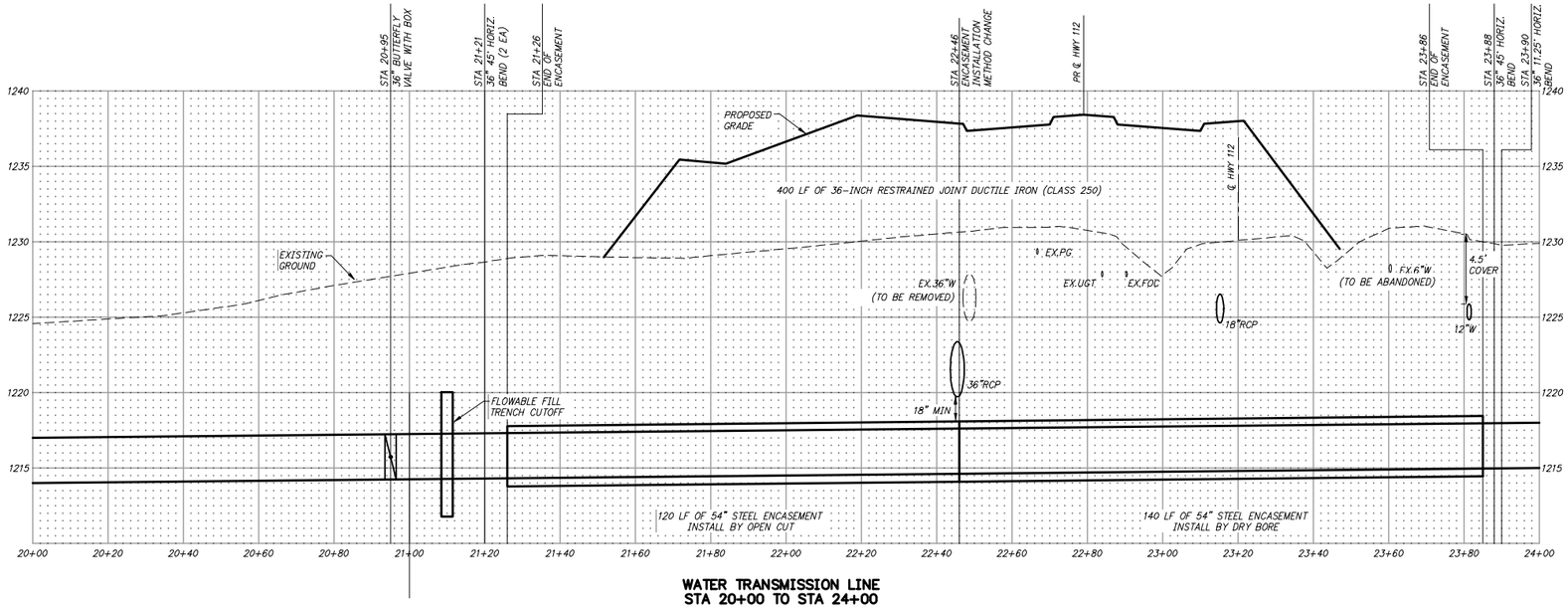
PLAN
1"=20'

UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN
STA 20+00 TO STA 26+40

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\276 P-21 WTL.DWG
PLOTTED: 1/16/2025 2:08 PM

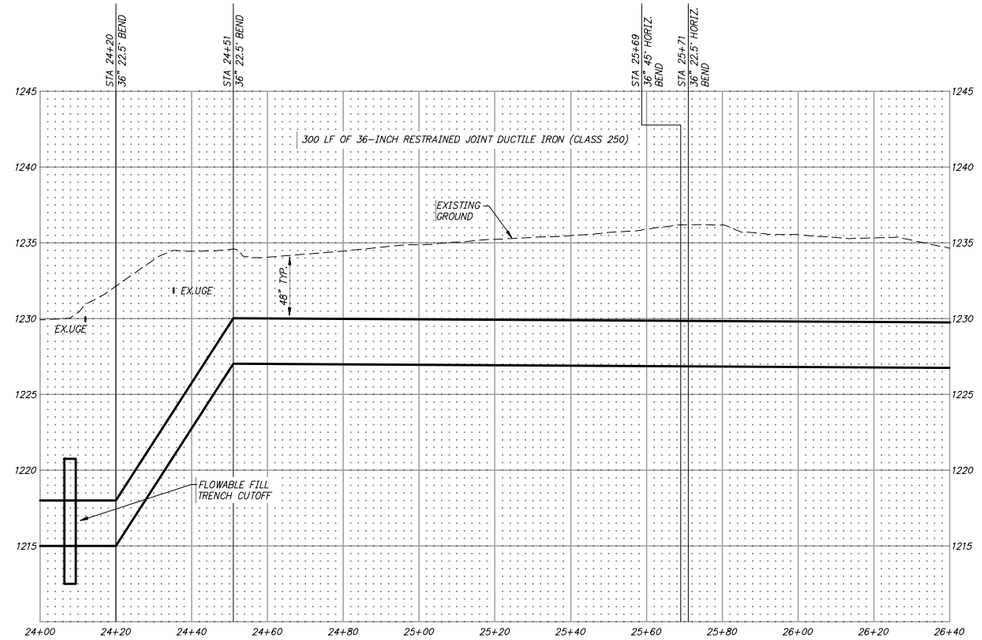
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	277	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



WATER TRANSMISSION LINE
STA 20+00 TO STA 24+00

PROFILE
H: 1"=20' V: 1"=5'



WATER TRANSMISSION LINE
STA 24+00 TO STA 26+40

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER TRANSMISSION LINE PROFILE
STA 20+00 TO STA 26+40

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\277 WTL PRO.DWG
PLOTTED: 10/13/2025 3:09 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	278	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

STA 29+75
INSTALL 36" TEE.
INSTALL ONE (1) BUTTERFLY VALVE WITH VALVE BOX SOUTH

SEE SHEET 257 FOR CONSTRUCTION OF WATER SERVICE LINE

TYP C504 STA 29+75
INSTALL CONCRETE ANCHOR COLLAR WEST

TYP C601 C505 STA 29+75, LT
CUT EXISTING 36" WATER TRANSMISSION LINE AND INSTALL 36" CAPS (2 EA) WEST. INSTALL CONCRETE BLOCKING AND ABANDON EXISTING WATER LINE WEST.

REMOVE AIR RELEASE VALVE AND RETURN TO OWNER
DEMOLISH ARV VAULT
CUT AND CAP EXISTING 36"W WEST AND EAST

W. VAN ASCHE DR.

REMOVE AND REPLACE CONCRETE DRIVE (55 SY)

DROP INLET
TOP = 1243.50'
IE = 1238.49'

MH SSM-9777
RIM = 1242.96'
INV. 4" NE = 1237.86'
INV. 6" S = 1234.02'
INV. 6" W = 1235.65'

60'± TO FIRE HYDRANT

WATER MAIN 2

REMOVE AND REPLACE CONCRETE PAVEMENT (40 SY)

CITY OF FAYETTEVILLE RIGHT-OF-WAY DOC. #2015-00010448

ACCESS EASEMENT DOC. #2015-00010448

CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #94-063541

15' UTILITY EASEMENT DOC. #2005-25224

5' CITY OF FAYETTEVILLE UTILITY EASEMENT DOC. #2014-00000925

MH
RIM = 1239.87'
INV. 6" N = 1232.87'
INV. 6" E = 1233.32'
INV. 6" S = 1232.80'

REMOVE AND REPLACE ASPHALT PAVEMENT (520 SY)

PROPOSED PEDESTRIAN TUNNEL

HWY. 112

29+00

30' WATER AND SEWER EASEMENT

STA 29+26, WTL
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

INSTALL SINGLE SERVICE METER BOX AND SETTER AND RECONNECT 1" SERVICE LINE FOR THE PROPERTY 3582 N. HWY. 112. COORDINATE WITH THE CITY TO RELOCATED 1" METER. C101

FIVEHILLS REAL ESTATE HOLDINGS LLC
TRACT 20
ARDOT TRACT 11

NEW DRIVEWAY BY OTHERS

24' ACCESS EASEMENT DOC. #2013-00028308

10' ACCESS EASEMENT DOC. #2014-0000926

CITY OF FAYETTEVILLE RIGHT-OF-WAY DOC. #2005-00025223

PROPOSED GAS LINE (BY OTHERS)

28+00

REMOVE AND REPLACE GRAVEL DRIVE (174 SY)

INSTALL 36" CL 250 DIP WATER LINE (335 LF)

REMOVE AND REPLACE ASPHALT PAVEMENT (183 SY)

27+00

30' WATER AND SEWER EASEMENT

26+00

MATCH LINE STA 26+40

STA 27+18, WTL
INSTALL 36" 22.5° BEND

STA 27+16, WTL
INSTALL 36" 45° BEND

STA 27+06, WTL
REMOVE AND RELOCATE EXISTING SEWER SERVICE WITH 4" PVC SERVICE LINE (40 LF) AND 8" PVC CASING PIPE (20 LF) CENTERED ON 36"W

WATER TRANSMISSION LINE
STA 26+40 TO END

PLAN
1"=20'

N

20 10 0 20
SCALE IN FEET

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. ACCORDING TO 1995 AS BUILT DRAWINGS (CITY OF FAYETTEVILLE PROJECT FY902103) THE 36" PCCP WAS INSTALLED IN A 48" STEEL CASING ACROSS HWY 112. CONTRACTOR SHALL CONFIRM NO CONFLICT WITH PROPOSED IMPROVEMENTS.
3. REMOVE PCCP AT EXISTING JOINT AND INSTALL 36" PCCP X DIP ADAPTOR. CONFIRM PCCP BELL OR SPIGOT END.
4. PLEASE REFER TO WATER TRANSMISSION CONNECTION DETAIL ON SHEET NO. 271 FOR ADDITIONAL DETAIL.

SEQUENCE OF CONSTRUCTION: SEE ALSO SHEET 271

CONTRACTOR SHALL DEVELOP A DETAILED SHUTDOWN AND ASSEMBLY PLAN/SCHEDULE FOR CONNECTING THE NEW 36-INCH DUCTILE IRON WATER TRANSMISSION LINE (WTL) TO THE EXISTING 36-INCH PRESTRESSED CONCRETE CYLINDER (PCCP) WATER TRANSMISSION LINE. SUBMIT THE PROPOSED WORK PLAN AND SCHEDULE TO THE ENGINEER AND OWNER FOR REVIEW AND APPROVAL TWO (2) WEEKS BEFORE THE WORK IS TO BE PERFORMED. THE WORK PLAN SHALL MINIMALLY INCLUDE DETAILS ON ANY PROPOSED TRANSITION PIPING JOINTS OR FITTINGS FOR CONNECTING TO THE EXISTING 36-INCH PCCP. THE SHUTDOWN AND CONNECTION WORK SHALL GENERALLY CONFORM TO THE FOLLOWING SEQUENCE :

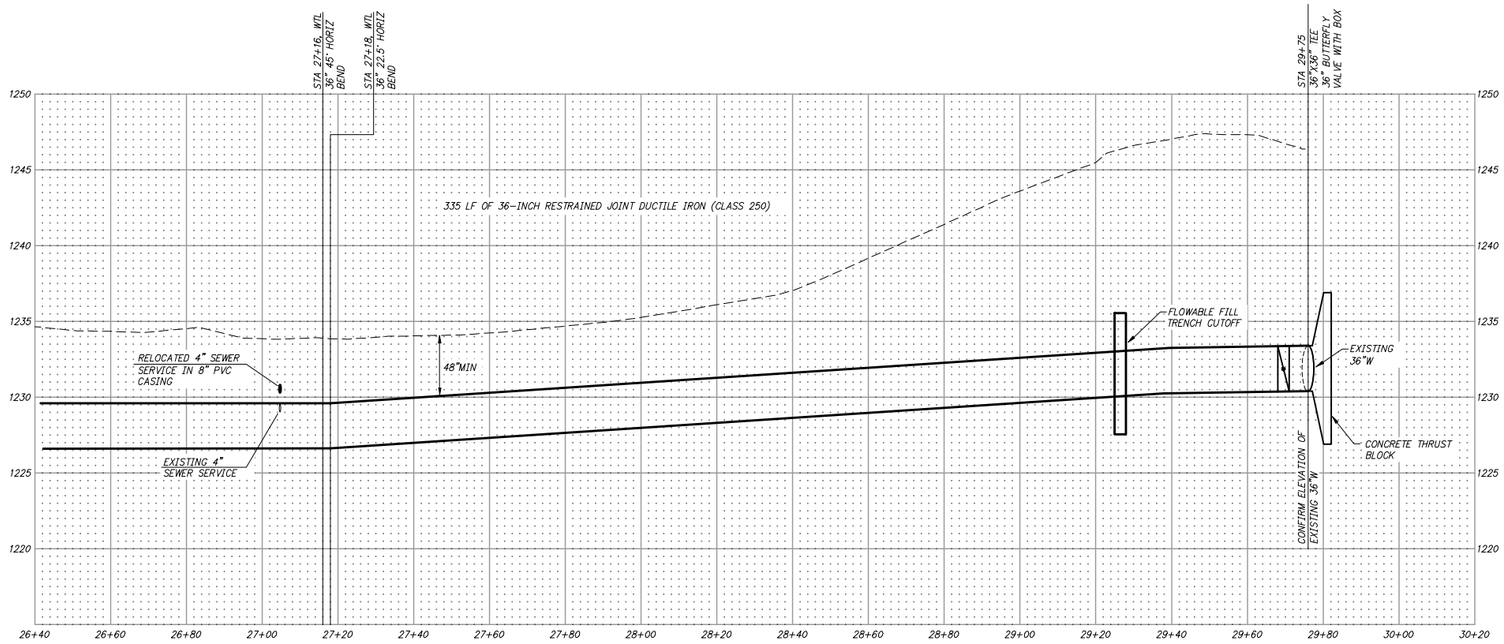
1. VERIFY LOCATIONS OF EXISTING JOINTS CLOSEST TO THE PROPOSED TIE-IN LOCATIONS ON THE EXISTING 36-INCH WTL AT STA 0+59 AND STA 29+75.
2. PREASSEMBLE 36-INCH TEE WITH BUTTERFLY VALVE FOR EACH TIE-IN LOCATION ON THE EXISTING 36-INCH WTL. SEE WATER TRANSMISSION LINE CONNECTION DETAIL ON SHEET 271 (SIMILAR).
3. INSTALL NEW WTL AS SHOWN ON THE PLANS (BETWEEN STA 0+59 AND STA 29+75) WITHOUT CONNECTION TO THE EXISTING 36-INCH WTL.
4. PRESSURE TEST, DISINFECT, AND SAMPLE WATER TRANSMISSION LINE IN ACCORDANCE WITH SECTIONS 01666 AND 02510 OF THE PROJECT SPECIFICATIONS.
5. COORDINATE WITH THE CITY OF FAYETTEVILLE TO CLOSE THE 36-INCH VALVE AT THE SOUTHWEST CORNER OF THE INTERSECTION OF VAN ASCHE DRIVE AND NORTH GREGG AVENUE.
6. COORDINATE WITH THE CITY OF FAYETTEVILLE TO CLOSE THE 36-INCH VALVE ON TRUCKERS DRIVE AND DRAIN APPROXIMATELY 9,125 LINEAR FEET OF 36-INCH WTL. SEE SHEET 290 FOR DETAIL.
7. CUT AND REMOVE ONE (1) SECTION OF EXISTING 36-INCH WTL AT EACH LOCATION AND INSTALL PREASSEMBLED 36-INCH TEE WITH ONE (1) BUTTERFLY VALVE AND VALVE BOX AT STA 0+59 AND STA 29+75. SWAB OR SPRAY ASSEMBLED VALVES AND FITTINGS WITH A 1% TO 5% SOLUTION OF CHLORINE PRIOR TO INSTALLATION. CONNECT NEW WTL TO THE NEW 36-INCH TEES ON THE EXISTING 36-INCH WTL AT BOTH LOCATIONS.
8. CUT EXISTING WTL AND INSTALL TWO (2) 36-INCH CAPS AT EACH LOCATION WITH CONCRETE BLOCKING AND ABANDON EXISTING WTL EAST AT STA 0+59 AND WEST AT STA 29+75.
9. FOLLOWING APPROVAL OF TESTING, COORDINATE WITH THE CITY OF FAYETTEVILLE TO REOPEN THE EXISTING 36-INCH VALVES AND PLACE NEW WTL INTO SERVICE.

UTILITY RELOCATION
WATER TRANSMISSION LINE PLAN
STA 26+40 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\278 P-13 WTL.DWG
PLOTTED: 5/20/2025 4:47 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	279	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



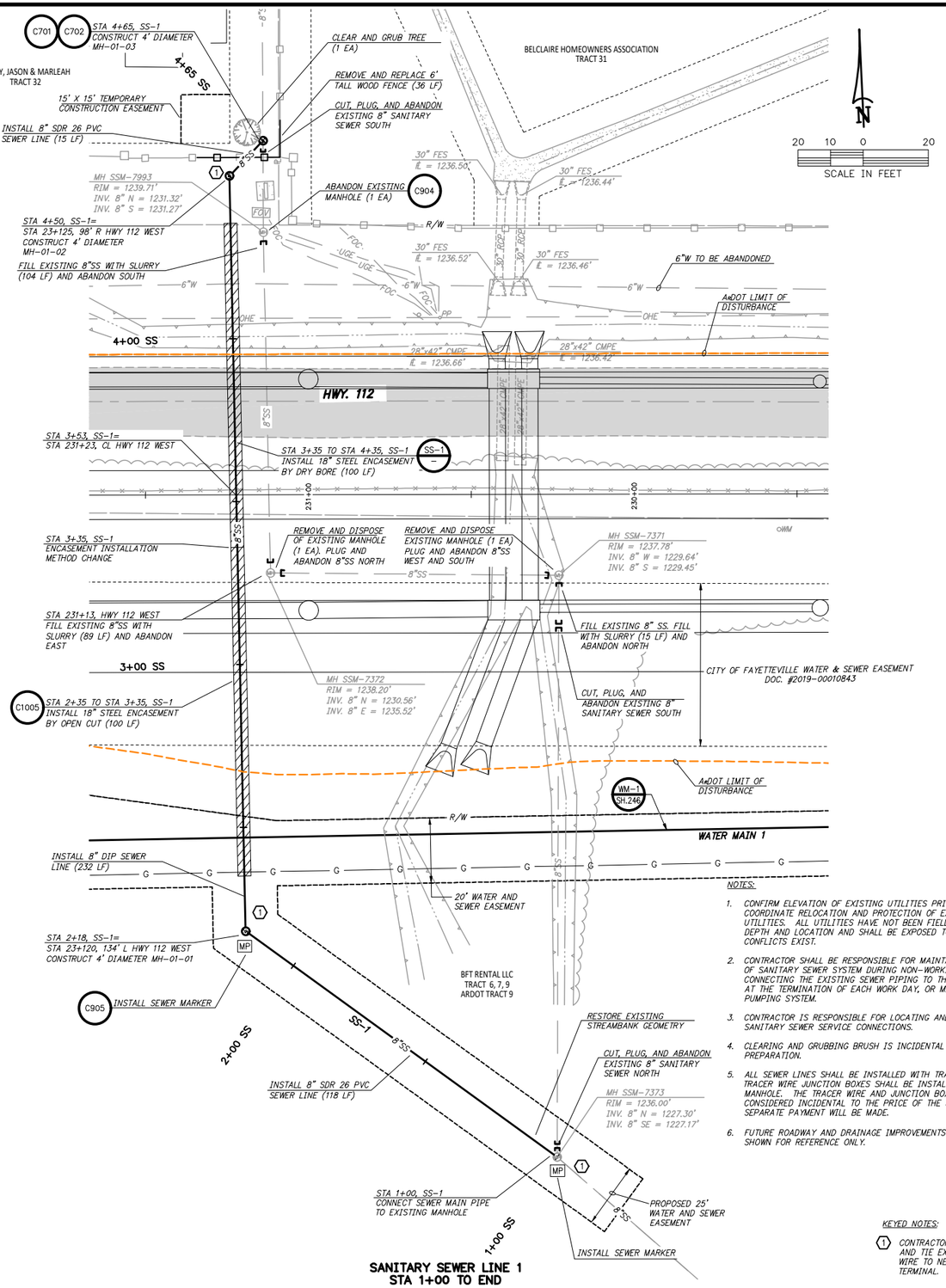
WATER TRANSMISSION LINE
STA 26+40 TO END

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
WATER TRANSMISSION LINE PROFILE
STA 26+40 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\279 P-13 WTL.DWG
PLOTTED: 1/16/2025 4:19 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	280	392
		UTILITY RELOCATION				



SANITARY SEWER LINE 1
STA1+00 TO END

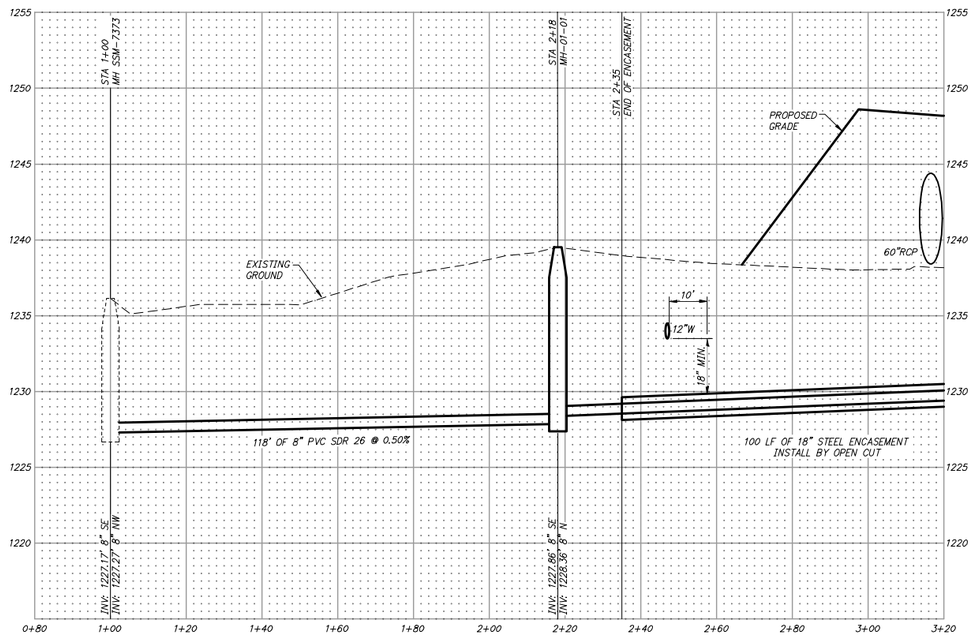
PLAN
1"=20'

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACTIVE FLOW OF SANITARY SEWER SYSTEM DURING NON-WORKING HOURS BY CONNECTING THE EXISTING SEWER PIPING TO THE NEW SEWER PIPING AT THE TERMINATION OF EACH WORK DAY, OR MAINTAIN BYPASS PUMPING SYSTEM.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SANITARY SEWER SERVICE CONNECTIONS.
4. CLEARING AND GRUBBING BRUSH IS INCIDENTAL TO SITE PREPARATION.
5. ALL SEWER LINES SHALL BE INSTALLED WITH TRACER WIRE AND TRACER WIRE JUNCTION BOXES SHALL BE INSTALLED AT EACH MANHOLE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE SEWER LINE AND NO SEPARATE PAYMENT WILL BE MADE.
6. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.

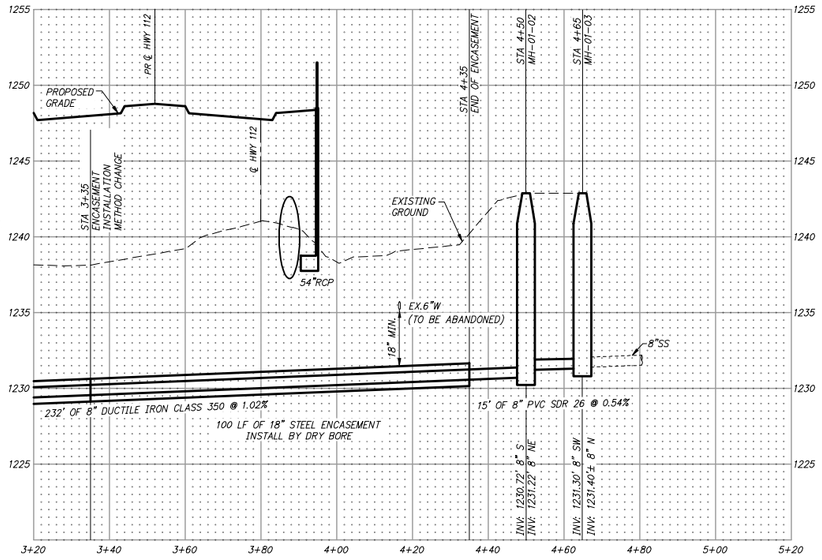
KEYED NOTES:

(1) CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.



SANITARY SEWER LINE 1
STA1+00 STA 3+20

PROFILE
H: 1"=20' V: 1"=5'



SANITARY SEWER LINE 1
STA 3+20 TO END

PROFILE
H: 1"=20' V: 1"=5'

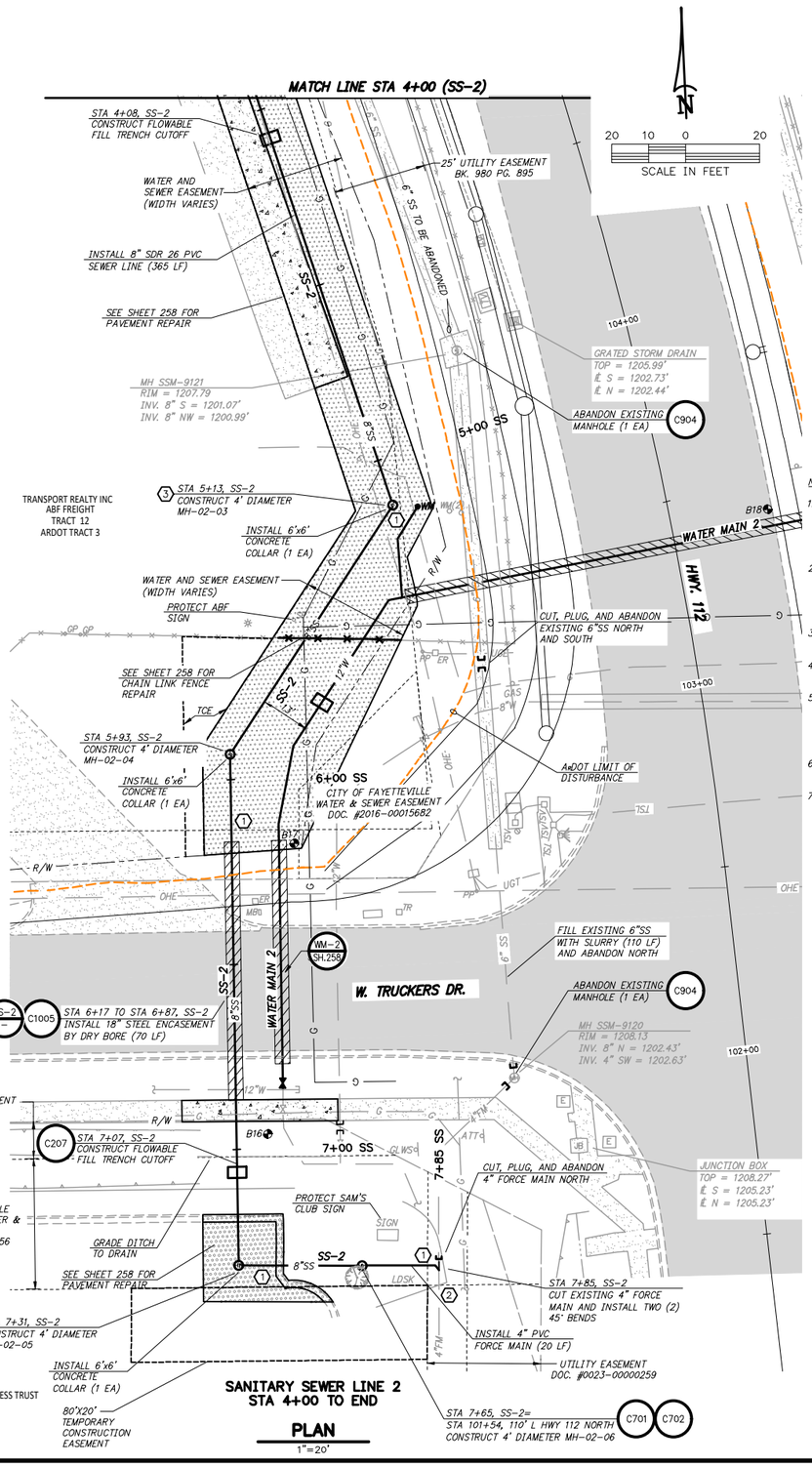
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

UTILITY RELOCATION
SANITARY SEWER LINE 1 PLAN AND PROFILE
STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\280 P-06 SS.DWG
PLOTTED: 1/23/2025 9:52 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	281	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



SANITARY SEWER LINE 2
STA 4+00 TO END

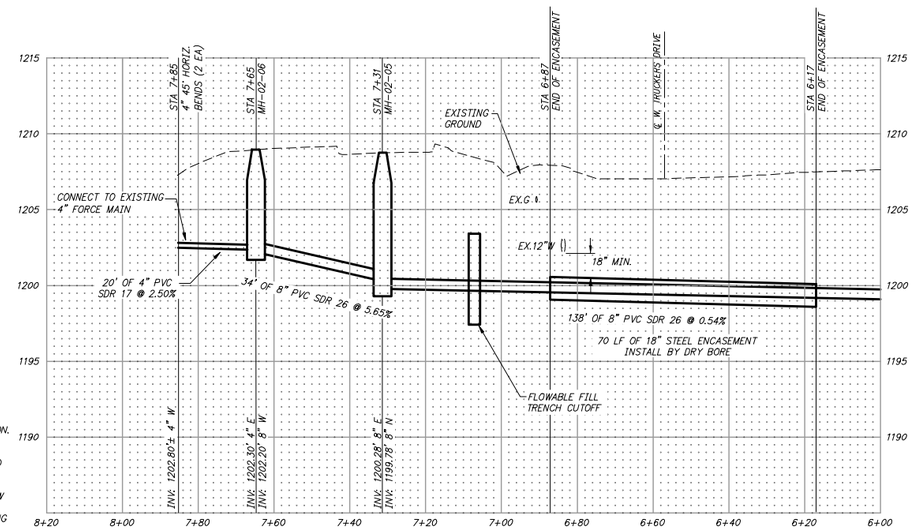
PLAN
1"=20'

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACTIVE FLOW OF SANITARY SEWER SYSTEM DURING NON-WORKING HOURS BY CONNECTING THE EXISTING SEWER PIPING TO THE NEW SEWER PIPING AT THE TERMINATION OF EACH WORK DAY, OR MAINTAIN BYPASS PUMPING SYSTEM.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SANITARY SEWER SERVICE CONNECTIONS.
4. CLEARING AND GRUBBING BRUSH IS INCIDENTAL TO SITE PREPARATION.
5. ALL SEWER LINES SHALL BE INSTALLED WITH TRACER WIRE AND TRACER WIRE JUNCTION BOXES SHALL BE INSTALLED AT EACH MANHOLE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE SEWER LINE AND NO SEPARATE PAYMENT WILL BE MADE.
6. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
7. CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY CHAIN LINK SECURITY FENCING DURING CONSTRUCTION AND RESTORE PARKING LOT AND ORIGINAL FENCING UPON COMPLETION OF CONSTRUCTION AT ABF.

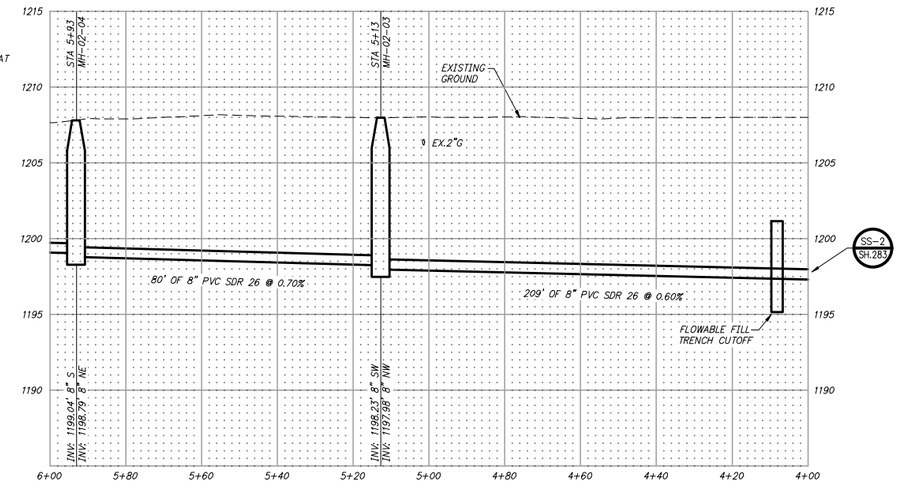
KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. CONTRACTOR SHALL CONFIRM THE PIPE SIZE AND OUTSIDE DIAMETER OF THE EXISTING FORCE MAIN PRIOR TO CONSTRUCTION.
3. COORDINATE WITH OWNER TO LOCATE AND RE-ESTABLISH SERVICE CONNECTION TO NEW SEWER.



SANITARY SEWER LINE 2
STA 7+83 TO STA 6+00

PROFILE
H: 1"=20' V: 1"=5'



SANITARY SEWER LINE 2
STA 6+00 TO STA 4+00

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
SANITARY SEWER LINE 2 PLAN AND PROFILE
STA 4+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\281 P-15 SS.DWG
PLOTTED: 11/4/2024 9:20 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	282	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

MATCH LINE STA 3+00 (SS-3)

ONE TWELVE VILLAGE LLC
TRACT 11
ARDOT TRACT 5

CL PARTNERS LLC; D BRIGGS 112 EXCHANGE LLC
TRACT 15 & 16
ARDOT TRACT 6

WTL SH.271

WATER TRANSMISSION LINE

36"W

WATER AND SEWER EASEMENT (WIDTH VARIES)

8" SS TO BE ABANDONED

INSTALL SEWER MARKER C905

MH SSM-13004
RIM = 1205.80'
INV. 10" NW = 1196.03'
INV. 48" E = 1186.00'
INV. 10" SE = 1194.78'
INV. 10" SE = 1187.42'
INV. 48" W = 1185.93'

SS-3 SH.283

WM-2 SH.259

MH SSM-849
RIM = 1206.97'
INV. 8" SE = 1195.60'
INV. 8" SW = 1196.81'
INV. 10" NW = 1195.52'

MH SSM-10836
RIM = 1205.69'
INV. 48" E = 1186.15'
INV. 48" W = 1186.10'

STA 2+49, SS-3
CONSTRUCT 4' DIAMETER MH-03-03

CUT, PLUG, AND ABANDON EXISTING 8"SS NORTH

INSTALL SEWER MARKER C804

STA 1+77, SS-3
CONSTRUCT 8' DIAMETER MH-03-02 WITH 4' DIAMETER TRANSITION FLAT TOP

CUT, PLUG, AND ABANDON EXISTING 10"SS SOUTH

MH SSM-7910
RIM = 1204.51'
INV. 8" N = STUBOUT
INV. 48" E = 1185.41'
INV. 48" W = 1183.32

INSTALL SEWER MARKER

EXISTING 48" SANITARY SEWER TO REMAIN IN SERVICE.

1+00 SS

2+00 SS R/W

CITY OF FAYETTEVILLE WATER & SEWER EASEMENT DOC. #023A-00000141

48" SS

ABANDON EXISTING MANHOLE (1 EA.) PLUG AND ABANDON 6"SS WEST C904

ARDOT LIMIT OF DISTURBANCE

FILL EXISTING 6"SS WITH SLURRY (110 LF) AND ABANDON EAST

CUT, PLUG AND ABANDON EXISTING 8"SS SOUTH

INSTALL 8" SDR 26 PVC SEWER LINE (225 LF)
STA 0+81 TO STA 1+61, SS-3
INSTALL 18" STEEL ENCASEMENT BY DORE (80 LF)

MANAGEMENT ZONE

WATERSIDE ZONE

CITY OF FAYETTEVILLE SEWER EASEMENT DOC. #2008-00008438

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT BK. 93 PG. 44456

STA 1+00, SS-2
CONNECT SEWER MAIN PIPE TO EXISTING MANHOLE

MH SSM-9123
RIM = 1204.83'
INV. 8" SE = 1198.91'
INV. 4" SW = 1197.95'
INV. 8" NE = 1197.61'

REMOVE AND DISPOSE OF EXISTING MANHOLE (1 EA). PLUG AND ABANDON 6"SS SOUTH

IRF CP-2

15' DRAINAGE EASEMENT DOC. #99057539

RESTORE EXISTING STREAMBANK GEOMETRY

CLABBER CREEK

15' DRAINAGE EASEMENT DOC. #0016-00000047

1+00 SS

UTILITY EASEMENT DOC. #0016-00000047

2+00 SS

INSTALL 8" SDR 26 PVC SEWER LINE (300 LF)

WATER AND SEWER EASEMENT (WIDTH VARIES)

0+75 SS

MH SSM-636
RIM = 1205.74'
INV. 8" E = 1196.15'
INV. 8" NW = 1196.05'

STA 0+75, SS-3=
STA 105+98, 102' R HWY 112 NORTH
CONSTRUCT 4' DIAMETER MH-03-01

C701 C702

INSTALL SEWER MARKER

CUT, PLUG, AND ABANDON EXISTING 8" SS WEST

REMOVE AND DISPOSE OF EXISTING MANHOLE (1 EA). FILL EXISTING 8"SS WITH SLURRY (96 LF) AND ABANDON NORTH. PLUG EXISTING 8"SS AND ABANDON EAST.

SS-2 SH.283 C1005

STA 1+10 TO STA 2+30, SS-2
INSTALL 18" STEEL ENCASEMENT BY DRY BORE (120 LF)

MH SSM-9122
RIM = 1207.27'
INV. 8" SE = 1199.47'
INV. 8" NW = 1197.45'

FILL EXISTING 6"SS WITH SLURRY (70 LF) AND ABANDON NORTH

3+00 SS

INSTALL SEWER MARKER

STA 2+41, SS-2
CONSTRUCT 4' DIAMETER MH-02-01

SS-2 SH.283

ABANDON EXISTING MANHOLE (1 EA) C904

INSTALL 6'x6' CONCRETE COLLAR (1 EA)

GRATED STORM DRAIN
TOP = 1206.17'
IE = 1202.11'

INSTALL 6'x6' CONCRETE COLLAR (1 EA)

STA 3+04, SS-2
CONSTRUCT 4' DIAMETER MH-02-02

6"SS TO BE ABANDONED

HWY. 112

WATER AND SEWER EASEMENT (WIDTH VARIES)

SEE SHEET 259 FOR PAVEMENT REPAIR

25' UTILITY EASEMENT BK. 980 PG. 895

4+00 SS

8"W TO BE ABANDONED

WATER MAIN 2

NELMS LLLP
TRACT 14
ARDOT TRACT 4

AREA INLET
TOP = 1206.47'
IE = 1199.18'

TRANSPORT REALTY INC
ABF FREIGHT
TRACT 12
ARDOT TRACT 3

MATCH LINE STA 4+00 (SS-2)

N

20 10 0 20
SCALE IN FEET

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. CONSTRUCT MANHOLE USING CONCRETE WITH AN ANTIMICROBAL ADMIXTURE IN ACCORDANCE WITH SECTION 02531 OF THE PROJECT SPECIFICATIONS. THE INCLUSION OF THE ANTIMICROBAL ADMIXTURE IS INCIDENTAL TO THE COST OF THE MANHOLE.

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACTIVE FLOW OF SANITARY SEWER SYSTEM DURING NON-WORKING HOURS BY CONNECTING THE EXISTING SEWER PIPING TO THE NEW SEWER PIPING AT THE TERMINATION OF EACH WORK DAY, OR MAINTAIN BYPASS PUMPING SYSTEM.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SANITARY SEWER SERVICE CONNECTIONS.
4. CLEARING AND GRUBBING BRUSH IS INCIDENTAL TO SITE PREPARATION.
5. ALL SEWER LINES SHALL BE INSTALLED WITH TRACER WIRE AND TRACER WIRE JUNCTION BOXES SHALL BE INSTALLED AT EACH MANHOLE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE SEWER LINE AND NO SEPARATE PAYMENT WILL BE MADE.
6. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.
7. CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY CHAIN LINK SECURITY FENCING DURING CONSTRUCTION AND RESTORE PARKING LOT AND ORIGINAL FENCING UPON COMPLETION OF CONSTRUCTION AT ABF.
8. INCLUDE ANTI-MICROBIAL CONCRETE ADMIXTURE IN SELECTED MANHOLES (SEE PROFILES ON SHEET 283).

SANITARY SEWER LINE 2 – STA 1+00 TO STA 4+00
SANITARY SEWER LINE 3 – STA 0+75 TO STA 3+00

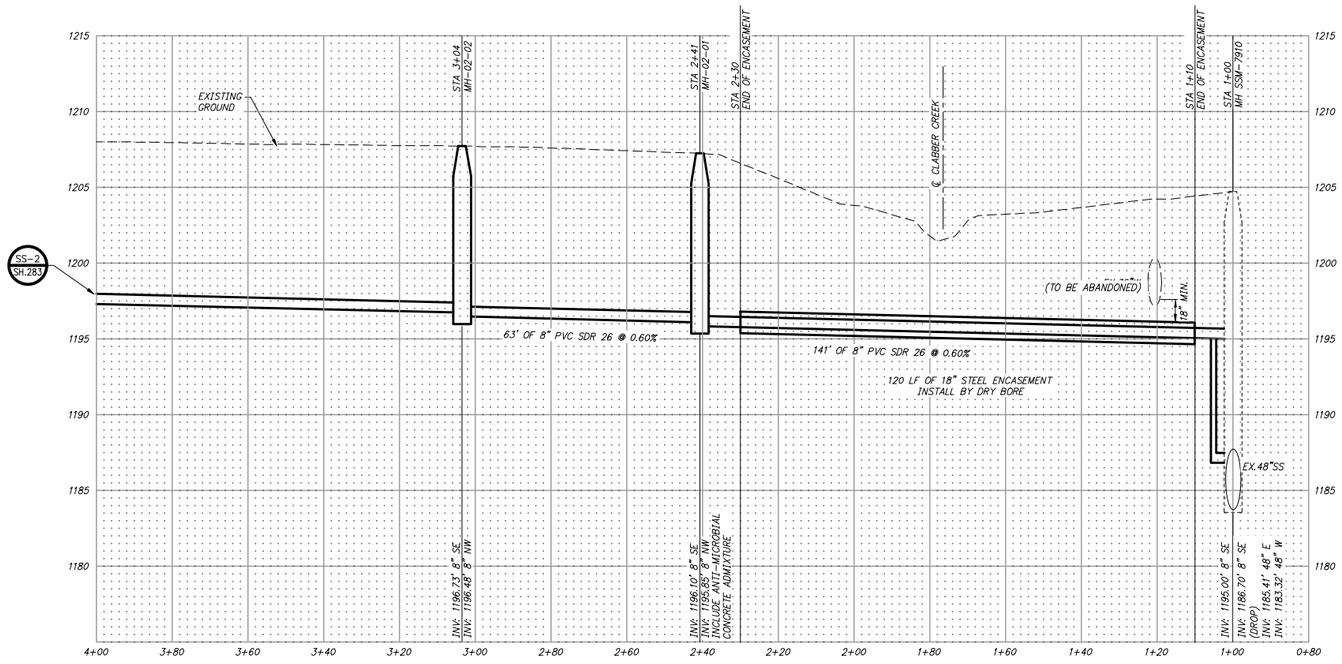
PLAN
1"=20'

UTILITY RELOCATION
SANITARY SEWER LINE 2 PLAN STA 1+00 TO STA 4+00
SANITARY SEWER LINE 3 PLAN STA 0+75 TO STA 3+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\282 P-16 SS.DWG
PLOTTED: 7/22/2025 7:20 AM

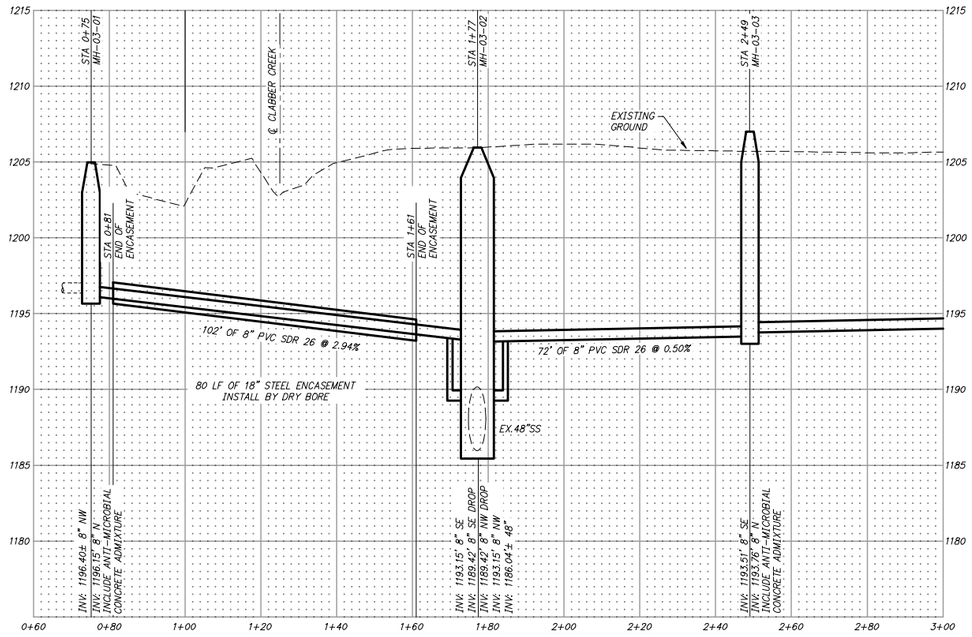
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	283	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



SANITARY SEWER LINE 2
STA 4+00 TO STA 1+00

PROFILE
H: 1"=20' V: 1"=5'



SANITARY SEWER LINE 3
STA 0+75 TO STA 3+00

PROFILE
H: 1"=20' V: 1"=5'

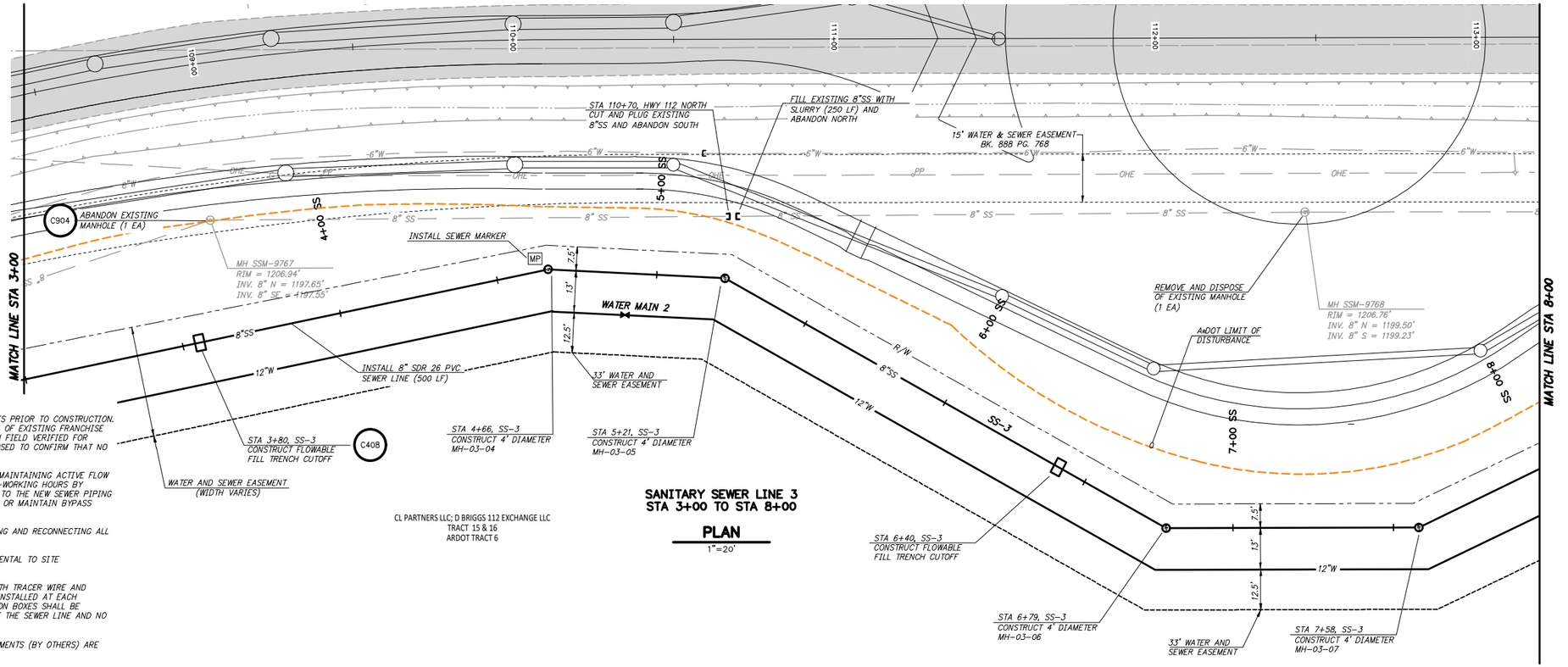
UTILITY RELOCATION
SANITARY SEWER LINE 2 PROFILE STA 1+00 TO STA 4+00
SANITARY SEWER LINE 3 PROFILE STA 0+75 TO STA 3+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\283 PRO SS.DWG
PLOTTED: 10/9/2024 3:34 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	284	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

20 10 0 20
SCALE IN FEET



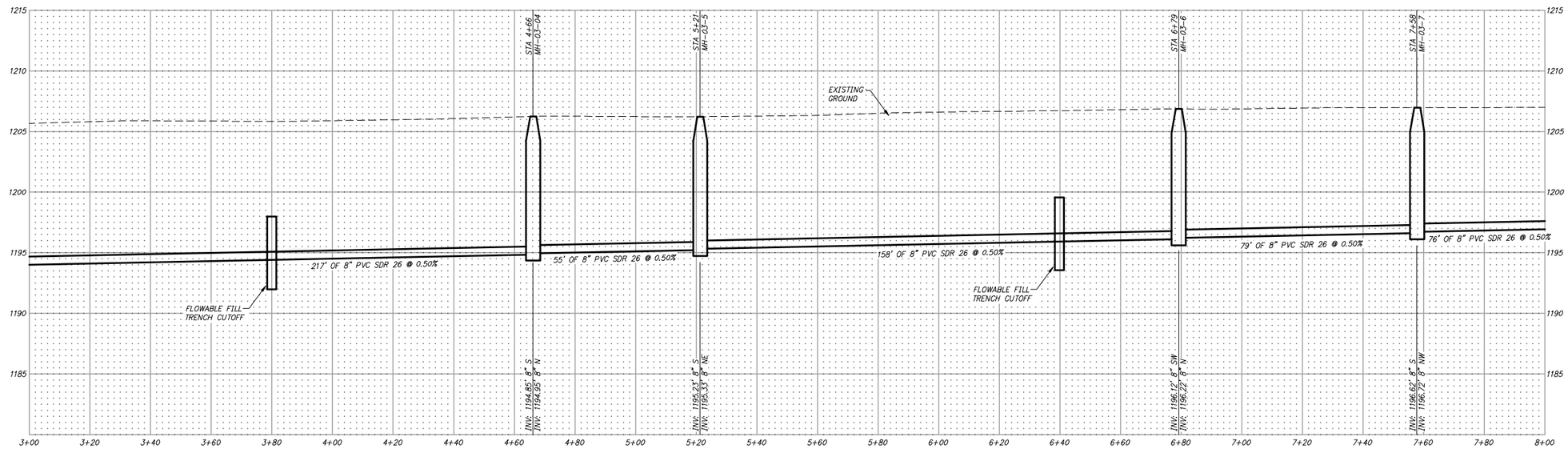
NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACTIVE FLOW OF SANITARY SEWER SYSTEM DURING NON-WORKING HOURS BY CONNECTING THE EXISTING SEWER PIPING TO THE NEW SEWER PIPING AT THE TERMINATION OF EACH WORK DAY, OR MAINTAIN BYPASS PUMPING SYSTEM.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SANITARY SEWER SERVICE CONNECTIONS.
4. CLEARING AND GRUBBING BRUSH IS INCIDENTAL TO SITE PREPARATION.
5. ALL SEWER LINES SHALL BE INSTALLED WITH TRACER WIRE AND TRACER WIRE JUNCTION BOXES SHALL BE INSTALLED AT EACH MANHOLE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE SEWER LINE AND NO SEPARATE PAYMENT WILL BE MADE.
6. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.

CL PARTNERS LLC; D BRIGGS 112 EXCHANGE LLC
TRACT 15 & 16
ARDOT TRACT 6

SANITARY SEWER LINE 3
STA 3+00 TO STA 8+00

PLAN
1"=20'



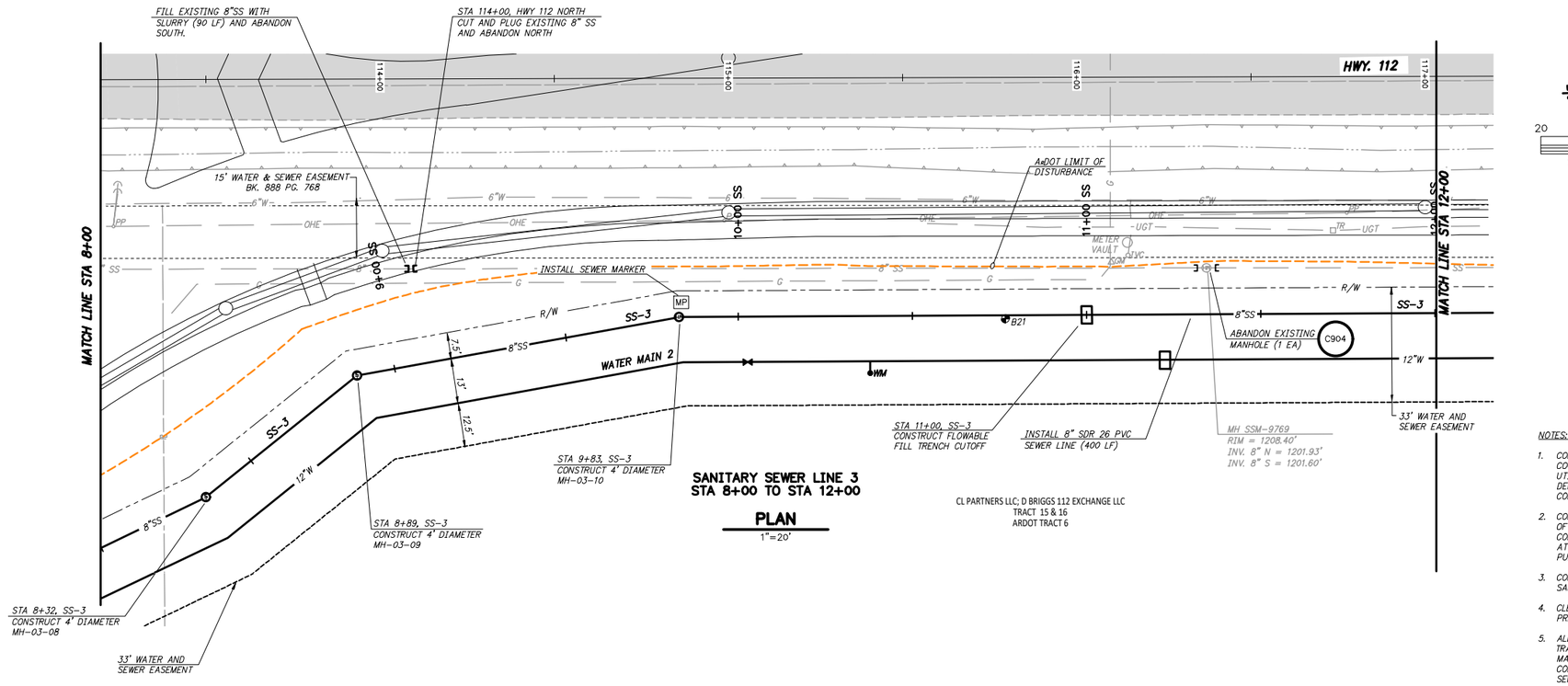
SANITARY SEWER LINE 3
STA 3+00 TO STA 8+00

PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
SANITARY SEWER LINE 3 PLAN AND PROFILE
STA 3+00 TO STA 8+00

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\284 P-17 SS.DWG
PLOTTED: 11/4/2024 1:46 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	285	392
		UTILITY RELOCATION				

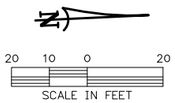


SANITARY SEWER LINE 3
STA 8+00 TO STA 12+00

PLAN

1"=20'

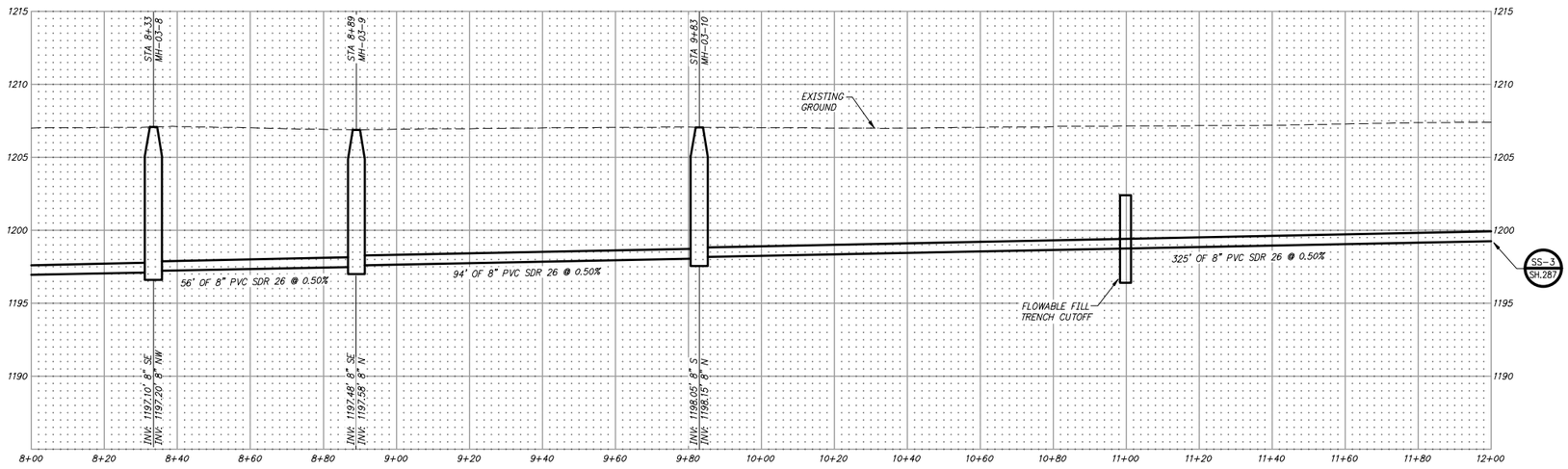
CL PARTNERS LLC; D BRIGGS 112 EXCHANGE LLC
TRACT 15 & 16
ARDOT TRACT 6





NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACTIVE FLOW OF SANITARY SEWER SYSTEM DURING NON-WORKING HOURS BY CONNECTING THE EXISTING SEWER PIPING TO THE NEW SEWER PIPING AT THE TERMINATION OF EACH WORK DAY, OR MAINTAIN BYPASS PUMPING SYSTEM.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND RECONNECTING ALL SANITARY SEWER SERVICE CONNECTIONS.
4. CLEARING AND GRUBBING BRUSH IS INCIDENTAL TO SITE PREPARATION.
5. ALL SEWER LINES SHALL BE INSTALLED WITH TRACER WIRE AND TRACER WIRE JUNCTION BOXES SHALL BE INSTALLED AT EACH MANHOLE. THE TRACER WIRE AND JUNCTION BOXES SHALL BE CONSIDERED INCIDENTAL TO THE PRICE OF THE SEWER LINE AND NO SEPARATE PAYMENT WILL BE MADE.
6. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.



SANITARY SEWER LINE 3
STA 8+00 TO STA 12+00

PROFILE

H: 1"=20' V: 1"=5'

UTILITY RELOCATION
SANITARY SEWER LINE 3 PLAN AND PROFILE
STA 8+00 TO STA 12+00

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\285 P-18 SS.DWG
PLOTTED: 3/30/2022 8:46 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	286	392
		UTILITY RELOCATION				

NOTES:

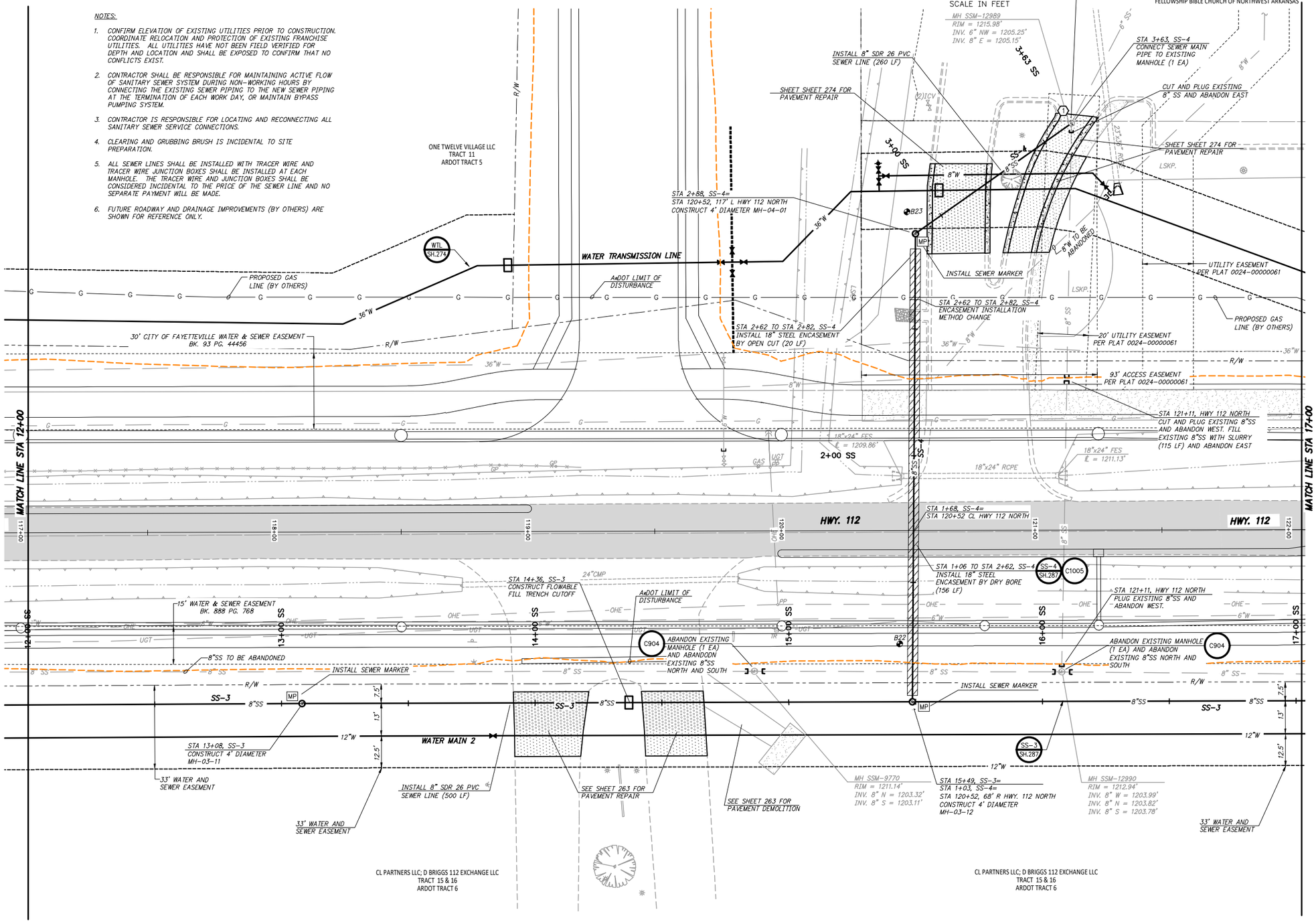
1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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6. FUTURE ROADWAY AND DRAINAGE IMPROVEMENTS (BY OTHERS) ARE SHOWN FOR REFERENCE ONLY.

SCALE IN FEET 20 10 0 20

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 HARRY K. McCORMICK



SANITARY SEWER LINE 3 – STA 12+00 TO STA 17+00
SANITARY SEWER LINE 4 – STA 1+00 TO END

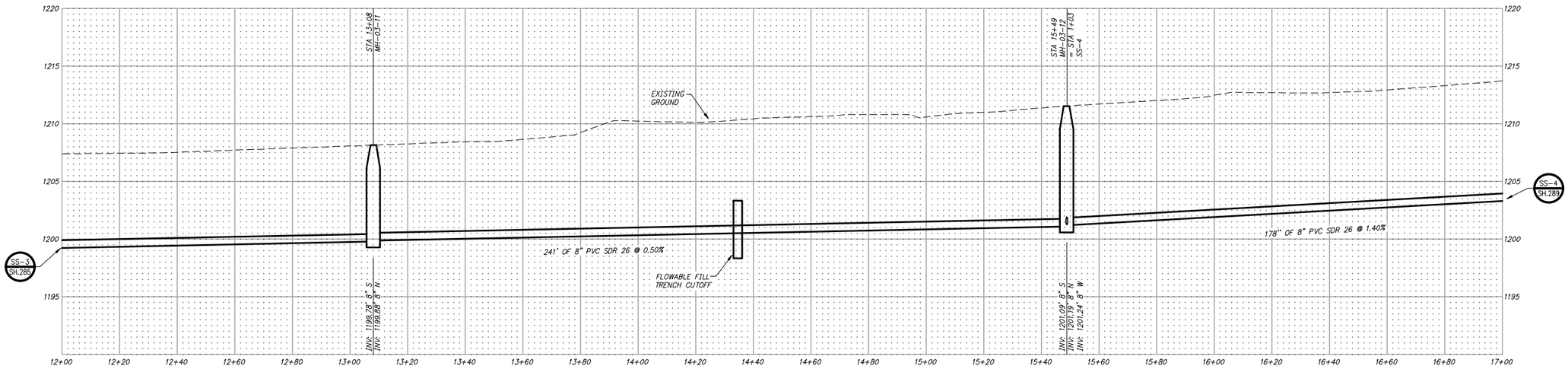
PLAN
1"=20'

UTILITY RELOCATION
SANITARY SEWER LINE 3 PLAN STA 12+00 TO STA 17+00
SANITARY SEWER LINE 4 PLAN STA 1+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\286 P-19 SS.DWG
PLOTTED: 6/3/2025 9:44 AM

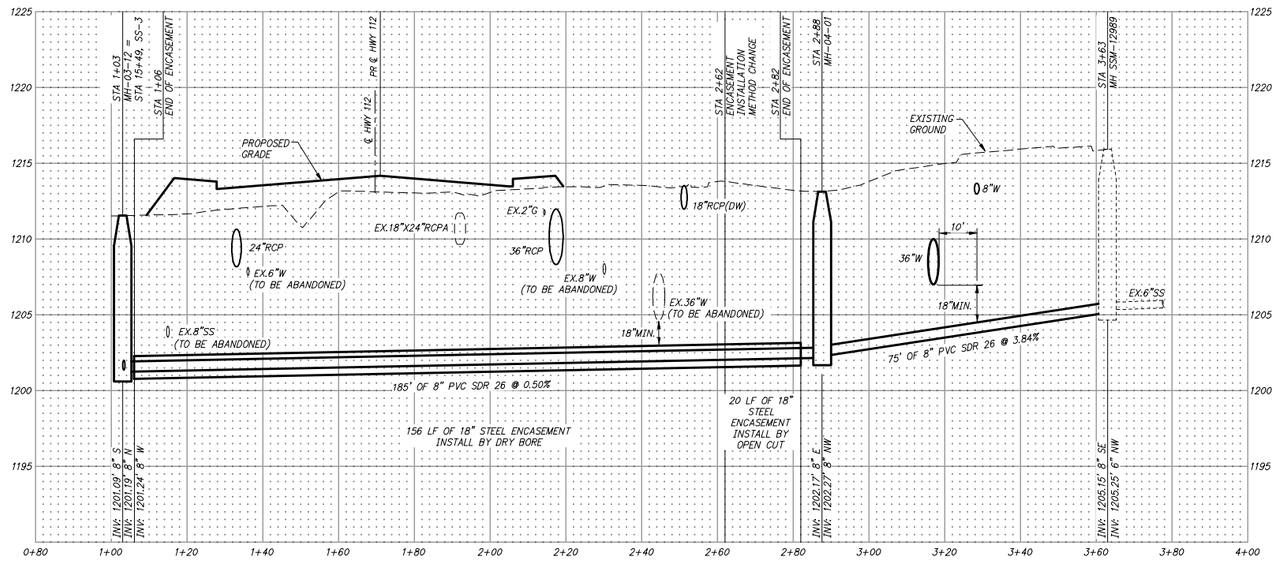
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	287	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



SANITARY SEWER LINE 3
STA 12+00 TO STA 17+00

PROFILE
H: 1"=20' V: 1"=5'



SANITARY SEWER LINE 4
STA 1+00 TO END

PROFILE
H: 1"=20' V: 1"=5'

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\287 PRO SS.DWG
PLOTTED: 11/25/2024 2:06 PM

UTILITY RELOCATION
SANITARY SEWER LINE 3 PROFILE STA 12+00 to STA 17+00
SANITARY SEWER LINE 4 PROFILE STA 1+00 to END

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	288	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

FELLOWSHIP BIBLE CHURCH OF NORTHWEST ARKANSAS
TRACT 10
ARDOT TRACT 7

UTILITY EASEMENT PER PLAT 0024-00000061

20' UTILITY EASEMENT SHOWN ON PLAT 2007-00001736 WITHOUT BENEFIT OF RECORD

BFT RENTAL LLC
TRACT 6,7,9
ARDOT TRACT 9

MATCH LINE STA 17+00

CUT AND PLUG EXISTING 6"SS AND ABANDON EAST

STA 22+79, SS-3
CONSTRUCT 4' DIAMETER MH-03-18

SEE SHEET 275 FOR PAVEMENT REPAIR

WATER AND SEWER EASEMENT (WIDTH VARIES)

STA 22+32, SS-3=
STA 125+55, 135' L HWY 112 NORTH
CONSTRUCT 4' DIAMETER MH-03-17

INSTALL 8" CL 350 DI SEWER LINE (192 LF) AND 8" SDR 26 PVC SEWER LINE (47 LF)

WTL SH.275

WATER TRANSMISSION LINE

36"W

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT BK. 93 PG. 44456

ARDOT LIMIT OF DISTURBANCE

WATER MAIN 6

22+79 RS

22+00 SS

REMOVE AND REINSTALL SIGNS (INCIDENTAL TO CONSTRUCTION)

12" RCP

STA 21+84 TO STA 22+24, SS-3
INSTALL 18" STEEL ENCASEMENT BY OPEN CUT (40 LF)

SS-3 SH.289

STA 21+84, SS-3
ENCASEMENT INSTALLATION METHOD CHANGE

FOC VAULT

REMOVE AND DISPOSE OF EXISTING MANHOLE (1 EA)

WM-6 SH.264

MH SSM-9772
RIM = 1222.99'
INV. 6" W = 1212.27'
INV. 8" E = 1212.18'

30' CITY OF FAYETTEVILLE WATER & SEWER EASEMENT BK. 93 PG. 44249

STA 20+49 TO STA 21+84, SS-3
INSTALL 18" STEEL ENCASEMENT BY DRY BORE (135 LF)

24" CMP

CUT AND PLUG 6" SS AND ABANDON WEST

PLUG EXISTING 8" SS AND ABANDON EAST

21+00 SS

STA 20+97, SS-3=
STA 125+47, ℄ HWY 112 NORTH

FILL EXISTING 8"SS WITH SLURRY (80 LF) AND ABANDON WEST

20+00 SS

19+00 SS

17+00 SS

ABANDON EXISTING MANHOLE (1 EA) C904

INSTALL 6' x 6' CONCRETE COLLAR (1 EA)

15' WATER & SEWER EASEMENT BK. 888 PG. 768

8" SS TO BE ABANDONED

6" SS TO BE ABANDONED

8"SS

12"W

WATER MAIN 2

SS-3 SH.397

STA 17+02, SS-3
CONSTRUCT FLOWABLE FILL TRENCH CUTOFF

33' WATER AND SEWER EASEMENT

STA 17+27, SS-3
CONSTRUCT 4' DIAMETER MH-03-13

MH SSM-9771
RIM = 1218.04'
INV. 6" N = 1206.55'
INV. 8" E = 1204.89'
INV. 8" S = 1204.86'

SEE SHEET 264 FOR PAVEMENT REPAIR

CUT, PLUG, AND ABANDON EXISTING 8" SANITARY SEWER WEST

STA 18+03, SS-3
CONSTRUCT 4' DIAMETER MH-03-14

INSTALL 6' x 6' CONCRETE COLLAR (1 EA)

SEE SHEET 264 FOR SIDEWALK REPAIR

STA 19+24, SS-3
CONSTRUCT 4' DIAMETER MH-03-15

MH SSM-9773
RIM = 1223.00'
INV. 8" S = 1210.68'
INV. 8" W = 1210.68'

INSTALL 8" SDR 26 PVC SEWER LINE (224 LF)

SEE SHEET 264 FOR PAVEMENT REPAIR

INSTALL 8" CL 350 DI SEWER LINE (116 LF)

ABANDON EXISTING MANHOLE (1 EA) C904

STA 20+40, SS-3=
STA 125+43, 56' R HWY 112 NORTH
CONSTRUCT 4' DIAMETER MH-03-16
INSTALL 6" X 6" CONCRETE COLLAR (1 EA)

CL PARTNERS LLC; D BRIGGS 112 EXCHANGE LLC
TRACT 15 & 16
ARDOT TRACT 6

MCBRYDE FAMILY LIMITED PARTNERSHIP
TRACT 17
ARDOT TRACT 8

ARKANSAS STATE HIGHWAY COMM
TRACT 18
ARDOT TRACT 10

N

20 10 0 20
SCALE IN FEET

KEYED NOTES:

1. CONTRACTOR SHALL LOCATE AND TIE EXISTING TRACER WIRE TO NEW TRACER WIRE TERMINAL.
2. CONTRACTOR SHALL MAINTAIN ONE LANE OPEN AT ALL TIMES. ALL LANES TO BE OPEN DURING NON-WORKING HOURS.

NOTES:

1. CONFIRM ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. COORDINATE RELOCATION AND PROTECTION OF EXISTING FRANCHISE UTILITIES. ALL UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR DEPTH AND LOCATION AND SHALL BE EXPOSED TO CONFIRM THAT NO CONFLICTS EXIST.
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SANITARY SEWER LINE 3
STA 17+00 TO END

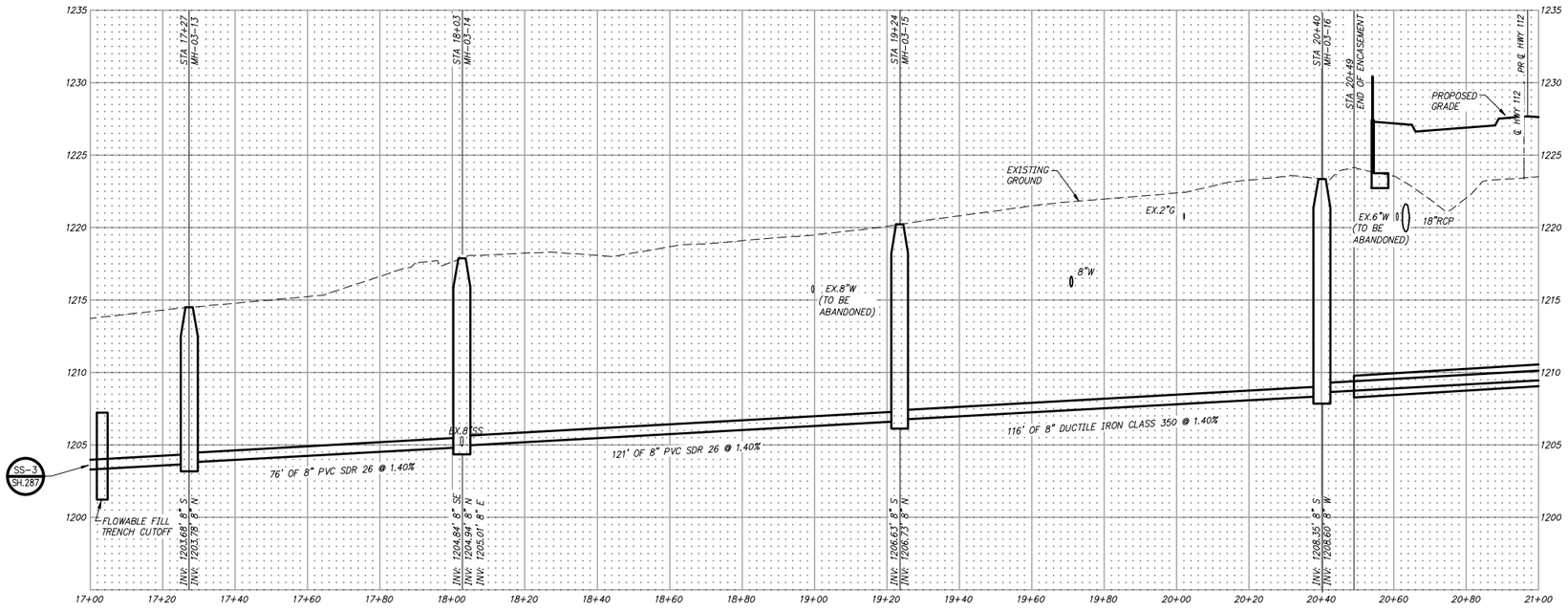
PLAN
1"=20'

UTILITY RELOCATION
SANITARY SEWER LINE 3 PLAN
STA 17+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\288 P-20 SS.DWG
PLOTTED: 12/19/2024 10:32 AM

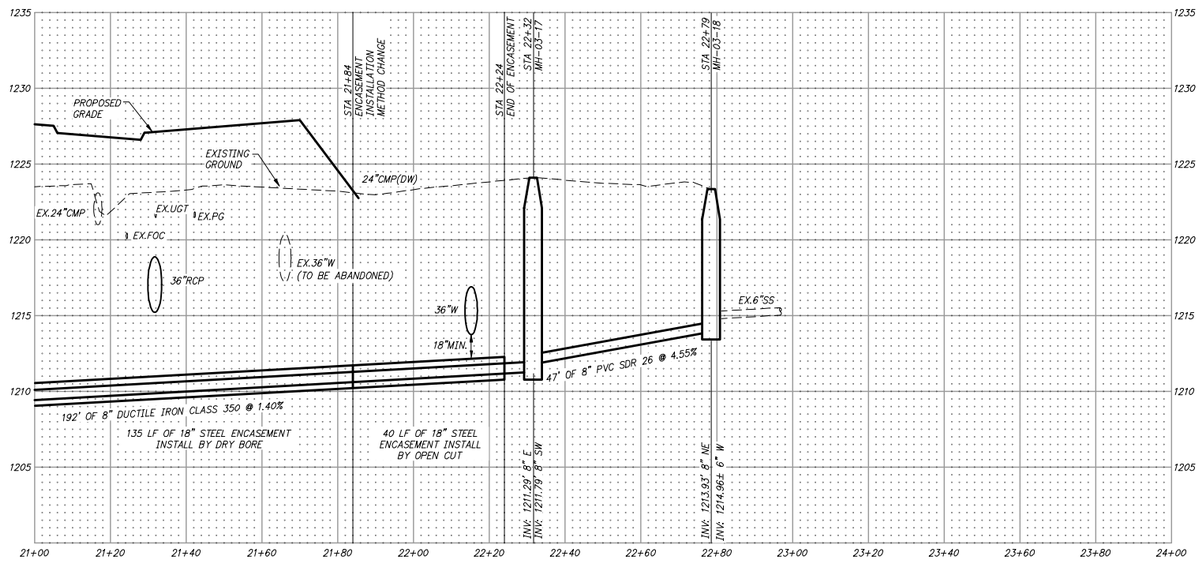
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	289	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



SANITARY SEWER LINE 3
STA 17+00 TO STA 21+00

PROFILE
H: 1"=20' V: 1"=5'



SANITARY SEWER LINE 3
STA 21+00 TO END

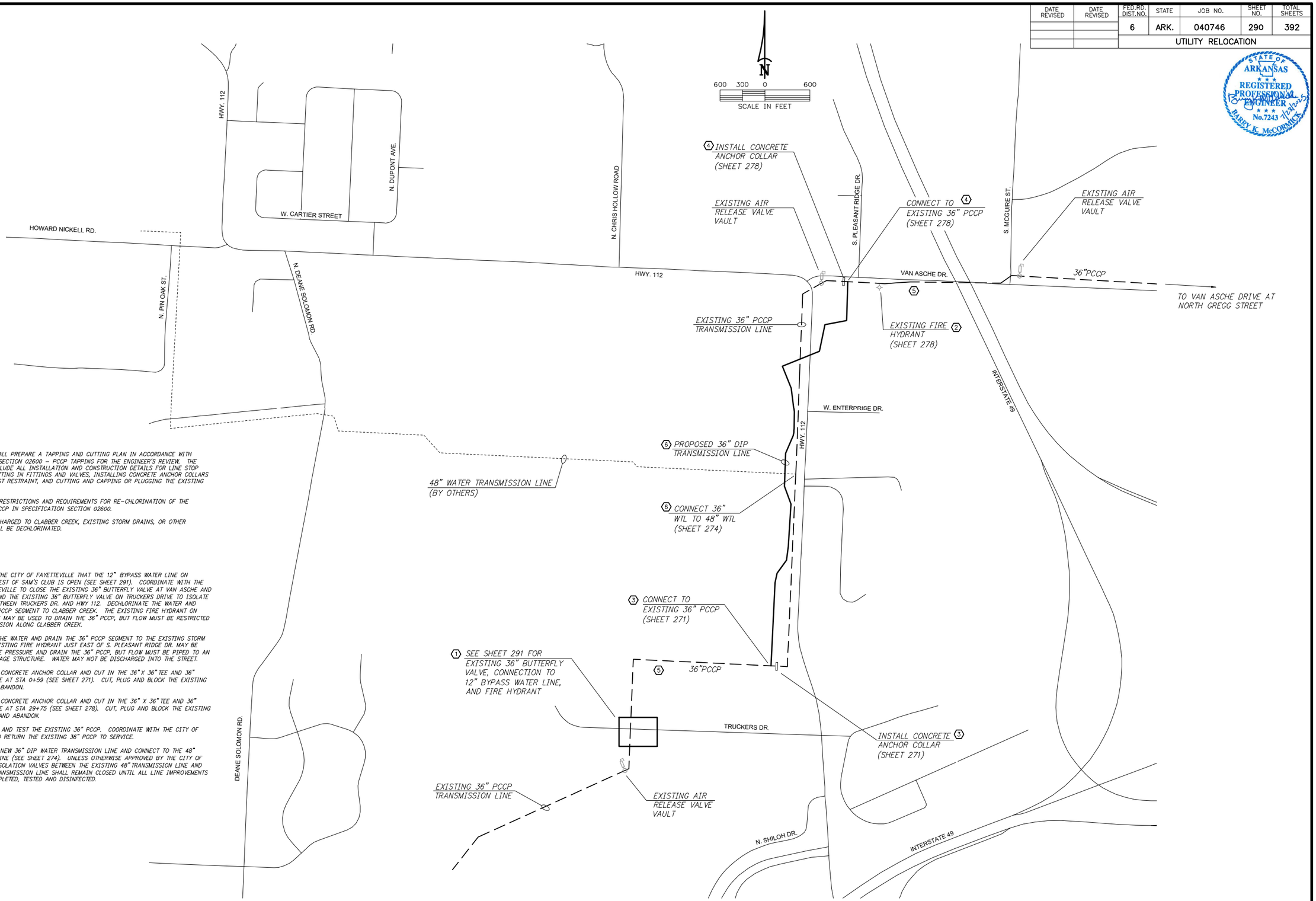
PROFILE
H: 1"=20' V: 1"=5'

UTILITY RELOCATION
SANITARY SEWER LINE 3 PROFILE
STA 17+00 TO END

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\289 PRO SS.DWG
PLOTTED: 12/23/2024 3:54 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	290	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK



NOTES:

1. CONTRACTOR SHALL PREPARE A TAPPING AND CUTTING PLAN IN ACCORDANCE WITH SPECIFICATION SECTION 02600 – PCCP TAPPING FOR THE ENGINEER'S REVIEW. THE PLAN SHALL INCLUDE ALL INSTALLATION AND CONSTRUCTION DETAILS FOR LINE STOP VALVE TAPS, CUTTING IN FITTINGS AND VALVES, INSTALLING CONCRETE ANCHOR COLLARS OR OTHER THRUST RESTRAINT, AND CUTTING AND CAPPING OR PLUGGING THE EXISTING 36" PCCP.
2. NOTE THE TIME RESTRICTIONS AND REQUIREMENTS FOR RE-CHLORINATION OF THE EXISTING 36" PCCP IN SPECIFICATION SECTION 02600.
3. ALL WATER DISCHARGED TO CLABBER CREEK, EXISTING STORM DRAINS, OR OTHER LOCATIONS SHALL BE DECHLORINATED.

KEYED NOTES:

1. CONFIRM WITH THE CITY OF FAYETTEVILLE THAT THE 12" BYPASS WATER LINE ON TRUCKERS DR. WEST OF SAM'S CLUB IS OPEN (SEE SHEET 291). COORDINATE WITH THE CITY OF FAYETTEVILLE TO CLOSE THE EXISTING 36" BUTTERFLY VALVE AT VAN ASCHE AND NORTH GREGG AND THE EXISTING 36" BUTTERFLY VALVE ON TRUCKERS DRIVE TO ISOLATE THE SEGMENT BETWEEN TRUCKERS DR. AND HWY 112. DECHLORINATE THE WATER AND DRAIN THE 36"PCCP SEGMENT TO CLABBER CREEK. THE EXISTING FIRE HYDRANT ON TRUCKERS DRIVE MAY BE USED TO DRAIN THE 36" PCCP, BUT FLOW MUST BE RESTRICTED TO PREVENT EROSION ALONG CLABBER CREEK.
2. DECHLORINATE THE WATER AND DRAIN THE 36" PCCP SEGMENT TO THE EXISTING STORM DRAIN. THE EXISTING FIRE HYDRANT JUST EAST OF S. PLEASANT RIDGE DR. MAY BE USED TO RELIEVE PRESSURE AND DRAIN THE 36" PCCP, BUT FLOW MUST BE PIPED TO AN EXISTING DRAINAGE STRUCTURE. WATER MAY NOT BE DISCHARGED INTO THE STREET.
3. CONSTRUCT THE CONCRETE ANCHOR COLLAR AND CUT IN THE 36"X 36" TEE AND 36" BUTTERFLY VALVE AT STA 0+59 (SEE SHEET 271). CUT, PLUG AND BLOCK THE EXISTING 36" PCCP AND ABANDON.
4. CONSTRUCT THE CONCRETE ANCHOR COLLAR AND CUT IN THE 36" X 36" TEE AND 36" BUTTERFLY VALVE AT STA 29+75 (SEE SHEET 278). CUT, PLUG AND BLOCK THE EXISTING 36" PCCP LINE AND ABANDON.
5. FILL, DISINFECT AND TEST THE EXISTING 36" PCCP. COORDINATE WITH THE CITY OF FAYETTEVILLE TO RETURN THE EXISTING 36" PCCP TO SERVICE.
6. CONSTRUCT THE NEW 36" DIP WATER TRANSMISSION LINE AND CONNECT TO THE 48" TRANSMISSION LINE (SEE SHEET 274). UNLESS OTHERWISE APPROVED BY THE CITY OF FAYETTEVILLE, ISOLATION VALVES BETWEEN THE EXISTING 48" TRANSMISSION LINE AND THE NEW 36" TRANSMISSION LINE SHALL REMAIN CLOSED UNTIL ALL LINE IMPROVEMENTS HAVE BEEN COMPLETED, TESTED AND DISINFECTED.

UTILITY RELOCATION
TRANSMISSION LINE CONNECTION LOCATIONS

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\290 TRANSMISSION.DWG
PLOTTED: 1/23/2025 8:31 AM

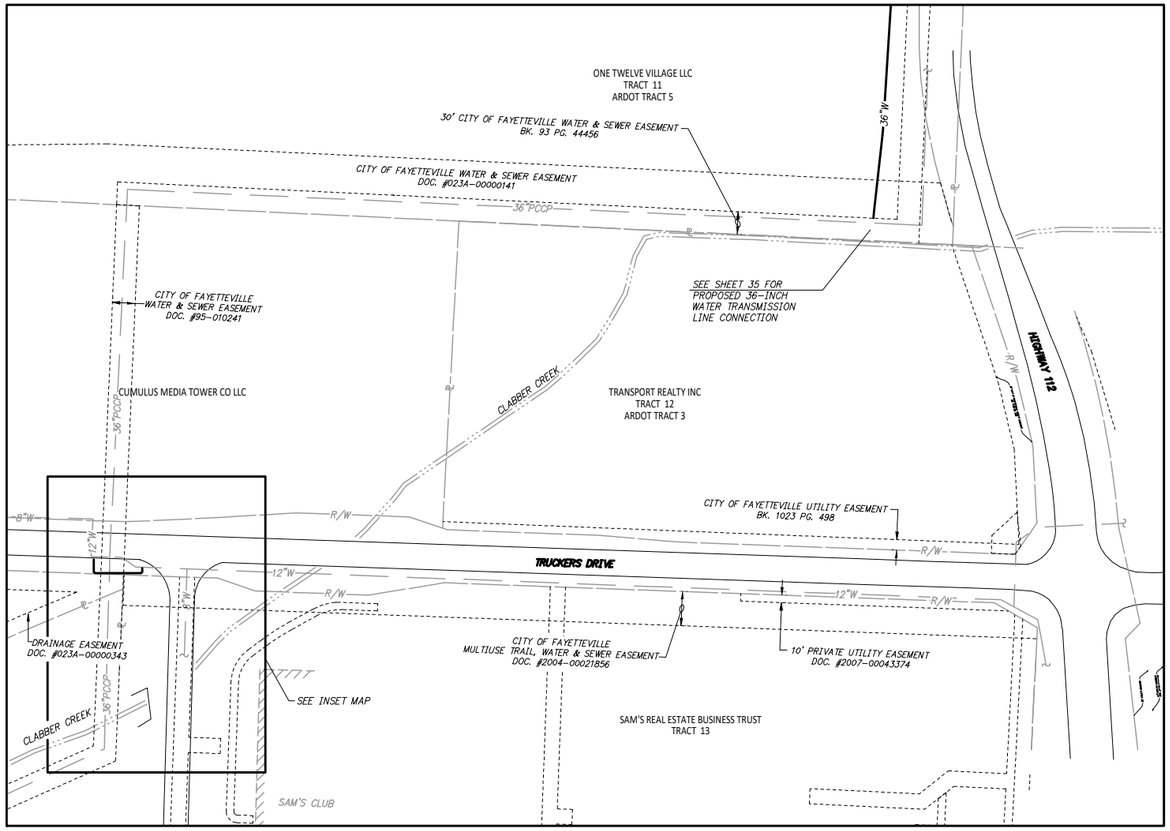
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	291	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

N

100 50 0 100

SCALE IN FEET

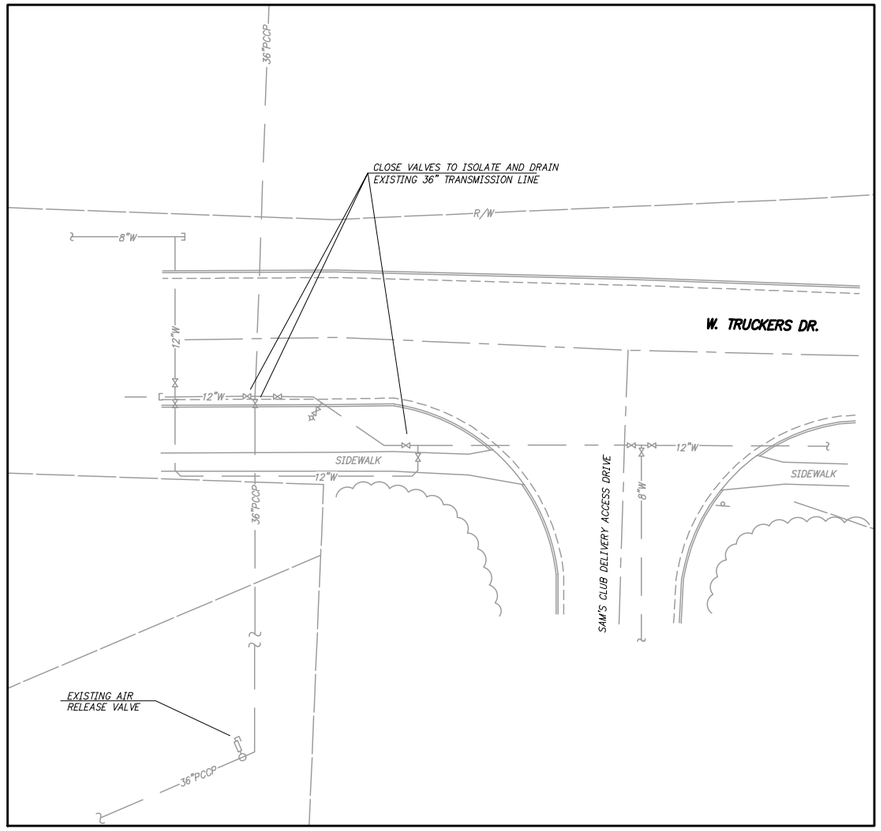


LOCATION MAP FOR WATER LINE BYPASS
1"=100'

N

20 10 0 20

SCALE IN FEET



INSET MAP FOR WATER LINE BYPASS
1"=20'

NOTES:

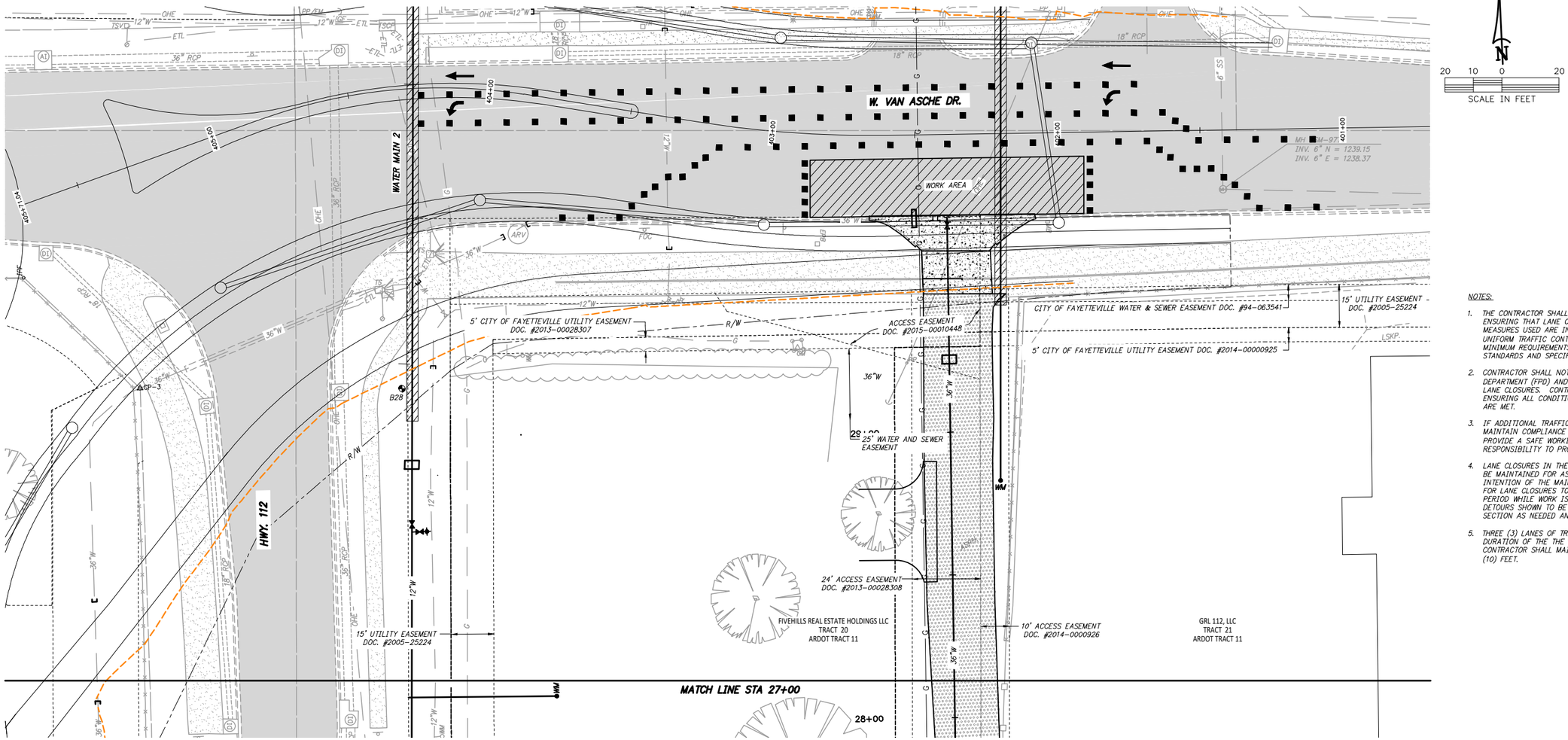
1. CONTRACTOR SHALL DRAIN APPROXIMATELY 9,125 LINEAR FEET (APPROXIMATELY 482,500 GALLONS) OF 36-INCH DIAMETER WATER TRANSMISSION LINE AND DISCHARGE INTO CLABBER CREEK TO THE SOUTH.
2. CONTRACTOR SHALL DECHLORINATE WATER PRIOR TO DISCHARGE IN ACCORDANCE WITH AWWA C655, FIELD DECHLORINATION, AND THE CITY OF FAYETTEVILLE STANDARD SPECIFICATIONS.

UTILITY RELOCATION
WATER DISTRIBUTION LINE BYPASS
TRUCKERS DRIVE

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\291 BYPASS.DWG
PLOTTED: 5/20/2025 3:30 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	292	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7243
HARRY K. McCORMICK



WATER TRANSMISSION LINE
STA 27+00 TO END

PLAN
1"=20'

NOTES:

1. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ENSURING THAT LANE CLOSURES AND OTHER TRAFFIC CONTROL MEASURES USED ARE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND MEET THE MINIMUM REQUIREMENTS OF ALL CITY, STATE, AND FEDERAL STANDARDS AND SPECIFICATIONS.
2. CONTRACTOR SHALL NOTIFY THE FAYETTEVILLE POLICE DEPARTMENT (FPD) AND OBTAIN PRIOR APPROVAL/PERMIT FOR LANE CLOSURES. CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL CONDITIONS AND REQUIREMENTS OF THE FPD ARE MET.
3. IF ADDITIONAL TRAFFIC CONTROL MEASURES ARE REQUIRED TO MAINTAIN COMPLIANCE WITH APPLICABLE STANDARDS OR TO PROVIDE A SAFE WORKING AREA IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SUCH MEASURES.
4. LANE CLOSURES IN THE MAINTENANCE OF TRAFFIC PLAN SHALL BE MAINTAINED FOR AS LITTLE TIME AS POSSIBLE. THE INTENTION OF THE MAINTENANCE OF TRAFFIC PLAN IS NOT FOR LANE CLOSURES TO BE MAINTAINED FOR THE ENTIRE PERIOD WHILE WORK IS ONGOING BUT FOR CLOSURES AND DETOURS SHOWN TO BE ADDED AND REMOVED WITHIN THE SECTION AS NEEDED AND REQUIRED FOR SAFETY.
5. THREE (3) LANES OF TRAFFIC SHALL REMAIN OPEN FOR THE DURATION OF THE THE MAINTENANCE OF TRAFFIC. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM LANE WIDTH OF TEN (10) FEET.

UTILITY RELOCATION
MAINTENANCE OF TRAFFIC
WEST VAN ASCHE DRIVE

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\292 TRAFFIC.DWG
PLOTTED: 9/26/2022 11:29 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	293	392
		UTILITY RELOCATION				

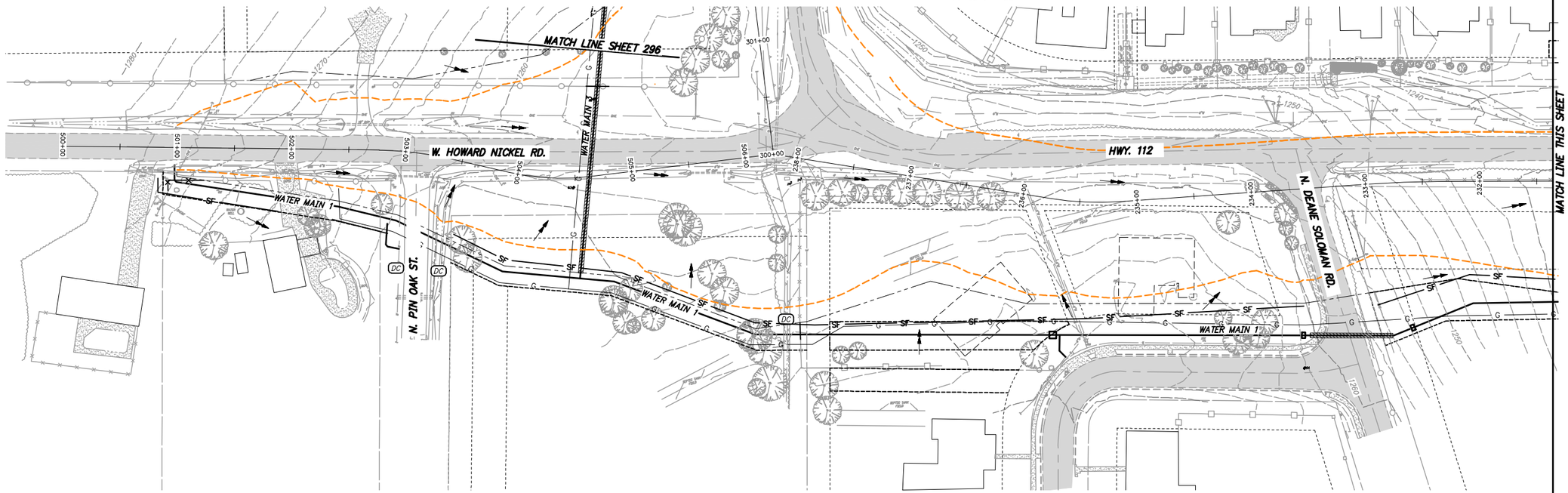
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

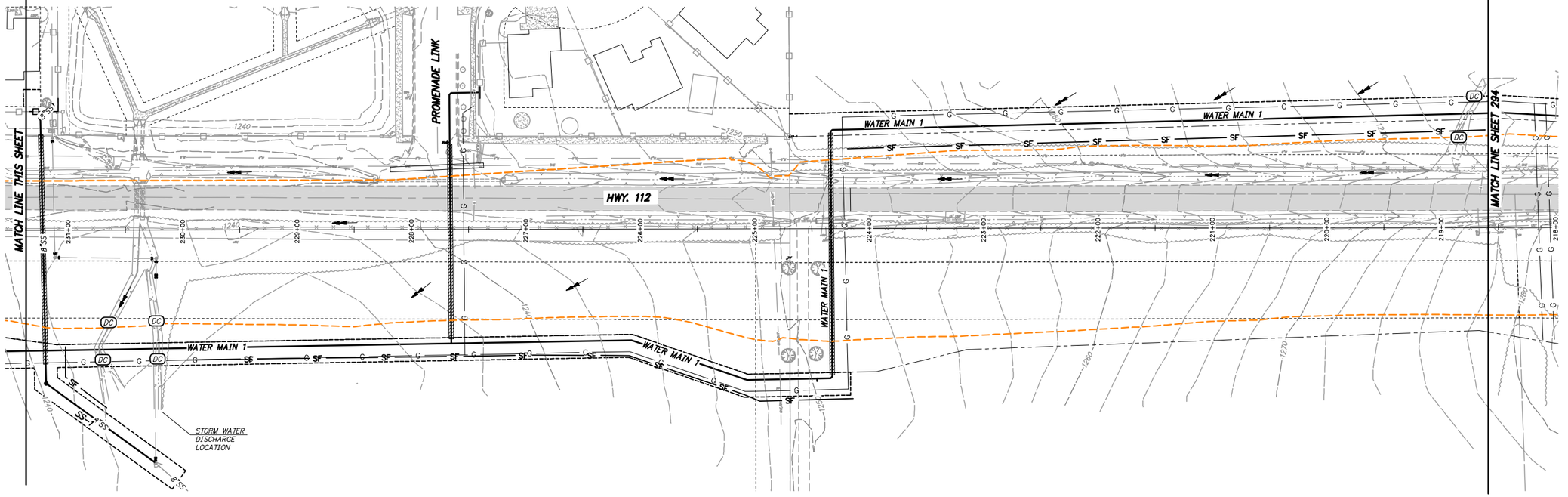
LEGEND

SF	SILT FENCE
→	DIRECTION OF STORMWATER FLOW
DC	DITCH CHECK
000000	INLET PROTECTION

N

50 25 0 50
SCALE IN FEET





USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\293 EC-01.DWG
PLOTTED: 3/31/2022 9:46 AM

UTILITY RELOCATION
EROSION CONTROL
(1 OF 4)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	294	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
HARRY K. McCORMICK

LEGEND

SF	SILT FENCE
→	DIRECTION OF STORMWATER FLOW
DC	DITCH CHECK
000000	INLET PROTECTION

50 25 0 50
SCALE IN FEET

MATCH LINE SHEET 293

MATCH LINE THIS SHEET

WATER MAIN 1

HWY. 112

STORM WATER DISCHARGE LOCATION

MATCH LINE THIS SHEET

WATER MAIN 1

HWY. 112

WATER MAIN 2

W. VAN ASCHE DR.

MATCH LINE SHEET 295

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\294 EC-02.DWG
PLOTTED: 3/14/2022 2:47 PM

UTILITY RELOCATION
EROSION CONTROL
(2 OF 4)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	295	392
		UTILITY RELOCATION				



SCALE IN FEET
50 25 0 50

LEGEND

- SF — SILT FENCE
- DC — DIRECTION OF STORMWATER FLOW / DITCH CHECK
- 000000 — INLET PROTECTION

MATCH LINE SHEET 294

WATER MAIN 2

HWY. 112

WATER TRANSMISSION LINE

MATCH LINE THIS SHEET

MATCH LINE SHEET 296

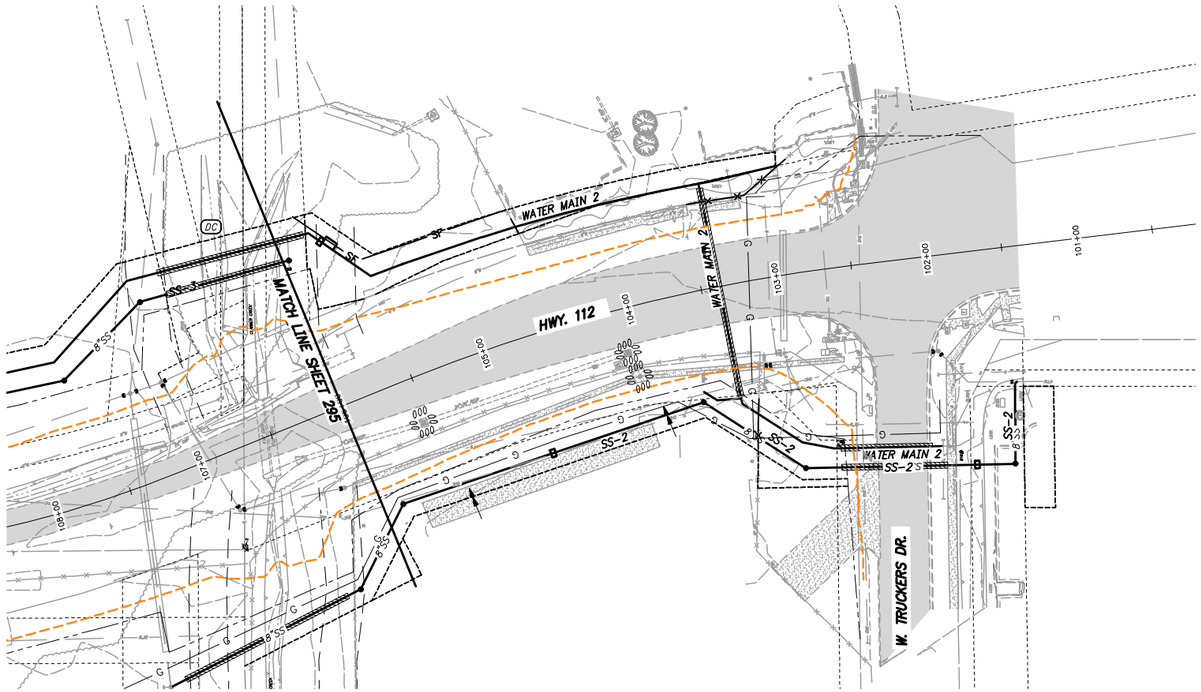
STORM WATER DISCHARGE LOCATION

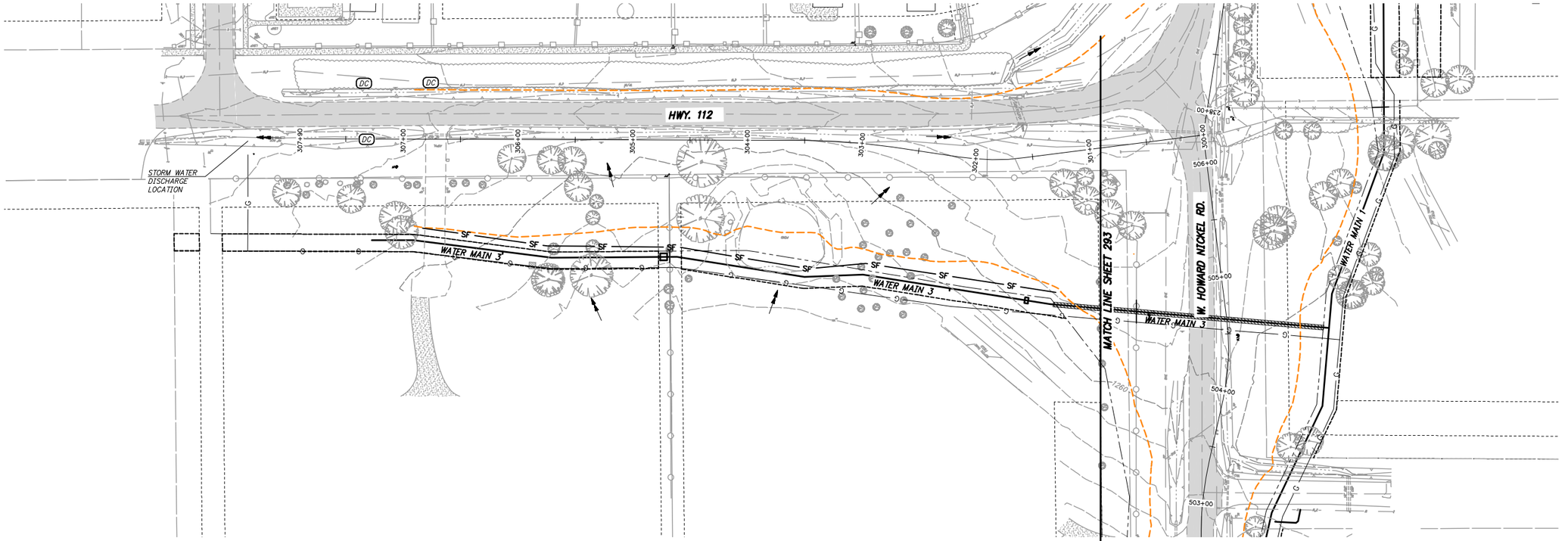
UTILITY RELOCATION
EROSION CONTROL
(3 OF 4)

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\295 EC-03.DWG
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		6	ARK.	040746	296	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK





50 25 0 50
SCALE IN FEET

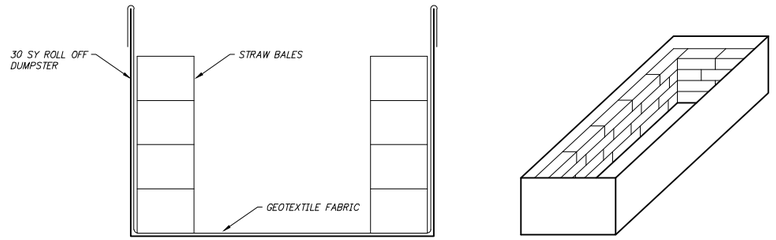
LEGEND

SF	SILT FENCE
→	DIRECTION OF STORMWATER FLOW
DC	DITCH CHECK
000000	INLET PROTECTION

UTILITY RELOCATION
EROSION CONTROL
(4 OF 4)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\296 EC-04.DWG
PLOTTED: 3/17/2022 5:07 PM

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		UTILITY RELOCATION				



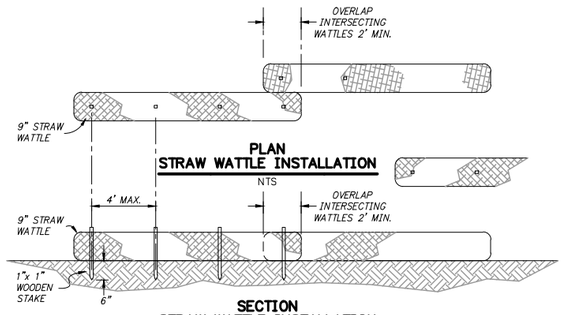
NOTES:

1. GEOTEXTILE FABRIC SHALL BE OVER LAPPED 12" AND SECURED TO THE ADJOINING SECTIONS.
2. GEOTEXTILE FABRIC SHALL BE MADE OF NON WOVEN POLYPROPYLENE STAPLE FILAMENTS SIMILAR OR EQUAL TO MIRAFI 180N OR US 205NW.
3. A SLUDGE DEWATERING TUBE MAY BE SUBSTITUTED FOR GEOTEXTILE FABRIC AND STRAW BALES. SLUDGE DEWATERING TUBE SHALL BE TENCATE GEOTUBE, US 450T ECOTUBE OR APPROVED EQUAL.
4. SEDIMENT SHALL BE REMOVED FROM DEWATERING BASIN ONCE CAPACITY HAS BEEN REDUCED BY 50%. BASIN SHALL ALSO BE CLEANED IF FLOW CAPACITY IS REDUCED OR IF BASED ON VISUAL INSPECTION DISCHARGE IS SEDIMENT LADENED

PORTABLE DEWATERING BASIN

DETAIL C101

N.T.S.



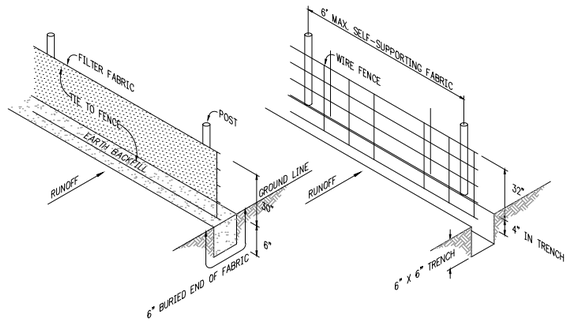
PLAN
STRAW WATTLE INSTALLATION
NTS

SECTION
STRAW WATTLE INSTALLATION
NTS

STRAW WATTLE INSTALLATION

DETAIL C104

N.T.S.



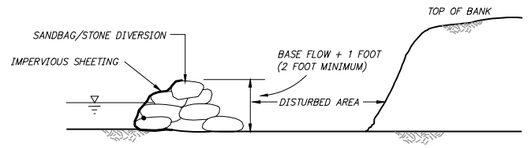
SILT FENCE NOTES

1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WOVEN WIRE, WHICH IN TURN IS ATTACHED TO THE FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
3. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

WIRE REINFORCED BURIED EDGE SILT FENCE

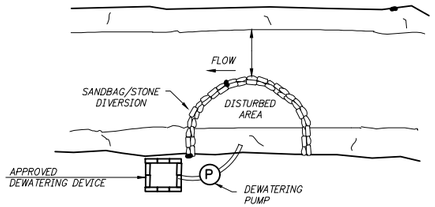
DETAIL C105

N.T.S.



TRANSVERSE SECTION VIEW

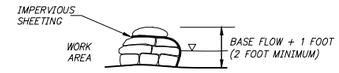
N.T.S.



SANDBAG CHANNEL DIVERSION

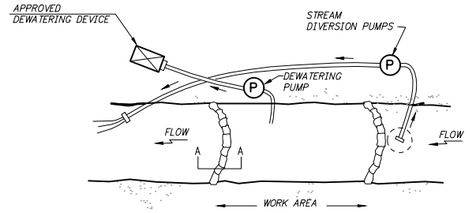
DETAIL C102

N.T.S.



CROSS SECTION OF SANDBAG DIKE

SECTION A–A

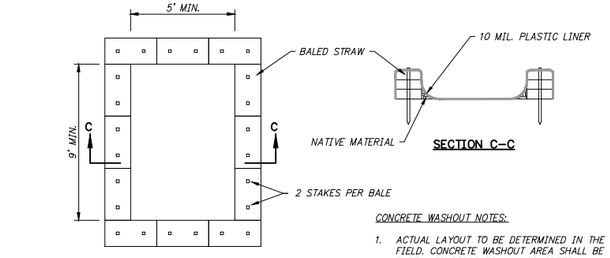


PLAN VIEW

PUMP AROUND PRACTICE

DETAIL C103

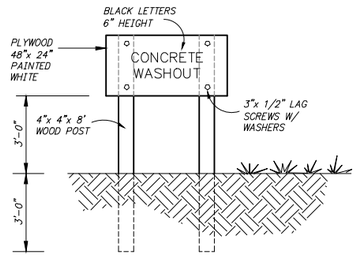
N.T.S.



SECTION C–C

BALE CONFIGURATION PLAN

NOT TO SCALE



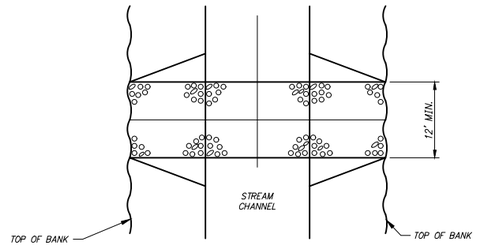
CONCRETE WASHOUT NOTES:

1. ACTUAL LAYOUT TO BE DETERMINED IN THE FIELD. CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
2. STAKES SHALL BE A MINIMUM OF 48" IN LENGTH. STAKES SHALL BE EITHER 2" x 2" OAK TIMBER, 2.5" DIA. SCH. 40 STEEL POSTS, OR STANDARD STEEL "T" OR "U" POSTS.
3. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS.
4. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM FREEBOARD OF FOUR (4) INCHES.
5. WASHOUT FACILITIES MUST BE CLEANED, OR NEW FACILITIES CONSTRUCTED AND READY FOR USE ONCE THE WASHOUT AREA 75% FULL.
6. AT THE END OF CONSTRUCTION, THE CONCRETE WASHOUT AREA AND ALL WASTE CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN ACCEPTED WASTE SITE. WHEN THE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE TOPSOILED AND SODDED OR OTHERWISE STABILIZED IN A MANNER ACCEPTED BY THE CITY.

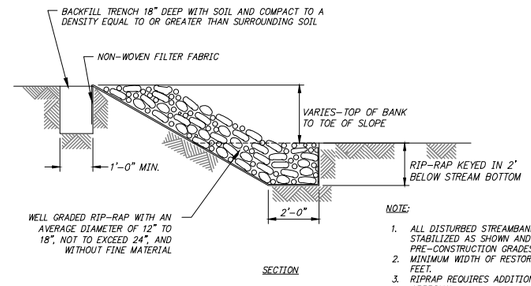
ABOVE GRADE CONCRETE WASHOUT

DETAIL C106

N.T.S.



PLAN VIEW



SECTION

NOTE:

1. ALL DISTURBED STREAMBANKS SHALL BE STABILIZED AS SHOWN AND RESTORED TO PRE–CONSTRUCTION GRADES.
2. MINIMUM WIDTH OF RESTORATION SHALL BE 12 FEET.
3. RIPRAP REQUIRES ADDITIONAL PROJECT SPECIFIC APPROVAL.

BANK STABILIZATION

DETAIL C107

N.T.S.

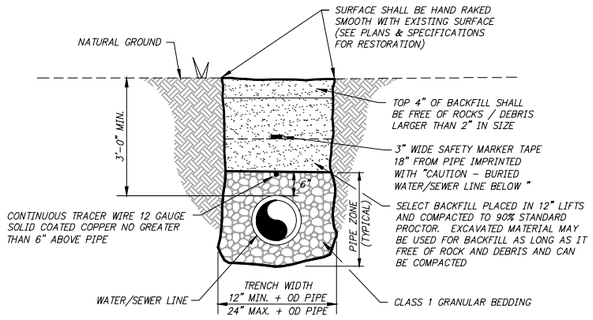
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 BARRY K. McCORMICK

UTILITY RELOCATION
UTILITY DETAILS – EROSION CONTROL
(1 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\297 DETAIL.DWG
PLOTTED: 12/10/2024 11:49 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		UTILITY RELOCATION				

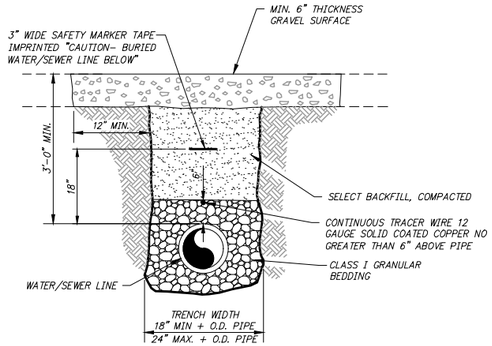
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 BARRY K. McCORMICK



TRENCHING/BEDDING FOR NON-PAVED AREA

DETAIL C201

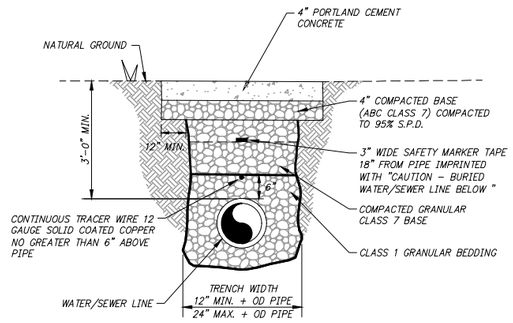
N.T.S.



TRENCHING/BEDDING UNDER GRAVEL SURFACE

DETAIL C202

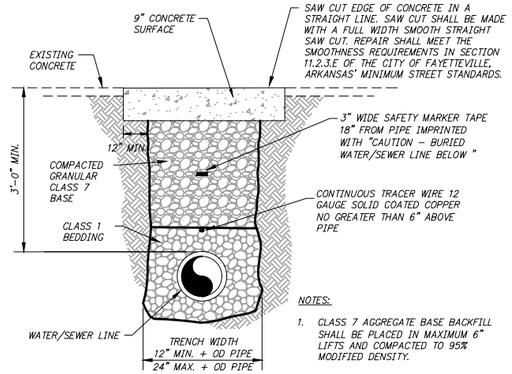
N.T.S.



CONCRETE SIDEWALK CROSSING REPAIR

DETAIL C203

N.T.S.



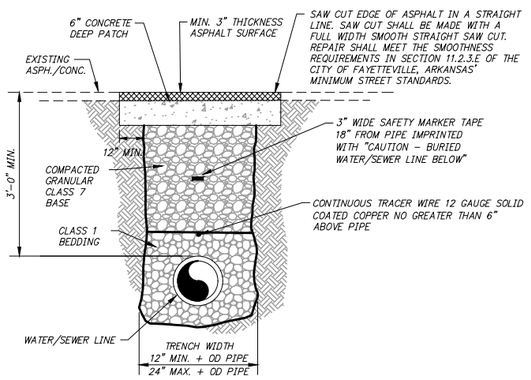
NOTES:

1. CLASS 7 AGGREGATE BASE BACKFILL SHALL BE PLACED IN MAXIMUM 6" LIFTS AND COMPACTED TO 95% MODIFIED DENSITY.
2. BURIED SAFETY MARKING TAPE SHALL BE GREEN FOR SEWER LINES AND BLUE FOR WATER LINES.
3. BURIED TRACER WIRE SHALL HAVE A GREEN JACKET WHEN INSTALLED WITH SEWER LINES AND A BLUE JACKET WHEN INSTALLED WITH WATER LINES.

CONCRETE DRIVEWAY CROSSING REPAIR

DETAIL C204

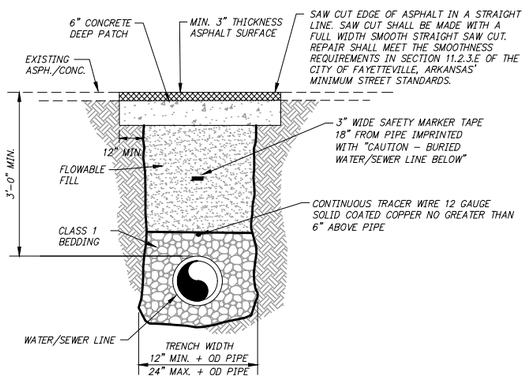
N.T.S.



ASPHALT DRIVEWAY CROSSING REPAIR

DETAIL C205

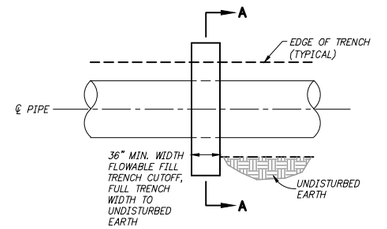
N.T.S.



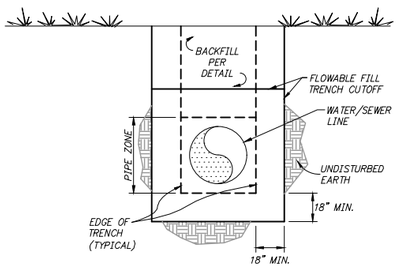
ASPHALT STREET CROSSING REPAIR

DETAIL C206

N.T.S.



PLAN



SECTION A–A

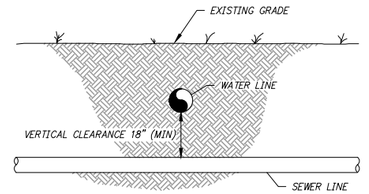
TRENCH CUTOFF

DETAIL C207

N.T.S.

NOTE:

WATER MAINS AND SANITARY SEWERS SHALL BE CONSTRUCTED AS FAR APART AS PRACTICABLE, AND SHALL BE SEPARATED BY UNDISTURBED AND COMPACTED EARTH. A MINIMUM HORIZONTAL DISTANCE OF TEN FEET SHOULD BE MAINTAINED BETWEEN WATER LINES AND SEWER LINES OR OTHER SOURCES OF CONTAMINATION. WATER LINES AND SEWERS SHALL NOT BE LAID IN THE SAME TRENCH EXCEPT ON THE WRITTEN APPROVAL OF THE ARKANSAS DEPARTMENT OF HEALTH. WATER MAINS NECESSARILY IN CLOSE PROXIMITY TO SEWERS MUST BE PLACED SO THAT THE BOTTOM OF THE WATER LINE WILL BE AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER LINE AT ITS HIGHEST POINT. IF THIS DISTANCE MUST UNAVOIDABLY BE REDUCED, THE WATER LINE OR THE SEWER LINE MUST BE ENCASED IN WATERTIGHT PIPE WITH SEALED WATERTIGHT ENDS EXTENDING AT LEAST TEN FEET EITHER SIDE OF THE CROSSING. ANY JOINT IN THE ENCASEMENT PIPE IS TO BE MECHANICALLY RESTRAINED. THE ENCASEMENT PIPE MAY BE VENTED TO THE SURFACE IF CARRYING WATER OR SEWER UNDER PRESSURE. WHERE A WATER LINE MUST UNAVOIDABLY PASS BENEATH THE SEWER LINE, AT LEAST 18 INCHES OF SEPARATION MUST BE MAINTAINED BETWEEN THE OUTSIDE OF THE TWO PIPES IN ADDITION TO THE PRECEDING ENCASEMENT REQUIREMENT. EXCEPTIONS TO THIS MUST BE APPROVED IN WRITING BY THE ARKANSAS DEPARTMENT OF HEALTH.



WATER/SEWER LINE SEPARATION

DETAIL C208

N.T.S.

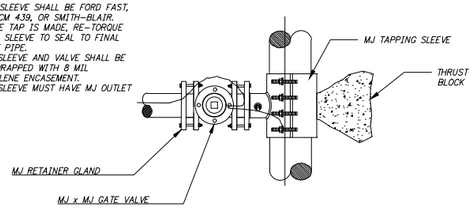
UTILITY RELOCATION
UTILITY DETAILS – TRENCHING AND BACKFILL
(2 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\298 DETAILII.DWG
PLOTTED: 12/10/2024 11:50 AM

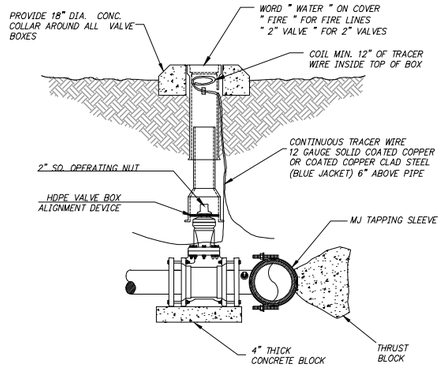
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	299	392
		UTILITY RELOCATION				

NOTES:

1. TAPPING SLEEVE SHALL BE FORD FAST, ROMAC, JCM 439, OR SMITH-BLAIR.
2. AFTER THE TAP IS MADE, RE-TORQUE BOLTS ON SLEEVE TO SEAL TO FINAL SHAPE OF PIPE.
3. TAPPING SLEEVE AND VALVE SHALL BE DOUBLE WRAPPED WITH 8 MIL POLYETHYLENE ENCASEMENT.
4. TAPPING SLEEVE MUST HAVE MJ OUTLET



PLAN VIEW



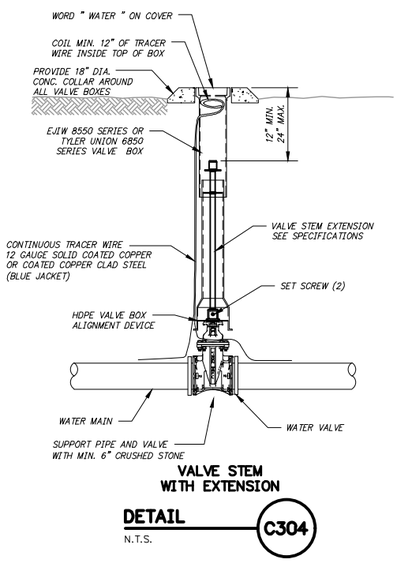
TAPPING SLEEVE AND VALVE

DETAIL C301

N.T.S.

NOTES:

1. OPERATING NUT EXTENSIONS SHALL BE USED WHEN THE TOP OF THE OPERATING NUT IS GREATER THAN 4 FEET FROM THE TOP OF FINISHED SURFACE.
2. THE STEM EXTENSION SHALL BE OF ADEQUATE LENGTH TO REACH FROM THE VALVE OPERATING NUT TO A POINT WITHIN 24-INCHES TO 12-INCHES OF THE FINISHED SURFACE.



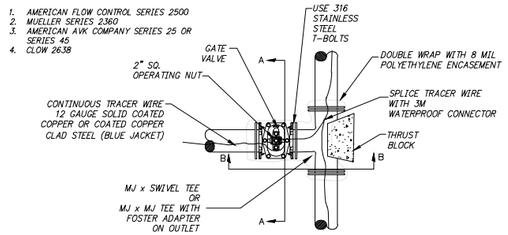
VALVE STEM WITH EXTENSION

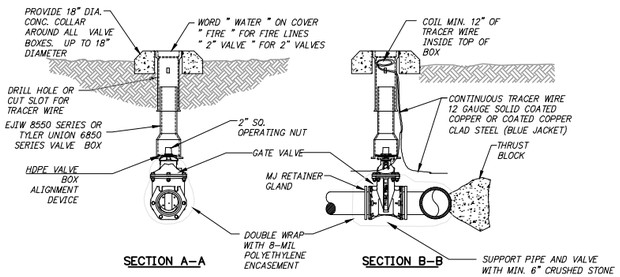
DETAIL C304

N.T.S.

PERMITTED VALVES

1. AMERICAN FLOW CONTROL SERIES 2500
2. MUELLER SERIES 2360
3. AMERICAN AVK COMPANY SERIES 25 OR SERIES 45
4. CLOW 2638





NOTES:

1. ALL VALVES SHALL BE SECURELY ANCHORED TO THE TEE.
2. ALL HARDWARE SHALL BE 316 STAINLESS STEEL.
3. IF DEPTH OF BURY EXCEEDS 4 FT., A VALVE STEM EXTENSION SHALL BE REQUIRED. THE VALVE STEM EXTENSION NUT SHALL BE WITHIN 24-INCHES TO 12-INCHES OF THE FINISHED SURFACE.

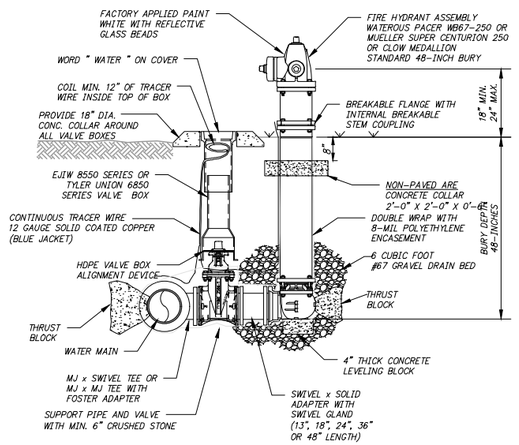
GATE VALVE

DETAIL C302

N.T.S.

NOTES:

1. THE 6" GATE VALVE SHALL BE POSITIVELY RESTRAINED TO THE MAIN BY THE USE OF EITHER A SWIVEL TEE OR FOSTER ADAPTER.
2. FIRE HYDRANTS SHALL BE DESIGNED FOR A MINIMUM 48" BURY.
3. BURY LINE OF HYDRANT SHALL BE NO LESS THAN THE PROPOSED FINISHED ELEVATION OF BACK OF CURB, OR SIDEWALK, WHICHEVER IS GREATER.
4. EXTENSIONS SHALL BE WATEROUS K562 OR MUELLER A-320 WITH NO MORE THAN ONE EXTENSION PER HYDRANT.
5. IF SIDEWALK IS PRESENT, HYDRANT SHALL BE INSTALLED 2' MINIMUM BEHIND THE BACK OF THE SIDEWALK OR CURB. VALVES SHALL BE INSTALLED 1' MINIMUM BEHIND THE BACK OF THE SIDEWALK OR CURB.
6. DO NOT COVER UP WEEP HOLE WITH CONCRETE.
7. MJ RETAINER GLANDS ARE REQUIRED FOR ALL FITTINGS.
8. PIPE BEDDING SHALL HAVE A MAXIMUM PARTICLE SIZE OF 3/4".



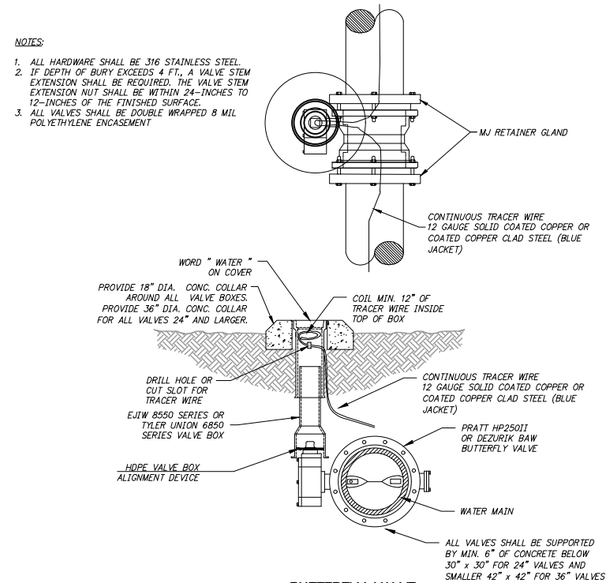
FIRE HYDRANT AND VALVE CONNECTION

DETAIL C305

N.T.S.

NOTES:

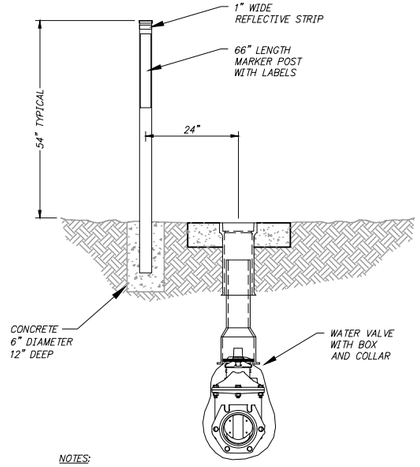
1. ALL HARDWARE SHALL BE 316 STAINLESS STEEL.
2. IF DEPTH OF BURY EXCEEDS 4 FT., A VALVE STEM EXTENSION SHALL BE REQUIRED. THE VALVE STEM EXTENSION NUT SHALL BE WITHIN 24-INCHES TO 12-INCHES OF THE FINISHED SURFACE.
3. ALL VALVES SHALL BE DOUBLE WRAPPED 8 MIL POLYETHYLENE ENCASEMENT



BUTTERFLY VALVE 12" WATER MAINS AND LARGER

DETAIL C303

N.T.S.



NOTES:

1. WATER LINE MARKERS SHALL BE TRI-VIEW MARKING SYSTEM BY RHINO MARKING AND PROTECTION SYSTEMS OR CARSONITE INTERNATIONAL DUAL-SIDED UTILITY MARKER (CIB-380).
2. THE UPPERMOST PORTION OF THE CARSONITE MARKER SHALL BE MADE OF VISIBILITY ENHANCER (CVE-360).
3. TRI-VIEW MARKERS DO NOT REQUIRE VISIBILITY ENHANCERS.
4. AN ADDITIONAL WHITE 1"WIDE REFLECTIVE TAPE (3M OR EQUAL) SHALL BE PLACED AROUND THE FULL CIRCUMFERENCE OF THE TOP OF THE MARKER.
5. CONCRETE SHALL BE PLACED 6-INCHES AROUND AND 1-FOOT DEEP AROUND THE BASE OF EACH MARKER.

VALVE MARKER

DETAIL C306

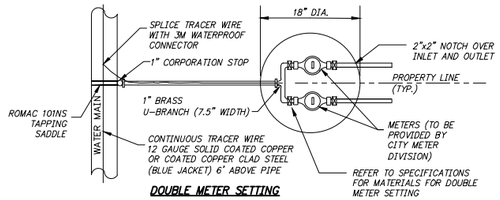
N.T.S.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 BARRY K. McCORMICK

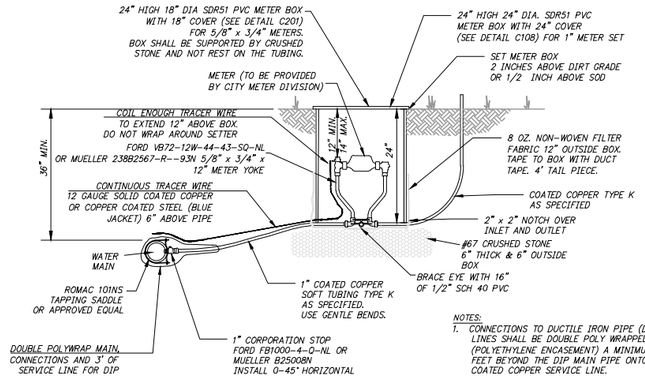
USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\299 DETAILIII.DWG
PLOTTED: 7/22/2025 7:56 AM

UTILITY RELOCATION
UTILITY DETAILS - WATER LINE VALVES
(3 OF 13)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	300	392
		UTILITY RELOCATION				



DOUBLE METER SETTING



NOTES:

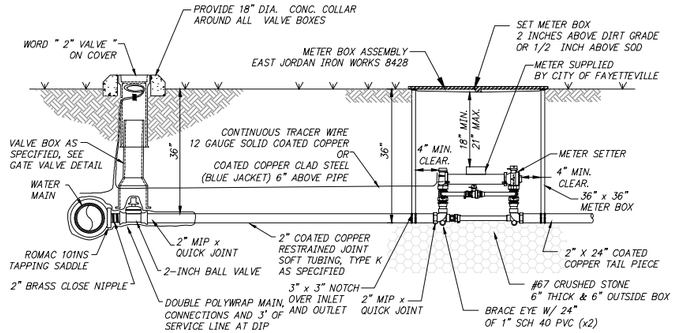
1. CONNECTIONS TO DUCTILE IRON PIPE (DIP) MAIN LINES SHALL BE DOUBLE POLY WRAPPED (POLYETHYLENE ENCASEMENT) A MINIMUM OF THREE FEET BEYOND THE DIP MAIN PIPE ONTO THE COATED COPPER SERVICE LINE.
2. COATED COPPER PIPE UNDER ROADWAYS SHALL BE ENCASED IN SDR9 POLYETHYLENE OR ASTM D-2241 SDR-13.5 PIPE SLEEVE.
3. POLYETHLENE PRESSURE PIPE AND TUBING (PE OR HDPE OR VARIATIONS) SHALL NOT BE USED FOR WATER SERVICE MATERIALS.

SERVICE METER SETTING

DETAIL C401

N.T.S.

NOTE: DO NOT INSTALL THE METER SETTER IN LINE UNTIL THE SETTER IS BROUGHT TO THE FAYETTEVILLE WATER AND SEWER OPERATION CENTER, 2435 S. INDUSTRIAL DR. TO HAVE THE PROPER SIZE AND TYPE OF WATER METER INSTALLED IN THE SETTER AND TESTED FOR LEAKS. ANY QUESTIONS ABOUT THIS INSTALLATION, CONTACT METER OPERATIONS AT 479-684-4733 OR 479-575-8389, OR METER MAINTENANCE AT 479-575-8383.



2-INCH WATER TAP **2-INCH METER SETTER**

NOTES:

1. COORDINATE INSTALLATION AND CONFIGURATION OF ALL 1-1/2" AND LARGER METER SETTINGS WITH THE CITY OF FAYETTEVILLE METER OPERATIONS DIVISION.
2. ALL METER BOXES SHALL BE INSTALLED IN NON-PAVED AREAS. ANY METER BOX THAT GETS PLACED IN A PAVED AREA SHALL BE RELOCATED AT THE OWNER'S EXPENSE BEFORE A WATER METER WILL BE INSTALLED.
3. SUPPORT METER INSTALLATION WITH 1"x24" SCH40 PVC THROUGH EACH BRACE EYE.
4. CONNECTIONS TO DUCTILE IRON PIPE (DIP) MAIN LINES SHALL BE DOUBLE POLY WRAPPED (POLYETHYLENE ENCASEMENT) A MINIMUM OF THREE FEET BEYOND THE DIP MAIN PIPE ONTO THE COATED COPPER SERVICE LINE.
5. 2" COATED COPPER PIPE UNDER ROADWAYS SHALL BE ENCASED IN 4" DIAMETER SDR9 POLYETHYLENE OR ASTM D-2241 SDR-13.5 PIPE SLEEVE.
6. POLYETHYLENE PRESSURE PIPE AND TUBING (PE OR HDPE OR VARIATIONS) SHALL NOT BE USED FOR WATER SERVICE MATERIALS.

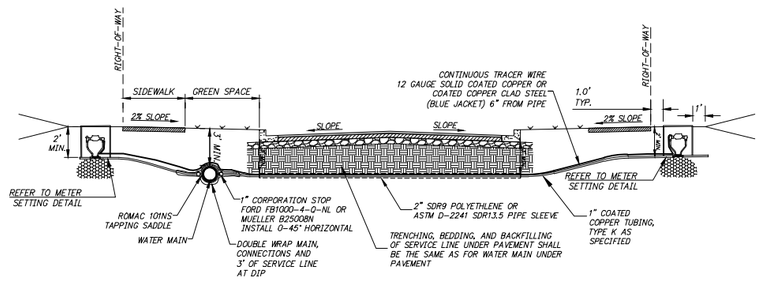
2" WATER METER

DETAIL C403

N.T.S.

NOTES:

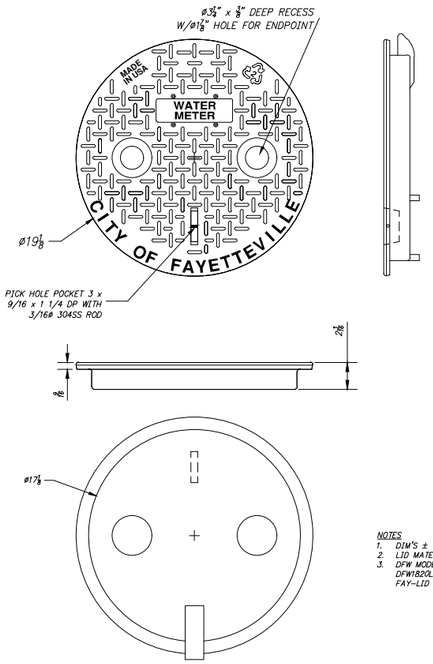
1. ALL WATER & SANITARY SEWER TRENCHES WHICH ARE UNDER THE PROPOSED STREETS MUST BE BACKFILLED AS SHOWN ON THE TRENCHING, BEDDING, AND BACKFILL STANDARD DETAIL.
2. WATER AND SEWER LINES SHALL MAINTAIN A MINIMUM OF HORIZONTAL SEPARATION DISTANCE OF 10 FEET AT ALL TIMES.
3. WATER AND SEWER LINES SHALL MAINTAIN A MINIMUM VERTICAL SEPARATION OF 18 INCHES WITH THE WATER LINE CROSSING ABOVE THE SEWER LINE.
4. METER CROSSING A ROAD FOR IRRIGATION REQUIRES A 2" TAP AND A 4" OR LARGER SLEEVE. THE 2" TAP REQUIRES A VALVE BOX AT THE MAIN TAP.
5. ALL CORP. STOPS SHALL BE INSTALLED AT 0-45° ANGLE FROM HORIZONTAL.
6. A MINIMUM OF 24-INCHES OF SEPARATION IS REQUIRED BETWEEN SERVICE TAPS.
7. ALL METER BOXES SHALL BE INSTALLED ON THE CUSTOMER SIDE OF THE WATER MAIN.
8. ALL METER BOXES SHALL BE INSTALLED IN NON-PAVED AREAS. ANY METER BOX THAT GETS PLACED IN A PAVED AREA SHALL BE RELOCATED AT THE OWNER'S EXPENSE BEFORE A WATER METER WILL BE INSTALLED.
9. CONNECTIONS TO DUCTILE IRON PIPE (DIP) MAIN LINES SHALL BE DOUBLE POLY WRAPPED (POLYETHYLENE ENCASEMENT) A MINIMUM OF THREE FEET BEYOND THE DIP MAIN PIPE ONTO THE COATED COPPER SERVICE LINE.
10. COATED COPPER PIPE UNDER ROADWAYS SHALL BE ENCASED IN SDR9 POLYETHYLENE OR ASTM D-2241 SDR-13.5 PIPE SLEEVE. MINIMUM SLEEVE DIAMETER SHALL BE DOUBLE THE SERVICE LINE DIAMETER.
11. POLYETHLENE PRESSURE PIPE AND TUBING (PE OR HDPE OR VARIATIONS) SHALL NOT BE USED FOR WATER SERVICE MATERIALS.



METER SETTING WITH WATER MAIN UNDER PAVEMENT

DETAIL C402

N.T.S.

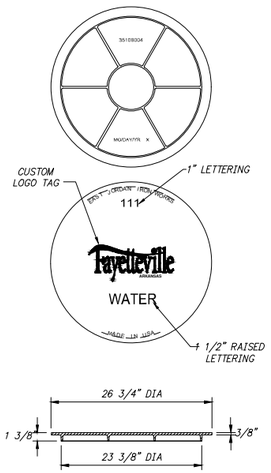


NOTES
1. DIM'S ± 1/8" U.N.O.
2. LID MATERIAL: HDPE
3. DFW MODEL #: DFW1820LP-AF1EF2 SMALL FAY-LID

18" WATER METER LID

DETAIL C404

N.T.S.



24" WATER METER LID

DETAIL C405

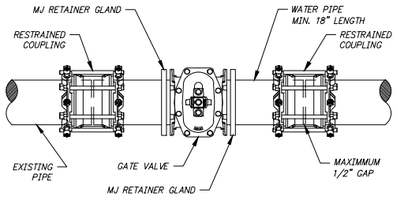
N.T.S.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 HARRY K. McCORMICK

UTILITY RELOCATION
UTILITY DETAILS – WATER SERVICE CONNECTIONS
(4 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\300 DETAILV.DWG
PLOTTED: 12/10/2024 11:54 AM

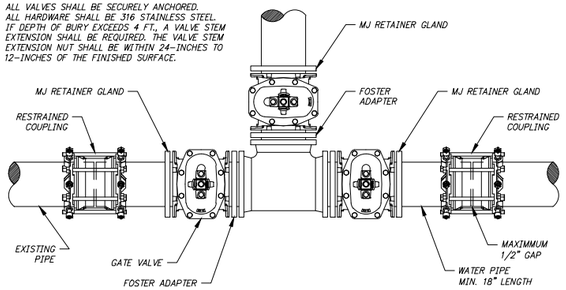
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	301	392
		UTILITY RELOCATION				



VALVE CUT-IN

NOTES:

1. ALL VALVES SHALL BE SECURELY ANCHORED.
2. ALL HARDWARE SHALL BE 316 STAINLESS STEEL.
3. IF DEPTH OF BURY EXCEEDS 4 FT., A VALVE STEM EXTENSION SHALL BE REQUIRED. THE VALVE STEM EXTENSION NUT SHALL BE WITHIN 24-INCHES TO 12-INCHES OF THE FINISHED SURFACE.

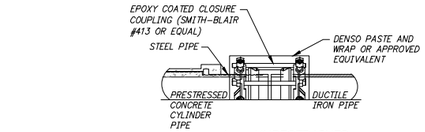


TEE AND VALVES CUT-IN

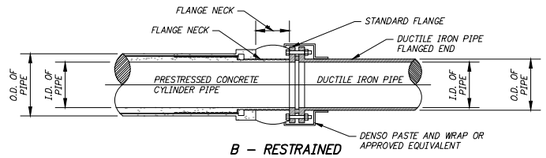
VALVE CUT-IN

DETAIL C501

N.T.S.



A – UNRESTRAINED

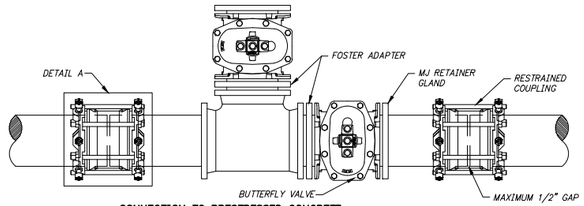


B – RESTRAINED

NOTES:

1. ALL VALVES SHALL BE SECURELY ANCHORED.
2. ALL HARDWARE SHALL BE 316 STAINLESS STEEL.
3. IF DEPTH OF BURY EXCEEDS 4 FT., A VALVE STEM EXTENSION SHALL BE REQUIRED. THE VALVE STEM EXTENSION NUT SHALL BE WITHIN 24-INCHES TO 12-INCHES OF THE FINISHED SURFACE.
4. ALL CONNECTIONS TO EXISTING PEEP SHALL BE MADE AT THE NEAREST JOINT.

PRESTRESSED CONCRETE CYLINDER PIPE CONNECTION TO DUCTILE IRON PIPE DETAIL A

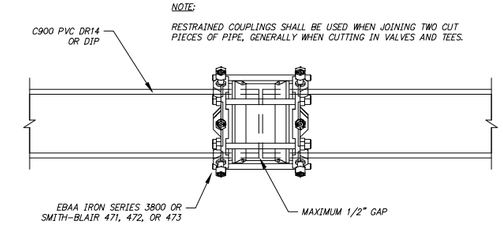


CONNECTION TO PRESTRESSED CONCRETE CYLINDER PIPE WATER TRANSMISSION MAIN

PRE-ASSEMBLED TEE AND VALVE CUT-IN

DETAIL C502

N.T.S.

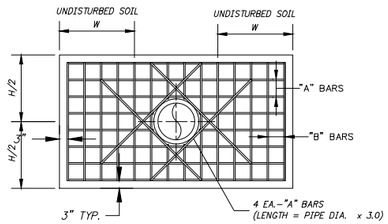


RESTRAINED JOINT

DETAIL C503

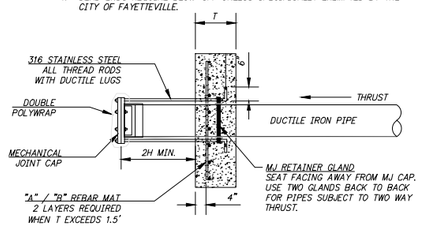
N.T.S.

ANCHOR COLLAR SCHEDULE					
PIPE SIZE	MINIMUM DIMENSIONS*			REINFORCING BARS	
	W	H	T	"A" BARS	"B" BARS
8"	2.0'	2.5'	1.0'	#6 @ 6"	#6 @ 6"
12"	2.5'	4.0'	1.5'	#6 @ 6"	#6 @ 6"
24"	6.5'	6.0'	2.0'	#7 @ 6"	#7 @ 10"
36"	12.0'	8.0'	3.0'	#8 @ 6"	#8 @ 10"



NOTES:

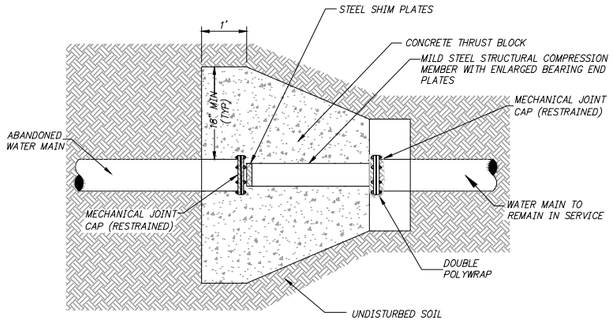
1. DESIGN PRESSURE IS 200 PSI PLUS 100 PSI SURGE AND 2,000 PSF SOIL BEARING.
2. ALL DIMENSIONS ARE MINIMUM REQUIREMENTS. ACTUAL FIELD CONDITIONS MAY REQUIRE LARGER DIMENSIONS.
3. ALL RETAINER GLANDS SHALL BE MEGA-LUG BY EBAA IRON.
4. DEAD ENDS REQUIRE BLOW-OFF UNLESS SPECIFICALLY EXEMPTED BY THE CITY OF FAYETTEVILLE.



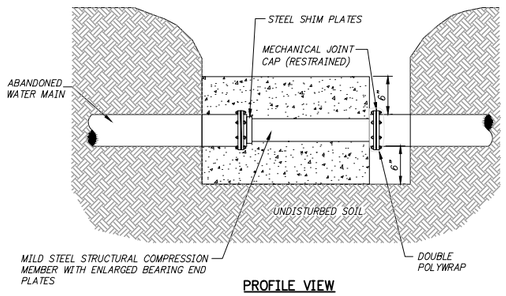
ANCHOR COLLAR

DETAIL C504

N.T.S.



PLAN VIEW

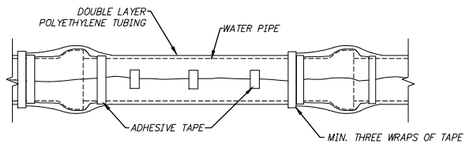


PROFILE VIEW

CUT AND CAP WATER LINE

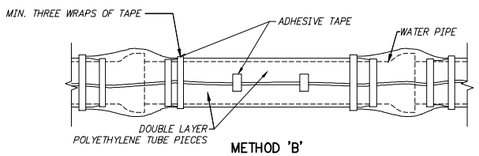
DETAIL C505

N.T.S.



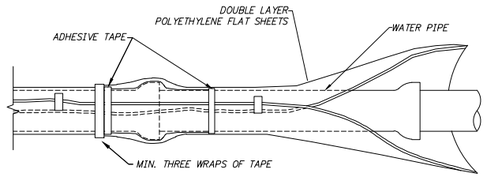
METHOD 'A'

METHOD 'A' USES ONE LENGTH OF POLYETHYLENE TUBE, OVERLAPPED AT THE JOINTS A MINIMUM OF 2 FEET.



METHOD 'B'

METHOD 'B' USES SEPARATE PIECES OF POLYETHYLENE TUBE FOR THE BARREL OF THE PIPE AND THE JOINTS. SHORT PIECES SHALL BE APPROXIMATELY 6' LONG AND OVERLAP BARREL SECTION BY A MINIMUM OF 2 FEET.



METHOD 'C'

METHOD 'C' – USED FOR PIPE-SHAPED AND ODD- SHAPED APPURTENANCES SUCH AS BENDS, REDUCERS, OFFSETS, VALVES, TEES, ETC.

POLYETHYLENE PROTECTION MATERIAL

DETAIL C506

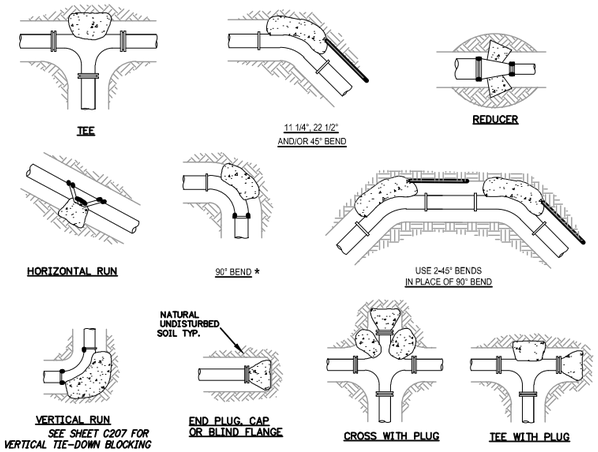
N.T.S.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 BARRY K. McCORMICK

USER: MATT WEIR
DESIGN FILE: Z:\21\20210048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\301 DETAILV.DWG
PLOTTED: 7/23/2025 10:47 AM

UTILITY RELOCATION
UTILITY DETAILS – WATER LINE FITTINGS
(5 OF 13)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	302	392
		UTILITY RELOCATION				



*90 DEGREE BENDS SHALL ONLY BE USED ON A BY-EXCEPTION BASIS, AND MUST EACH BE SPECIFICALLY APPROVED BY CITY.

THRUST BLOCK NOTES:

1. CONCRETE FOR THRUST BLOCKS – CLASS 1 CONCRETE SHALL DEVELOP NOT LESS THAN 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS AND BE PLACED AGAINST UNDISTURBED SOIL.
2. ALL BENDS, BOTH HORIZONTAL AND VERTICAL, SHALL BE BACKED WITH CONCRETE. VERTICAL BENDS SHALL BE PLACED ON CONCRETE PADS WHERE BENDS TURN UP, OR LOADED WHERE BENDS TURN DOWN.
3. DOUBLE WRAP PIPE JOINTS IN 8-MIL "POLYETHYLENE" BEFORE PLACING CONCRETE.
4. BEARING AREA SHOWN IN TABLE, IS BASED UPON A 2000 LB/SF. SOIL BEARING, AND UPON A PIPELINE PRESSURE OF 200 PSI. PLUS 100 PSI. WATER HAMMER. AREAS SHOWN SHALL BE ADJUSTED, SHOULD FIELD CONDITIONS VARY.
5. MJ RESTRAINTS ARE REQUIRED FOR ALL FITTINGS.
6. USE LONG-RADIUS FITTINGS WHEREVER POSSIBLE.
7. ALL BOLTS FOR FITTINGS SHALL BE 316 STAINLESS STEEL.
8. ALL DUCTILE IRON FITTINGS SHALL BE FUSION-BONDED EPOXY COATED INSIDE AND OUTSIDE IN ACCORDANCE WITH ANSI/AWWA C116/A21.16.
9. UNIT WEIGHT OF CONCRETE FOR VERTICAL THRUST BLOCKS IS 150 LBS/CU. FT.

BLOCKING SCHEDULE

PIPE SIZE		BENDS 45°	22 1/2°	11 1/4°	ROD DIA.
8"	VOLUME REQ'D (CU. FT.)	98.5	50.2	25.2	3/4 IN.
	A (FT.)	5.00'	4.00'	3.00'	
	B (FT.)	4.00'	3.20'	2.80'	
	C (FT.)	5.00'	4.00'	3.00'	
	MIN. CLAMP (2 EA.)	3/8 IN. x 2 IN.			
12"	VOLUME REQ'D (CU. FT.)	209.5	106.8	53.7	3/4 IN.
	A (FT.)	6.00'	5.00'	4.00'	
	B (FT.)	6.00'	4.25'	3.50'	
	C (FT.)	6.00'	5.00'	4.00'	
	MIN. CLAMP (2 EA.)	1/2 IN. x 2 IN.			
18"	VOLUME REQ'D (CU. FT.)	457.2	233.1	117.1	1 IN.
	A (FT.)	8.00'	6.50'	5.00'	
	B (FT.)	7.25'	5.50'	4.75'	
	C (FT.)	8.00'	6.50'	5.00'	
	MIN. CLAMP (2 EA.)	5/8 IN. x 3 IN.			
24"	VOLUME REQ'D (CU. FT.)	801.3	408.0	205.0	1 1/4 IN.
	A (FT.)	9.50'	7.50'	6.00'	
	B (FT.)	9.00'	7.25'	5.75'	
	C (FT.)	9.50'	7.50'	6.00'	
	MIN. CLAMP (2 EA.)	5/8 IN. x 3 IN.			

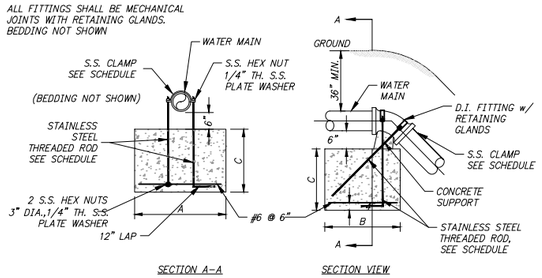
VOLUME CALCULATED ON THE BASIS OF CONCRETE REACTING THRUST ON THE RESPECTIVE BENDS UNDER AN INTERNAL PRESSURE OF 250 PSI, 50 PSI SURGE AND THE WEIGHT OF CONCRETE IS 150 POUNDS PER CU. FT.

THRUST BLOCK SCHEDULE

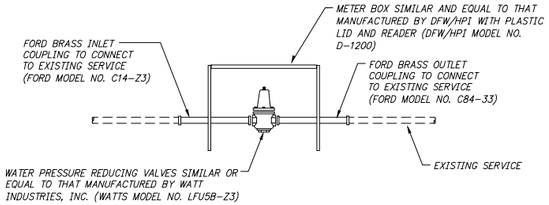
(2000 PSF SOIL, 200 PSI WATER PRESSURE, 100 PSI WATER HAMMER)

BEARING AREA OF THRUST BLOCKS IN SQ. FT. (HORIZONTAL BENDS)						VOLUME OF THRUST BLOCK IN CU. FEET (VERTICAL BENDS)							
FITTING SIZE	PLUG TEE OR CAP	BEND ANGLE 90° *	45°	22 1/2°	11 1/4°	FITTING SIZE	BEND ANGLE 90° *	45°	22 1/2°	11 1/4°	ROD DIAM.	EMBED-MENT
2, 3, & 4	1.9	2.7	1.4	0.7	0.4	2, 3, & 4	35.5	19.2	9.8	4.9	.50"	30"
6	5.6	7.9	4.3	2.2	1.1	6	105.8	57.2	29.2	14.7	.75"	30"
8	9.6	13.6	7.4	3.8	1.9	8	181.9	98.5	50.2	25.2	.75"	30"
12	20.5	29.0	15.7	8.0	4.0	12	387.1	209.5	106.8	53.7	1.0"	30"
16	35.7	50.4	27.3	13.9	7.0	16	672.6	364.0	185.6	93.2	1.0"	36"
18	44.8	63.4	34.3	17.5	18.8	18	844.7	457.2	233.1	117.1	1.0"	36"
24	78.4	110.9	60.0	30.6	15.4	24	1478.7	800.3	408.0	205.0	1.5"	36"

ALL FITTINGS SHALL BE MECHANICAL JOINTS WITH RETAINING GLANDS. BEDDING NOT SHOWN



METER BOX SIMILAR AND EQUAL TO THAT MANUFACTURED BY DFW/HPI WITH PLASTIC LID AND READER (DFW/HPI MODEL NO. D-1200)



RESIDENTIAL PRESSURE REDUCING VALVE

DETAIL C603

N.T.S.

THRUST BLOCKING

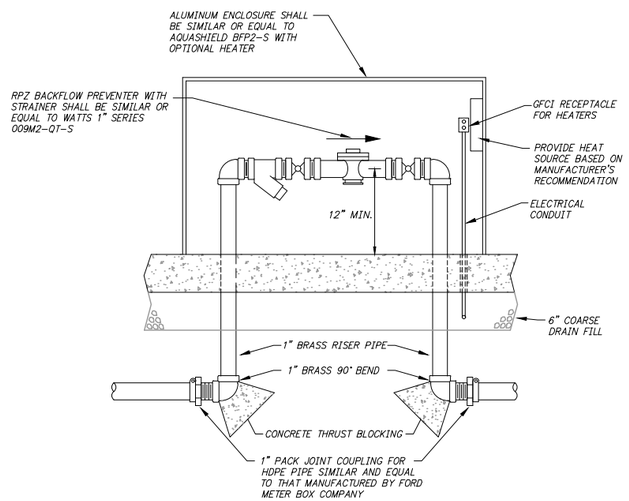
DETAIL C601

N.T.S.

VERTICAL TI-DOWN BLOCKING

DETAIL C602

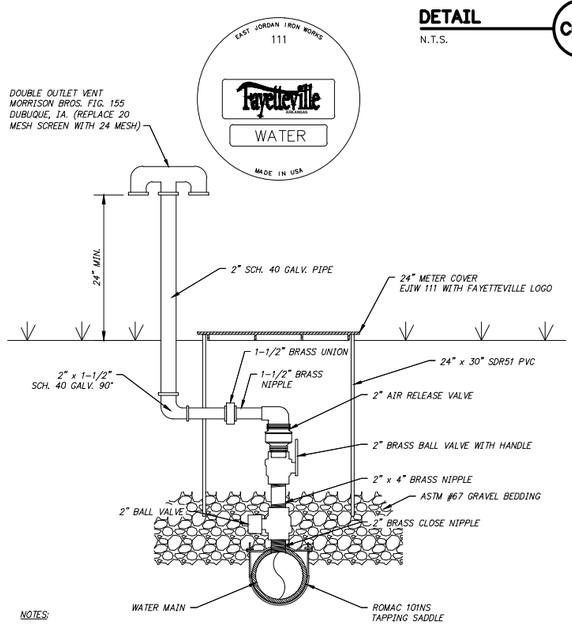
N.T.S.



RPZ BACKFLOW PREVENTER

DETAIL C604

N.T.S.



NOTES:

1. AIR VALVES SHALL HAVE NPT INLET AND OUTLETS.
2. TOP OF AIR VALVE SHALL BE MIN. 12" BELOW GROUND.
3. SEAL WALL PENETRATIONS WITH BUTYL SEALANT.
4. A #24 MESH SCREEN WILL BE REQUIRED ON ALL VENTS.
5. A 2" MUSHROOM VENT CAP, GALVANIZED CAST IRON, THREADED WITH 30 MESH SCREEN MAY BE SUBSTITUED FOR DOUBLE OUTLET VENT. BECKETT PART NO. 14025, MIDLAND PART NO. 21178, OR EQUAL.

2" COMBINATION AIR VALVE

DETAIL C605

N.T.S.

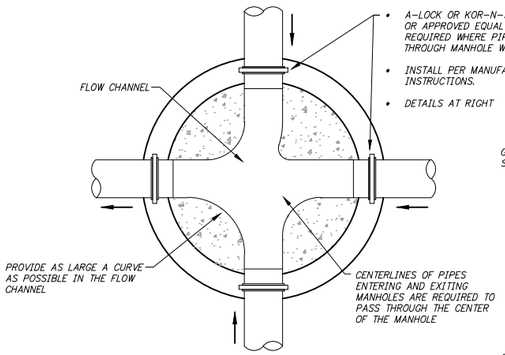
UTILITY RELOCATION
UTILITY DETAILS – THRUST RESTRAINT
(6 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\302 DETAILVI.DWG
PLOTTED: 6/1/2022 9:41 AM

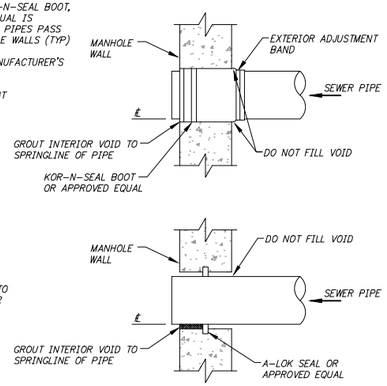
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	303	392
		UTILITY RELOCATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

MANHOLE INFORMATION TABLE			
INSIDE DIAMETER OF MANHOLE	MINIMUM WALL THICKNESS	BASE THICKNESS	MINIMUM RING AND COVER SIZE
4' DIA.	5"	6"	24" (< OR EQUAL TO 24" PIPES)
5' DIA.	6 1/2"	8"	36" (> 24" PIPES)
6' DIA.	7"	8"	

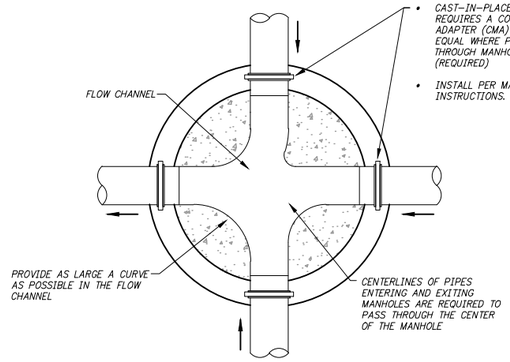


MANHOLE FLOW CHANNEL

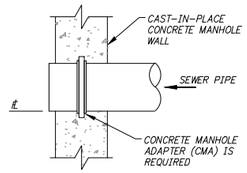


CONNECTION DETAILS

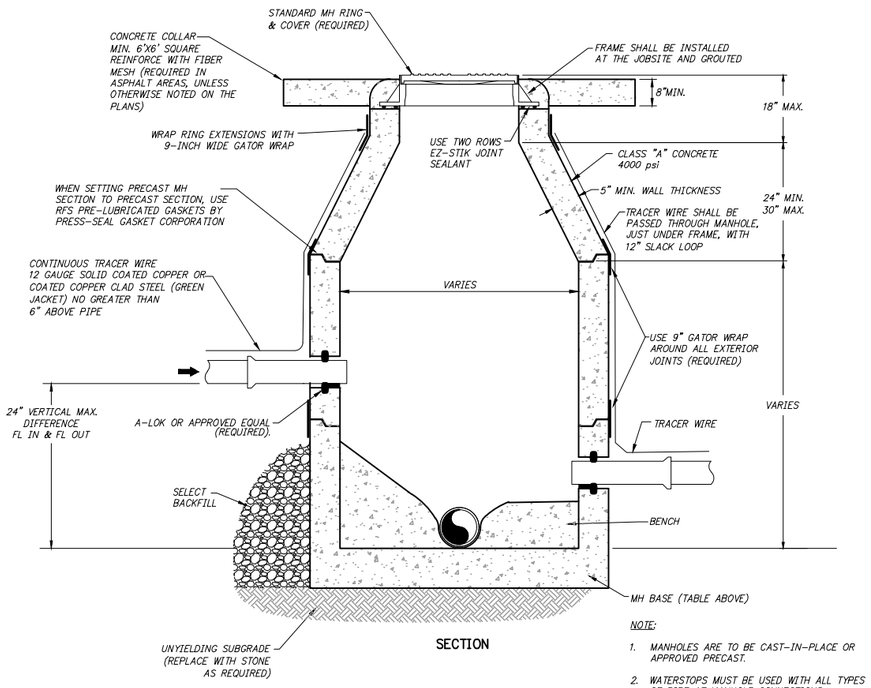
MANHOLE INFORMATION TABLE			
INSIDE DIAMETER OF MANHOLE	MINIMUM WALL THICKNESS	BASE THICKNESS	MINIMUM RING AND COVER SIZE
4' DIA.	6"	6"	24" (< OR EQUAL TO 24" PIPES)
5' DIA.	8"	8"	36" (> 24" PIPES)
6' DIA.	8"	12"	



MANHOLE FLOW CHANNEL



CONCRETE MANHOLE ADAPTER (CMA) DETAIL



SECTION

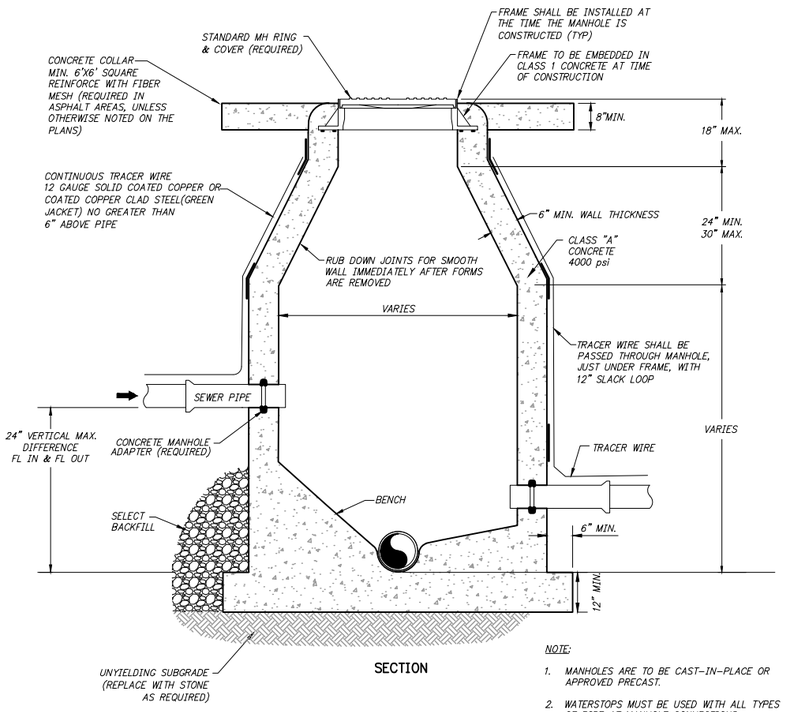
PRECAST MANHOLE

DETAIL C701

N.T.S.

NOTE:

1. MANHOLES ARE TO BE CAST-IN-PLACE OR APPROVED PRECAST.
2. WATERSTOPS MUST BE USED WITH ALL TYPES OF PIPE AT MANHOLE CONNECTIONS.
3. BENCH SHALL SLOPE FROM SPRINGLINE OF PIPE TO MANHOLE WALL. OUTLET CHANNEL SHALL BE FULL DEPTH "U" FROM CENTER OF MANHOLE TO WALL.



SECTION

CAST-IN-PLACE MANHOLE

DETAIL C702

N.T.S.

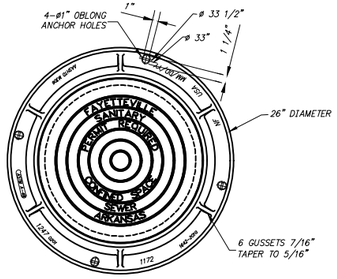
NOTE:

1. MANHOLES ARE TO BE CAST-IN-PLACE OR APPROVED PRECAST.
2. WATERSTOPS MUST BE USED WITH ALL TYPES OF PIPE AT MANHOLE CONNECTIONS.
3. BENCH SHALL SLOPE FROM SPRINGLINE OF PIPE TO MANHOLE WALL. OUTLET CHANNEL SHALL BE FULL DEPTH "U" FROM CENTER OF MANHOLE TO WALL.

UTILITY RELOCATION
UTILITY DETAILS – SANITARY SEWER MANHOLES
(7 OF 13)

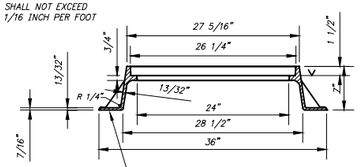
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DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\303 DETAILVI.DWG
PLOTTED: 7/14/2022 9:19 AM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	304	392
		UTILITY RELOCATION				



1. MINIMUM WEIGHT OF RING: 100 POUNDS
2. MINIMUM WEIGHT OF COVER: 110 POUNDS
3. COVERS ARE FURNISHED WITH TWO CLOSED PICK SLOTS.
4. CASTINGS SHALL BE "MADE IN USA"

*DIMENSIONAL TOLERANCES SHALL NOT EXCEED 1/16 INCH PER FOOT



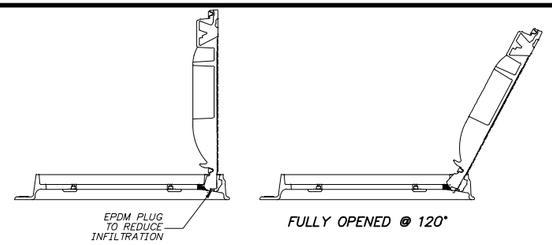
WHEN SETTING FRAME, USE TWO ROWS EZ-STIK JOINT SEALANT, OR APPROVED EQUAL (REQUIRED)

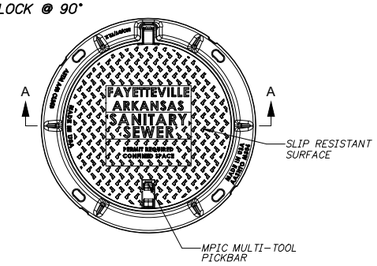
APPROVED MODEL #'S
NEENAH/DEETER – # 1247 FRAME
NEENAH/DEETER – # DF-1156 COVER
EAST JORDAN – # 1045Z FRAME
EAST JORDAN – #1040A COVER

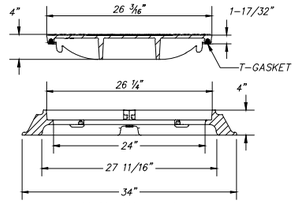
MANHOLE FRAME AND COVER

DETAIL C801

N.T.S.



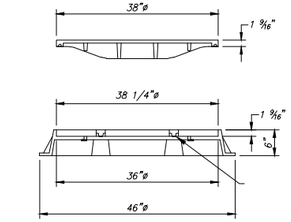


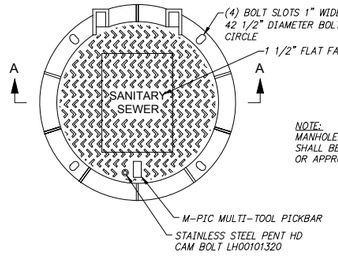


HINGED MANHOLE FRAME AND COVER

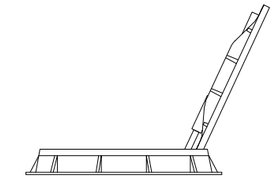
DETAIL C802

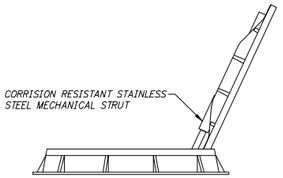
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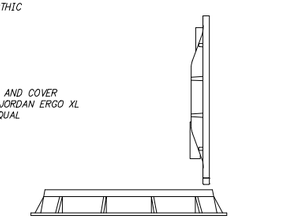


NOTE:
MANHOLE FRAME AND COVER SHALL BE EAST JORDAN ERGO XL OR APPROVED EQUAL


COVER IN 115° RESTING POSITION



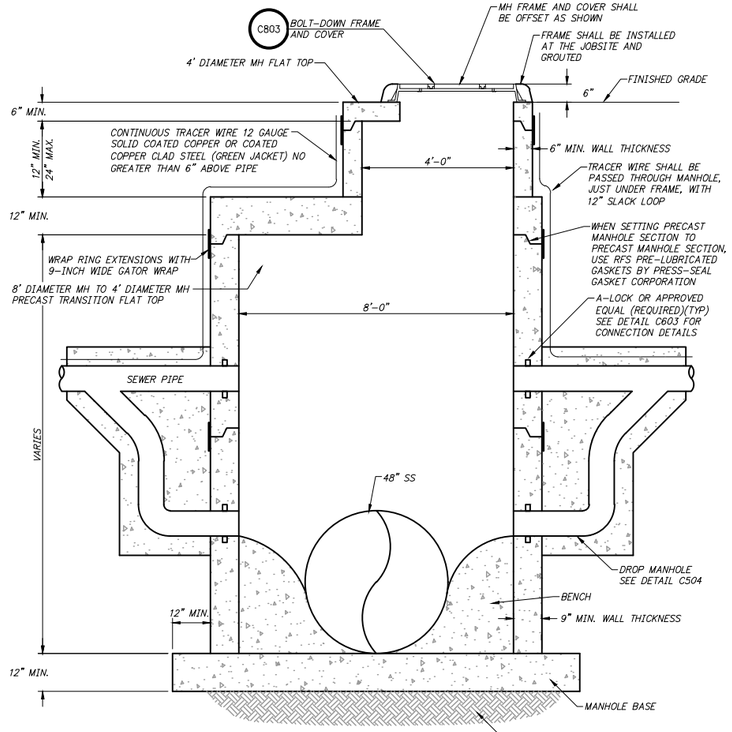
COVER IN 90° LOCKED POSITION


REMOVE LIFT ASSIST BOLT & REMOVE COVER @ 90°

HINGED MANHOLE FRAME AND COVER

DETAIL C803

N.T.S.



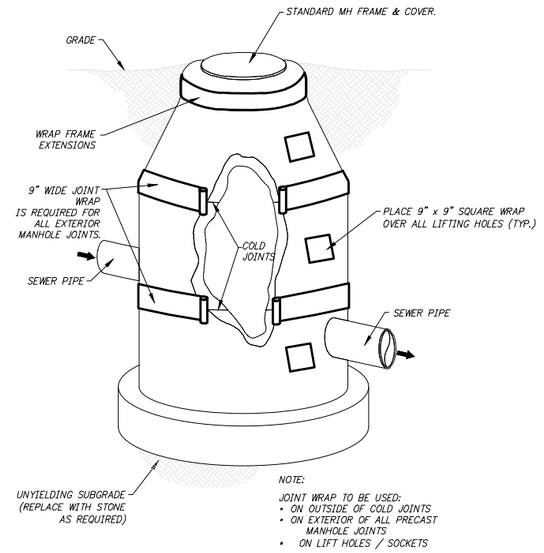
PRECAST TRANSITION MANHOLE

DETAIL C804

N.T.S.

NOTES:

1. WATERSTOPS MUST BE USED WITH ALL TYPES OF PIPE AT MANHOLE CONNECTIONS.
2. BENCH SHALL SLOPE FROM SPRINGLINE OF PIPE TO MANHOLE WALL. OUTLET CHANNEL SHALL BE FULL DEPTH "U" FROM CENTER OF MANHOLE TO WALL.
3. MANHOLE SHALL BE CONSTRUCTED USING CONCRETE WITH AN ANTIMICROBAL CONCRETE ADMIXTURE FOR LONG TERM MICROBIOLOGICALLY INDUCED CORROSION PROTECTION.
4. CONTRACTOR SHALL SUBMIT A "CUT OUT AN RECOVERY PLAN" IN ACCORDANCE WITH SPECIFICATION SECTION 02571 FOR THE CUTTING AND REMOVAL OF THE TOP HALF OF THE 48" FIBERGLASS REINFORCE PIPE (FRP).



NOTE:
JOINT WRAP TO BE USED:
- ON OUTSIDE OF COLD JOINTS
- ON EXTERIOR OF ALL PRECAST MANHOLE JOINTS
- ON LIFT HOLES / SOCKETS

MANHOLE JOINT WRAP

DETAIL C805

N.T.S.

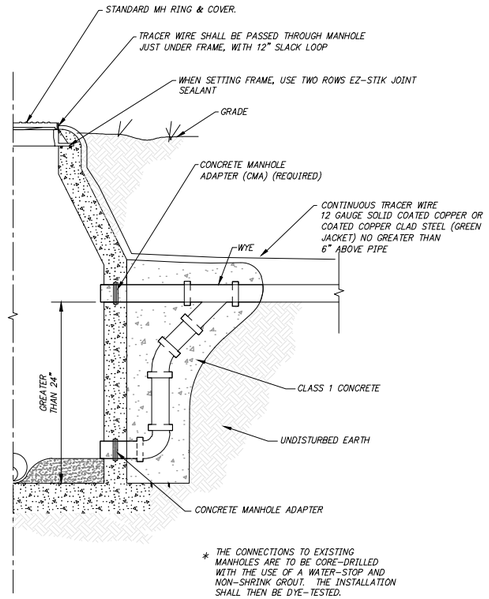
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\304 DETAILVIII.DWG
PLOTTED: 6/16/2022 9:33 AM

UTILITY RELOCATION
UTILITY DETAILS – PRECAST MANHOLES, FRAMES AND LIDS
(8 OF 13)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	305	392
		UTILITY RELOCATION				

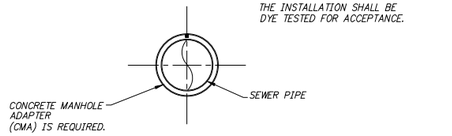
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK



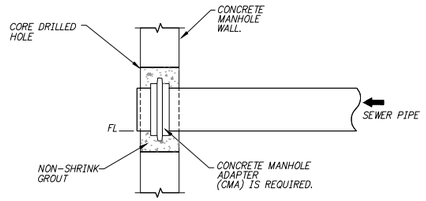
DROP MANHOLE

DETAIL C901

N.T.S.



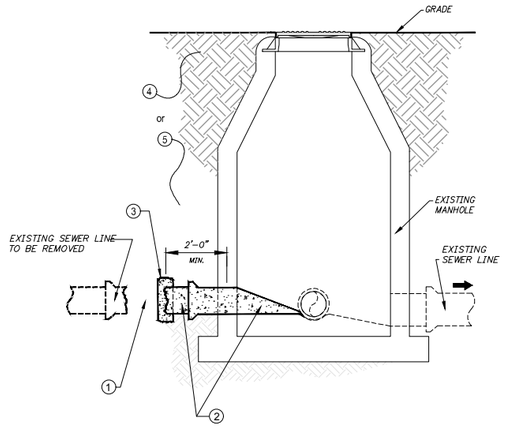
INTERIOR VIEW



MANHOLE CORING

DETAIL C902

N.T.S.

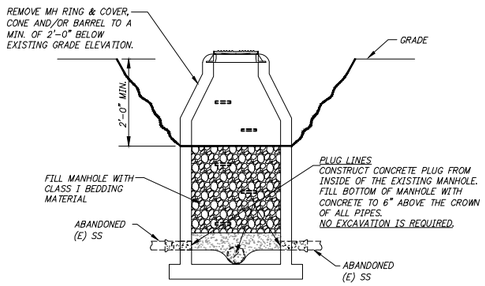


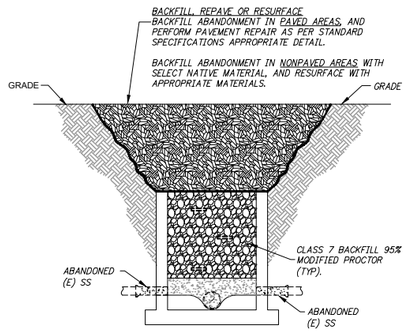
1. EXPOSE EXISTING LINE AND PHYSICALLY DISCONNECT THE LINE SEGMENT TO BE REMOVED. (REQUIRED)
2. FILL REMAINING SEWER PIPE TO BE SEALED WITH CONCRETE AND REINFORCEMENT. (REQUIRED)
3. CONSTRUCT A CONCRETE CAP AROUND PIPE CONNECTED TO EXISTING MANHOLE. (REQUIRED)
4. IF THE MANHOLE IS LOCATED IN A PAVED AREA, BACKFILL THE EXCAVATED AREA AND PERFORM PAVEMENT REPAIR. (REQUIRED)
5. IF THE MANHOLE IS LOCATED IN A NON-PAVED AREA, BACKFILL THE EXCAVATED AREA WITH SELECT NATIVE MATERIAL, AND RESURFACE WITH THE APPROPRIATE MATERIALS. (REQUIRED)

SEWER LINE DISCONNECT AND SEAL

DETAIL C903

N.T.S.





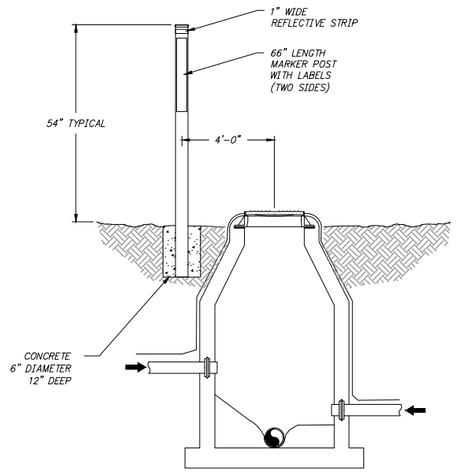
EXISTING MANHOLE ABANDONMENT

DETAIL C904

N.T.S.

NOTES:

1. SEWER LINE MARKERS SHALL BE TRI-VIEW MARKING SYSTEM BY RHINO MARKING AND PROTECTION SYSTEMS OR CARSONITE INTERNATIONAL DUAL-SIDED UTILITY MARKER (CIB-380).
2. THE UPPERMOST PORTION OF THE CARSONITE MARKER SHALL BE MADE OF VISIBILITY ENHANCER (CVE-360).
3. TRI-VIEW MARKERS DO NOT REQUIRE VISIBILITY ENHANCERS.
4. AN ADDITIONAL WHITE 1" WIDE REFLECTIVE TAPE (3M OR EQUAL) SHALL BE PLACED AROUND THE FULL CIRCUMFERENCE OF THE TOP OF THE MARKER.
5. CONCRETE SHALL BE PLACED 6-INCHES AROUND AND 1-FOOT DEEP AROUND THE BASE OF EACH MARKER.



SEWER MARKER

DETAIL C905

N.T.S.

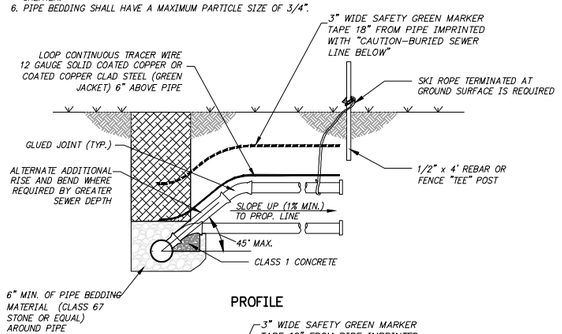
UTILITY RELOCATION
UTILITY DETAILS – MANHOLE MODIFICATIONS
(9 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\305 DETAILX.DWG
PLOTTED: 12/10/2024 12:07 PM

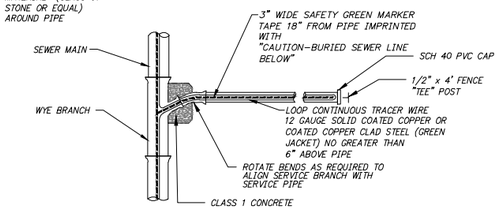
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	306	392
		UTILITY RELOCATION				

NOTES:

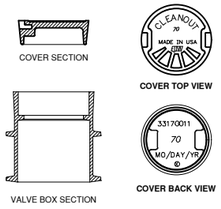
1. MODIFIED RISER LATERAL SHALL BE USED WHEN DEPTH OF COVER EXCEEDS 7'-0"
2. PLACE CLASS 1 CONCRETE UNDER EACH WYE BRANCH TO PREVENT CRACKING OR TWISTING UNDER EARTH LOADS.
3. SERVICE LATERAL STUBS SHALL TERMINATE AT LEAST 2 FEET INSIDE THE PROPERTY LINE BUT IN NO CASE SHALL THE SERVICE LATERAL STUB TERMINATE AT A DISTANCE LESS THAN 8 FEET FROM THE SANITARY SEWER MAIN.
4. BURY A 1/2" x 4' STEEL TEE FENCE POST AT END OF SERVICE LATERAL STUB AND BACKFILL TO FINISHED GRADE OF PROPERTY.
5. 4" DUCTILE IRON PIPE, LINED FOR SANITARY SEWER AND 4" DUCTILE IRON M.J. FITTINGS, LINED FOR SANITARY SEWER, SHALL BE INSTALLED FOR SERVICES BURIED AT DEPTHS OF 14 FEET AND GREATER.
6. PIPE BEDDING SHALL HAVE A MAXIMUM PARTICLE SIZE OF 3/4".

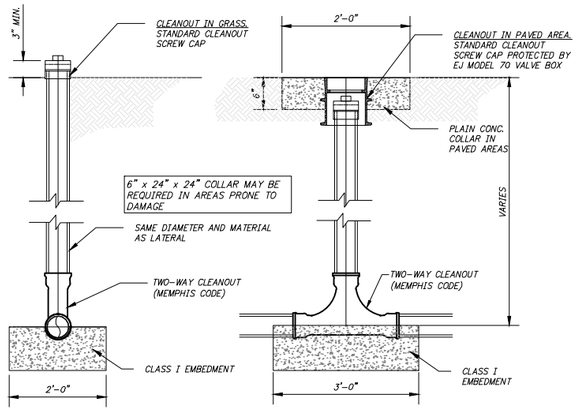


PROFILE



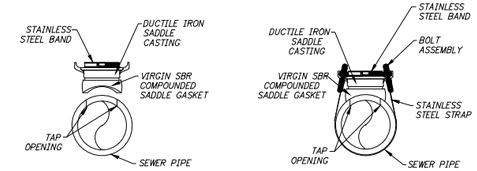
SEWER SERVICE LATERAL
DETAIL C1001
N.T.S.

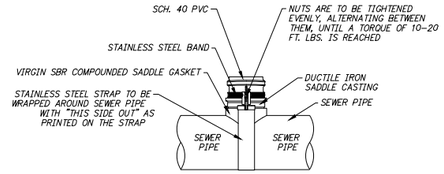




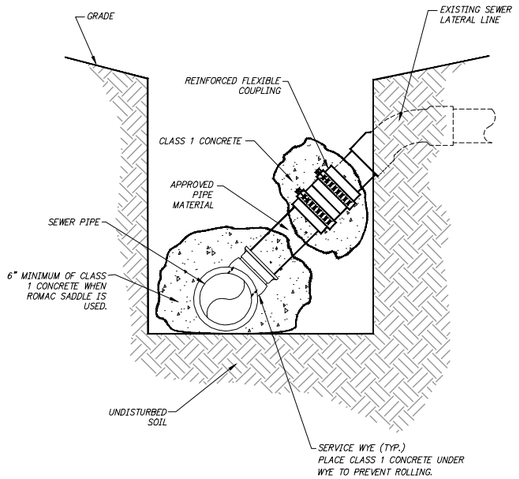
END VIEW SIDE VIEW

TYPICAL CLEANOUT
DETAIL C1002
N.T.S.

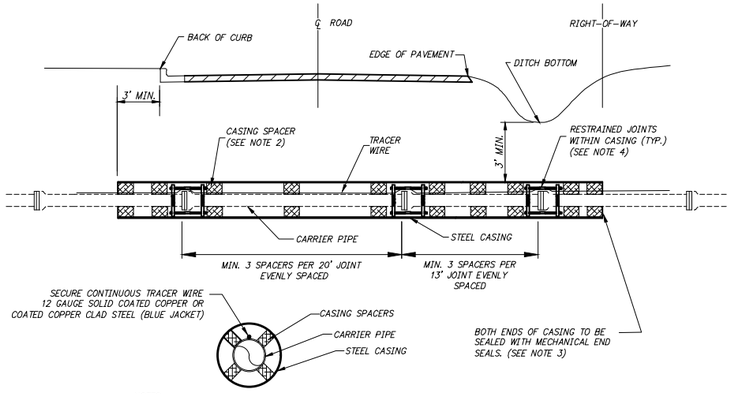




SEWER SERVICE SADDLE
DETAIL C1003
N.T.S.



CONNECT TO EXISTING SEWER SERVICE
DETAIL C1004
N.T.S.



NOTES:

1. STEEL CASING SHALL BE CONSTRUCTED OF SPIRAL OR STRAIGHT WELDED STEEL WITH A MINIMUM DIAMETER AND THICKNESS AS SHOWN BELOW (SEE TABLE).
2. PROVIDE CASING SPACERS BY CASCADE MODEL CCS AS MANUFACTURED BY CASCADE WATERWORKS MFG. CO., OR BWM CO., A MINIMUM 12-INCHES WIDE.
3. PROVIDE WRAP-IT LINK MECHANICAL SEAL, MODEL WL-SS BY CCI PIPELINE SYSTEMS, OR LINK SEAL BY GPT INDUSTRIES.
4. WHERE ENCASEMENTS ARE GREATER THAN 25 FEET IN LENGTH, SELF-RESTRAINING GASKETS OR BELL RESTRAINTS SHALL BE USED FOR ALL JOINTS INSIDE THE ENCASEMENT PIPE AND FOR THE FIRST JOINT IN EACH DIRECTION OUTSIDE THE ENCASEMENT PIPE.
5. DIRECT BURY STEEL ENCASEMENT SHALL BE DOUBLE POLY WRAPPED.
6. JACK AND BORE STEEL ENCASEMENT SHALL HAVE 17# HP MAGNESIUM ANODES CAD WELDED TO THE END OF THE ENCASEMENT PIPE.

CARRIER AND CASING SIZES

CARRIER (ID)	2"	3"	4"	6"	8	10"	12"
CASING (ID)	5"	6"	8"	12"	16"	20"	24"
CASING WALL THICKNESS	0.250	0.250	0.250	0.250	0.250	0.250	0.375
CARRIER (ID)	14"-16"	18"-20"	24"	30"	36"	42"	48"
CASING (ID)	30"	36"	42"	48"	54"	60"	72"
CASING WALL THICKNESS	0.375	0.500	0.625	0.625	0.625	0.625	0.750

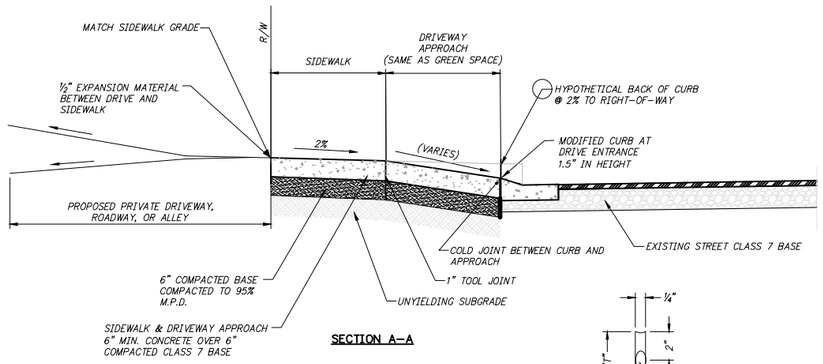
ENCASEMENT PIPE DETAIL
DETAIL C1005
N.T.S.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No.7243 HARRY K. McCORMICK

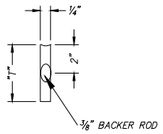
UTILITY RELOCATION
UTILITY DETAILS – SEWER SERVICE CONNECTIONS
(10 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\306 DETAILX.DWG
PLOTTED: 4/1/2022 2:37 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		UTILITY RELOCATION				

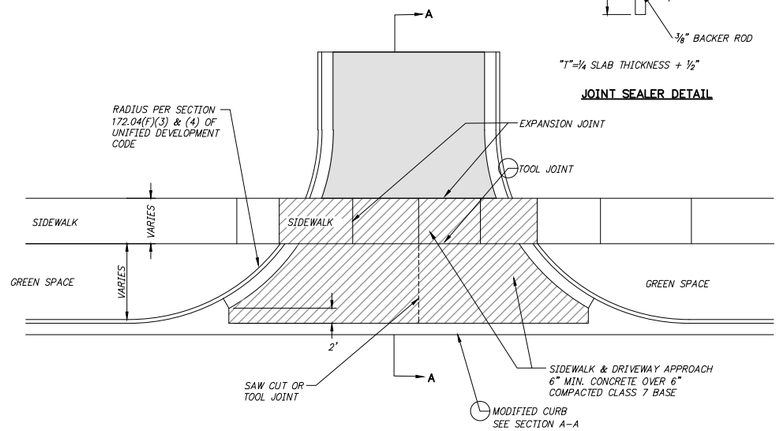


SECTION A–A



"I"=¾ SLAB THICKNESS + ½"

JOINT SEALER DETAIL



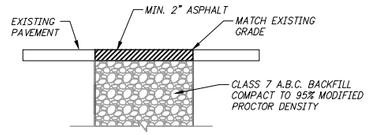
NOTES:

1. FULL DEPTH EXPANSION JOINTS (FOUR INCHES) SHALL BE PROVIDED AT THE EDGE OF THE SIDEWALK OPPOSITE THE STREET.
2. CONCRETE TO BE SAWCUT OR PLACE A TOOL JOINT AT THE CENTER OF DRIVE AND SEALED. IF POSSIBLE CONTRACTOR SHALL TRY TO ALIGN THE JOINT AT THE CENTER OF THE DRIVE WITH THE A JOINT IN THE ADJACENT SIDEWALK.
3. ALL CONCRETE DRIVEWAYS AND SIDEWALKS SHALL BE CONSTRUCTED OF A PORTLAND CEMENT CONCRETE MIXTURE WHICH WILL PRODUCE A CONCRETE OF A COMPRESSIVE STRENGTH OF 3500 P.S.I. AFTER 28 DAYS SET UNDER STANDARD LABORATORY METHODS.
4. ALL SIDEWALKS REQUIRE A CONCRETE CURING COMPOUND.
5. ALL SIDEWALKS AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH A BROOM FINISH.
6. *ALL SIDEWALKS AND CURB CUTS FOR DRIVEWAY APPROACHES REQUIRE AN INSPECTION PRIOR TO CONCRETE PLACEMENT.*
7. STREET AND PARKING LOT PAVEMENT REPAIR SHALL BE MADE WITH A FULL WIDTH SMOOTH STRAIGHT SAW CUT. REPAIR SHALL MEET SMOOTHNESS REQUIREMENTS IN SECTION 11.2.3.E OF THE CITY OF FAYETTEVILLE, ARKANSAS' MINIMUM STREET STANDARDS.

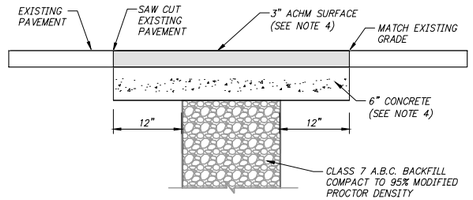
COMMERCIAL DRIVEWAY
DETAIL C1101
N.T.S.

NOTES:

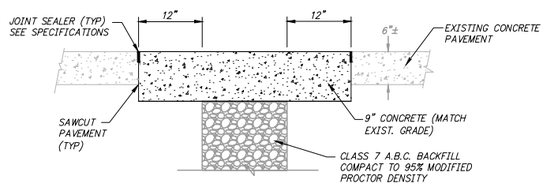
1. CONCRETE SHALL HAVE A MINIMUM OF 5.5 BAGS OF CEMENT PER CU. YD., 4–7% AE AND DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 3500 psi @ 28 DAYS.
2. PERMANENT REPAIRS TO BE USED ONLY WHERE ADJACENT PAVEMENT IS TO REMAIN. USE TEMPORARY PATCH IN AREAS WHERE ADJACENT PAVEMENT IS TO BE REMOVED OR RECONSTRUCTED.
3. ASPHALT FOR TEMPORARY REPAIRS MAY BE HOT MIX OR COLD MIX.
4. COLORED CONCRETE, WHEN ASPHALT IS NOT AVAILABLE, SHALL BE AN INTEGRAL COLOR MIX . SOLOMON DRY PIGMENT – 908 CARBON BLACK "ASPHALT" (1 – 25 LB. BAG PER 3 YARDS), OR APPROVED EQUAL. TOTAL THICKNESS OF PAVEMENT SHALL BE 6 INCHES.
5. STREET AND PARKING LOT PAVEMENT REPAIR SHALL BE MADE WITH A FULL WIDTH SMOOTH STRAIGHT SAW CUT. REPAIR SHALL MEET SMOOTHNESS REQUIREMENTS IN SECTION 11.2.3.E OF THE CITY OF FAYETTEVILLE, ARKANSAS' MINIMUM STREET STANDARDS.



TEMPORARY PAVEMENT REPAIR



ASPHALT PAVEMENT REPAIR

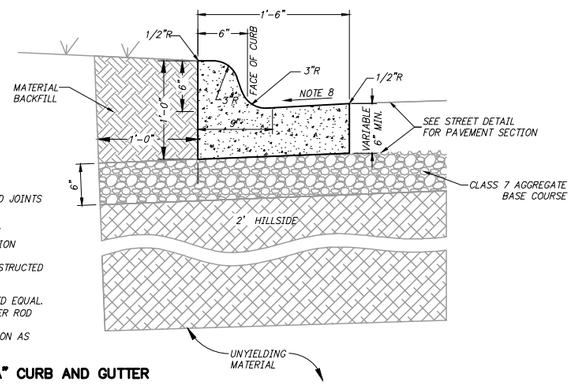


CONCRETE PAVEMENT REPAIR

PAVEMENT REPAIR
DETAIL C1102
N.T.S.

CURB & GUTTER NOTES:

1. CONTRACTION JOINTS SHALL BE 1/8" TO 3/8" X 1 1/2" AT 15 FT. INTERVALS. ALL CONTRACTION JOINTS AND COLD JOINTS SHALL BE FILLED WITH JOINT SEALANT TO FINISHED GRADE.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
3. EXPANSION MATERIAL SHALL BE REQUIRED AT ALL STATIONARY STRUCTURES AND ENDS OF CURB RETURNS. THE EXANSION MATERIAL SHALL BE 1/2" ASPHALT IMPREGNATED FIBERBOARD CONFORMING TO AASHTO M–213. EXPANSION JOINT MATERIAL SHALL BE LEFT 1/2" LOWER THAN GRADE OR TRIMMED 1/2" LOWER THAN GRADE.
4. EXPANSION JOINTS SHALL BE FILLED WITH JOINT SEALANT SHAPED TO THE CROSS SECTION OF THE CURB AND CONSTRUCTED AT RIGHT ANGLES WITH THE CURB LINE.
5. FINISH SHALL BE MEDIUM BROOM FINISH.
6. CONCRETE CURING COMPOUND SHALL BE SEALTIGHT 1600–WHITE MANUFACTURED BY W.R. MEADOWS, OR AN APPROVED EQUAL.
7. CONCRETE JOINT SEALANT SHALL BE SONNEBORN "SONOLASTIC SL1" OR AND APPROVED EQUAL. CLOSED CELL BACKER ROD SHALL BE USED IN DEEP JOINTS, AS NEEDED, ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.
8. GUTTER SHALL MATCH THE CROSS SLOPE OF THE ROAD WITHIN ± 0.5% GUTTER DRAINING THE OPPOSITE DIRECTION AS THE ROAD WILL NOT BE ACCEPTED.



TYPE "A" CURB AND GUTTER
DETAIL C1103
N.T.S.

UTILITY RELOCATION
UTILITY DETAILS – PAVEMENT AND DRIVEWAY REPAIR
(11 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\307 DETAILX1.DWG
PLOTTED: 4/1/2022 2:38 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		UTILITY RELOCATION				

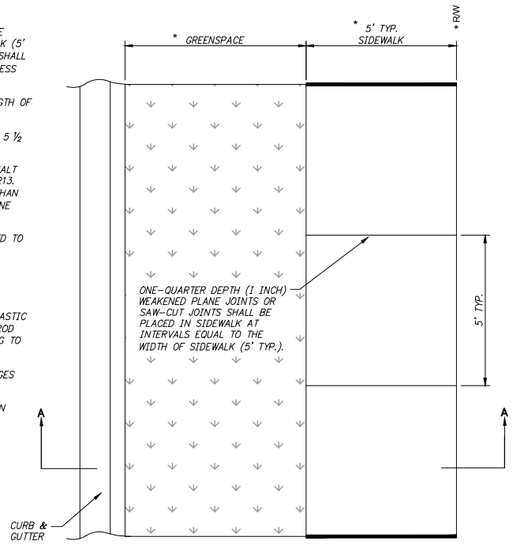
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.7243
BARRY K. McCORMICK

SIDEWALK CONSTRUCTION NOTES:

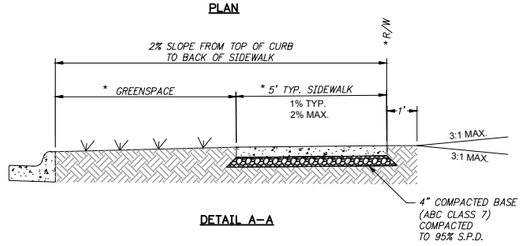
1. SIDEWALK SHALL HAVE TOOLED OR SAW-CUT TRANSVERSE JOINTS AT INTERVALS EQUAL TO THE WIDTH OF SIDEWALK (5' TYP.). THESE WEAKENED PLANE (CONTRACTION) JOINTS SHALL BE CONSTRUCTED TO ¼ DEPTH OF THE SIDEWALK THICKNESS AND SHALL BE ⅛" TO ⅜" WIDE.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3500 p.s.i.
3. CONCRETE SHALL HAVE A MINIMUM CEMENT CONTENT OF 5 ½ BAGS per Cu. Yd. WITH 3 ½% ± 1 ½% AIR ENTRAINMENT.
4. EXPANSION JOINT MATERIAL SHALL BE PREFORMED ASPHALT IMPREGNATED FIBERBOARD CONFORMING TO AASHTO M-213. EXPANSION JOINT MATERIAL SHALL BE LEFT ½" LOWER THAN GRADE OR TRIMMED ½" LOWER, AND FILLED WITH SILICONE SEALER TO FINISHED GRADE.
5. ALL COLD JOINTS AND SAW-CUT JOINTS SHALL BE FILLED TO FINISHED GRADE WITH JOINT SEALANT.
6. CONCRETE CURING COMPOUND SHALL BE SEALTIGHT 1600-WHITE MANUFACTURED BY W.R. MEADOWS, OR AN APPROVED EQUAL.
7. CONCRETE JOINT SEALANT SHALL BE SONNEBORN "SONOLASTIC SL1" OR AND APPROVED EQUAL. CLOSED CELL BACKER ROD SHALL BE USED IN DEEP JOINTS, AS NEEDED, ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.
9. ALL SIDEWALKS SHALL HAVE ONE-HALF INCH ROLLED EDGES AND A BROOMED FINISH.
10. SIDEWALK SHALL BE REPLACED TO NEAREST CONTRACTION JOINT.

★ CONFIRM ALL DIMENSIONS FOR GREENSPACE, SIDEWALK, AND RIGHT-OF-WAY, WITH THE APPROVED PLAT.

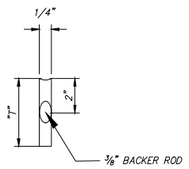
ALL SIDEWALKS REQUIRE INSPECTION BEFORE AND AFTER CONCRETE PLACEMENT. CONTACT CHUCK RUTHERFORD AT 575-8291 TO SCHEDULE AN INSPECTION. SIDEWALK WILL BE CHECKED FOR ADA REQUIREMENTS & WORKMANSHIP.



PLAN

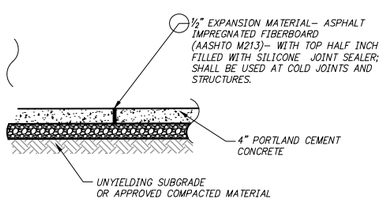


DETAIL A-A

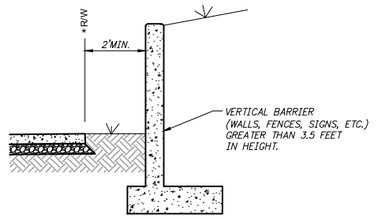


"T"=¼ SLAB THICKNESS + ½"

JOINT SEALANT DETAIL



ELEVATION



* SEE "DRIVEWAY DETAILS" FOR SIDEWALK SECTION THROUGH DRIVEWAY

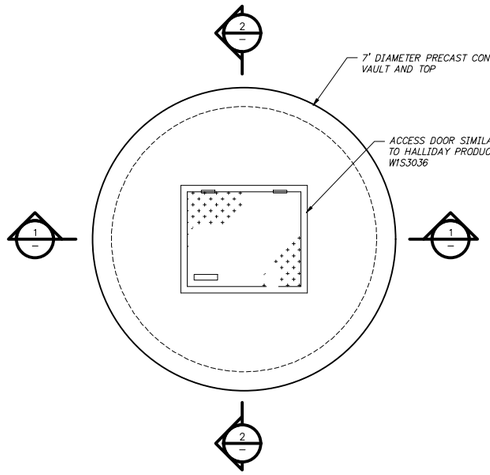
SIDEWALK DETAIL C1201

N.T.S.

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\308 DETAILXII.DWG
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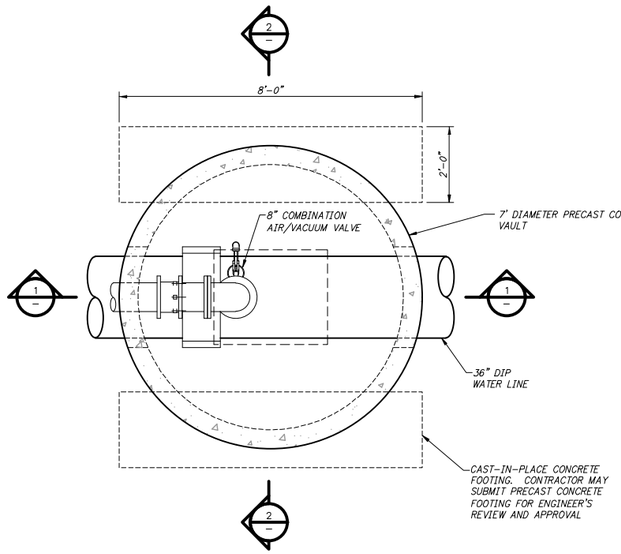
UTILITY RELOCATION
UTILITY DETAILS – SIDEWALK REPAIR
(12 OF 13)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	309	392
		UTILITY RELOCATION				



8" COMBINATION AIR/VACUUM VALVE VAULT

DETAIL A — 1/2"=1'-0"

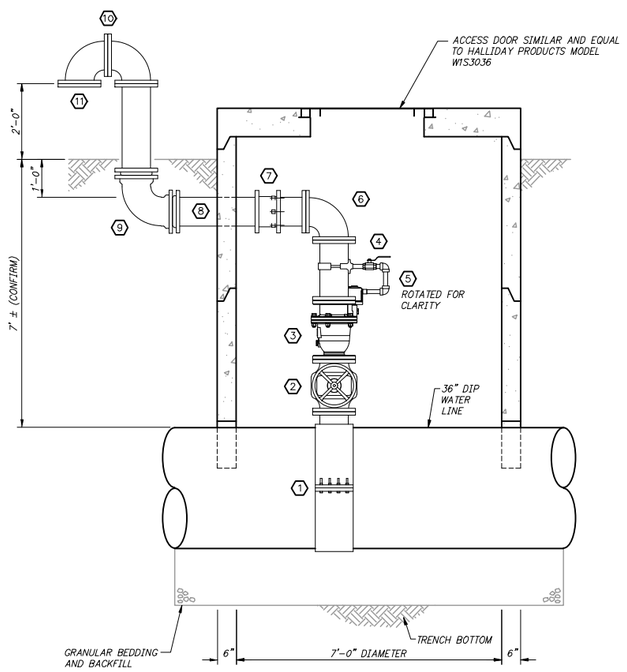


8" COMBINATION AIR/VACUUM VALVE VAULT

DETAIL B — 1/2"=1'-0"

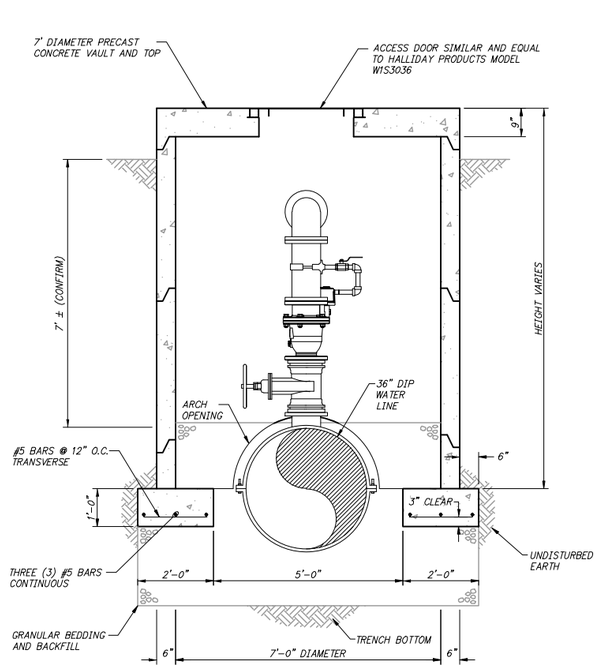
KEYED NOTES:

1. SMITH BLAIR 622 TAPPING SLEEVE
2. 8" FLANGED RW GATE VALVE
3. 8" A.R.I. COMBINATION VALVE. REMOVE SCREEN COVER AND INSTALL 8" FLANGED DI PIPE RISER
4. TAPPING SADDLE AND BALL VALVE
5. INSTALL 1" BRASS, COPPER OR SS TUBING AND CONNECT TO 1/8" NPT AIR RELEASE VALVE DISCHARGE AND (INCLUDE UNION FITTING AND DIELECTRIC GASKETS)
6. 8" FLANGED DI 90° BEND
7. 8" FLANGED COUPLING ADAPTOR
8. FLEXIBLE WATER STOP PIPE GASKET, A-LOK PREMIUM OR EQUAL
9. 8" MJ RJ 90° BEND
10. (2) 8" FLANGED DI 90° BENDS OR 8" FLANGED RETURN FITTING
11. CAPTURE 24 MESH STAINLESS STEEL SCREEN BETWEEN FLANGES



8" COMBINATION AIR/VACUUM VALVE VAULT

SECTION 1 — 1/2"=1'-0"



8" COMBINATION AIR/VACUUM VALVE VAULT

SECTION 2 — 1/2"=1'-0"

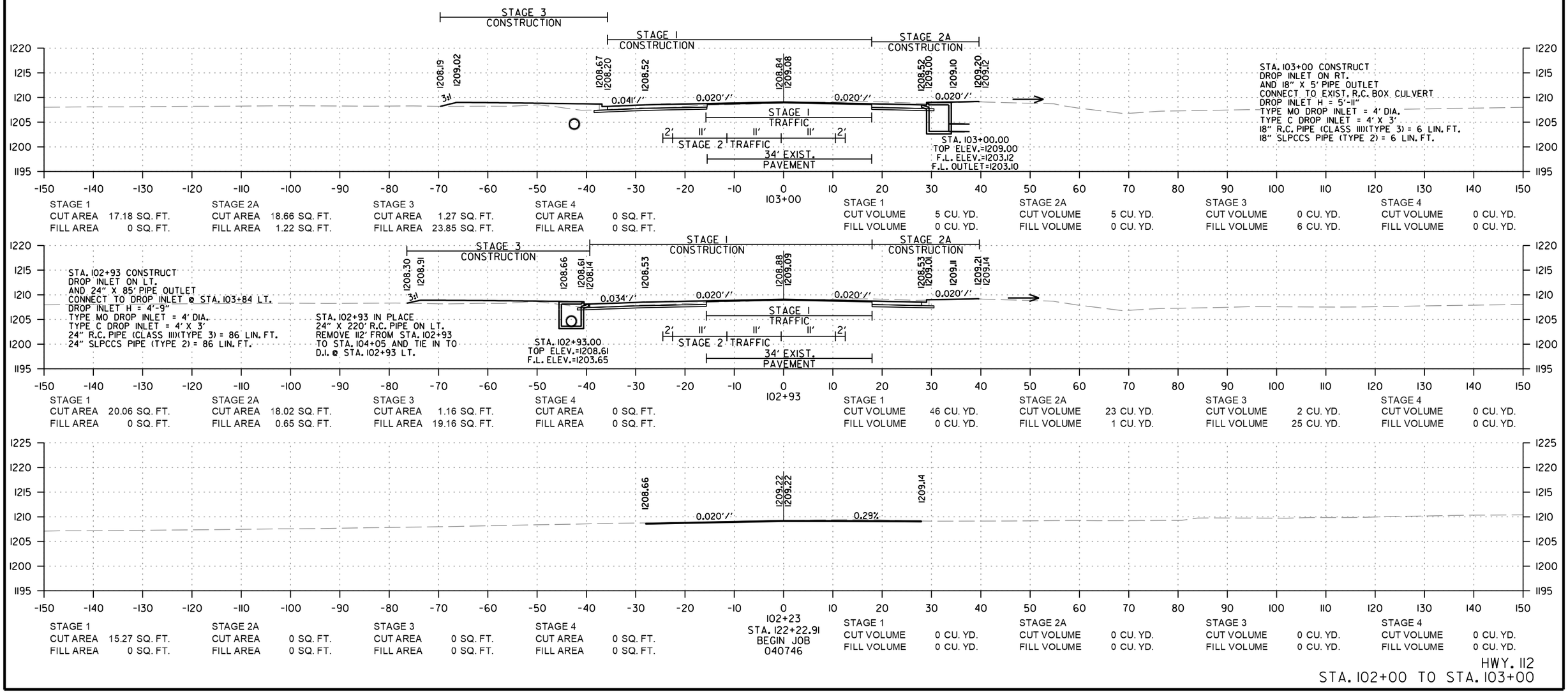
4" COMBINATION AIR/VACUUM VALVE VAULT

DETAIL C1301 — N.T.S.

UTILITY RELOCATION
UTILITY DETAILS – 8" AIR/VACUUM VAULT
(13 OF 13)

USER: MATT WEIR
DESIGN FILE: Z:\21\2021048 ARDOT HIGHWAY 112 UTILITY RELOCATIONS\DRAWINGS\CONST_PLANS\309 DETAILXIII.DWG
PLOTTED: 11/8/2022 10:22 AM

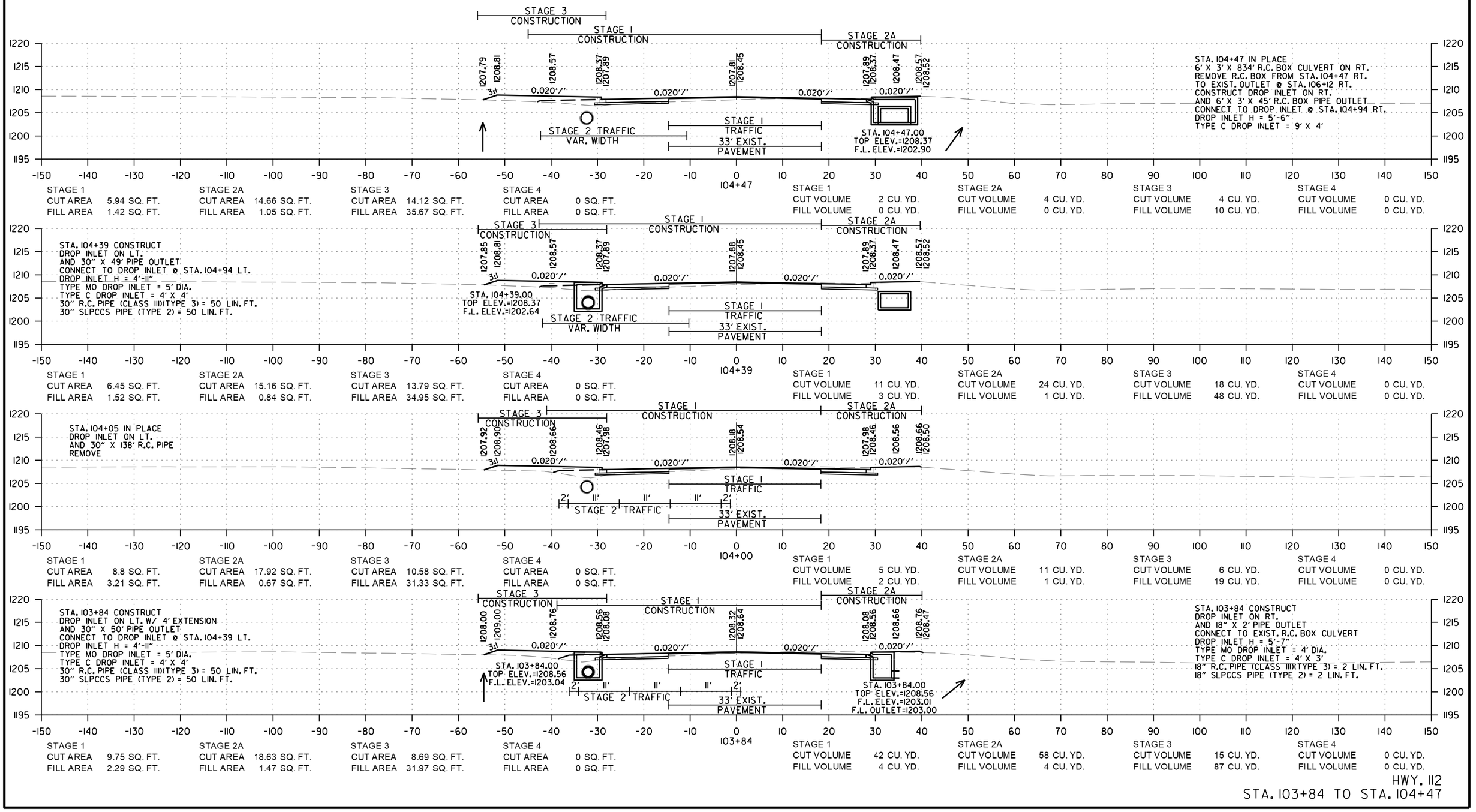
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	310	392
		CROSS SECTIONS				



HWY. 112
STA. 102+00 TO STA. 103+00

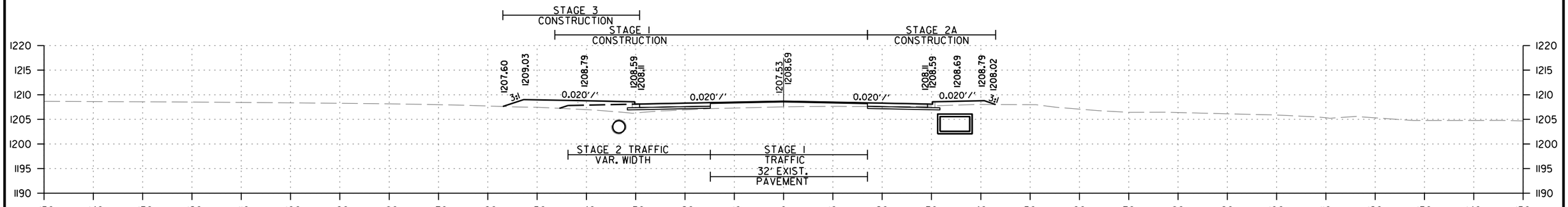
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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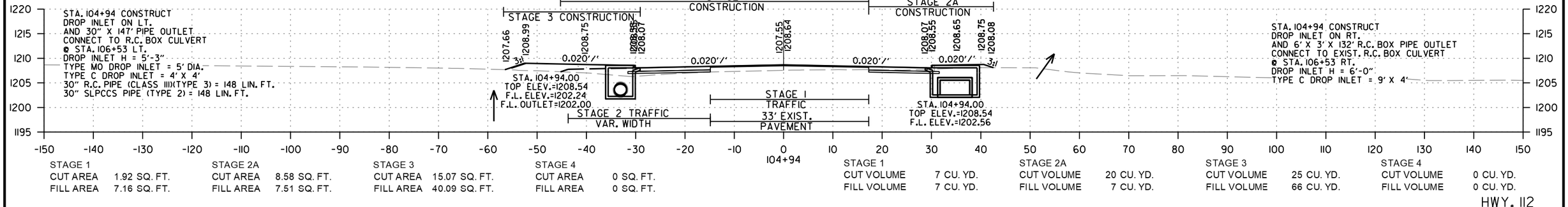
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	312	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A	
CUT AREA	1.55 SQ. FT.	CUT AREA	7.55 SQ. FT.	CUT AREA	15.08 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL AREA	8.45 SQ. FT.	FILL AREA	8.57 SQ. FT.	FILL AREA	40.92 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	2 CU. YD.	FILL VOLUME	2 CU. YD.

STAGE 3		STAGE 4	
CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.



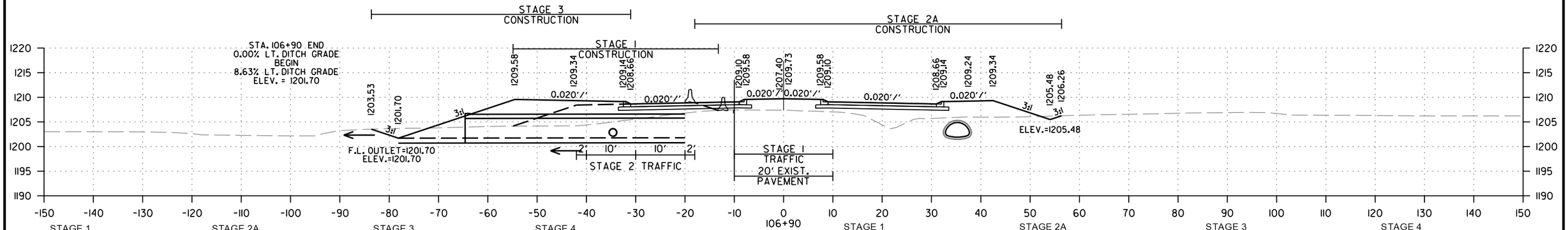
STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A	
CUT AREA	1.92 SQ. FT.	CUT AREA	8.58 SQ. FT.	CUT AREA	15.07 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	7 CU. YD.	CUT VOLUME	20 CU. YD.
FILL AREA	7.16 SQ. FT.	FILL AREA	7.51 SQ. FT.	FILL AREA	40.09 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	7 CU. YD.	FILL VOLUME	7 CU. YD.

STAGE 3		STAGE 4	
CUT VOLUME	25 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	66 CU. YD.	FILL VOLUME	0 CU. YD.

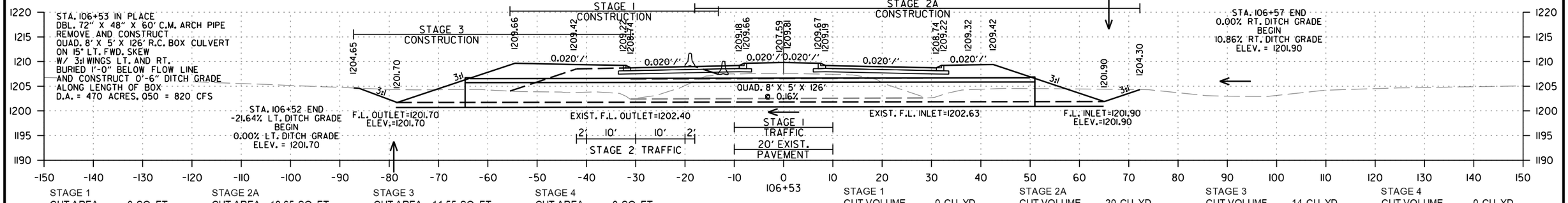
HWY. 112
STA. 104+94 TO STA. 105+00

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R040746.DGN MicroStation v8.11.9.578

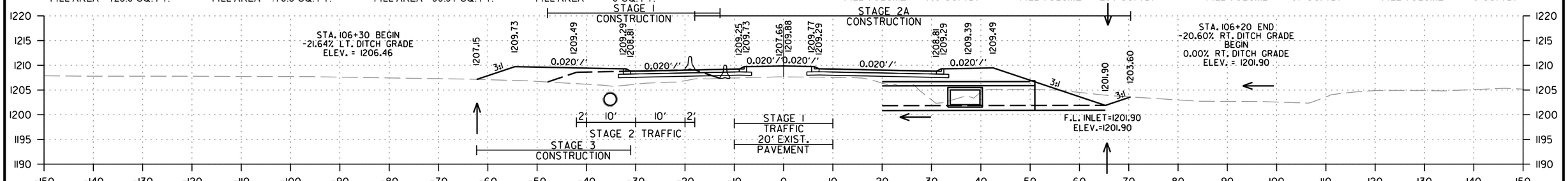
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	313	392
		CROSS SECTIONS				



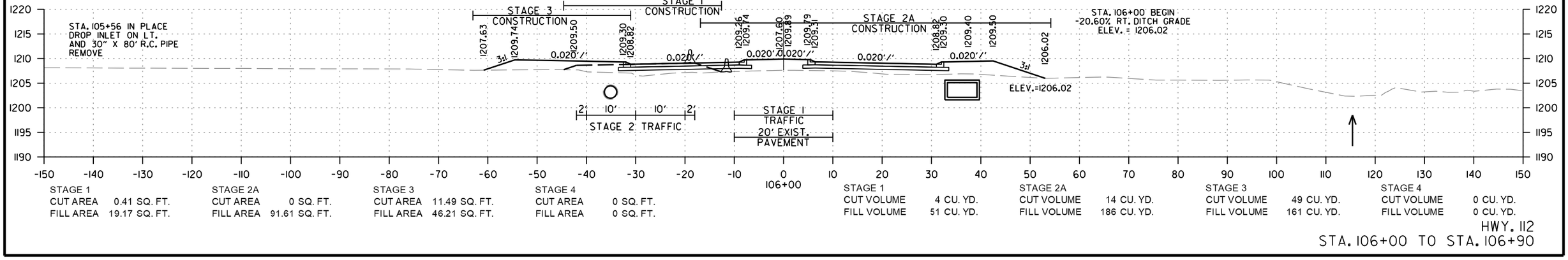
STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1.51 SQ. FT.	CUT AREA	11.55 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	16 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	73.85 SQ. FT.	FILL AREA	132.6 SQ. FT.	FILL AREA	103 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	139 CU. YD.	FILL VOLUME	212 CU. YD.	FILL VOLUME	139 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	18.65 SQ. FT.	CUT AREA	11.55 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	20 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	128.6 SQ. FT.	FILL AREA	176.8 SQ. FT.	FILL AREA	99.91 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	103 CU. YD.	FILL VOLUME	204 CU. YD.	FILL VOLUME	97 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	14.57 SQ. FT.	CUT AREA	11.55 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	9 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	40.28 SQ. FT.	FILL AREA	157.2 SQ. FT.	FILL AREA	59.21 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	22 CU. YD.	FILL VOLUME	92 CU. YD.	FILL VOLUME	39 CU. YD.	FILL VOLUME	0 CU. YD.

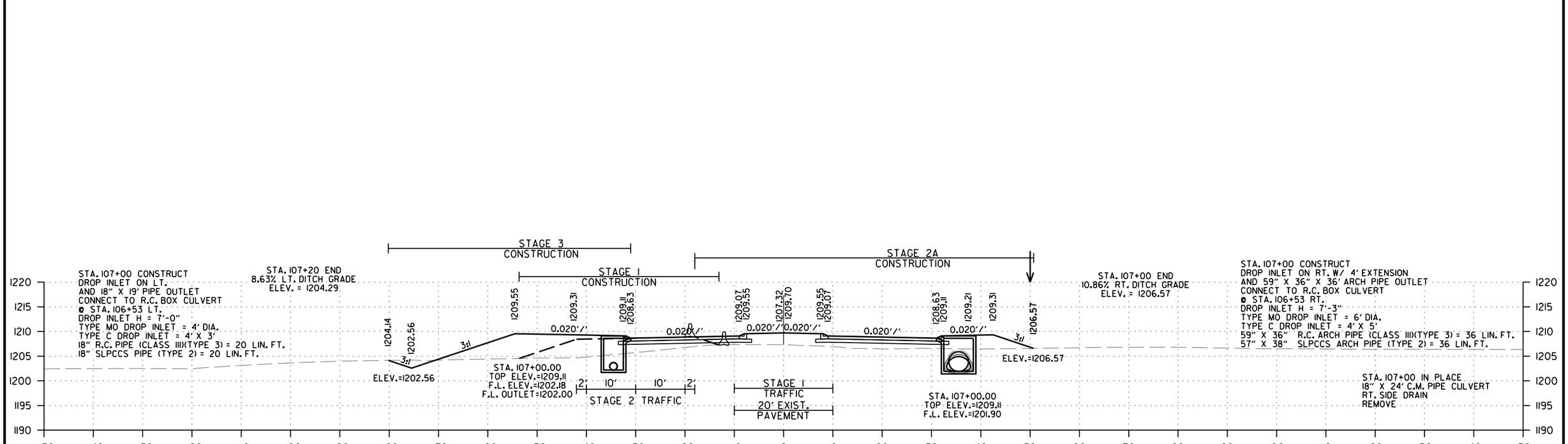


STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0.41 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11.49 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	4 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	49 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	19.17 SQ. FT.	FILL AREA	91.61 SQ. FT.	FILL AREA	46.21 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	51 CU. YD.	FILL VOLUME	186 CU. YD.	FILL VOLUME	161 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 106+00 TO STA. 106+90

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	314	392
		CROSS SECTIONS				



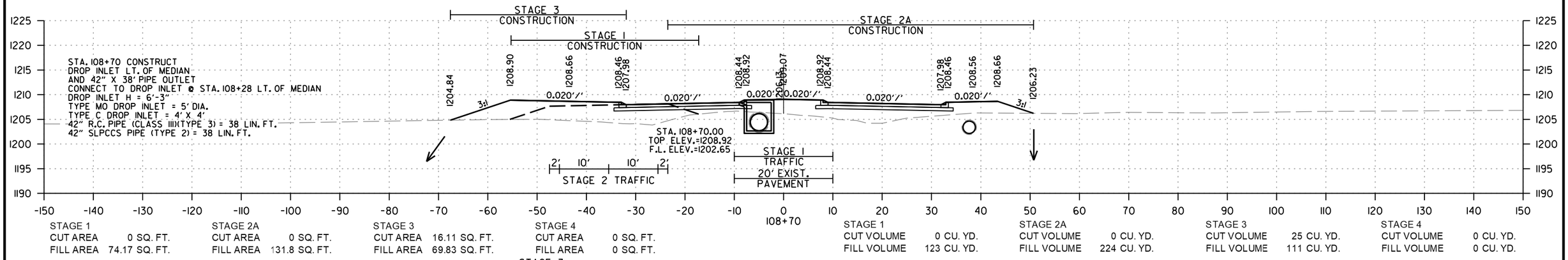
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11.55 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	64.3 SQ. FT.	FILL AREA	102.9 SQ. FT.	FILL AREA	96.65 SQ. FT.	FILL AREA	0 SQ. FT.

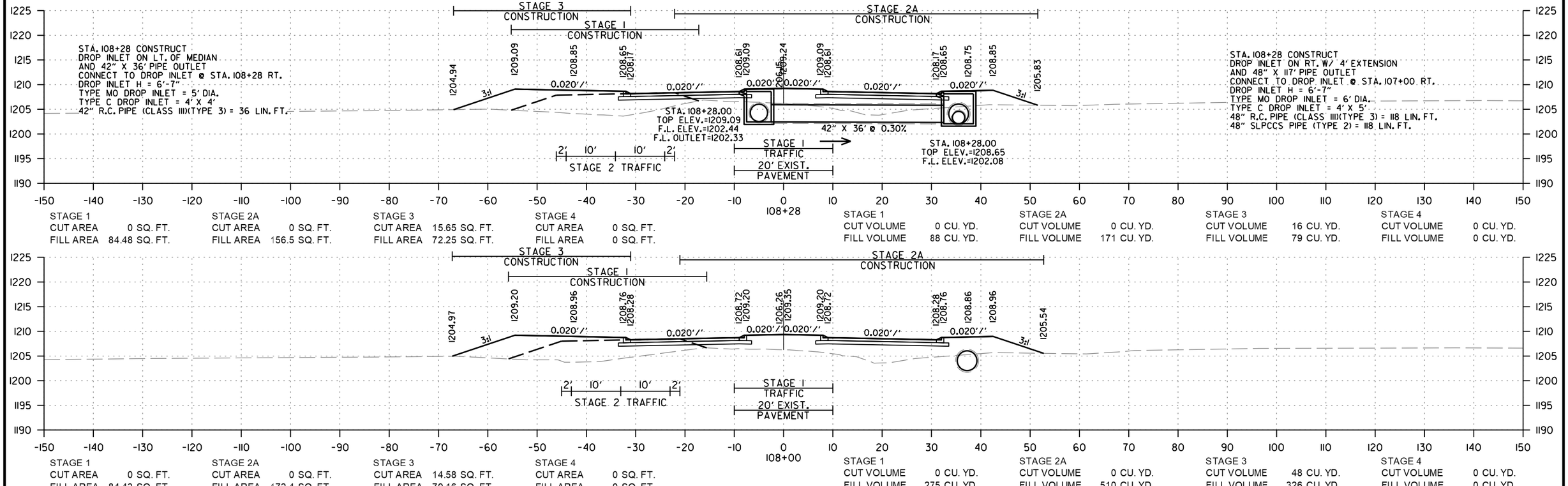
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	26 CU. YD.	FILL VOLUME	44 CU. YD.	FILL VOLUME	37 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 107+00

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	315	392
		CROSS SECTIONS				



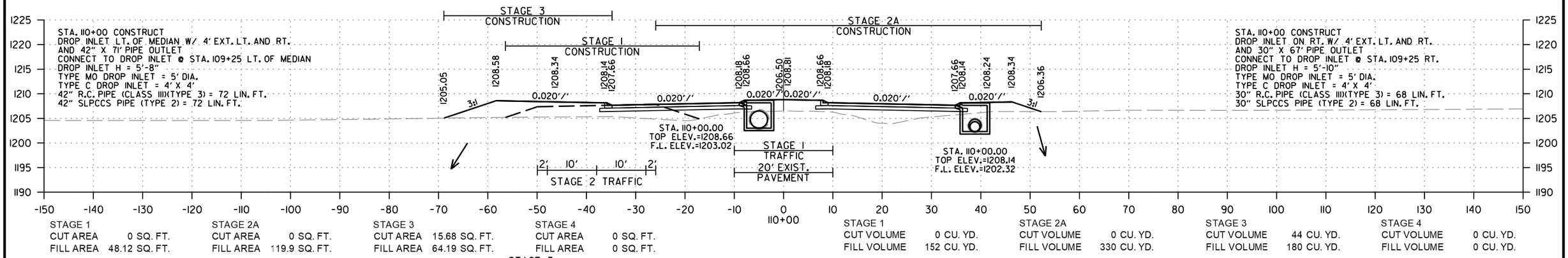


HWY. 112

STA. 108+00 TO STA. 108+70

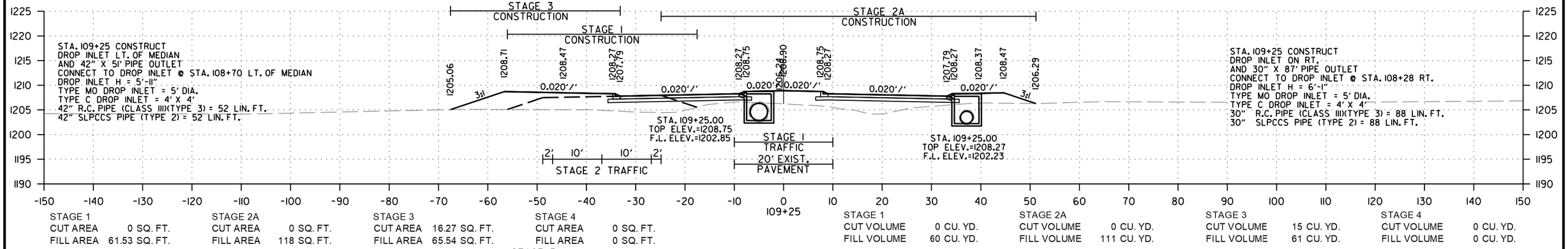
JB44269 6/23/2025 MicroStation v8.11.9.578
R040746.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	316	392
		CROSS SECTIONS				



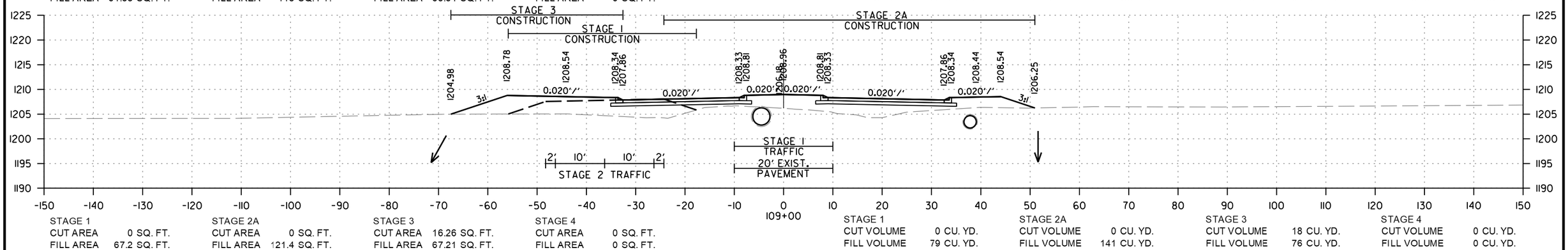
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	15.68 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	48.12 SQ. FT.	FILL AREA	119.9 SQ. FT.	FILL AREA	64.19 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	44 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	152 CU. YD.	FILL VOLUME	330 CU. YD.	FILL VOLUME	180 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.27 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	61.53 SQ. FT.	FILL AREA	118 SQ. FT.	FILL AREA	65.54 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	60 CU. YD.	FILL VOLUME	111 CU. YD.	FILL VOLUME	61 CU. YD.	FILL VOLUME	0 CU. YD.



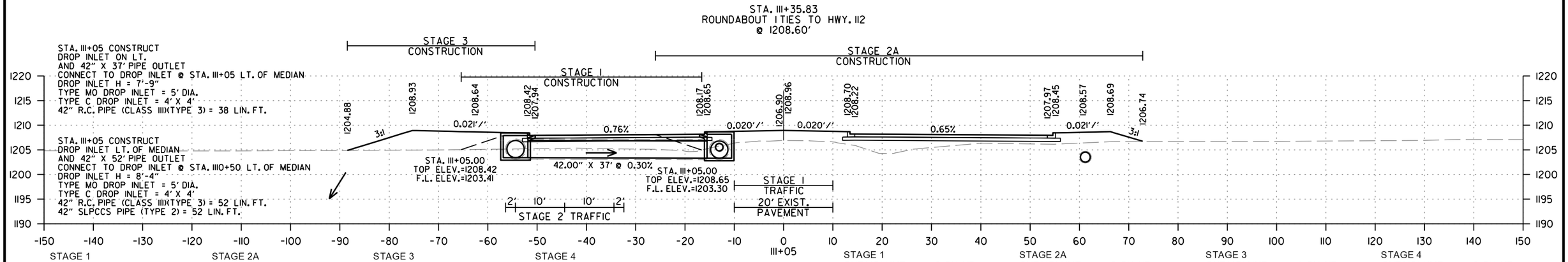
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.26 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	67.2 SQ. FT.	FILL AREA	121.4 SQ. FT.	FILL AREA	67.21 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	18 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	79 CU. YD.	FILL VOLUME	141 CU. YD.	FILL VOLUME	76 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 109+00 TO STA. 110+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	317	392
		CROSS SECTIONS				

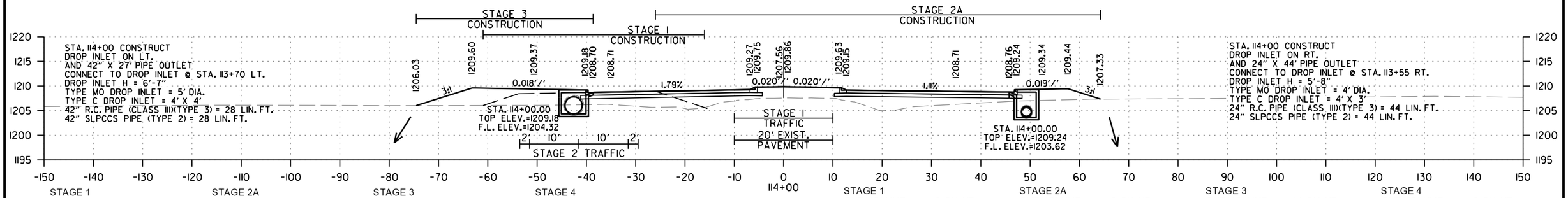


HWY. II2

STA. IIO+50 TO STA. III+05

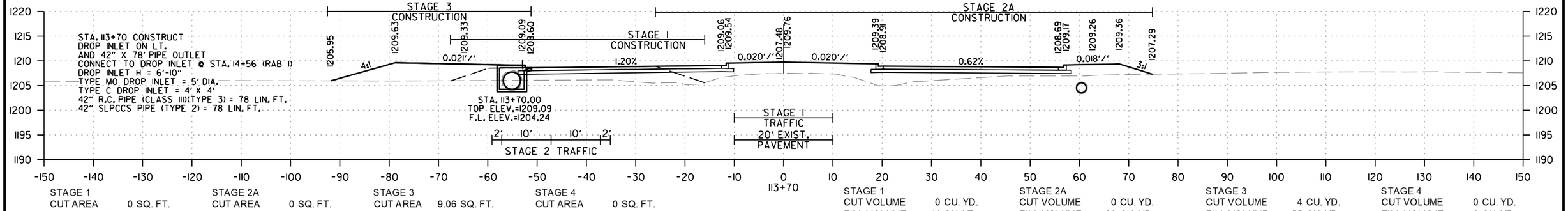
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	318	392
		CROSS SECTIONS				



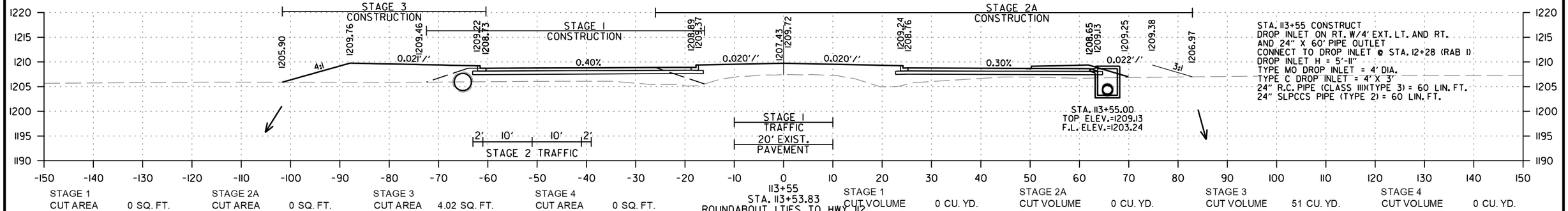
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	15.67 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	61.38 SQ. FT.	FILL AREA	141.6 SQ. FT.	FILL AREA	69.25 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	75 CU. YD.	FILL VOLUME	171 CU. YD.	FILL VOLUME	90 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	9.06 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	73.18 SQ. FT.	FILL AREA	167 SQ. FT.	FILL AREA	92.73 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	44 CU. YD.	FILL VOLUME	88 CU. YD.	FILL VOLUME	55 CU. YD.	FILL VOLUME	0 CU. YD.



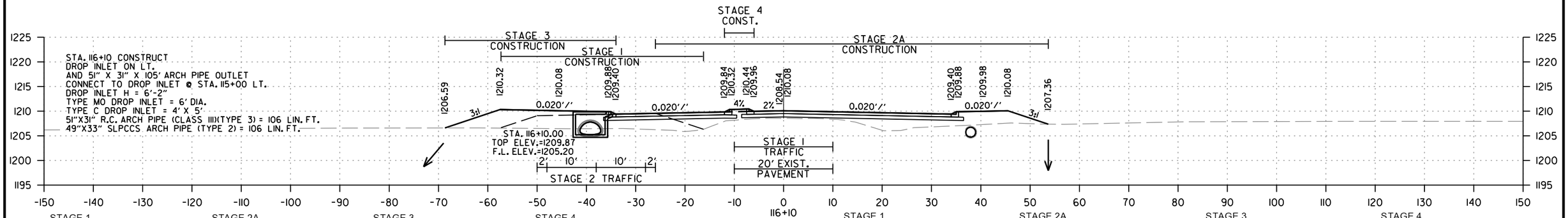
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.02 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	85.45 SQ. FT.	FILL AREA	150.8 SQ. FT.	FILL AREA	105.4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	51 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	722 CU. YD.	FILL VOLUME	1396 CU. YD.	FILL VOLUME	911 CU. YD.	FILL VOLUME	0 CU. YD.

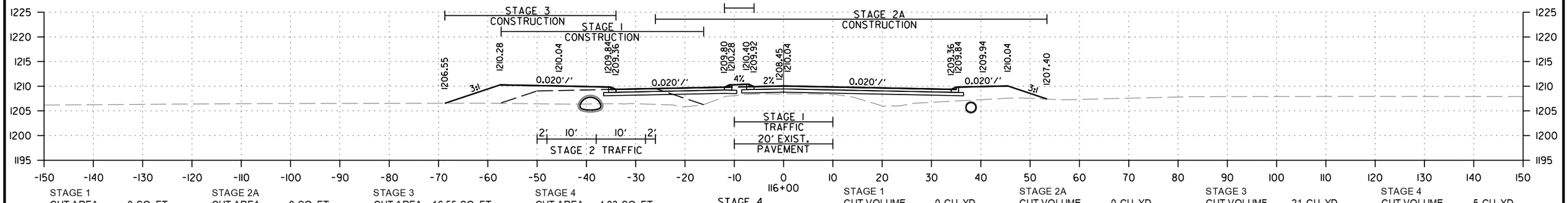
HWY. 112
STA. 113+55 TO STA. 114+00

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R040746.DGN MicroStation v8.11.9.578

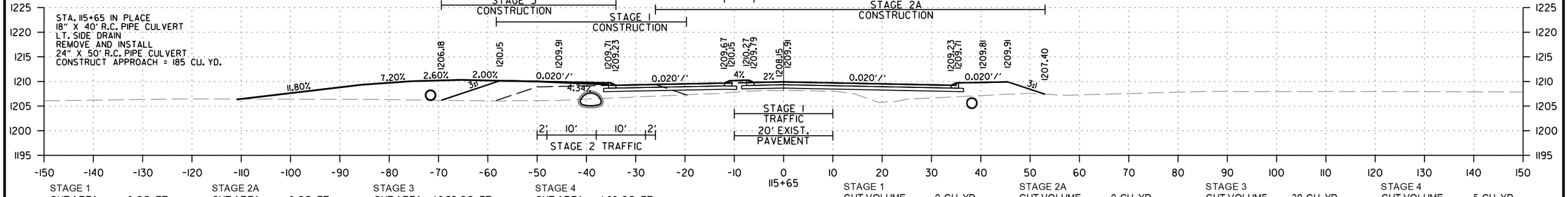
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	319	392
		CROSS SECTIONS				



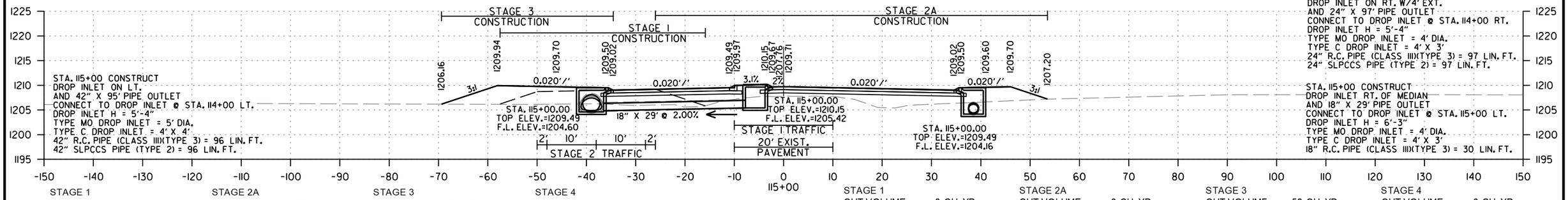
STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	1 CU. YD.
FILL AREA	67.09 SQ. FT.	FILL AREA	92.37 SQ. FT.	FILL AREA	66.31 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	25 CU. YD.	FILL VOLUME	34 CU. YD.	FILL VOLUME	25 CU. YD.	FILL VOLUME	1 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	5 CU. YD.
FILL AREA	65.89 SQ. FT.	FILL AREA	93.2 SQ. FT.	FILL AREA	66.32 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	77 CU. YD.	FILL VOLUME	121 CU. YD.	FILL VOLUME	88 CU. YD.	FILL VOLUME	5 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	39 CU. YD.	CUT VOLUME	5 CU. YD.
FILL AREA	52.56 SQ. FT.	FILL AREA	92.77 SQ. FT.	FILL AREA	69.65 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	140 CU. YD.	FILL VOLUME	261 CU. YD.	FILL VOLUME	165 CU. YD.	FILL VOLUME	4 CU. YD.

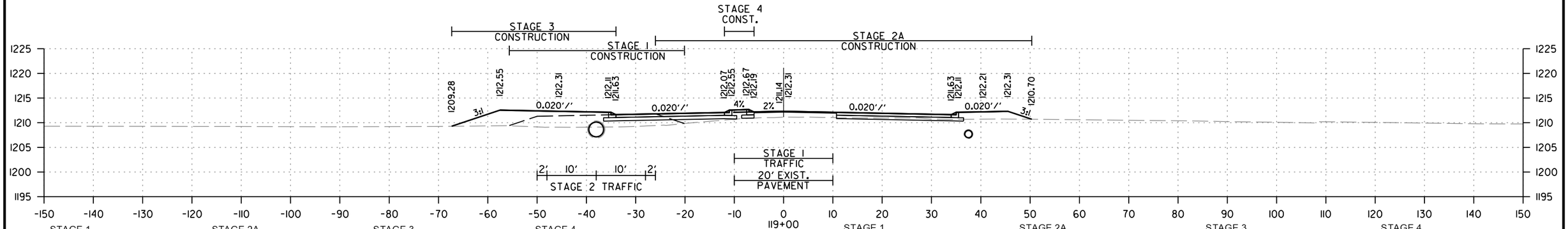


STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	59 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	64.15 SQ. FT.	FILL AREA	123.8 SQ. FT.	FILL AREA	67.68 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	232 CU. YD.	FILL VOLUME	491 CU. YD.	FILL VOLUME	254 CU. YD.	FILL VOLUME	0 CU. YD.

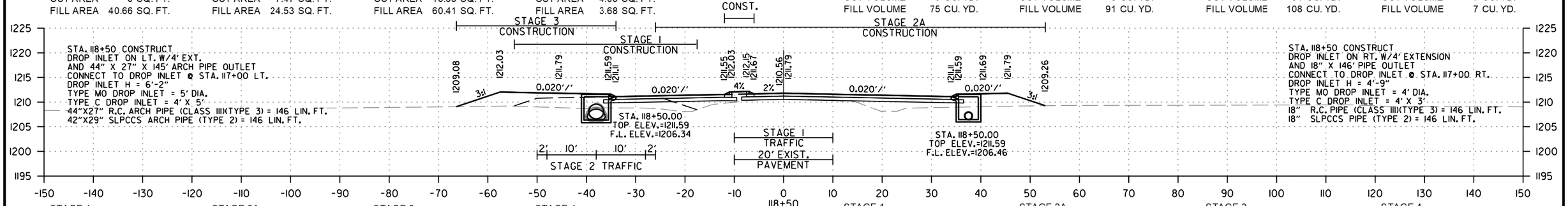
HWY. 112
STA. 115+00 TO STA. 116+10

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R040746.DGN MicroStation v8.11.9.578

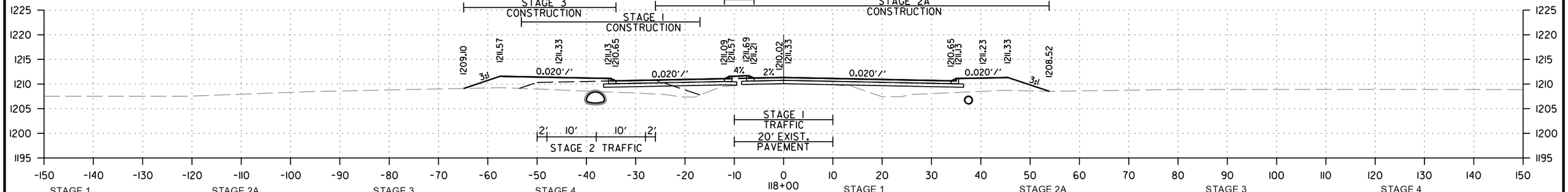
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	320	392
		CROSS SECTIONS				



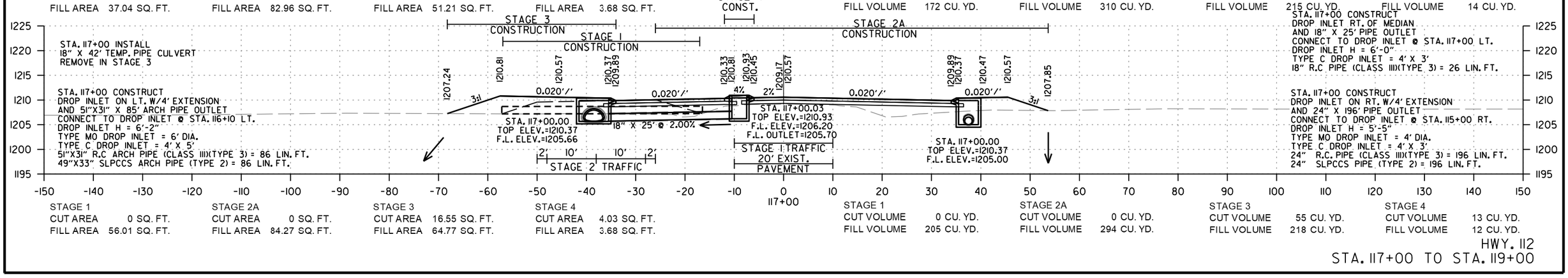
STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	7.47 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	8 CU. YD.	CUT VOLUME	31 CU. YD.	CUT VOLUME	7 CU. YD.
FILL AREA	40.66 SQ. FT.	FILL AREA	24.53 SQ. FT.	FILL AREA	60.41 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	75 CU. YD.	FILL VOLUME	91 CU. YD.	FILL VOLUME	108 CU. YD.	FILL VOLUME	7 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0.9 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	31 CU. YD.	CUT VOLUME	7 CU. YD.
FILL AREA	40.26 SQ. FT.	FILL AREA	73.79 SQ. FT.	FILL AREA	56.75 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	72 CU. YD.	FILL VOLUME	145 CU. YD.	FILL VOLUME	100 CU. YD.	FILL VOLUME	7 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0.14 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	61 CU. YD.	CUT VOLUME	15 CU. YD.
FILL AREA	37.04 SQ. FT.	FILL AREA	82.96 SQ. FT.	FILL AREA	51.21 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	172 CU. YD.	FILL VOLUME	310 CU. YD.	FILL VOLUME	215 CU. YD.	FILL VOLUME	14 CU. YD.

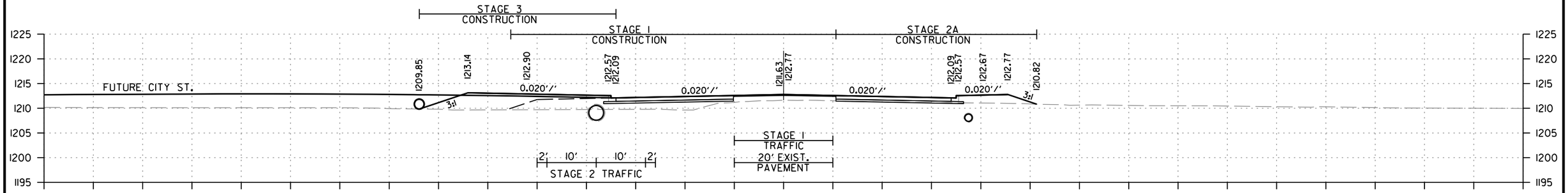


STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	4.03 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	55 CU. YD.	CUT VOLUME	13 CU. YD.
FILL AREA	56.01 SQ. FT.	FILL AREA	84.27 SQ. FT.	FILL AREA	64.77 SQ. FT.	FILL AREA	3.68 SQ. FT.	FILL VOLUME	205 CU. YD.	FILL VOLUME	294 CU. YD.	FILL VOLUME	218 CU. YD.	FILL VOLUME	12 CU. YD.

HWY. 112
STA. 117+00 TO STA. 119+00

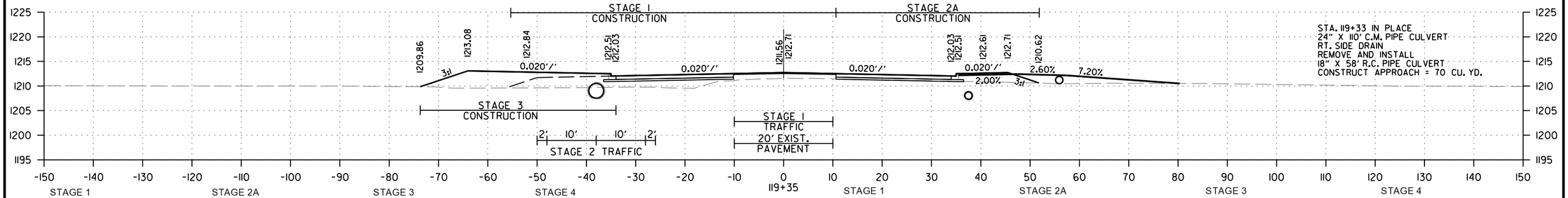
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	321	392
		CROSS SECTIONS				



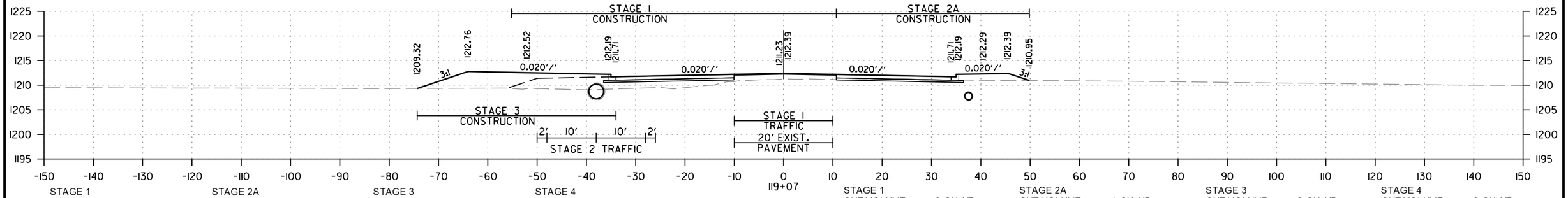
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1.96 SQ. FT.	CUT AREA	16.71 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	51.3 SQ. FT.	FILL AREA	20.87 SQ. FT.	FILL AREA	83.81 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	10 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	16 CU. YD.	FILL VOLUME	0 CU. YD.



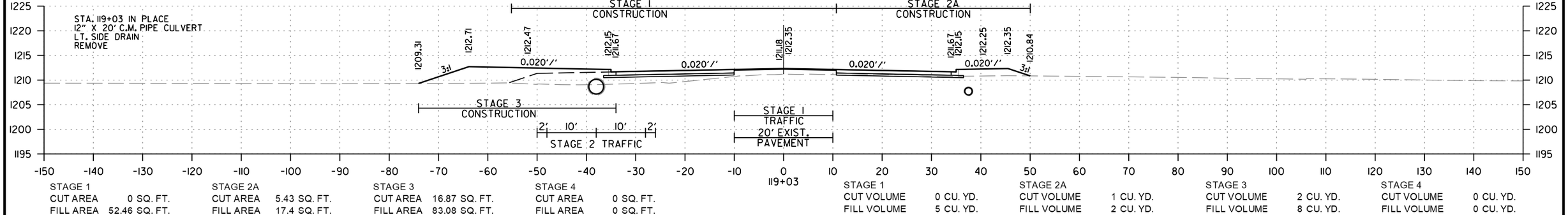
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1.27 SQ. FT.	CUT AREA	16.87 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	51.56 SQ. FT.	FILL AREA	23.7 SQ. FT.	FILL AREA	84.74 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	17 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	55 CU. YD.	FILL VOLUME	21 CU. YD.	FILL VOLUME	88 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	5.66 SQ. FT.	CUT AREA	16.87 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	54.86 SQ. FT.	FILL AREA	16.74 SQ. FT.	FILL AREA	84.2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	8 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	12 CU. YD.	FILL VOLUME	0 CU. YD.



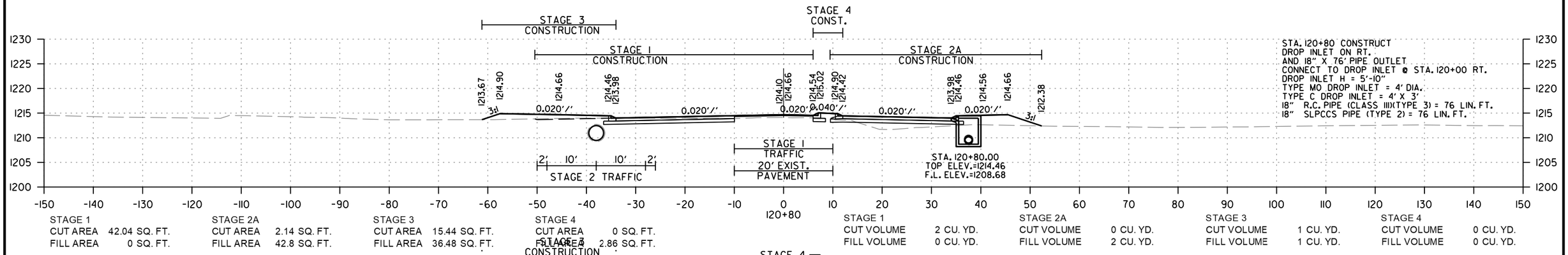
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	5.43 SQ. FT.	CUT AREA	16.87 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	52.46 SQ. FT.	FILL AREA	17.4 SQ. FT.	FILL AREA	83.08 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 119+03 TO STA. 119+40

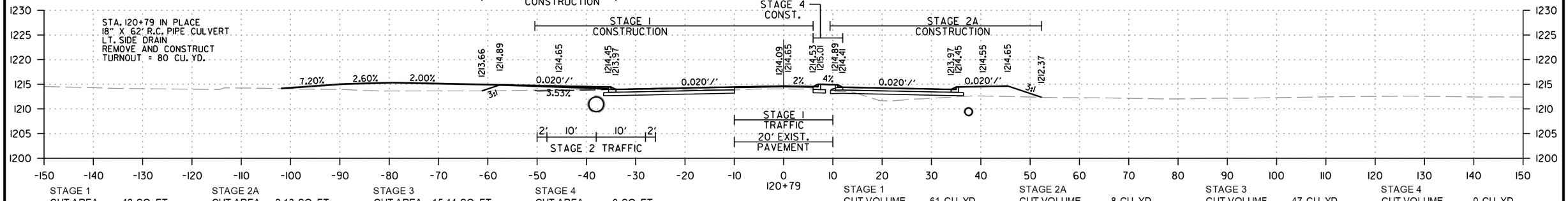
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	322	392
		CROSS SECTIONS				



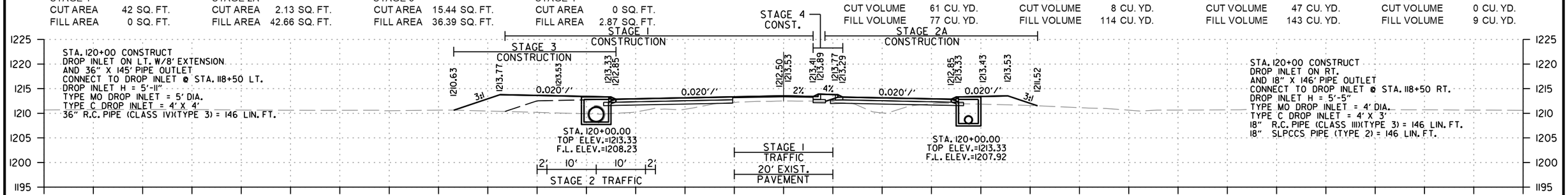
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	42.04 SQ. FT.	CUT AREA	2.14 SQ. FT.	CUT AREA	15.44 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	42.8 SQ. FT.	FILL AREA	36.48 SQ. FT.	FILL AREA	2.86 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



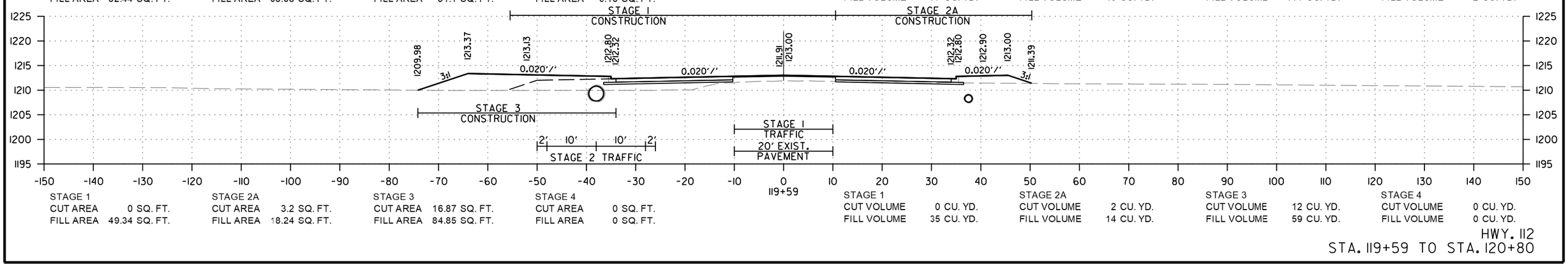
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	42 SQ. FT.	CUT AREA	2.13 SQ. FT.	CUT AREA	15.44 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	42.66 SQ. FT.	FILL AREA	36.39 SQ. FT.	FILL AREA	2.87 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	61 CU. YD.	CUT VOLUME	8 CU. YD.	CUT VOLUME	47 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	77 CU. YD.	FILL VOLUME	114 CU. YD.	FILL VOLUME	143 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	3.33 SQ. FT.	CUT AREA	16.55 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	52.44 SQ. FT.	FILL AREA	35.08 SQ. FT.	FILL AREA	61.1 SQ. FT.	FILL AREA	3.16 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	25 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	77 CU. YD.	FILL VOLUME	40 CU. YD.	FILL VOLUME	111 CU. YD.	FILL VOLUME	2 CU. YD.



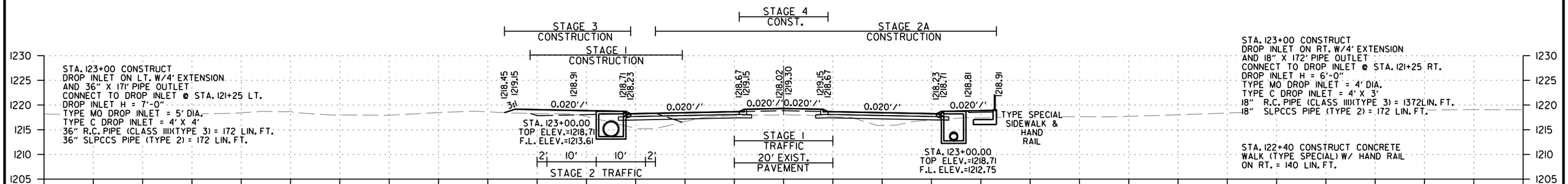
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	3.2 SQ. FT.	CUT AREA	16.87 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	49.34 SQ. FT.	FILL AREA	18.24 SQ. FT.	FILL AREA	84.85 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	35 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	59 CU. YD.	FILL VOLUME	0 CU. YD.

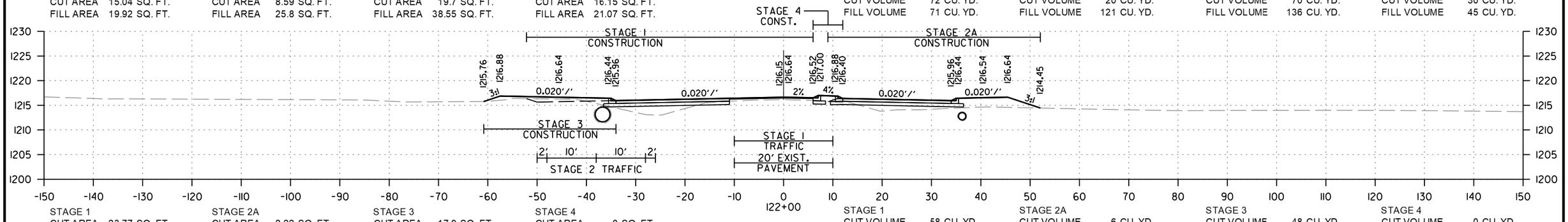
HWY. 112
STA. 119+59 TO STA. 120+80

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R040746.DGN MicroStation v8.11.9.578

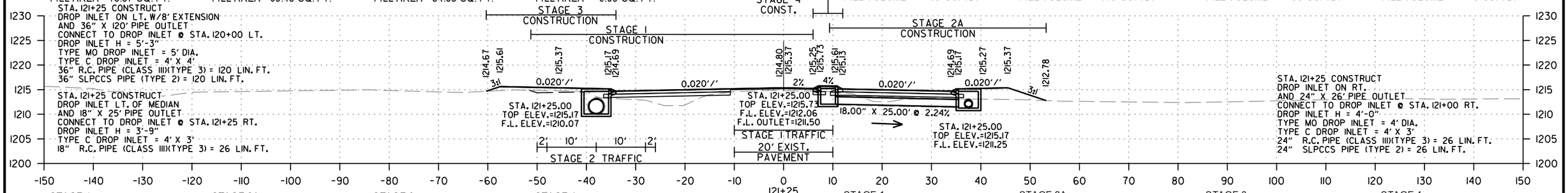
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	323	392
		CROSS SECTIONS				



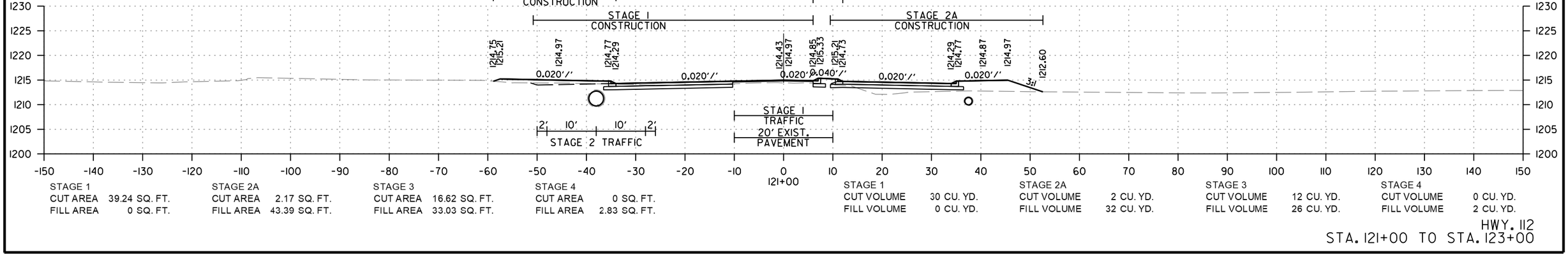
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	15.04 SQ. FT.	CUT AREA	8.59 SQ. FT.	CUT AREA	19.7 SQ. FT.	CUT AREA	16.15 SQ. FT.
FILL AREA	19.92 SQ. FT.	FILL AREA	25.8 SQ. FT.	FILL AREA	38.55 SQ. FT.	FILL AREA	21.07 SQ. FT.
CUT VOLUME	72 CU. YD.	CUT VOLUME	20 CU. YD.	CUT VOLUME	70 CU. YD.	CUT VOLUME	30 CU. YD.
FILL VOLUME	71 CU. YD.	FILL VOLUME	121 CU. YD.	FILL VOLUME	136 CU. YD.	FILL VOLUME	45 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	23.77 SQ. FT.	CUT AREA	2.22 SQ. FT.	CUT AREA	17.9 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	18.67 SQ. FT.	FILL AREA	39.48 SQ. FT.	FILL AREA	34.63 SQ. FT.	FILL AREA	3.09 SQ. FT.
CUT VOLUME	58 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	48 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	55 CU. YD.	FILL VOLUME	115 CU. YD.	FILL VOLUME	95 CU. YD.	FILL VOLUME	8 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	18.16 SQ. FT.	CUT AREA	2.18 SQ. FT.	CUT AREA	16.95 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	20.58 SQ. FT.	FILL AREA	43.51 SQ. FT.	FILL AREA	33.99 SQ. FT.	FILL AREA	2.99 SQ. FT.
CUT VOLUME	27 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	16 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	10 CU. YD.	FILL VOLUME	40 CU. YD.	FILL VOLUME	31 CU. YD.	FILL VOLUME	3 CU. YD.

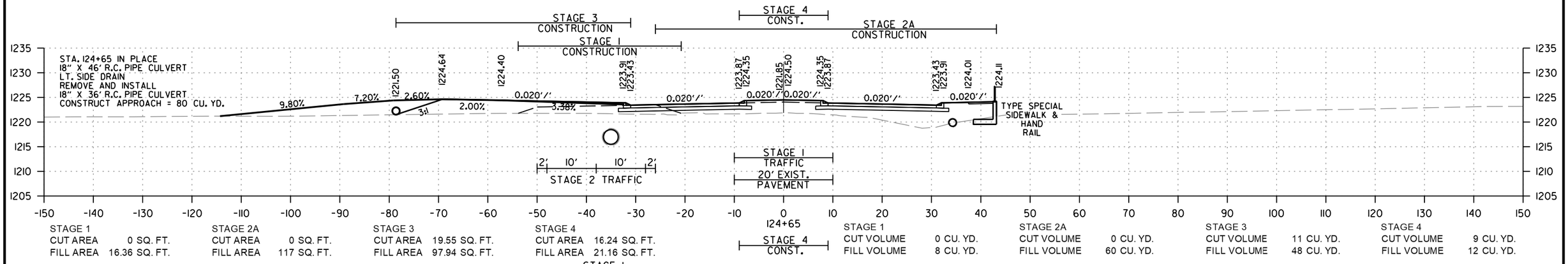


STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	39.24 SQ. FT.	CUT AREA	2.17 SQ. FT.	CUT AREA	16.62 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	43.39 SQ. FT.	FILL AREA	33.03 SQ. FT.	FILL AREA	2.83 SQ. FT.
CUT VOLUME	30 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	32 CU. YD.	FILL VOLUME	26 CU. YD.	FILL VOLUME	2 CU. YD.

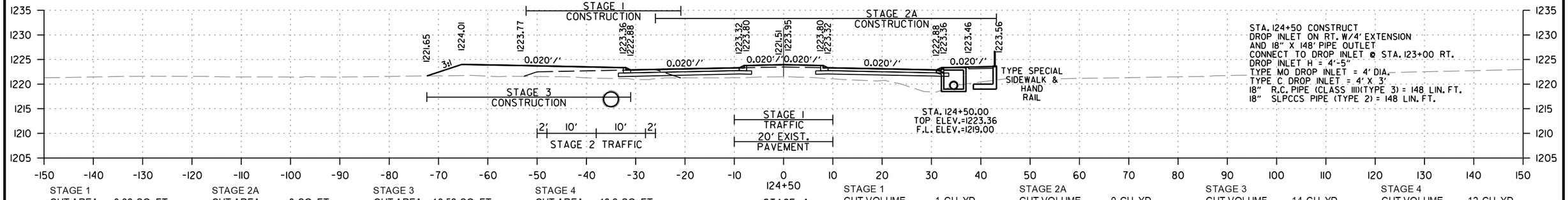
HWY. 112
STA. 121+00 TO STA. 123+00

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R040746.DGN MicroStation v8.11.9.578

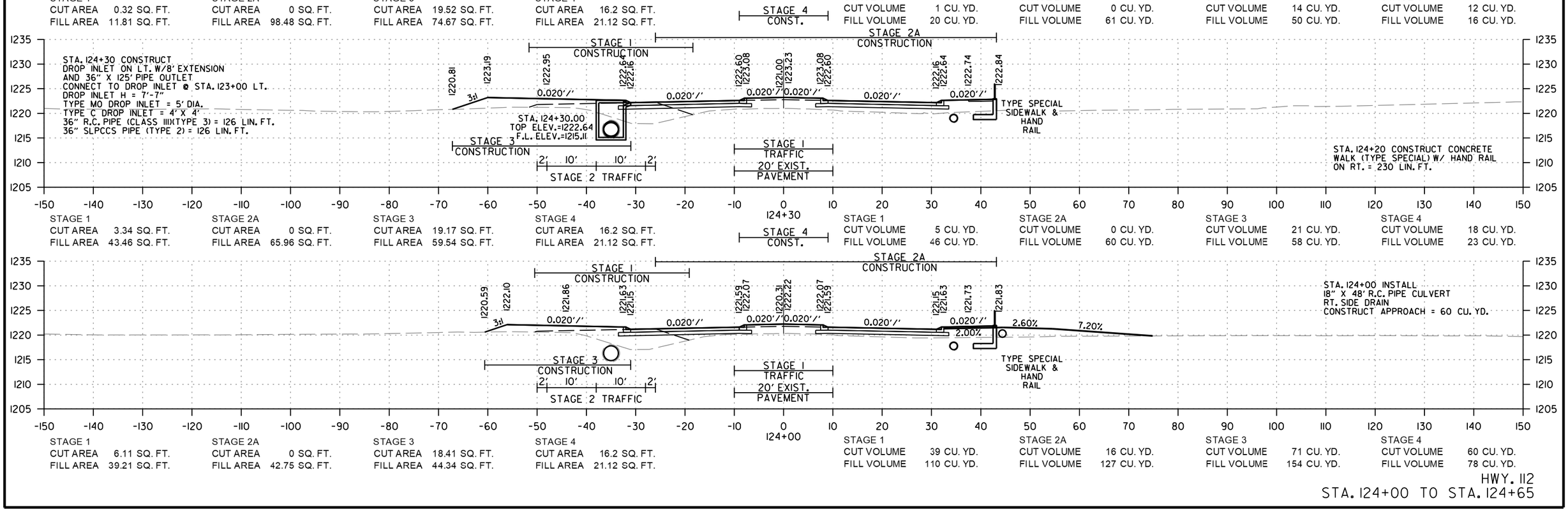
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	324	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19.55 SQ. FT.	CUT AREA	16.24 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	9 CU. YD.
FILL AREA	16.36 SQ. FT.	FILL AREA	117 SQ. FT.	FILL AREA	97.94 SQ. FT.	FILL AREA	21.16 SQ. FT.	FILL VOLUME	8 CU. YD.	FILL VOLUME	60 CU. YD.	FILL VOLUME	48 CU. YD.	FILL VOLUME	12 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0.32 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19.52 SQ. FT.	CUT AREA	16.2 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	12 CU. YD.
FILL AREA	11.81 SQ. FT.	FILL AREA	98.48 SQ. FT.	FILL AREA	74.67 SQ. FT.	FILL AREA	21.12 SQ. FT.	FILL VOLUME	20 CU. YD.	FILL VOLUME	61 CU. YD.	FILL VOLUME	50 CU. YD.	FILL VOLUME	16 CU. YD.



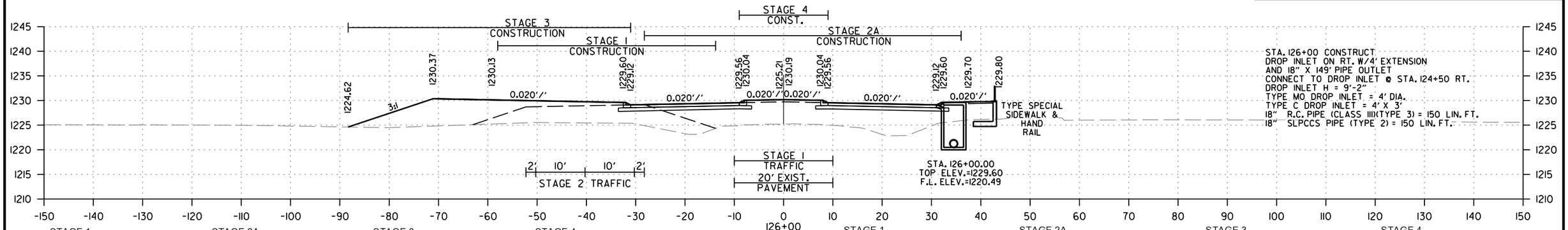
STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	3.34 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19.17 SQ. FT.	CUT AREA	16.2 SQ. FT.	CUT VOLUME	5 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	18 CU. YD.
FILL AREA	43.46 SQ. FT.	FILL AREA	65.96 SQ. FT.	FILL AREA	59.54 SQ. FT.	FILL AREA	21.12 SQ. FT.	FILL VOLUME	46 CU. YD.	FILL VOLUME	60 CU. YD.	FILL VOLUME	58 CU. YD.	FILL VOLUME	23 CU. YD.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	6.11 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	18.41 SQ. FT.	CUT AREA	16.2 SQ. FT.	CUT VOLUME	39 CU. YD.	CUT VOLUME	16 CU. YD.	CUT VOLUME	71 CU. YD.	CUT VOLUME	60 CU. YD.
FILL AREA	39.21 SQ. FT.	FILL AREA	42.75 SQ. FT.	FILL AREA	44.34 SQ. FT.	FILL AREA	21.12 SQ. FT.	FILL VOLUME	110 CU. YD.	FILL VOLUME	127 CU. YD.	FILL VOLUME	154 CU. YD.	FILL VOLUME	78 CU. YD.

HWY. 112
STA. 124+00 TO STA. 124+65

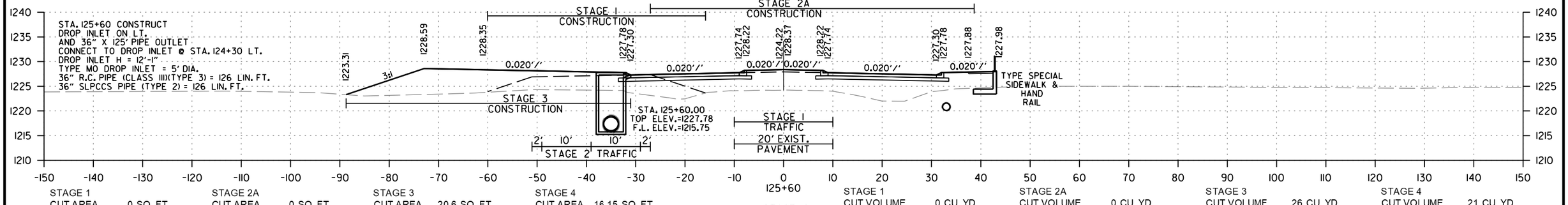
JB44269 10/9/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	325	392
		CROSS SECTIONS				



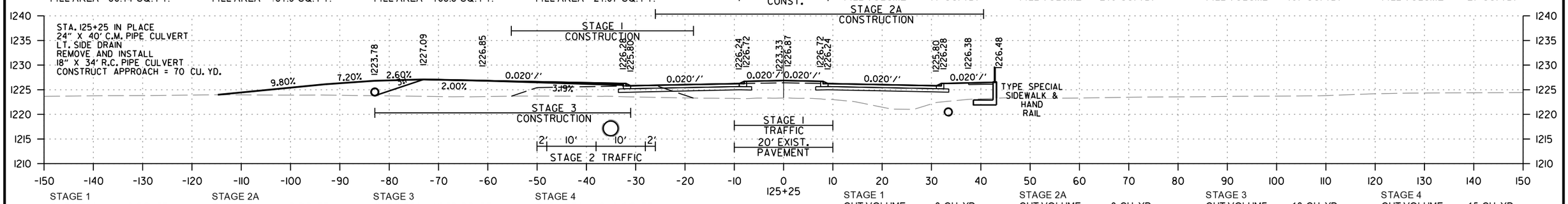
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.82 SQ. FT.	CUT AREA	16.19 SQ. FT.
FILL AREA	114.8 SQ. FT.	FILL AREA	229 SQ. FT.	FILL AREA	166.2 SQ. FT.	FILL AREA	21.11 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	31 CU. YD.	CUT VOLUME	24 CU. YD.
FILL VOLUME	149 CU. YD.	FILL VOLUME	304 CU. YD.	FILL VOLUME	248 CU. YD.	FILL VOLUME	31 CU. YD.



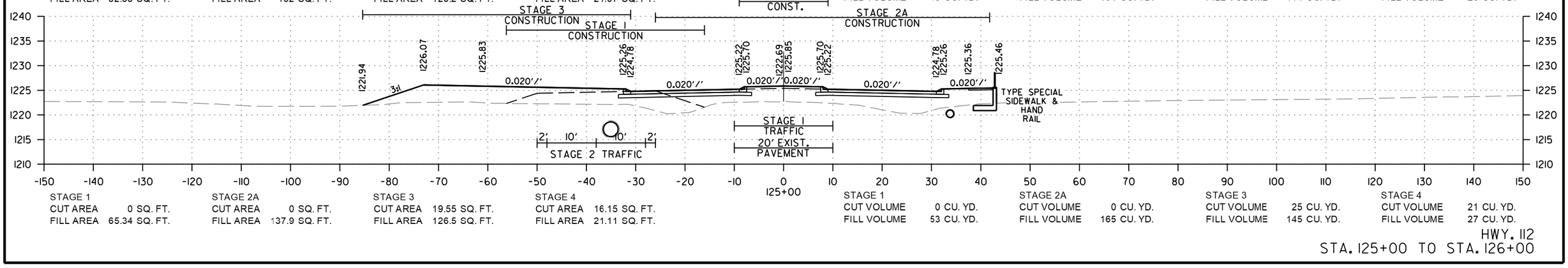
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	20.6 SQ. FT.	CUT AREA	16.15 SQ. FT.
FILL AREA	86.14 SQ. FT.	FILL AREA	181.9 SQ. FT.	FILL AREA	168.8 SQ. FT.	FILL AREA	21.07 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	26 CU. YD.	CUT VOLUME	21 CU. YD.
FILL VOLUME	77 CU. YD.	FILL VOLUME	216 CU. YD.	FILL VOLUME	187 CU. YD.	FILL VOLUME	27 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19.58 SQ. FT.	CUT AREA	16.15 SQ. FT.
FILL AREA	32.38 SQ. FT.	FILL AREA	152 SQ. FT.	FILL AREA	120.2 SQ. FT.	FILL AREA	21.07 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	18 CU. YD.	CUT VOLUME	15 CU. YD.
FILL VOLUME	45 CU. YD.	FILL VOLUME	134 CU. YD.	FILL VOLUME	114 CU. YD.	FILL VOLUME	20 CU. YD.



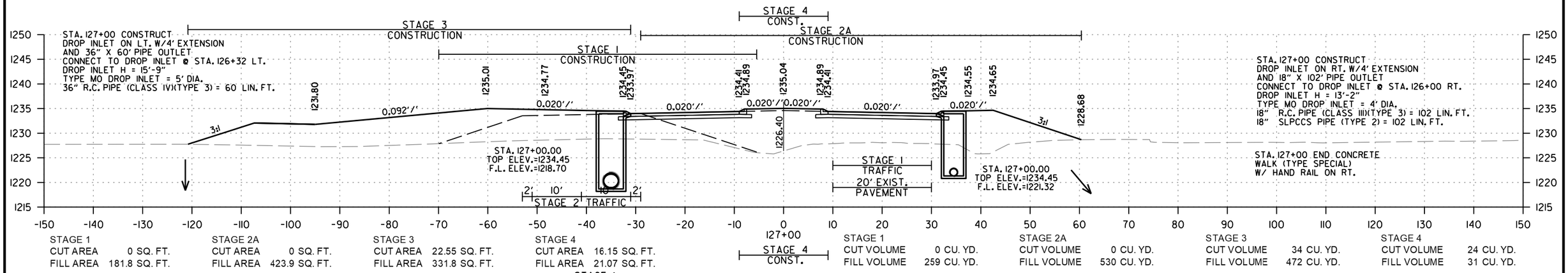
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19.55 SQ. FT.	CUT AREA	16.15 SQ. FT.
FILL AREA	65.34 SQ. FT.	FILL AREA	137.9 SQ. FT.	FILL AREA	126.5 SQ. FT.	FILL AREA	21.11 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	25 CU. YD.	CUT VOLUME	21 CU. YD.
FILL VOLUME	53 CU. YD.	FILL VOLUME	165 CU. YD.	FILL VOLUME	145 CU. YD.	FILL VOLUME	27 CU. YD.

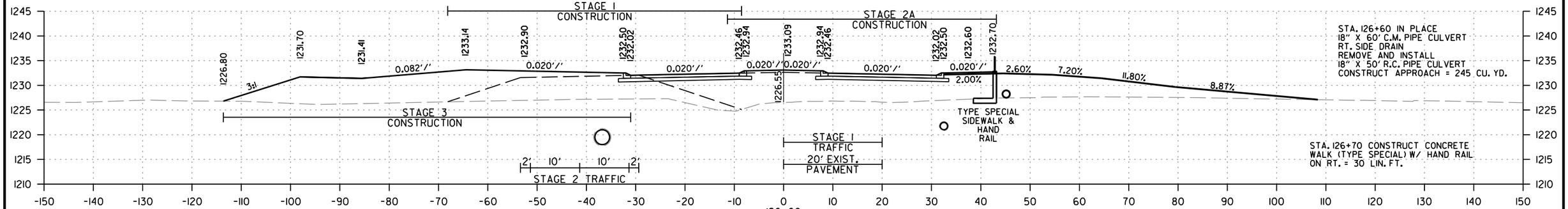
HWY. 112
STA. 125+00 TO STA. 126+00

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R040746.DGN MicroStation v8.11.9.578

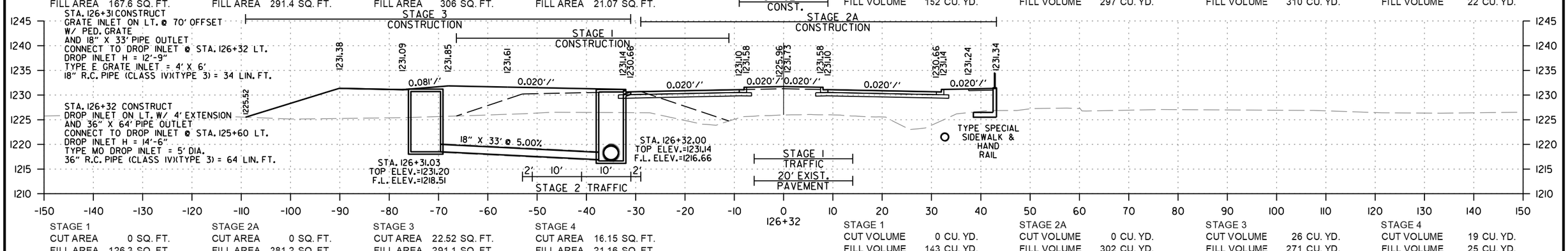
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	326	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	22.55 SQ. FT.	CUT AREA	16.15 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	34 CU. YD.	CUT VOLUME	24 CU. YD.
FILL AREA	181.8 SQ. FT.	FILL AREA	423.9 SQ. FT.	FILL AREA	331.8 SQ. FT.	FILL AREA	21.07 SQ. FT.	FILL VOLUME	259 CU. YD.	FILL VOLUME	530 CU. YD.	FILL VOLUME	472 CU. YD.	FILL VOLUME	31 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	22.92 SQ. FT.	CUT AREA	16.15 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	24 CU. YD.	CUT VOLUME	17 CU. YD.
FILL AREA	167.6 SQ. FT.	FILL AREA	291.4 SQ. FT.	FILL AREA	306 SQ. FT.	FILL AREA	21.07 SQ. FT.	FILL VOLUME	152 CU. YD.	FILL VOLUME	297 CU. YD.	FILL VOLUME	310 CU. YD.	FILL VOLUME	22 CU. YD.

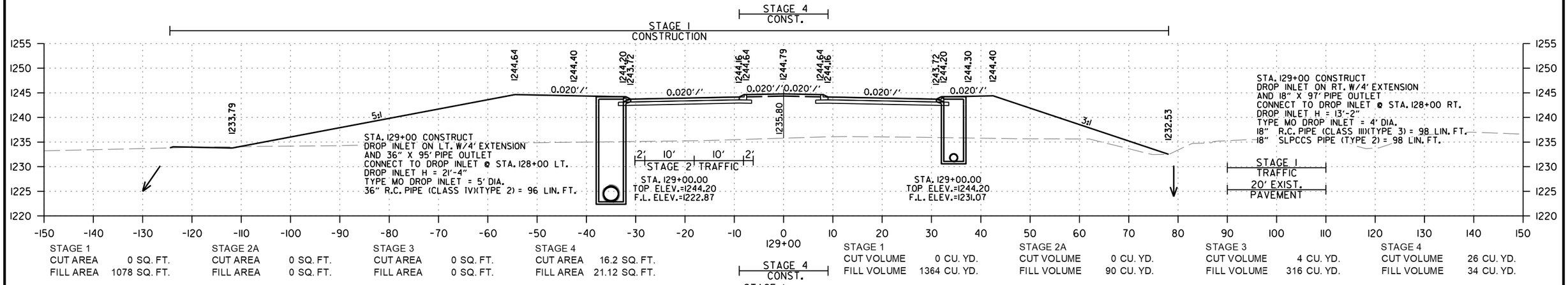


STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	22.52 SQ. FT.	CUT AREA	16.15 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	26 CU. YD.	CUT VOLUME	19 CU. YD.
FILL AREA	126.3 SQ. FT.	FILL AREA	281.2 SQ. FT.	FILL AREA	291.1 SQ. FT.	FILL AREA	21.16 SQ. FT.	FILL VOLUME	143 CU. YD.	FILL VOLUME	302 CU. YD.	FILL VOLUME	271 CU. YD.	FILL VOLUME	25 CU. YD.

HWY. 112
STA. 126+32 TO STA. 127+00

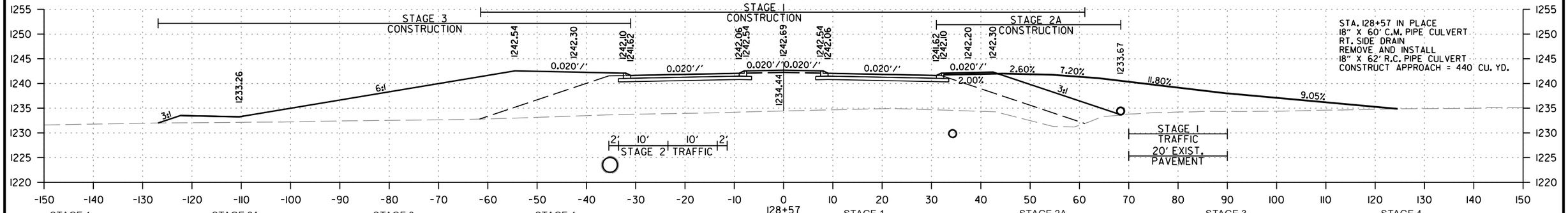
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	327	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.2 SQ. FT.
FILL AREA	1078 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	21.12 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	26 CU. YD.
FILL VOLUME	1364 CU. YD.	FILL VOLUME	90 CU. YD.	FILL VOLUME	316 CU. YD.	FILL VOLUME	34 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	5 SQ. FT.	CUT AREA	16.19 SQ. FT.
FILL AREA	634.8 SQ. FT.	FILL AREA	112.5 SQ. FT.	FILL AREA	396.4 SQ. FT.	FILL AREA	21.11 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	33 CU. YD.
FILL VOLUME	1102 CU. YD.	FILL VOLUME	440 CU. YD.	FILL VOLUME	787 CU. YD.	FILL VOLUME	45 CU. YD.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	12.64 SQ. FT.	CUT AREA	15.29 SQ. FT.
FILL AREA	408.7 SQ. FT.	FILL AREA	304.7 SQ. FT.	FILL AREA	349.5 SQ. FT.	FILL AREA	21.11 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	65 CU. YD.	CUT VOLUME	58 CU. YD.
FILL VOLUME	1094 CU. YD.	FILL VOLUME	1349 CU. YD.	FILL VOLUME	1262 CU. YD.	FILL VOLUME	78 CU. YD.

HWY. 112
STA. 128+00 TO STA. 129+00

JB44269 6/23/2025
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	328	392
		CROSS SECTIONS				

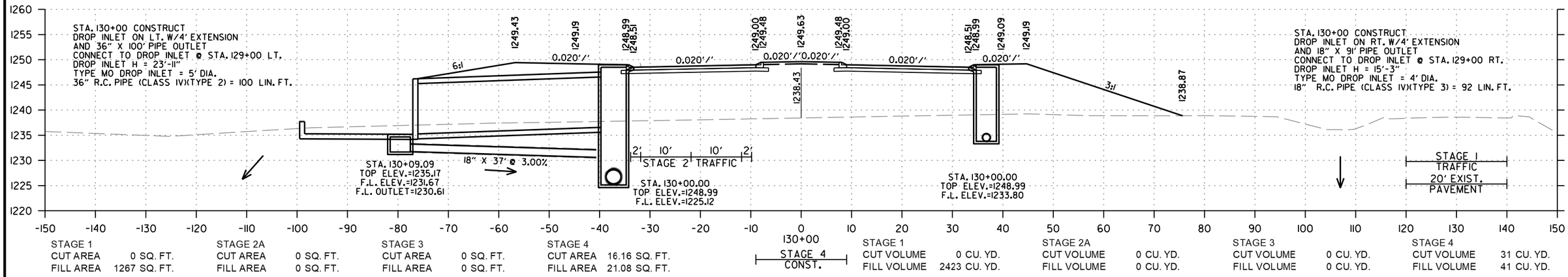
STA. 130+09 CONSTRUCT
GRATE INLET ON PED. TUNNEL W/ PED. GRATE
AND 18" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 130+00 LT.
DROP INLET H = 3'-6"
TYPE ST GRATE INLET = 7' X 4'
18" R.C. PIPE (CLASS IV)(TYPE 2) = 38 LIN. FT.

STAGE 4 CONST.

STAGE 1 CONSTRUCTION

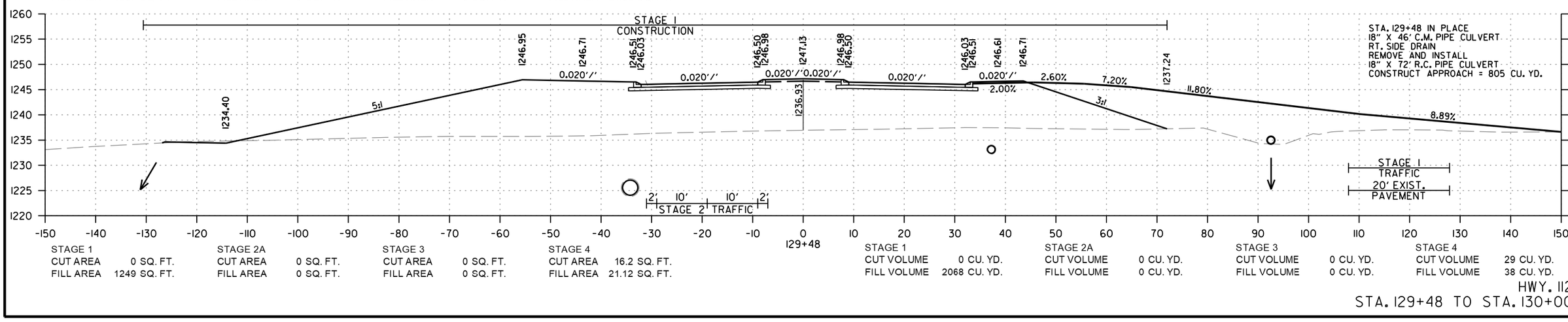
STA. 130+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 36" X 100' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 129+00 LT.
DROP INLET H = 23'-11"
TYPE MO DROP INLET = 5' DIA.
36" R.C. PIPE (CLASS IV)(TYPE 2) = 100 LIN. FT.

STA. 130+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 18" X 91' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 129+00 RT.
DROP INLET H = 15'-3"
TYPE MO DROP INLET = 4' DIA.
18" R.C. PIPE (CLASS IV)(TYPE 3) = 92 LIN. FT.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.16 SQ. FT.
FILL AREA	1267 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	21.08 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	31 CU. YD.
FILL VOLUME	2423 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	41 CU. YD.



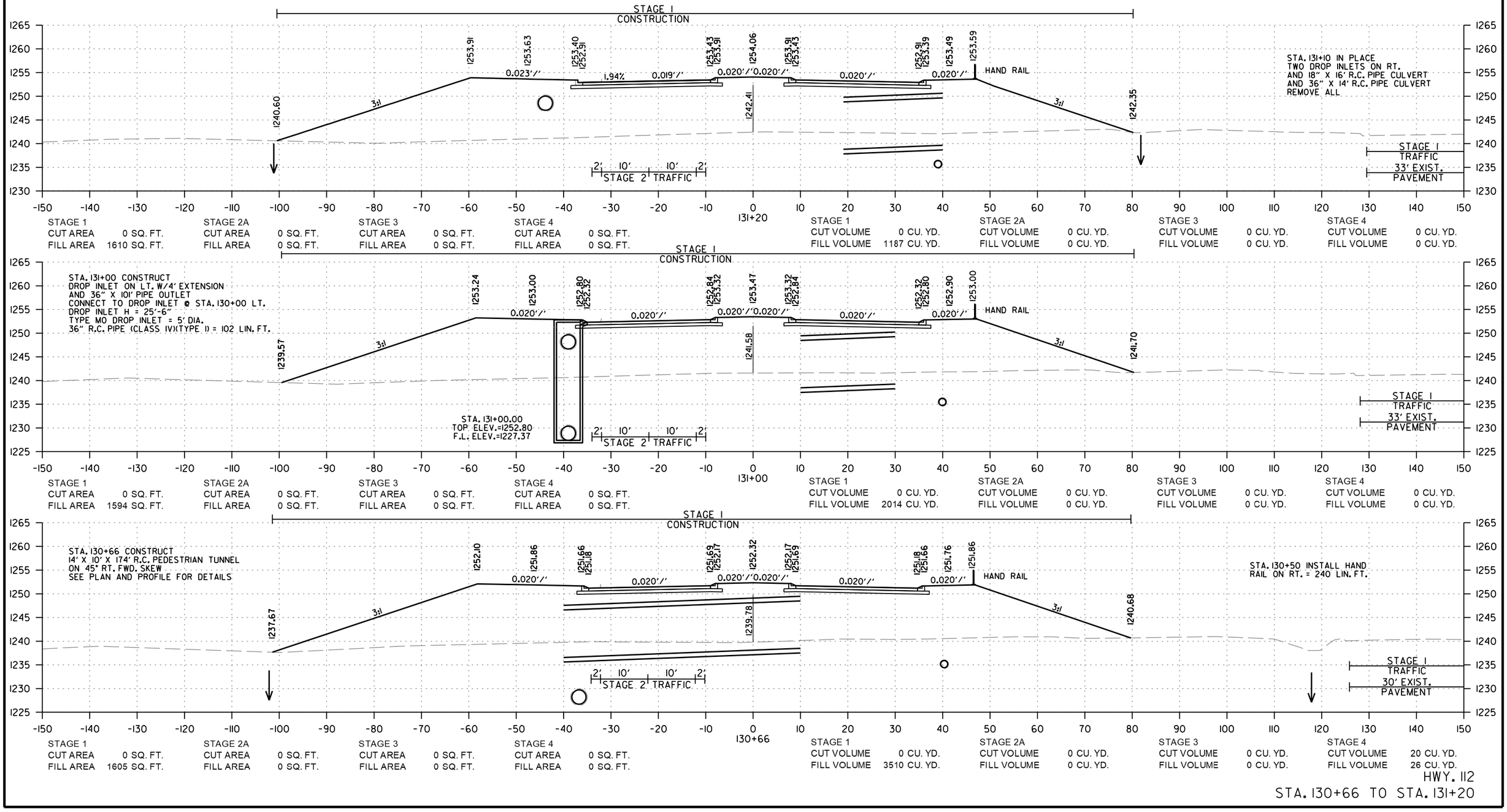
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.2 SQ. FT.
FILL AREA	1249 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	21.12 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	29 CU. YD.
FILL VOLUME	2068 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	38 CU. YD.

HWY. 112
STA. 129+48 TO STA. 130+00

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	329	392
		CROSS SECTIONS				

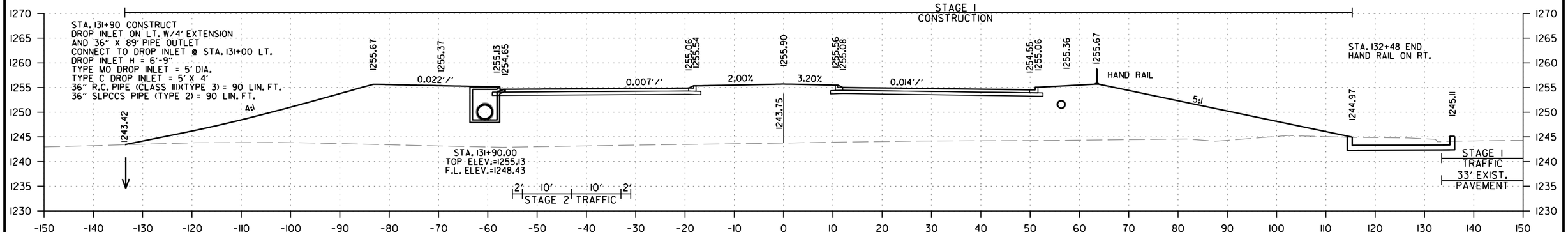


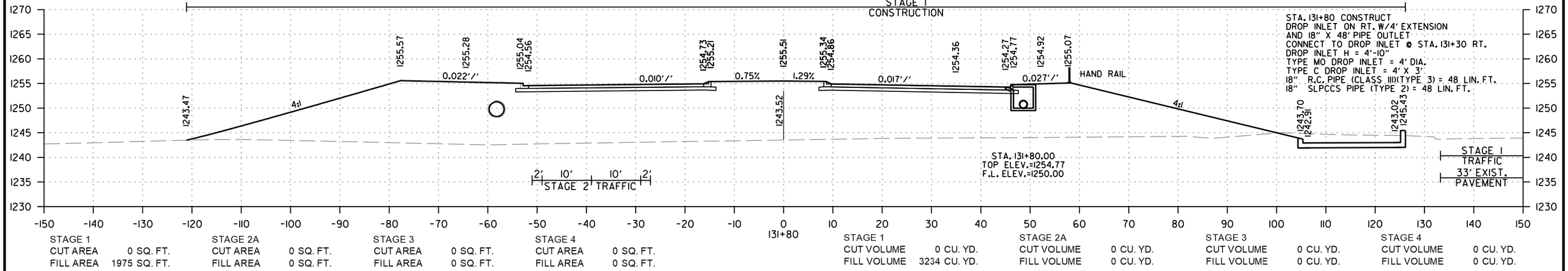
HWY. 112

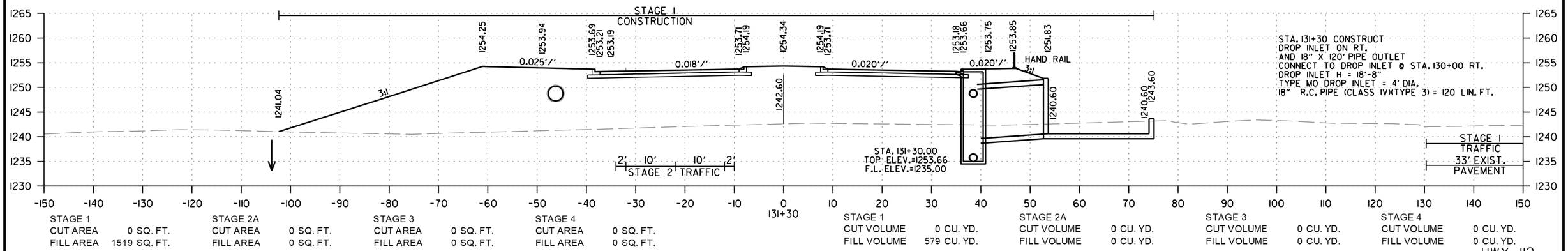
STA. 130+66 TO STA. 131+20

JB44269 10/9/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	330	392
		CROSS SECTIONS				



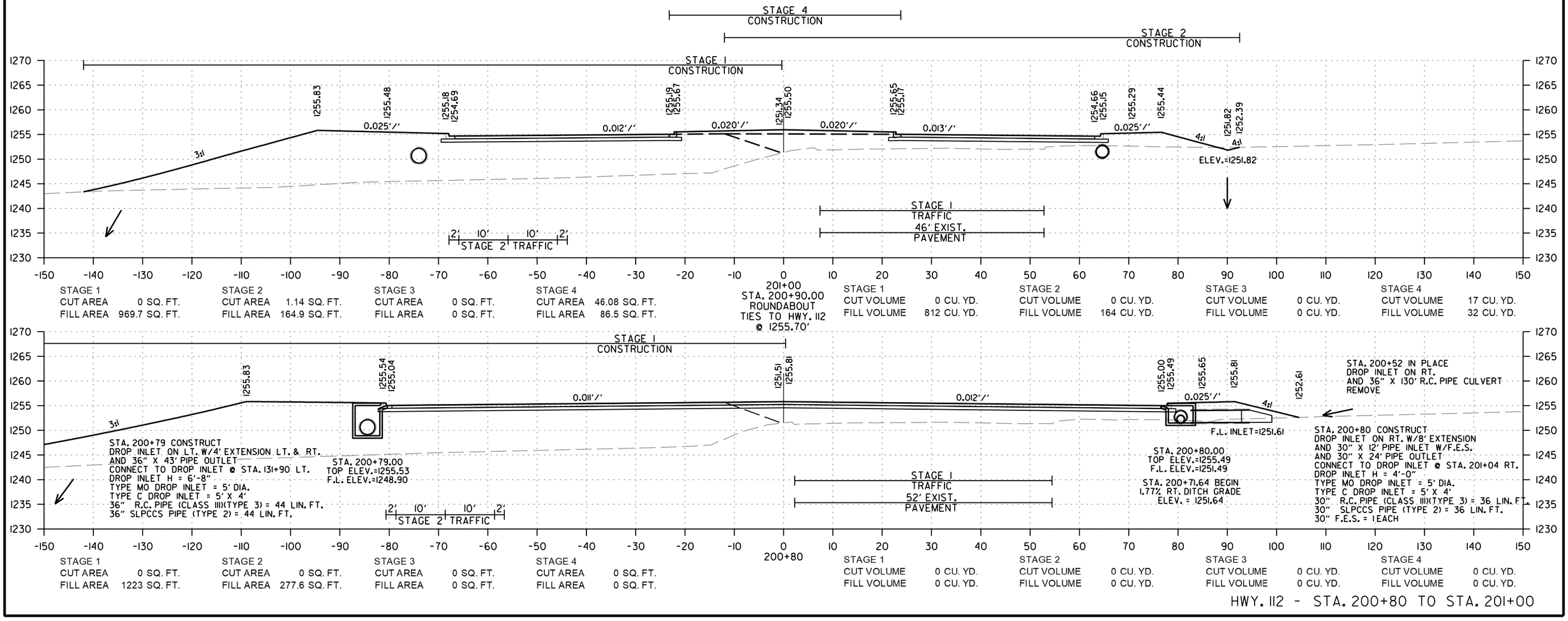




HWY. 112
STA. 131+30 TO STA. 131+90

JB44269 10/9/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	331	392
		CROSS SECTIONS				



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1.14 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	46.08 SQ. FT.
FILL AREA	969.7 SQ. FT.	FILL AREA	164.9 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	86.5 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	17 CU. YD.
FILL VOLUME	812 CU. YD.	FILL VOLUME	164 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	32 CU. YD.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1223 SQ. FT.	FILL AREA	277.6 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112 - STA. 200+80 TO STA. 201+00

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R040746.DGN MicroStation v8.11.9.578

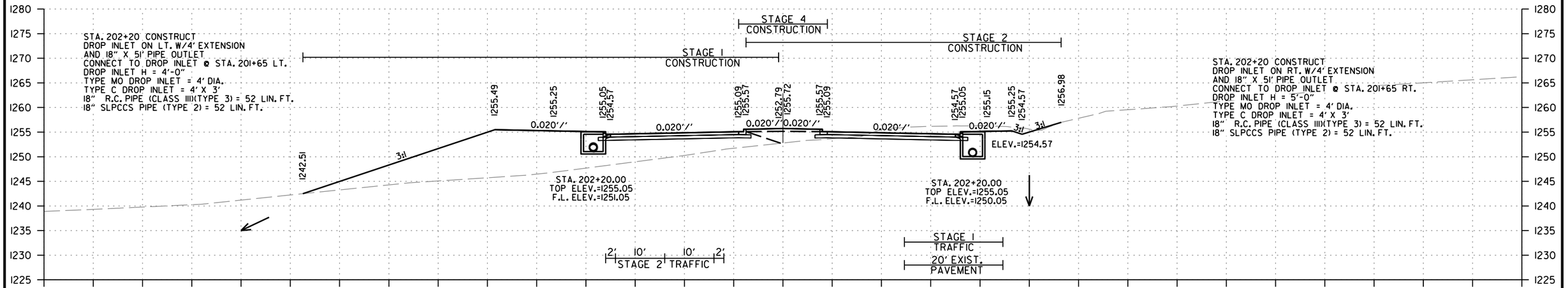
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	332	392
		CROSS SECTIONS				

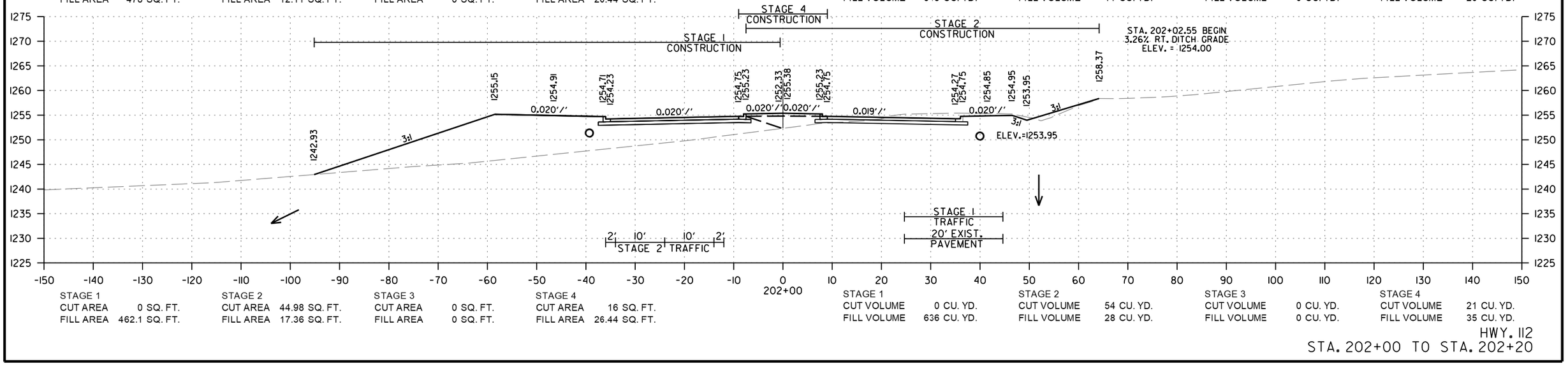
HWY. 112

STA. 201+03 TO STA. 201+65

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	333	392
		CROSS SECTIONS				

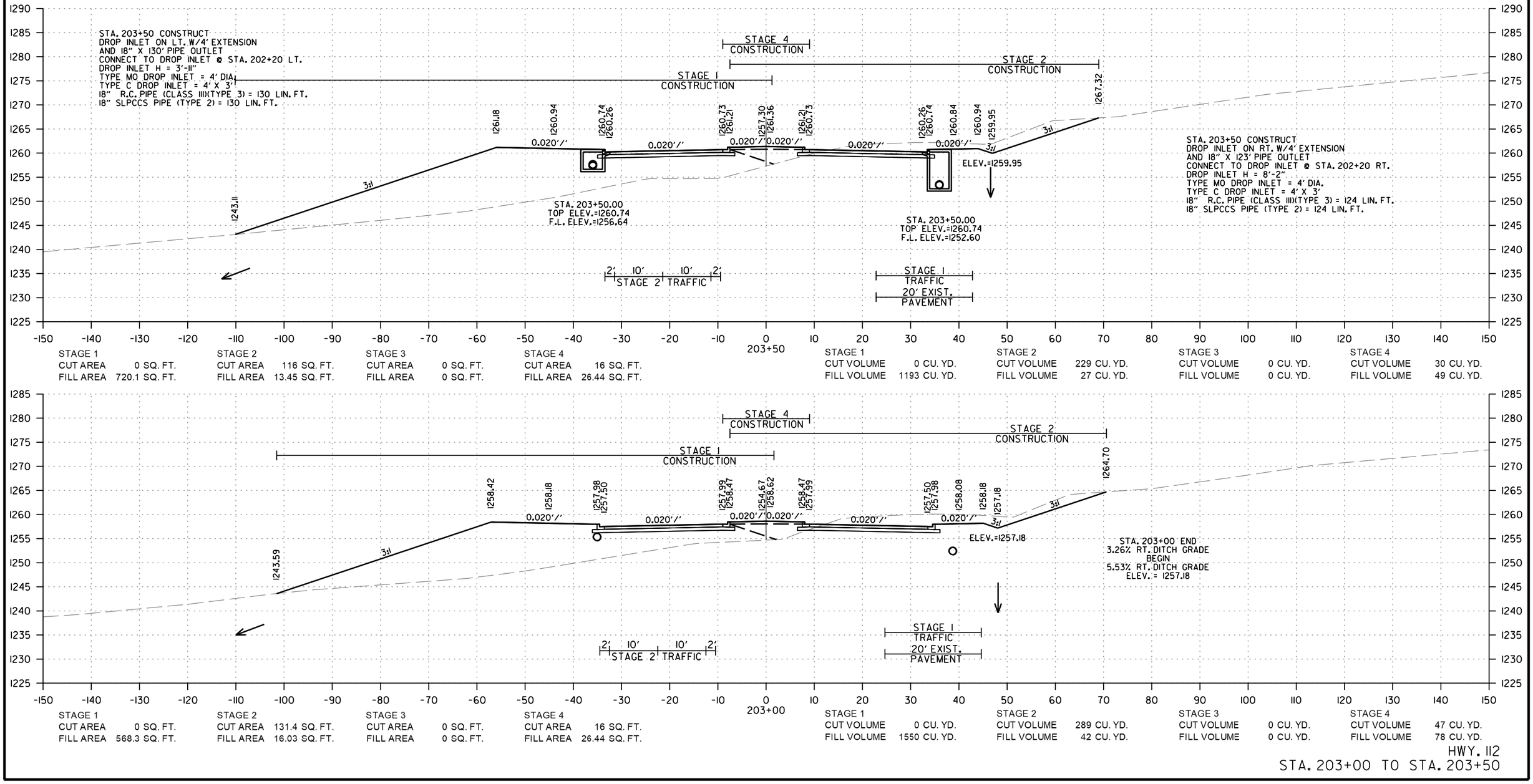




HWY. 112
STA. 202+00 TO STA. 202+20

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

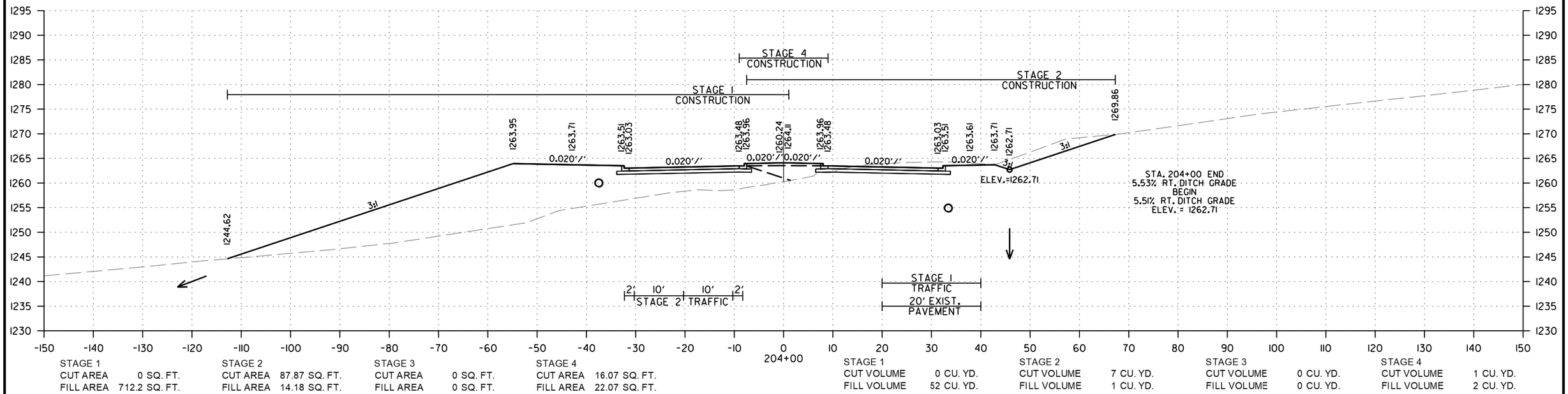
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	334	392
		CROSS SECTIONS				



HWY. 112
STA. 203+00 TO STA. 203+50

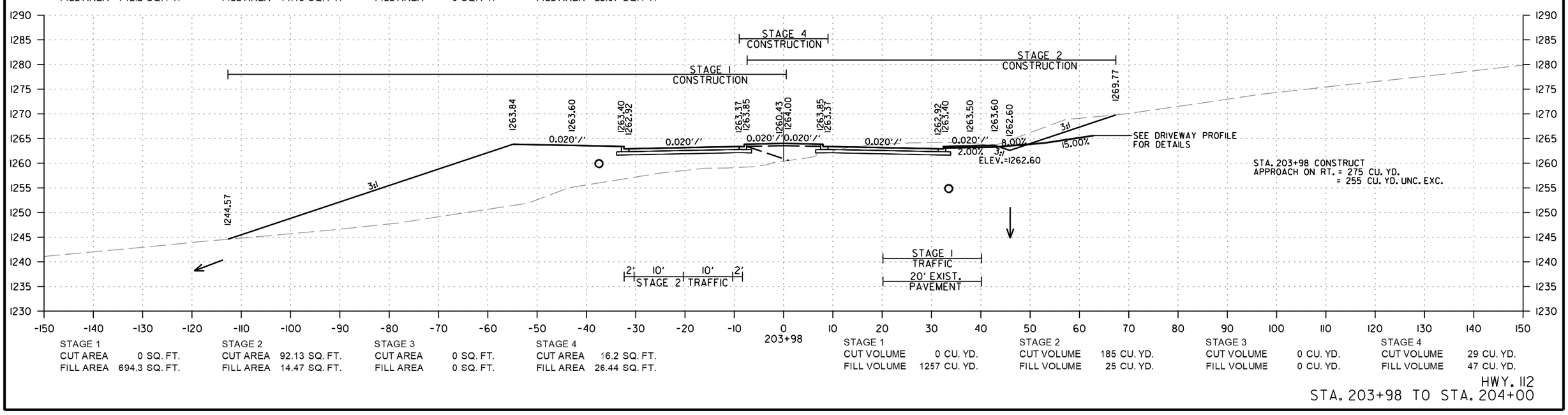
JB44269 6/23/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	335	392
		CROSS SECTIONS				



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	87.87 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.07 SQ. FT.
FILL AREA	712.2 SQ. FT.	FILL AREA	14.18 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	22.07 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	52 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.



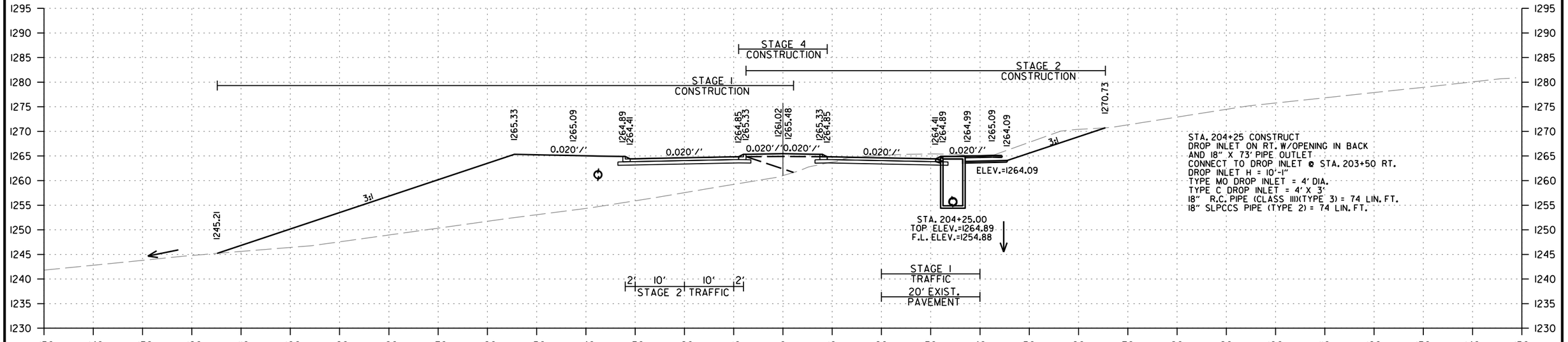
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	92.13 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.2 SQ. FT.
FILL AREA	694.3 SQ. FT.	FILL AREA	14.47 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	185 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	29 CU. YD.
FILL VOLUME	1257 CU. YD.	FILL VOLUME	25 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	47 CU. YD.

HWY. 112
STA. 203+98 TO STA. 204+00

JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	335A	392
		CROSS SECTIONS				



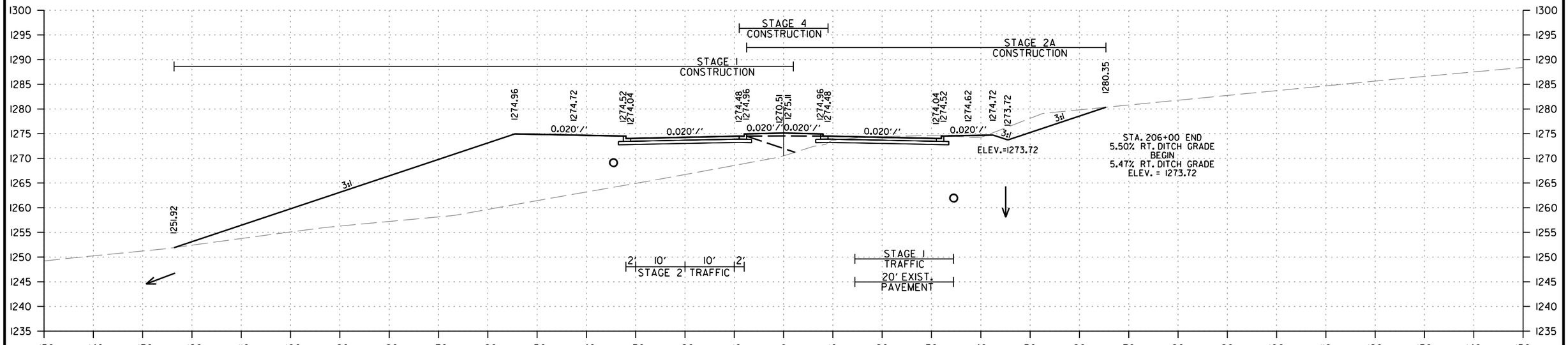
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0.00 SQ. FT.	CUT AREA	94.47 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.07 SQ. FT.
FILL AREA	828.1 SQ. FT.	FILL AREA	28.59 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	84 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.
FILL VOLUME	713 CU. YD.	FILL VOLUME	20 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	22 CU. YD.

HWY. 112
STA. 204+25

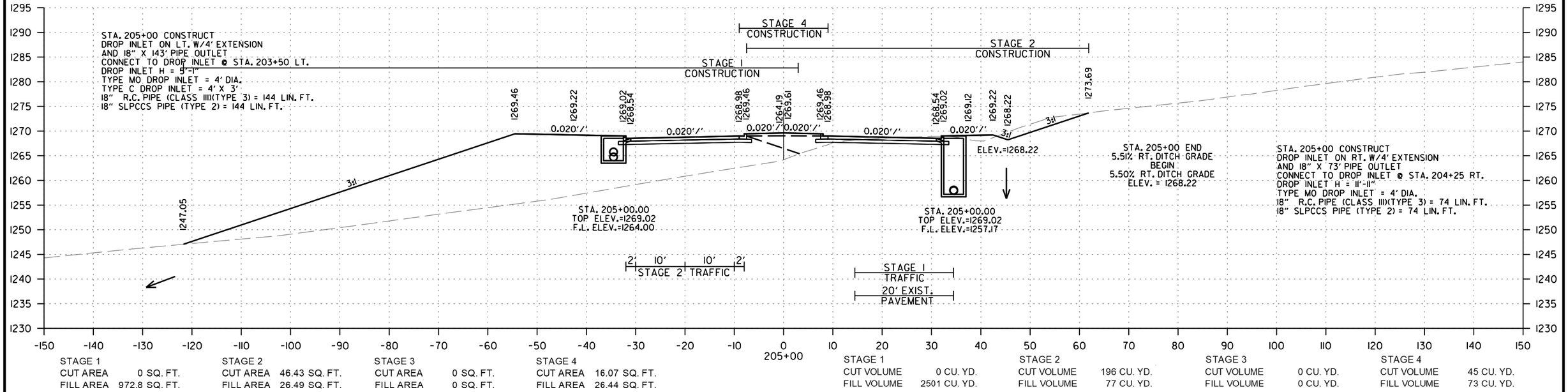
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	336	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	75.92 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.1 SQ. FT.
FILL AREA	951.1 SQ. FT.	FILL AREA	17.78 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	227 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	60 CU. YD.
FILL VOLUME	3563 CU. YD.	FILL VOLUME	82 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	98 CU. YD.



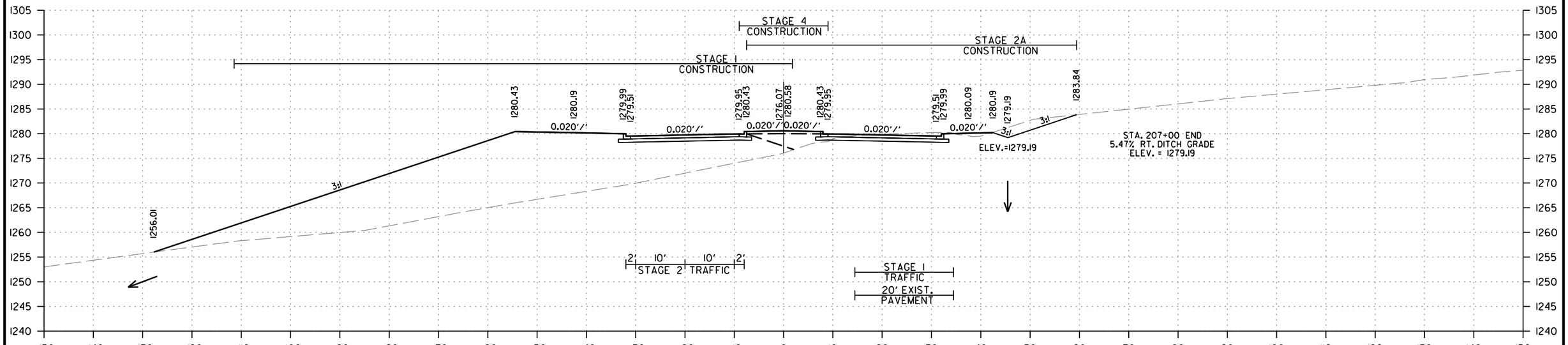
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	46.43 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.07 SQ. FT.
FILL AREA	972.8 SQ. FT.	FILL AREA	26.49 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	196 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	45 CU. YD.
FILL VOLUME	2501 CU. YD.	FILL VOLUME	77 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	73 CU. YD.

HWY. 112
STA. 205+00 TO STA. 206+00

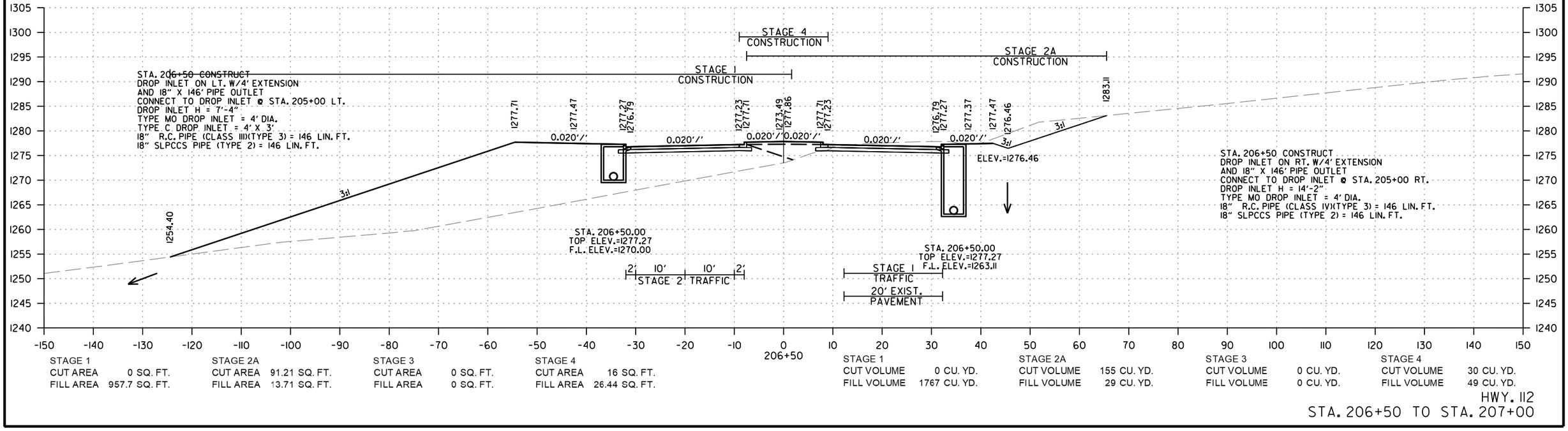
JB44269 8/13/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	337	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	54.43 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16.07 SQ. FT.
FILL AREA	1031 SQ. FT.	FILL AREA	18.17 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	135 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	30 CU. YD.
FILL VOLUME	1841 CU. YD.	FILL VOLUME	30 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	49 CU. YD.



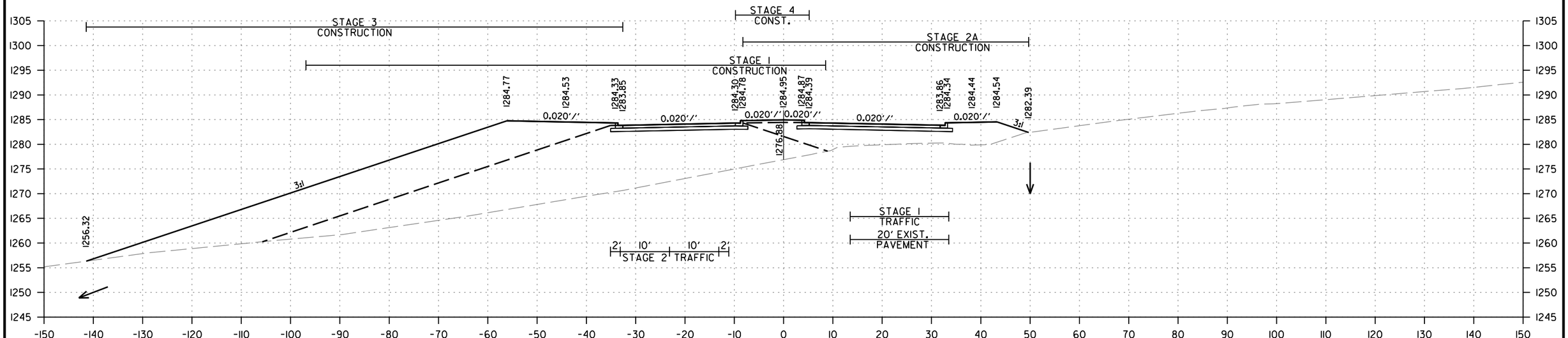
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	91.21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16 SQ. FT.
FILL AREA	957.7 SQ. FT.	FILL AREA	13.71 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	155 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	30 CU. YD.
FILL VOLUME	1767 CU. YD.	FILL VOLUME	29 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	49 CU. YD.

HWY. 112
STA. 206+50 TO STA. 207+00

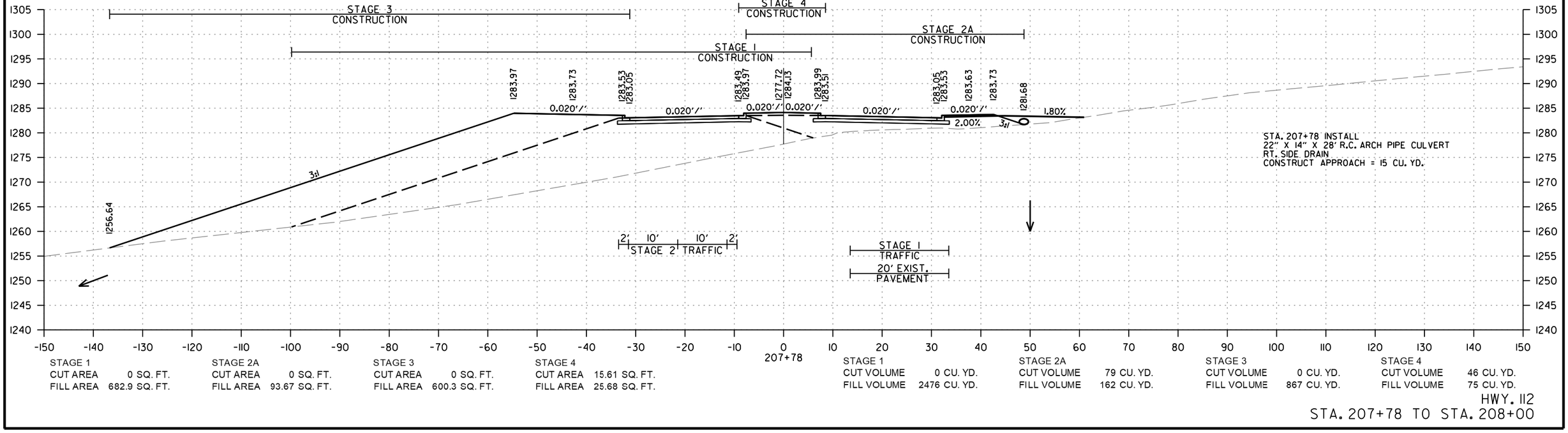
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	338	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	13.03 SQ. FT.
FILL AREA	860.7 SQ. FT.	FILL AREA	161.8 SQ. FT.	FILL AREA	621.7 SQ. FT.	FILL AREA	20.53 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.
FILL VOLUME	629 CU. YD.	FILL VOLUME	104 CU. YD.	FILL VOLUME	498 CU. YD.	FILL VOLUME	19 CU. YD.



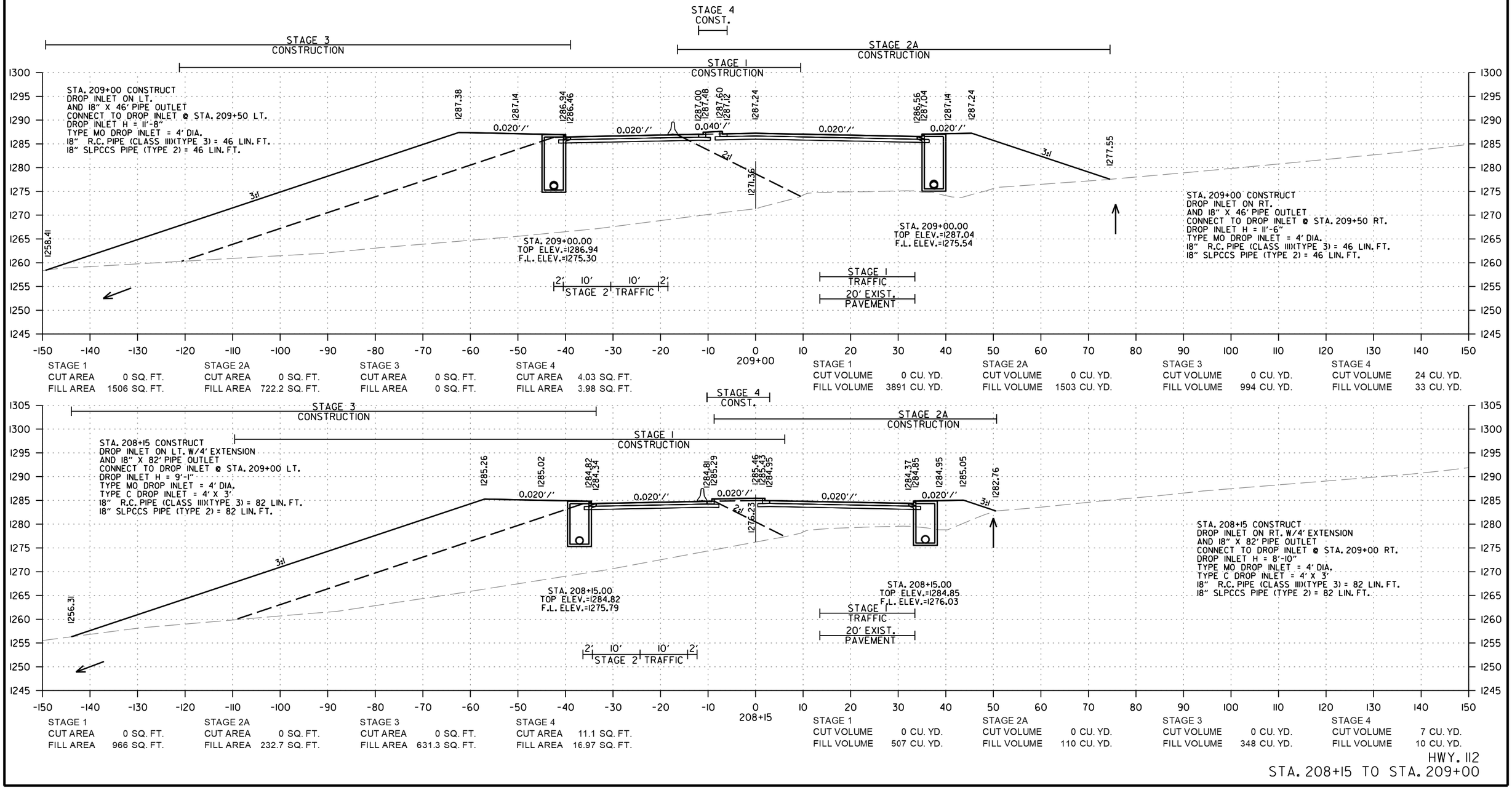
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	15.61 SQ. FT.
FILL AREA	682.9 SQ. FT.	FILL AREA	93.67 SQ. FT.	FILL AREA	600.3 SQ. FT.	FILL AREA	25.68 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	79 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	46 CU. YD.
FILL VOLUME	2476 CU. YD.	FILL VOLUME	162 CU. YD.	FILL VOLUME	867 CU. YD.	FILL VOLUME	75 CU. YD.

HWY. 112
STA. 207+78 TO STA. 208+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	339	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.03 SQ. FT.
FILL AREA	1506 SQ. FT.	FILL AREA	722.2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	24 CU. YD.
FILL VOLUME	3891 CU. YD.	FILL VOLUME	1503 CU. YD.	FILL VOLUME	994 CU. YD.	FILL VOLUME	33 CU. YD.

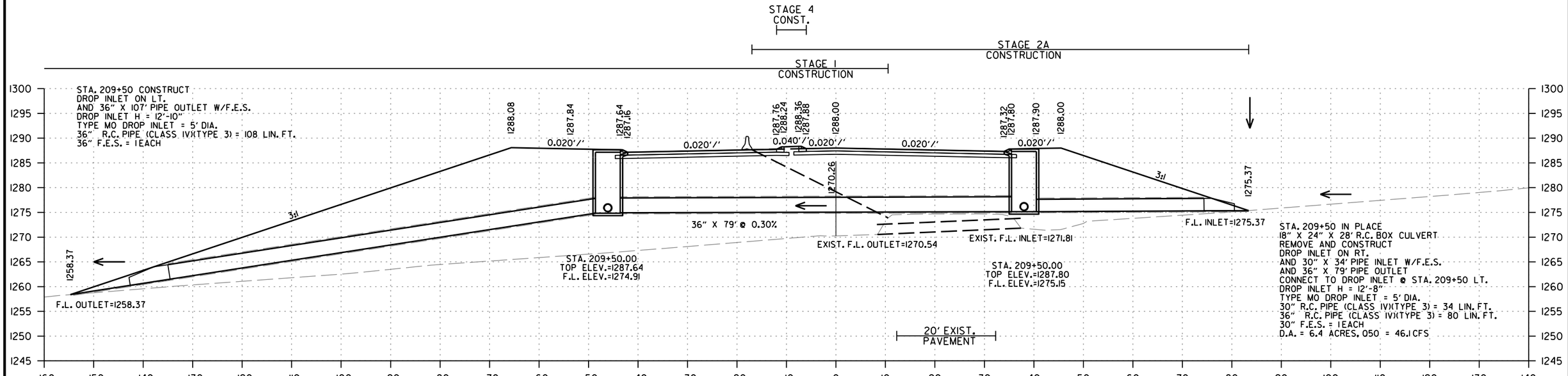
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11.1 SQ. FT.
FILL AREA	966 SQ. FT.	FILL AREA	232.7 SQ. FT.	FILL AREA	631.3 SQ. FT.	FILL AREA	16.97 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.
FILL VOLUME	507 CU. YD.	FILL VOLUME	110 CU. YD.	FILL VOLUME	348 CU. YD.	FILL VOLUME	10 CU. YD.

HWY. 112
STA. 208+15 TO STA. 209+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	340	392
		CROSS SECTIONS				



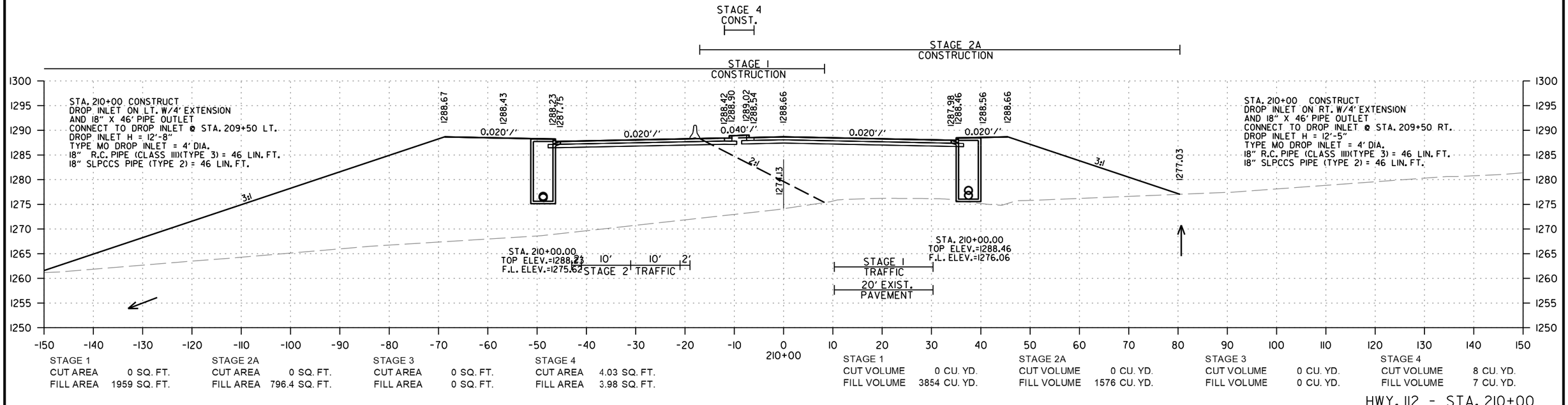
STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.33 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	2203 SQ. FT.	FILL AREA	905.7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.	FILL VOLUME	3435 CU. YD.	FILL VOLUME	1507 CU. YD.

STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	8 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.

HWY. 112
STA. 209+50

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	341	392
		CROSS SECTIONS				



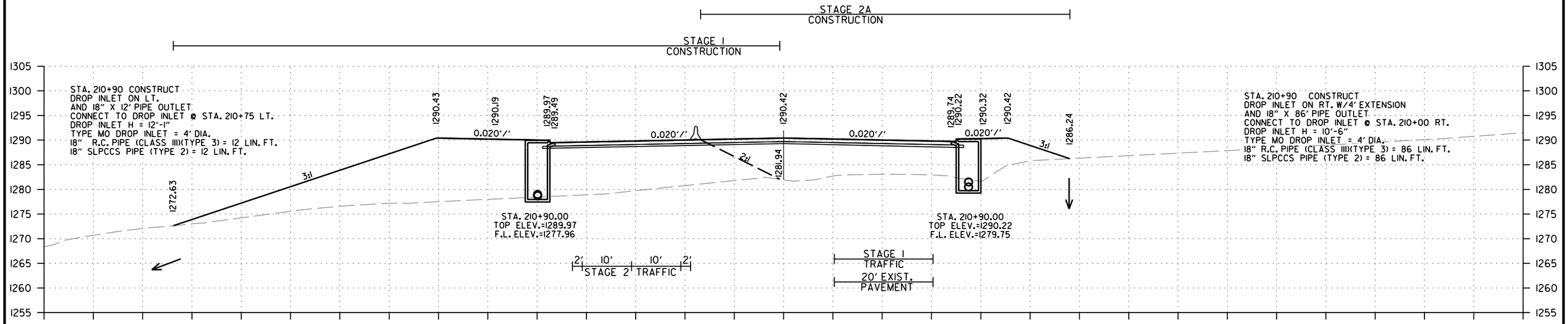
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.03 SQ. FT.
FILL AREA	1959 SQ. FT.	FILL AREA	796.4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	8 CU. YD.
FILL VOLUME	3854 CU. YD.	FILL VOLUME	1576 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.

HWY. 112 - STA. 210+00

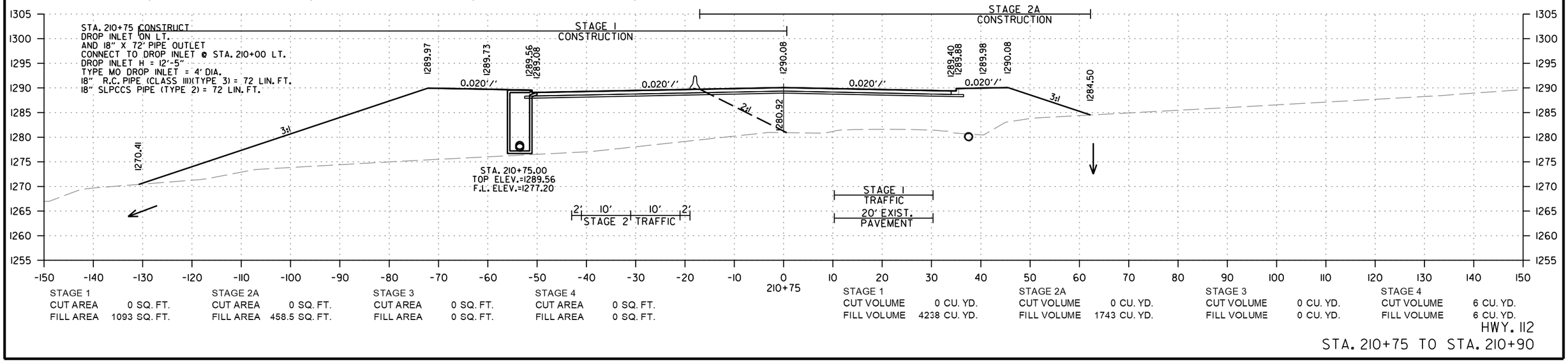
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	342	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	887.6 SQ. FT.	FILL AREA	384.7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	550 CU. YD.	FILL VOLUME	234 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1093 SQ. FT.	FILL AREA	458.5 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

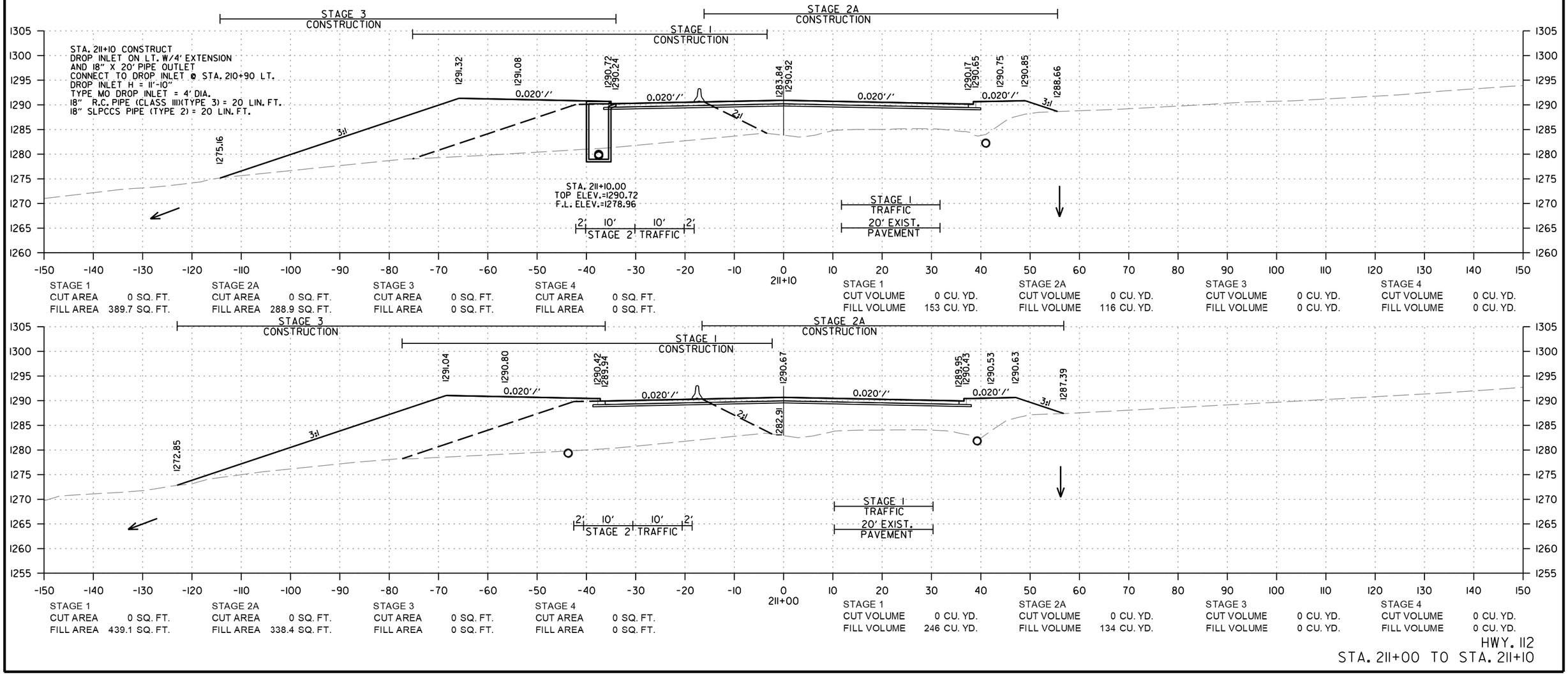
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.
FILL VOLUME	4238 CU. YD.	FILL VOLUME	1743 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.

HWY. 112

STA. 210+75 TO STA. 210+90

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

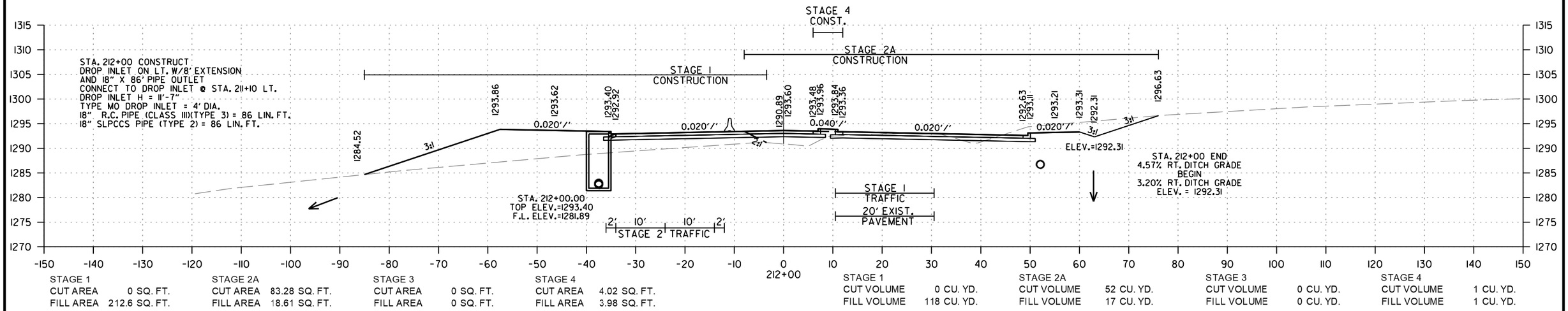
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	343	392
		CROSS SECTIONS				



HWY. 112
STA. 211+00 TO STA. 211+10

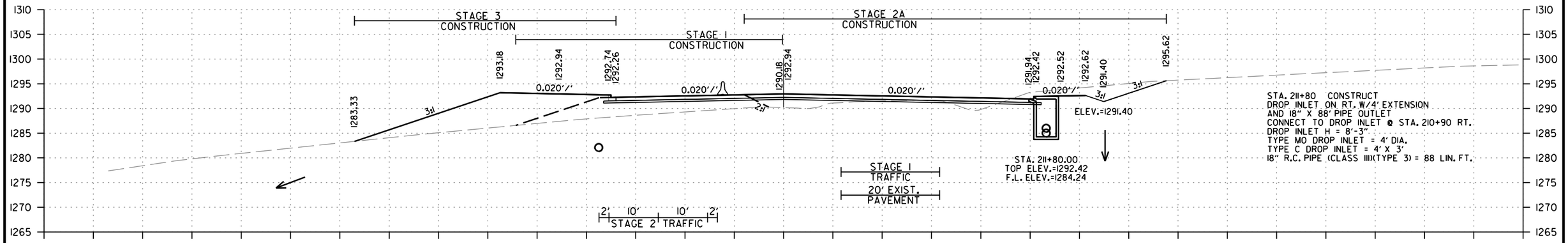
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	344	392
		CROSS SECTIONS				



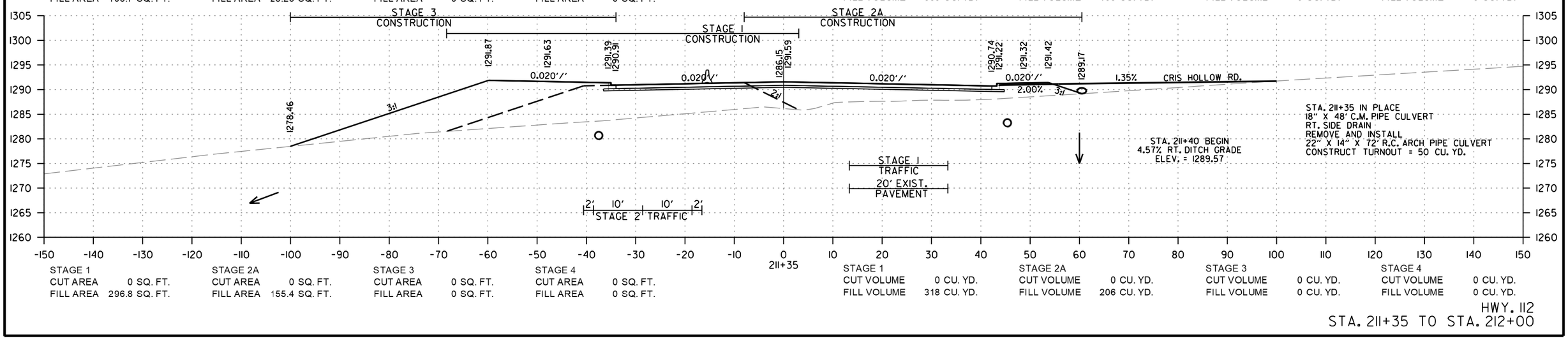
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	83.28 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.02 SQ. FT.
FILL AREA	212.6 SQ. FT.	FILL AREA	18.61 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	118 CU. YD.	FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	56.98 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	106.7 SQ. FT.	FILL AREA	28.26 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	47 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	336 CU. YD.	FILL VOLUME	153 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



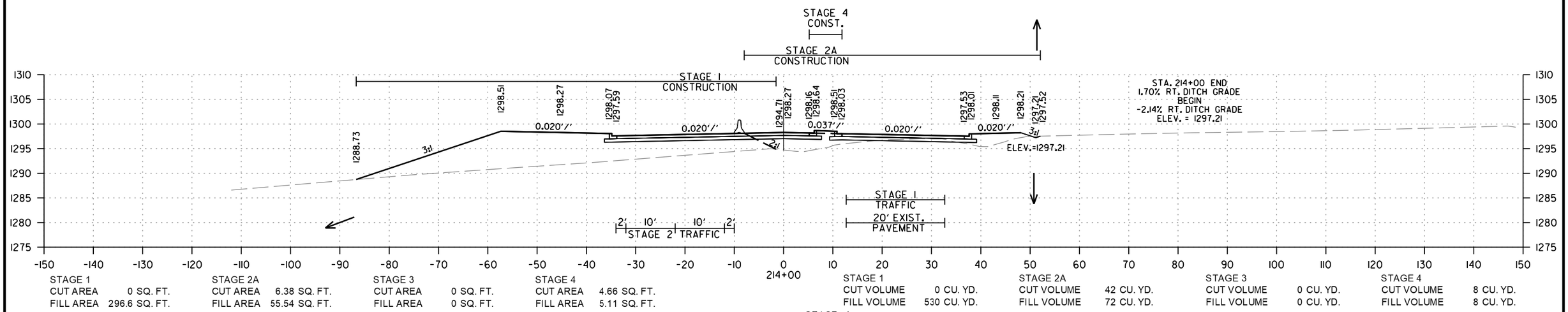
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	296.8 SQ. FT.	FILL AREA	155.4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	318 CU. YD.	FILL VOLUME	206 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 211+35 TO STA. 212+00

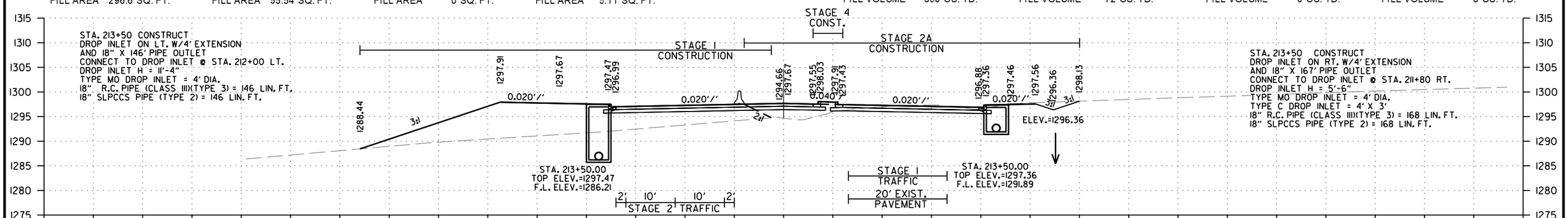
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	345	392
		CROSS SECTIONS				



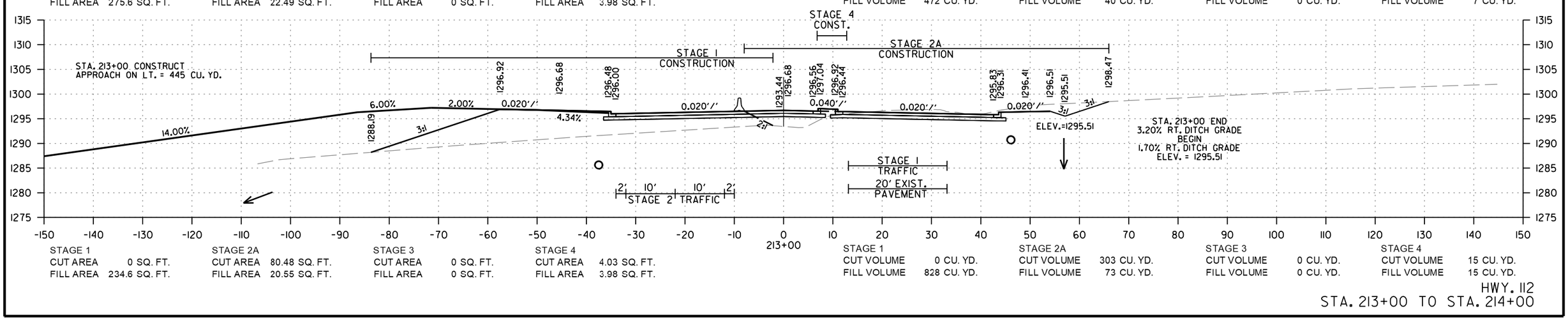
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	6.38 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.66 SQ. FT.
FILL AREA	296.6 SQ. FT.	FILL AREA	55.54 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5.11 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	42 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	8 CU. YD.
FILL VOLUME	530 CU. YD.	FILL VOLUME	72 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	39.23 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.03 SQ. FT.
FILL AREA	275.6 SQ. FT.	FILL AREA	22.49 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	111 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.
FILL VOLUME	472 CU. YD.	FILL VOLUME	40 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.



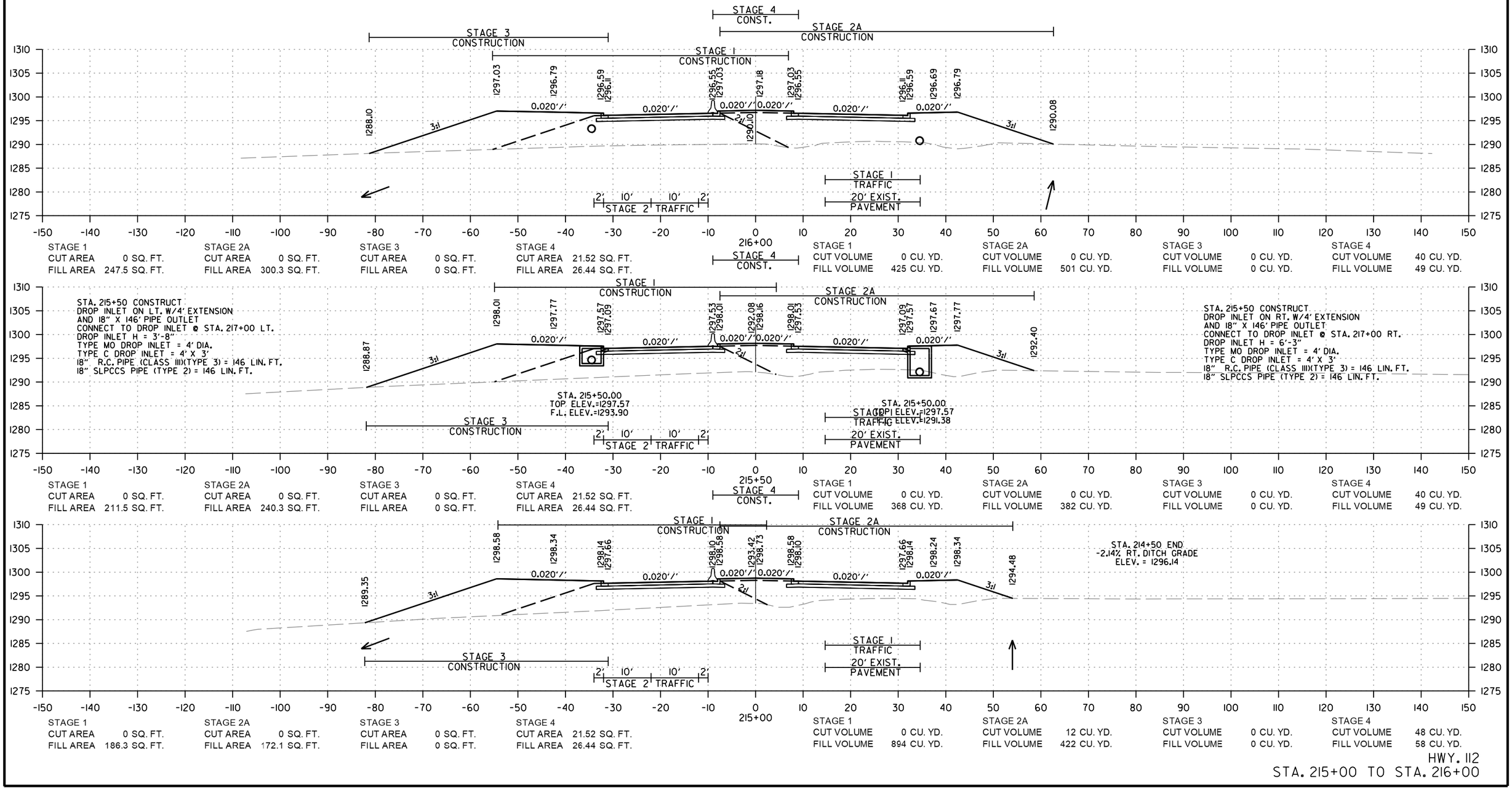
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	80.48 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.03 SQ. FT.
FILL AREA	234.6 SQ. FT.	FILL AREA	20.55 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	303 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.
FILL VOLUME	828 CU. YD.	FILL VOLUME	73 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	15 CU. YD.

HWY. 112
STA. 213+00 TO STA. 214+00

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R040746.DGN MicroStation v8.11.9.578

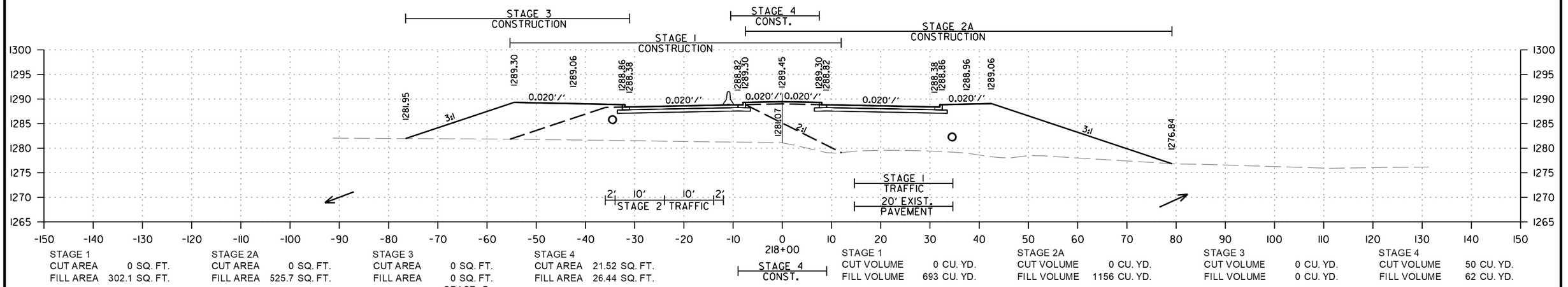
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	346	392
		CROSS SECTIONS				



HWY. 112
STA. 215+00 TO STA. 216+00

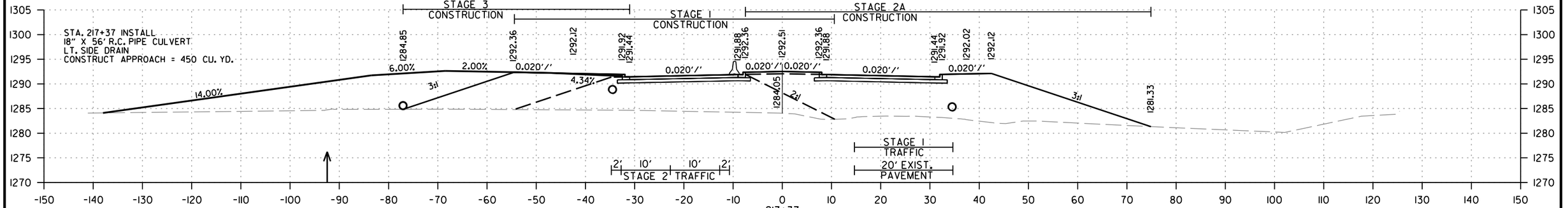
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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	347	392
		CROSS SECTIONS				



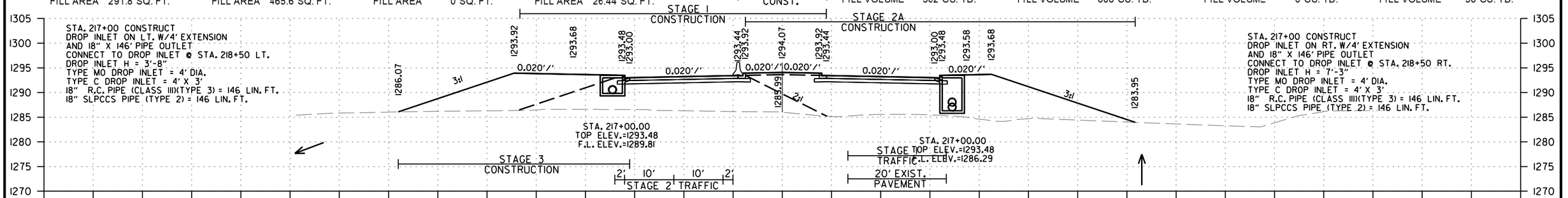
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.52 SQ. FT.
FILL AREA	302.1 SQ. FT.	FILL AREA	525.7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	50 CU. YD.
FILL VOLUME	693 CU. YD.	FILL VOLUME	1156 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	62 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.52 SQ. FT.
FILL AREA	291.8 SQ. FT.	FILL AREA	465.6 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	29 CU. YD.
FILL VOLUME	382 CU. YD.	FILL VOLUME	608 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	36 CU. YD.



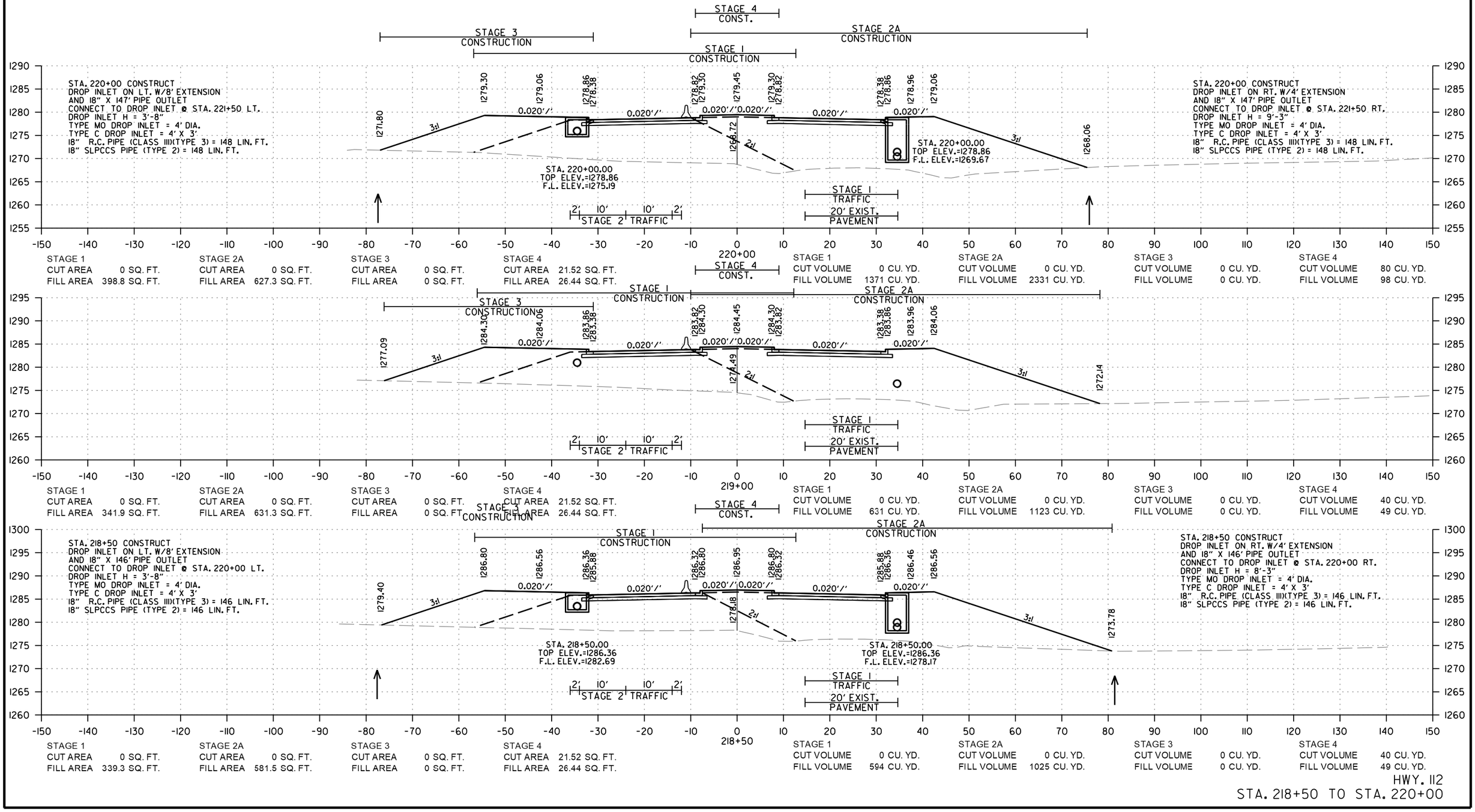
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.52 SQ. FT.
FILL AREA	266.1 SQ. FT.	FILL AREA	422 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	80 CU. YD.
FILL VOLUME	951 CU. YD.	FILL VOLUME	1338 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	98 CU. YD.

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R040746.DGN MicroStation v8.11.9.578

HWY. 112
STA. 217+00 TO STA. 218+00

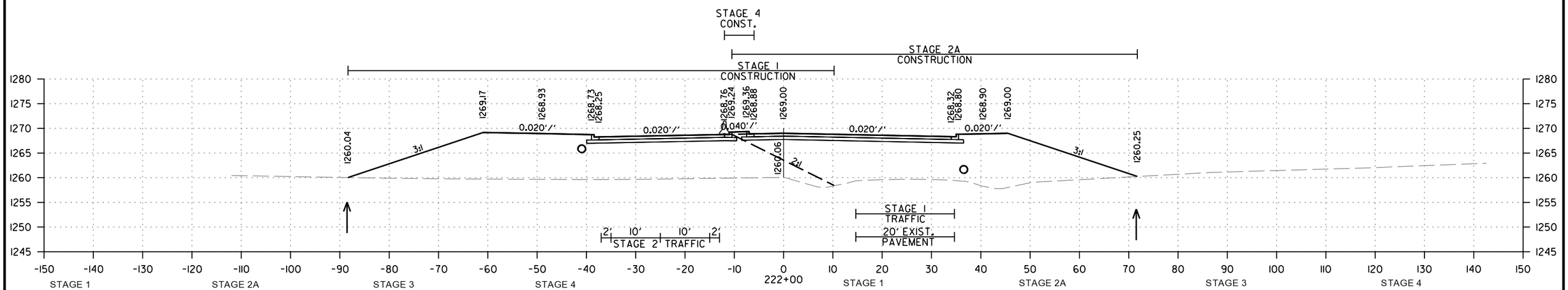
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	348	392
		CROSS SECTIONS				



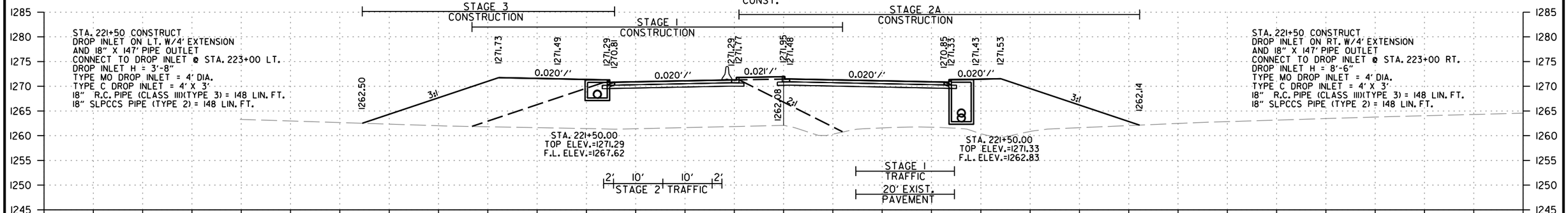
HWY. 112
STA. 218+50 TO STA. 220+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

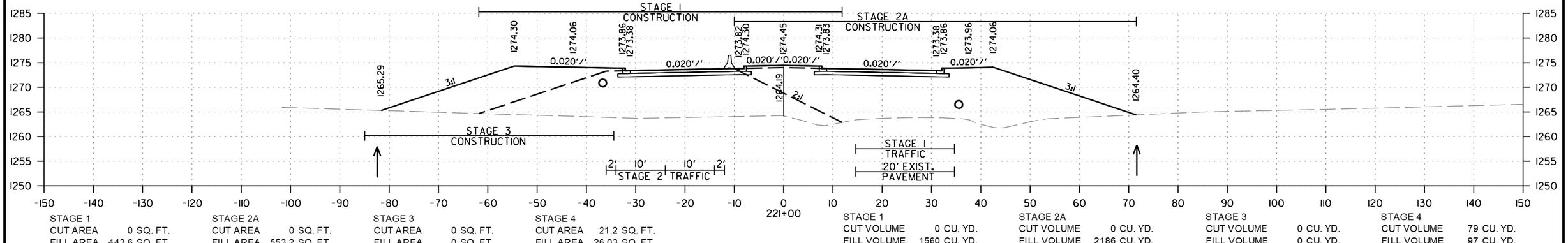
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	349	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.32 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.
FILL AREA	582.1 SQ. FT.	FILL AREA	523.4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.	FILL VOLUME	953 CU. YD.	FILL VOLUME	977 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11.83 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	31 CU. YD.
FILL AREA	447.5 SQ. FT.	FILL AREA	532 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	14.26 SQ. FT.	FILL VOLUME	825 CU. YD.	FILL VOLUME	1005 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	37 CU. YD.

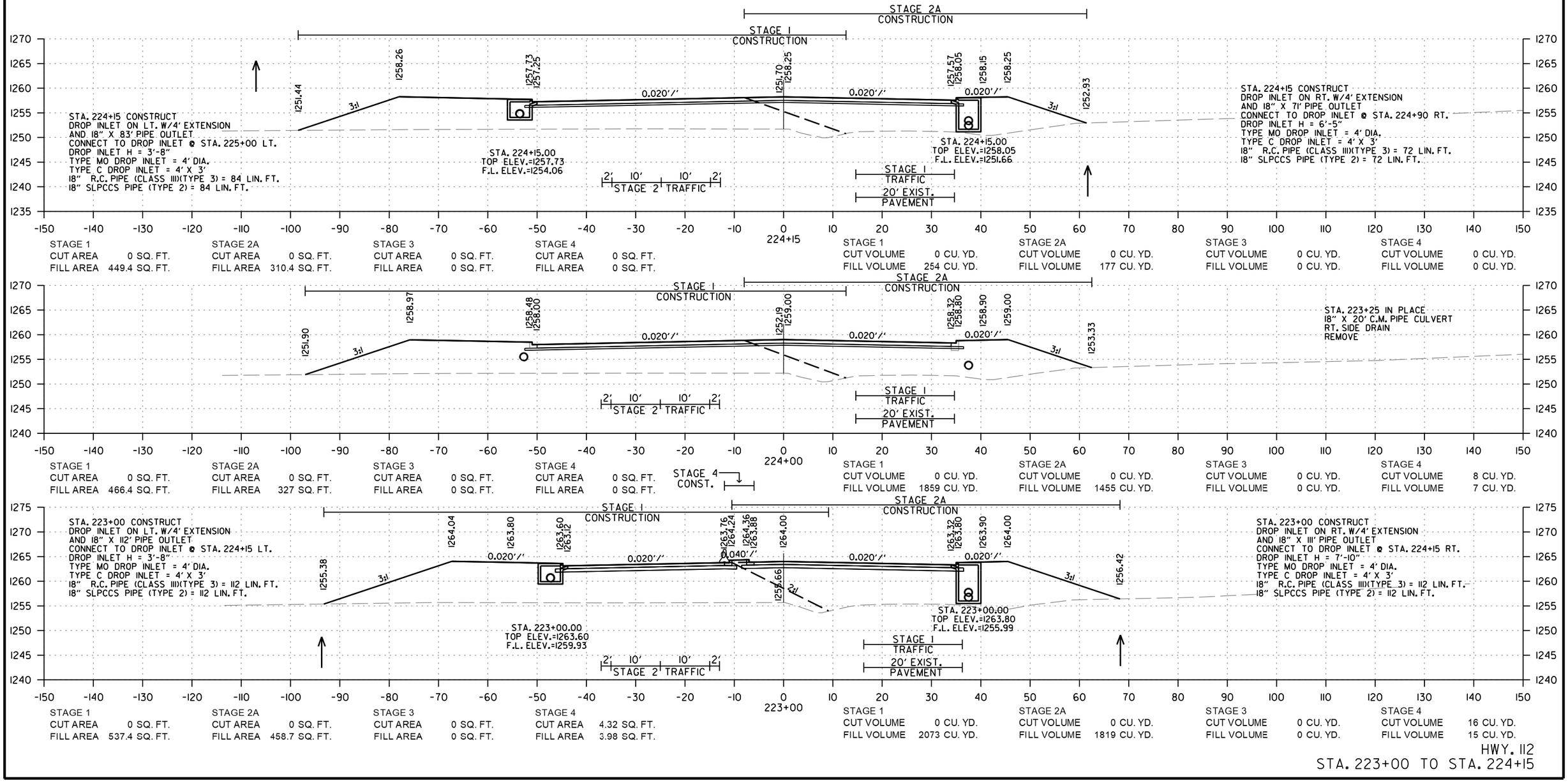


STAGE 1		STAGE 2A		STAGE 3		STAGE 4		STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	79 CU. YD.
FILL AREA	443.6 SQ. FT.	FILL AREA	553.2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.03 SQ. FT.	FILL VOLUME	1560 CU. YD.	FILL VOLUME	2186 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	97 CU. YD.

HWY. 112
STA. 221+00 TO STA. 222+00

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R040746.DGN MicroStation v8.11.9.578

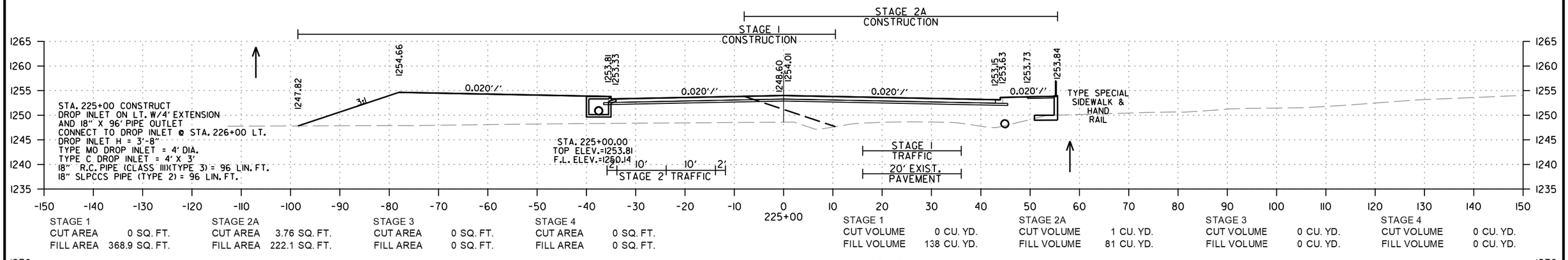
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	350	392
		CROSS SECTIONS				



HWY. 112
STA. 223+00 TO STA. 224+15

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

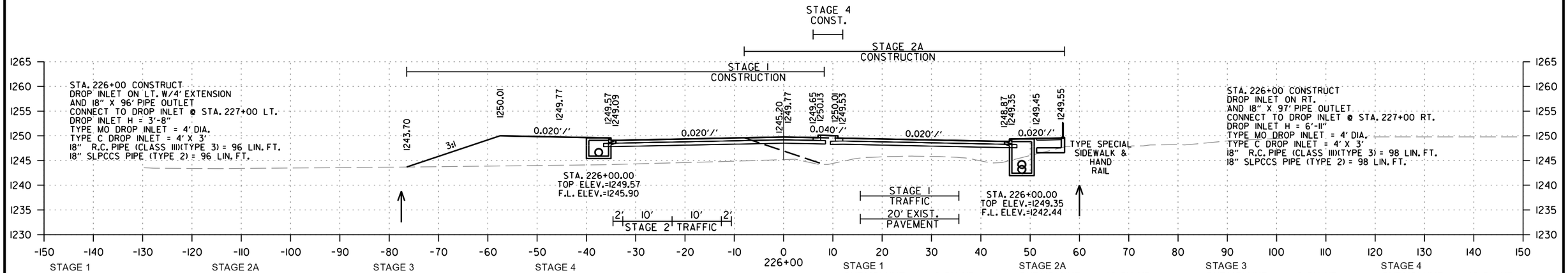
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	351	392
		CROSS SECTIONS				



HWY. 112
STA. 224+58 TO STA. 225+00

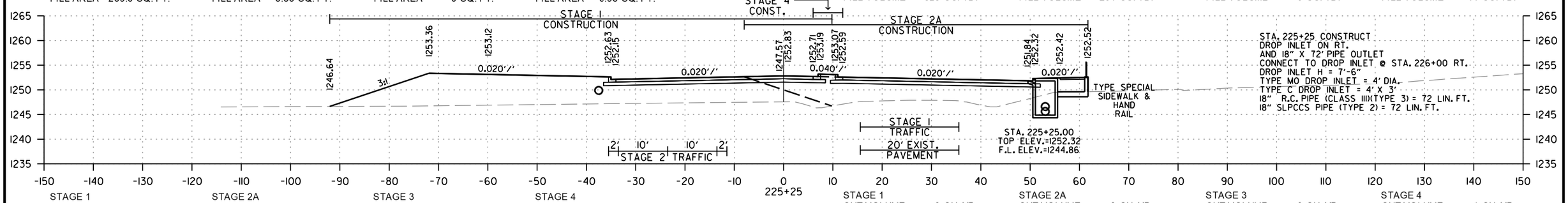
JB44269 10/9/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	352	392
		CROSS SECTIONS				



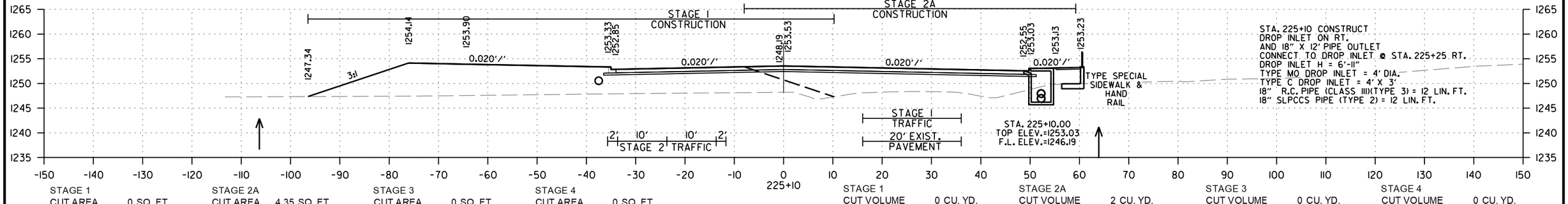
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	2.73 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.32 SQ. FT.
FILL AREA	259.6 SQ. FT.	FILL AREA	5.86 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.
FILL VOLUME	828 CU. YD.	FILL VOLUME	291 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	5.86 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.32 SQ. FT.
FILL AREA	336.7 SQ. FT.	FILL AREA	204 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	193 CU. YD.	FILL VOLUME	118 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



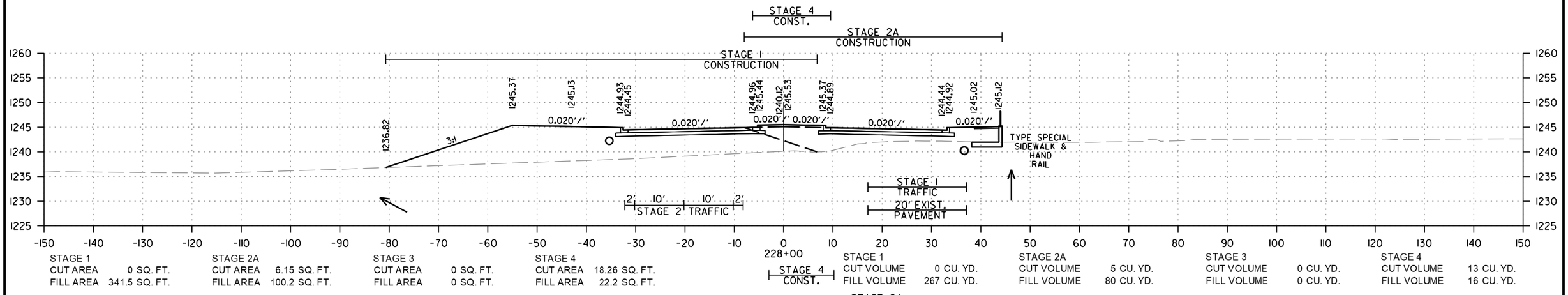
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	4.35 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	358.8 SQ. FT.	FILL AREA	222.3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	135 CU. YD.	FILL VOLUME	82 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 225+10 TO STA. 226+00

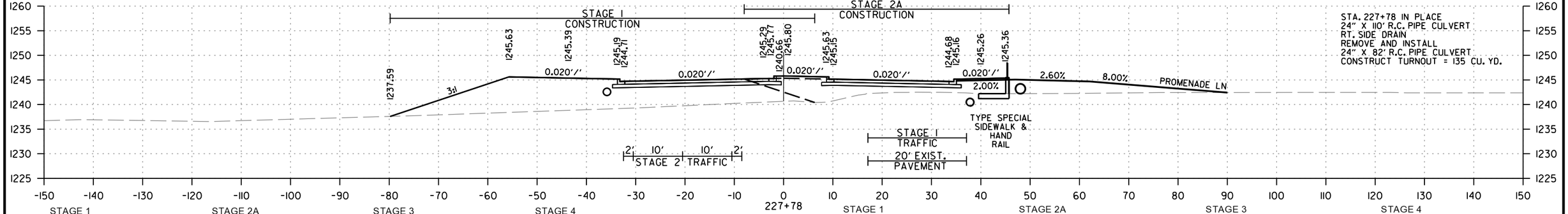
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	353	392
		CROSS SECTIONS				



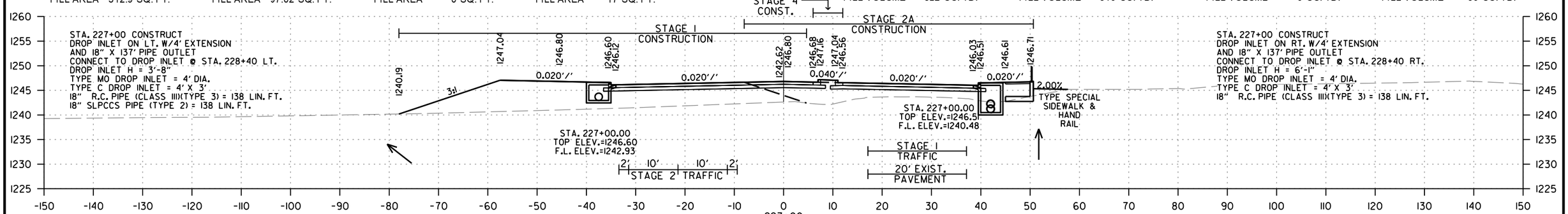
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	6.15 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	18.26 SQ. FT.
FILL AREA	341.5 SQ. FT.	FILL AREA	100.2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	22.2 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	13 CU. YD.
FILL VOLUME	267 CU. YD.	FILL VOLUME	80 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	16 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	6.15 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	14.25 SQ. FT.
FILL AREA	312.9 SQ. FT.	FILL AREA	97.02 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	17 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	27 CU. YD.
FILL VOLUME	822 CU. YD.	FILL VOLUME	310 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	30 CU. YD.



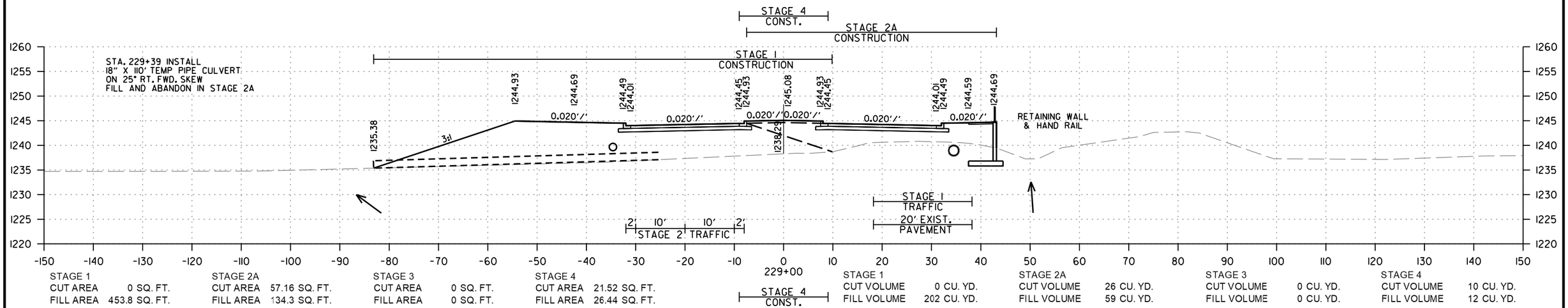
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	3.21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4.32 SQ. FT.
FILL AREA	256 SQ. FT.	FILL AREA	117.5 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3.98 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	16 CU. YD.
FILL VOLUME	955 CU. YD.	FILL VOLUME	228 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	15 CU. YD.

HWY. 112
STA. 227+00 TO STA. 228+00

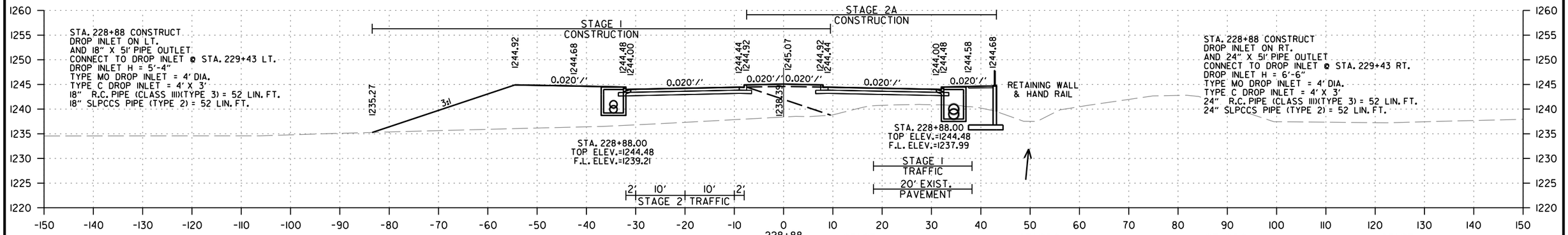
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	354	392
		CROSS SECTIONS				



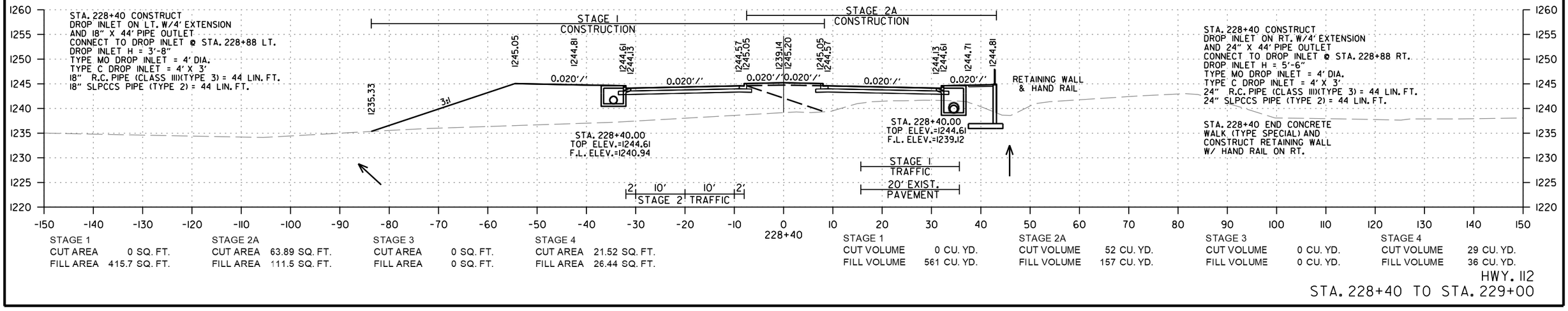
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	57.16 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.52 SQ. FT.
FILL AREA	453.8 SQ. FT.	FILL AREA	134.3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	26 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	10 CU. YD.
FILL VOLUME	202 CU. YD.	FILL VOLUME	59 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	12 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	59.57 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.52 SQ. FT.
FILL AREA	453.8 SQ. FT.	FILL AREA	129.1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	110 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	38 CU. YD.
FILL VOLUME	773 CU. YD.	FILL VOLUME	214 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	47 CU. YD.



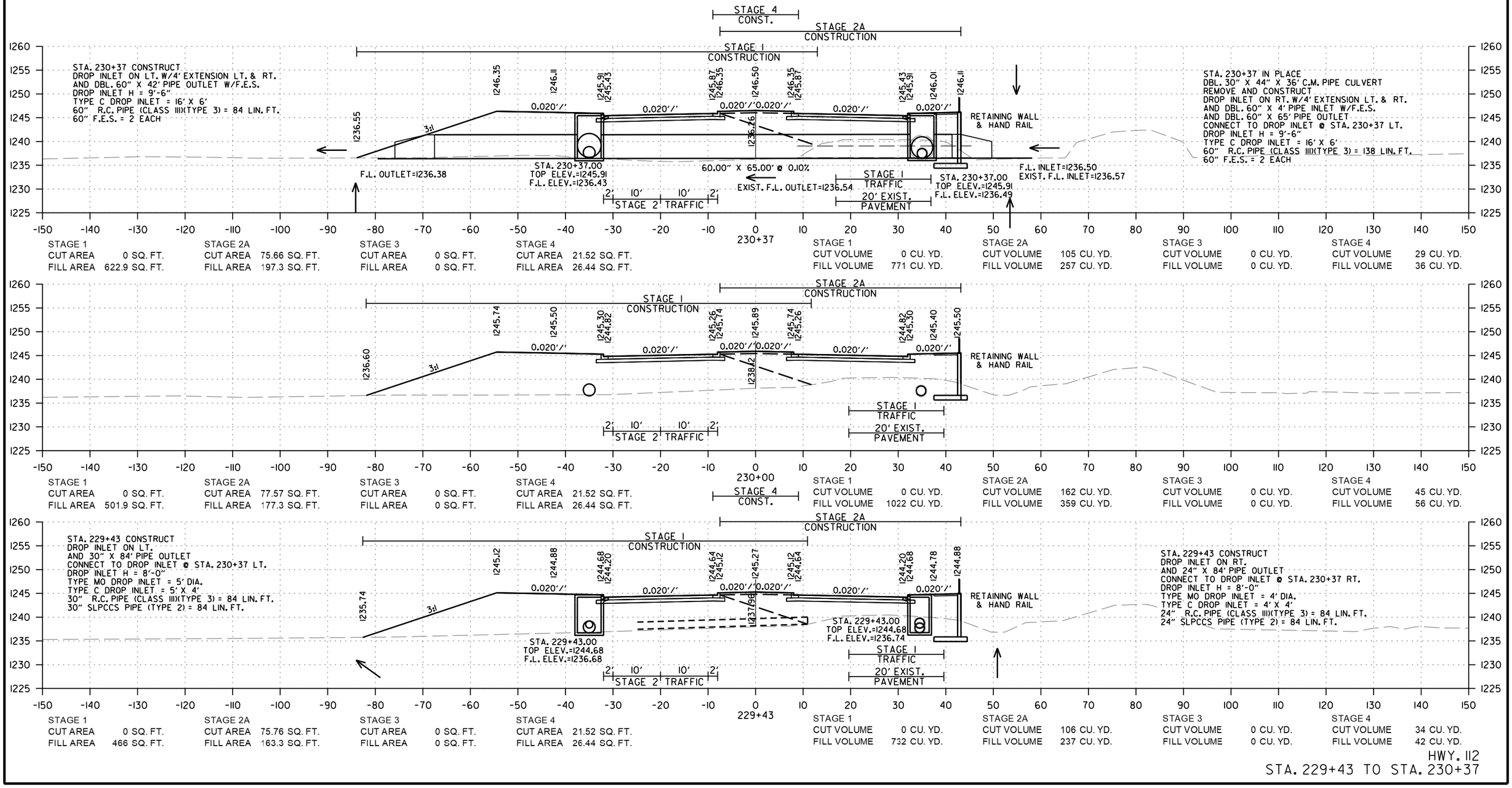
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	63.89 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21.52 SQ. FT.
FILL AREA	415.7 SQ. FT.	FILL AREA	111.5 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	26.44 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	29 CU. YD.
FILL VOLUME	561 CU. YD.	FILL VOLUME	157 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	36 CU. YD.

HWY. 112
STA. 228+40 TO STA. 229+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

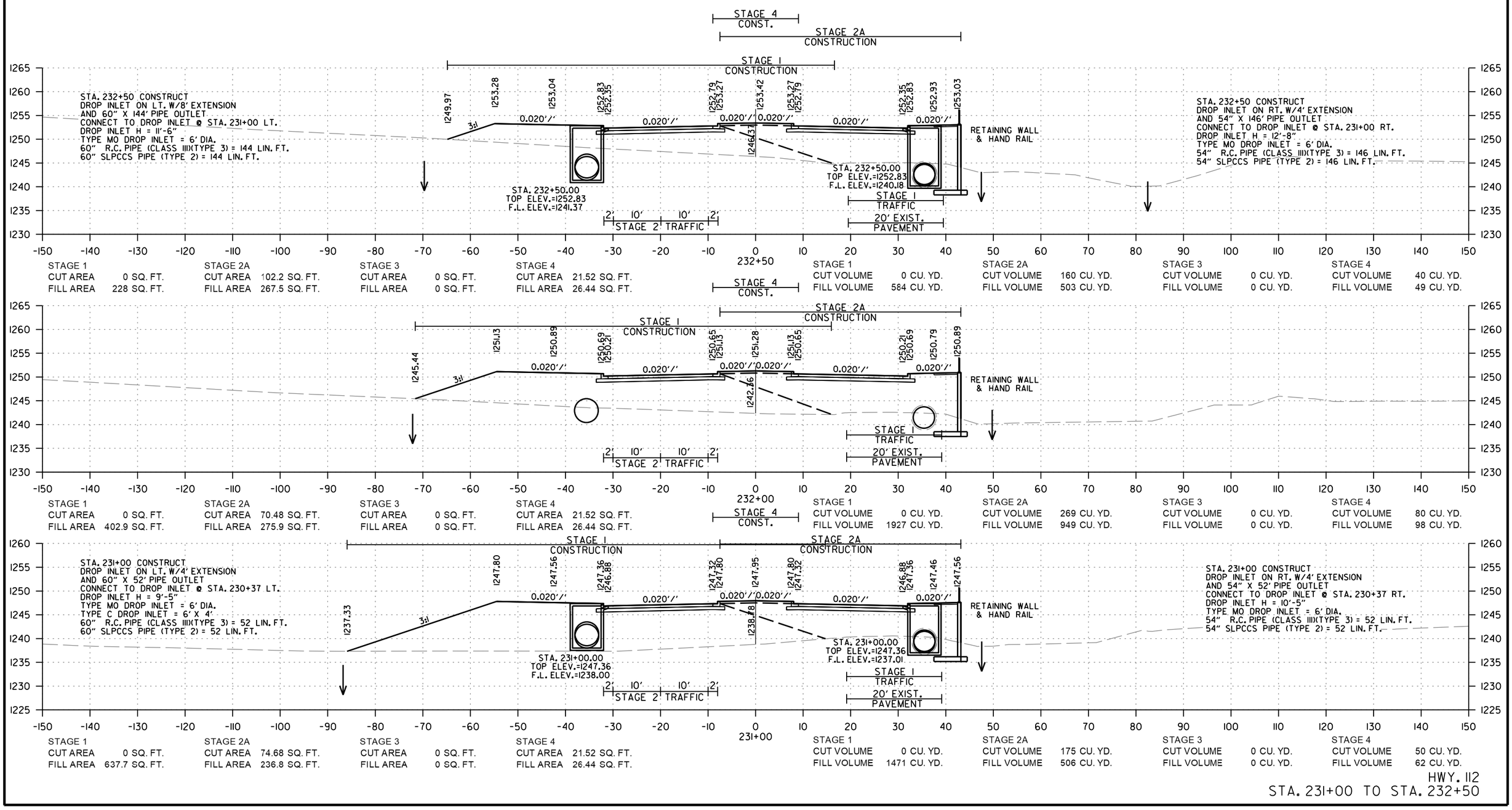
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	355	392
		CROSS SECTIONS				



HWY. 112
STA. 229+43 TO STA. 230+37

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	356	392
		CROSS SECTIONS				



JB44269 6/23/2025
RO40746.DGN MicroStation v8.11.9.578

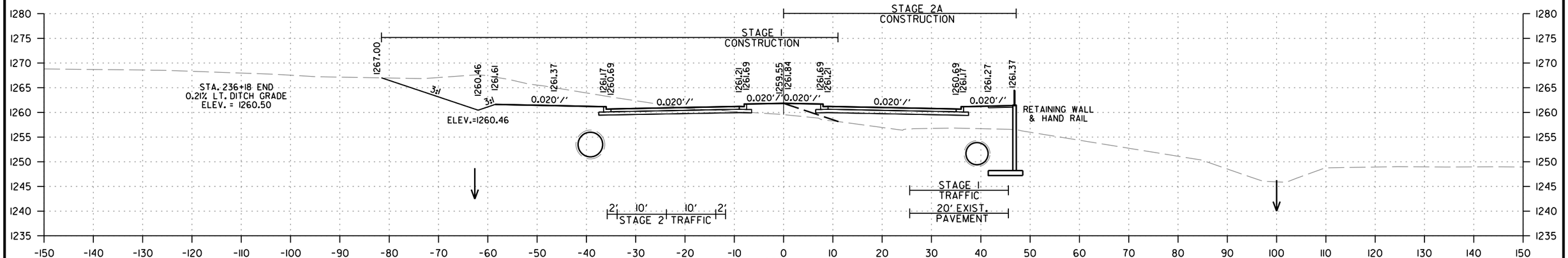
HWY. 112
STA. 231+00 TO STA. 232+50

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	357	392
		CROSS SECTIONS				

HWY. 112
STA. 233+00 TO STA. 234+00

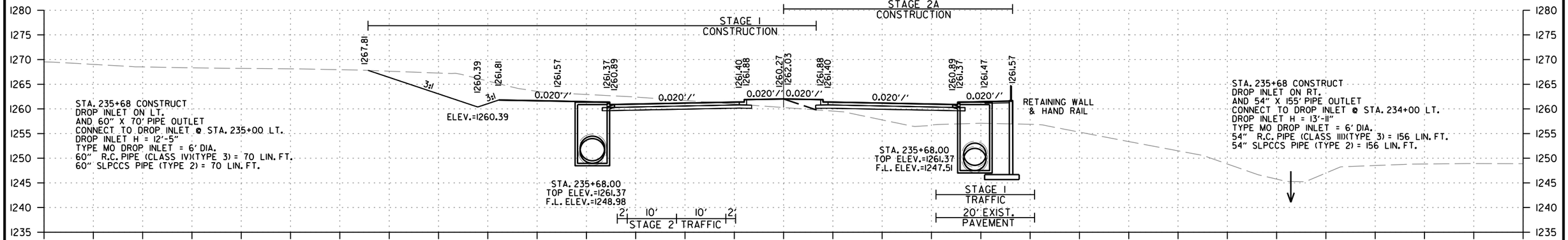
JB44269 6/23/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	358	392
		CROSS SECTIONS				



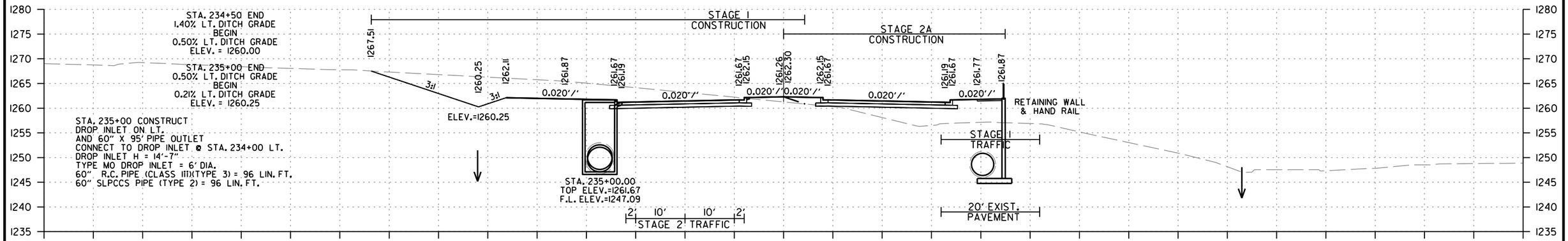
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	222.2 SQ. FT.	CUT AREA	169.5 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	12.74 SQ. FT.	FILL AREA	169.1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	243 CU. YD.	CUT VOLUME	233 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	10 CU. YD.	FILL VOLUME	208 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	188.1 SQ. FT.	CUT AREA	223.1 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3.44 SQ. FT.	FILL AREA	181.1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	569 CU. YD.	CUT VOLUME	599 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	469 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



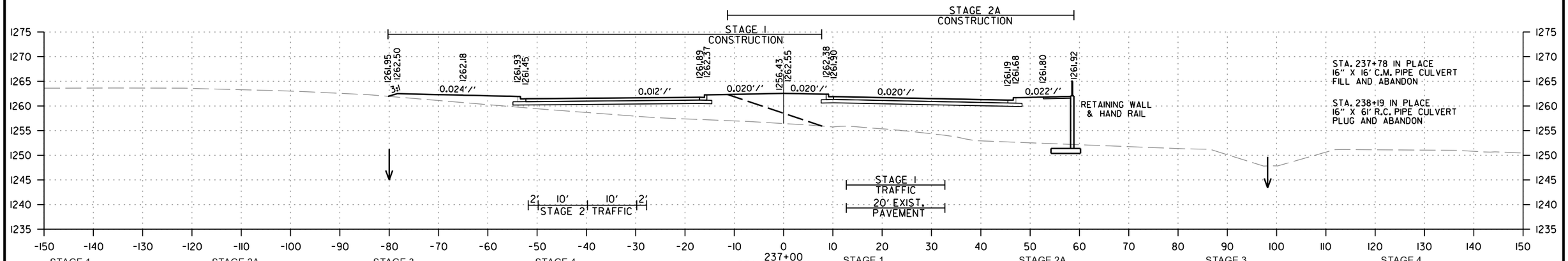
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	263.5 SQ. FT.	CUT AREA	252.2 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	191.2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	666 CU. YD.	CUT VOLUME	1033 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	757 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 235+00 TO STA. 236+00

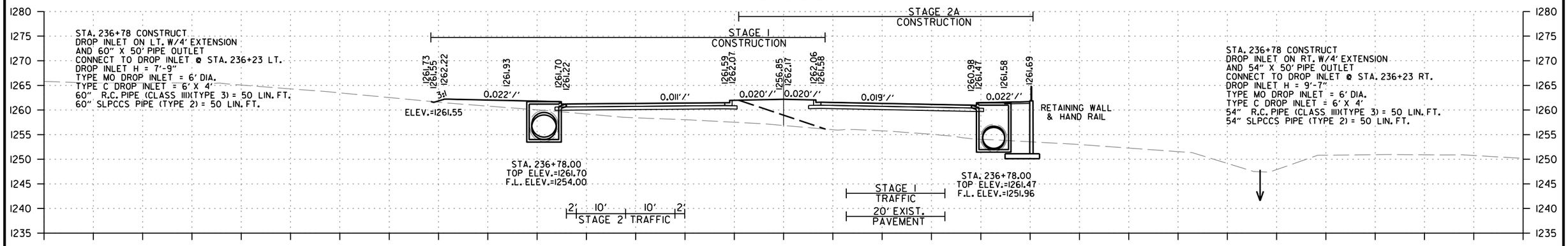
JB44269 6/23/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	359	392
		CROSS SECTIONS				



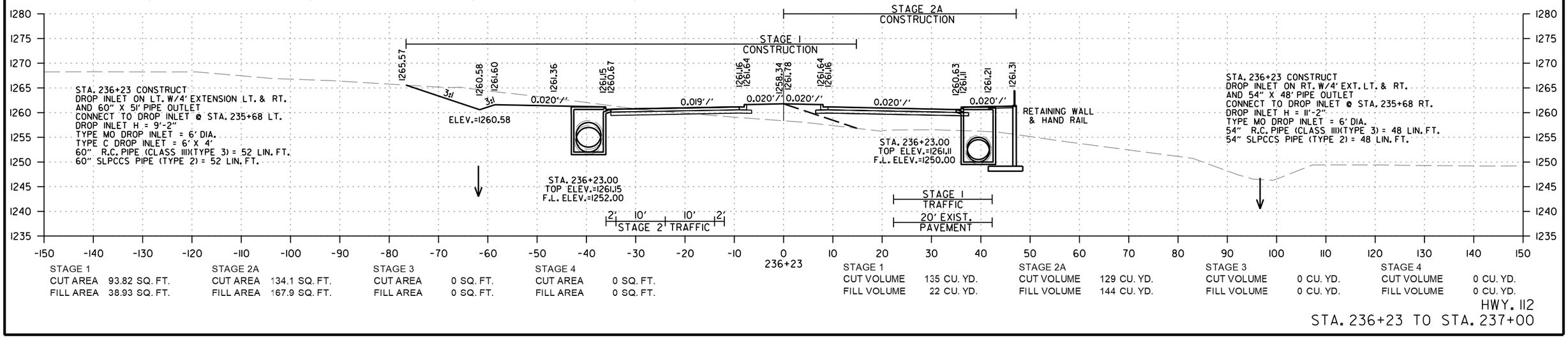
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	35.67 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	174 SQ. FT.	FILL AREA	398.7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	40 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	124 CU. YD.	FILL VOLUME	276 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	61.44 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	129.7 SQ. FT.	FILL AREA	279 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	96 CU. YD.	CUT VOLUME	199 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	172 CU. YD.	FILL VOLUME	455 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



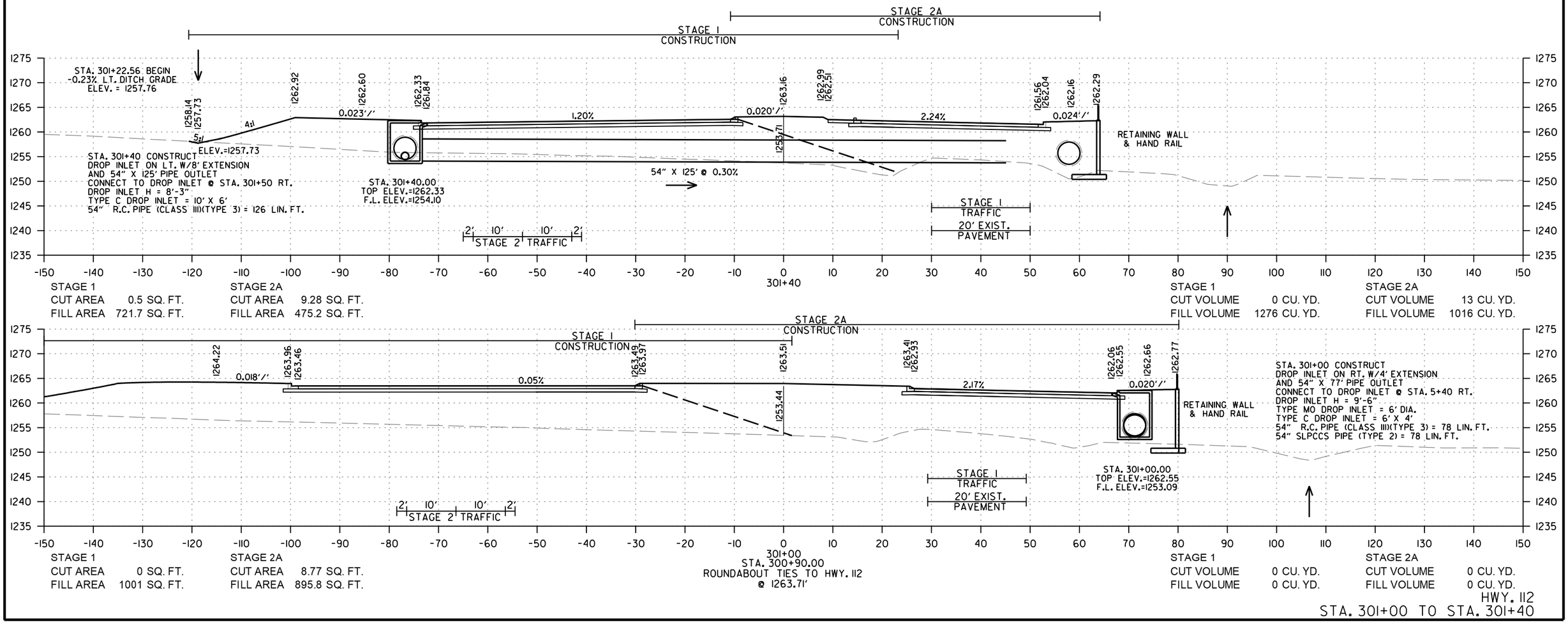
STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	93.82 SQ. FT.	CUT AREA	134.1 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	38.93 SQ. FT.	FILL AREA	167.9 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	135 CU. YD.	CUT VOLUME	129 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	22 CU. YD.	FILL VOLUME	144 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 112
STA. 236+23 TO STA. 237+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	360	392
		CROSS SECTIONS				



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R040746.DGN MicroStation v8.11.9.578

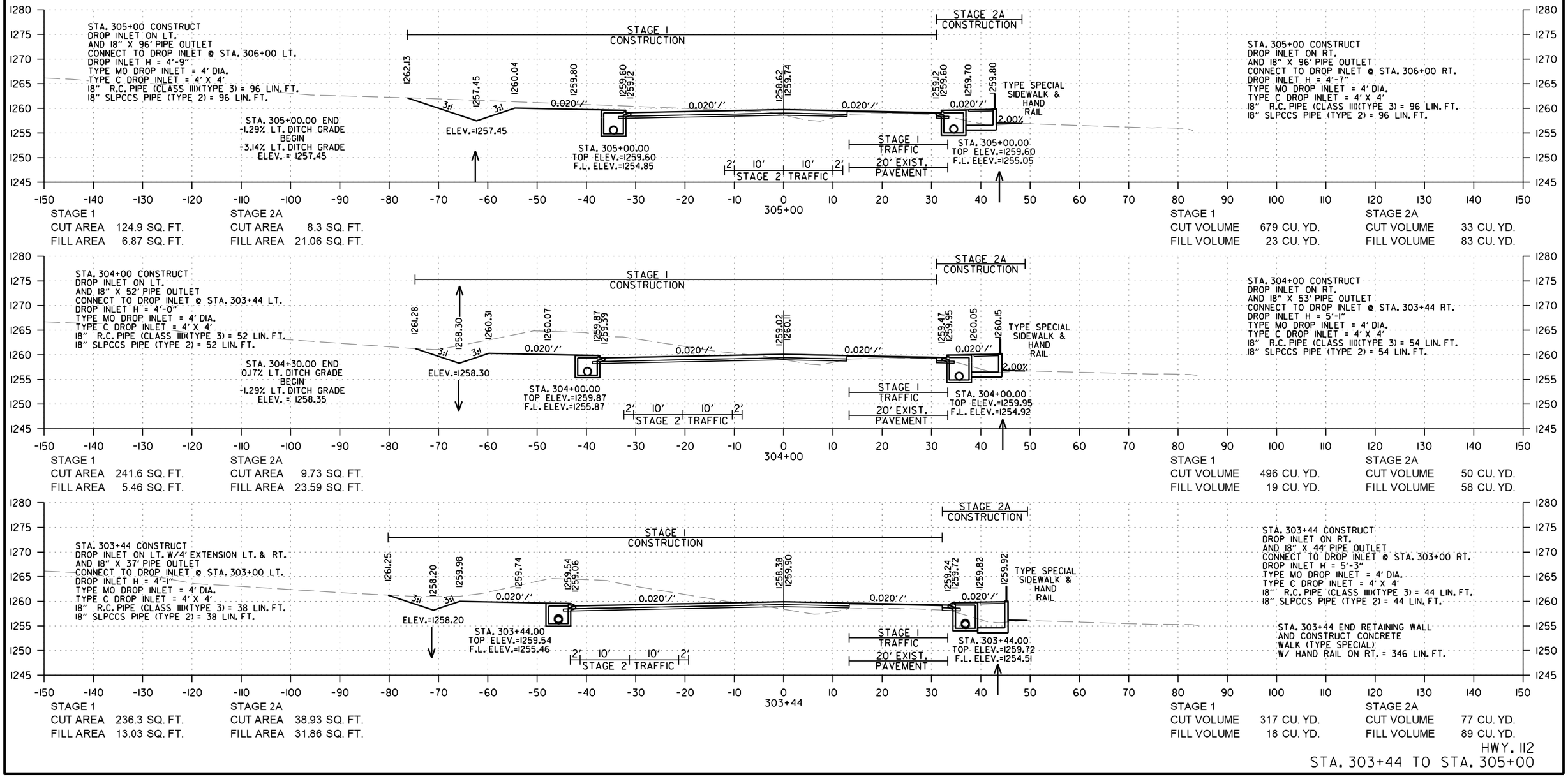
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	361	392
		CROSS SECTIONS				

HWY. 112

STA. 301+50 TO STA. 303+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

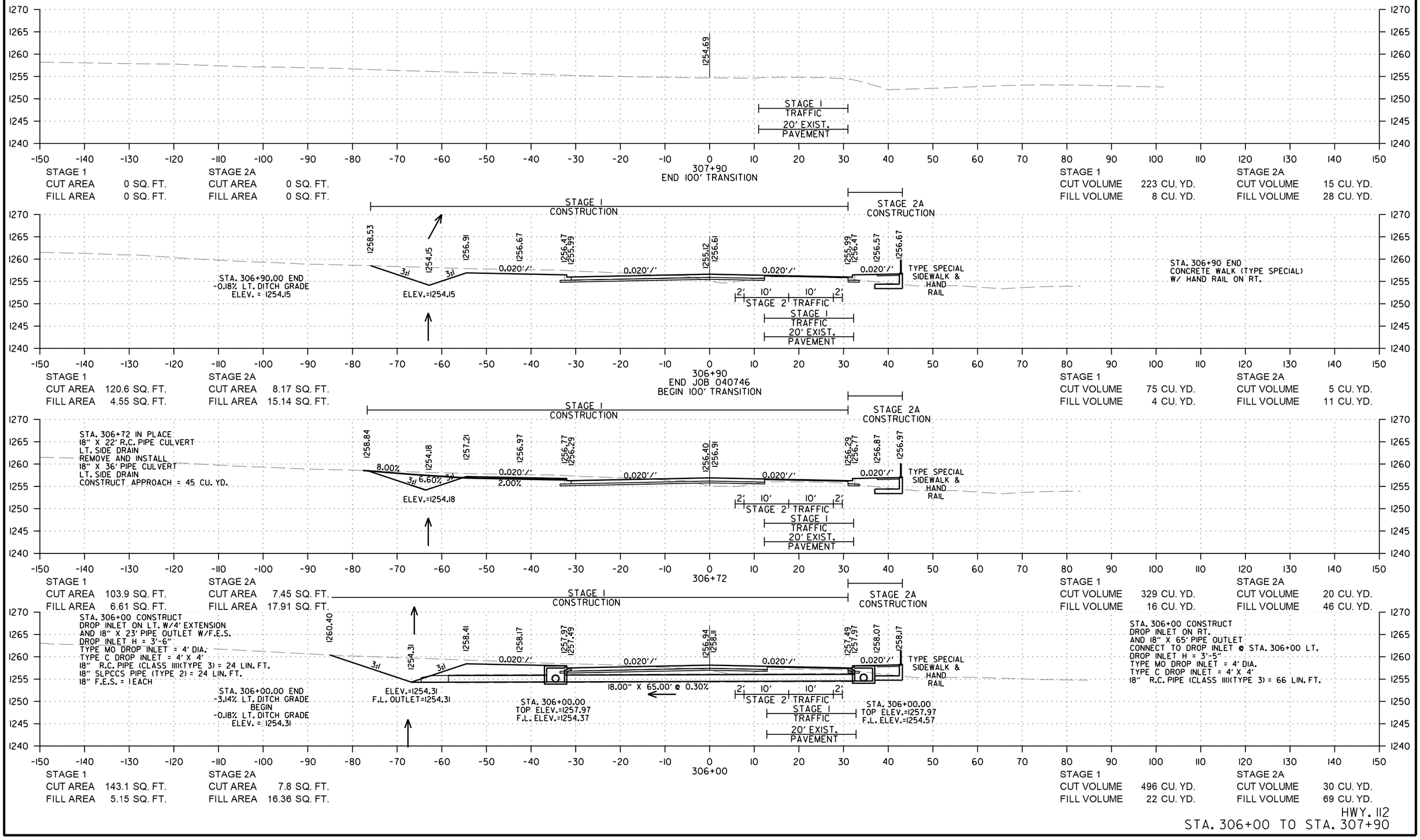
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	362	392
		CROSS SECTIONS				



HWY. 112
STA. 303+44 TO STA. 305+00

JB44269 10/9/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	363	392
		CROSS SECTIONS				



	STAGE 1	STAGE 2A
CUT AREA	0 SQ. FT.	0 SQ. FT.
FILL AREA	0 SQ. FT.	0 SQ. FT.
CUT VOLUME	223 CU. YD.	15 CU. YD.
FILL VOLUME	8 CU. YD.	28 CU. YD.

	STAGE 1	STAGE 2A
CUT AREA	120.6 SQ. FT.	8.17 SQ. FT.
FILL AREA	4.55 SQ. FT.	15.14 SQ. FT.
CUT VOLUME	75 CU. YD.	5 CU. YD.
FILL VOLUME	4 CU. YD.	11 CU. YD.

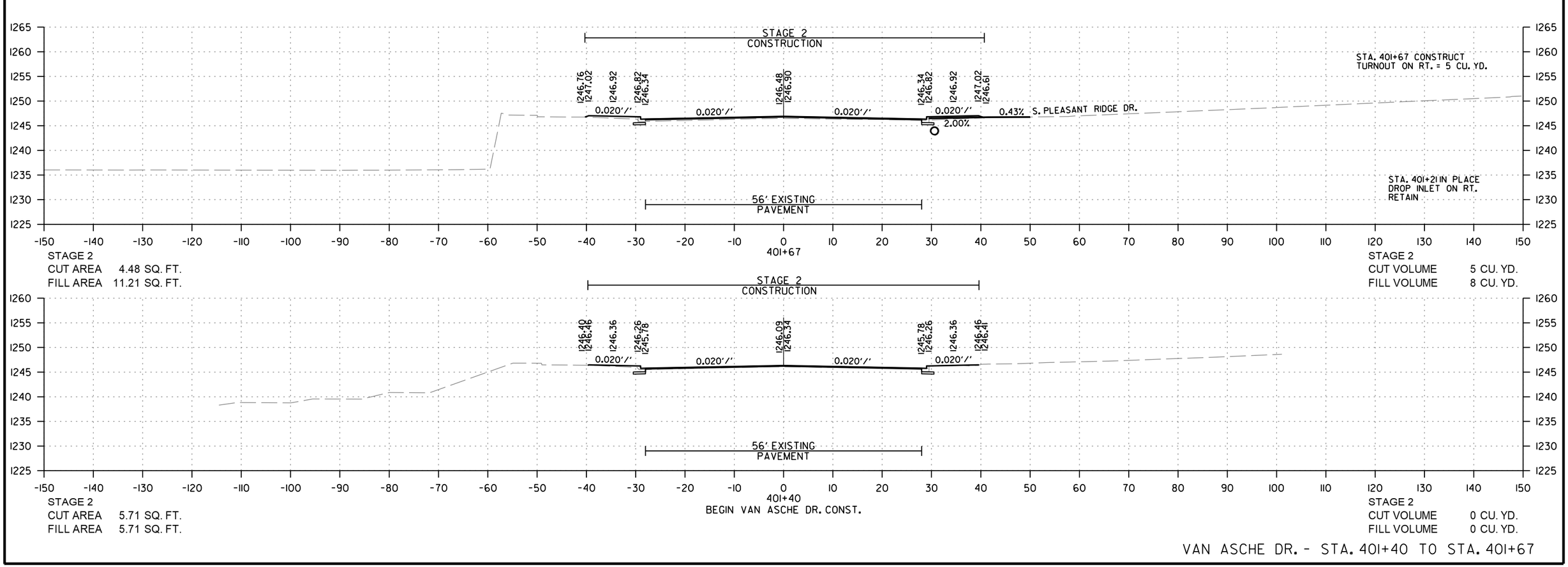
	STAGE 1	STAGE 2A
CUT AREA	103.9 SQ. FT.	7.45 SQ. FT.
FILL AREA	6.61 SQ. FT.	17.91 SQ. FT.
CUT VOLUME	329 CU. YD.	20 CU. YD.
FILL VOLUME	16 CU. YD.	46 CU. YD.

	STAGE 1	STAGE 2A
CUT AREA	143.1 SQ. FT.	7.8 SQ. FT.
FILL AREA	5.15 SQ. FT.	16.36 SQ. FT.
CUT VOLUME	496 CU. YD.	30 CU. YD.
FILL VOLUME	22 CU. YD.	69 CU. YD.

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

HWY. 112
STA. 306+00 TO STA. 307+90

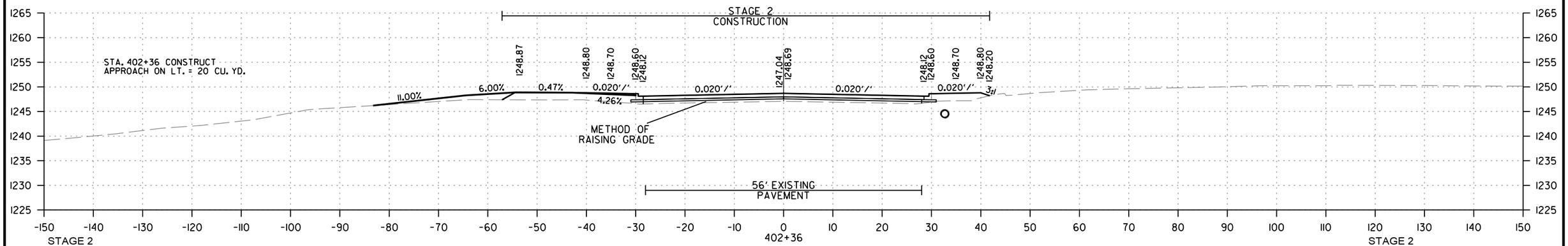
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	364	392
		CROSS SECTIONS				



VAN ASCHE DR. - STA. 401+40 TO STA. 401+67

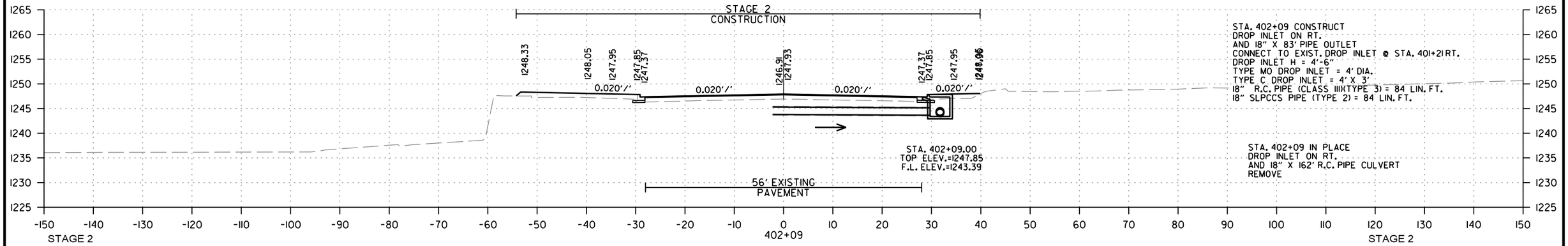
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	365	392
		CROSS SECTIONS				



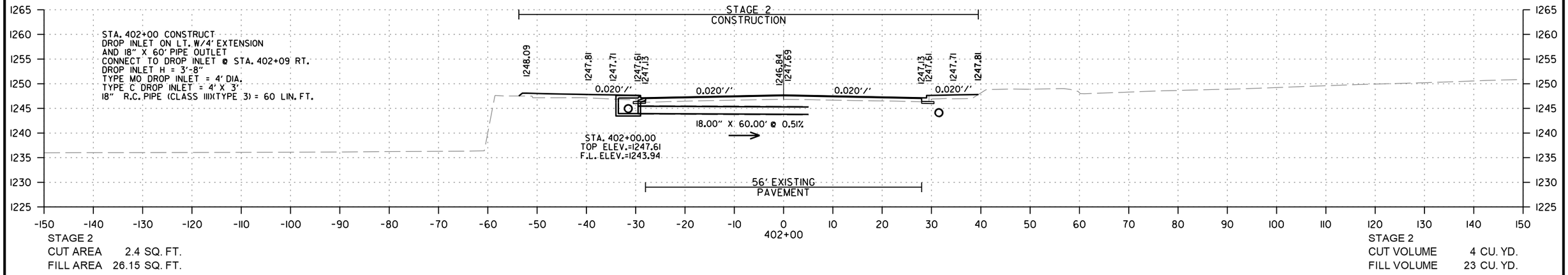
STAGE 2
CUT AREA 0.07 SQ. FT.
FILL AREA 56.9 SQ. FT.

STAGE 2
CUT VOLUME 1 CU. YD.
FILL VOLUME 44 CU. YD.



STAGE 2
CUT AREA 2.25 SQ. FT.
FILL AREA 31.02 SQ. FT.

STAGE 2
CUT VOLUME 1 CU. YD.
FILL VOLUME 10 CU. YD.



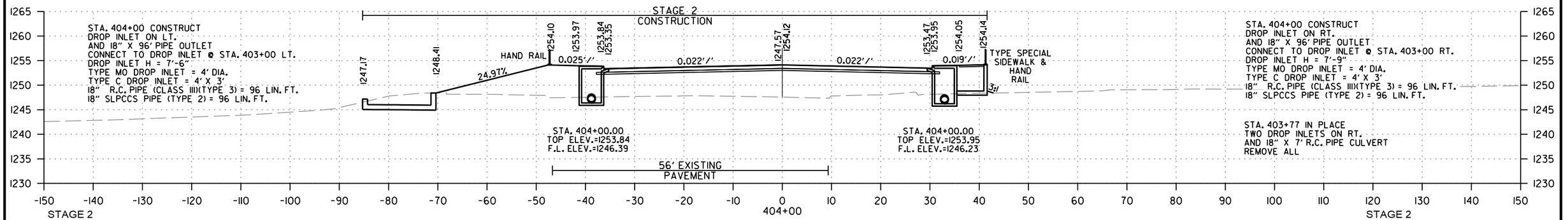
STAGE 2
CUT AREA 2.4 SQ. FT.
FILL AREA 26.15 SQ. FT.

STAGE 2
CUT VOLUME 4 CU. YD.
FILL VOLUME 23 CU. YD.

VAN ASCHE DR. - STA. 402+00 TO STA. 402+36

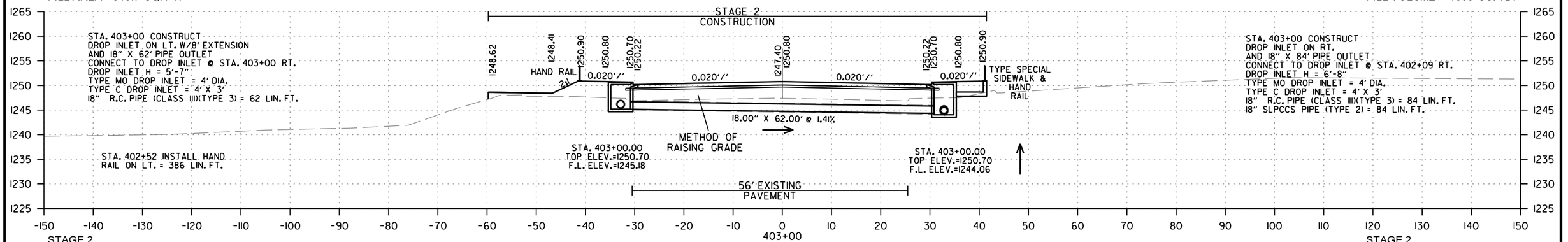
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	366	392
		CROSS SECTIONS				



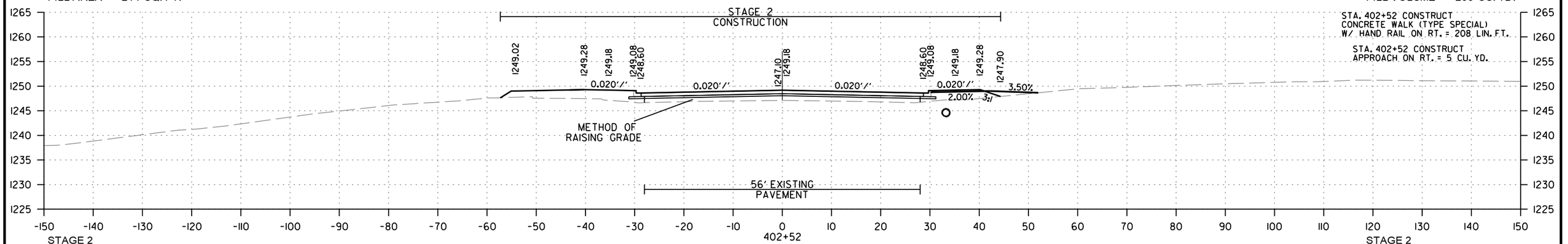
STAGE 2
CUT AREA 42.18 SQ. FT.
FILL AREA 519.7 SQ. FT.

STAGE 2
CUT VOLUME 81 CU. YD.
FILL VOLUME 1359 CU. YD.



STAGE 2
CUT AREA 1.63 SQ. FT.
FILL AREA 214 SQ. FT.

STAGE 2
CUT VOLUME 1 CU. YD.
FILL VOLUME 253 CU. YD.



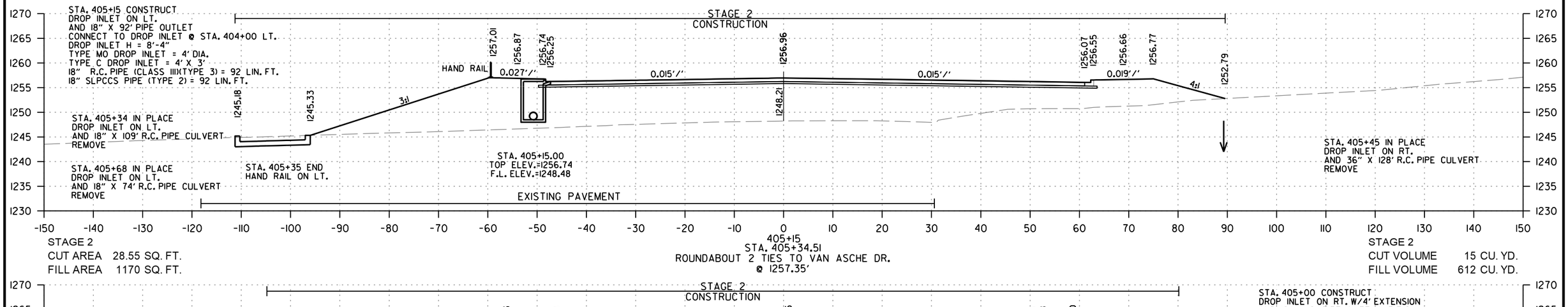
STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 70.69 SQ. FT.

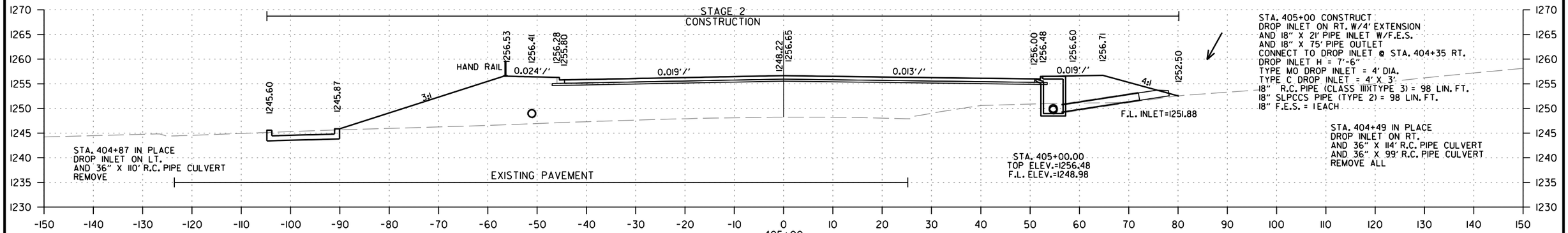
STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 38 CU. YD.

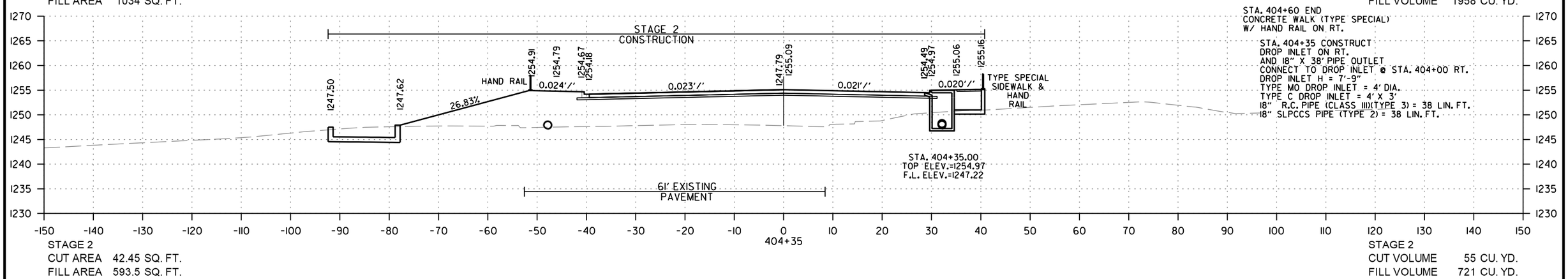
VAN ASCHE DR. - STA. 402+52 TO STA. 404+00

JB44269 10/9/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-13-25		6	ARK.	040746	367	392
		CROSS SECTIONS				



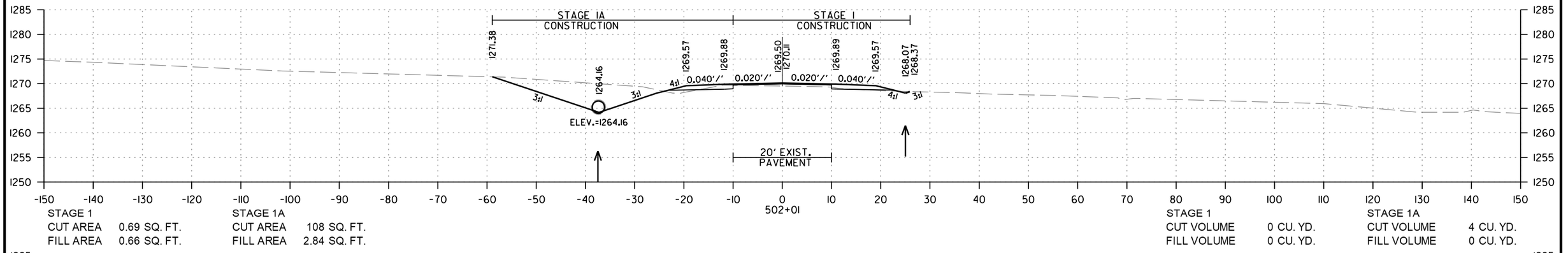




VAN ASCHE DR. - STA. 404+35 TO STA. 405+15

JB44269 10/9/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	368	392
		CROSS SECTIONS				

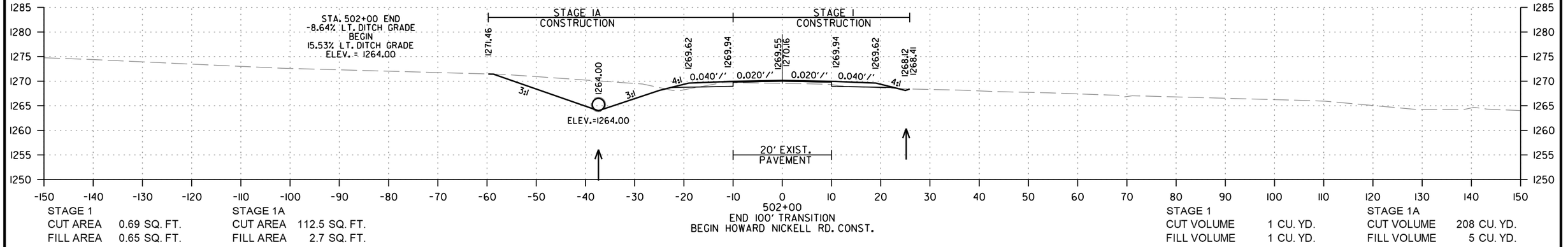


STAGE 1
CUT AREA 0.69 SQ. FT.
FILL AREA 0.66 SQ. FT.

STAGE 1A
CUT AREA 108 SQ. FT.
FILL AREA 2.84 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1A
CUT VOLUME 4 CU. YD.
FILL VOLUME 0 CU. YD.

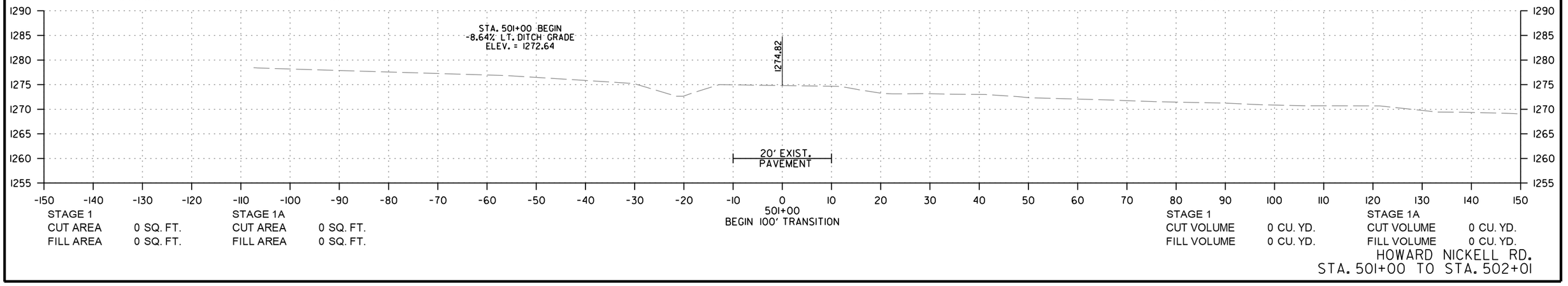


STAGE 1
CUT AREA 0.69 SQ. FT.
FILL AREA 0.65 SQ. FT.

STAGE 1A
CUT AREA 112.5 SQ. FT.
FILL AREA 2.7 SQ. FT.

STAGE 1
CUT VOLUME 1 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 1A
CUT VOLUME 208 CU. YD.
FILL VOLUME 5 CU. YD.



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

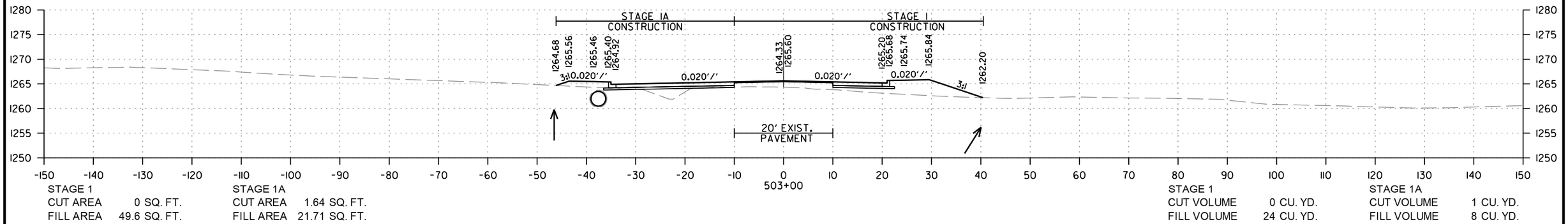
STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

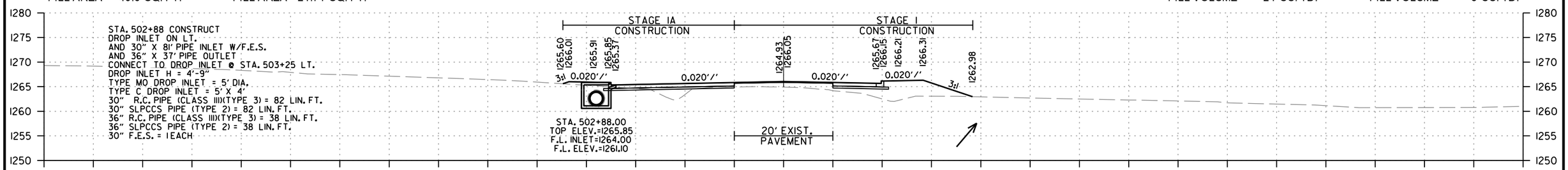
HOWARD NICKELL RD.
STA. 501+00 TO STA. 502+01

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R040746.DGN MicroStation v8.11.9.578

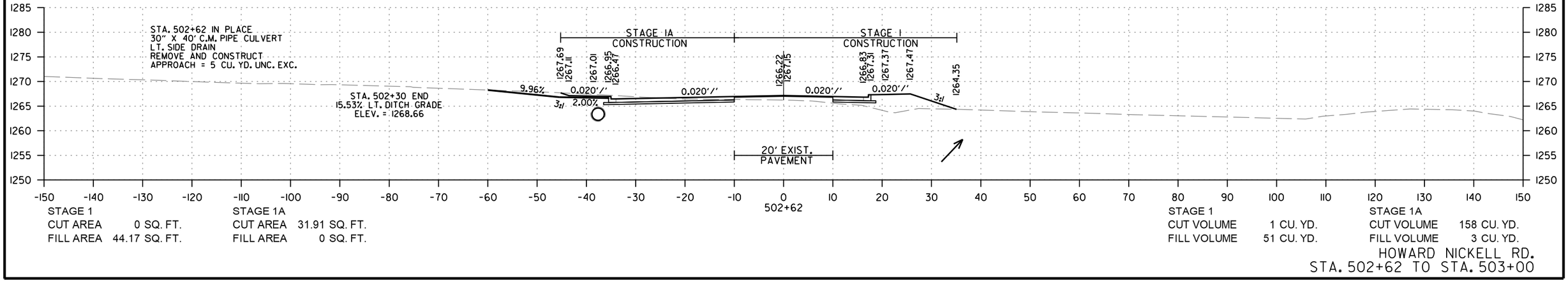
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	369	392
		CROSS SECTIONS				



STAGE 1		STAGE 1A		STAGE 1		STAGE 1A	
CUT AREA	0 SQ. FT.	CUT AREA	1.64 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL AREA	49.6 SQ. FT.	FILL AREA	21.71 SQ. FT.	FILL VOLUME	24 CU. YD.	FILL VOLUME	8 CU. YD.



STAGE 1		STAGE 1A		STAGE 1		STAGE 1A	
CUT AREA	0 SQ. FT.	CUT AREA	4.5 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	18 CU. YD.
FILL AREA	56.48 SQ. FT.	FILL AREA	16.11 SQ. FT.	FILL VOLUME	48 CU. YD.	FILL VOLUME	8 CU. YD.



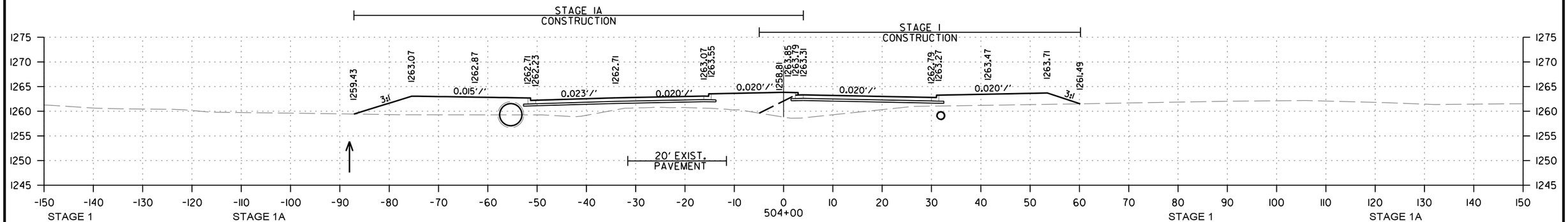
STAGE 1		STAGE 1A		STAGE 1		STAGE 1A	
CUT AREA	0 SQ. FT.	CUT AREA	31.91 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	158 CU. YD.
FILL AREA	44.17 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	51 CU. YD.	FILL VOLUME	3 CU. YD.

HOWARD NICKELL RD.
STA. 502+62 TO STA. 503+00

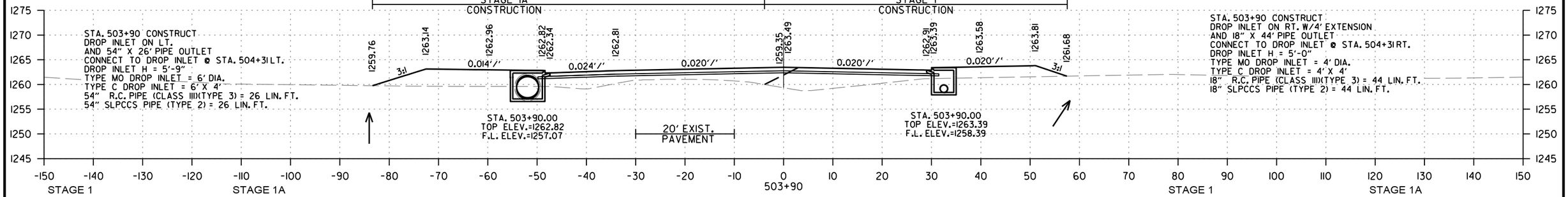
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	370	392

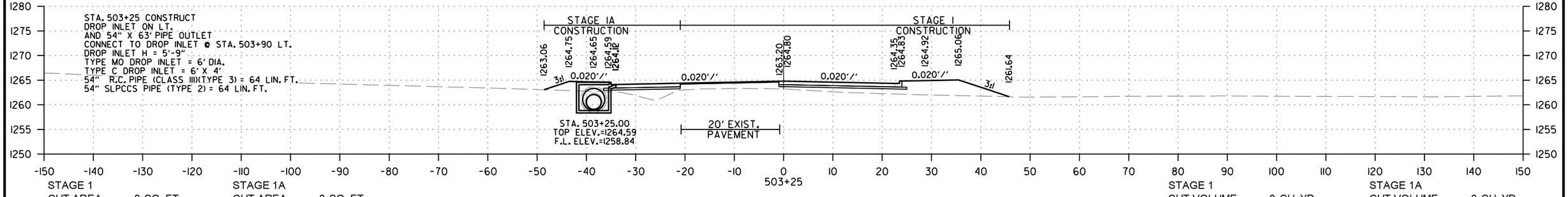
CROSS SECTIONS



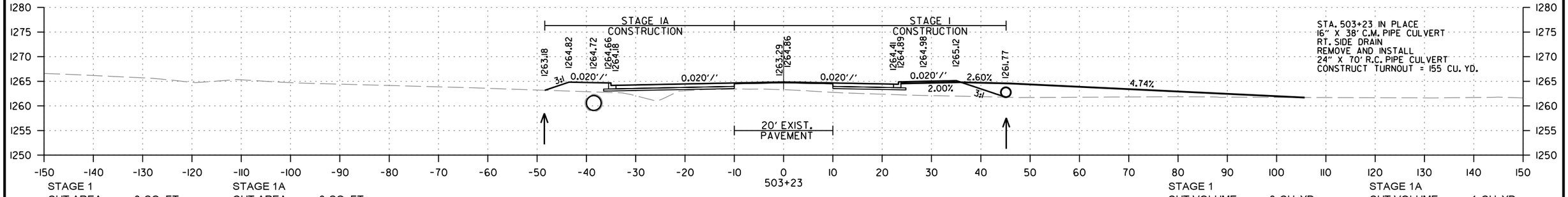
STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 131.6 SQ. FT.
STAGE 1A — CUT AREA 0 SQ. FT. — FILL AREA 214.1 SQ. FT.
STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 48 CU. YD.
STAGE 1A — CUT VOLUME 0 CU. YD. — FILL VOLUME 70 CU. YD.



STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 128.6 SQ. FT.
STAGE 1A — CUT AREA 0 SQ. FT. — FILL AREA 164.7 SQ. FT.
STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 239 CU. YD.
STAGE 1A — CUT VOLUME 0 CU. YD. — FILL VOLUME 242 CU. YD.



STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 69.92 SQ. FT.
STAGE 1A — CUT AREA 0 SQ. FT. — FILL AREA 36.2 SQ. FT.
STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 5 CU. YD.
STAGE 1A — CUT VOLUME 0 CU. YD. — FILL VOLUME 3 CU. YD.

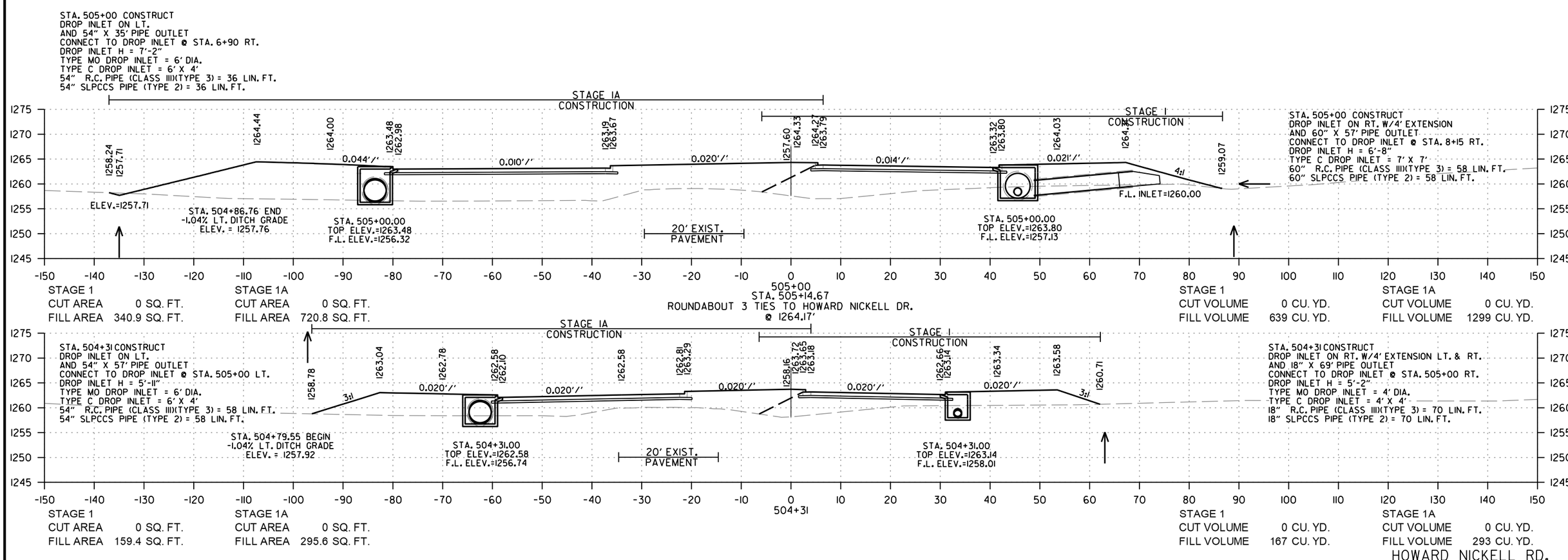


STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 60.35 SQ. FT.
STAGE 1A — CUT AREA 0 SQ. FT. — FILL AREA 36.7 SQ. FT.
STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 47 CU. YD.
STAGE 1A — CUT VOLUME 1 CU. YD. — FILL VOLUME 25 CU. YD.

HOWARD NICKELL RD.
STA. 503+23 TO STA. 504+00

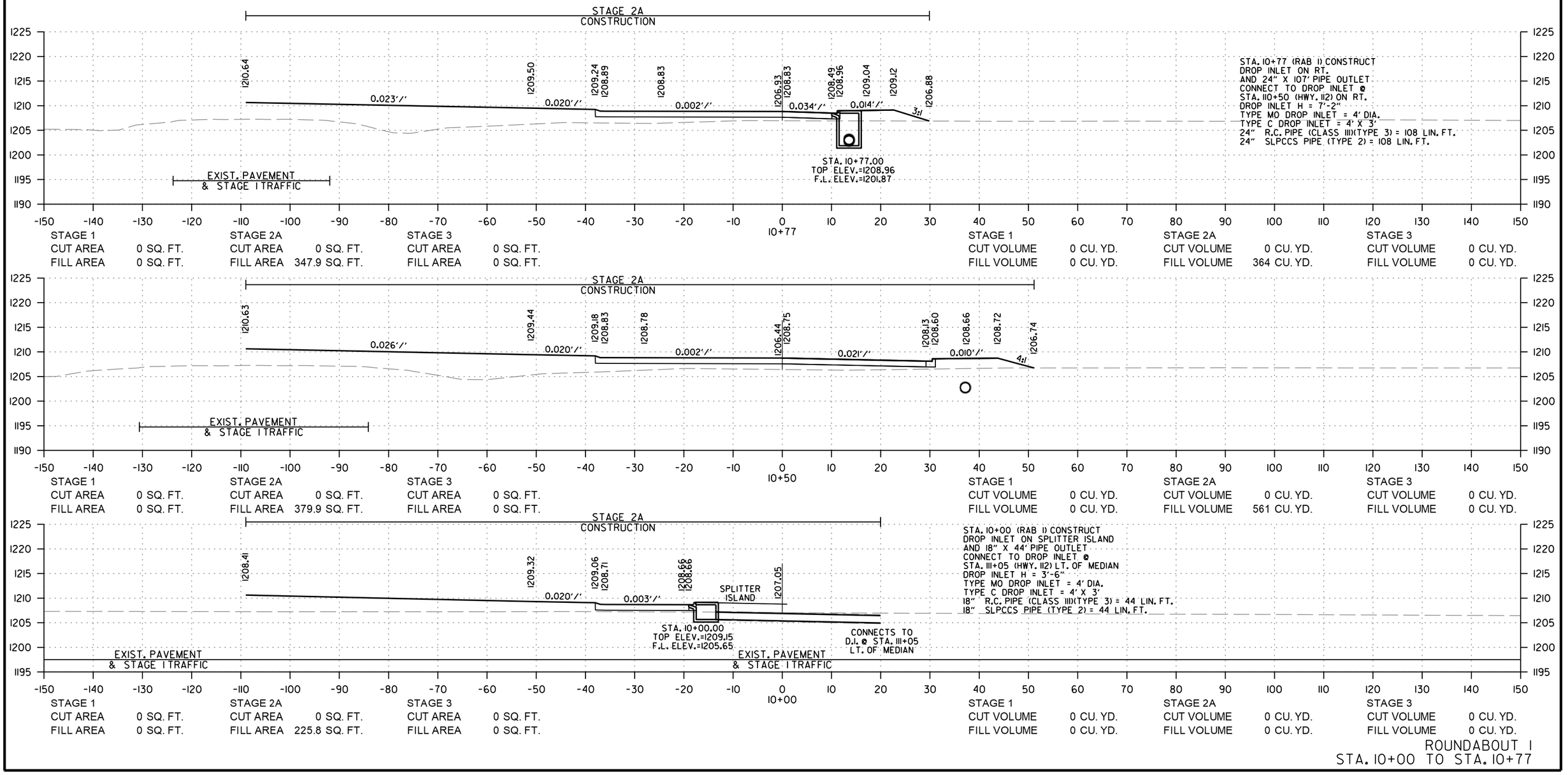
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	371	392
		CROSS SECTIONS				



JB44269 6/23/2025
RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	372	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	347.9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	364 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	379.9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	561 CU. YD.	FILL VOLUME	0 CU. YD.

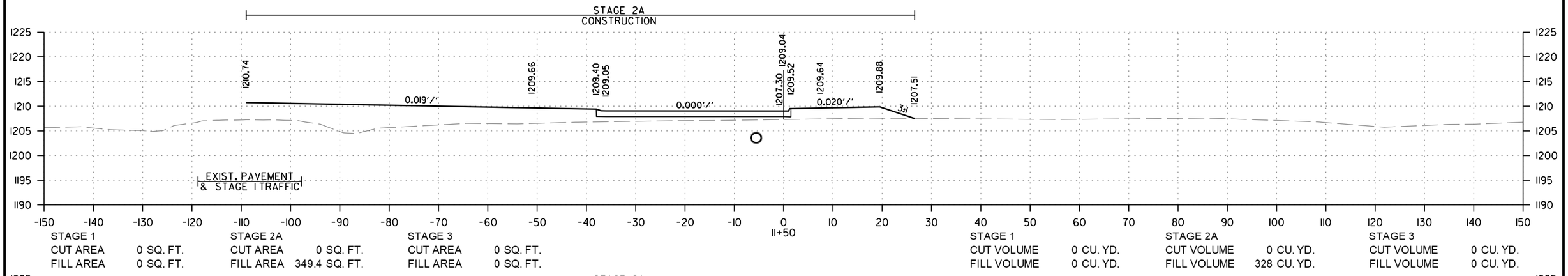
STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	225.8 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1
STA. 10+00 TO STA. 10+77

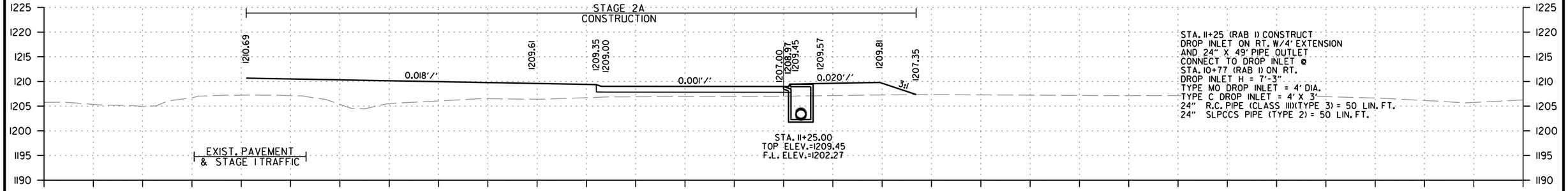
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	373	392
		CROSS SECTIONS				



STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	349.4 SQ. FT.	FILL AREA	0 SQ. FT.

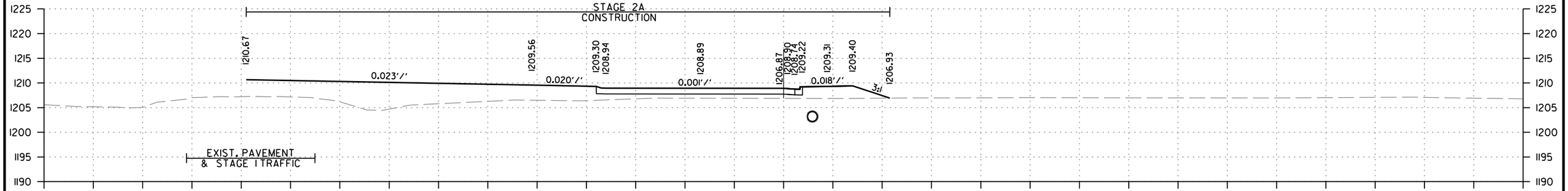
STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	328 CU. YD.	FILL VOLUME	0 CU. YD.



STA. 11+25 (RAB 1) CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 24" X 49' PIPE OUTLET
CONNECT TO DROP INLET @
STA. 10+77 (RAB 1) ON RT.
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 50 LIN. FT.
24" SLPCCS PIPE (TYPE 2) = 50 LIN. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	358.4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	325 CU. YD.	FILL VOLUME	0 CU. YD.



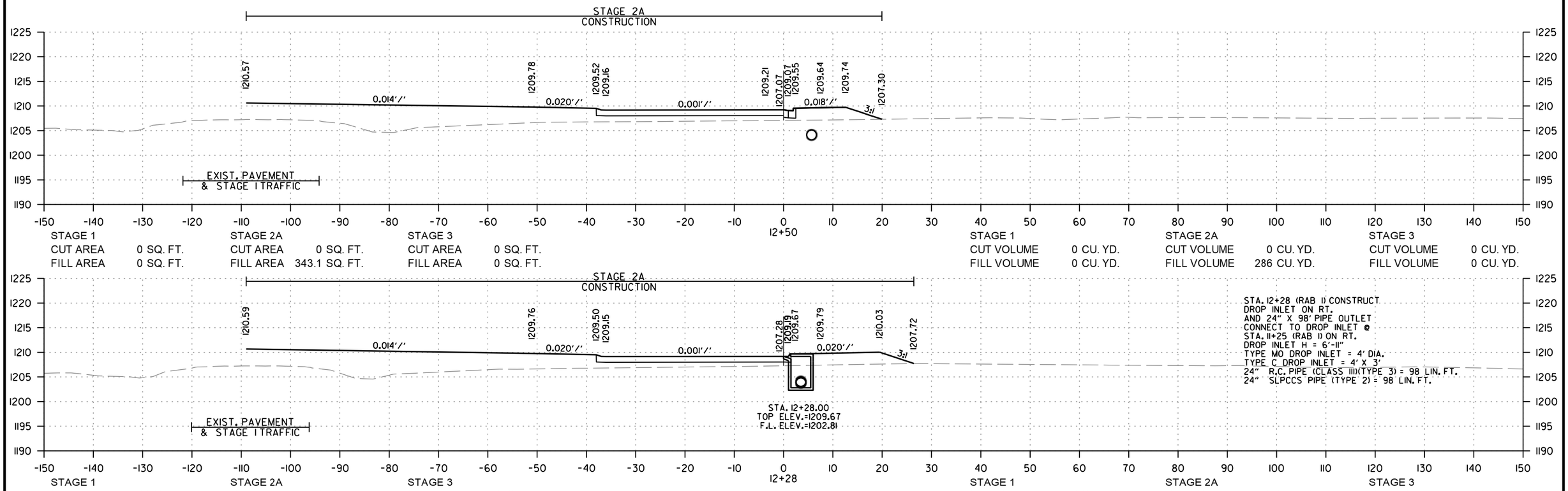
STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	342.6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	294 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1
STA. 11+00 TO STA. 11+50

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	374	392
		CROSS SECTIONS				

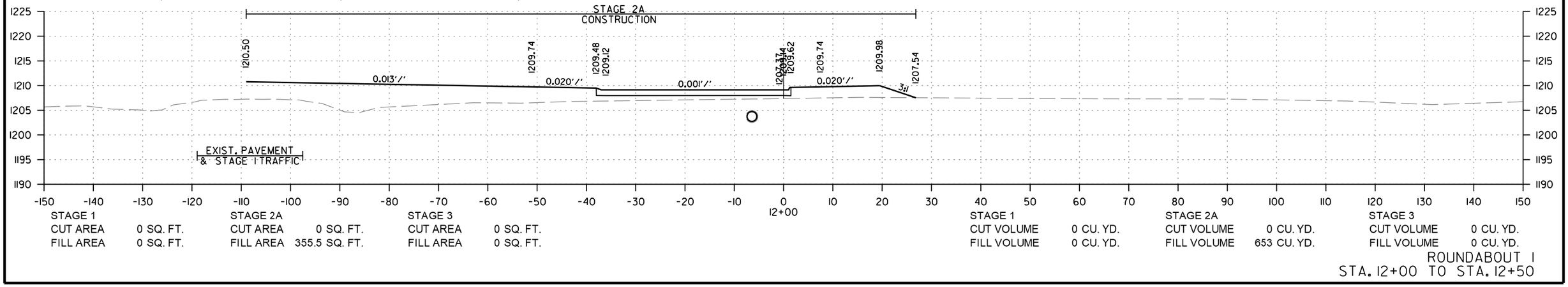


STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	343.1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	286 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	359.1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	371 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	355.5 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	653 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1
STA. 12+00 TO STA. 12+50

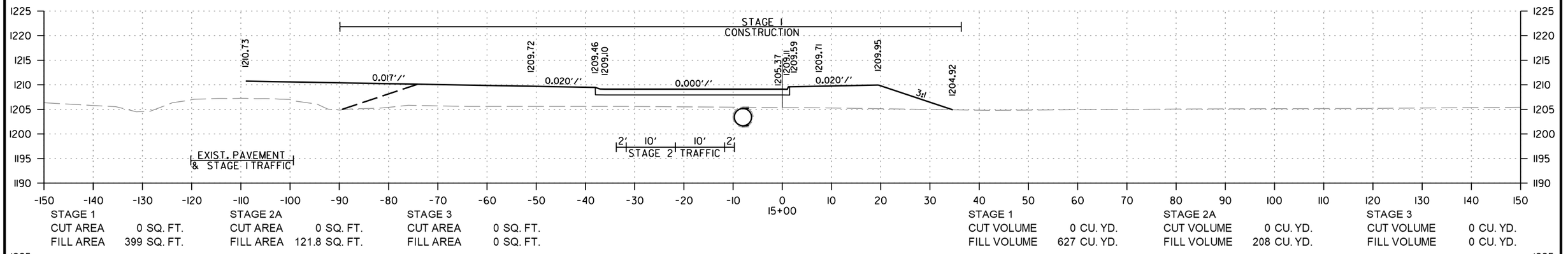
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	375	392
		CROSS SECTIONS				

ROUNDABOUT 1
STA. 13+00 TO STA. 14+00

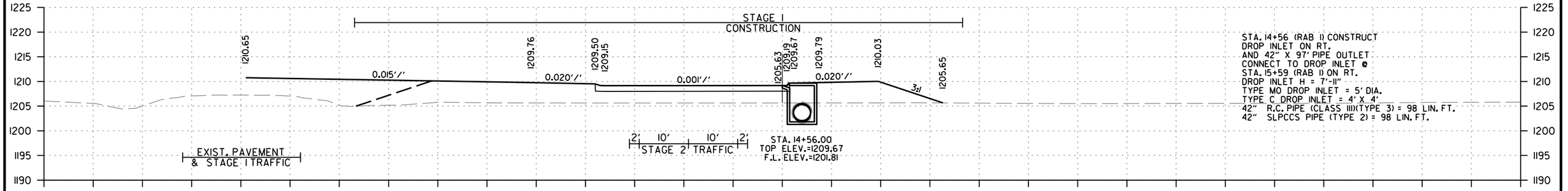
JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	376	392
		CROSS SECTIONS				



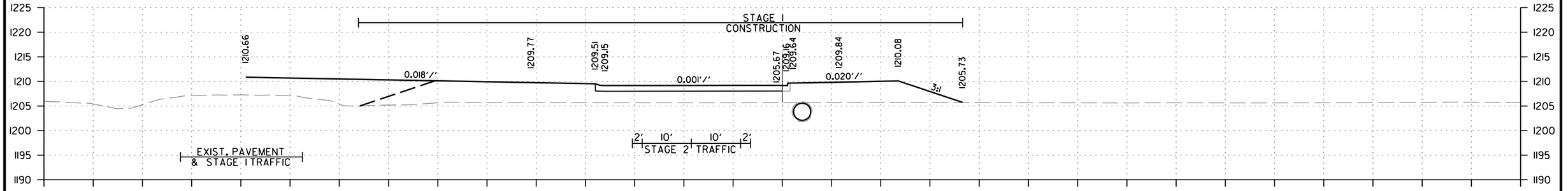
STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	399 SQ. FT.	FILL AREA	121.8 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	627 CU. YD.	FILL VOLUME	208 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	370.5 SQ. FT.	FILL AREA	133 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	84 CU. YD.	FILL VOLUME	30 CU. YD.	FILL VOLUME	0 CU. YD.



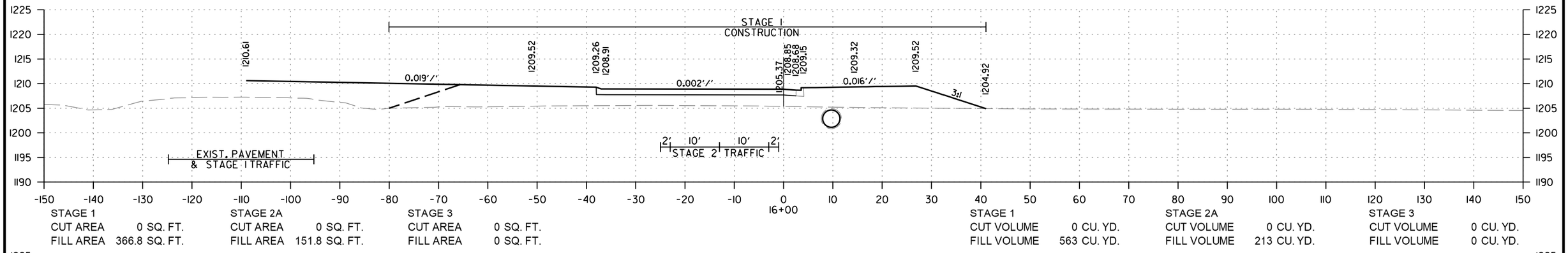
STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	383.1 SQ. FT.	FILL AREA	137.7 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	570 CU. YD.	FILL VOLUME	311 CU. YD.	FILL VOLUME	85 CU. YD.

ROUNDABOUT 1
STA. 14+50 TO STA. 15+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

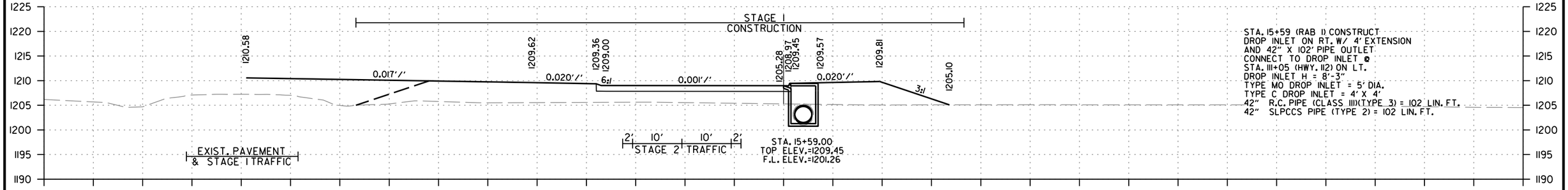
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	377	392
		CROSS SECTIONS				



STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 366.8 SQ. FT.
STAGE 2A — CUT AREA 0 SQ. FT. — FILL AREA 151.8 SQ. FT.
STAGE 3 — CUT AREA 0 SQ. FT. — FILL AREA 0 SQ. FT.

16+00

STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 563 CU. YD.
STAGE 2A — CUT VOLUME 0 CU. YD. — FILL VOLUME 213 CU. YD.
STAGE 3 — CUT VOLUME 0 CU. YD. — FILL VOLUME 0 CU. YD.

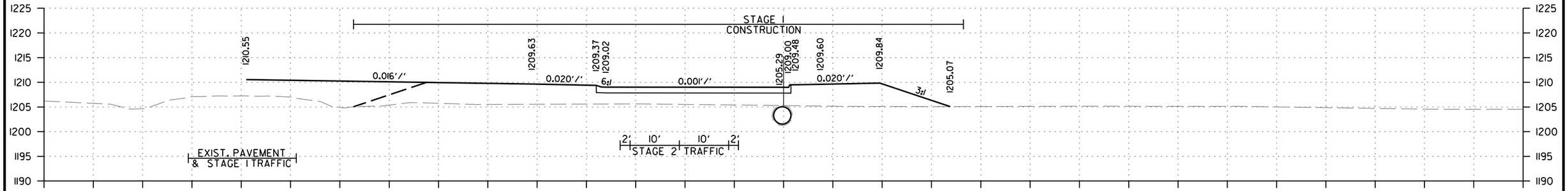


STA. 15+59 (RAB 1) CONSTRUCT
DROP INLET ON RT. W/ 4' EXTENSION
AND 42" X 102' PIPE OUTLET
CONNECT TO DROP INLET @
STA. 111+05 (HWY. 112) ON LT.
DROP INLET H = 8'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
42" R.C. PIPE (CLASS III(TYPE 3) = 102 LIN. FT.
42" SLPCCS PIPE (TYPE 2) = 102 LIN. FT.

STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 375.2 SQ. FT.
STAGE 2A — CUT AREA 0 SQ. FT. — FILL AREA 128.1 SQ. FT.
STAGE 3 — CUT AREA 0 SQ. FT. — FILL AREA 0 SQ. FT.

15+59

STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 126 CU. YD.
STAGE 2A — CUT VOLUME 0 CU. YD. — FILL VOLUME 42 CU. YD.
STAGE 3 — CUT VOLUME 0 CU. YD. — FILL VOLUME 0 CU. YD.



STAGE 1 — CUT AREA 0 SQ. FT. — FILL AREA 379.3 SQ. FT.
STAGE 2A — CUT AREA 0 SQ. FT. — FILL AREA 125.7 SQ. FT.
STAGE 3 — CUT AREA 0 SQ. FT. — FILL AREA 0 SQ. FT.

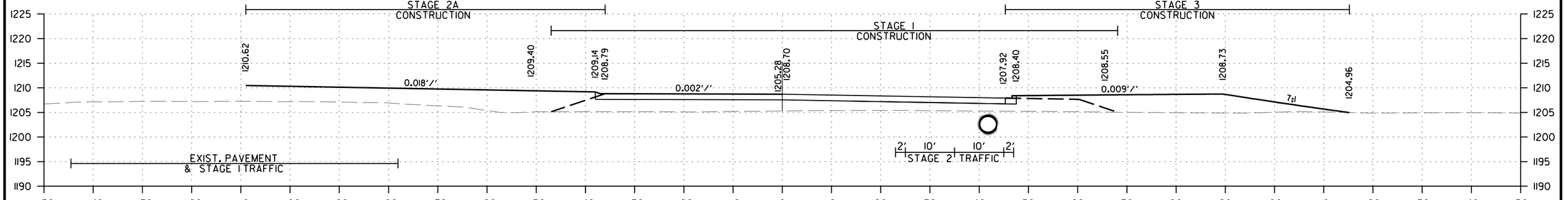
15+50

STAGE 1 — CUT VOLUME 0 CU. YD. — FILL VOLUME 721 CU. YD.
STAGE 2A — CUT VOLUME 0 CU. YD. — FILL VOLUME 229 CU. YD.
STAGE 3 — CUT VOLUME 0 CU. YD. — FILL VOLUME 0 CU. YD.

ROUNDABOUT I
STA. 15+50 TO STA. 16+00

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	378	392
		CROSS SECTIONS				



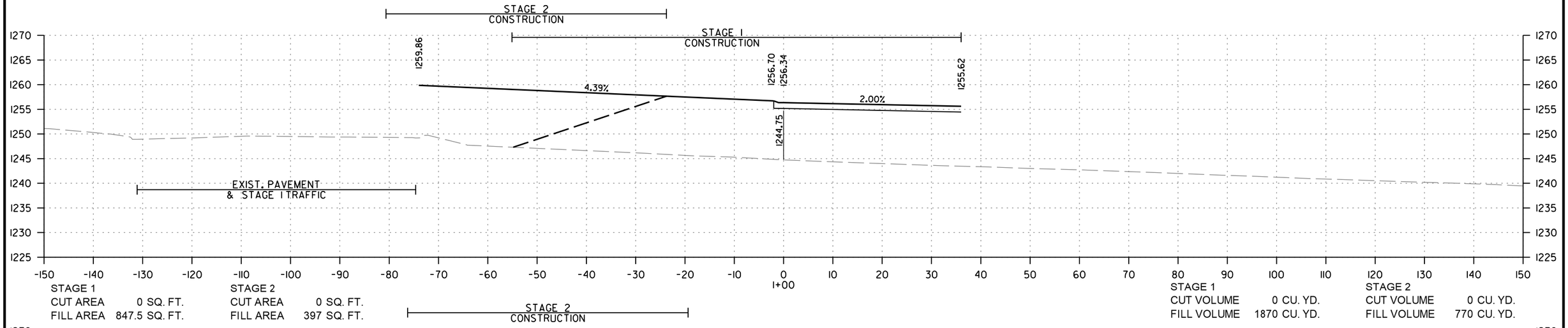
STAGE 1		STAGE 2A		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	233.5 SQ. FT.	FILL AREA	238.4 SQ. FT.	FILL AREA	151 SQ. FT.

STAGE 1		STAGE 2A		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	556 CU. YD.	FILL VOLUME	361 CU. YD.	FILL VOLUME	140 CU. YD.

ROUNDABOUT 1
STA. 16+50

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	379	392
		CROSS SECTIONS				

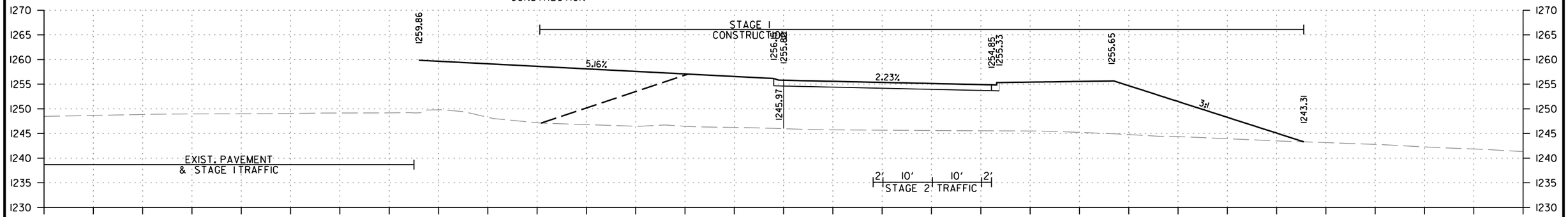


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 847.5 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 397 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 1870 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 770 CU. YD.

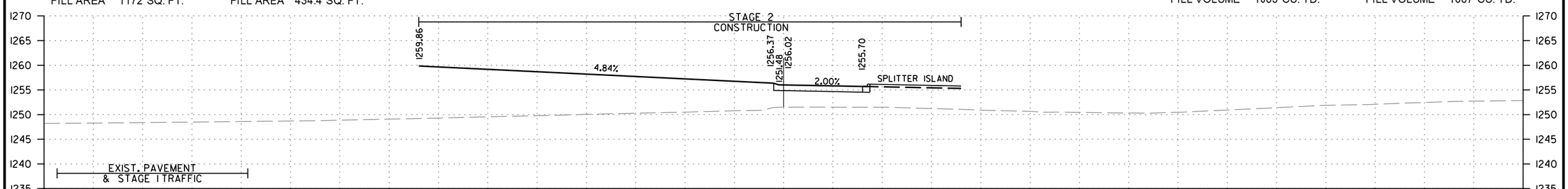


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 1172 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 434.4 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 1085 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 1067 CU. YD.



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 717.8 SQ. FT.

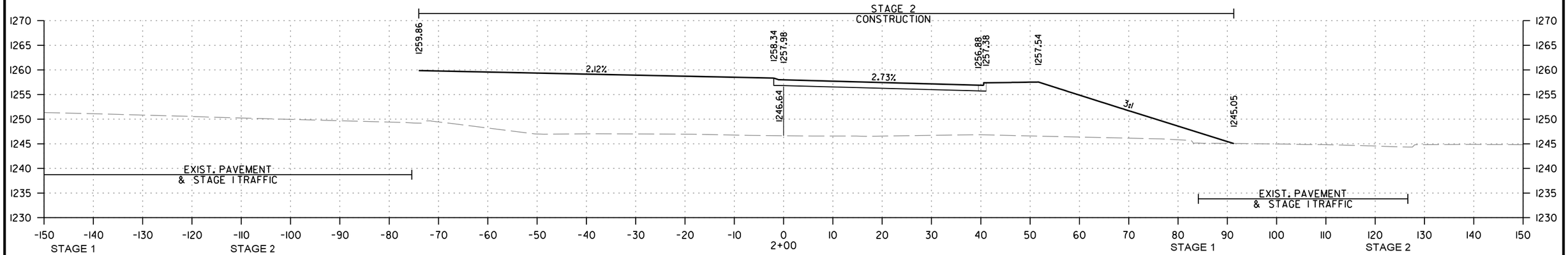
STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

ROUNDABOUT 2
STA. 0+00 TO STA. 1+00

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	380	392
		CROSS SECTIONS				

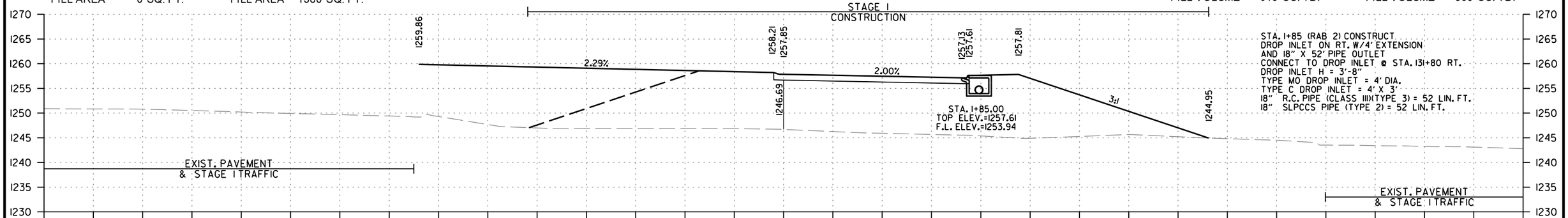


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 1580 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 319 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 569 CU. YD.

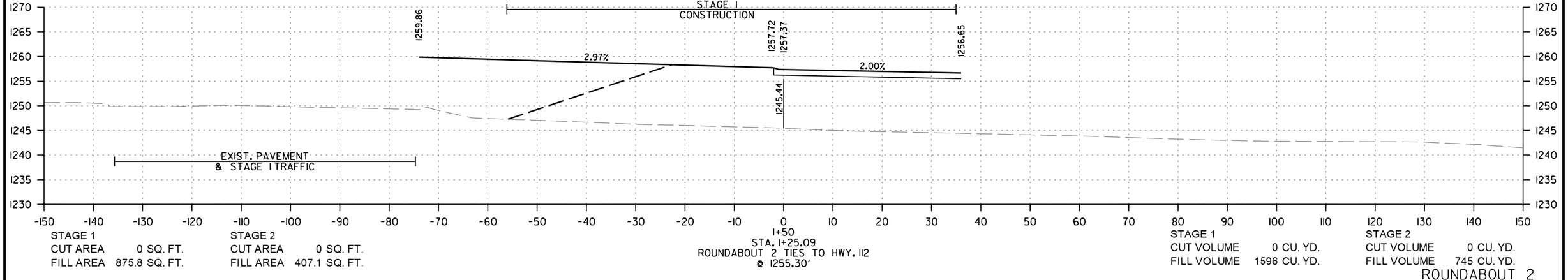


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 1148 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 467.3 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 1312 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 567 CU. YD.



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 875.8 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 407.1 SQ. FT.

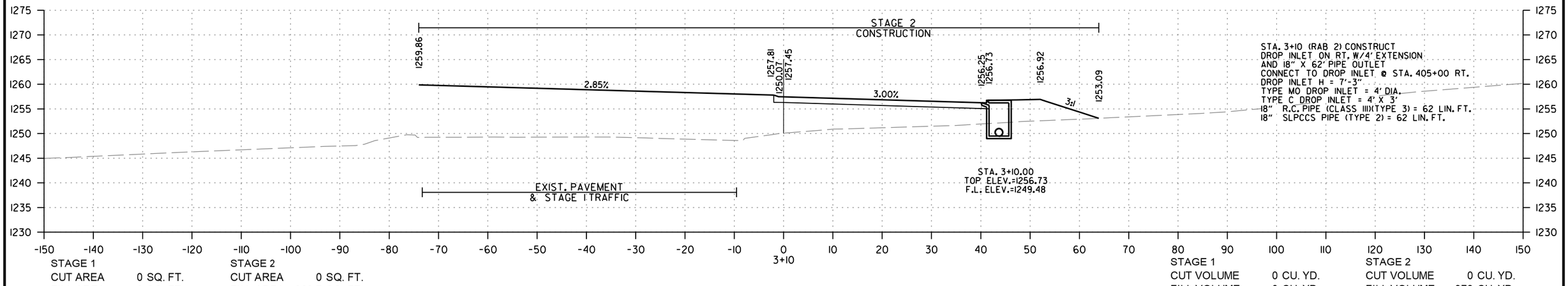
STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 1596 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 745 CU. YD.

ROUNDABOUT 2
STA. I+50 TO STA. 2+00

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	381	392
		CROSS SECTIONS				

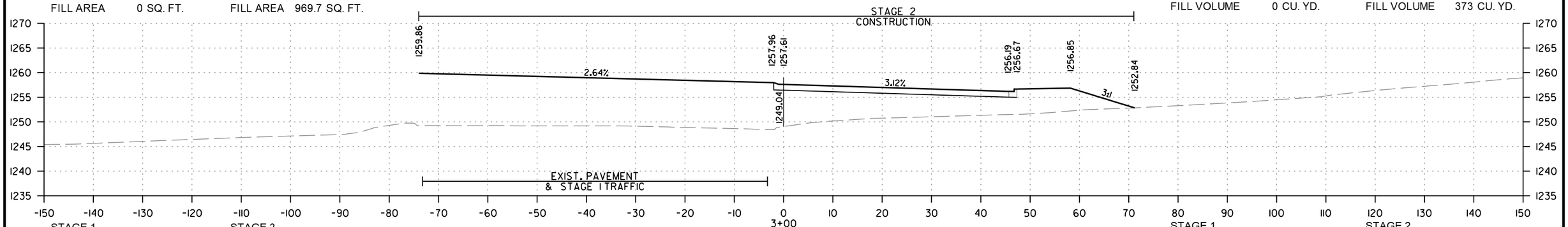


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 969.7 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 373 CU. YD.

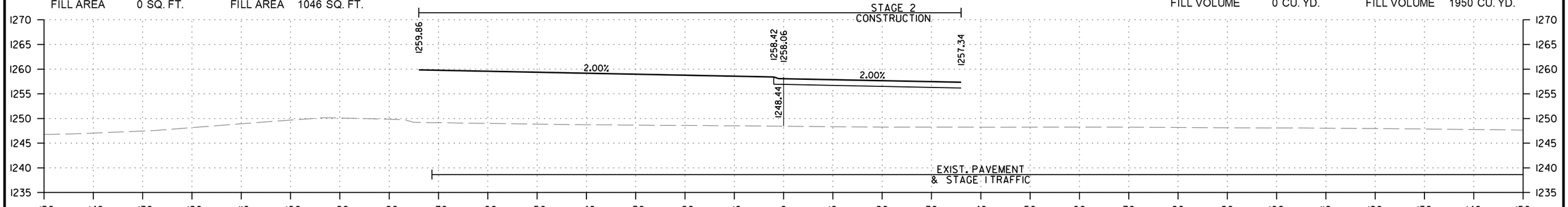


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 1046 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 1950 CU. YD.



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 1060 SQ. FT.

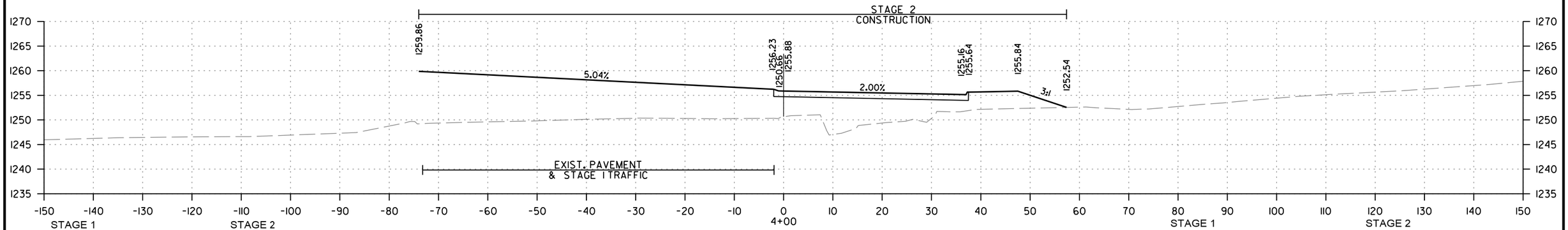
STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 2445 CU. YD.

ROUNDABOUT 2
STA. 2+50 TO STA. 3+10

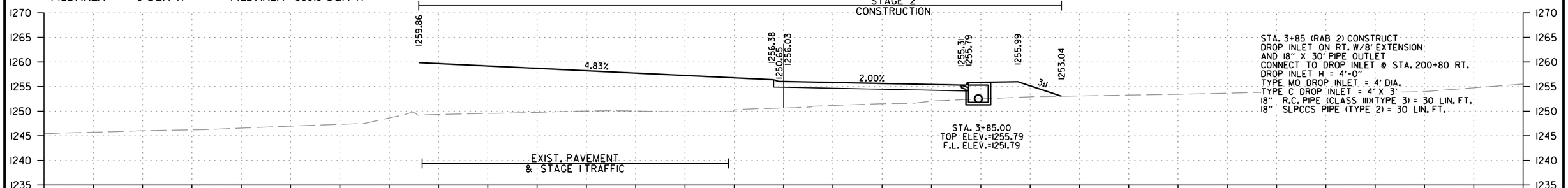
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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	382	392
		CROSS SECTIONS				



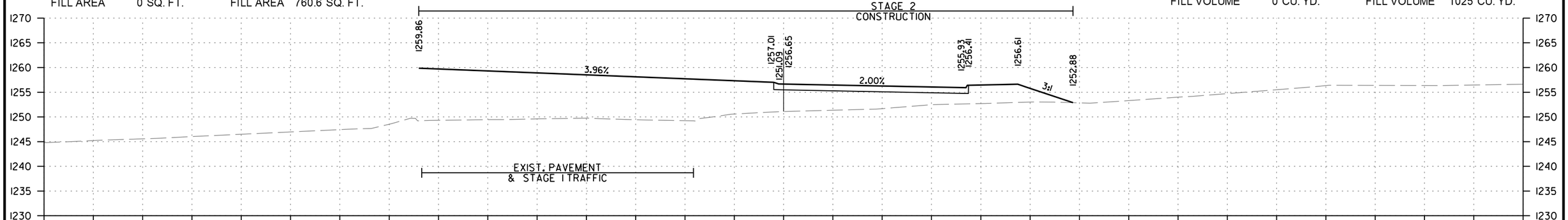
STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	809.5 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	436 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	760.6 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1025 CU. YD.



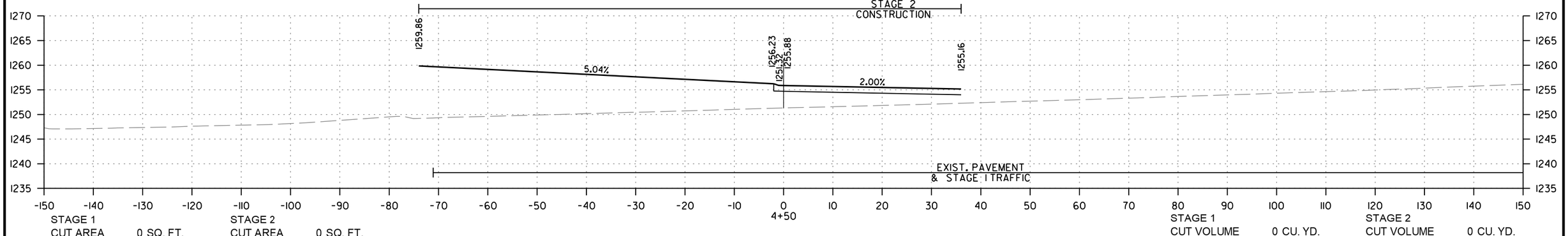
STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	820.8 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1326 CU. YD.

ROUNDABOUT 2
STA. 3+50 TO STA. 4+00

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	383	392
		CROSS SECTIONS				



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 662 SQ. FT.

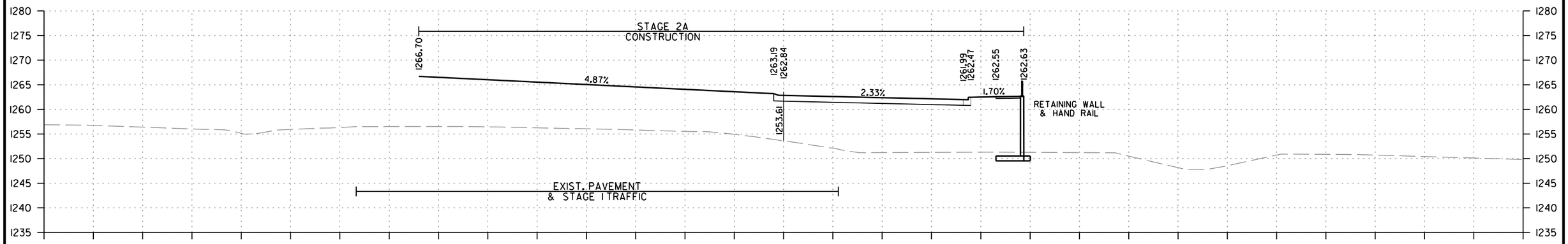
STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 1362 CU. YD.

ROUNDABOUT 2
STA. 4+50

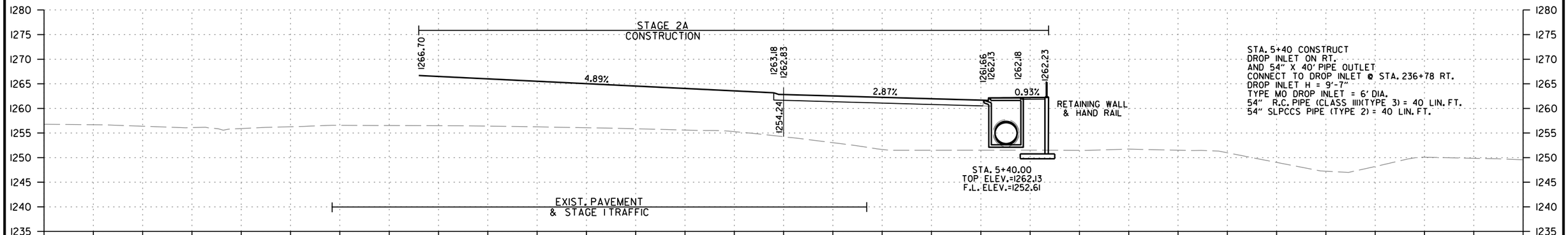
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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	384	392
		CROSS SECTIONS				



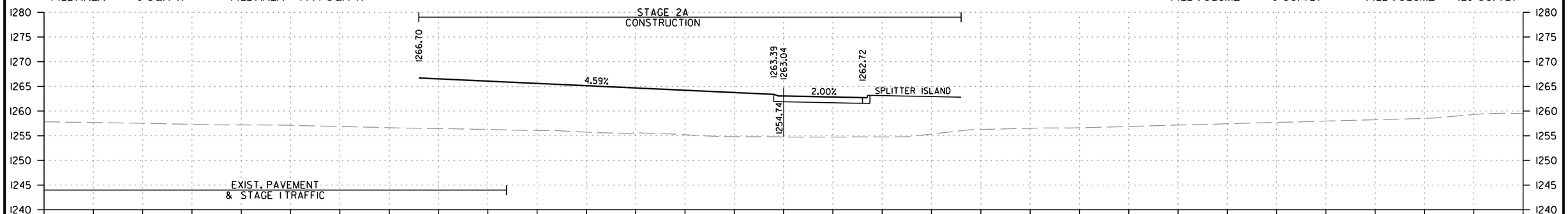
STAGE 1		STAGE 2A	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1308 SQ. FT.

STAGE 1		STAGE 2A	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	2271 CU. YD.



STAGE 1		STAGE 2A	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1144 SQ. FT.

STAGE 1		STAGE 2A	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	425 CU. YD.



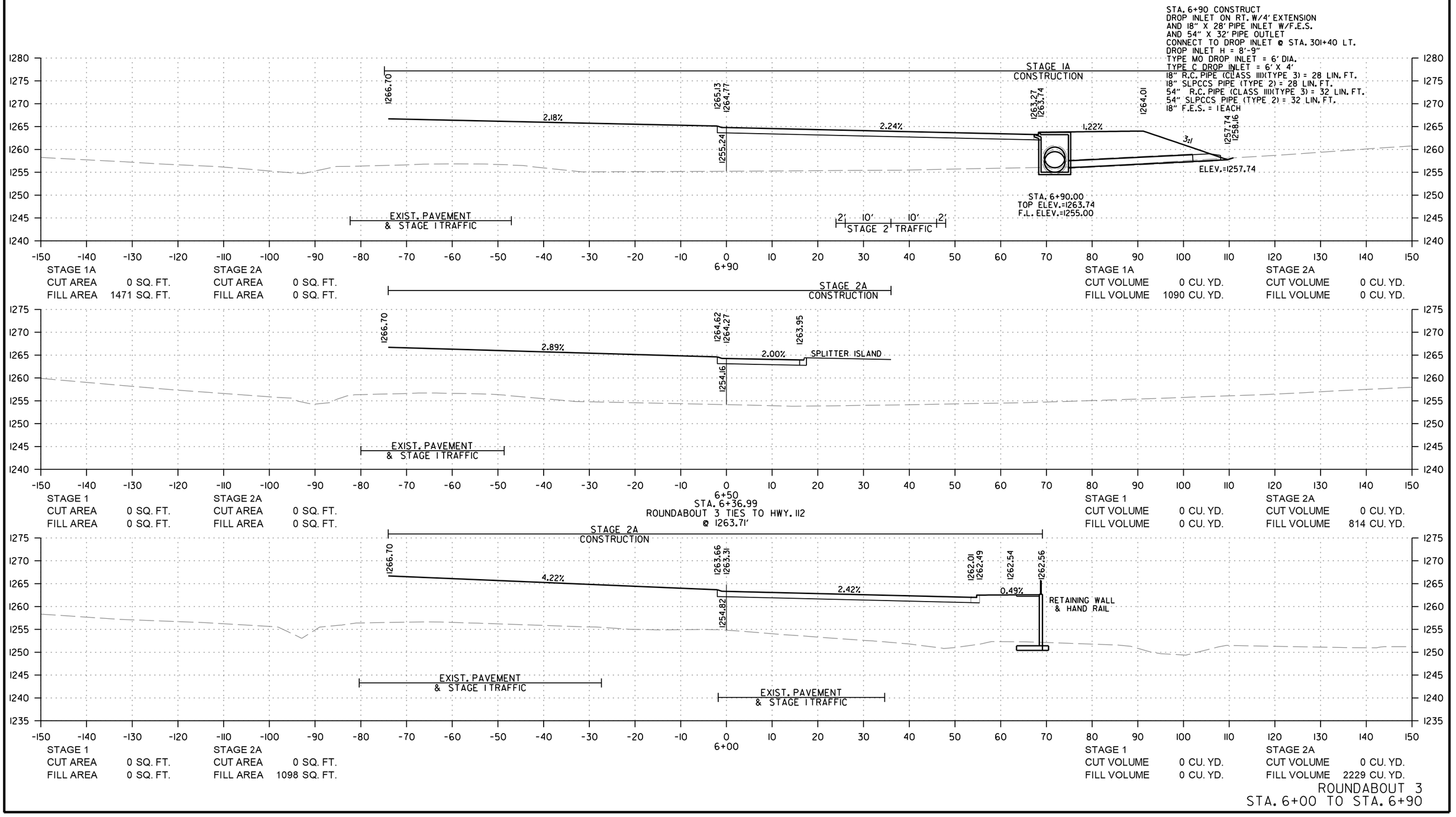
STAGE 1		STAGE 2A	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1150 SQ. FT.

STAGE 1		STAGE 2A	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1561 CU. YD.

ROUNDABOUT 3
STA. 5+00 TO STA. 5+50

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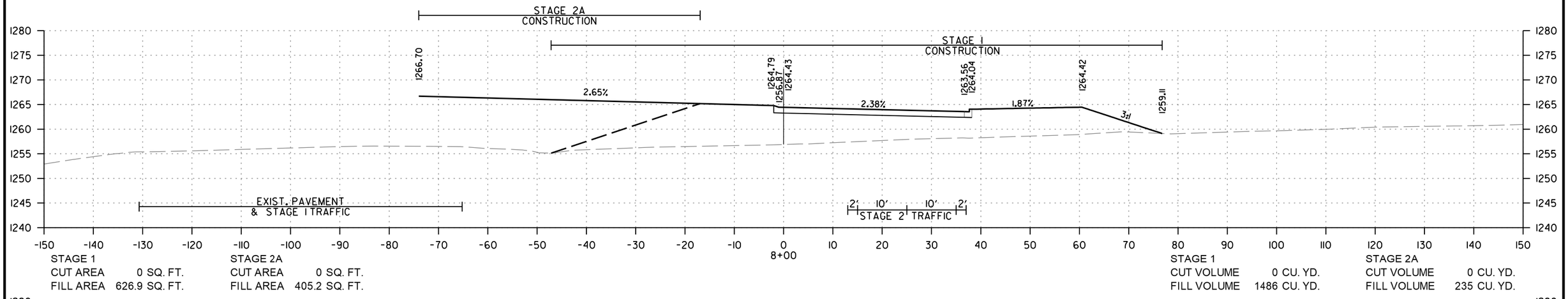
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	385	392
		CROSS SECTIONS				



ROUNDABOUT 3
STA. 6+00 TO STA. 6+90

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	386	392
		CROSS SECTIONS				

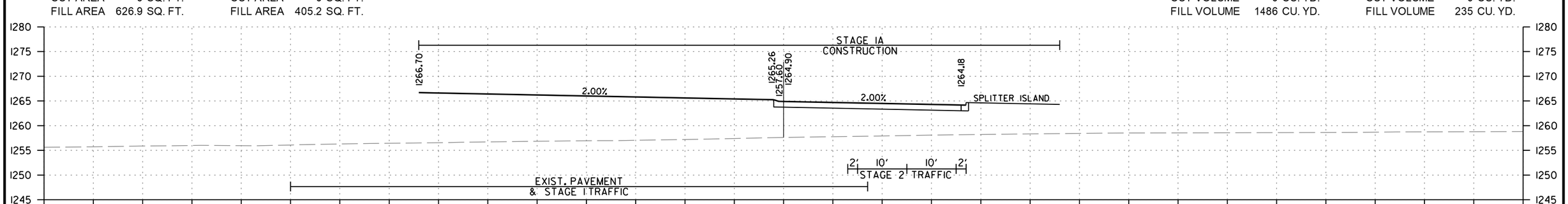


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 626.9 SQ. FT.

STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 405.2 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 1486 CU. YD.

STAGE 2A
CUT VOLUME 0 CU. YD.
FILL VOLUME 235 CU. YD.

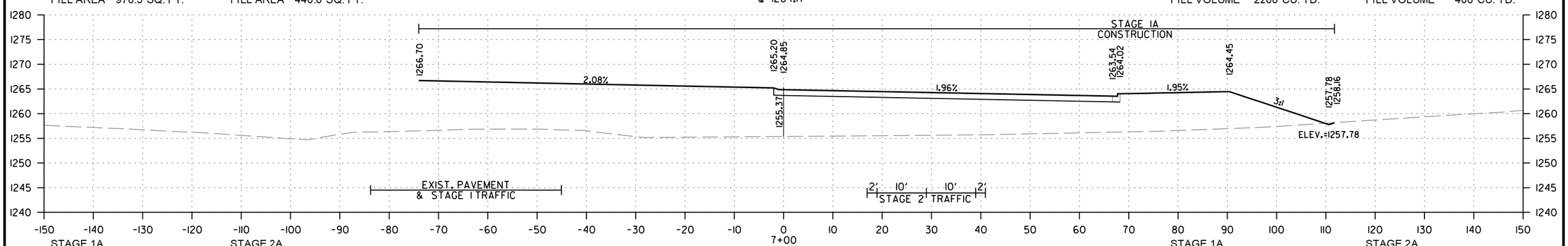


STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 978.5 SQ. FT.

STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 440.6 SQ. FT.

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 2268 CU. YD.

STAGE 2A
CUT VOLUME 0 CU. YD.
FILL VOLUME 408 CU. YD.



STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 1471 SQ. FT.

STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 545 CU. YD.

STAGE 2A
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

ROUNDABOUT 3
STA. 7+00 TO STA. 8+00

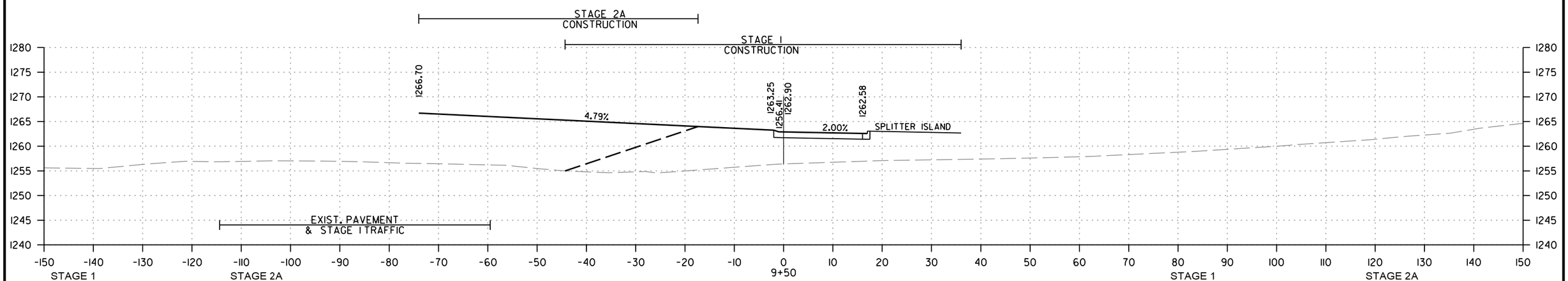
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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	387	392
		CROSS SECTIONS				

ROUNDABOUT 3
STA. 8+15 TO STA. 8+65

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R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	388	392
		CROSS SECTIONS				

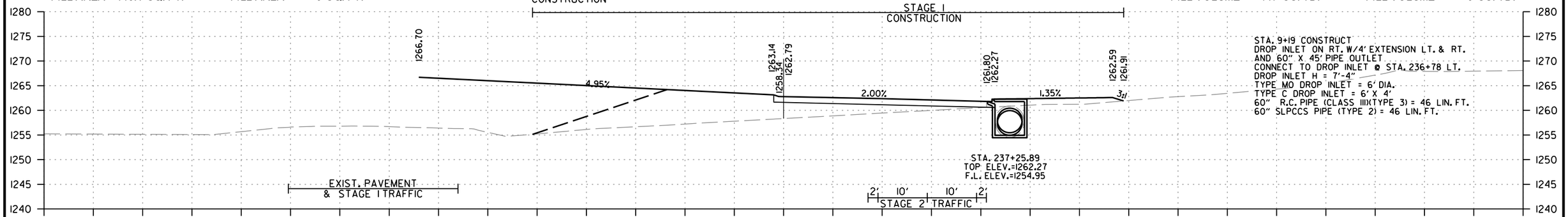


STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 448.1 SQ. FT.

STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 447 CU. YD.

STAGE 2A
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

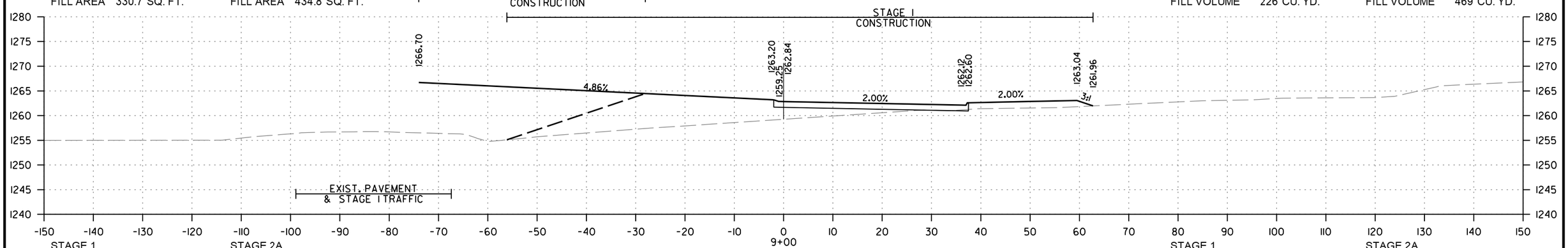


STAGE 1
CUT AREA 0.06 SQ. FT.
FILL AREA 330.7 SQ. FT.

STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 434.8 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 226 CU. YD.

STAGE 2A
CUT VOLUME 0 CU. YD.
FILL VOLUME 469 CU. YD.



STAGE 1
CUT AREA 0.63 SQ. FT.
FILL AREA 312.8 SQ. FT.

STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 381.4 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 409 CU. YD.

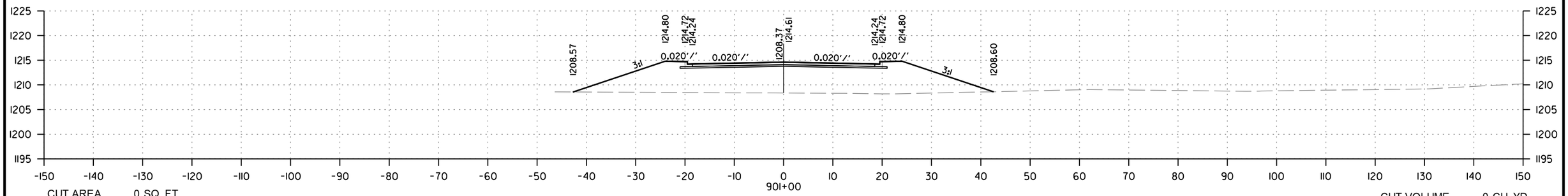
STAGE 2A
CUT VOLUME 0 CU. YD.
FILL VOLUME 253 CU. YD.

ROUNDABOUT 3
STA. 9+00 TO STA. 9+50

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RO40746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	389	392
		CROSS SECTIONS				

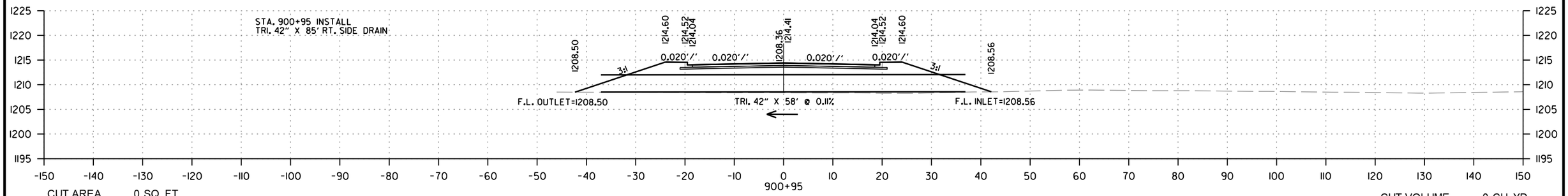
STAGE 3



CUT AREA 0 SQ. FT.
FILL AREA 380.4 SQ. FT.

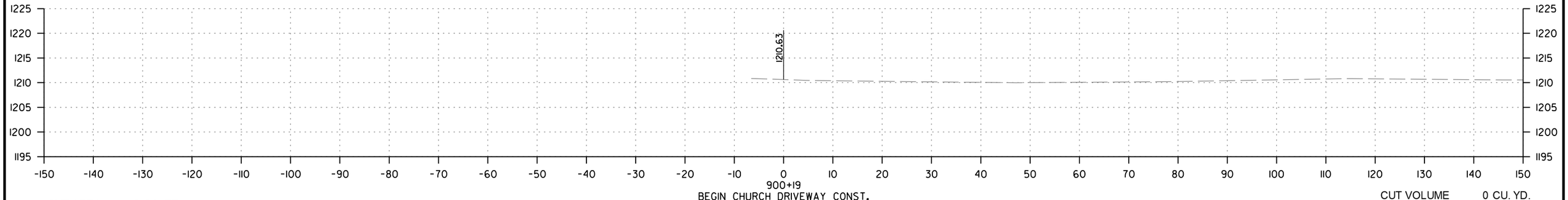
CUT VOLUME 0 CU. YD.
FILL VOLUME 69 CU. YD.

STA. 900+95 INSTALL
TRI. 42" X 85' RT. SIDE DRAIN



CUT AREA 0 SQ. FT.
FILL AREA 364.5 SQ. FT.

CUT VOLUME 0 CU. YD.
FILL VOLUME 513 CU. YD.



BEGIN CHURCH DRIVEWAY CONST.

STA. 900+19.00 CHURCH DRIVEWAY
= STA. 821+91.66 FUTURE CITY ST.
ELEV.=1211.78

CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

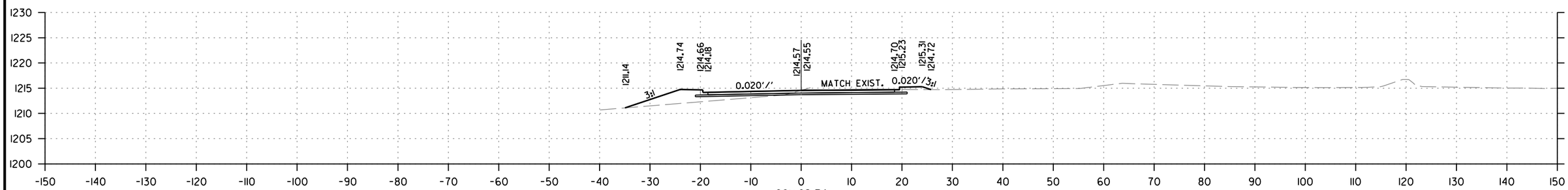
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

CHURCH DRIVEWAY
STA. 900+19 TO STA. 901+00

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	390	392
		CROSS SECTIONS				

STAGE 3



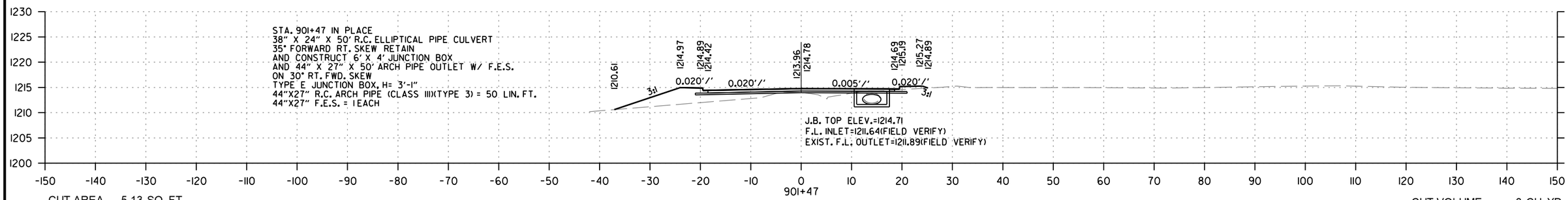
CUT AREA 19.88 SQ. FT.
FILL AREA 36.2 SQ. FT.

901+62.74
END CHURCH DRIVEWAY CONST.
TIE TO EXIST. PARKING LOT

STAGE 3

CUT VOLUME 7 CU. YD.
FILL VOLUME 27 CU. YD.

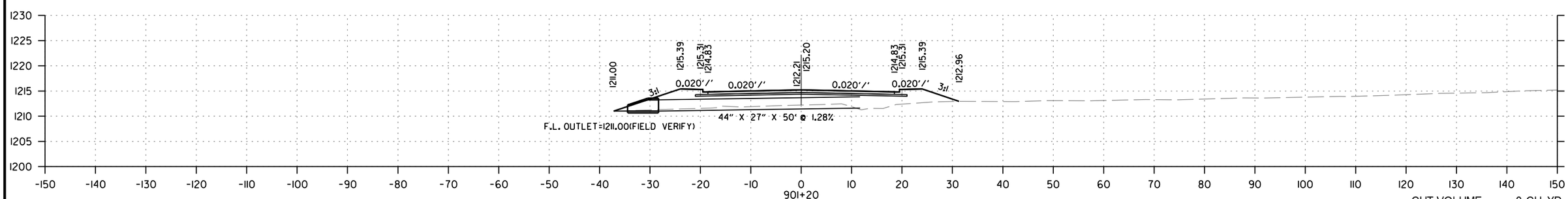
STA. 901+47 IN PLACE
38" X 24" X 50' R.C. ELLIPTICAL PIPE CULVERT
35° FORWARD RT. SKEW RETAIN
AND CONSTRUCT 6' X 4' JUNCTION BOX
AND 44" X 27" X 50' ARCH PIPE OUTLET W/ F.E.S.
ON 30° RT. FWD. SKEW
TYPE E JUNCTION BOX, H= 3'-1"
44"X27" R.C. ARCH PIPE (CLASS III(TYPE 3) = 50 LIN. FT.
44"X27" F.E.S. = 1 EACH



CUT AREA 5.13 SQ. FT.
FILL AREA 55.98 SQ. FT.

901+47

CUT VOLUME 3 CU. YD.
FILL VOLUME 103 CU. YD.



CUT AREA 0 SQ. FT.
FILL AREA 149.8 SQ. FT.

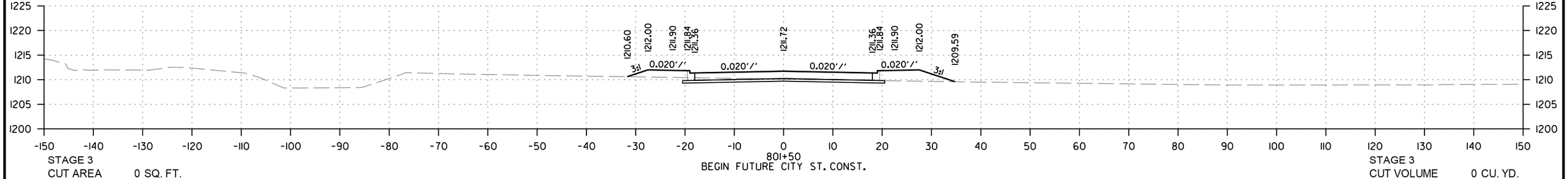
901+20

CUT VOLUME 0 CU. YD.
FILL VOLUME 196 CU. YD.

CHURCH DRIVEWAY
STA. 901+20 TO STA. 901+62.74

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	391	392
		CROSS SECTIONS				



STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 36.82 SQ. FT.

801+50
BEGIN FUTURE CITY ST. CONST.

STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

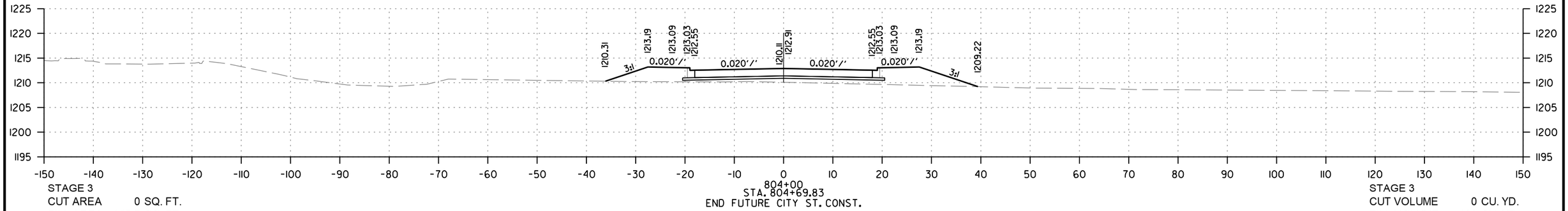
FUTURE CITY. ST.
STA. 801+50 TO STA. 801+50

JB44269 6/23/2025
R040746.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040746	392	392
		CROSS SECTIONS				

STA. 805+03.83 ℄ FUTURE CITY ST.
= STA. 119+40.00 ℄ HWY. 112
Δ = 90°00'00"

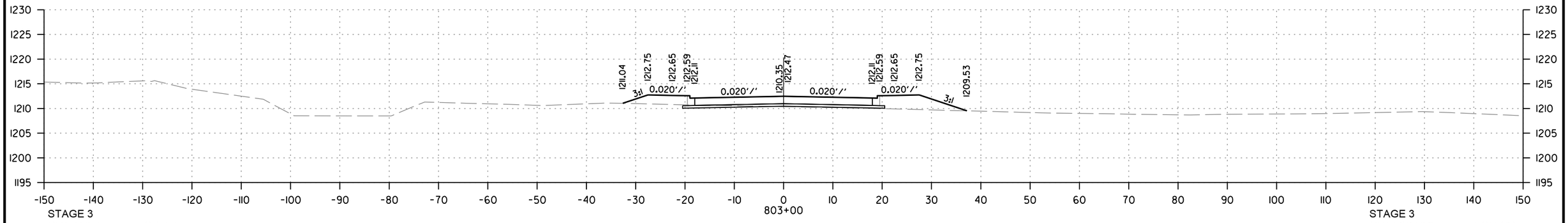
STA. 804+69.83 FUTURE CITY ST.
= STA. 119+40.00 HWY. 112 LT. E.O.P.
ELEV.=1212.09



804+00
STA. 804+69.83
END FUTURE CITY ST. CONST.

STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 145.7 SQ. FT.

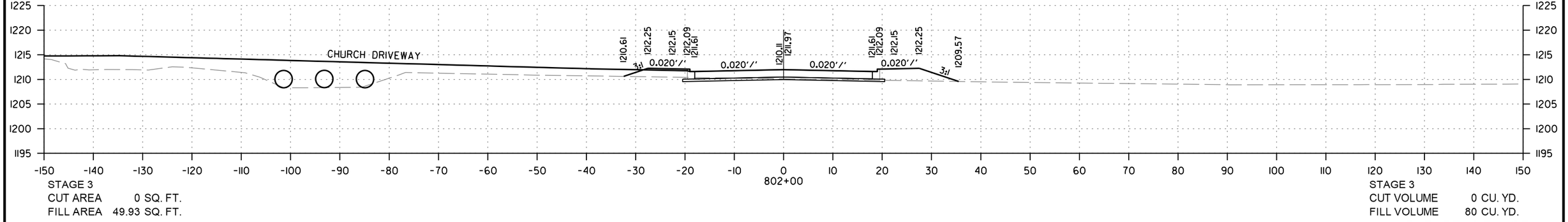
STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 429 CU. YD.



803+00

STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 85.88 SQ. FT.

STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 252 CU. YD.



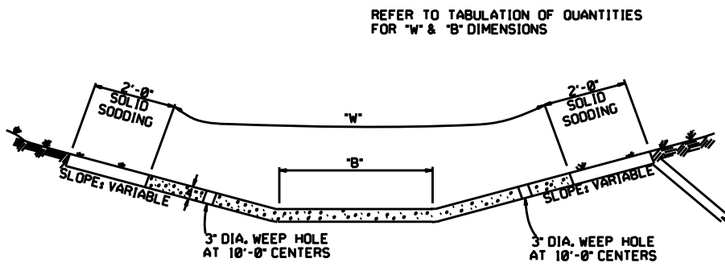
802+00

STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 49.93 SQ. FT.

STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 80 CU. YD.

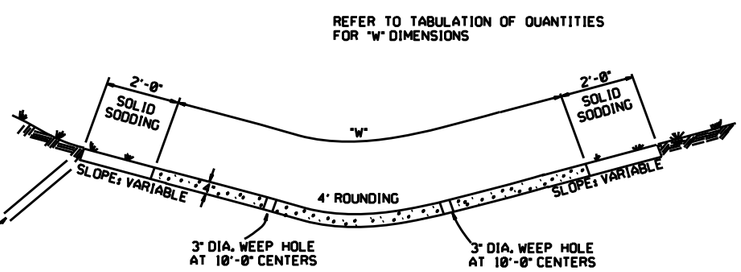
FUTURE CITY ST.
STA. 802+00 TO STA. 804+00

JB44269 6/23/2025
RO40746.DGN MicroStation v8.11.9.578



TYPE A

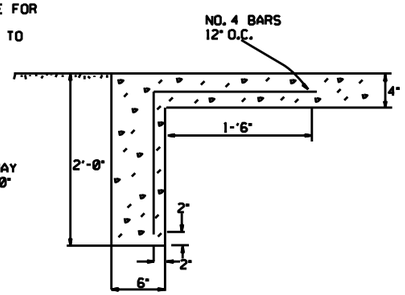
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



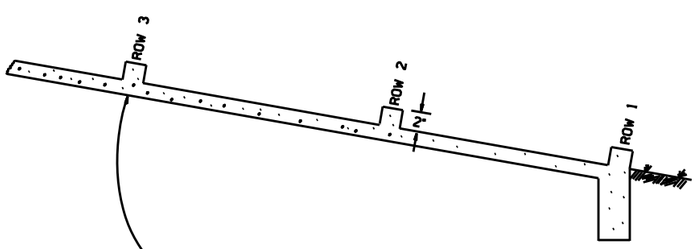
TYPE B

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

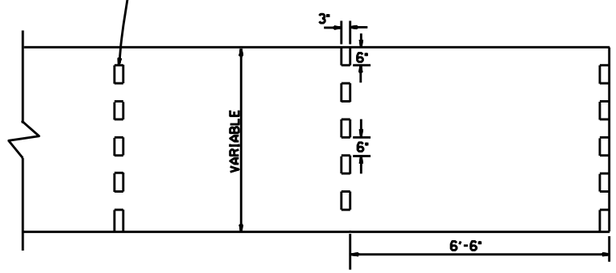


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



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.

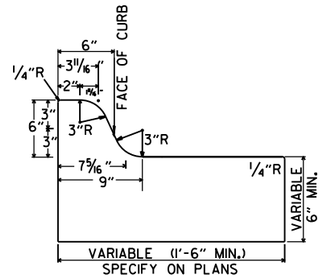
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

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

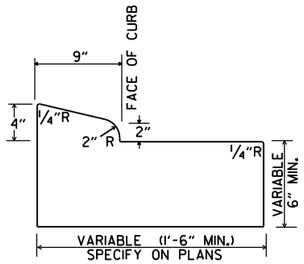
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

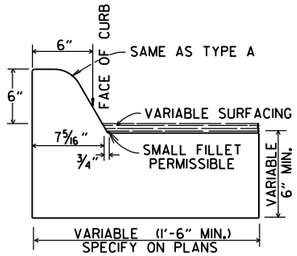
STANDARD DRAWING CDP-1



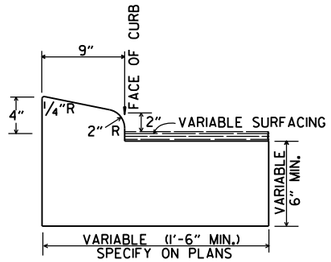
TYPE A



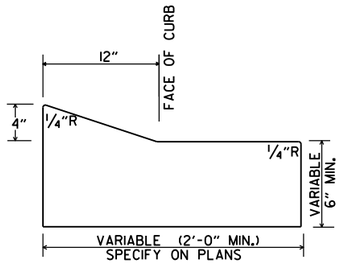
TYPE B-1



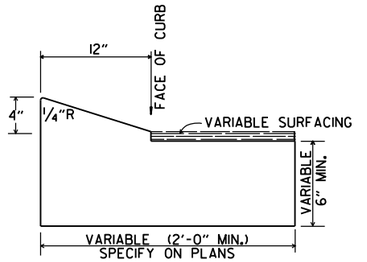
TYPE C



TYPE B-2

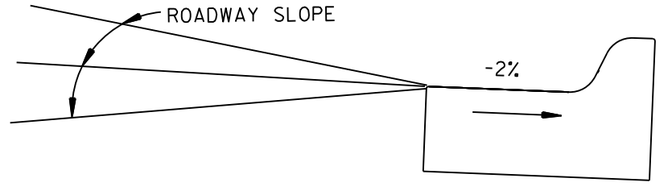


TYPE E-1



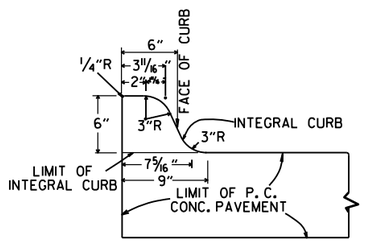
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

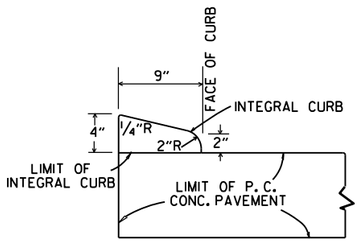


DETAIL OF GUTTER SLOPE

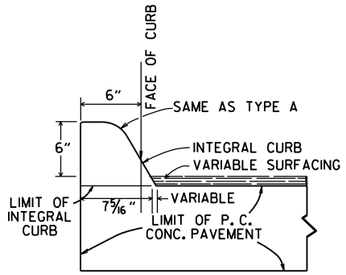
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

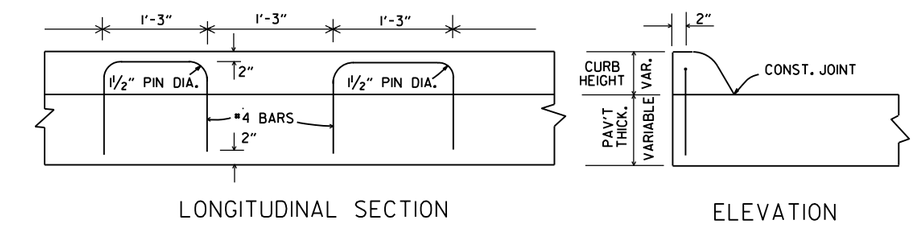


TYPE B



TYPE C

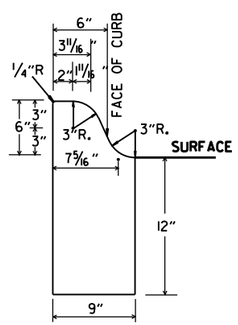
INTEGRAL CURB



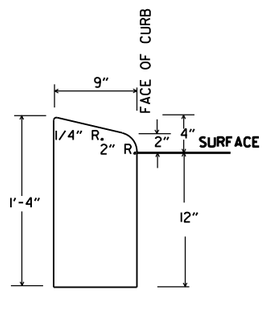
LONGITUDINAL SECTION

ELEVATION

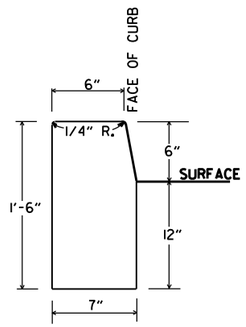
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



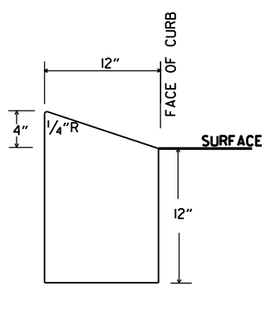
TYPE A



TYPE B

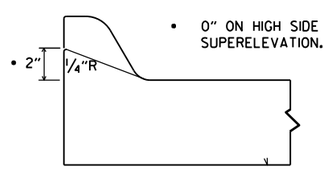


TYPE D



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.

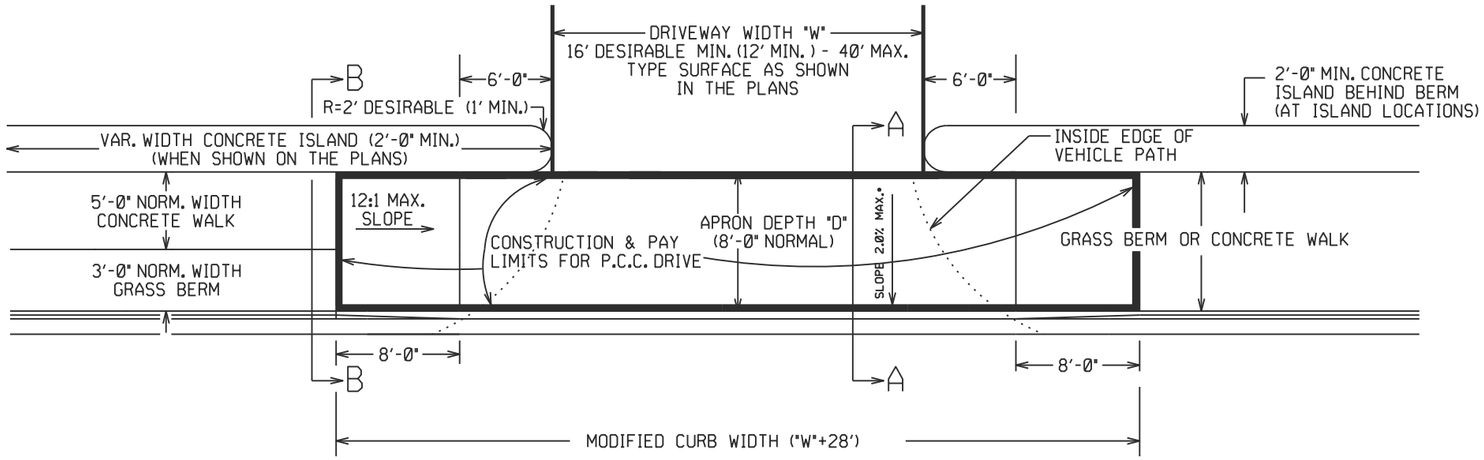
DETAILS OF MODIFIED CURB

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

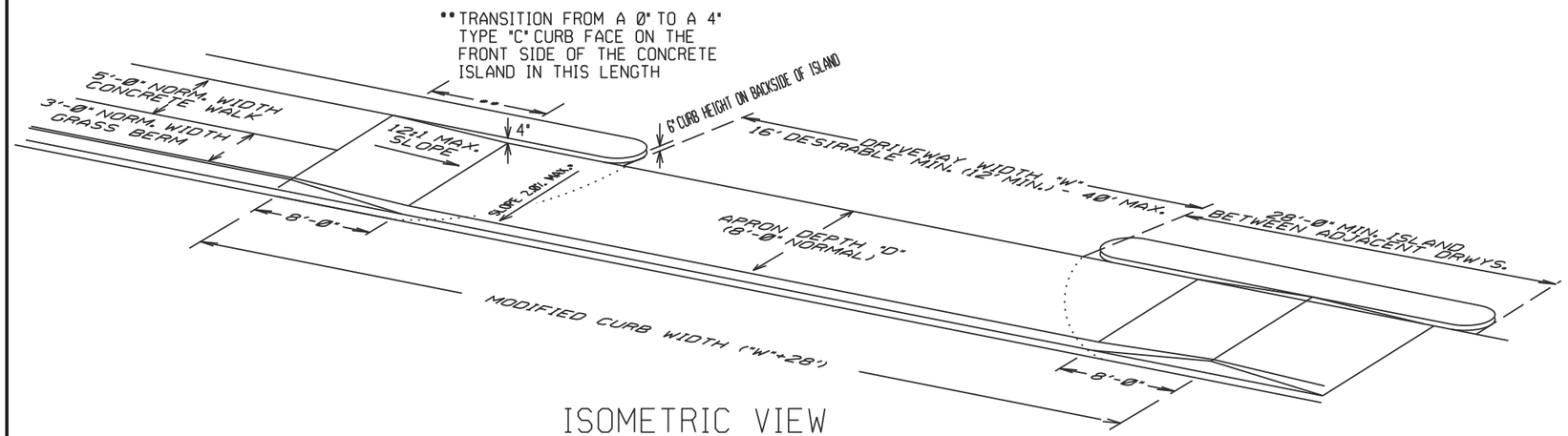
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

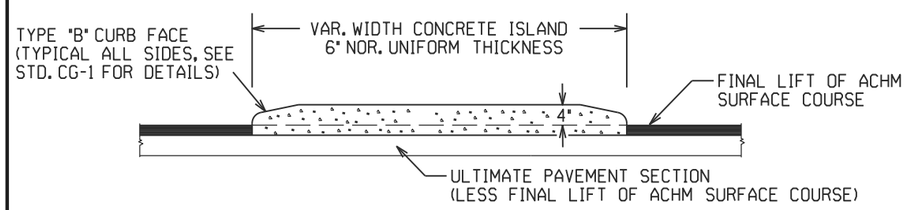
STANDARD DRAWING CG-1



PLAN VIEW



ISOMETRIC VIEW

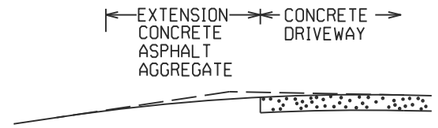


CURBED ISLANDS FOR CHANNELIZATION

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

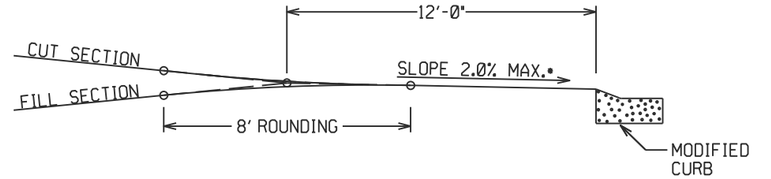
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

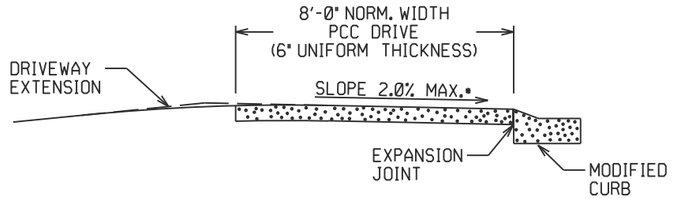
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

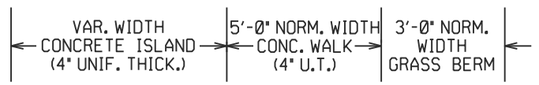


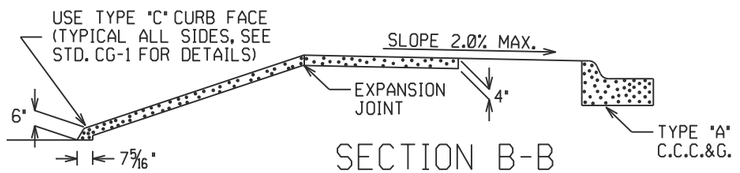
DRIVEWAY VERTICAL ALIGNMENT DETAILS

• 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

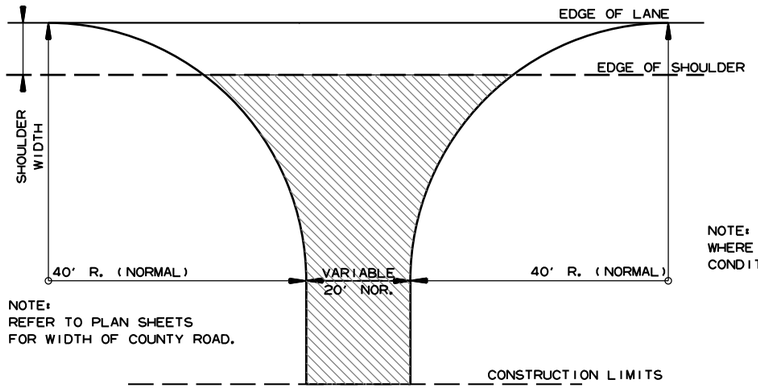
DATE REV	DESCRIPTION
05-22-25	REVISED ISLAND DETAILS & ADDED DESIRABLE MIN. DRIVEWAY WIDTH
05-19-22	REVISED ISLAND NOTES
11-07-19	REVISED WALK DETAILS
02-27-14	REVISED PLAN & ISOMETRIC VIEW
11-29-07	ADDED CHANNELIZATION ISLAND & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

DATE EFFECTIVE	STANDARD DRAWING	DR-1
05-22-2025		

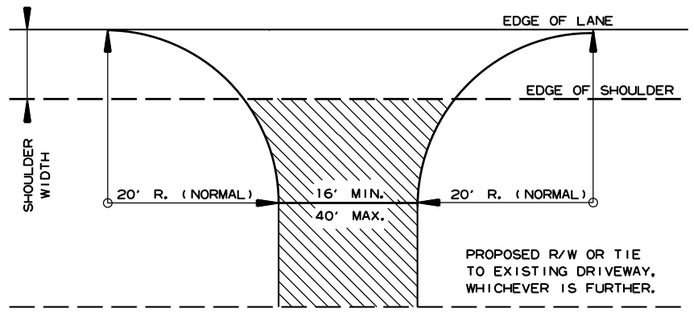


NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.

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.

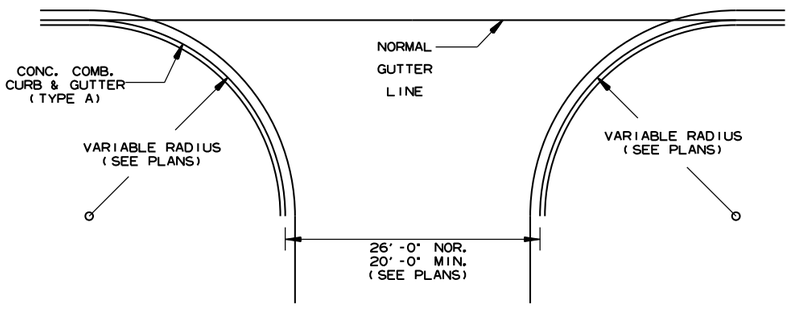
DETAIL FOR COUNTY ROAD TURNOUTS OPEN SHOULDER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

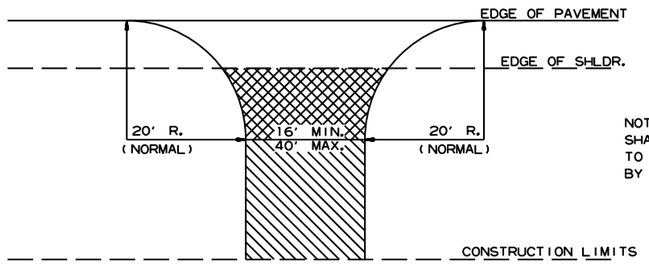
ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT OR
GRAVEL DRIVE EXISTING; OR 6"
CONCRETE IF CONCRETE DRIVE
EXISTING.

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

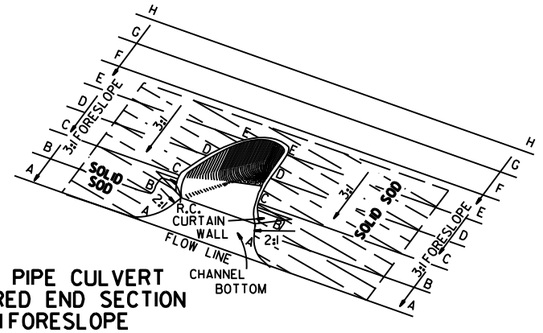
DETAIL FOR DRIVEWAY TURNOUTS (COLLECTORS)

DATE REV	DATE FILMED	DESCRIPTION
5-19-22		ISSUED

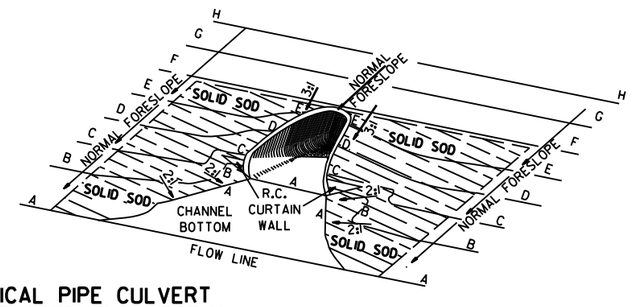
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & STREET TURNOUTS

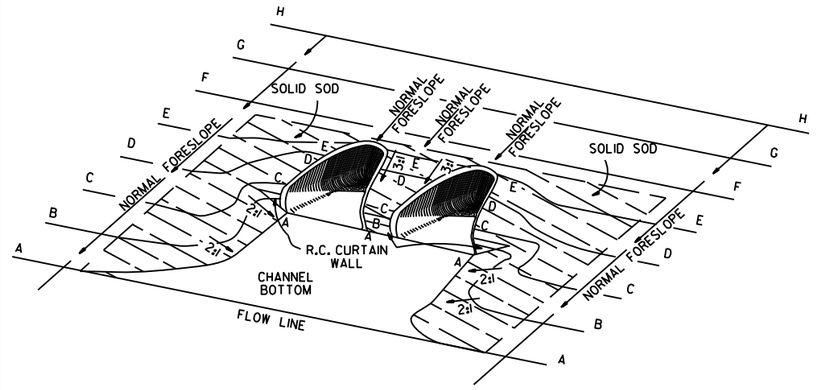
STANDARD DRAWING DR-2



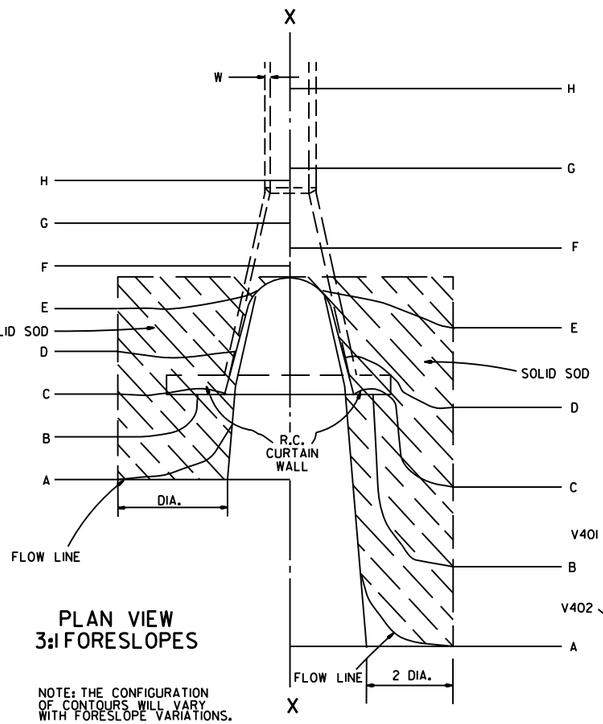
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



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

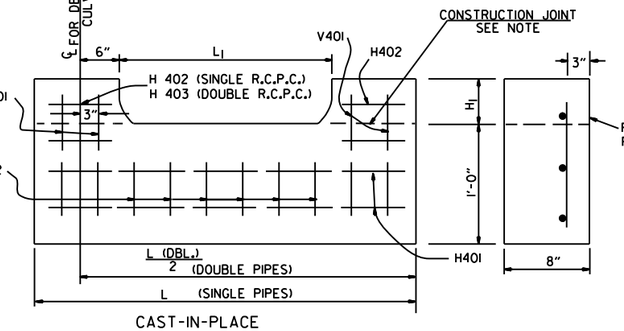
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

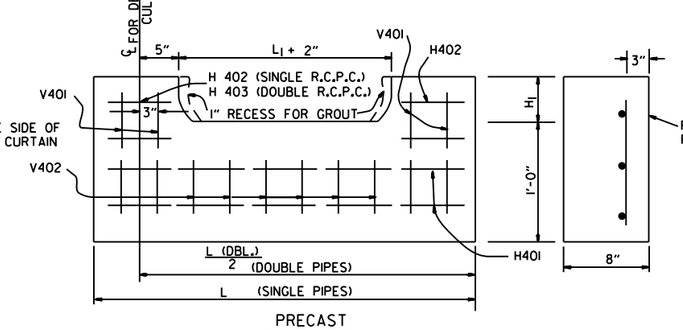
PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	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

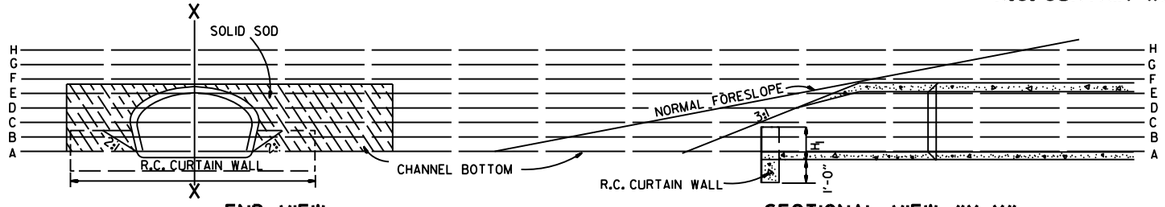
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



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

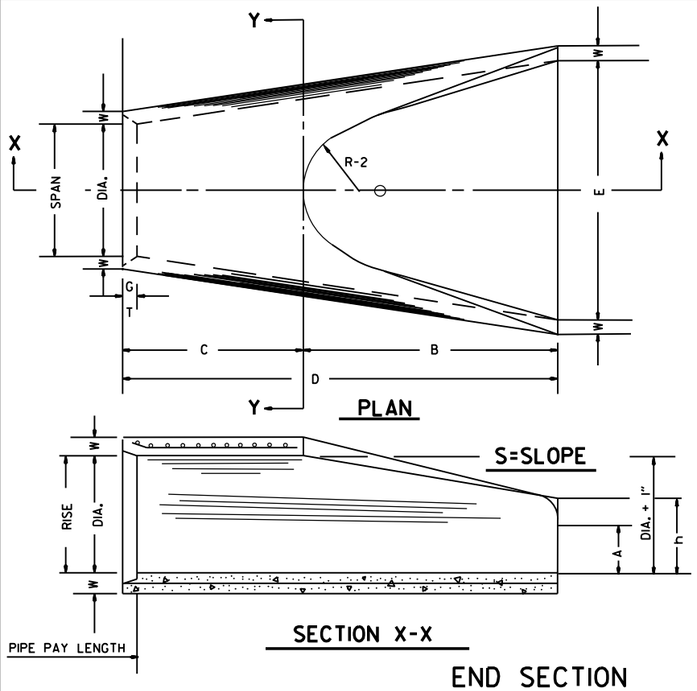
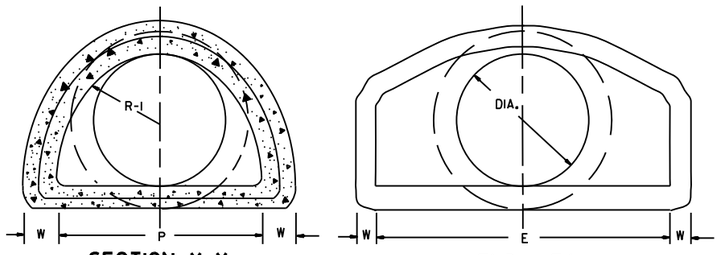


TABLE OF DIMENSIONS

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"

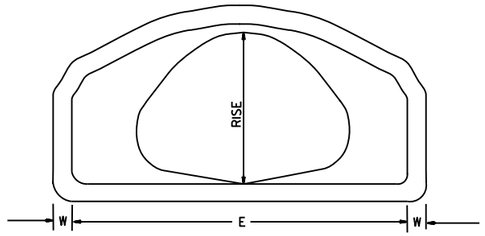


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

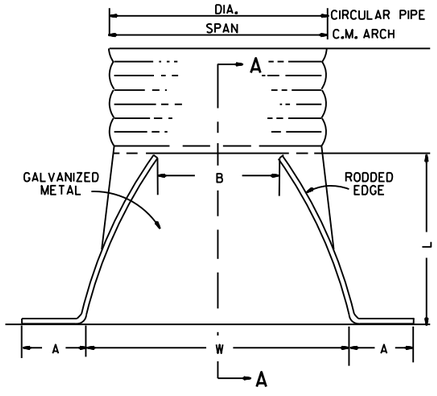
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	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

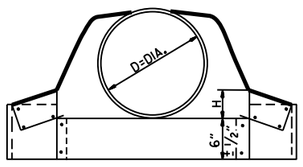
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



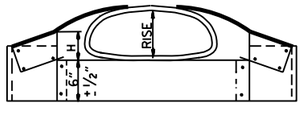
END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

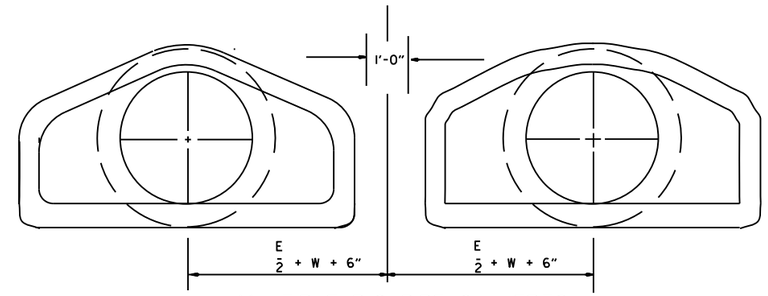
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	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

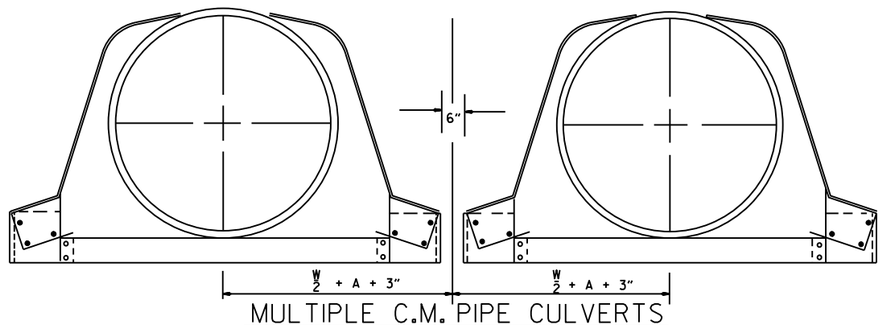
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
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



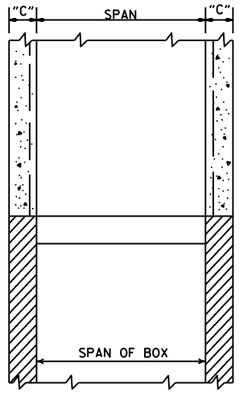
MULTIPLE C.M. PIPE CULVERTS

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

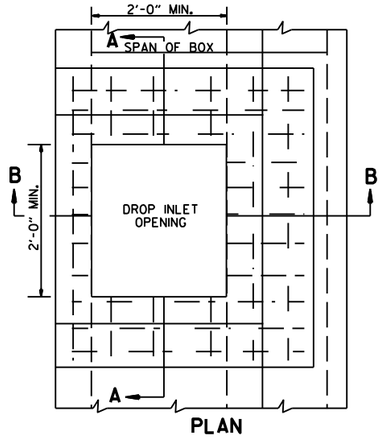
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

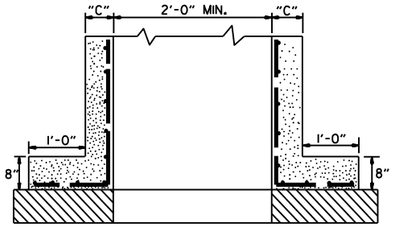
STANDARD DRAWING FES-2



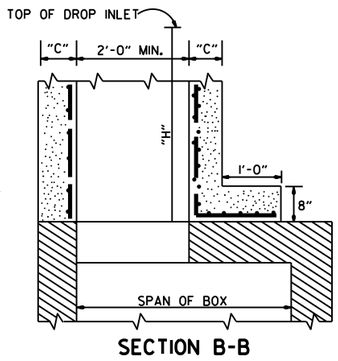
SECTION B-B



PLAN

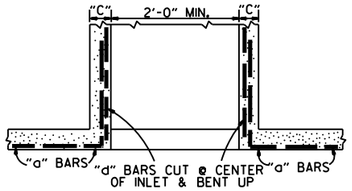


SECTION A-A

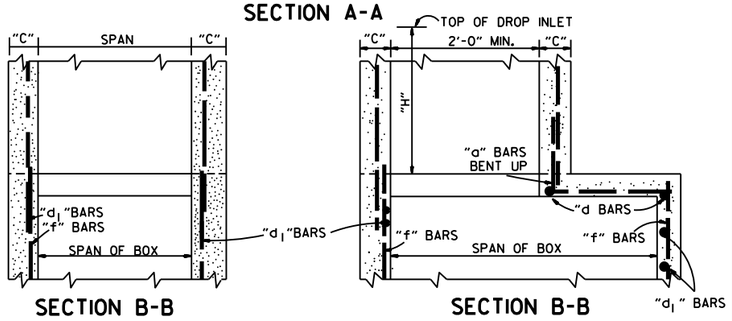


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



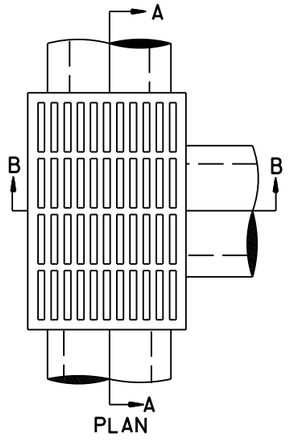
SECTION A-A



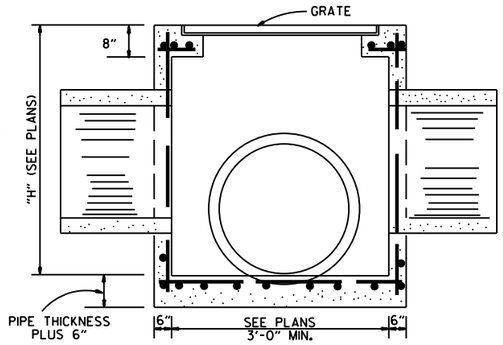
SECTION B-B SECTION B-B

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.

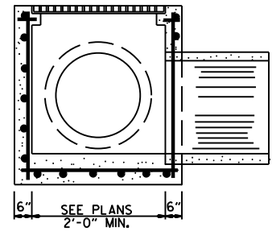


PLAN



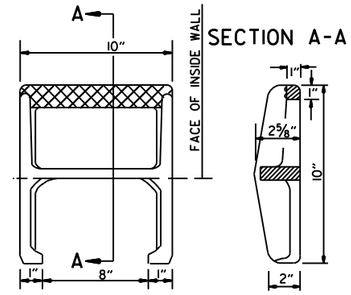
SECTION A-A

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)

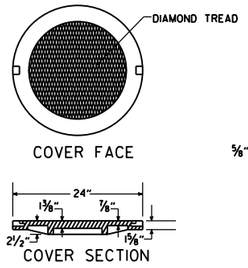


APPROX. WEIGHT = 11 LBS. (CAST IRON)

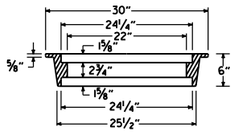
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



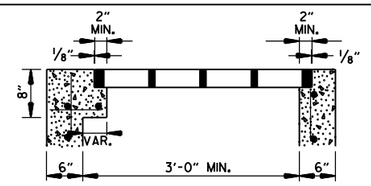
COVER SECTION



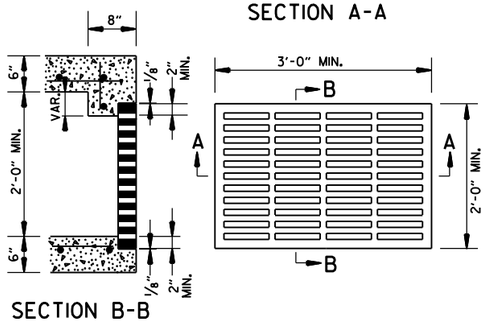
RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



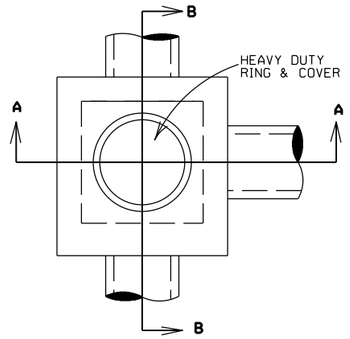
SECTION A-A



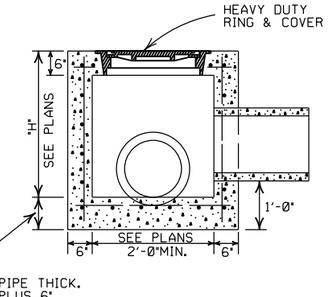
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

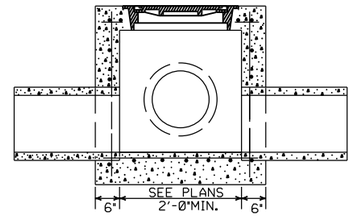


PLAN



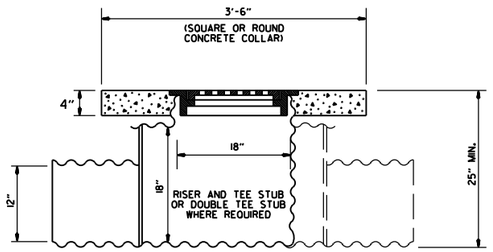
SECTION A-A

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.

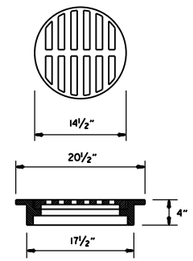


SECTION B-B

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.

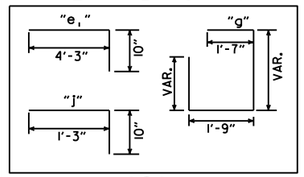
DROP INLET EXTENSION

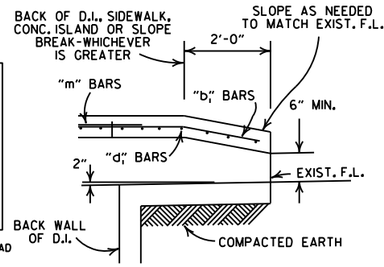
4'-0" CLASS A CONC. CU. YDS.	4'-0" REINF. STEEL POUNDS	8'-0" CLASS A CONC. CU. YDS.	8'-0" REINF. STEEL POUNDS
0.58	38	0.87	72
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
0.04	3		

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

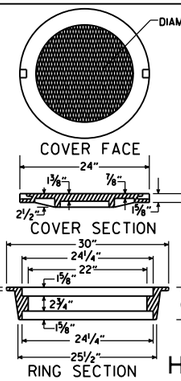
BAR DIAMETER





BACK OPENING

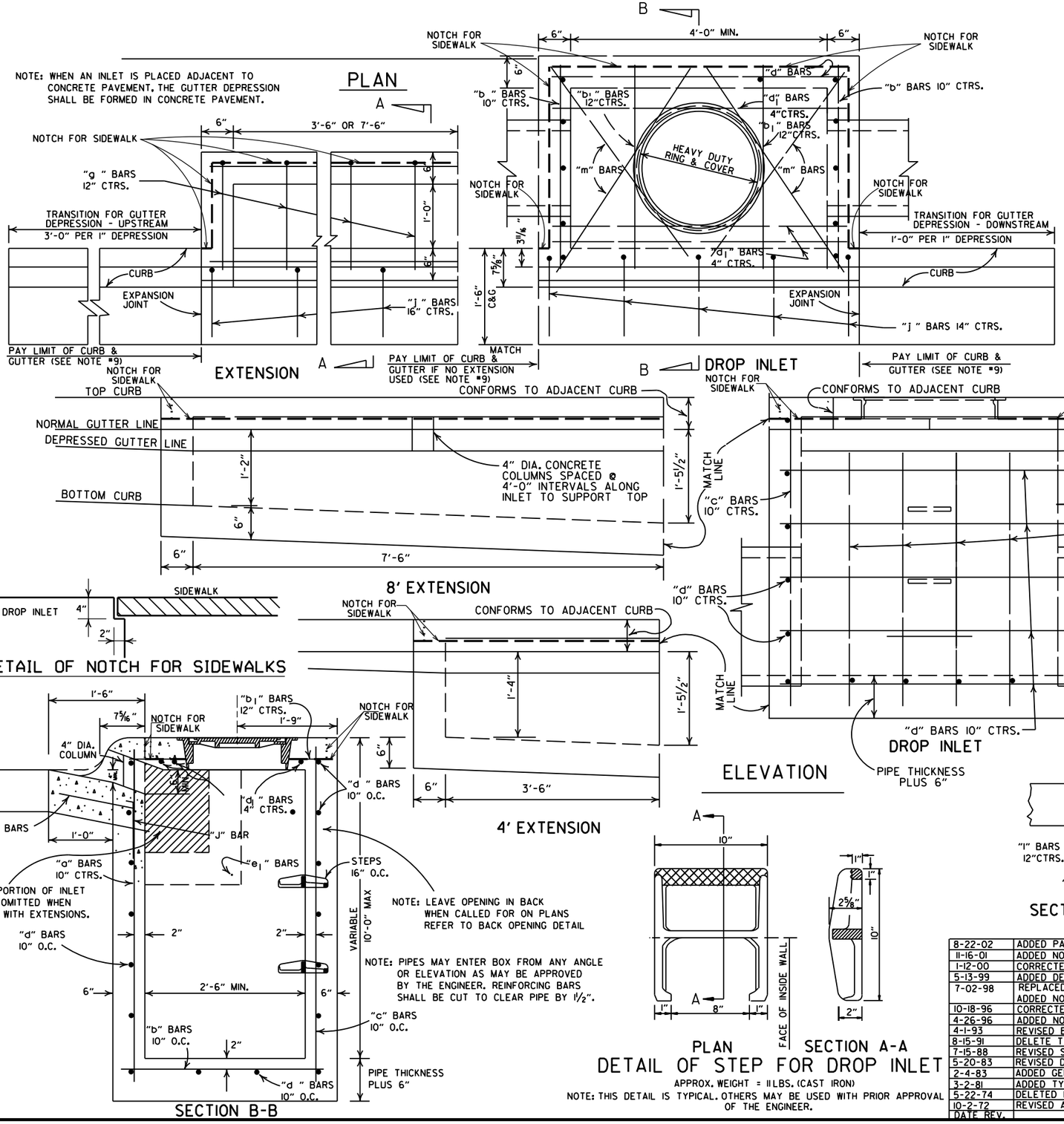
WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).



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.



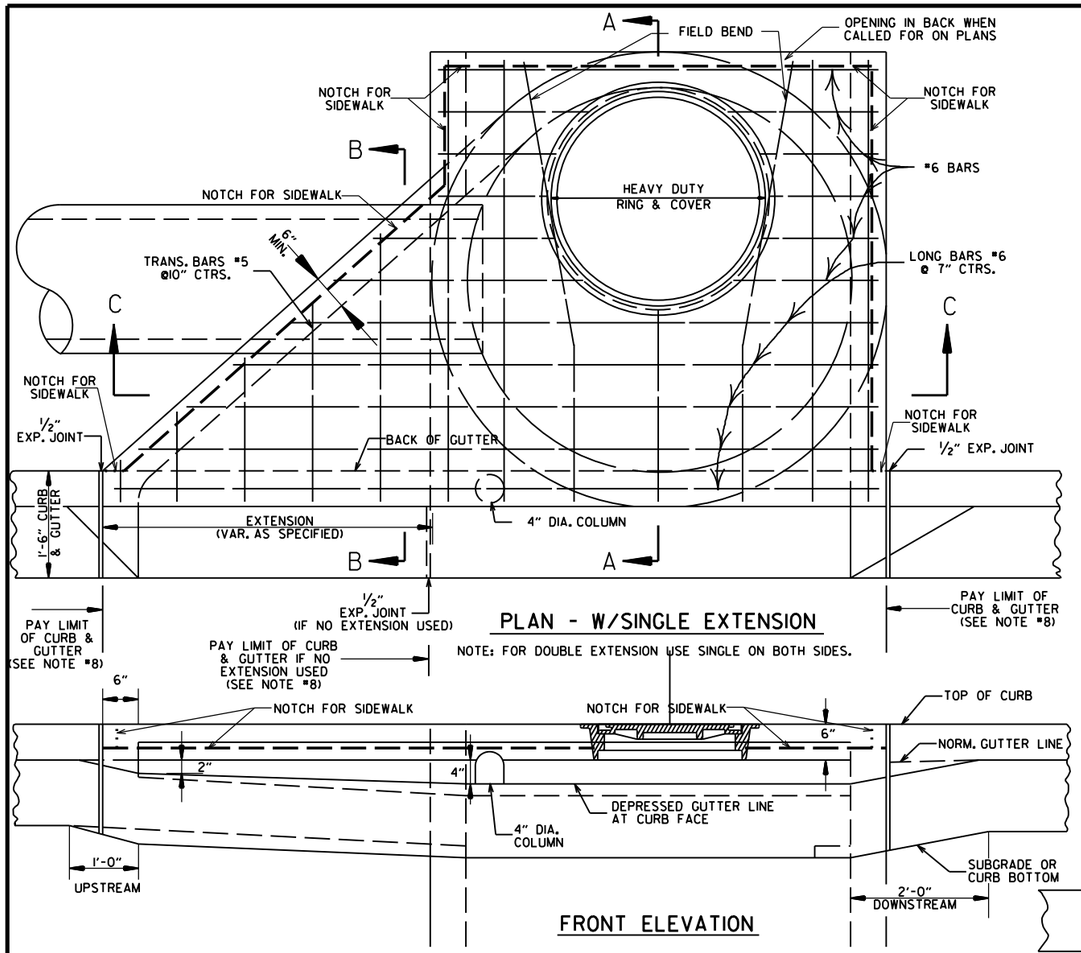
DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13; REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER 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	

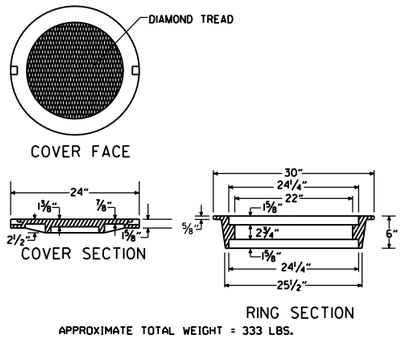
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

(TYPE C)

STANDARD DRAWING FPC-9E

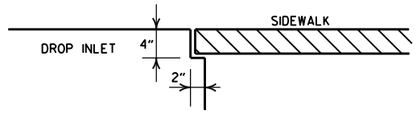




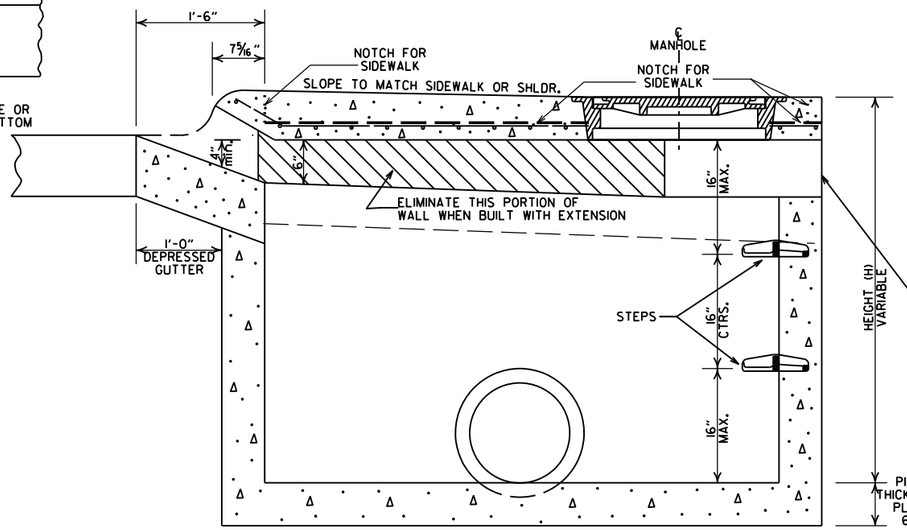
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

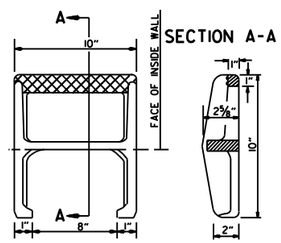
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



SECTION A-A



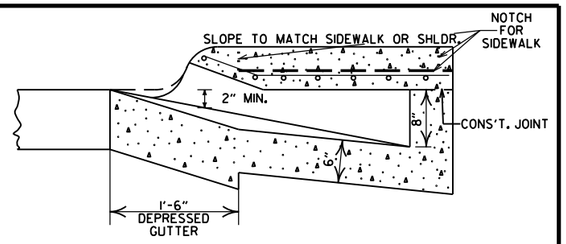
SECTION A-A

APPROX. WEIGHT = 11LBS. (CAST IRON)

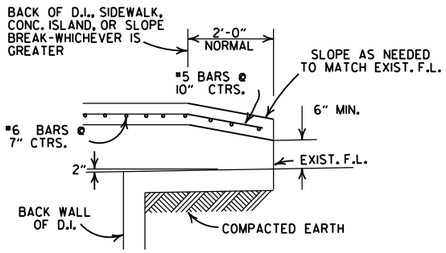
PLAN

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.

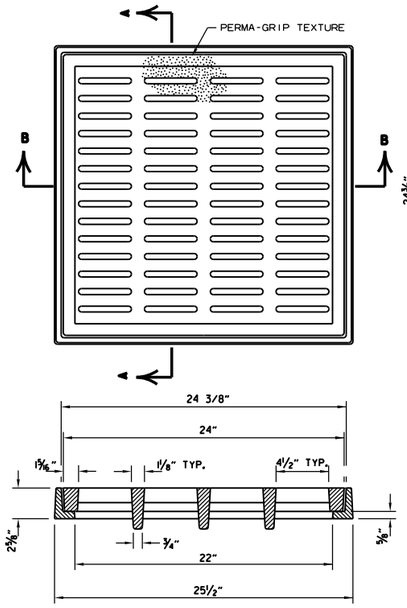
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

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

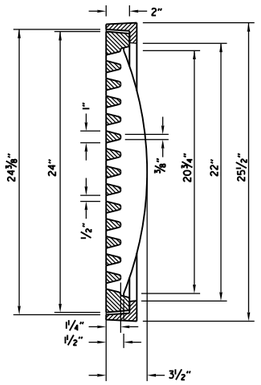
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



SECTION B-B

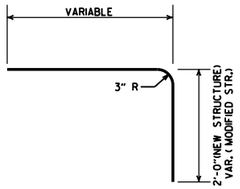


SECTION A-A

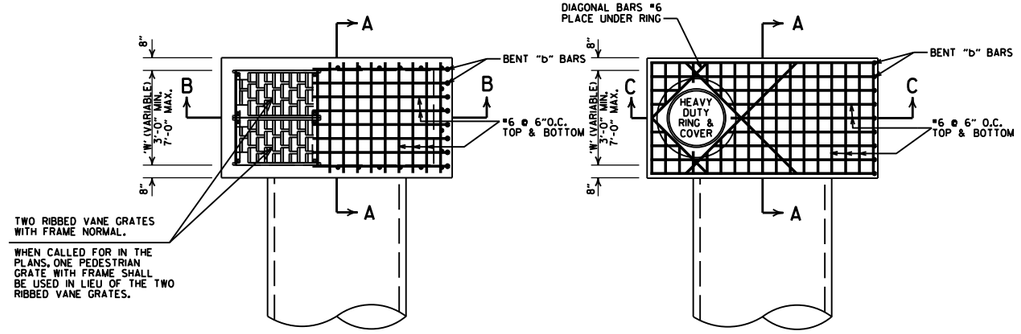
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

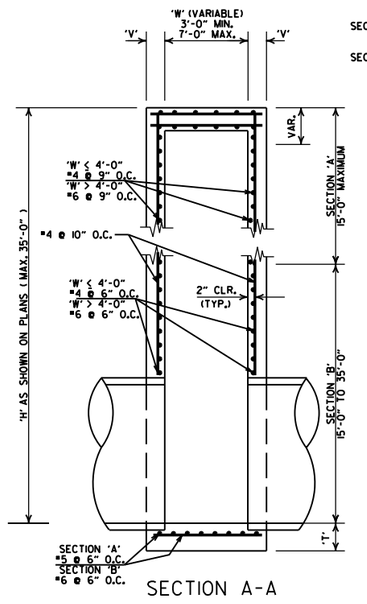
1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 218 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

DETAILS OF PEDESTRIAN GRATE AND FRAME



DETAIL OF BENT "b" BAR





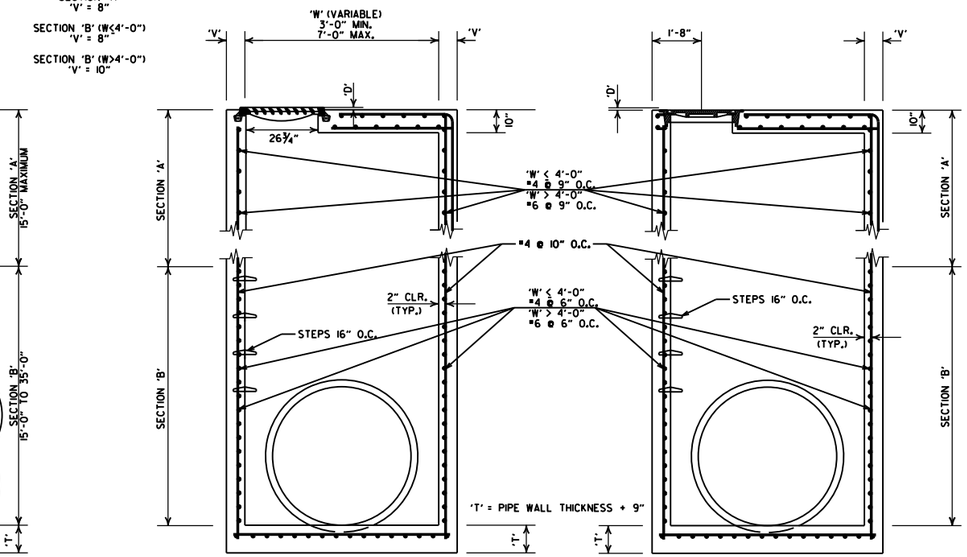
SECTION 'A'
'V' = 8"

SECTION 'B' (W≤4'-0")
'V' = 8"

SECTION 'B' (W>4'-0")
'V' = 10"

SECTION A-A

DETAILS OF DROP INLET (TYPE ST)



SECTION B-B

SECTION C-C

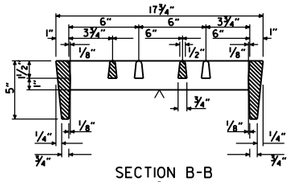
DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

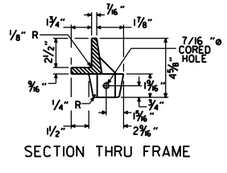
1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

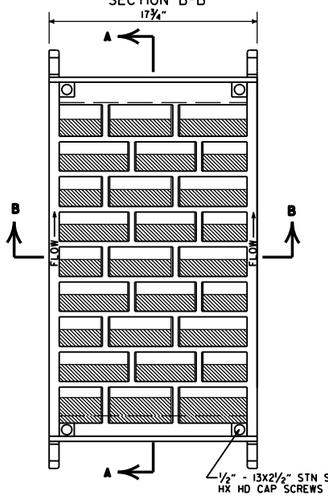
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. 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.

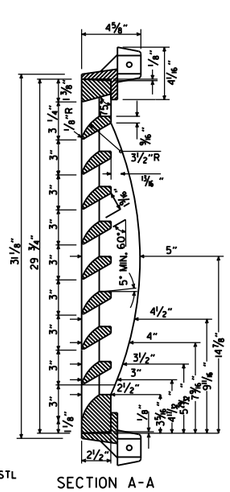


SECTION B-B



SECTION THRU FRAME



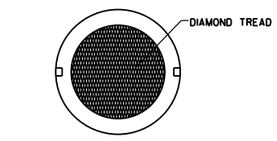


SECTION A-A

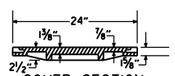
DETAILS OF RIBBED VANE GRATE AND FRAME

GENERAL NOTES (RIBBED VANE GRATE & FRAME)

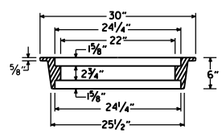
1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.



COVER FACE



COVER SECTION



RING SECTION

HEAVY DUTY RING & COVER

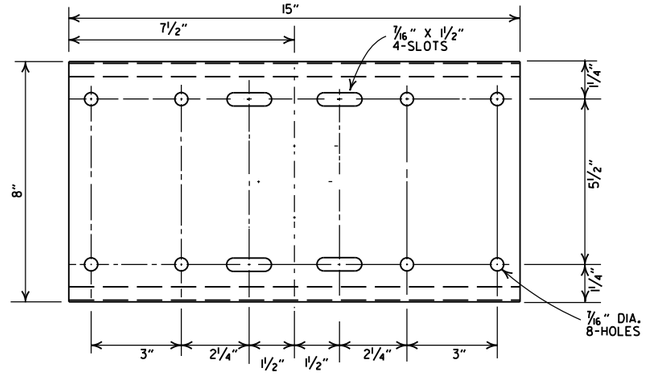
APPROXIMATE TOTAL WEIGHT = 333 LBS.

DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

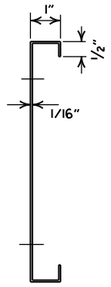
ARKANSAS STATE HIGHWAY COMMISSION

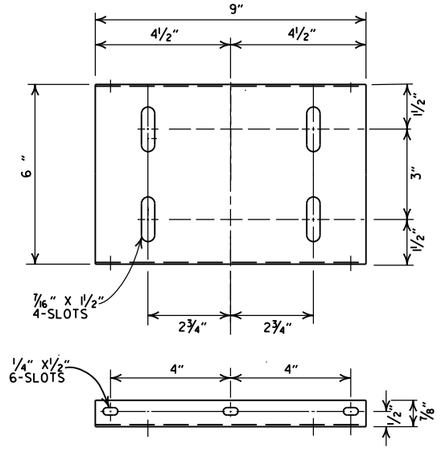
DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

STANDARD DRAWING FPC-9S

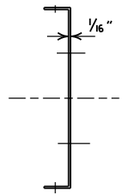


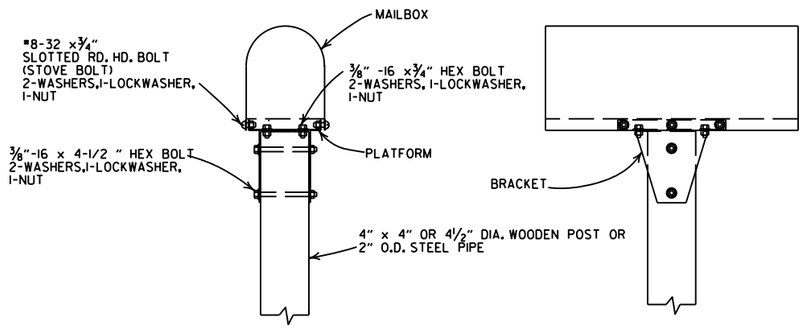
SHELF



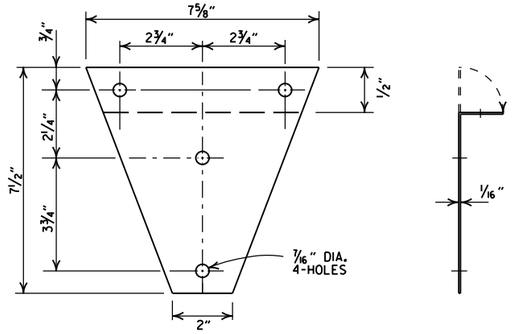


PLATFORM





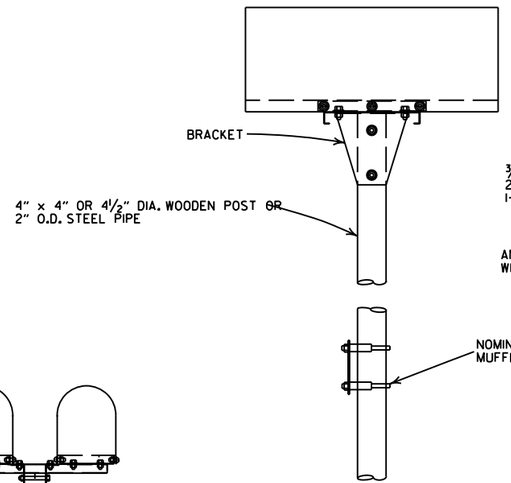
SINGLE INSTALLATION



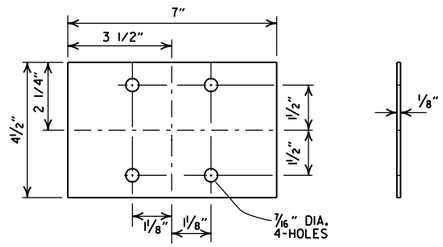
BRACKET

GENERAL NOTES

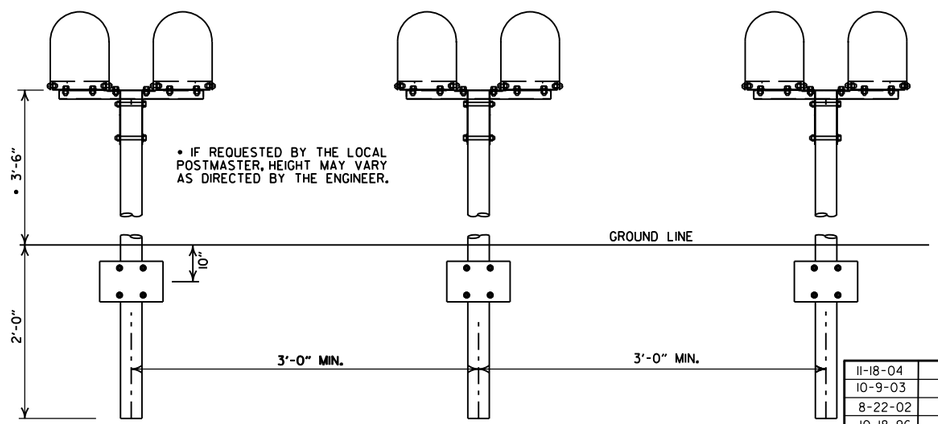
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED 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.



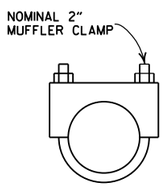
DOUBLE INSTALLATION



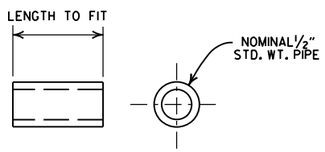
ANTI-TWIST PLATE



SPACING FOR MULTIPLE POST INSTALLATION



CLAMP



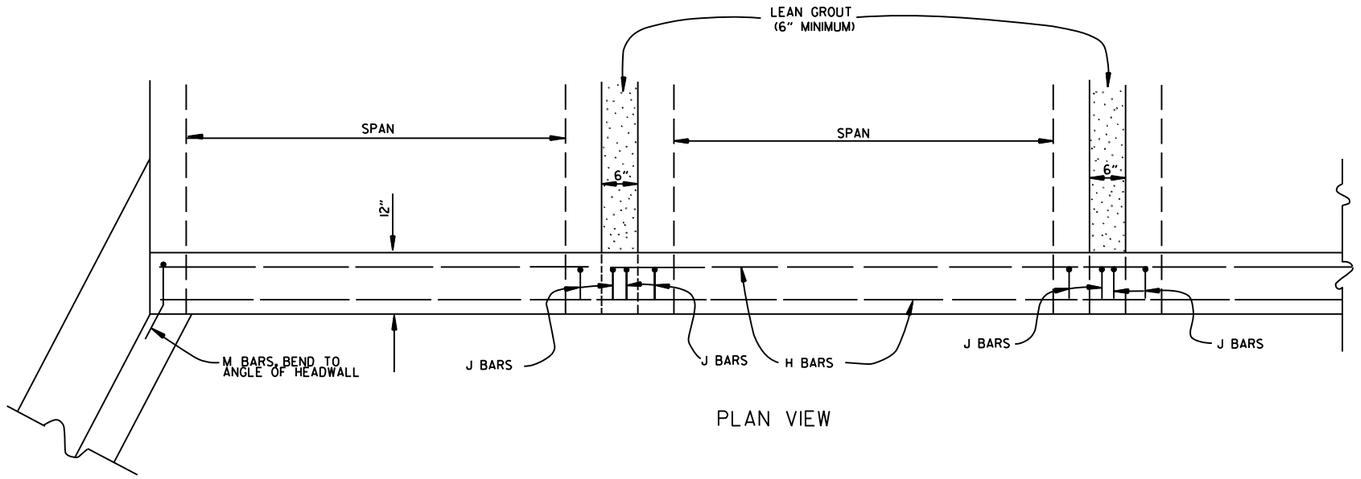
SPACER

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

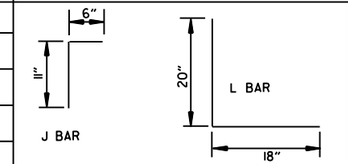
STANDARD DRAWING MB-1



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.

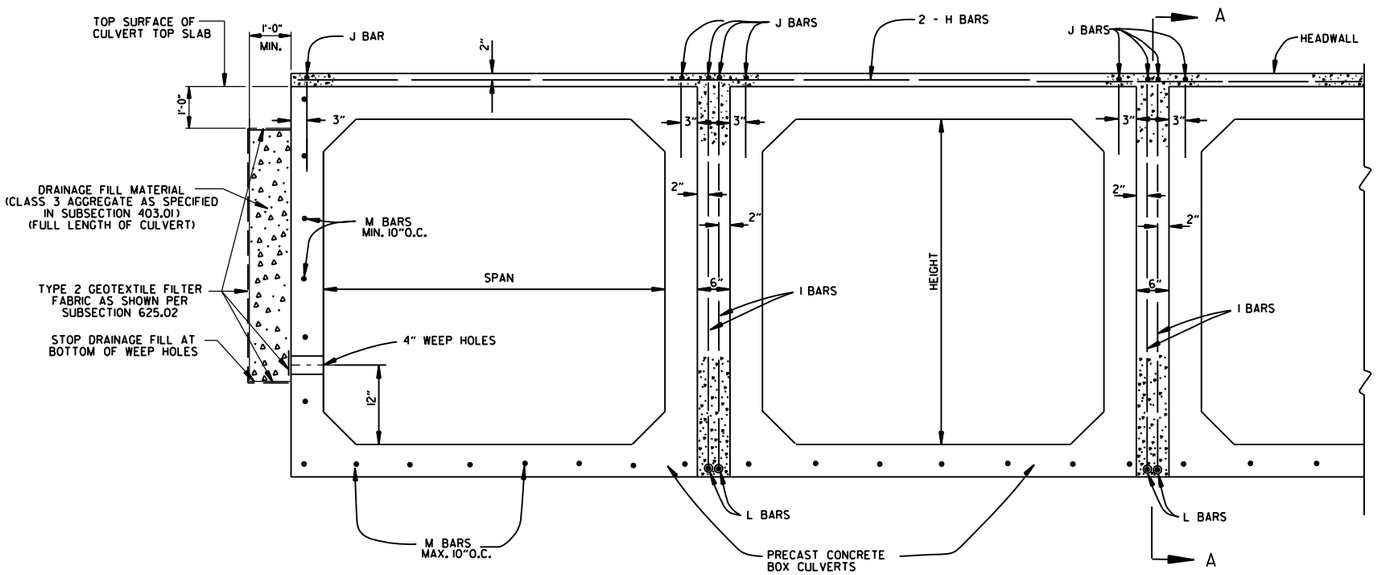
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

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.

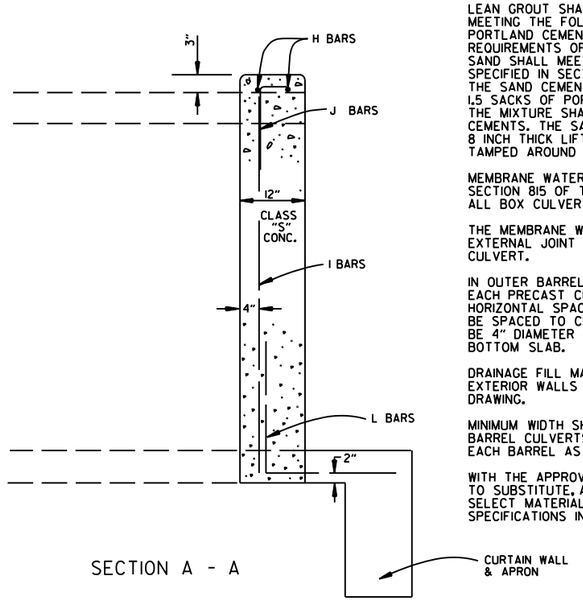
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

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.

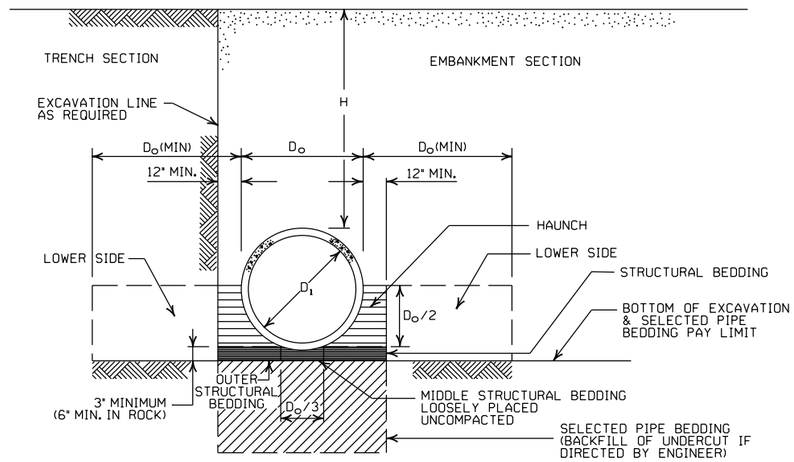
- LEGEND -

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

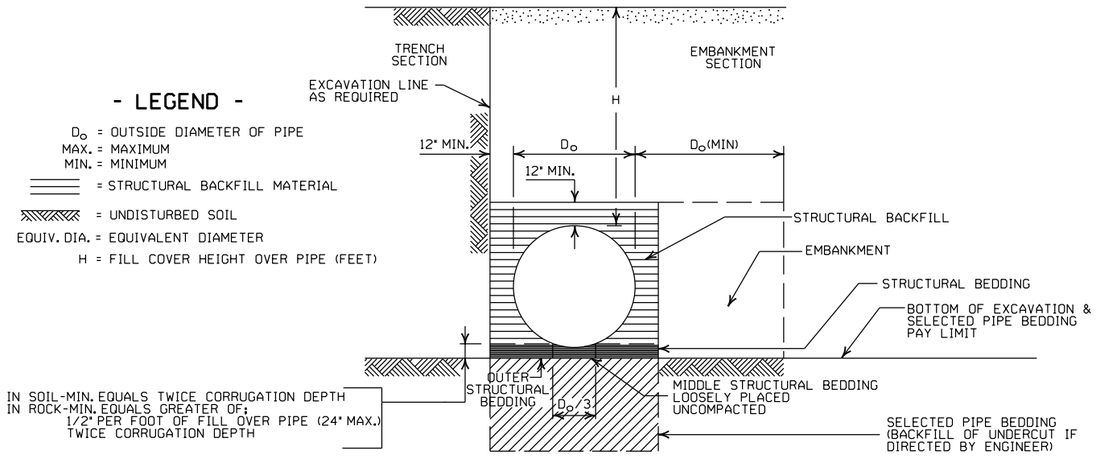
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				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"

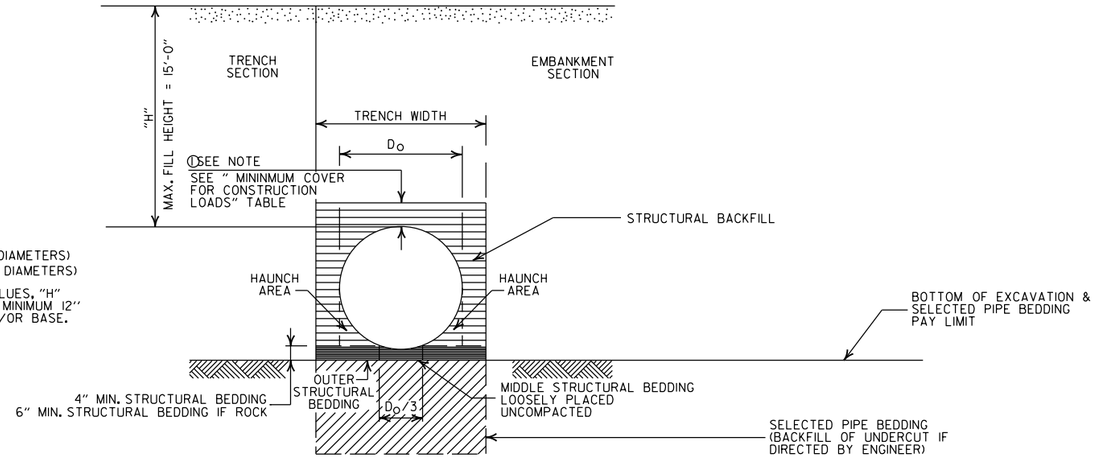
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

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

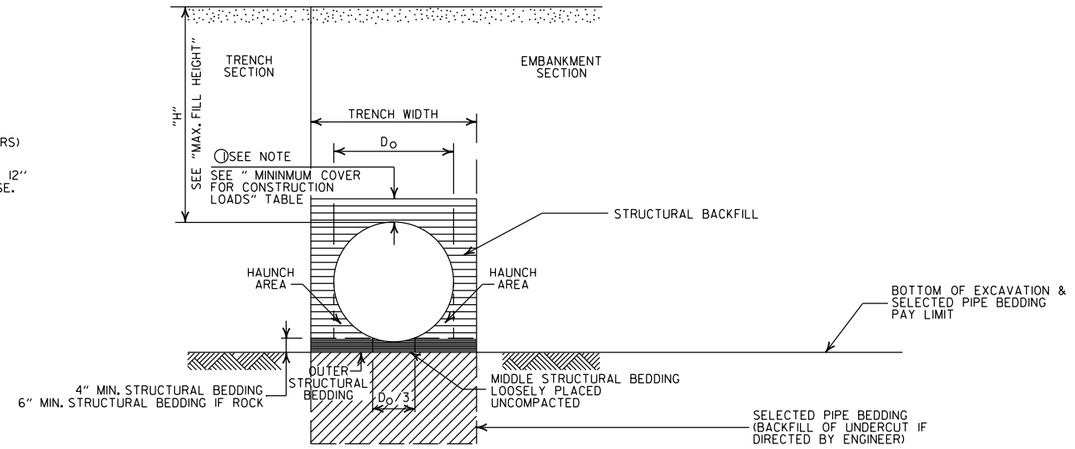
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

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"

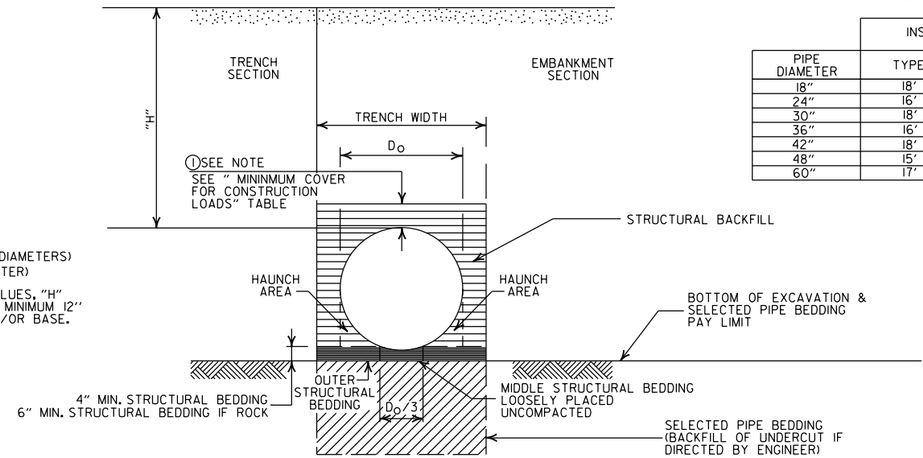
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

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

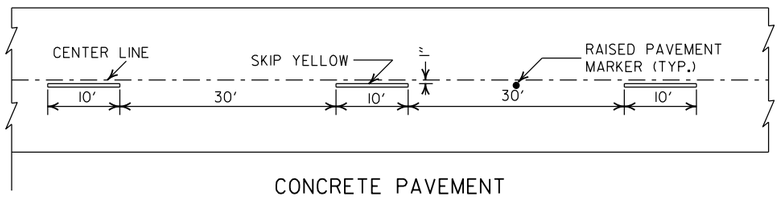
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

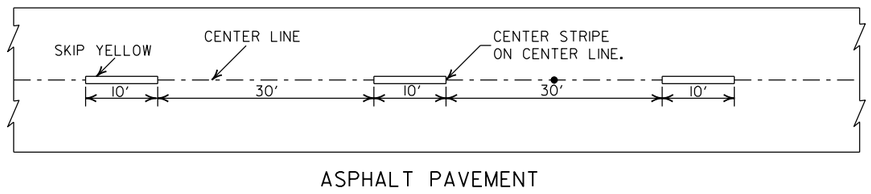
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

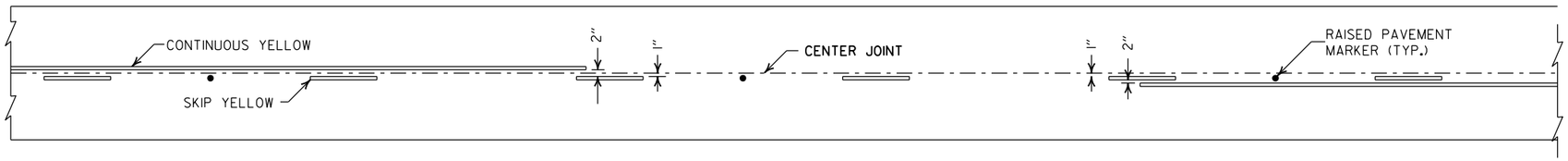


CONCRETE PAVEMENT

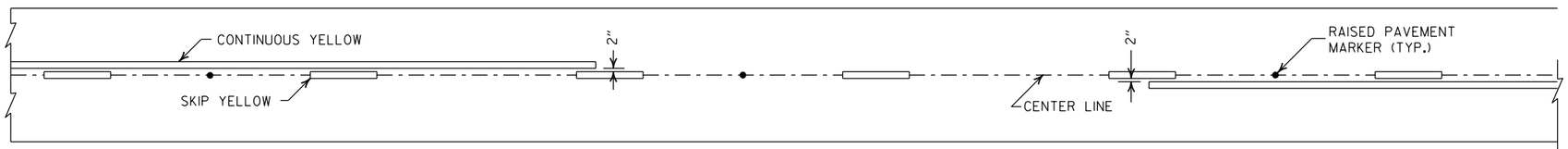


ASPHALT PAVEMENT

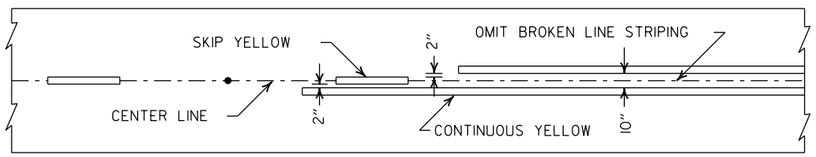
BROKEN LINE STRIPING



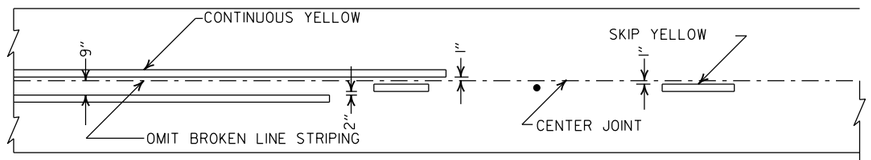
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

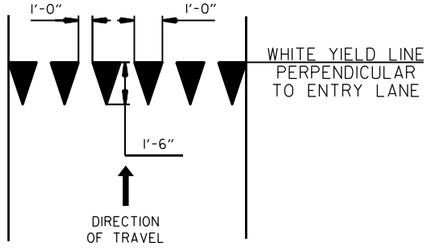


ASPHALT PAVEMENT

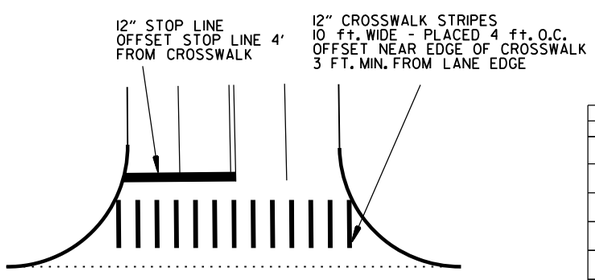


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

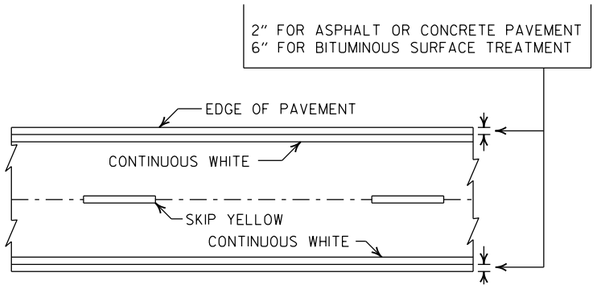


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

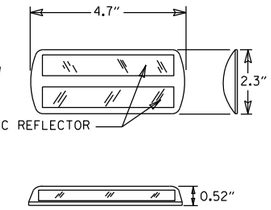
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



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

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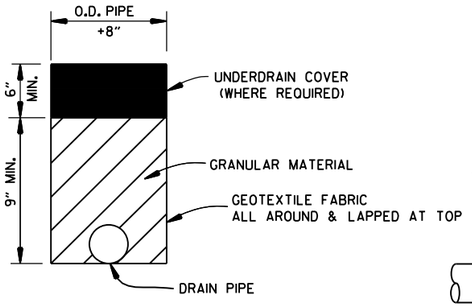
PAVEMENT MARKING DETAILS

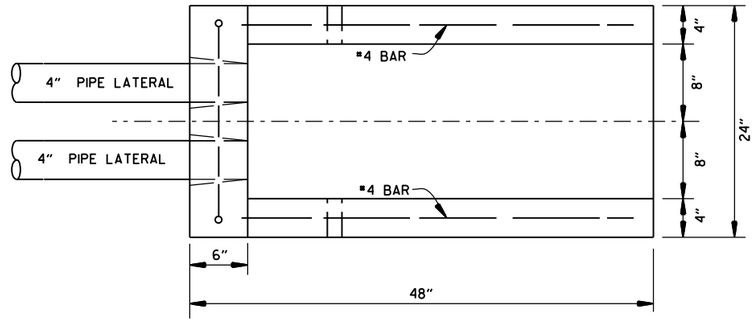
STANDARD DRAWING PM-1

NOTE:

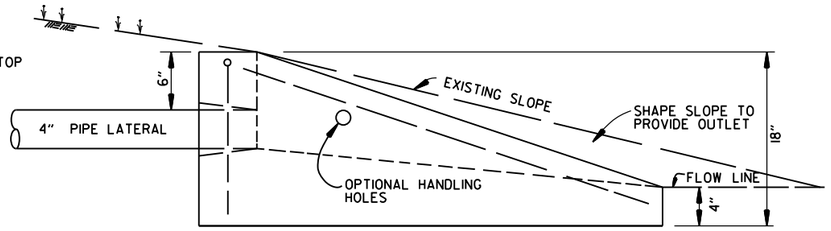
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

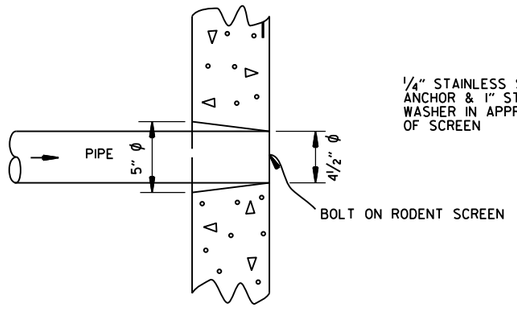




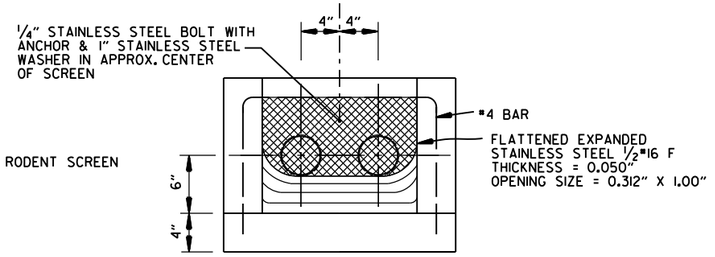
PLAN VIEW



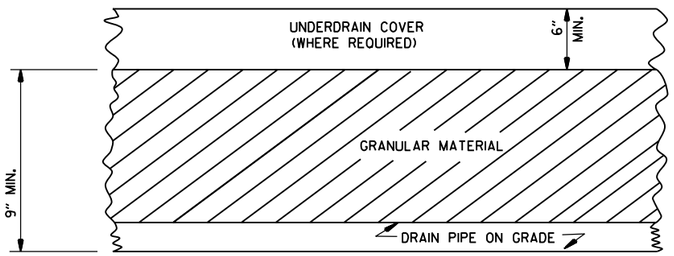
SIDE VIEW



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."

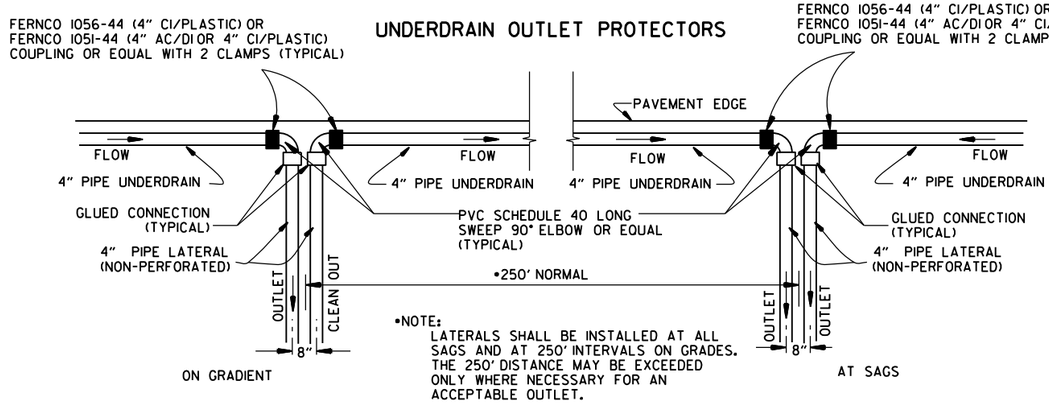
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

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

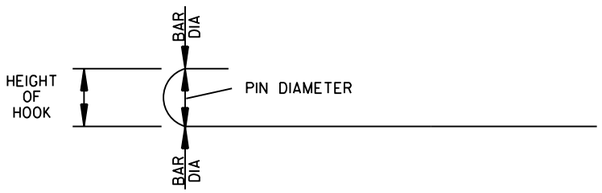
DETAILS OF PIPE UNDERDRAIN

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

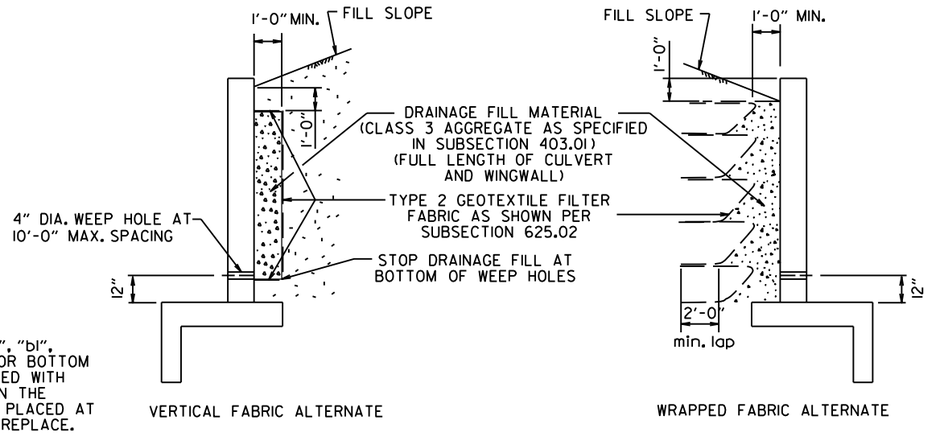
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

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.

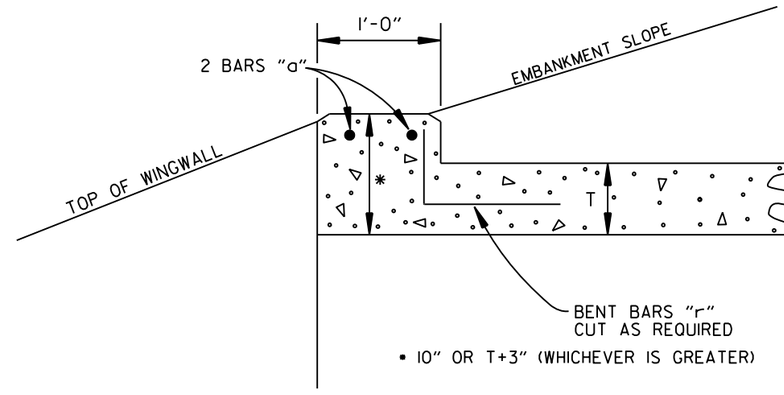
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

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.

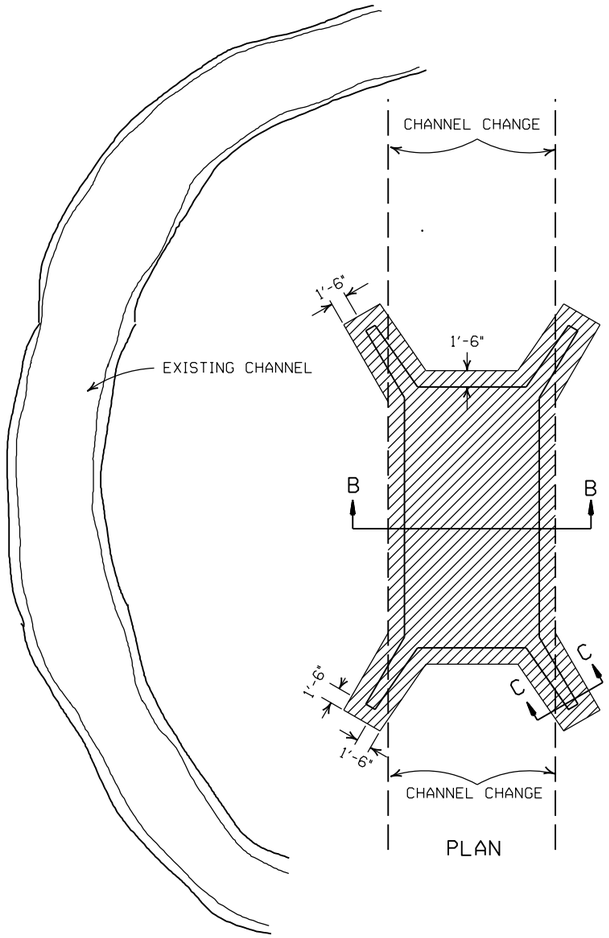
R.C. BOX CULVERT HEADWALL MODIFICATIONS

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	

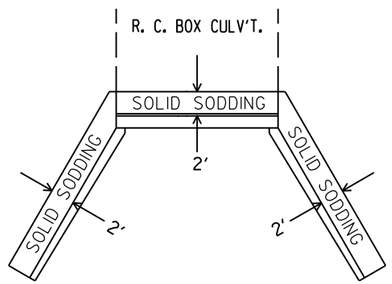
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REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



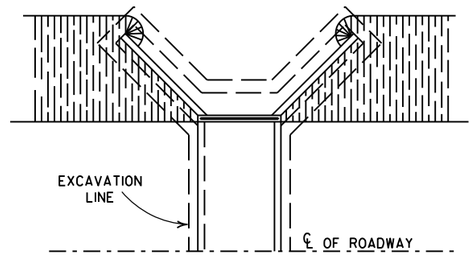
PLAN



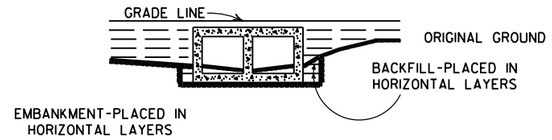
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

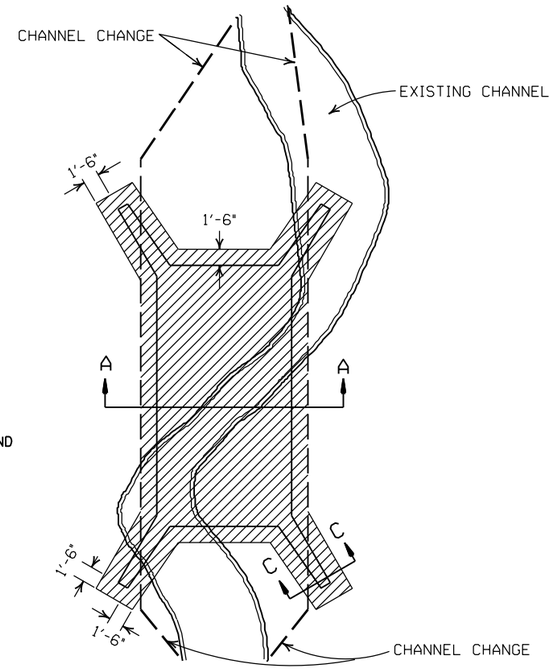


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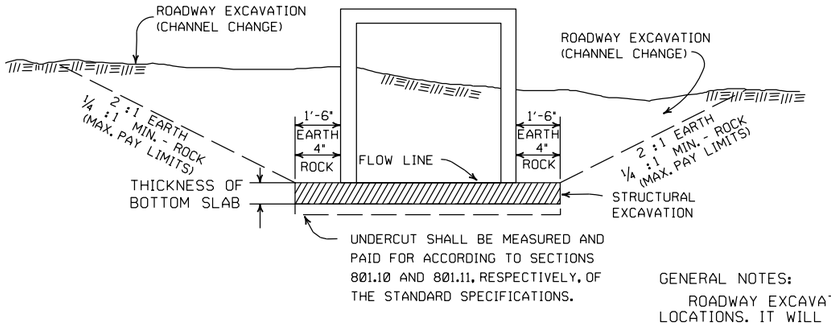


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

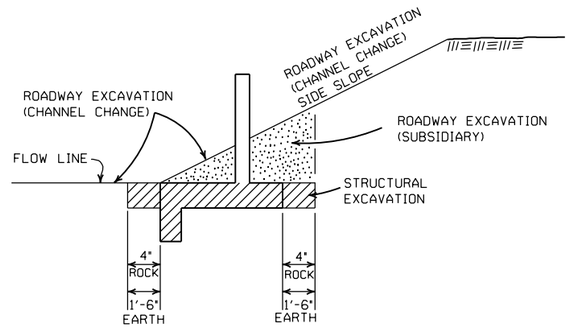


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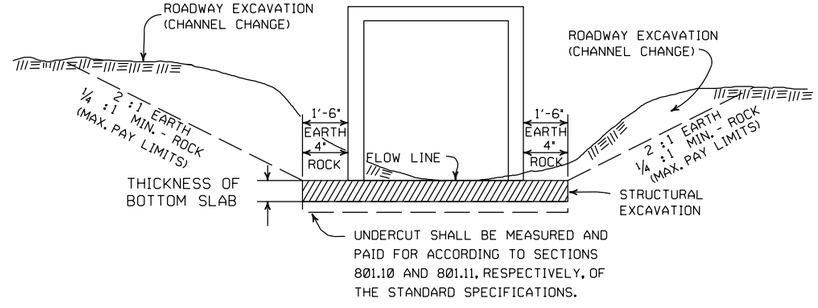


SECTION B-B

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.

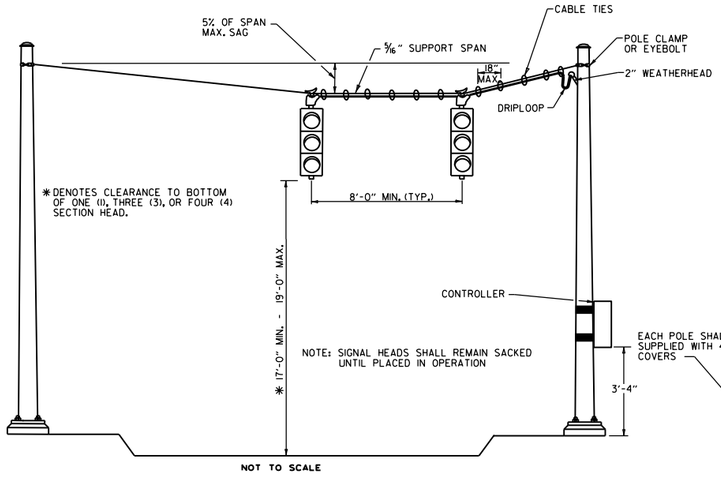
ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

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

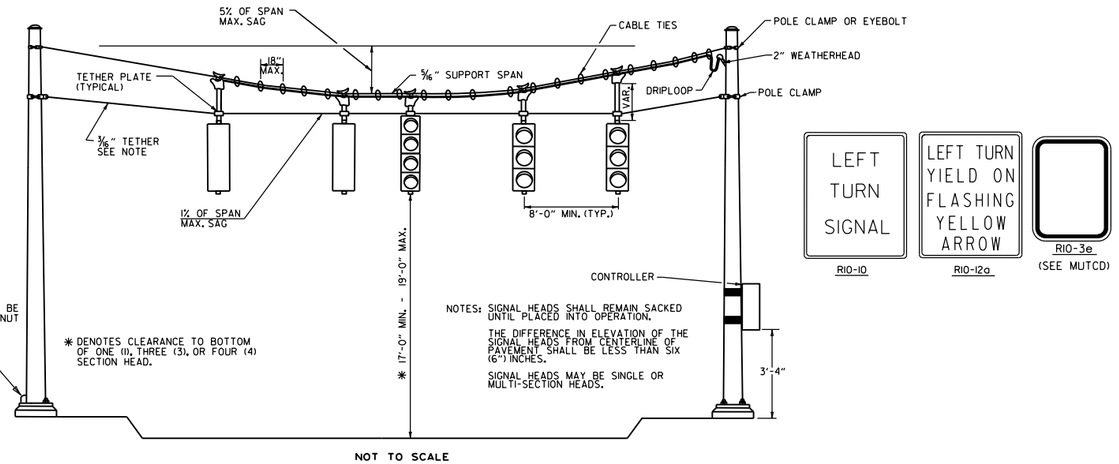
ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2



TYPICAL SPAN WIRE ASSEMBLY



TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SIGN (R10-12a) 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 FACES SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

TETHER STRAND SHALL BE EITHER 5/32" OR 3/16" HIGH FATIGUE STAINLESS STEEL AIRCRAFT CABLE IN 7/19 CONFIGURATION, MIL-W-83420 CERTIFIED, WITH A MINIMUM STRENGTH OF 2400 LB.

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.

FOUNDATION NOTES:

ALL REINFORCING STEEL SHALL BE GRADE 40 MINIMUM.

SPAN WIRE POLES WITH A 9" OR 10" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 9'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 102". HORIZONTAL REINFORCING STEEL SHALL BE 13-#4 @ 8.333" O.C.

SPAN WIRE POLES WITH AN 11", 12", OR 13" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 12'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 138". HORIZONTAL REINFORCING STEEL SHALL BE 17-#4 @ 8.5" O.C.

ALL PED POLES SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 7'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 78". HORIZONTAL REINFORCING STEEL SHALL BE 10-#4 @ 8.44" O.C.

NOTES: SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

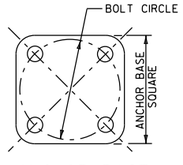
OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE IN STALLED IN LIEU OF ROUND POLES AND ARMS. ALL POLES AND ARMS IN A JOB MUST BE OF THE SAME SHAPE.

SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

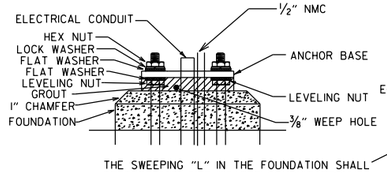
CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

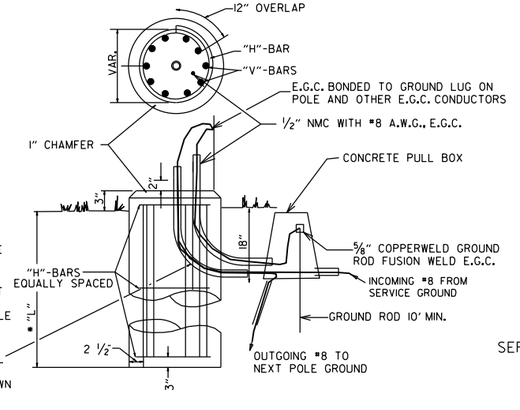
THE ANCHOR BOLTS AND SWEEPING "L" CONDUIT SHALL BE PLACED IN THE FOUNDATION IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE GROUND ROD SHALL EXTEND A MINIMUM OF 10' BELOW CABINET FOUNDATION.

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 5/8" COPPERWELD GROUND ROD.



ANCHOR BASE





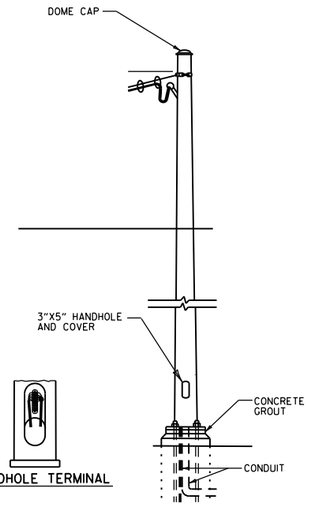
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

TYPICAL FOUNDATION DETAILS

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 713 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND E.G.C. CONDUCTOR SHALL BE PAID FOR SEPARATELY.

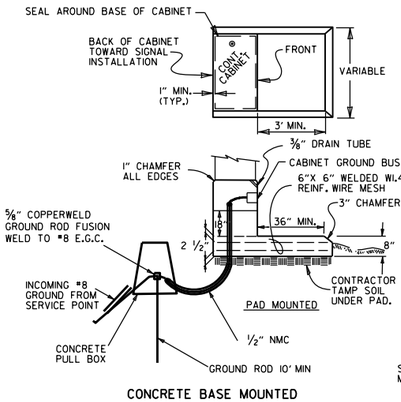
ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED 3/4" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).



HANDHOLE TERMINAL

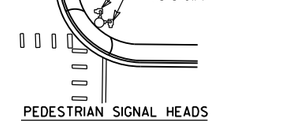
SPAN WIRE ASSEMBLY WITH SPAN WIRE SUPPORT POLE



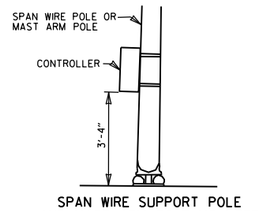
CONCRETE BASE MOUNTED CABINET DETAILS

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.



PEDESTRIAN SIGNAL HEADS



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED

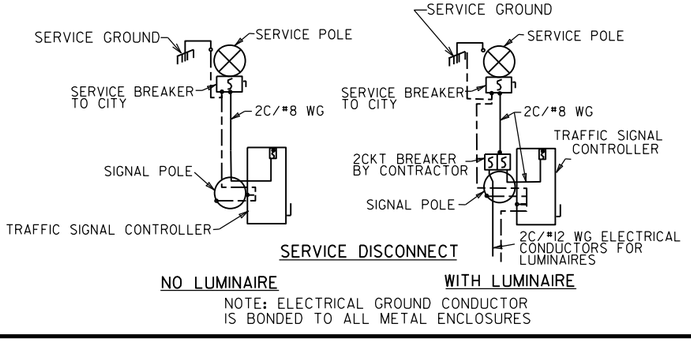
MINIMUM STRUCTURAL REQUIREMENTS:

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY II.
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 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.



NO LUMINAIRE — SERVICE DISCONNECT — WITH LUMINAIRE

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

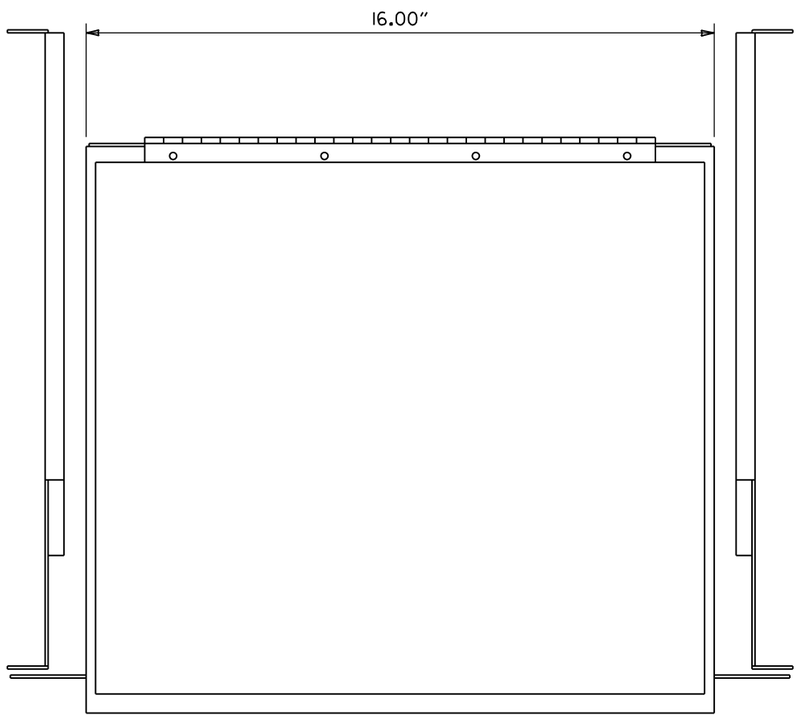
DATE	REVISION	FILMED
02-13-24	REVISED SPECIAL SIGN TO R10-12a SIGN	
11-16-17	REVISED NOTES. ADDED SPAN WIRE SUPPORT POLE DETAIL AND HANDHOLE TERMINAL DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
05-21-09	REVISED GROUNDING	
09-10-08	REV. STEEL AIRCRAFT CABLE CONFIGURATION NOTE	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REVISED	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

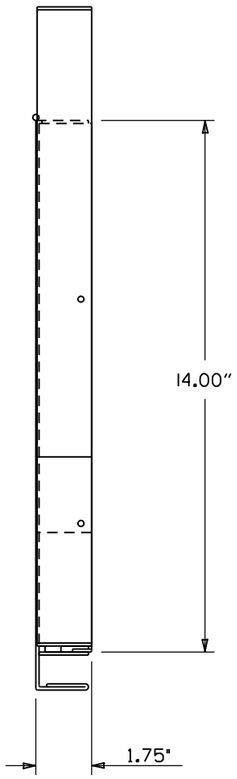
ARKANSAS STATE HIGHWAY COMMISSION

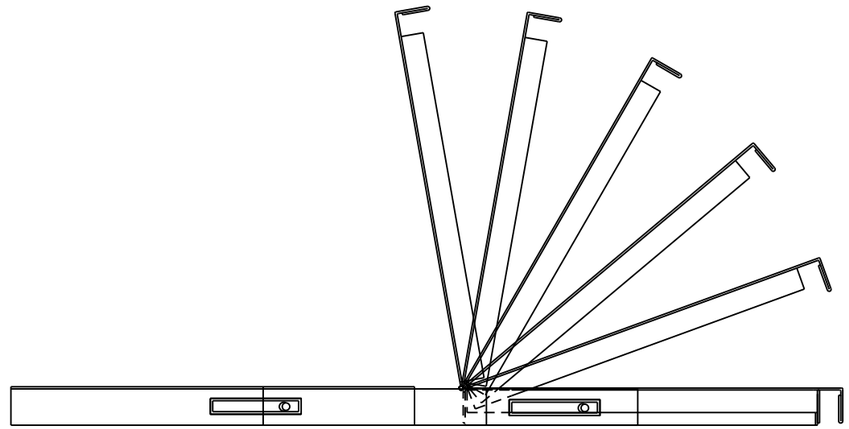
SPAN WIRE ASSEMBLY STEEL POLE

STANDARD DRAWING SD-3

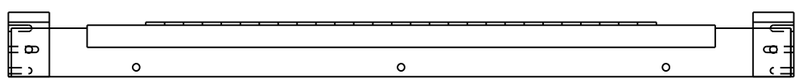
DRAWER PLAN VIEW



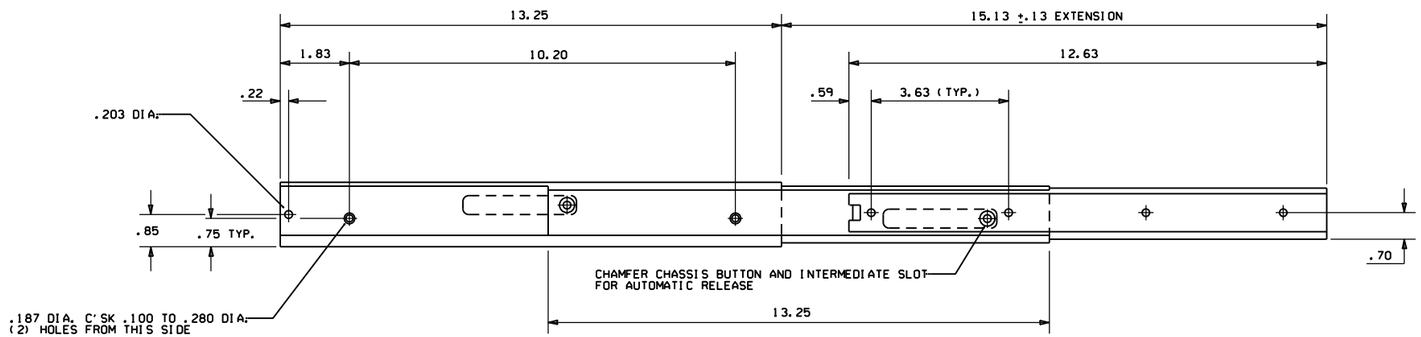




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

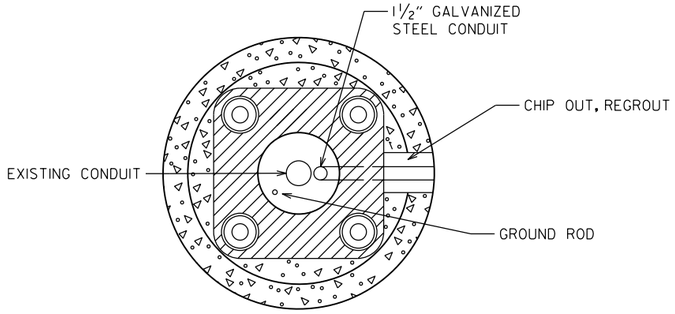
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

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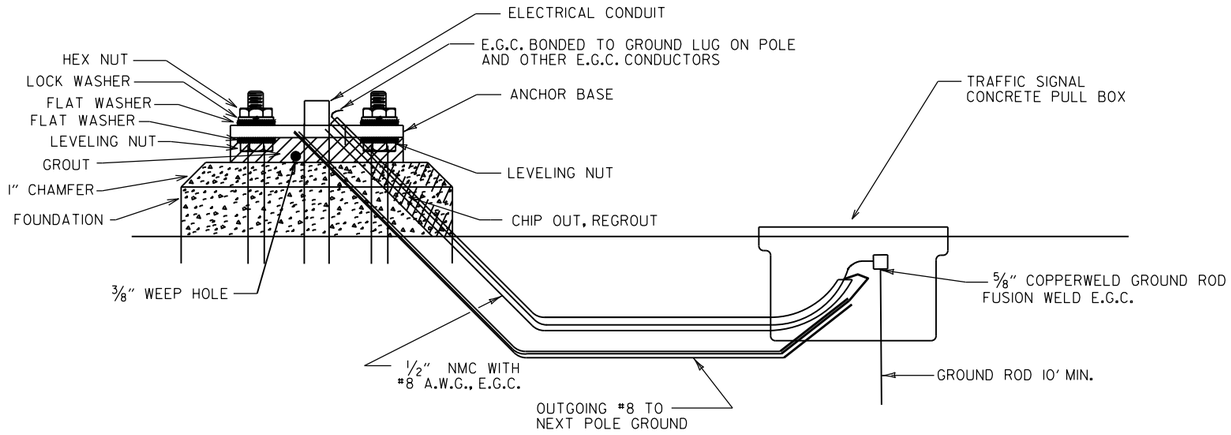
CONTROLLER CABINET UTILITY DRAWER

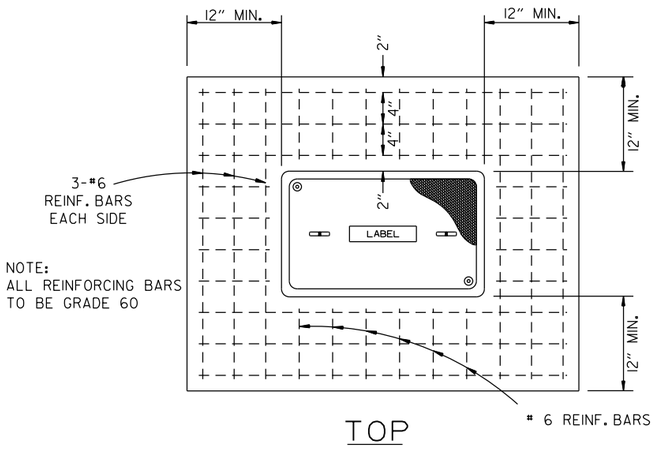
STANDARD DRAWING SD-5

CONDUIT ENTRY TO EXISTING POLE BASE

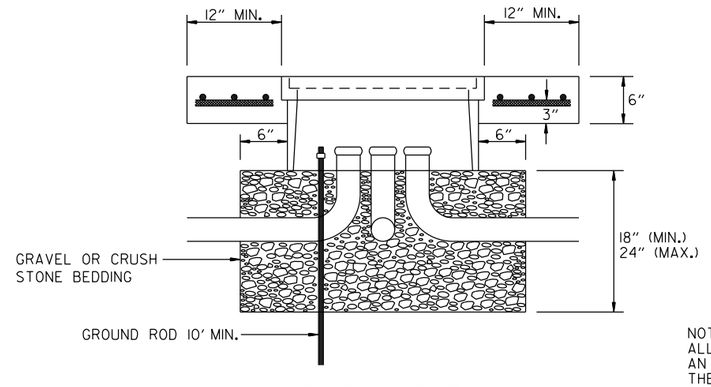


ANCHOR BASE



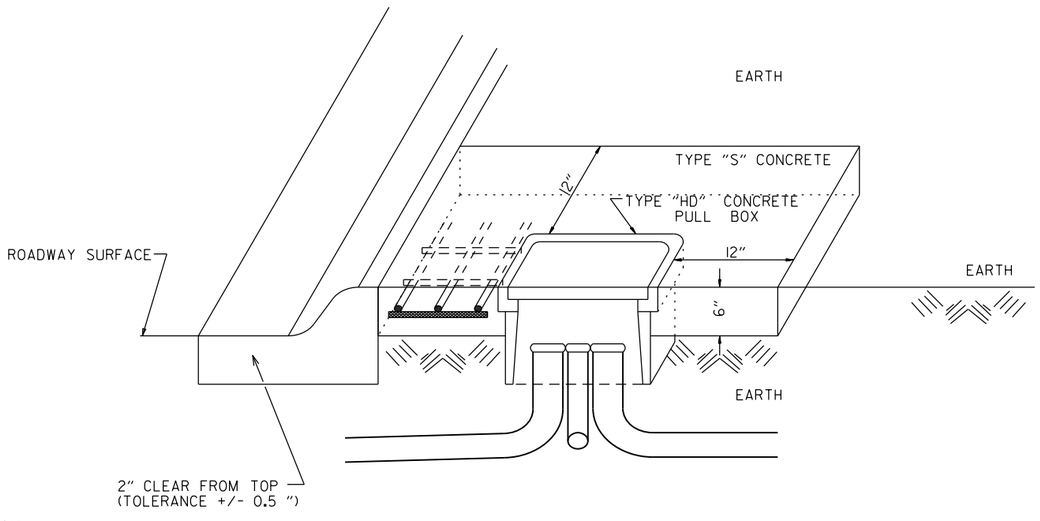


TOP



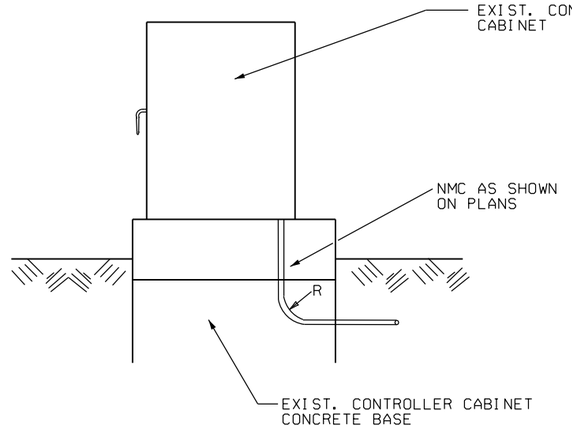
ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



NOTE:
ALL TYPE 1 HD, TYPE 2 HD, AND TYPE 3 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 6" 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.

CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



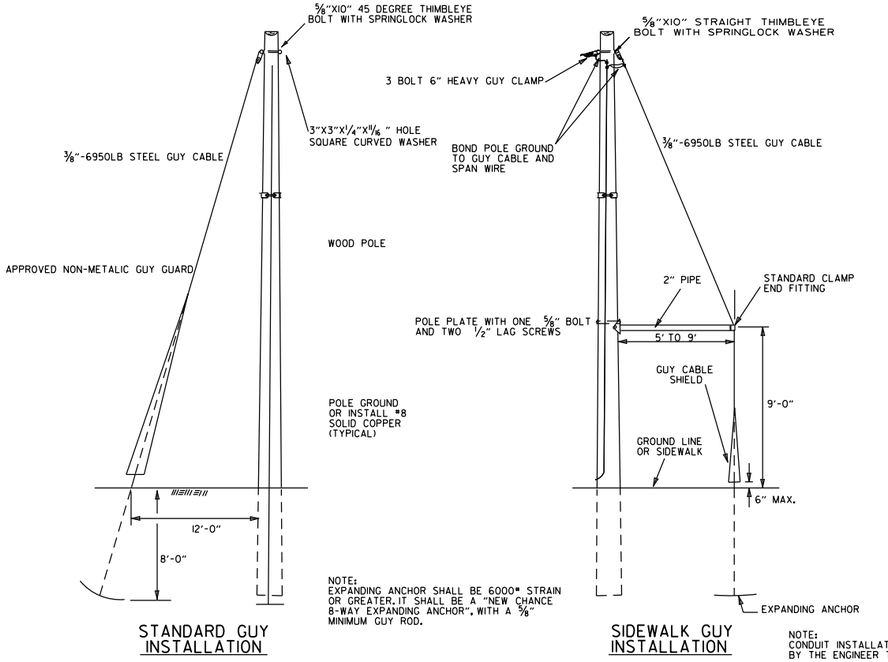
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

DATE	REVISION	FILMED
02-13-24	REVISED NOTES AND TYPE "HD" CONCRETE PULL BOX DETAILS	
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

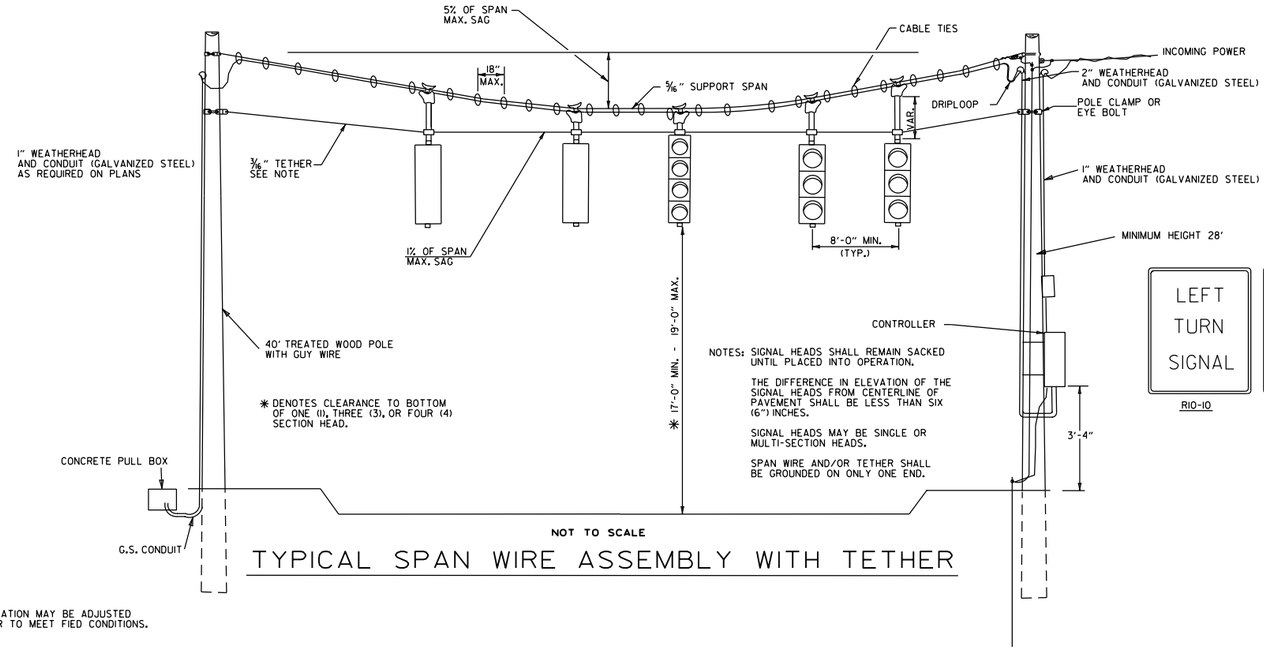
STANDARD DRAWING SD-6



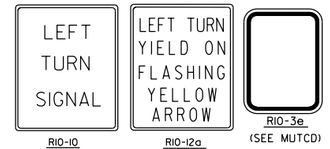
STANDARD GUY INSTALLATION

SIDEWALK GUY INSTALLATION

NOTE: CONDUIT INSTALLATION MAY BE ADJUSTED BY THE ENGINEER TO MEET FIED CONDITIONS.



TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

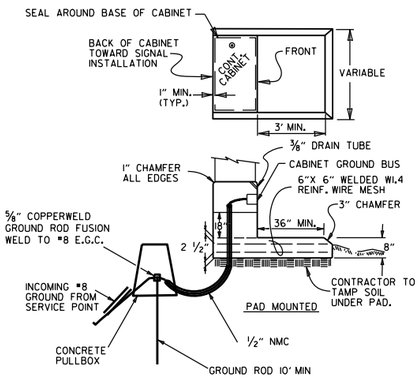


NOTES:
SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

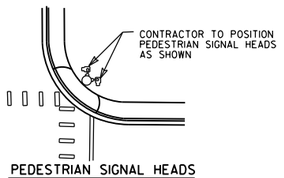
SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

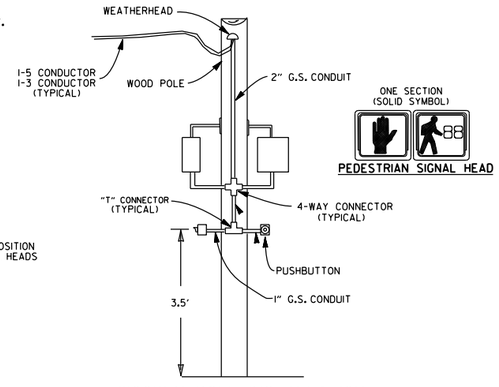
THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X 5/8" COPPERWELD GROUND ROD.



CONCRETE BASE MOUNTED CABINET DETAILS

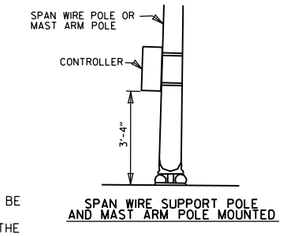


PEDESTRIAN SIGNAL HEADS

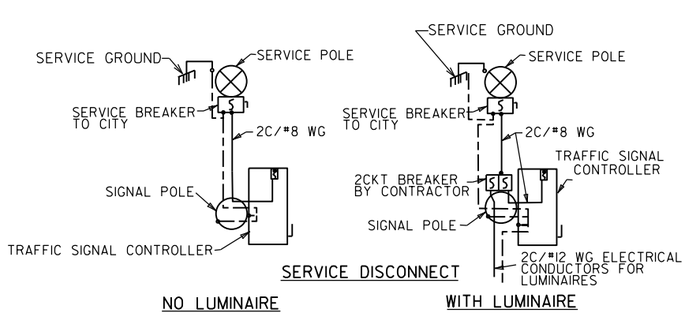


WOODEN POLE INSTALLATION OF PED HEADS

PEDESTRIAN SIGNAL HEAD



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED



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 SIGN (R10-12a) 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 BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH A THICKNESS OF 0.100 INCH.

ALL SIGN FACES 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.

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 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

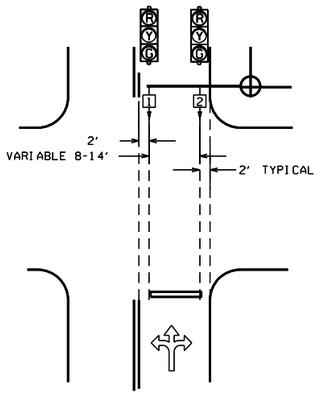
DATE	REVISION	FILMED
02-13-24	REVISED SPECIAL SIGN TO R10-12a SIGN	
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL, ADDED PEDESTRIAN SIGNAL HEAD DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
04-17-08	REVISED TO 2001 AASHTO 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

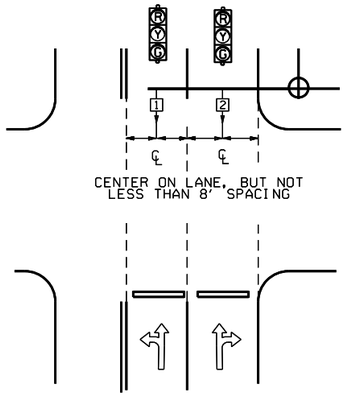
SPAN WIRE ASSEMBLY WOOD POLE

STANDARD DRAWING SD-7

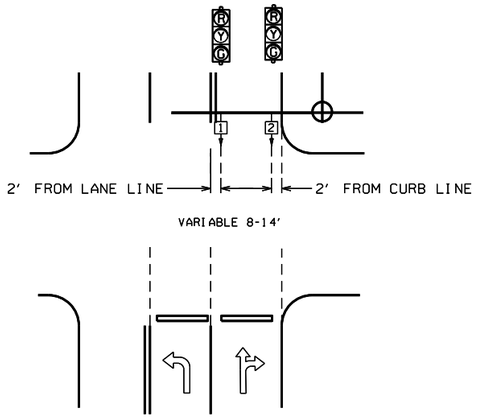
(A)



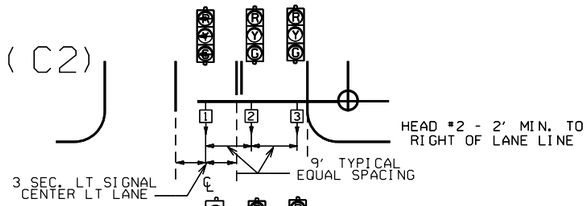
(B)



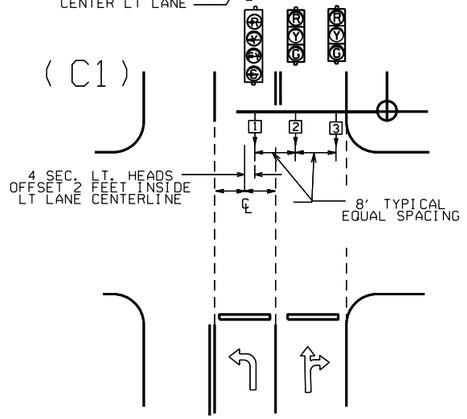
(C)



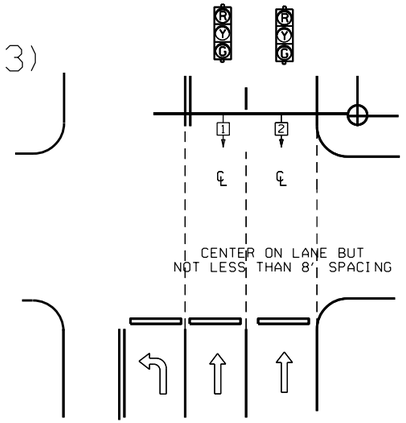
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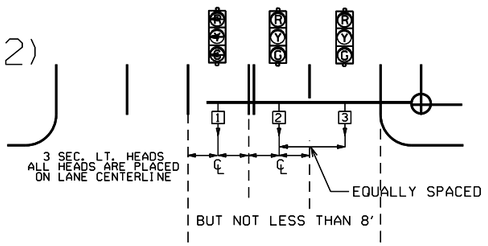
(C1)



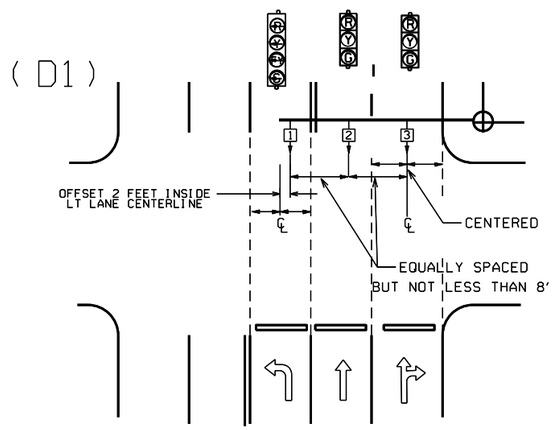
(C3)



(D2)

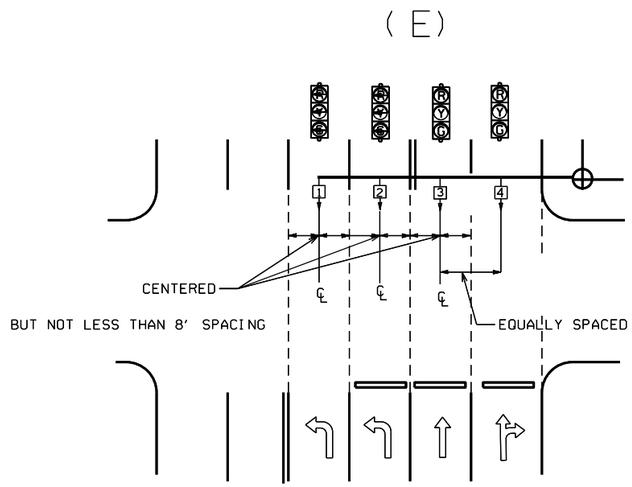


(D1)



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

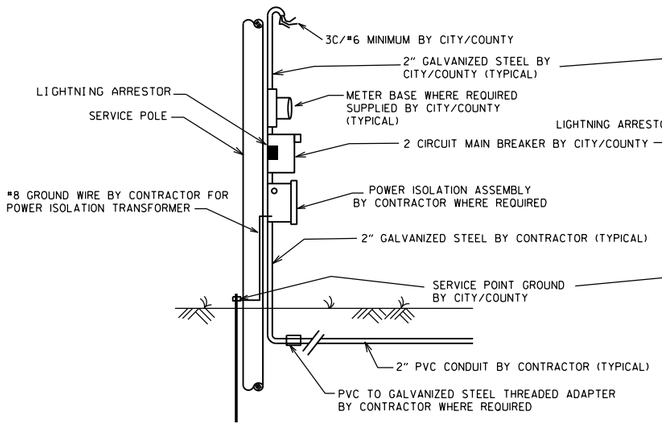
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

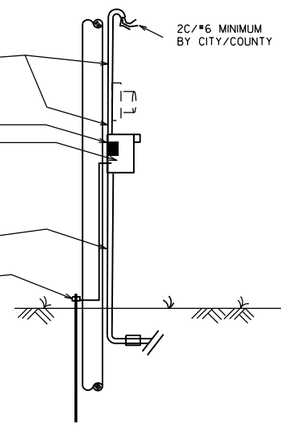
STANDARD DRAWING SD-8

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.

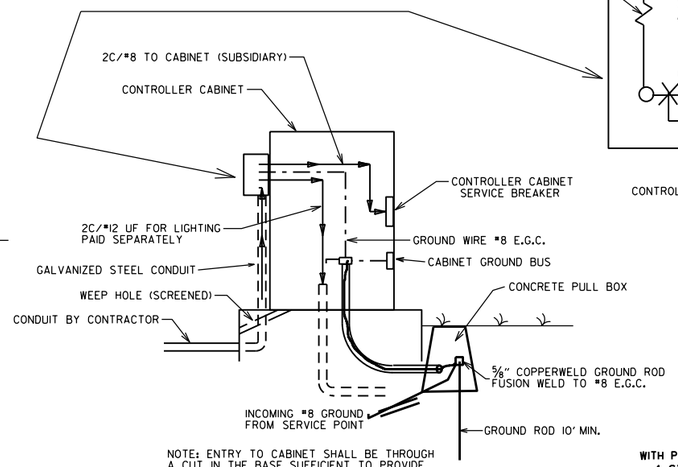
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, 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.

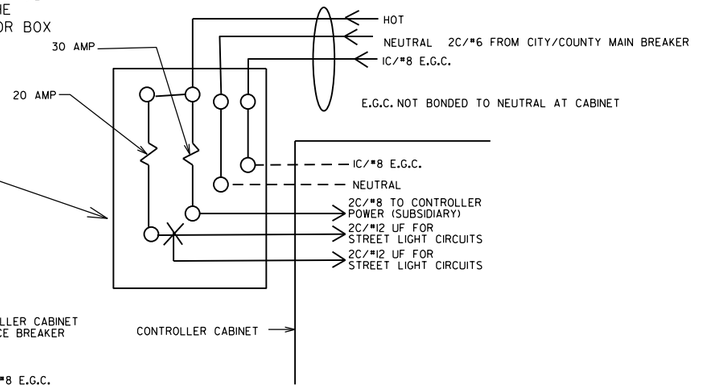
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP 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)



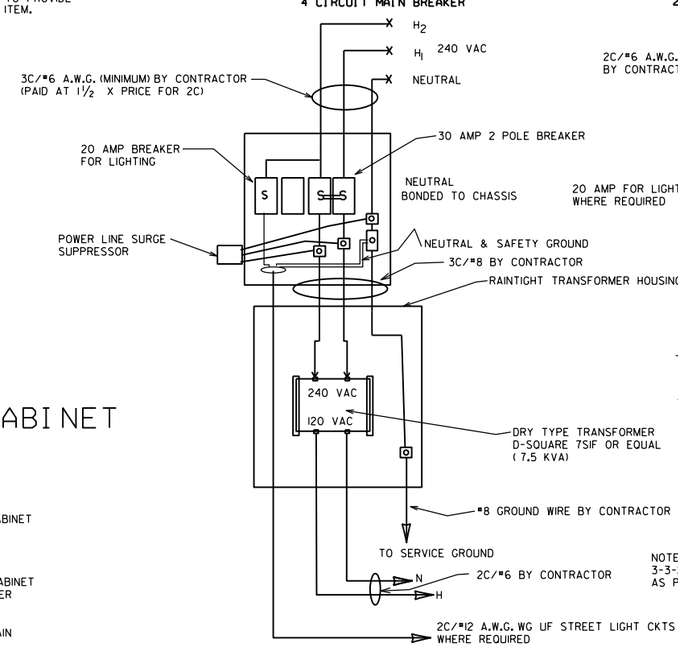
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



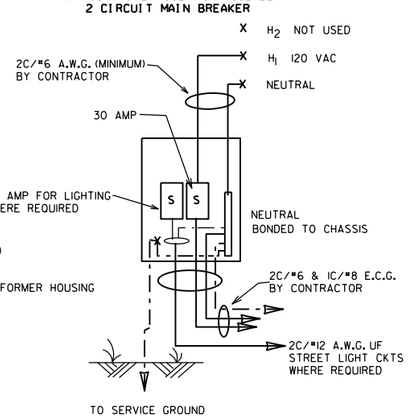
MAIN BREAKER WIRING (TYPICAL)

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

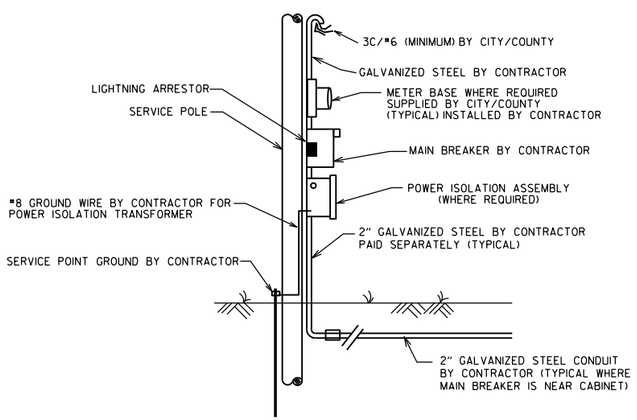


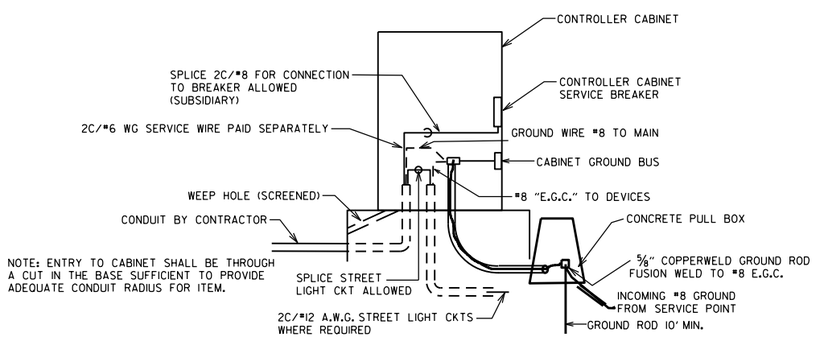
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



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 SIGN (RIO-12a) 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 (RIO-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 RIO-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.

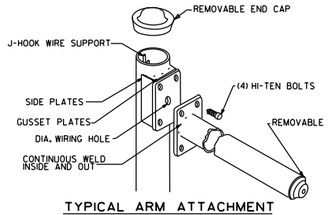
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

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).

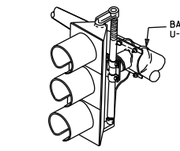
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

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.

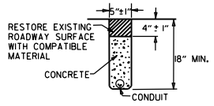
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



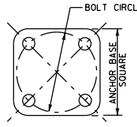
TYPICAL ARM ATTACHMENT



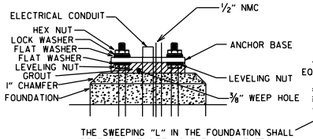
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

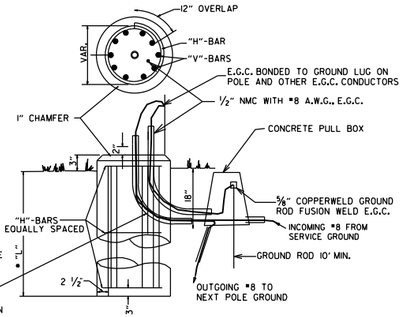


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





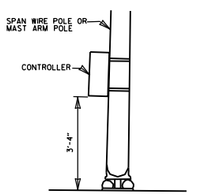
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

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.

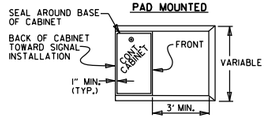
TYPICAL FOUNDATION DETAILS

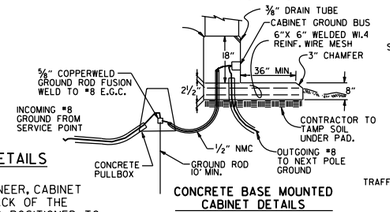
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

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 701FOR 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.

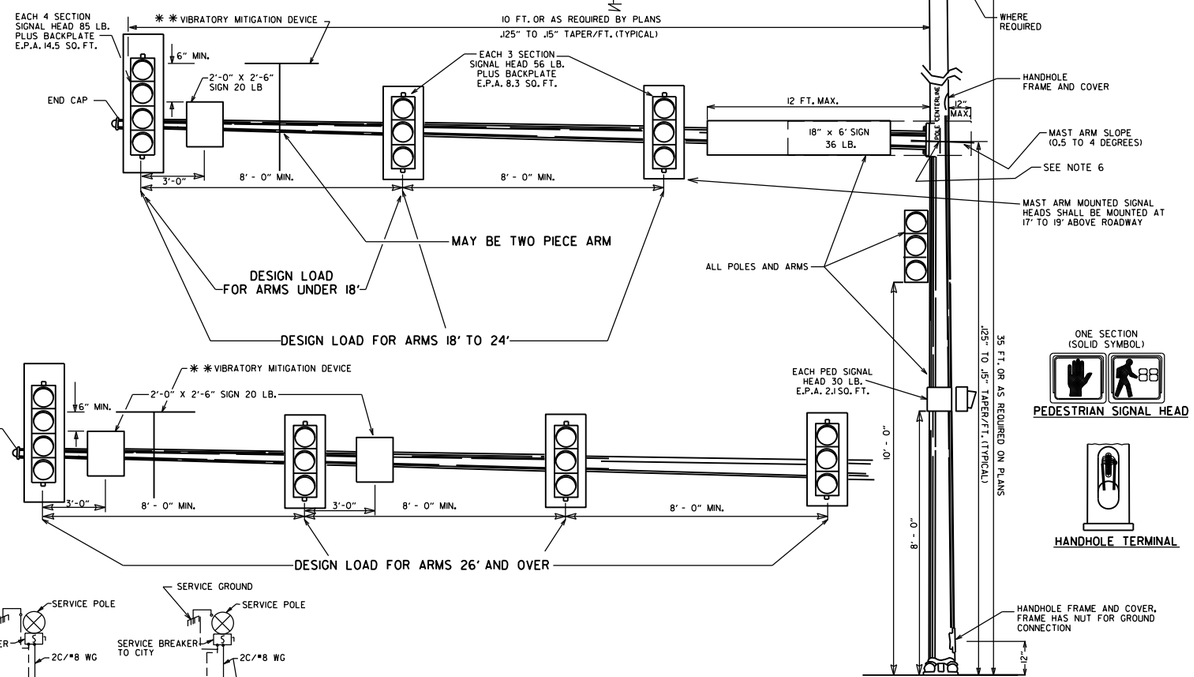
10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

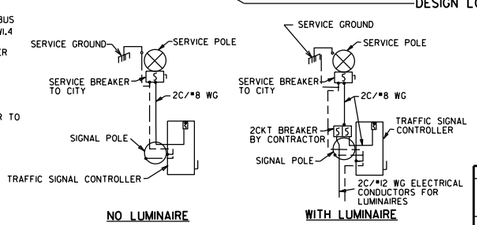
11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.

* 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 MANIFACTURER. 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.

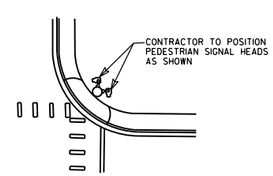
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.





SERVICE DISCONNECT

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES



PEDESTRIAN SIGNAL HEADS

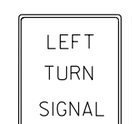
SIGNAL OPERATION NOTES:

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 ALTERATIONS IN FLASH SEQUENCE.

SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.

DATE	REVISION	FILMED
02-13-24	REVISED SPECIAL SIGN TO RIO-12a SIGN	
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	



RIO-10



RIO-12a



RIO-3e
(SEE MUTCD)

ARKANSAS STATE HIGHWAY COMMISSION

STEEL POLE WITH MAST ARM

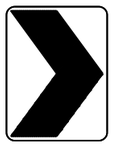
STANDARD DRAWING SD-11



R1-1
30"X30"



W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



W2-5
30"X30"



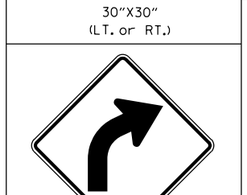
W3-1
36"X36"



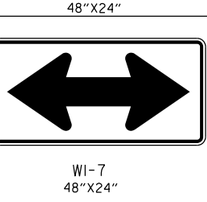
W5-1
36"X36"



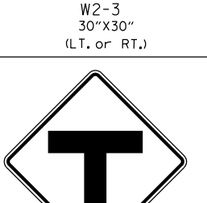
M6-3
21"X15"



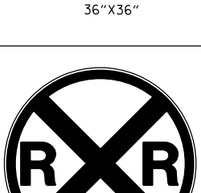
R1-2
36"X36"X36"



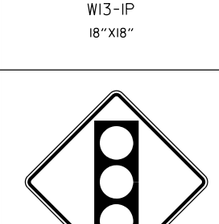
W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"



S1-1
36"X36"



W3-2
36"X36"

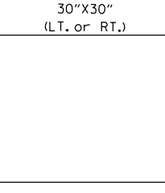


County
Route Marker
M1-6
24"X24"

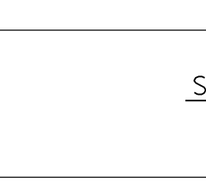
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



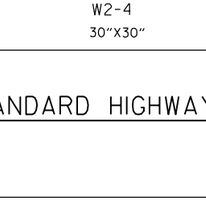
M6-4
21"X15"



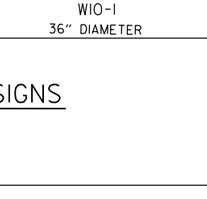
R2-1
24"X30"



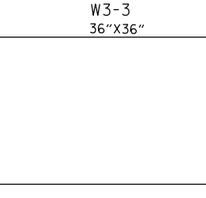
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"

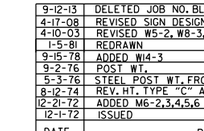


W5-2
36"X36"



W8-3
36"X36"

R1-3P
18"X6"



M6-5
21"X15"

W1-1
30"X30"
(LT. or RT.)

W1-6
48"X24"

W1-7
48"X24"

W2-3
30"X30"
(LT. or RT.)

W5-3
36"X36"

W13-1P
18"X18"

M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.

M6-6
21"X15"

W1-2
30"X30"
(LT. or RT.)

W2-4
30"X30"

W10-1
36" DIAMETER

W3-3
36"X36"

M6-2
21"X15"

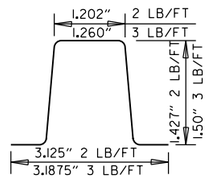
S4-3P
24"X8"

S4-2P
24"X10"

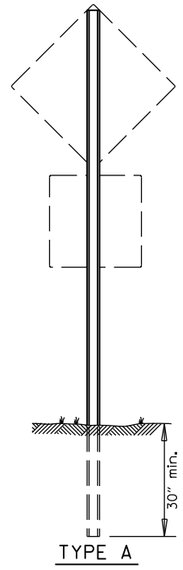
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION



(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES



TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.

TYPE B

TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

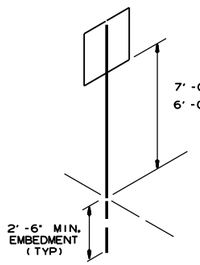
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

SUPPORT ASSEMBLIES

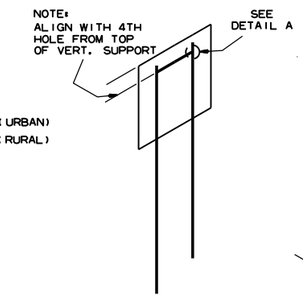
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

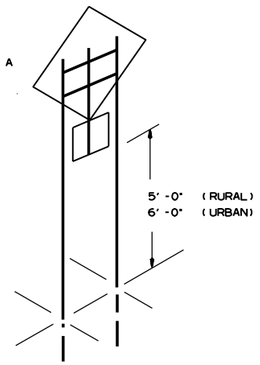
STANDARD DRAWING SHS-1



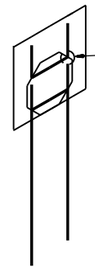
U-1



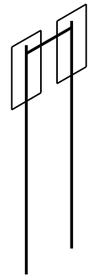
U-2



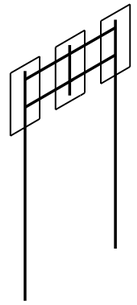
U-2 (A)



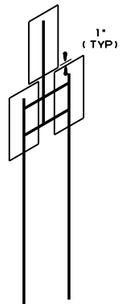
U-2 (B)



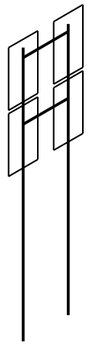
U-2 (1)



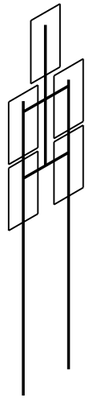
U-2 (2)



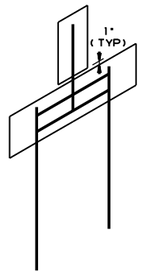
U-2 (3)



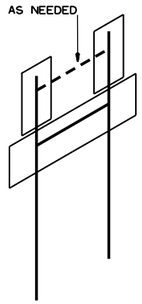
U-2 (4)



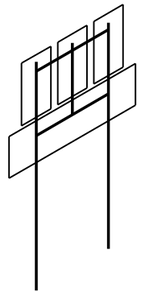
U-2 (5)



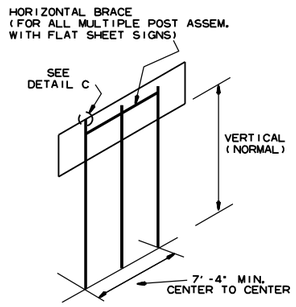
U-2 (6)



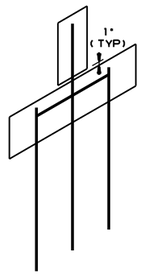
U-2 (7)



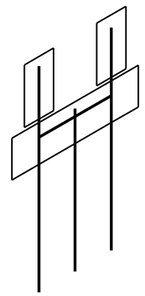
U-2 (8)



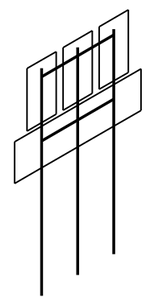
U-3



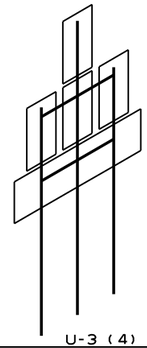
U-3 (1)



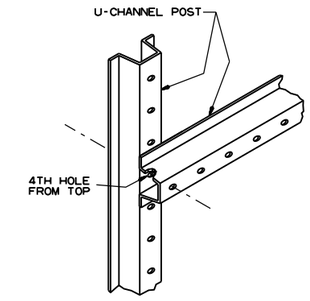
U-3 (2)



U-3 (3)

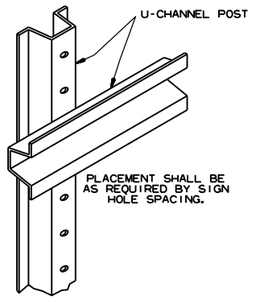


U-3 (4)



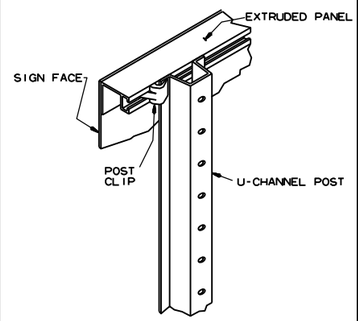
DETAIL A

SHOWING HORIZONTAL BRACE



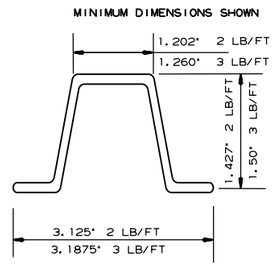
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



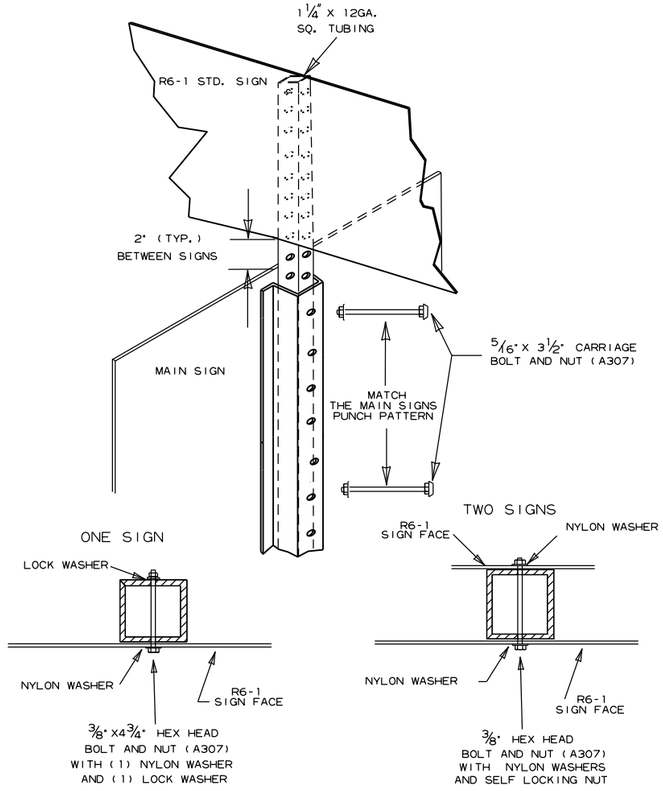
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



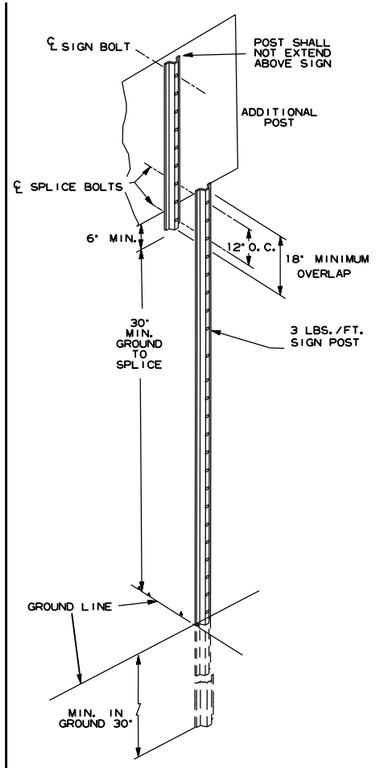
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

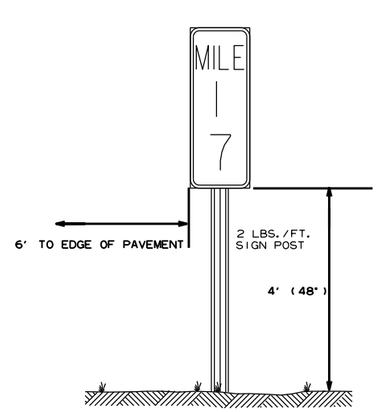
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

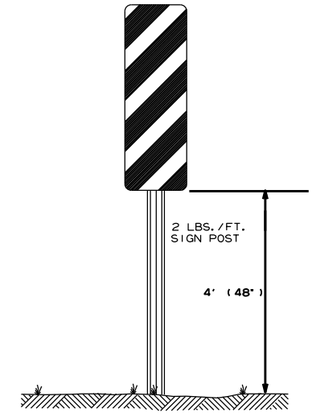
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



TYPICAL MILE MARKER INSTALLATION



TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

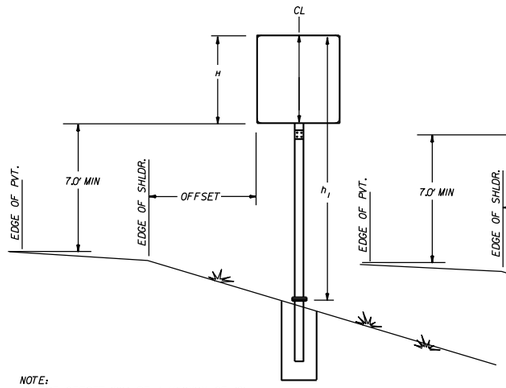
DATE	REVISION	FILMED
7-25-19	REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT	
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

U-CHANNEL POST ASSEMBLIES

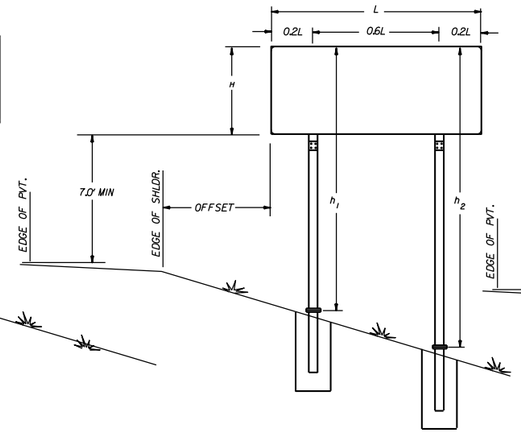
STANDARD DRAWING SHS-2

POST SIZE	BASE CONNECTION DATA											FUSE PLATE DATA									
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	WT.OF EACH FUSE PLATE LBS.
W 6X9																						
W 6X12	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 8X18												5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 11/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	11/32"	6"	3"		5 3/4"	2 3/4"	1 3/8"	1 3/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 5/8"	1 3/16"	1 15/16"	1/2"	3/4" x 2 1/4"	4.47

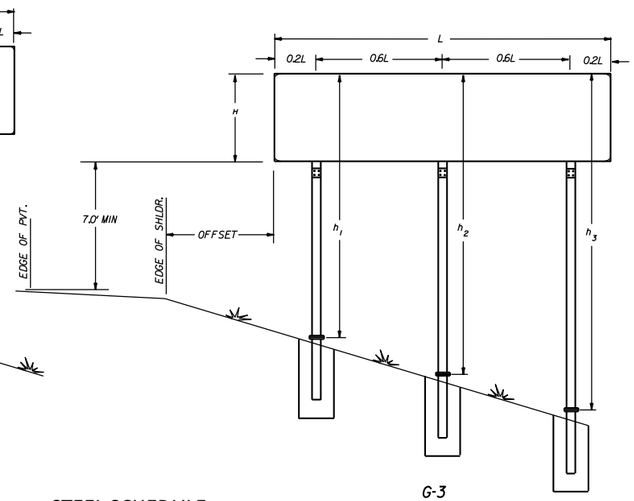


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

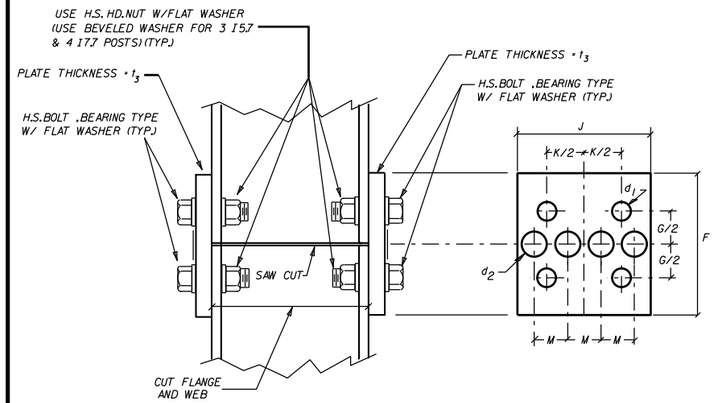
G-1



G-2

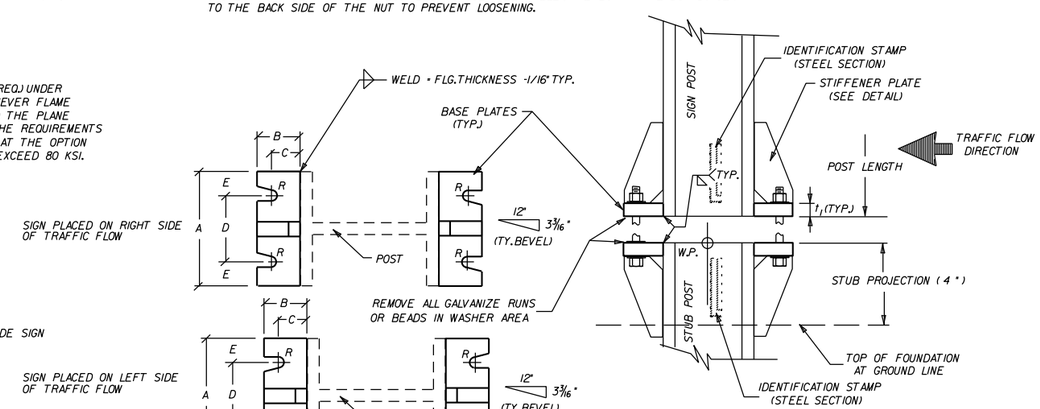


G-3

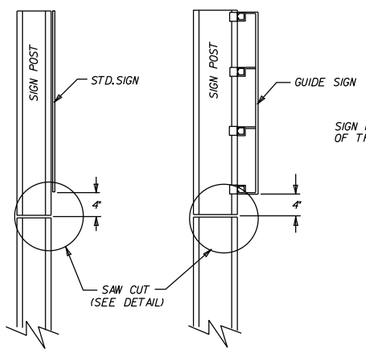


NOTE: USE H.S.HEX HEAD BOLTS,HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED.ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS,HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36,ASTM-A441,ASTM-572 GRADE 50,OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S.BOLTS WITH HEX HD.,HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT.SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC.IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST. THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR ,THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE). THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.



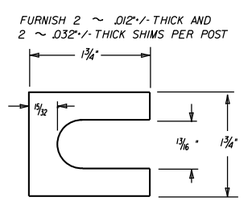
NOTE: BOLT HOLES,USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



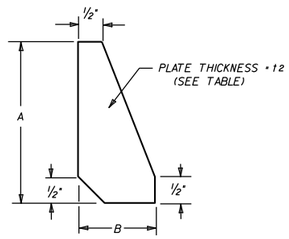
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED. AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. REPAIR OF CUT SURFACES AFTER GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123.

STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL



STIFFENER PLATE DETAIL

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

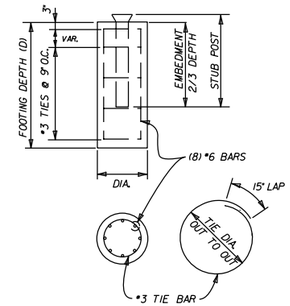
REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS		
	DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS		
	BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12



FOOTING QUANTITIES

FOOTING DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER		24" DIAMETER		30" DIAMETER		36" DIAMETER	
		CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

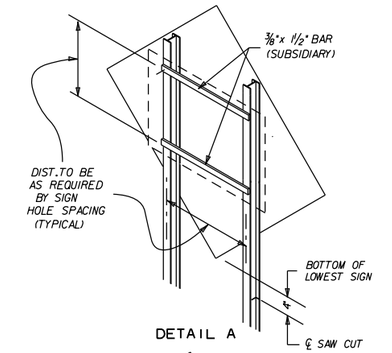
SIGN POST AND STUB POST

DATE	REVISION	FILMED
5-19-22	REVISED FUSE PLATE DETIALS' NOTE.	
9-12-13	ISSUED	

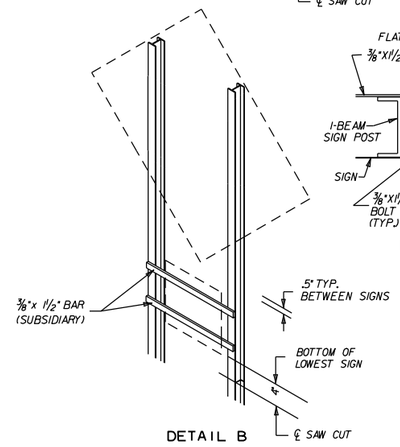
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

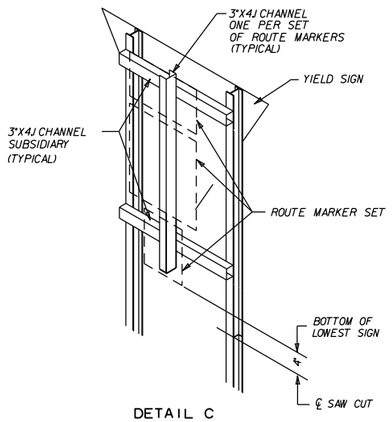
STANDARD DRAWING SHS-3



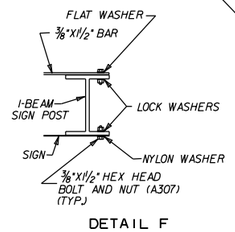
DETAIL A



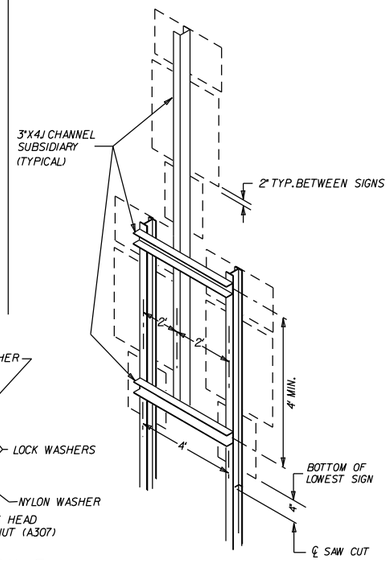
DETAIL B



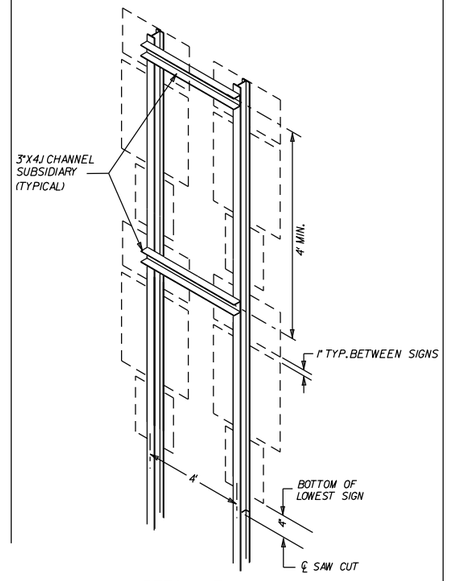
DETAIL C



DETAIL F



DETAIL D



DETAIL E

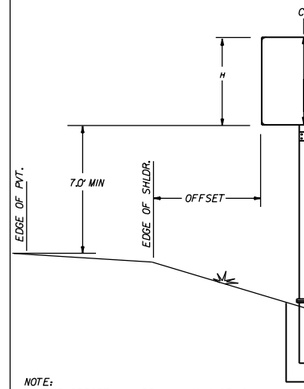
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

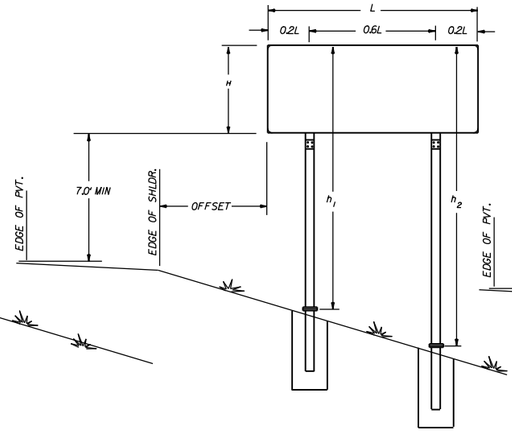
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

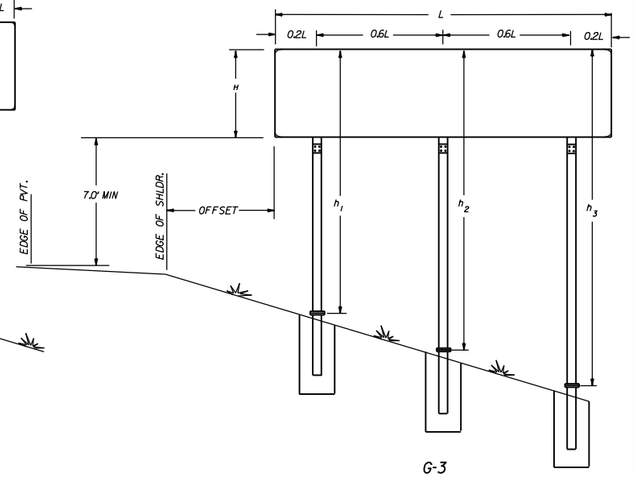


G-1

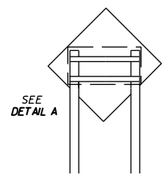
NOTE:
THE OFFSET WILL BE A MINUTE OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



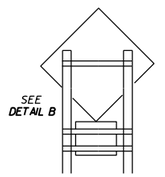
G-2



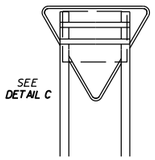
G-3



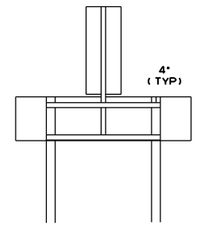
G2-1



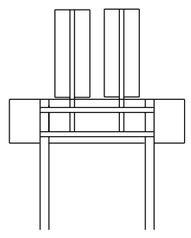
G2-2



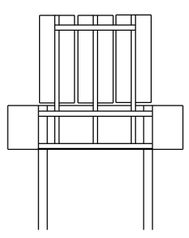
G2-3



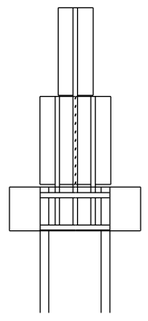
G2-4



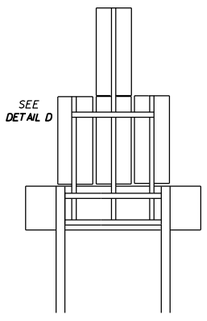
G2-5



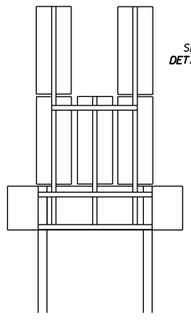
G2-6



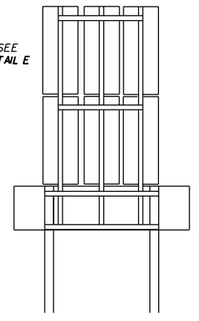
G2-7



G2-8

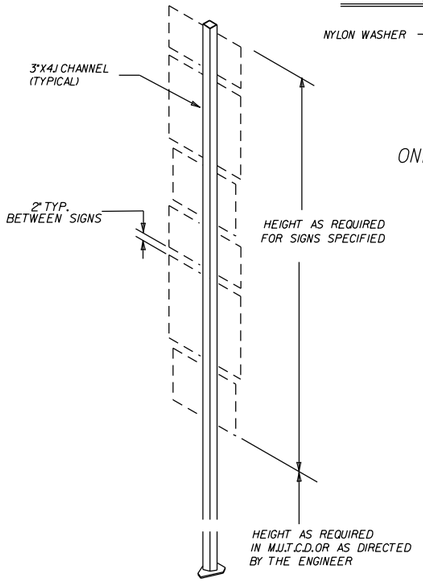


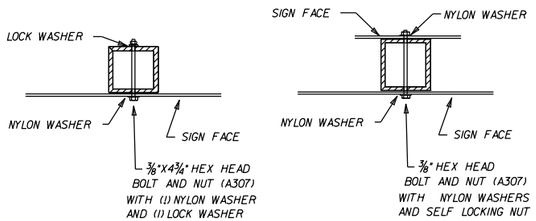
G2-9



G2-10

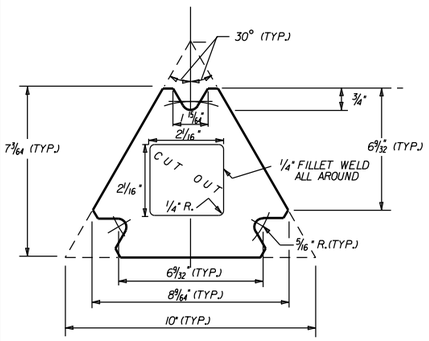
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	



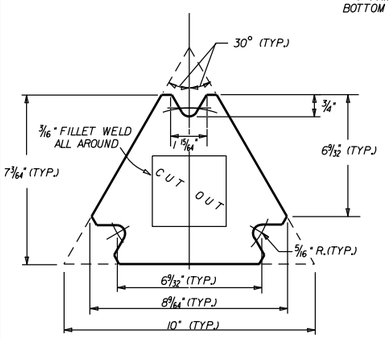


CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE



TOP PLATE



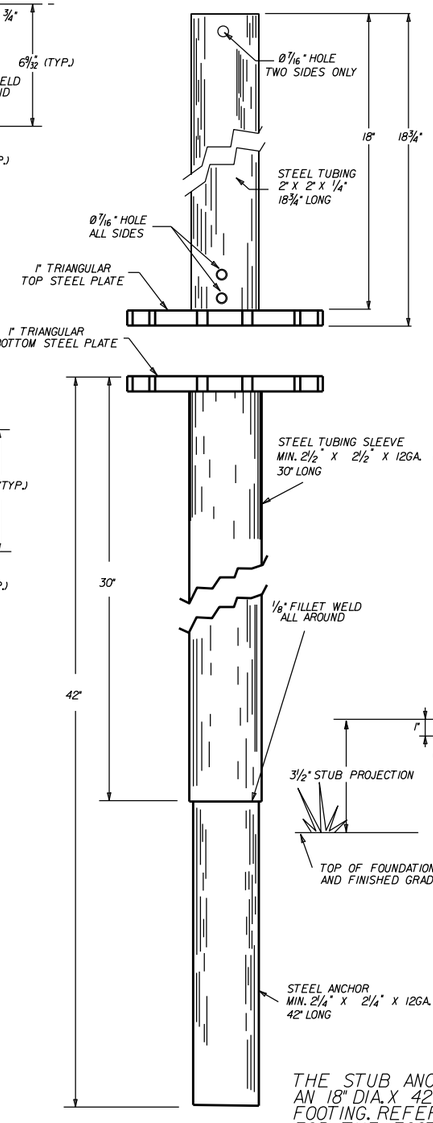
BOTTOM PLATE

GENERAL NOTES:

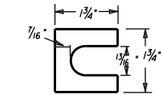
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE . ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING . FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF 1•500 .

OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2¼" X 2¼" SQUARE TUBE SIGN POSTS MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.

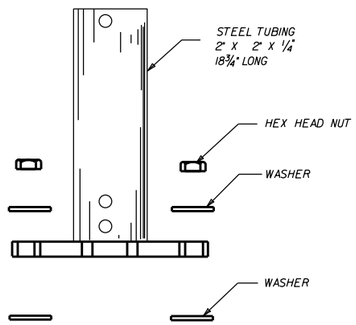


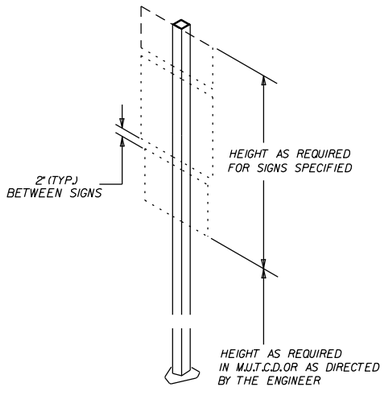
THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD.DRWG.SHS-3 FOR THE FOOTING DETAILS.



FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

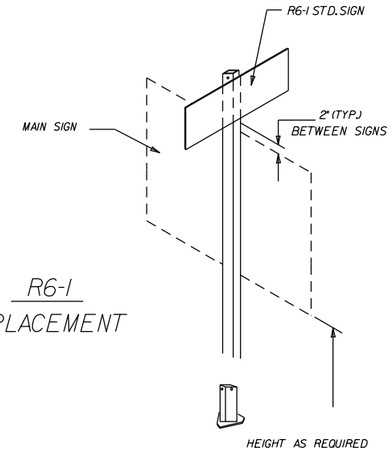
SHIM DETAIL





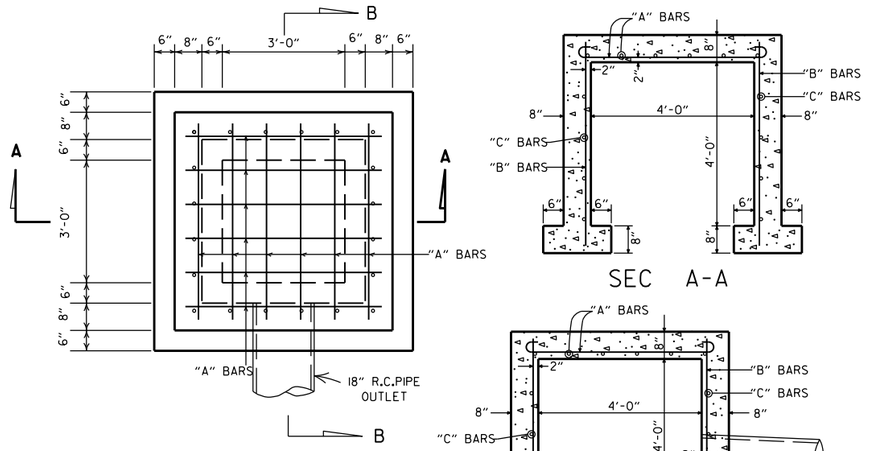
TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL

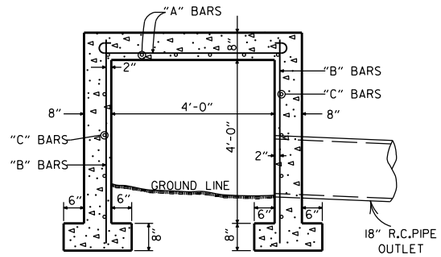


R6-1 PLACEMENT

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
9-12-13	ISSUED		STANDARD DRAWING SHS-7
DATE	REVISION	FILMED	



SEC A-A



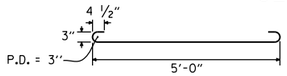
SEC B-B

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

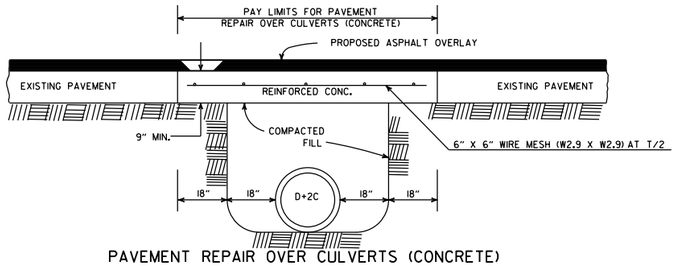
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

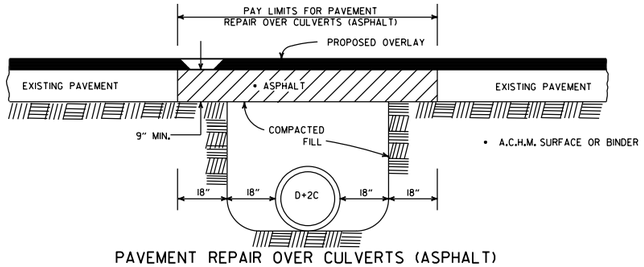
GENERAL NOTE:

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



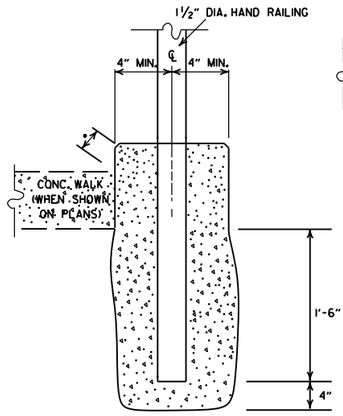
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



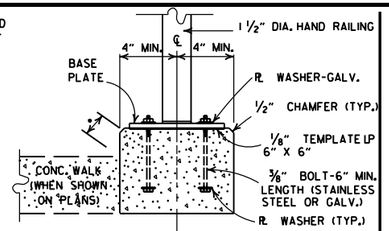
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

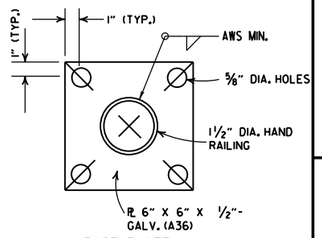
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

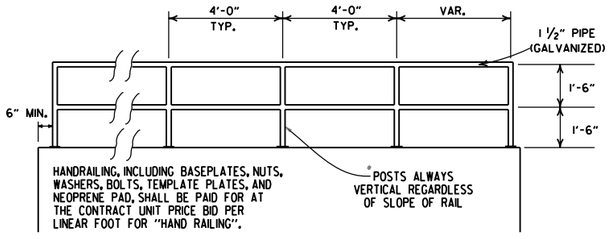


POST CONNECTION TO WALL

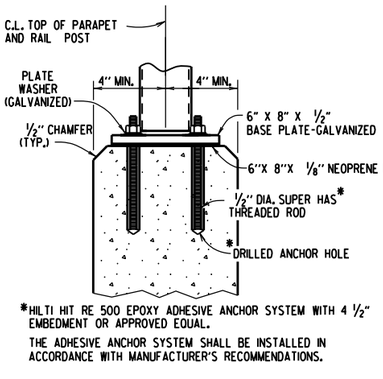


BASE PLATE

POST CONNECTION DETAILS



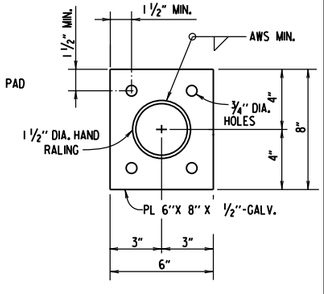
HAND RAILING SHALL CONFORM TO SECTION 633.



*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.

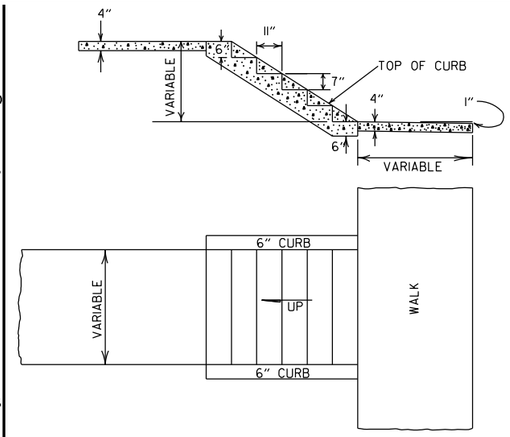
POST CONNECTION TO WALL



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.

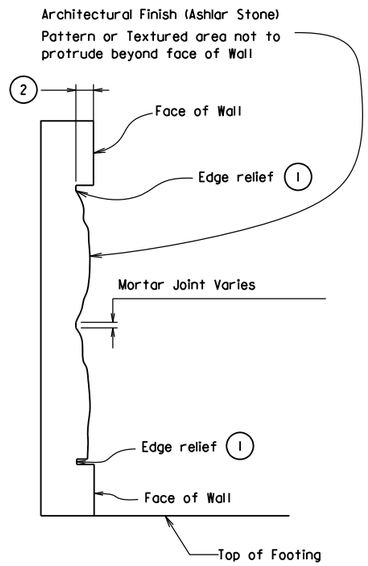
DETAILS OF CONCRETE STEPS & WALKS

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

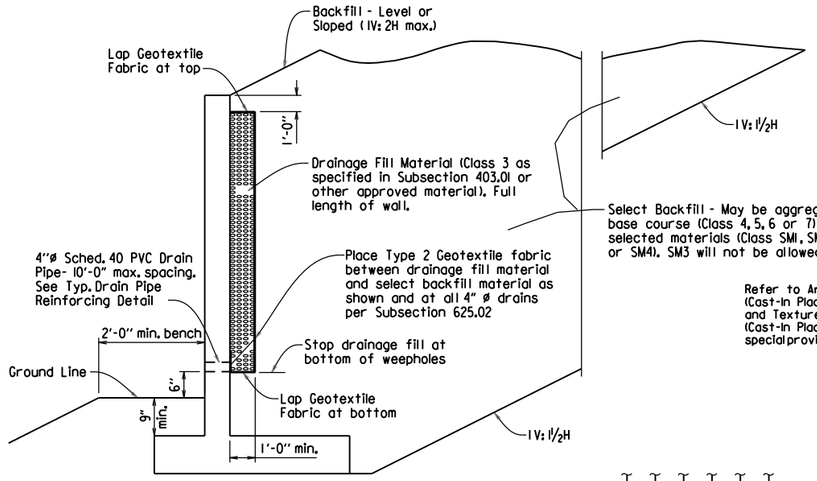


ARCHITECTURAL FINISH DETAILS

N.T.S.

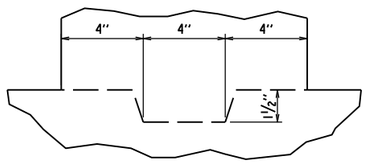
(1) Provide edge relief around perimeter of Texture. Edge relief dimensions shall match manufacturers edge distance.

(2) Depth of Ashlar Stone pattern approx. 1⅝". See SP "Architectural Finish".



TYPICAL DRAINAGE & BACKFILL DETAILS

N.T.S



KEYED CONSTRUCTION JOINT DETAIL

N.T.S

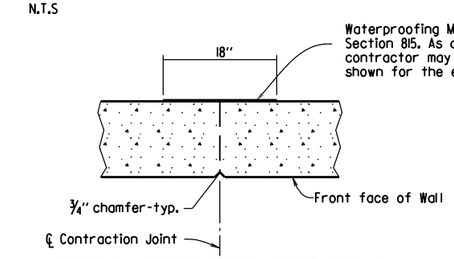
ASHLAR STONE FINISH DETAIL

NOTES:

Wall pattern shall be applied to the exposed surfaces of wall in accordance with SP "Architectural Finish (Cast-in Place Retaining Walls)" and as shown in the plans. Care shall be taken with form liner handling and installation to ensure aesthetic quality of the wall texturing is maintained. Where form liner panels require modification to conform to the location, dimensions and lines shown in the plans, the Contractor shall provide edge relief matching that of the unaltered form liner. Payment for wall texturing shall be in accordance with SP "Architectural Finish (Cast-in Place Retaining Walls)".

No adjustments will be made in concrete volume due to the use of "Architectural Finish". Class "S" Concrete shall be measured in accordance with Subsection 802.24(a). Care shall be taken in placing concrete to avoid segregation and to eliminate flow lines.

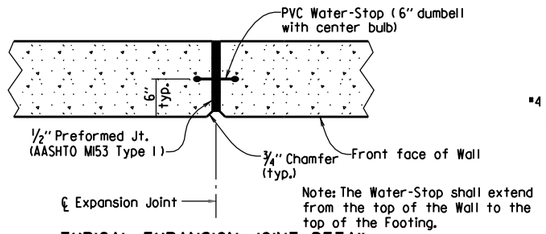
Class 3 Textured Coating Finish shall be applied to wall surfaces as specified in SP "Textured Coating Finish (Cast-in Place Retaining Walls)" and in accordance with Subsection 802.19(b)(3).



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

Note: 20'-0" Max. Spacing between Contraction Joints. Horizontal reinforcement shall be continuous through Contraction joints.

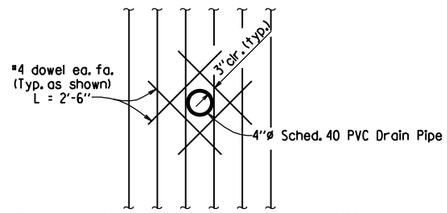


Note: The Water-Stop shall extend from the top of the Wall to the top of the Footing.

TYPICAL EXPANSION JOINT DETAIL

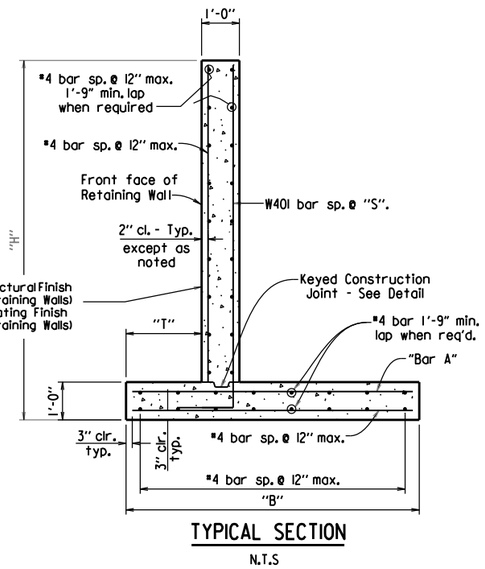
N.T.S.

Note: 60'-0" Max. Spacing between Expansion Joints. Horizontal reinforcing shall stop 2" from ℄ Expansion Joint.



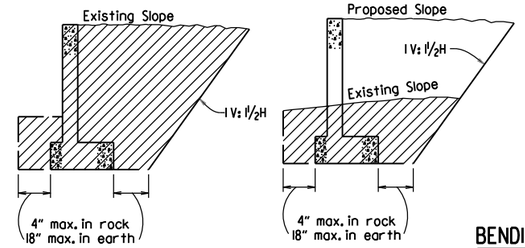
TYPICAL DRAIN PIPE REINFORCING DETAIL

N.T.S



TYPICAL SECTION

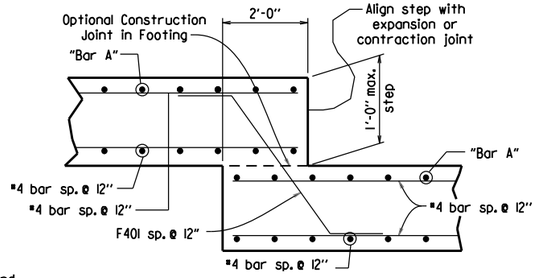
N.T.S



NOTE: Hatched area denotes maximum limits of pay excavation.

DETAILS OF EXCAVATION

N.T.S



FOOTING STEP DETAIL

N.T.S.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: 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.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Sixth Edition (2012).

LIVE LOAD: Live Load Surcharge is not included in the design of these walls. Vehicular Live Load shall not be allowed within a distance equal to one-half the height of the wall.

CONCRETE: Concrete shall be poured in the dry and all exposed corners to be chamfered ½". All concrete shall be Class S with a minimum 28 day compressive strength f'c = 3,500 psi. A Class 2 Surface finish shall be used on all surfaces of the concrete unless otherwise noted. Refer to Architectural Finish (Cast-in Place Retaining Walls) and Textured Coating Finish (Cast-in Place Retaining Walls) special provisions.

REINFORCING STEEL: All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60.

Foundations for footings shall be prepared in accordance with subsection 801.04. Backfill for retaining walls shall be in accordance with subsection 801.08.

Waterproof Membrane (Type C), waterstops, preformed joints, weep holes & geotextile fabric shall not be paid for directly, but shall be considered subsidiary to Class S Concrete.

Drainage fill material (Class 3) and select backfill shall be measured and paid for as Compacted Embankment.

These details are not intended for use along streams or ditches without consideration for scour.

TABLE OF RETAINING WALL VARIABLES (SLOPED BACKFILL) (1V: 2H MAX.)

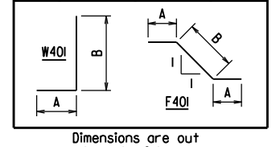
"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-6"	12"	#4 @ 12"
6'-0"	9"	5'-6"	12"	#4 @ 6"
7'-0"	9"	6'-6"	12"	#5 @ 6½"
8'-0"	1'-6"	8'-0"	7½"	#6 @ 6"
9'-0"	1'-11"	9'-6"	5"	#8 @ 6"

TABLE OF RETAINING WALL VARIABLES (LEVEL BACKFILL)

"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-0"	12"	#4 @ 12"
6'-0"	9"	4'-6"	12"	#4 @ 12"
7'-0"	9"	5'-6"	12"	#4 @ 10"
8'-0"	9"	6'-0"	12"	#5 @ 10"
9'-0"	1'-0"	7'-0"	12"	#5 @ 6½"

BENDING DIAGRAMS

MARK	A	B	P.D.
W401	8"	"H" - 6"	3"
F401	1'-6"	1'-10"	2½"



Dimensions are out to out of bars.

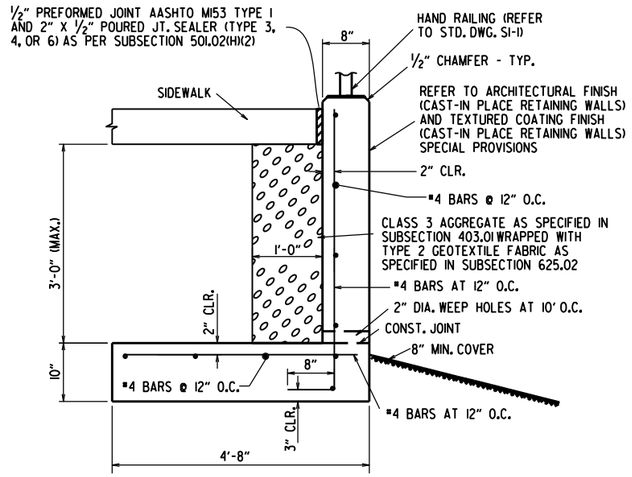
SEISMIC ZONE: These walls have been designed for the following site adjusted peak ground accelerations (A_S):
Level Backfill - $A_S \leq .40g$
Sloped Backfill (1V: 2H max.) - $A_S \leq .30g$

DATE	REVISION	DATE FILMED
5-14-20	ADDED ASHLAR STONE FINISH DETIAL AND NOTES. REVISED TYP. SECTION AND GEN. NOTES.	
5-12-16	REVISED SLOPES FOR SELECT BACKFILL	
2-27-14	REVISED GENERAL NOTES	
7-26-12	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

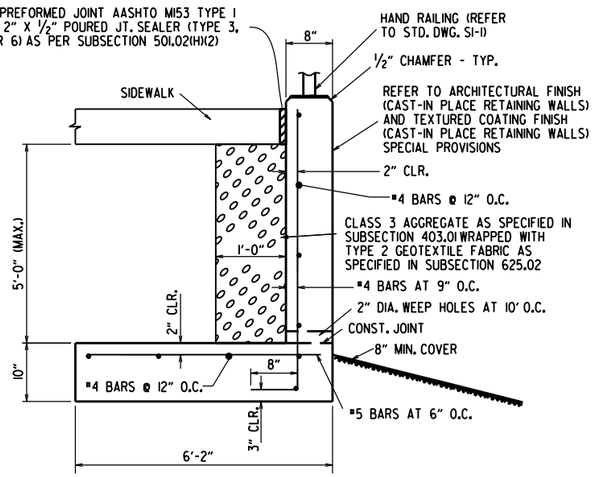
REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)

STANDARD DRAWING SI - 2



CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 3'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 5'-0"

N.T.S.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: 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.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012).

LIVE LOAD: LIVE LOAD SURCHARGE IS NOT INCLUDED IN THE DESIGN OF THESE WALLS. VEHICULAR LIVE LOAD SHALL NOT BE ALLOWED WITHIN A DISTANCE EQUAL TO ONE-HALF THE HEIGHT OF THE WALL.

CONCRETE: CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED ½". ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C = 3,500 PSI. A CLASS 2 SURFACE FINISH SHALL BE USED ON ALL SURFACES OF THE CONCRETE UNLESS OTHERWISE NOTED. REFER TO ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS) AND TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS) SPECIAL PROVISIONS.

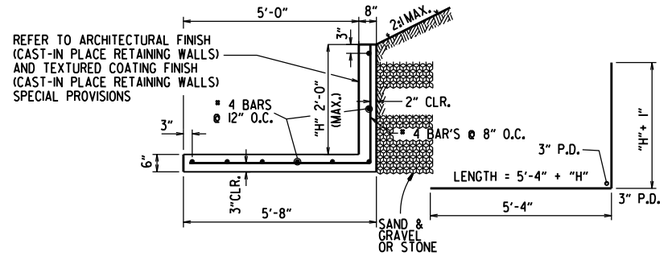
REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 60.

FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SUBSECTION 801.04. BACKFILL FOR RETAINING WALLS SHALL BE IN ACCORDANCE WITH SUBSECTION 801.08.

WATERPROOF MEMBRANE (TYPE C), WATERSTOPS, PREFORMED JOINTS, PREFORMED JOINT FILLER, WEEP HOLES, CLASS 3 AGGREGATE, REINF. STEEL, CONCRETE, & GEOTEXTILE FABRIC SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO CONCRETE WALKS (TYPE SPECIAL).

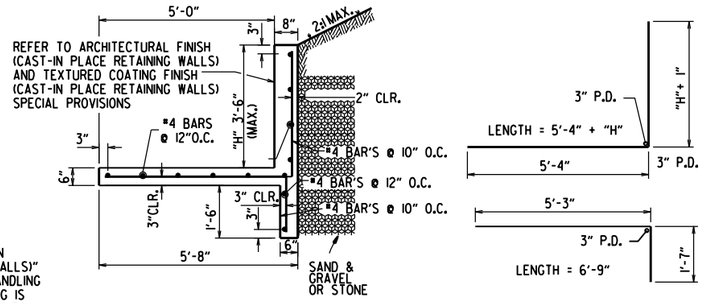
JOINTS IN THE WALL SHALL MATCH TYPE AND SPACING OF THE JOINTS IN THE WALK.

THESE DETAILS ARE NOT INTENDED FOR USE ALONG STREAMS OR DITCHES WITHOUT CONSIDERATION FOR SCOUR.



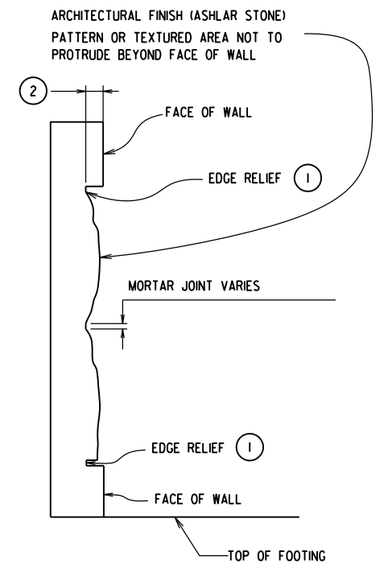
CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 2'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 3'-6"

N.T.S.

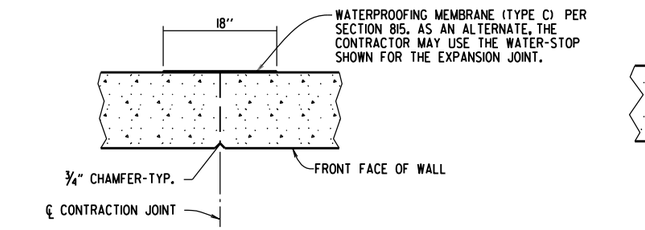


ARCHITECTURAL FINISH DETAILS

N.T.S.

(1) PROVIDE EDGE RELIEF AROUND PERIMETER OF TEXTURE. EDGE RELIEF DIMENSIONS SHALL MATCH MANUFACTURERS EDGE DISTANCE.

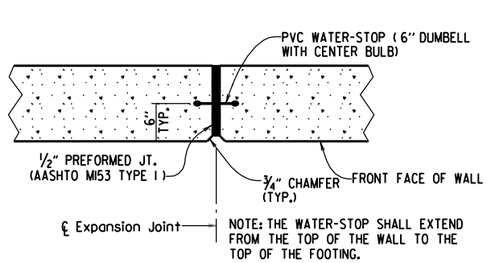
(2) DEPTH OF ASHLAR STONE PATTERN APPROX. 1⅝". SEE SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

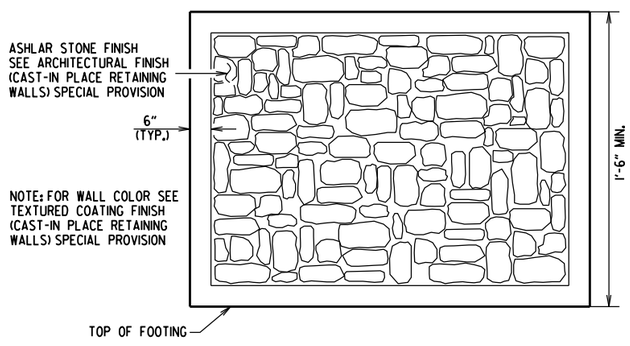
NOTE: 20'-0" MAX. SPACING BETWEEN CONTRACTION JOINTS. HORIZONTAL REINFORCEMENT SHALL BE CONTINUOUS THROUGH CONTRACTION JOINTS.



TYPICAL EXPANSION JOINT DETAIL

N.T.S.

NOTE: 60'-0" MAX. SPACING BETWEEN EXPANSION JOINTS. HORIZONTAL REINFORCING SHALL STOP 2" FROM ℄ EXPANSION JOINT.



ASHLAR STONE FINISH DETAIL

NOTES:

WALL PATTERN SHALL BE APPLIED TO THE EXPOSED SURFACES OF WALL IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)" AND AS SHOWN IN THE PLANS. CARE SHALL BE TAKEN WITH FORM LINER HANDLING AND INSTALLATION TO ENSURE AESTHETIC QUALITY OF THE WALL TEXTURING IS MAINTAINED. WHERE FORM LINER PANELS REQUIRE MODIFICATION TO CONFORM TO THE LOCATION, DIMENSIONS AND LINES SHOWN IN THE PLANS, THE CONTRACTOR SHALL PROVIDE EDGE RELIEF MATCHING THAT OF THE UNALTERED FORM LINER. PAYMENT FOR WALL TEXTURING SHALL BE IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".

NO ADJUSTMENTS WILL BE MADE IN CONCRETE VOLUME DUE TO THE USE OF "ARCHITECTURAL FINISH". CLASS "S" CONCRETE SHALL BE MEASURED IN ACCORDANCE WITH SUBSECTION 802.24(A). CARE SHALL BE TAKEN IN PLACING CONCRETE TO AVOID SEGREGATION AND TO ELIMINATE FLOW LINES.

CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED TO WALL SURFACES AS SPECIFIED IN SP "TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)" AND IN ACCORDANCE WITH SUBSECTION 802.19(B)(3).

DATE	REVISION	DATE FILMED
11-05-20	REVISED GENERAL NOTES	
5-14-20	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE WALK (TYPE SPECIAL)

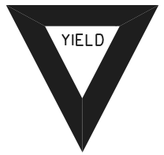
STANDARD DRAWING SI - 3

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"

R2-6aP



48"X36"

*USE 6" C LETTERS
**USE 4" D LETTERS

R5-1



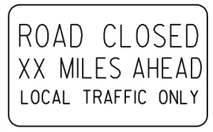
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2



48"X30"

RII-3A



60"X30"

RII-4



60"X30"

W21-5a



STD. 36"X36"
FWY. 48"X48"

W1-1



STD. 36"X36"
FWY. 48"X48"

W1-2



STD. 36"X36"
FWY. 48"X48"

R2-11



36"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



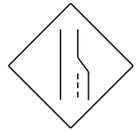
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

R56-1



STD. 18"X18"

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"

W8-11



STD. 36"X36"
FWY. 48"X48"

W8-9



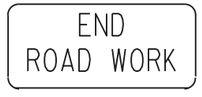
STD. 36"X36"
FWY. 48"X48"

G20-1



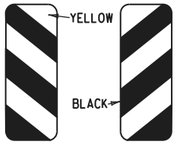
60"X24"

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"

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. R2-6aP PLAQUES SHALL BE MOUNTED BELOW AN APPLICABLE ADVANCE WARNING SIGN THAT IS LOCATED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE PLAQUE SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE W3-5 "REDUCED SPEED AHEAD" SIGN. R2-11 SIGNS SHALL BE INSTALLED AT OR NEAR THE DOWNSTREAM END OF THE WORK ZONE. SEE STANDARD DRAWINGS TC-2, TC-3, AND TC-6 FOR TYPICAL PLACEMENT LOCATIONS.

• 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.

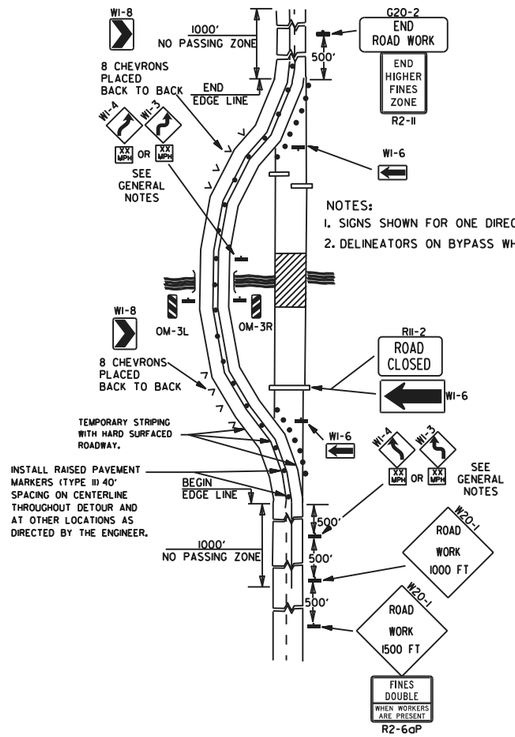
DATE REV	DESCRIPTION
08-14-25	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10
11-07-19	REVISED FOR MASH
04-13-17	DELETED RSP-1 & ADDED W21-5a
09-02-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS, REVISED ROAD WORK NEXT XX MILES
12-15-11	REVISED W24-1

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

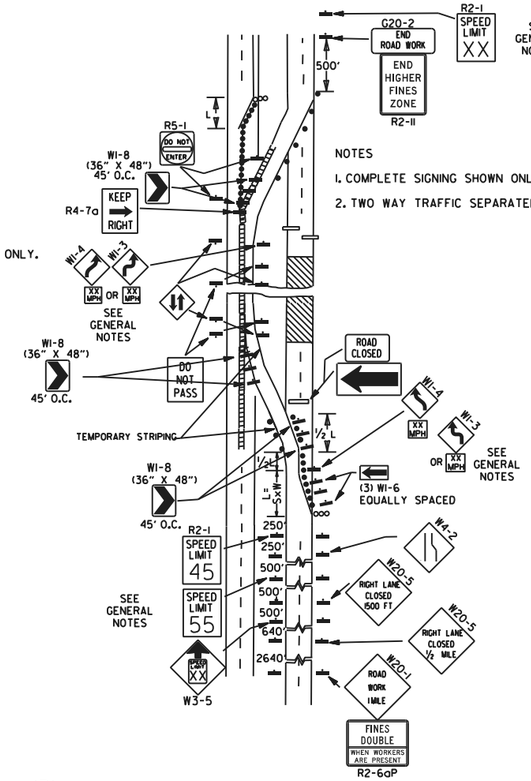
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

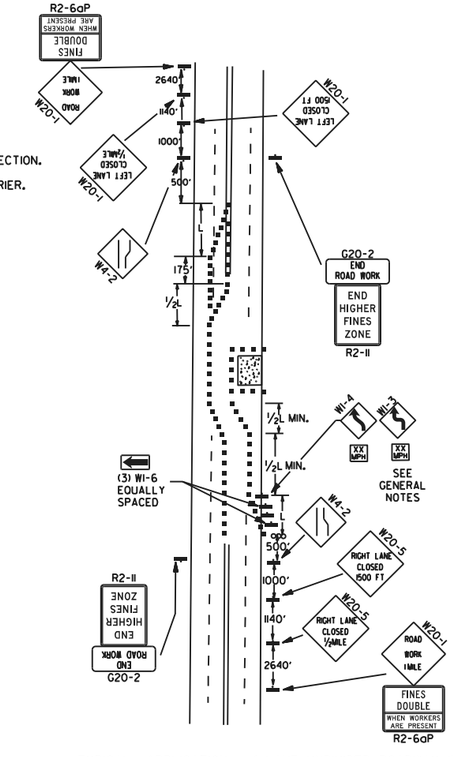
DATE EFFECTIVE	STANDARD DRAWING	TC-1
08-14-2025		



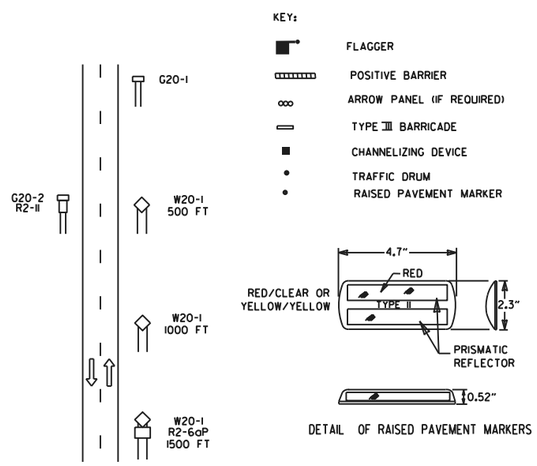
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



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



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



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

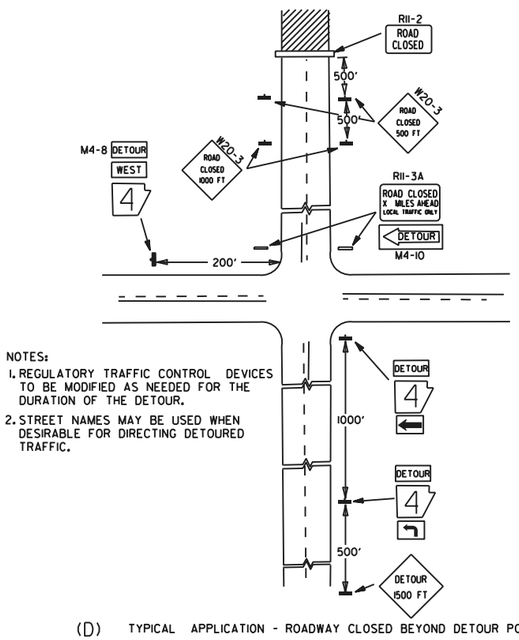
L= MINIMUM LENGTH OF TAPER.

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

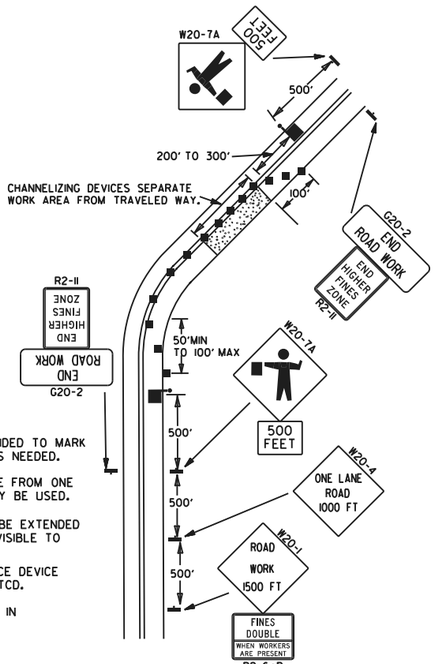
W= WIDTH OF OFFSET.

GENERAL NOTES:

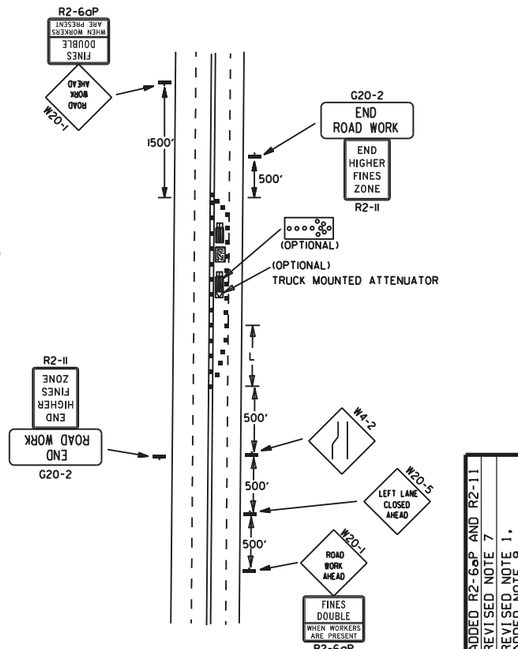
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT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



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



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



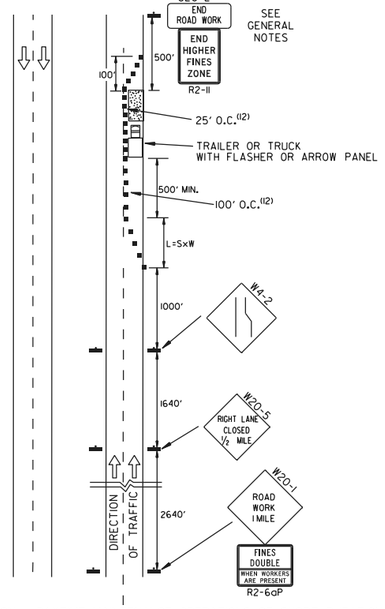
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11
05-20-21	REVISED NOTE 7
11-07-19	REVISED NOTE 1. ADDED NOTE 9
09-02-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (AT & REPLACED R2-5A WITH W3-5
09-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKINGS

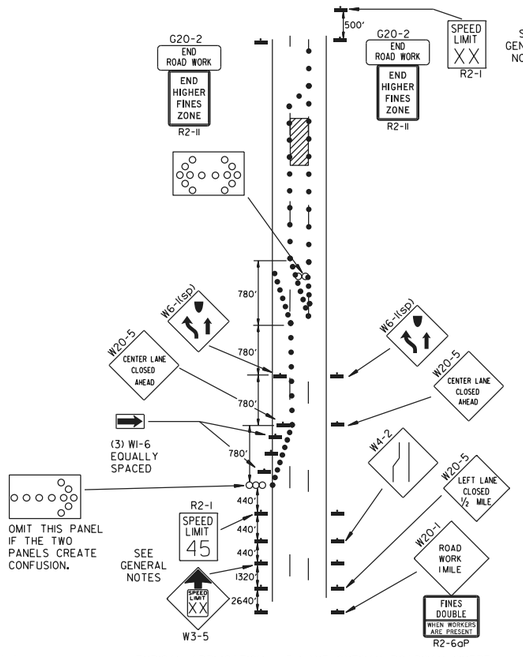
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE	STANDARD DRAWING	TC-2
08-14-2025		



(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:

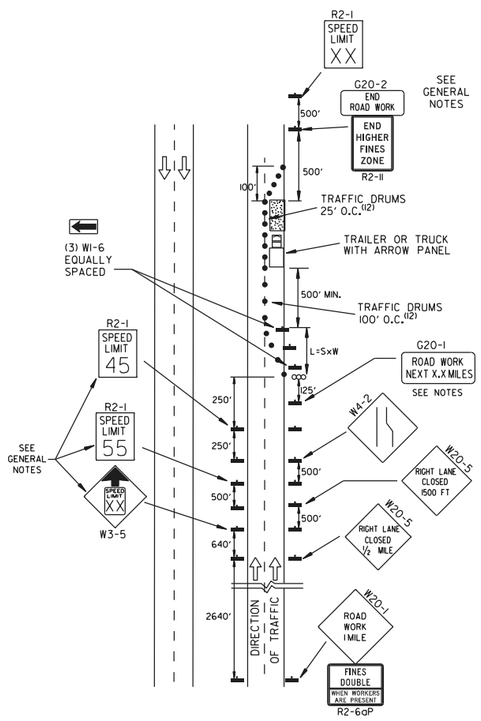
○○○ ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

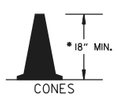
GENERAL NOTES:

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-I(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-I 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-I(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-I(45) SHALL BE OMITTED. ADDITIONAL R2-I 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-I(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 SHOULD BE INSTALLED 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. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
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).
12. ONLY WHERE SPACE RESTRICTIONS DO NOT ALLOW FOR TRAFFIC DRUMS, TUBULAR MARKERS MAY BE USED AT 50' O.C. IN STABILIZATION ZONES AND AT 10' O.C. DIRECTLY ADJACENT TO CONSTRUCTION OPERATIONS AND AT EXIT TAPERS. TUBULAR MARKERS SHALL BE STABILIZED WITH WEIGHTED BASES IN ACCORDANCE WITH THE M.U.T.C.D.

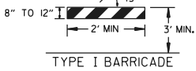


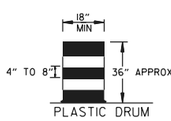
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

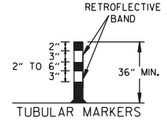
CHANNELIZING DEVICES

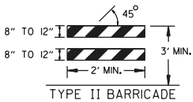


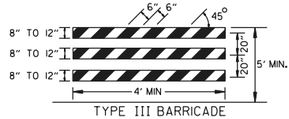
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



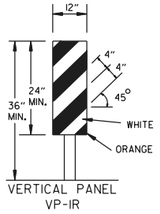


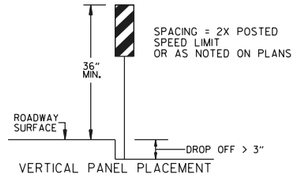


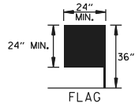




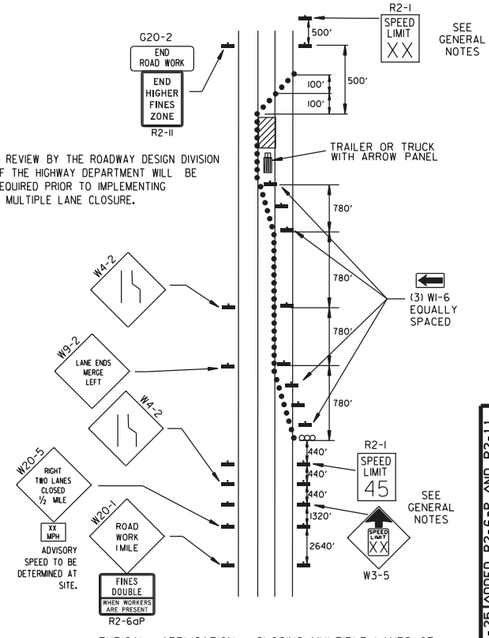
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.







FLAG SHALL BE OF GOOD GRADE RED MATERIAL



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

TRAFFIC CONTROL DEVICES

NON-INTERSTATE

VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL ≤ 45 MPH	TRAFFIC CONTROL > 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

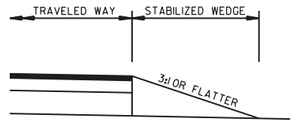
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 6"	EDGE OF TRAVELED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

INTERSTATE AND NON-INTERSTATE

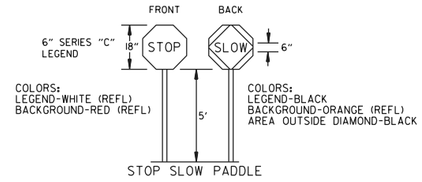
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

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).



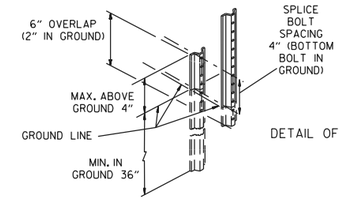
NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

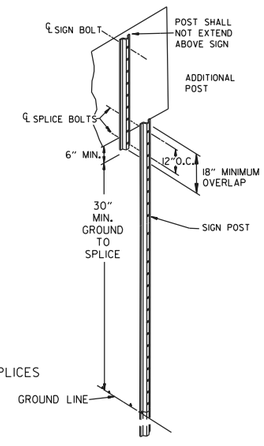


NOTES:
USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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

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





DATE REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11
05-22-25	REVISED TRAFFIC CONTROL DEVICES AND NOTES. ADDED NOTE 12
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES
05-20-21	REVISED NOTE 10
02-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

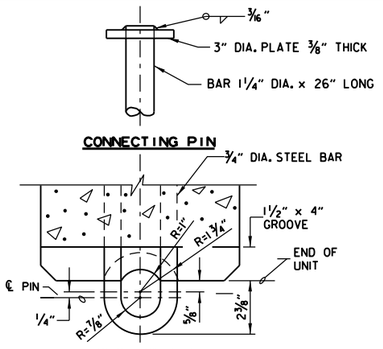
DATE EFFECTIVE 08-14-2025

STANDARD DRAWING

TC-3

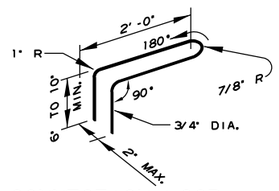
REINFORCING BAR TABLE PER BARRIER UNIT

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"

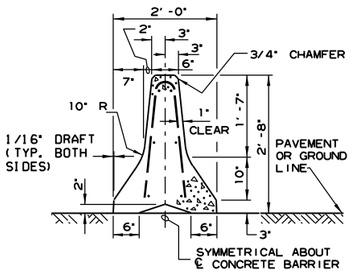


SECTION E-E

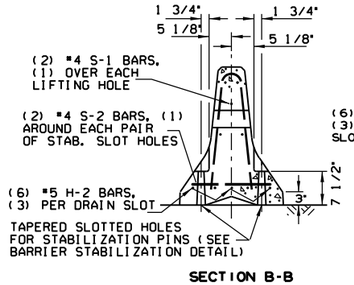
CONNECTION DETAILS



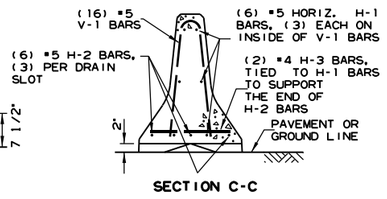
CONNECTION LOOP



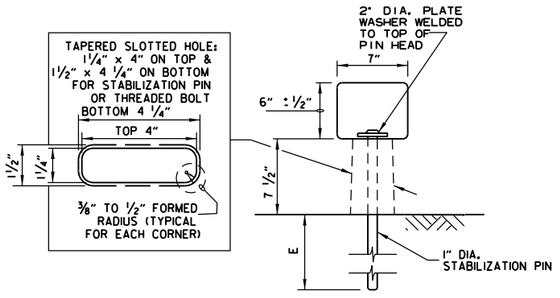
SECTION A-A



SECTION B-B



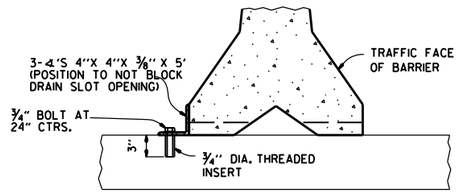
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

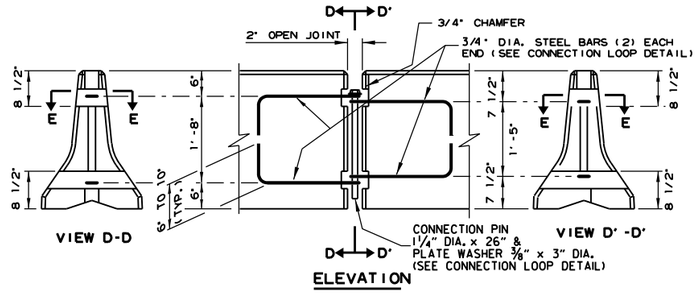
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



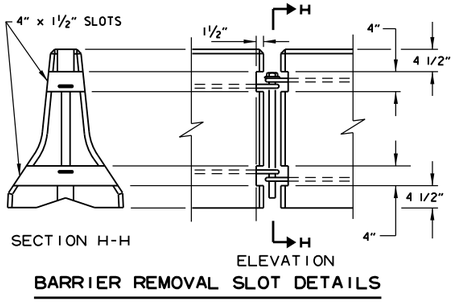
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

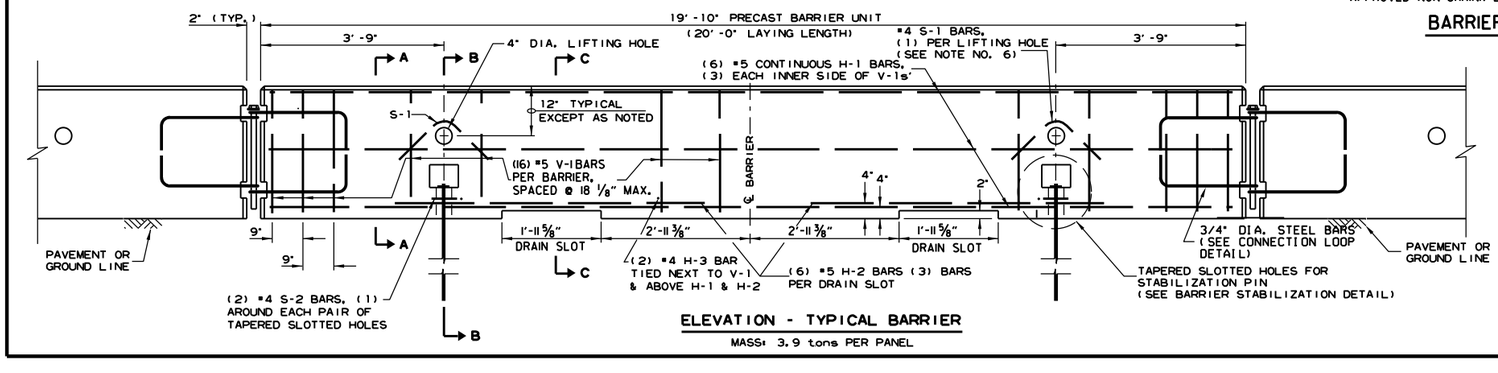
BRIDGE DECKS



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.

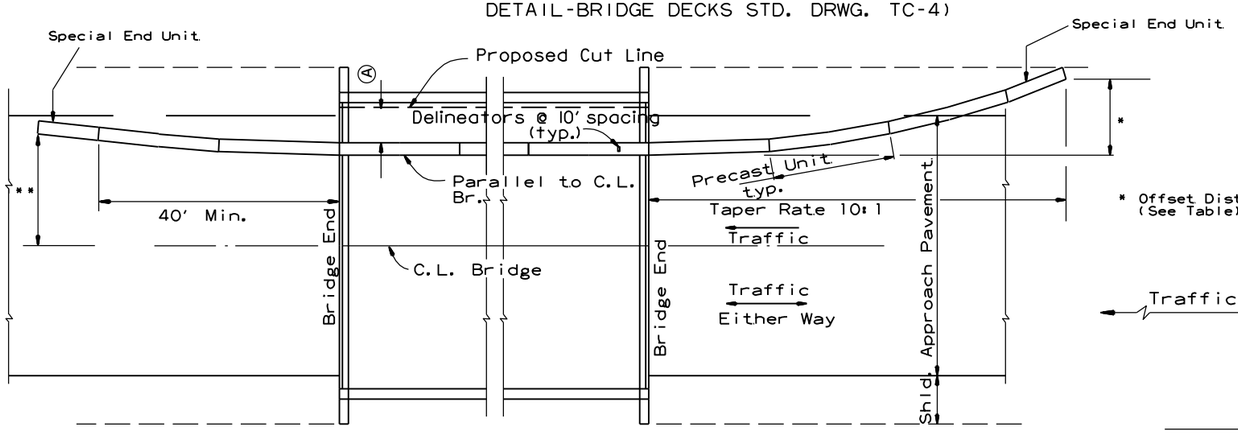
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED 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

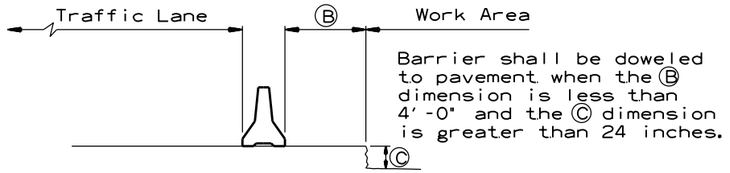
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

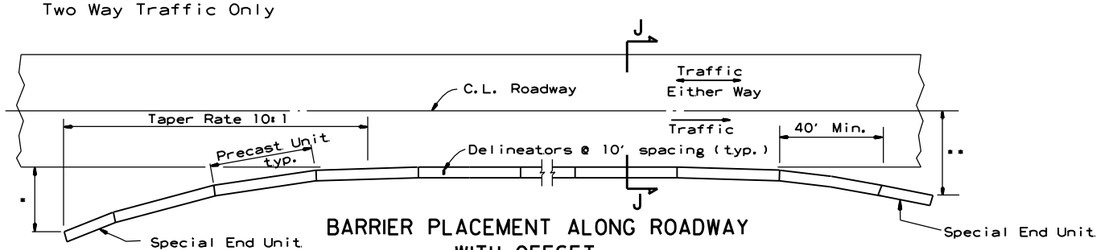


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

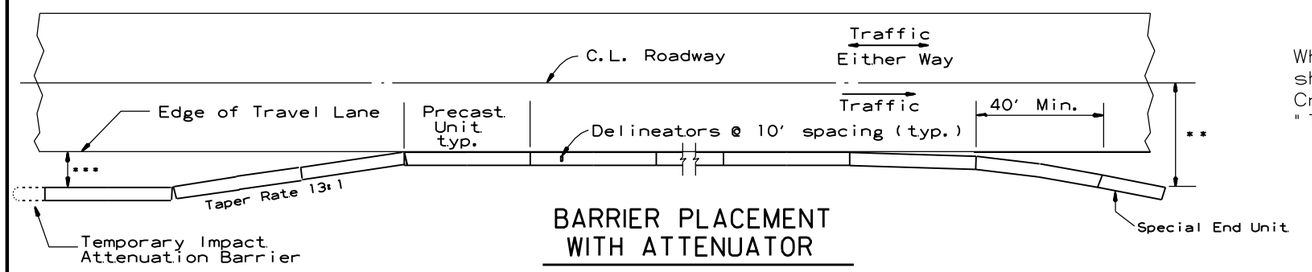
* Offset Distance (See Table)

** 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.

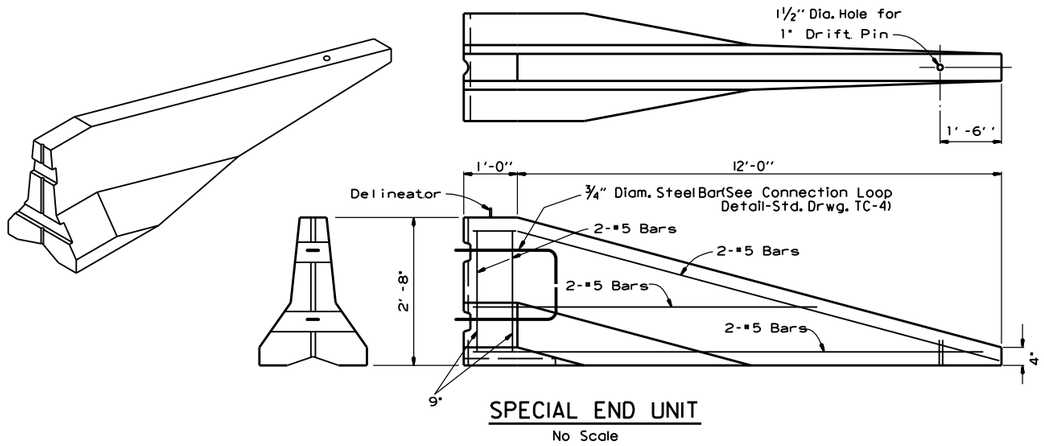


BARRIER PLACEMENT WITH ATTENUATOR

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."

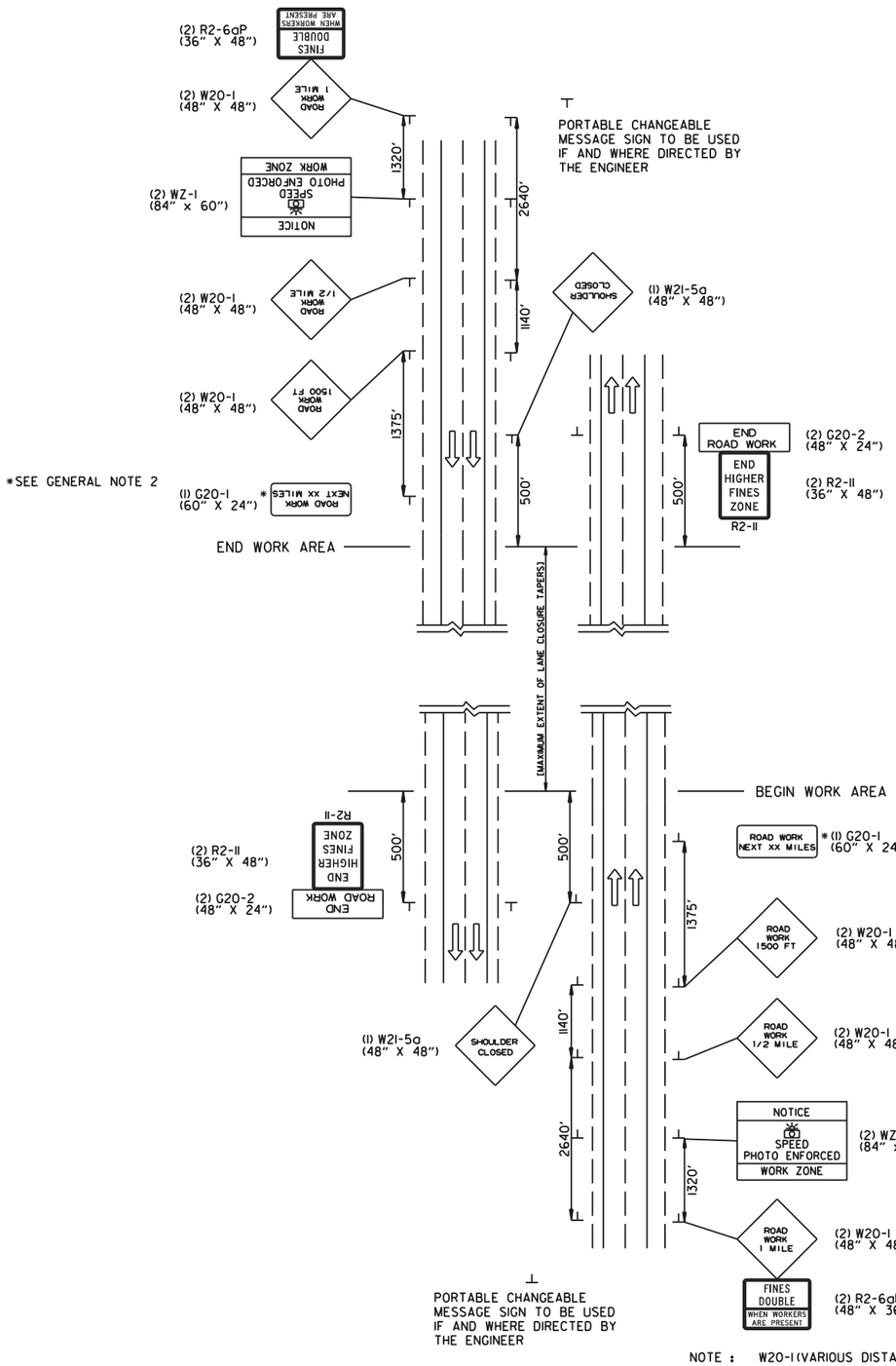
DATE	REVISION	FILMED
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

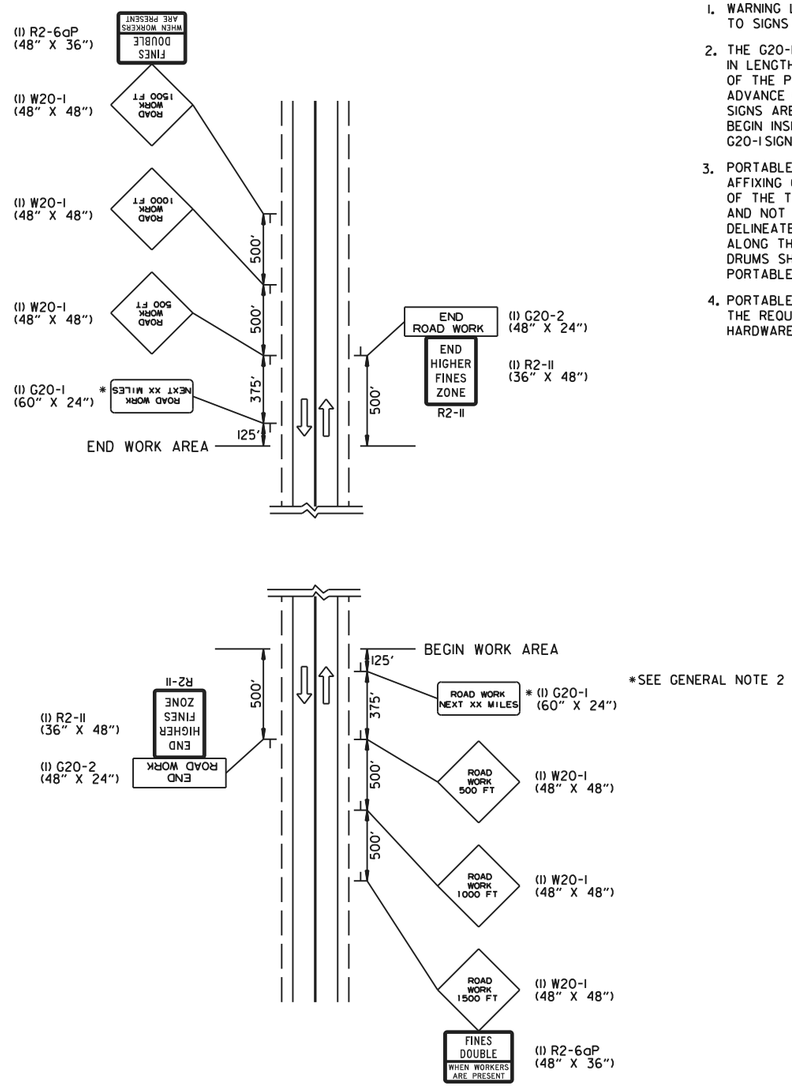
STANDARD DRAWING TC-5

NOTE : W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.



NOTE : W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.

(A) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB (FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)



(B) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB (NON-FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)

GENERAL NOTES:

1. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
2. THE G20-1 SIGN SHOULD BE INSTALLED 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 OR 1500 FT) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. 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, THIS DEVICE 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 PORTABLE CHANGEABLE MESSAGE SIGNS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

DATE REV	ISSUED	DESCRIPTION
08-14-25		

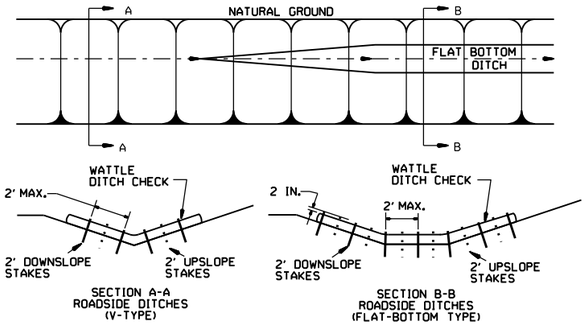
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

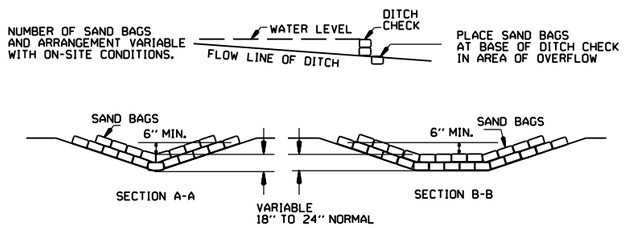
DATE EFFECTIVE	STANDARD DRAWING	TC-6
08-14-2025		

GENERAL NOTES

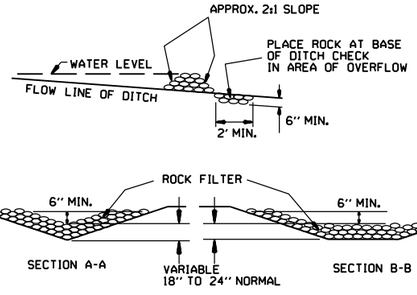
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

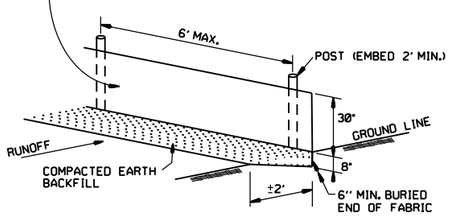


ROCK DITCH CHECK (E-6)

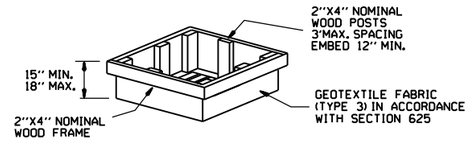
GENERAL NOTES

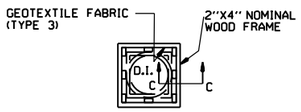
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

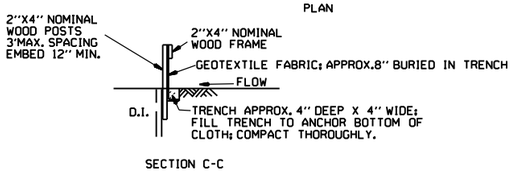
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



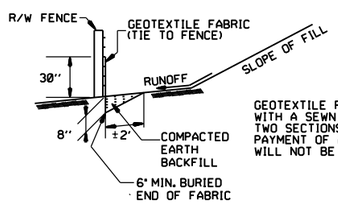
SILT FENCE (E-11)





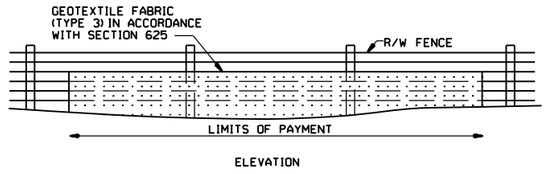


DROP INLET SILT FENCE (E-7)



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.



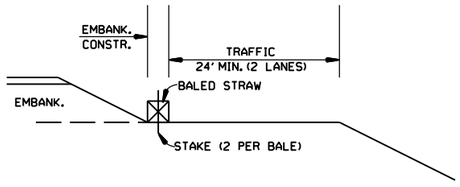
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

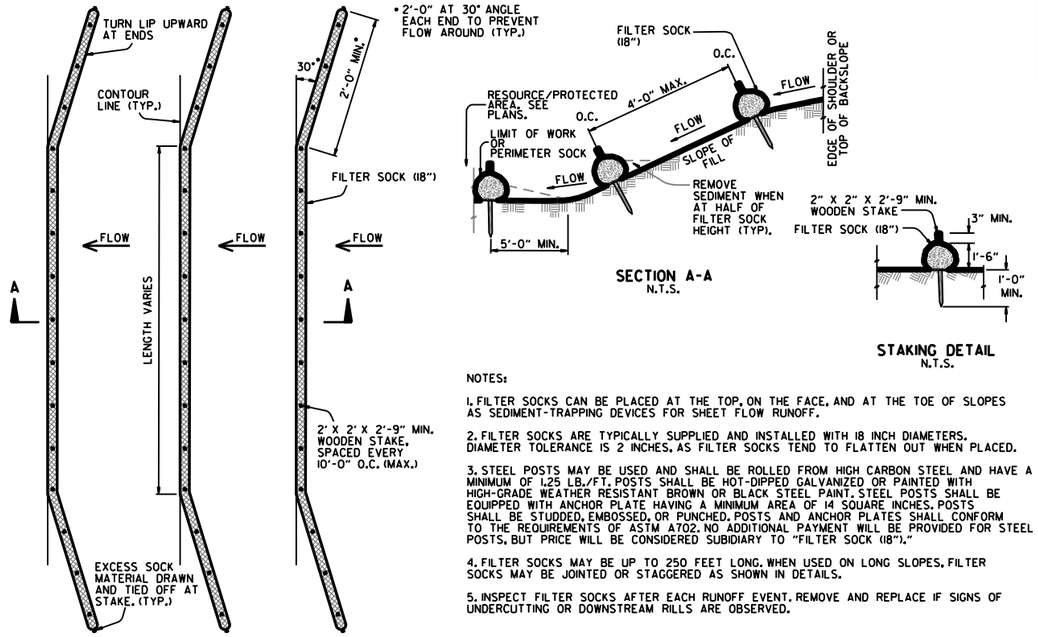
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

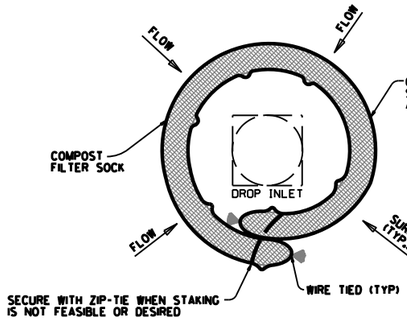
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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")."

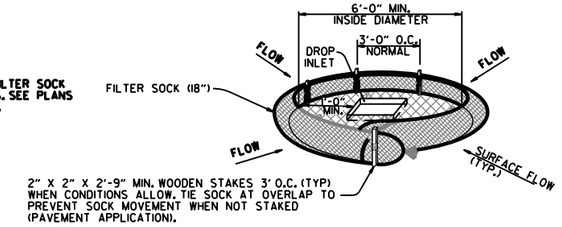
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

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.

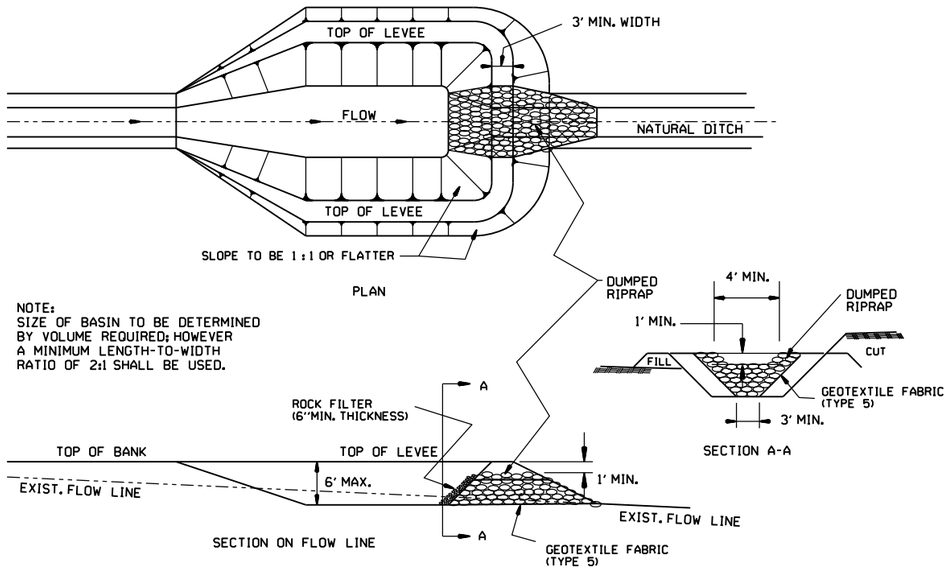
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

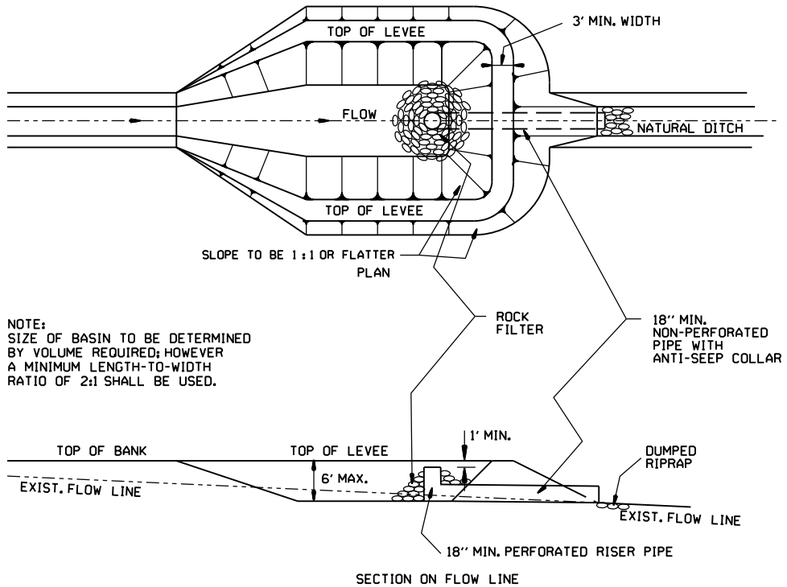
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

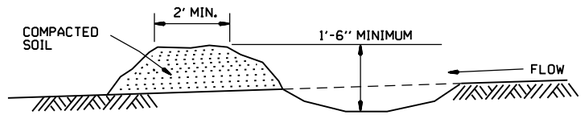
STANDARD DRAWING TEC-1



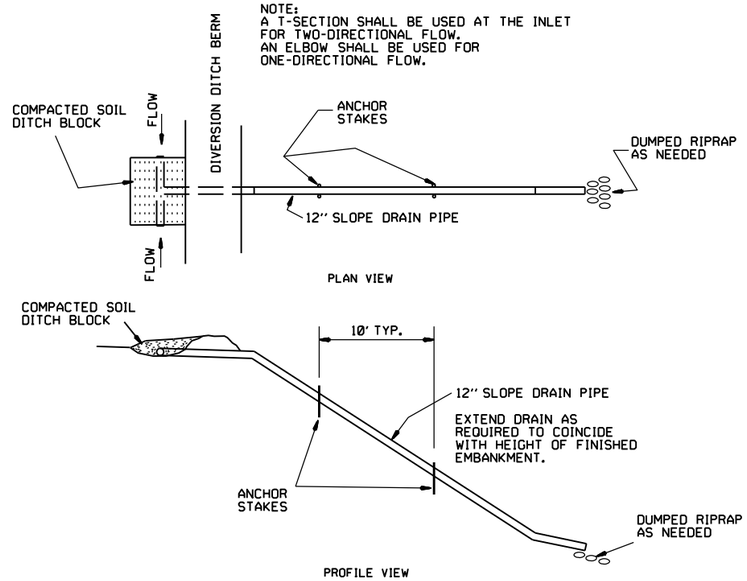
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



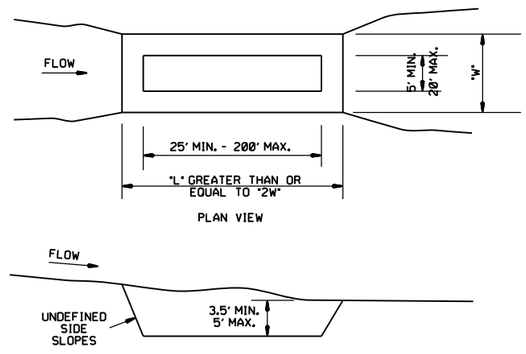
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

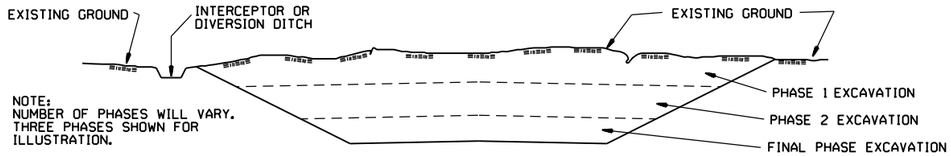
STANDARD DRAWING TEC-2

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



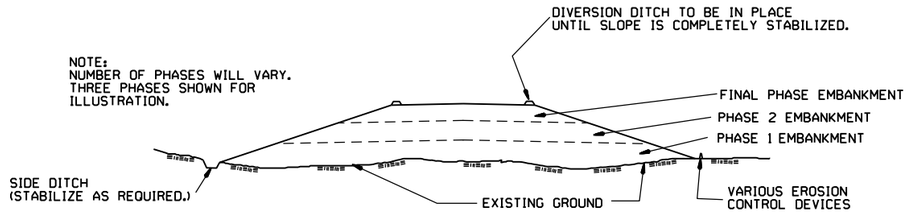
GENERAL NOTE

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

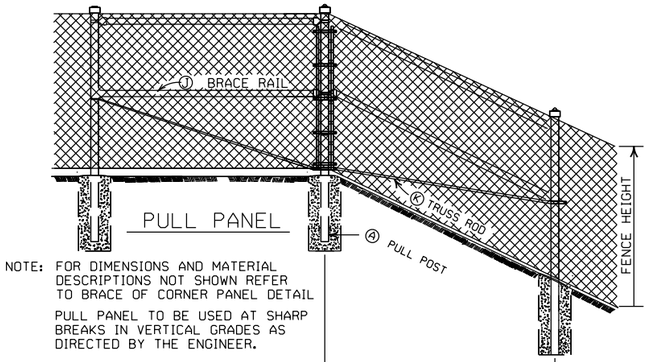
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD 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

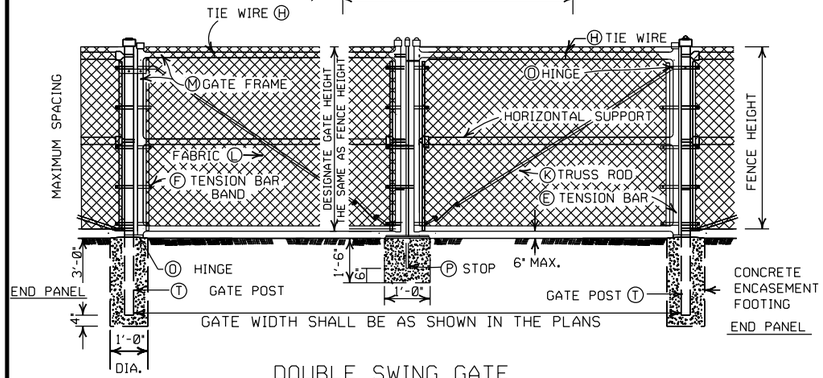
STANDARD DRAWING TEC-3



PULL PANEL

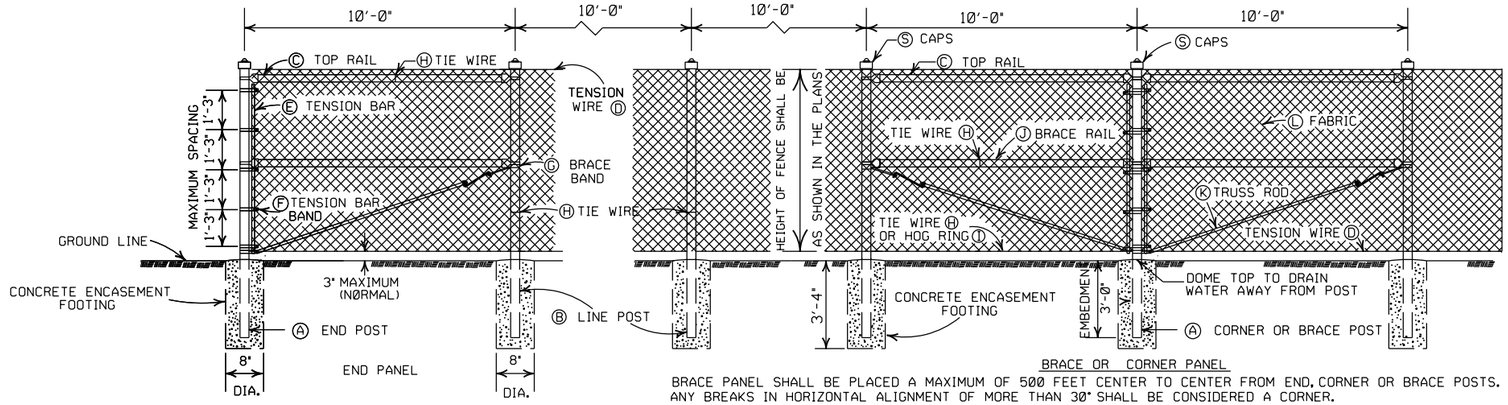
NOTE: FOR DIMENSIONS AND MATERIAL DESCRIPTIONS NOT SHOWN REFER TO BRACE OF CORNER PANEL DETAIL

PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES AS DIRECTED BY THE ENGINEER.



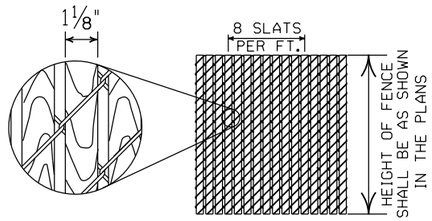
DOUBLE SWING GATE

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.

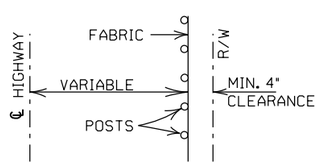
HEIGHT OF FENCE FABRIC	(A) END, PULL, CORNER OR BRACE POST	(B) LINE POSTS SIZE	(B) LINE POSTS TIE SPACING	(C) TOP RAIL SIZE	(C) TOP RAIL TIE SPACING	(C) TOP RAIL MIN. LENGTH	(D) TENSION WIRE SIZE	(D) TENSION WIRE TIE SPACING	(E) TENSION BAR SIZE	(E) TENSION BAR LENGTH	(F) TENSION BAR BAND SIZE	(F) TENSION 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

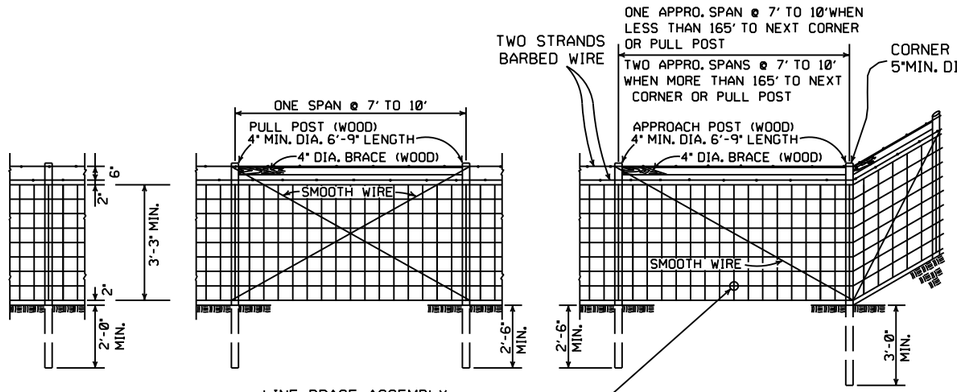
TOLERANCES ON DIMENSIONS AND WEIGHTS ACCORDING TO AASHTO M 181

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

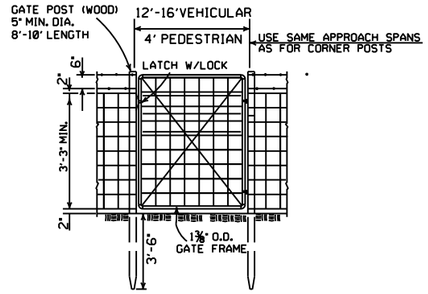
ARKANSAS STATE HIGHWAY COMMISSION

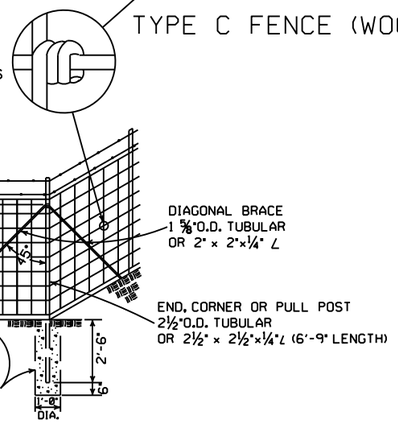
CHAIN LINK FENCE

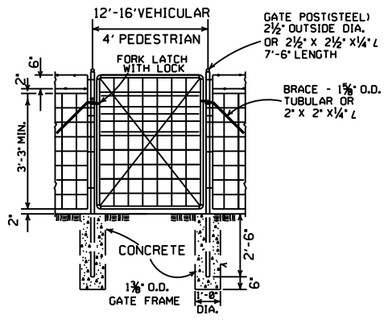
STANDARD DRAWING WF-3



TYPE C FENCE (WOOD POSTS)

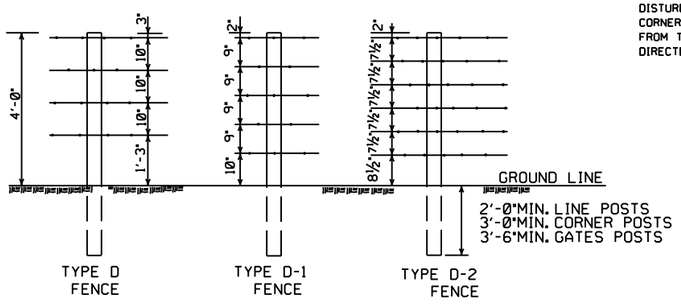




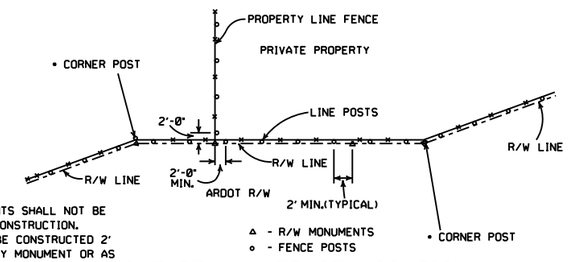


NOTE: STEEL LINE POSTS SHALL BE 6'-6" MINIMUM LENGTH.

TYPE C FENCE (STEEL POSTS)

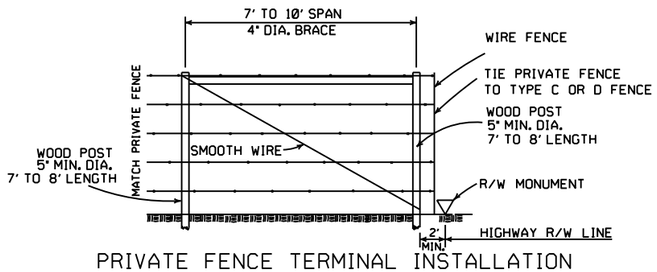


NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



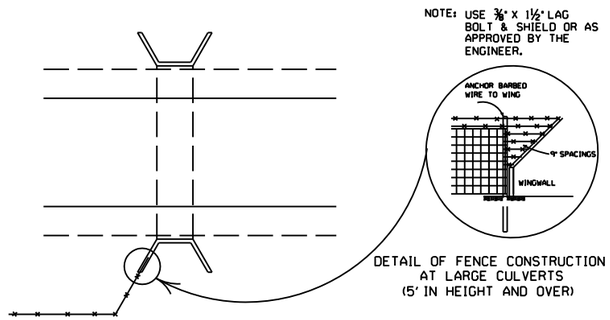
• NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

RIGHT-OF-WAY FENCE LOCATION

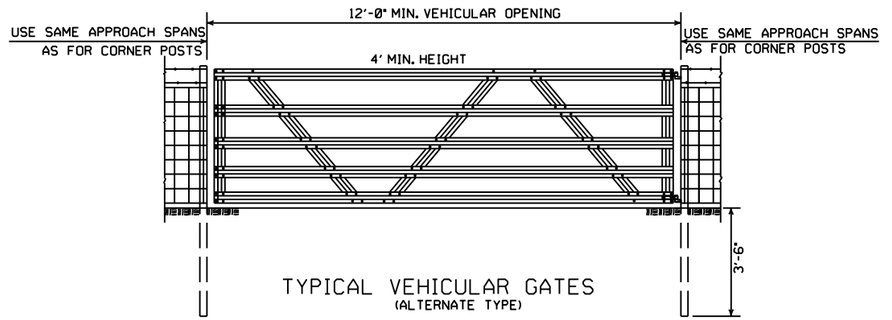


PRIVATE FENCE TERMINAL INSTALLATION

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.

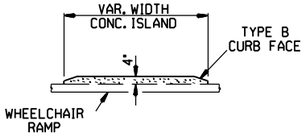
STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

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

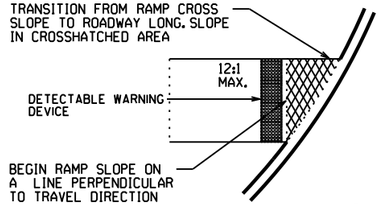
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WIRE FENCE TYPE C AND D

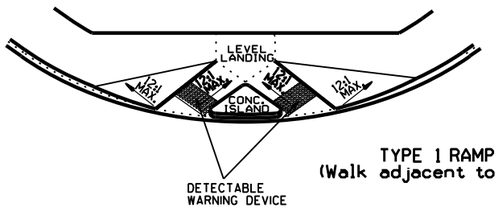
STANDARD DRAWING WF-4



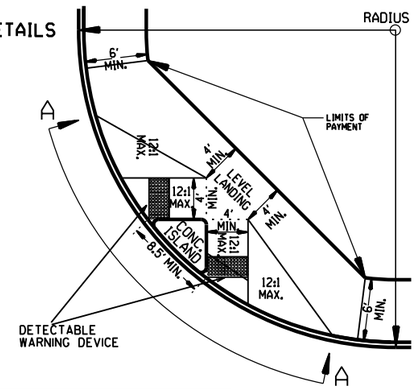
CONCRETE ISLAND DETAIL

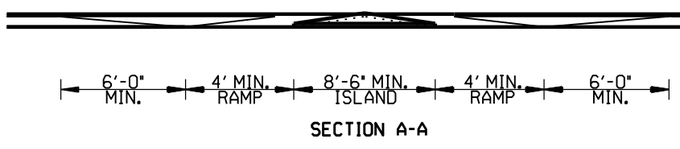


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

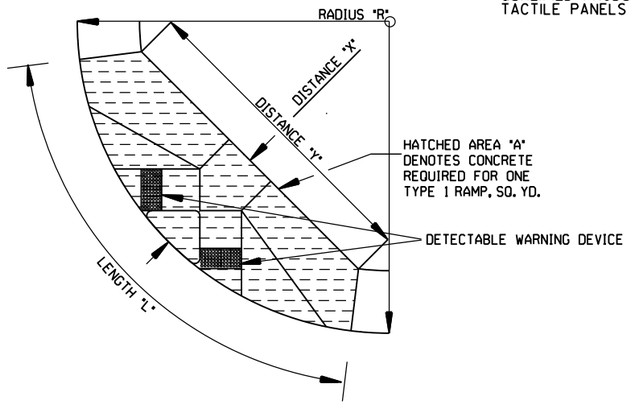




SECTION A-A

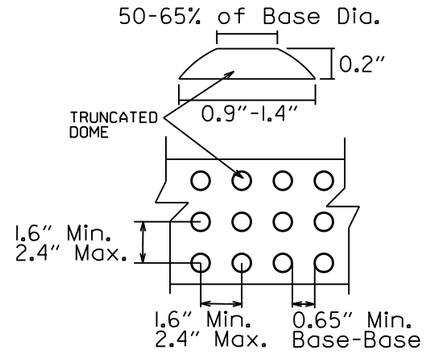
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

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

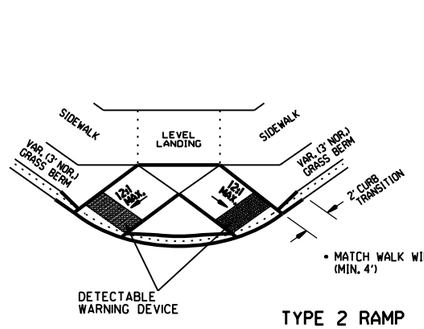
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT 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).



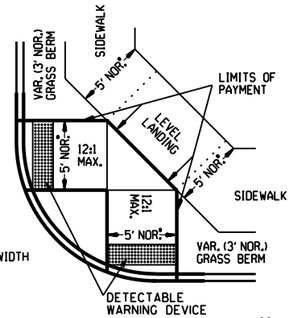
DETECTABLE WARNING DEVICE DETAIL

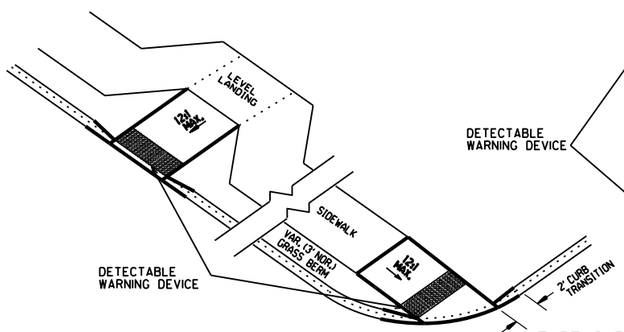
GENERAL NOTES:

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.

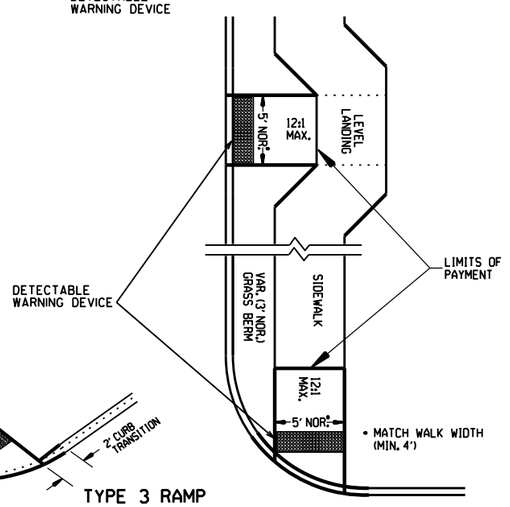


TYPE 2 RAMP

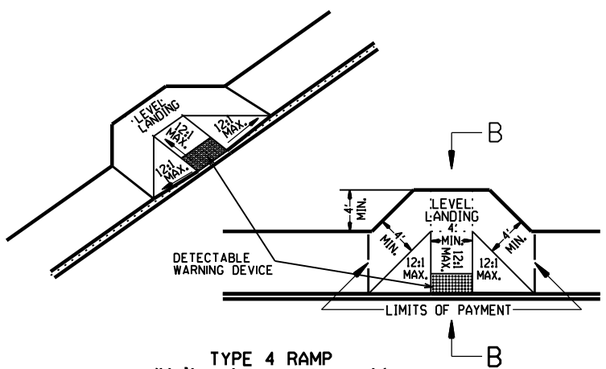




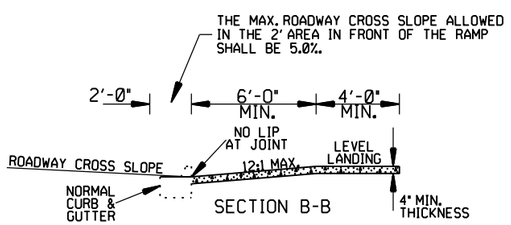
TYPE 3 RAMP



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