"THIS PROJECT IS A FULLY CONTROLLED ACCESS FACILITY"
ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)

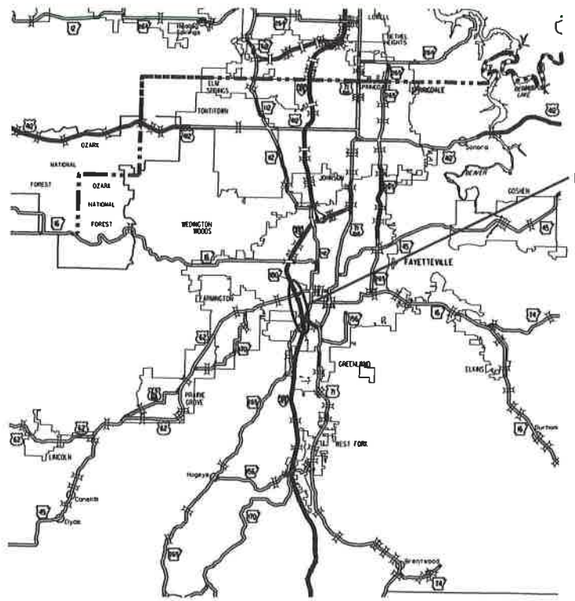
WASHINGTON COUNTY

ROUTE I-49 SECTION 28

FEDERAL AID PROJ. NHPP-NHFP-TAPLC-9142(51)

JOB 040846

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	1	832
		HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)				

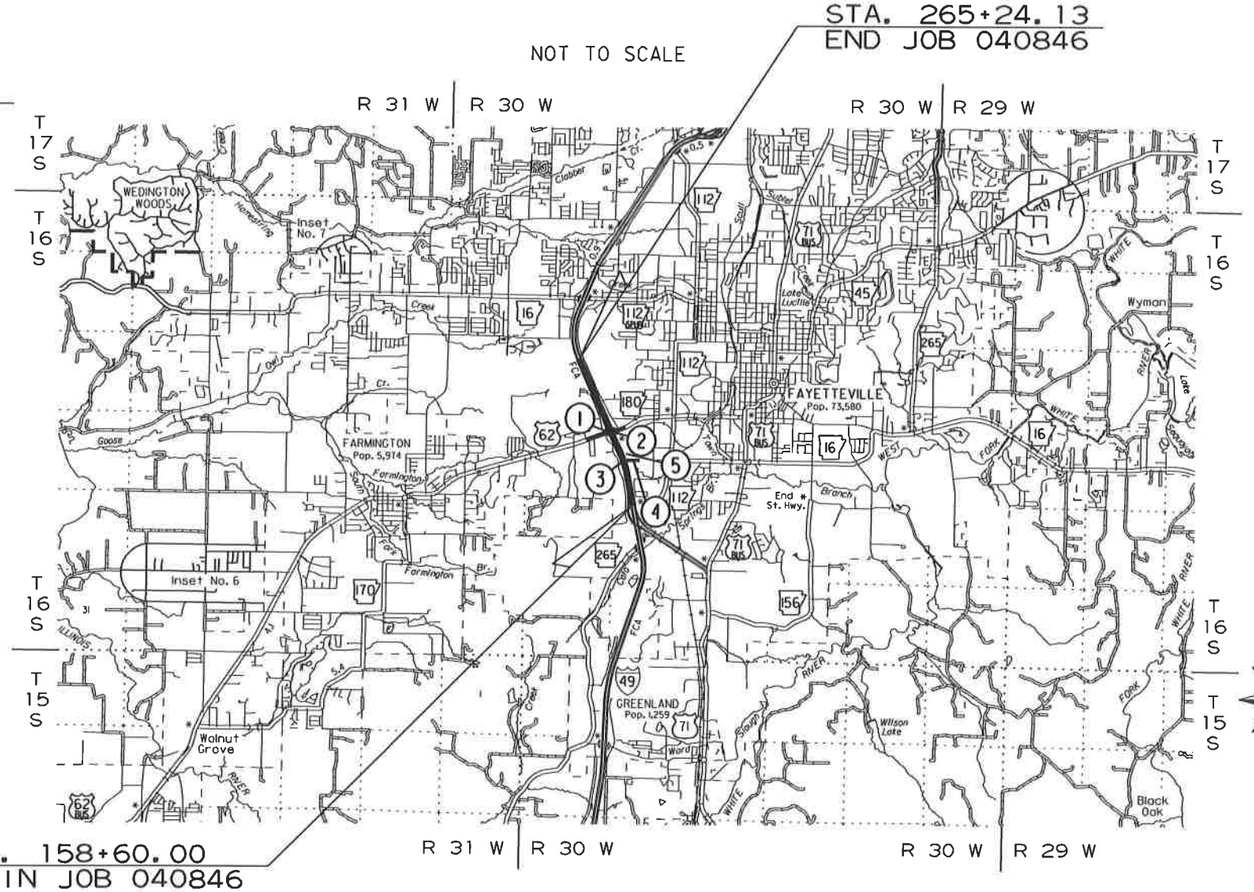


VICINITY MAP



ARK. HWY. DIST. NO. 4

NOT TO SCALE



BRIDGE CONSTRUCTION DATA

(1) I-49 STA. 209+45.97 BR. END
360'-0" CONTINUOUS PLATE GIRDER UNIT
(103'-154'-103')
362'-2⅝" TOTAL LENGTH
56'-0" CLEAR ROADWAY
BR. NO. A7667
I-49 STA. 213+08.19 BR. END

(2) I-49 STA. 209+37.81 BR. END
360'-0" CONTINUOUS PLATE GIRDER UNIT
(103'-154'-103')
362'-2⅝" TOTAL LENGTH
56'-0" CLEAR ROADWAY
BR. NO. B7667
I-49 STA. 213+00.03 BR. END

(3) W. 15TH STREET STA. 103+34.25 BR. END
210'-0" INTEGRAL PLATE GIRDER SPAN
(105'-105')
211'-0½" TOTAL LENGTH
32'-6" CLEAR ROADWAY
BR. NO. 07666
W. 15TH STREET STA. 105+45.26 BR. END

STRUCTURES OVER 20'-0" SPAN

(4) W. 15TH STREET STA. 109+93 CONSTRUCT
QUAD 12' X 10' X 141' R.C. BOX CULVERT
WITH 30° RT. FWD. SKEW
WITH 3:1 WINGS LT. AND RT.
Q50 = 2550 CFS D.A. = 792 ACRES
SPAN = 60'-09"

(5) S. FUTRALL DR. SOUTH STA. 723+67 CONSTRUCT
DBL. 12' X 8' X 122' R.C. BOX CULVERT
WITH 45° LT. FWD. SKEW
WITH 3:1 WINGS LT. AND RT.
Q50 = 1860 CFS D.A. = 558 ACRES
SPAN = 36'-11"

I-49 DESIGN TRAFFIC DATA

DESIGN YEAR	2044
2024 ADT	42,000
2044 ADT	64,000
2044 DHV	8,400
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	20%
DESIGN SPEED	70 MPH

HWY. 62/HWY. 180 DESIGN TRAFFIC DATA

DESIGN YEAR	2044
2024 ADT	42,000
2044 ADT	55,000
2044 DHV	1,300
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	3%
DESIGN SPEED	45 MPH

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 36°02'24"	N 36°03'16"	N 36°04'03"
LONGITUDE	W 94°11'23"	W 94°11'42"	W 94°12'07"

LENGTH OF PROJECT CALCULATED ALONG C.L. OF I-49

GROSS LENGTH OF	PROJECT	10664.13	FEET	OR	2.020	MILES
NET	ROADWAY	10301.91			1.951	MILES
NET	BRIDGES	362.22			0.069	MILES
NET	PROJECT	10664.13			2.020	MILES

APPROVED

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

CHIEF ENGINEER - PRECONSTRUCTION

MAR 27 2024

CD41256 3/6/2024
R040846B.DGN

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Digitally signed by Trinity Smith
Date: 2024.04.04 13:20:30-05'00'

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

INDEX OF SHEETS	FED.RD. DIST.NO.	6	
	STATE	ARK.	
	JOB NO.	040846	
	SHEET NO.	2	
	TOTAL SHEETS	832	
	DATE REVISED		
	DATE REVISED		

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	3	832
		STANDARD DRAWINGS AND GENERAL NOTES				

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

Trinity Smith
04-04-2024

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GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVDE 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 REMAN. 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.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
06-12-24		6	ARK.	040846	4	832
		GOVERNING SPECIFICATIONS				



GOVERNING SPECIFICATIONS (1 OF 3)

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 - TRAINING PROGRAM - JOB 040846
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
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
307-1_____	CEMENT
308-1_____	CEMENT
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
501-2_____	CEMENT
502-1_____	WELDED WIRE REINFORCEMENT
505-1_____	PORTLAND CEMENT CONCRETE DRIVEWAY
600-2_____	INCIDENTAL CONSTRUCTION
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1_____	CONCRETE DITCH PAVING
606-1_____	PIPE CULVERTS FOR SIDE DRAINS
617-1_____	GUARDRAIL TERMINAL (TYPE 2)
617-2_____	GUARDRAIL DELINEATORS
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
632-1_____	CONCRETE ISLAND
633-1_____	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1_____	CURBING
700-2_____	TRAFFIC CONTROL FACILITIES
723-1_____	GENERAL REQUIREMENTS FOR SIGNS
729-1_____	CHANNEL POST SIGN SUPPORT
730-1_____	BREAKAWAY SIGN SUPPORT
732-1_____	CRASH CUSHION
800-1_____	STRUCTURES
802-3_____	CONCRETE FOR STRUCTURES
802-4_____	CEMENT
804-2_____	REINFORCING STEEL FOR STRUCTURES
807-2_____	STEEL STRUCTURES
808-1_____	INSTALLATION OF ELASTOMERIC BEARINGS
808-2_____	ELASTOMERIC BEARINGS

GOVERNING SPECIFICATIONS (2 OF 3)

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

NUMBER	TITLE
JOB 040846__	ACCESSIBLE PEDESTRIAN SIGNAL (APS)
JOB 040846__	ACTUATED CONTROLLER
JOB 040846__	ANTENNA SUPPORT
JOB 040846__	ARCHITECTURAL FINISH
JOB 040846__	ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)
JOB 040846__	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 040846__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 040846__	BRIDGE LIGHTING
JOB 040846__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 040846__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 040846__	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 040846__	CABINET DRAWER ASSEMBLY
JOB 040846__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 040846__	CAVE DISCOVERY
JOB 040846__	CHANNEL POST SIGN SUPPORT
JOB 040846__	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB 040846__	CMGC CONTRACTING METHOD
JOB 040846__	COLD MILLING – MILL & INLAY
JOB 040846__	CONCRETE BARRIER WALL
JOB 040846__	CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS
JOB 040846__	CONCRETE PULL BOX
JOB 040846__	CONCRETE WALKS (TYPE SPECIAL)
JOB 040846__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 040846__	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 040846__	COORDINATION OF WORK
JOB 040846__	CULVERT CLEAN OUT
JOB 040846__	DELAY IN RIGHT OF WAY OCCUPANCY
JOB 040846__	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 040846__	DESIGN OF ASPHALT MIXTURES - AGGREGATES
JOB 040846__	DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
JOB 040846__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 040846__	DRILLED SHAFT FOUNDATIONS
JOB 040846__	DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES
JOB 040846__	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 040846__	ELECTRICAL CONDUCTORS FOR LUMINAIRES (TRAFFIC SIGNAL)
JOB 040846__	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 040846__	ELECTRICAL CONDUCTORS-IN-CONDUIT (TRAFFIC SIGNAL)
JOB 040846__	EMERGENCY BATTERY BACKUP SYSTEM INSTALLATION
JOB 040846__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 040846__	EXTENSION FOR PIPE CULVERTS
JOB 040846__	FIBERGLASS CONDUIT
JOB 040846__	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 040846__	GENERAL REQUIREMENTS FOR SIGNS
JOB 040846__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 040846__	HYBRID VIDEO/RADAR DETECTION SYSTEM
JOB 040846__	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 040846__	LED LUMINARE ASSEMBLY (BUG U0 TYPE)
JOB 040846__	LED ROADWAY ILLUMINATION POLE
JOB 040846__	LED TRAFFIC SIGNAL HEAD
JOB 040846__	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 040846__	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 040846__	MAINTENANCE OF TRAFFIC
JOB 040846__	MANDATORY ELECTRONIC CONTRACT
JOB 040846__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 040846__	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
JOB 040846__	MODIFICATION OF EXISTING OVERHEAD SIGN SUPPORT
JOB 040846__	MODIFICATION OF EXISTING ROADSIDE MOUNTED SIGNS
JOB 040846__	NATIVE STONE
JOB 040846__	NESTING SITES OF MIGRATORY BIRDS
JOB 040846__	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS
JOB 040846__	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES
JOB 040846__	OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORT

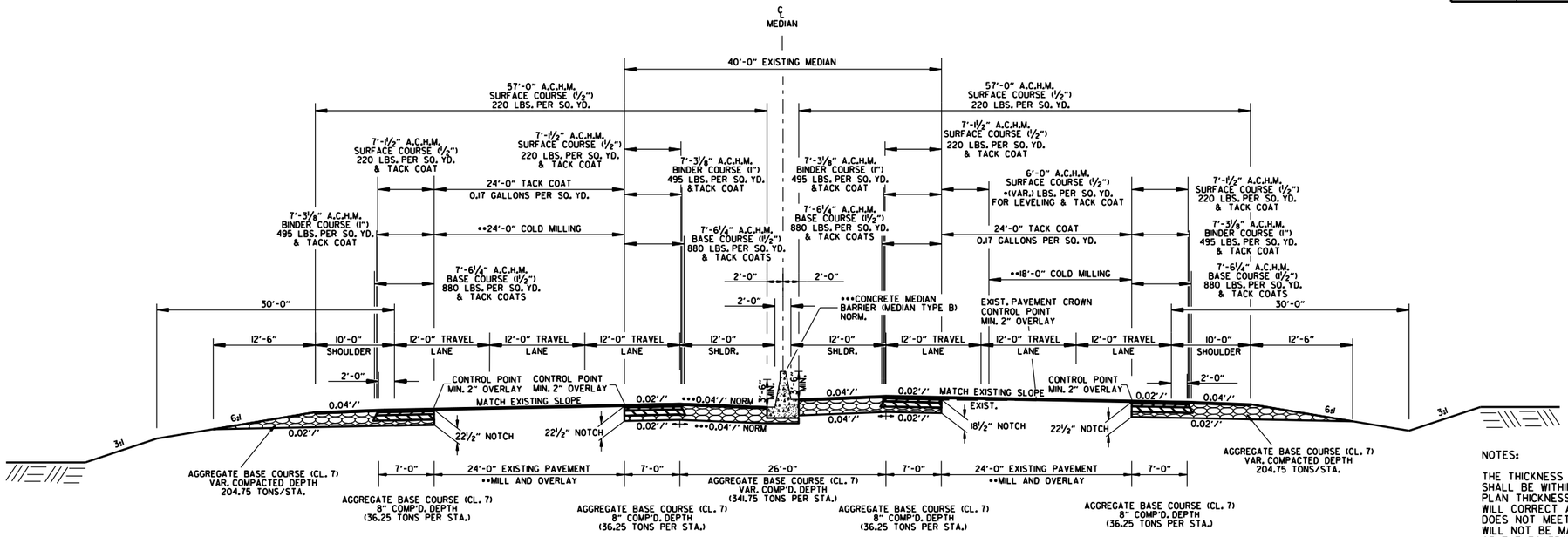
GOVERNING SPECIFICATIONS (3 OF 3)

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

NUMBER	TITLE
JOB 040846__	PARTNERING REQUIREMENTS
JOB 040846__	PEDESTRIAN SIGNAL HEAD RELOCATION
JOB 040846__	PERCENT AIR VOIDS AND NDESIGN FOR ACHM MIX DESIGNS
JOB 040846__	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 040846__	PLASTIC PIPE
JOB 040846__	PORTABLE TRAFFIC SIGNAL SYSTEM
JOB 040846__	PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM
JOB 040846__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 040846__	PRICE ADJUSTMENT FOR FUEL
JOB 040846__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 040846__	PROSECUTION AND PROGRESS - CMGC CONTRACT
JOB 040846__	PVC COATED GALVANIZED STEEL CONDUIT
JOB 040846__	REACTIVE AGGREGATE TESTING
JOB 040846__	RECTANGULAR RAPID FLASHING BEACON (RRFB)
JOB 040846__	RELOCATION OF TRAFFIC SIGNAL HEAD
JOB 040846__	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE
JOB 040846__	REMOVAL OF TILT TOWER FOUNDATION/HELICAL SCREW
JOB 040846__	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 040846__	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 040846__	RETAINING WALLS
JOB 040846__	RETROREFLECTIVE BACKPLATES
JOB 040846__	ROADWAY CONSTRUCTION CONTROL
JOB 040846__	ROADWAY ILLUMINATION POLE RELOCATION
JOB 040846__	SEQUENCE OF CONSTRUCTION
JOB 040846__	SERVICE POINT ASSEMBLY
JOB 040846__	SERVICE POINT ASSEMBLY (ITS DEVICES)
JOB 040846__	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 040846__	SHORING
JOB 040846__	SHORING FOR CULVERTS
JOB 040846__	SOIL STABILIZATION
JOB 040846__	SPECIAL CLEARING PUP SEASON REQUIREMENTS
JOB 040846__	SPECIAL CLEARING REQUIREMENTS
JOB 040846__	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB 040846__	SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB 040846__	STEEL MONOTUBE STRUCTURES
JOB 040846__	STEEL SIGN STRUCTURES
JOB 040846__	STORM WATER POLLUTION PREVENTION PLAN
JOB 040846__	STREET NAME SIGN (MAST ARM MOUNTED)
JOB 040846__	SUBMERSIBLE LUMINAIRE
JOB 040846__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 040846__	SYSTEM LOCAL CONTROLLER
JOB 040846__	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE
JOB 040846__	TEXTURED COATING FINISH
JOB 040846__	TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)
JOB 040846__	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)
JOB 040846__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 040846__	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)
JOB 040846__	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB 040846__	UNDERPASS LUMINAIRE
JOB 040846__	UTILITY ADJUSTMENTS
JOB 040846__	VALUE ENGINEERING
JOB 040846__	VIDEO DETECTOR ROTATION
JOB 040846__	WARM MIX ASPHALT
JOB 040846__	WIRE ROPE SAFETY FENCE END TERMINAL

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	5	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



I-49 - NOTCH, WIDEN, AND OVERLAY SECTION
STA. 158+60.00 TO STA. 178+50.00

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

••REFER TO DETAIL

•••STA. 158+60.00 TO STA. 164+40.00: LT. INSIDE SHOULDER SLOPE VARIES SUCH THAT BOTH INSIDE SHOULDER ELEVATIONS ARE EQUAL TO ALLOW FOR CONSTRUCTION OF A MEDIAN TYPE A CONCRETE BARRIER WALL. REFER TO CROSS SECTIONS.

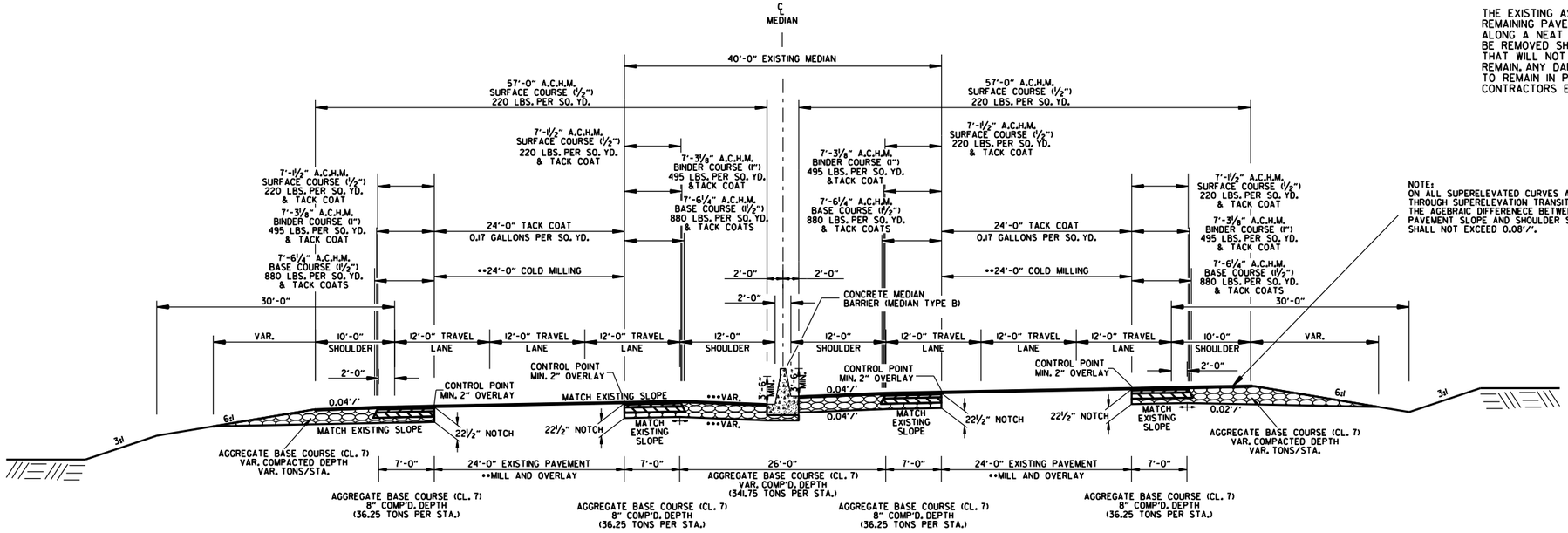
NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED 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 SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.



NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE AGEBRAIC DIFFERENECE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

I-49 - NOTCH, WIDEN, AND OVERLAY SECTION (SUPERELEVATION)
STA. 178+50.00 TO STA. 189+69.60

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

••REFER TO DETAIL

•••THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL EQUAL 0.06'/'

CD41256 2/21/2024
RO40846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	6	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
TRINITY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11425
04-04-2024

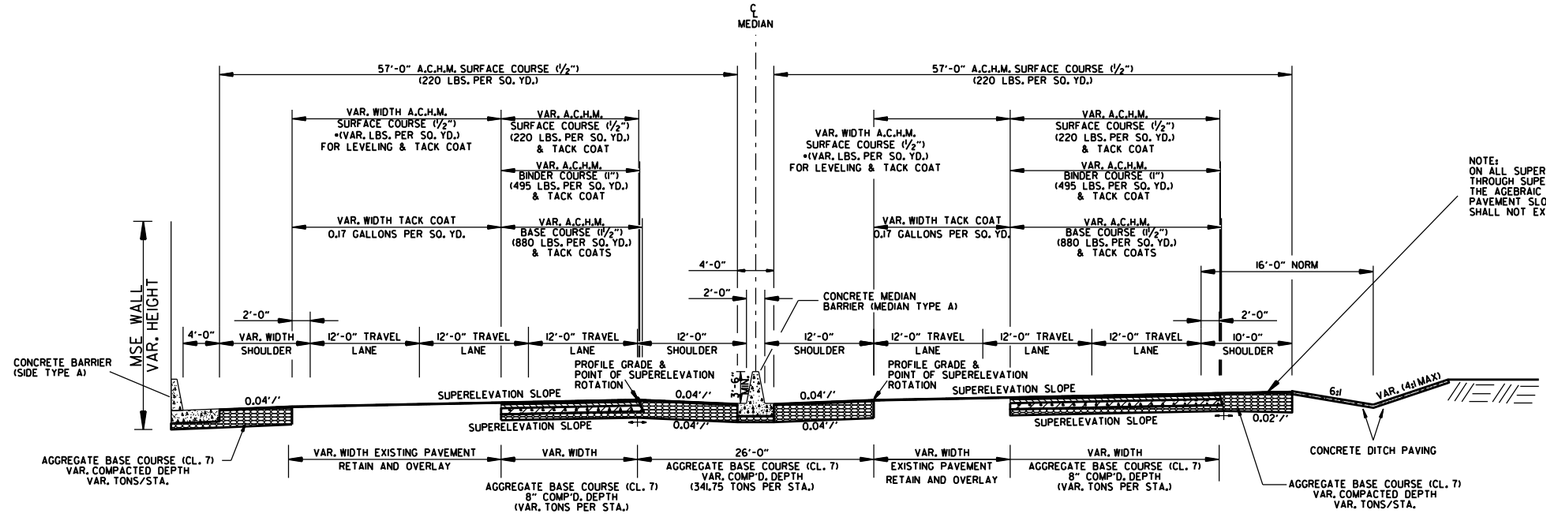
NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

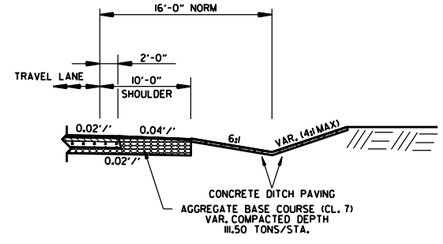
THE FINAL 2" OF SURFACE COURSEIS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

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

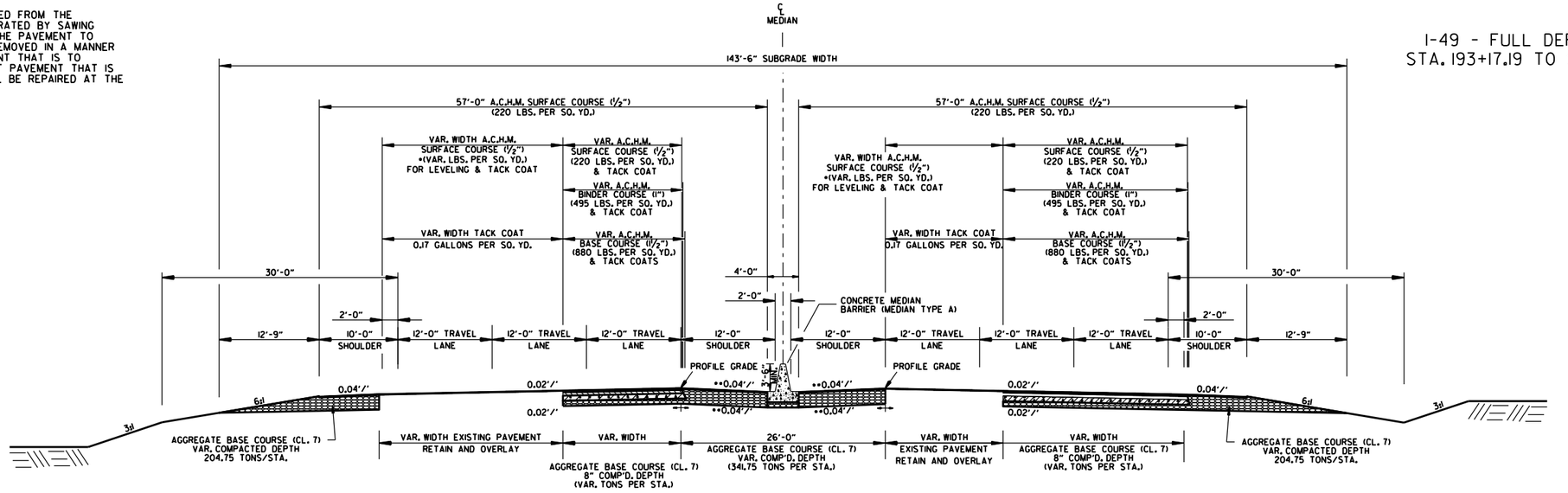
THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.



I-49 - FULL DEPTH SECTION (SUPERELEVATION)
STA. 189+69.60 TO STA. 193+17.19



I-49 - FULL DEPTH SECTION
STA. 193+17.19 TO STA. 199+95.67



I-49 - FULL DEPTH SECTION
STA. 193+17.19 TO STA. 200+00.00

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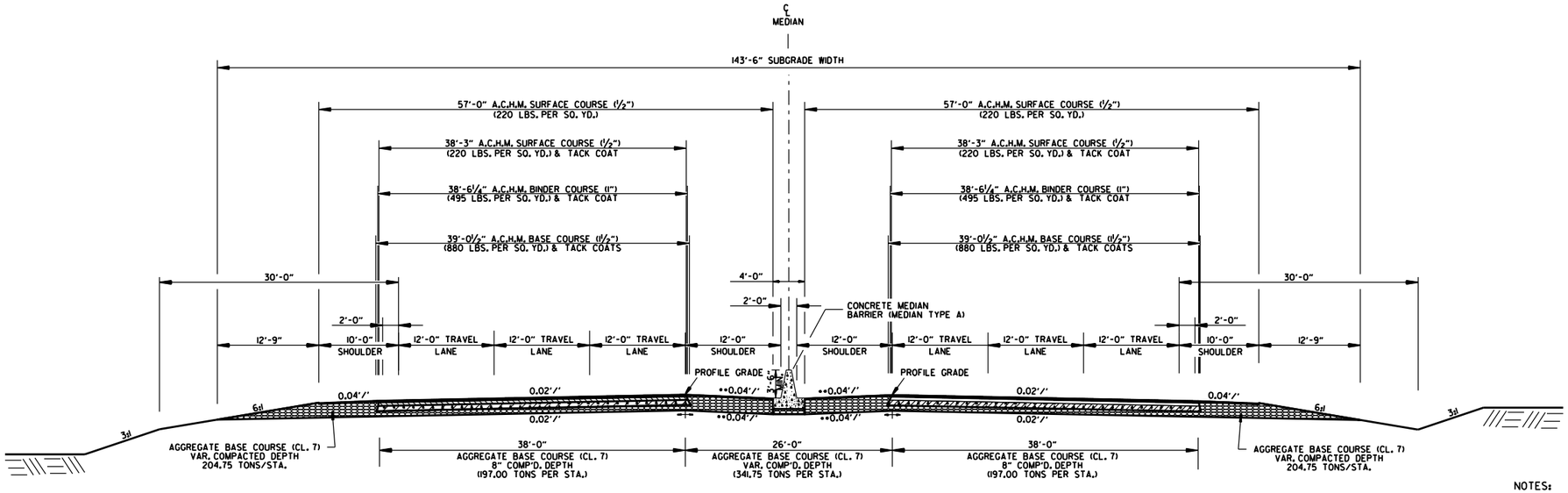
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	7	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



I-49 - FULL DEPTH SECTION
STA. 200+00.00 TO STA. 209+06.04
STA. 213+39.96 TO STA. 237+75.83

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

••STA. 207+50.00 TO STA. 209+00.00: TRANSITIONS TO +0.02'/' SLOPE.
STA. 209+00.00 TO STA. 237+75.83: +0.02'/' SLOPE.

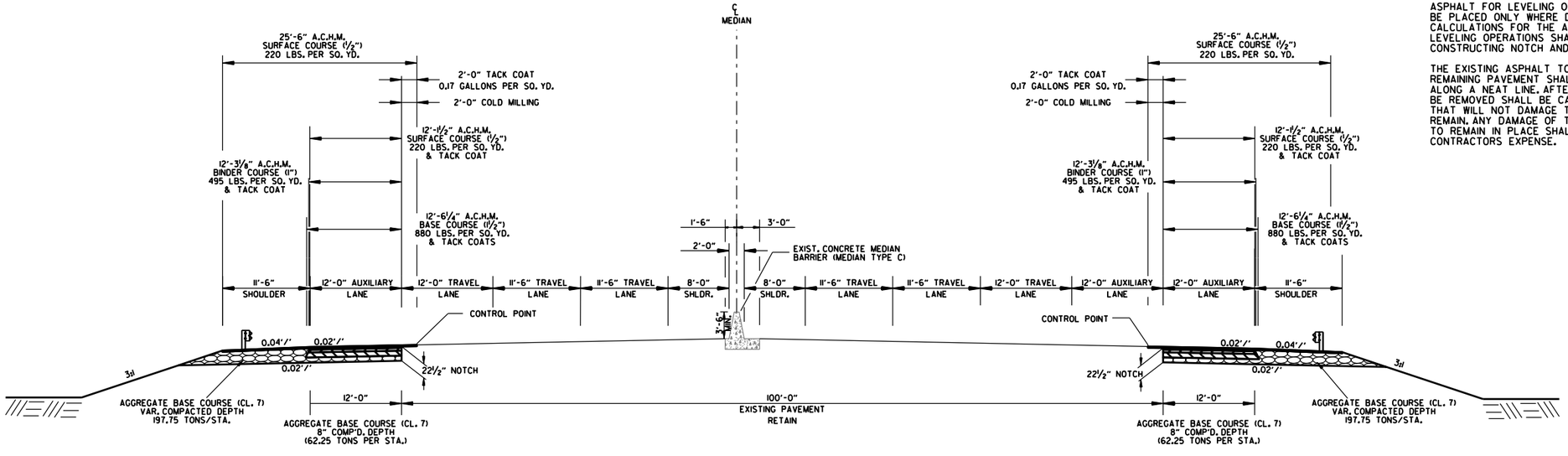
NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED 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 SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.



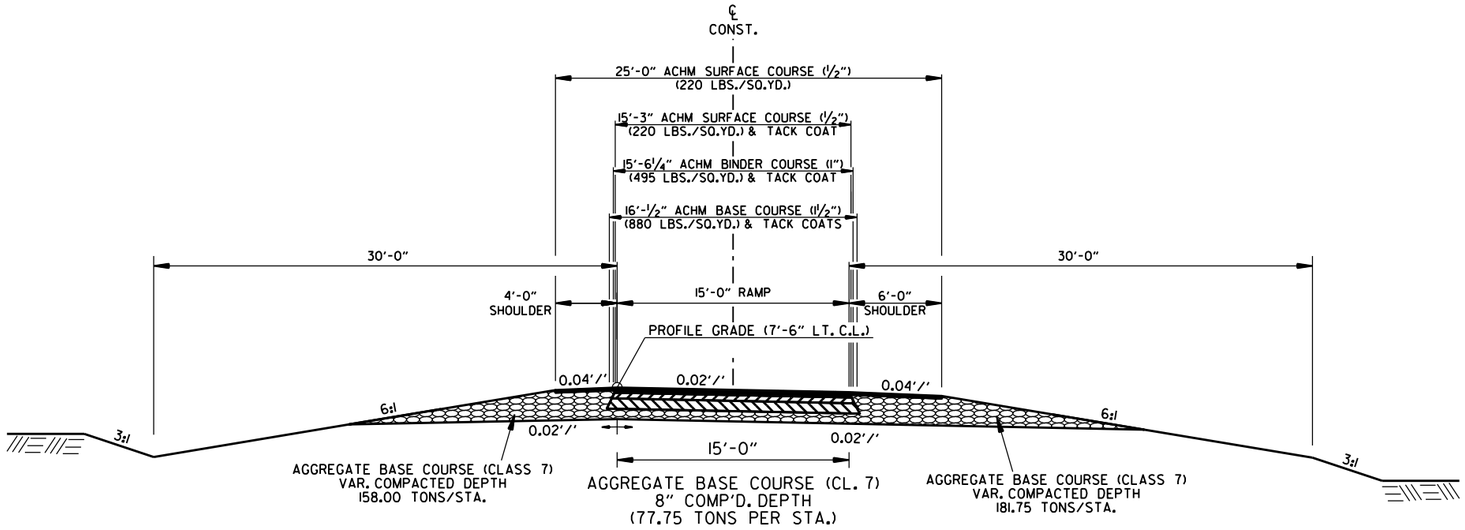
I-49 - NOTCH AND WIDEN SECTION
STA. 237+75.83 TO STA. 265+24.13

CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	8	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



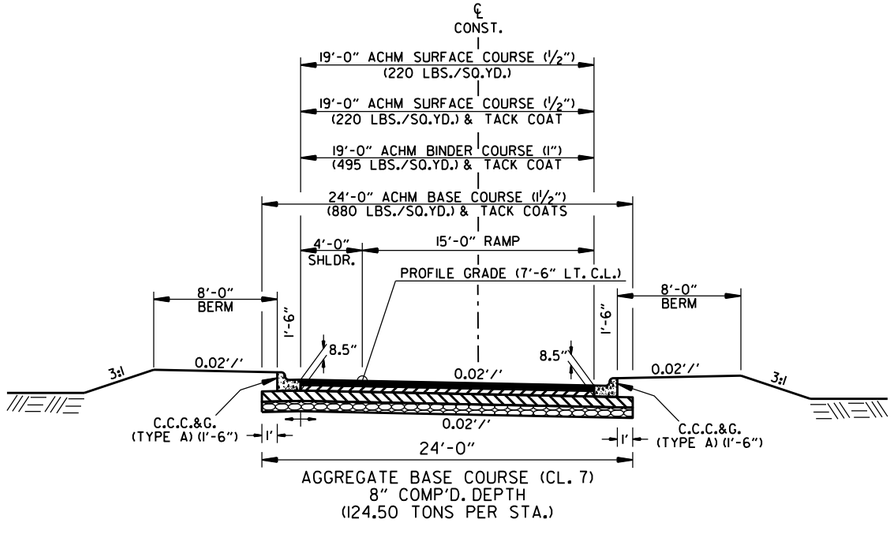
RAMP A - OPEN SHOULDER SECTION
STA. 704+55.72 TO STA. 710+61.06

NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

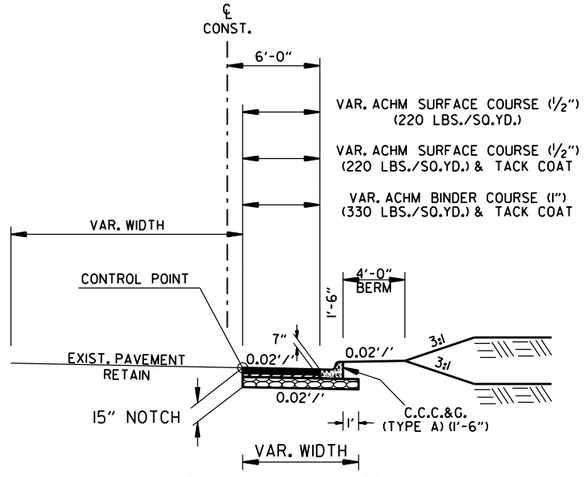
THE FINAL 2" OF SURFACE COURSES TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

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



RAMP A - C.C.C.&G. SECTION
STA. 710+61.06 TO STA. 713+35.46

•TRANSITIONS FROM 7' OFFSET FROM C.L. AT STA. 1309+46.21 TO 11' OFFSET FROM C.L. AT STA. 1311+46.09.



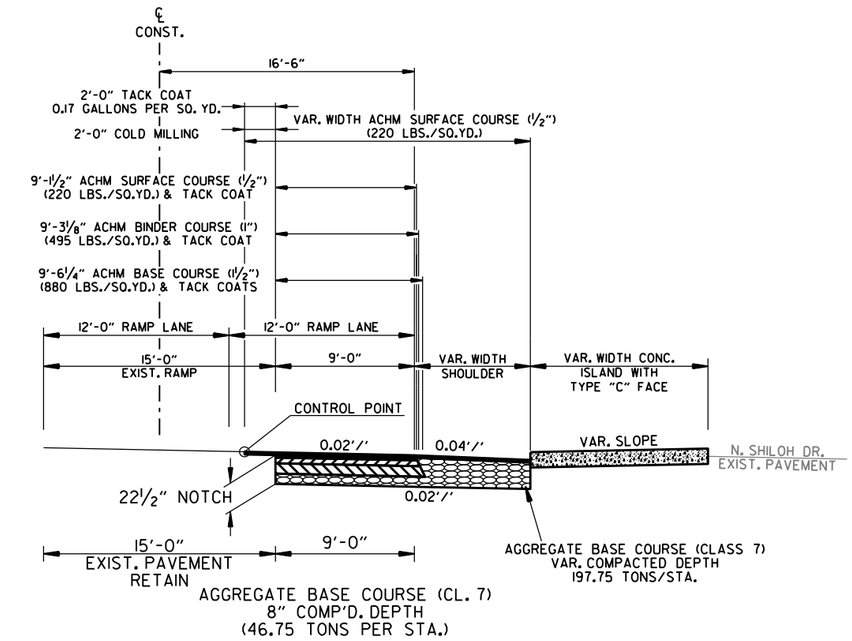
N. SHILOH DR. RT. - C.C.C.&G. SECTION
STA. 1257+89.76 TO STA. 1266+81.50

CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	9	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



AGGREGATE BASE COURSE (CL. 7)
8" COMP'D. DEPTH
(46.75 TONS PER STA.)

I-49 OFFRAMP TO S. SHILOH DR. - CONCRETE ISLAND SECTION
STA. 1303+70.00 TO STA. 1309+46.21

NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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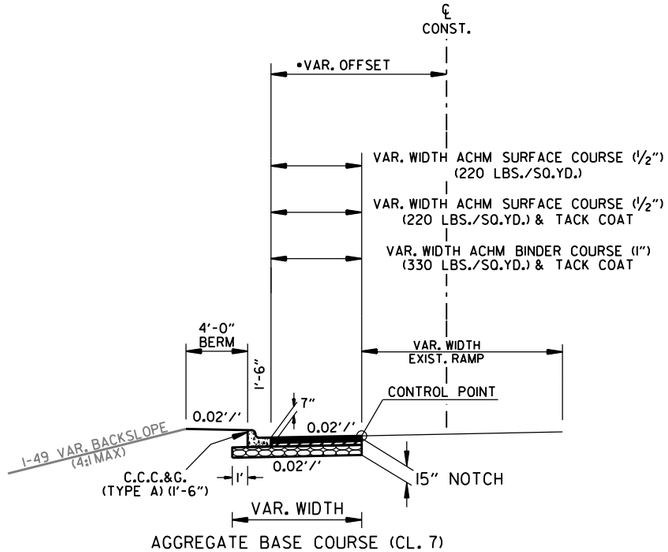
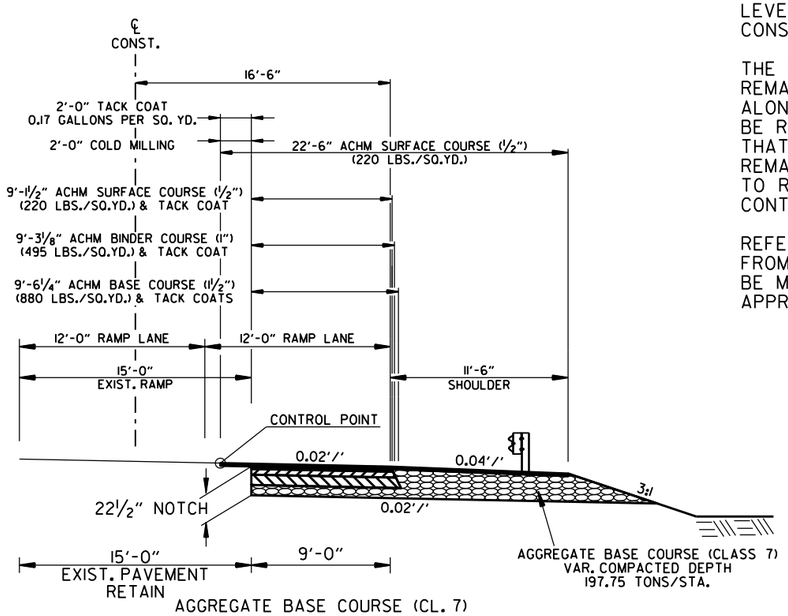


AGGREGATE BASE COURSE (CL. 7)
8" COMP'D. DEPTH
(VAR. TONS PER STA.)

I-49 OFFRAMP TO S. SHILOH DR. - C.C.C.&G. SECTION
STA. 1309+46.21 TO STA. 1311+46.09



AGGREGATE BASE COURSE (CL. 7)
8" COMP'D. DEPTH
(46.75 TONS PER STA.)

I-49 OFFRAMP TO S. SHILOH DR. - OPEN SHOULDER SECTION
STA. 1300+00.00 TO STA. 1303+70.00

TYPICAL SECTIONS OF IMPROVEMENT

CD41256 2/21/2024
R040846B.DGN

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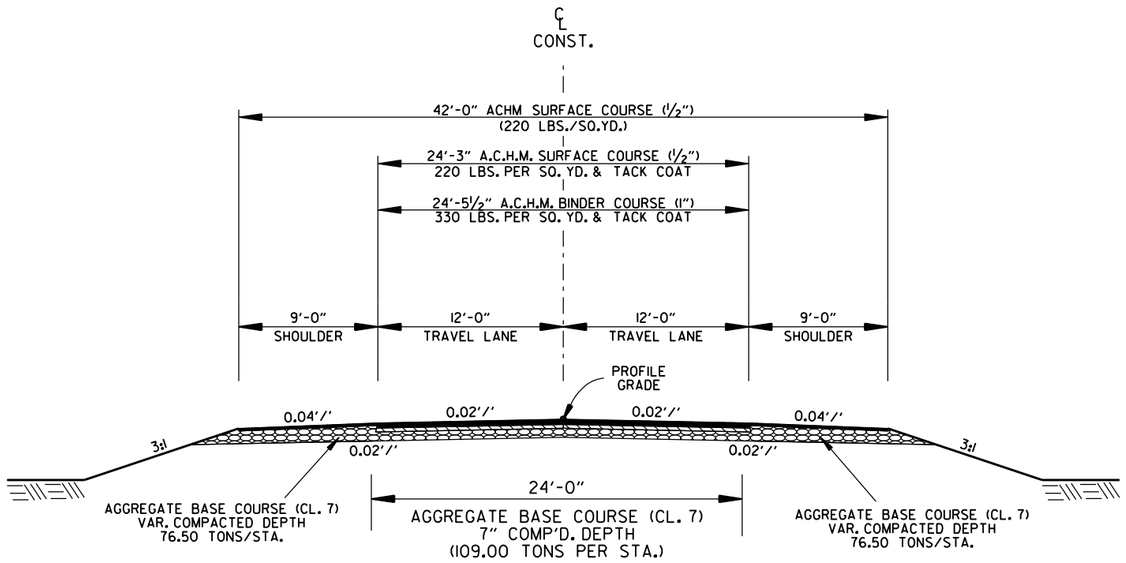
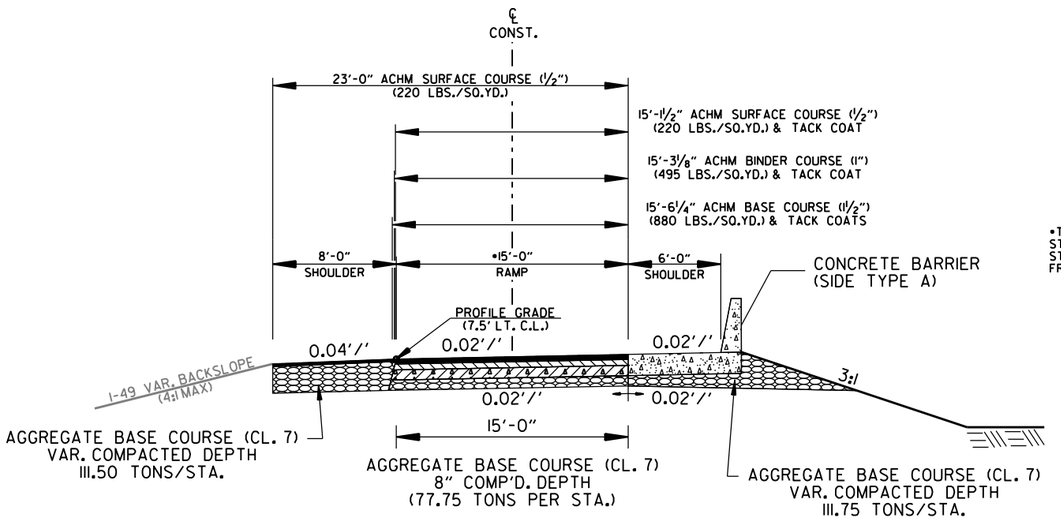
		6	ARK.	040846	10	832
		TYPICAL SECTIONS OF IMPROVEMENT				



18TH STREET CUL-DE-SAC
STA. 11+20.49 TO STA. 12+30.00



*TRANSITIONS FROM 15' WIDTH AT STA. 757+60.00 TO 12' WIDTH AT STA. 759+40.00. 12' WIDTH IS MAINTAINED FROM STA. 759+40.00 FORWARD.

RAMP B - OPEN SHOULDER WITH BARRIER WALL
STA. 756+47.20 TO STA. 760+10.00

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
04-04-2024

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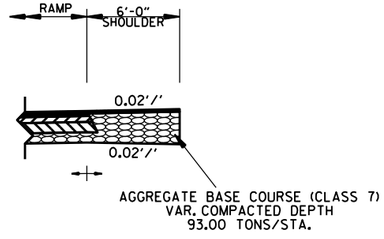


RAMP B - OPEN SHOULDER SECTION
STA. 760+10.00 TO STA. 761+33.58

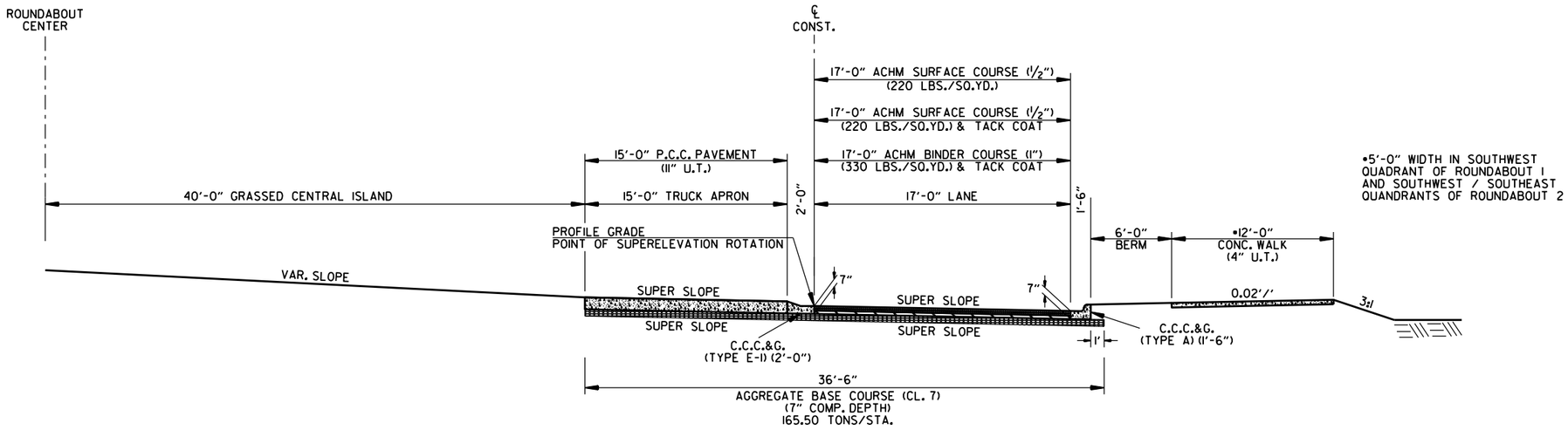
CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	11	832
		TYPICAL SECTIONS OF IMPROVEMENT				

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

04-04-2024



ROUNDABOUTS - C.C.C.&G. SECTION

ROUNDABOUT 1
STA. 1000+00.00 TO STA. 1003+58.14

ROUNDABOUT 2
STA. 1100+00.00 TO STA. 1103+58.14

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CD41256 2/21/2024
R040846B.DGN

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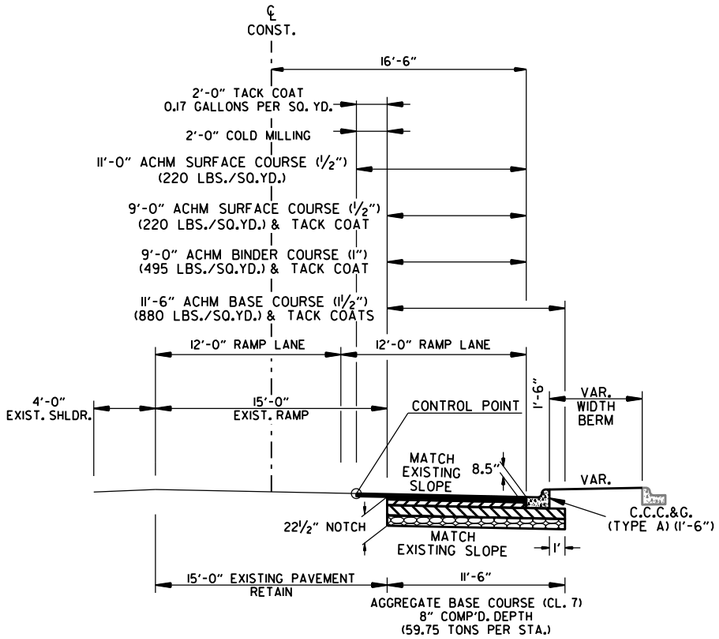
		6	ARK.	040846	12	832
		TYPICAL SECTIONS OF IMPROVEMENT				



I-49 ENTRANCE RAMP - CURB AND GUTTER SECTION
STA. 1102+94.22 TO STA. 1103+60.00

NOTES:

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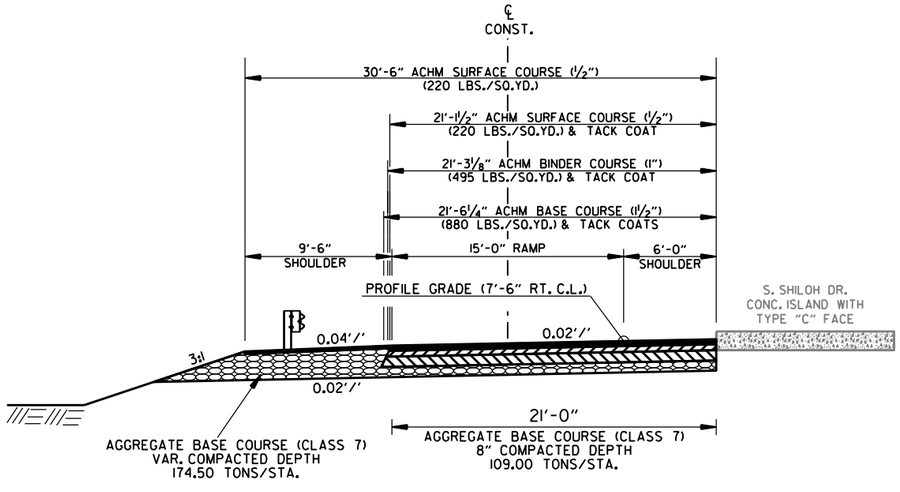
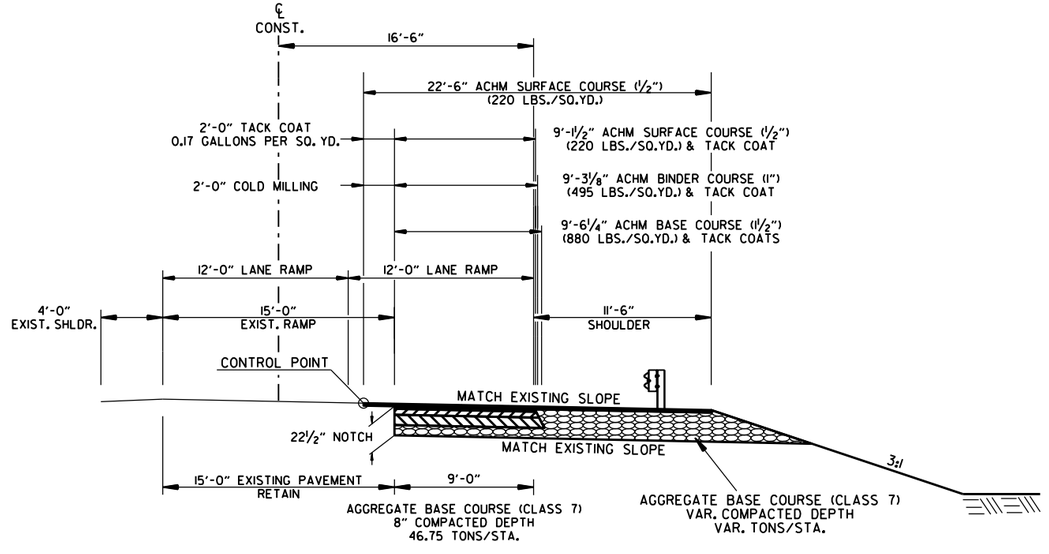


S. SHILOH DR. EXIT - OPEN SHOULDER SECTION
STA. 550+00.00 TO STA. 551+52.56



I-49 ENTRANCE RAMP - OPEN SHOULDER SECTION
STA. 1103+60.00 TO STA. 1109+00.21

CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

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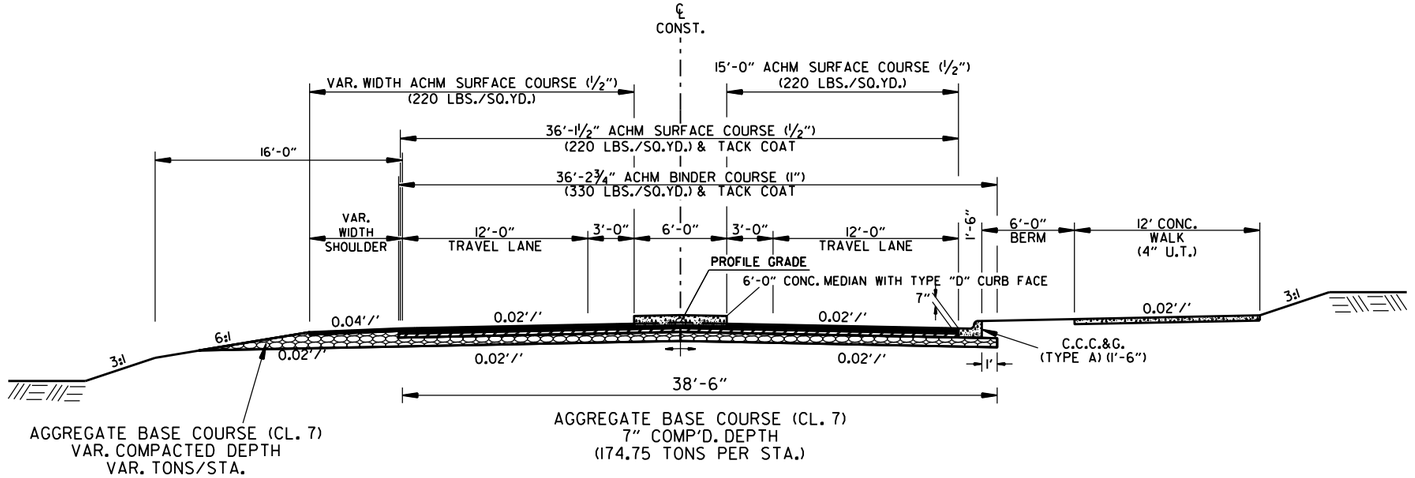
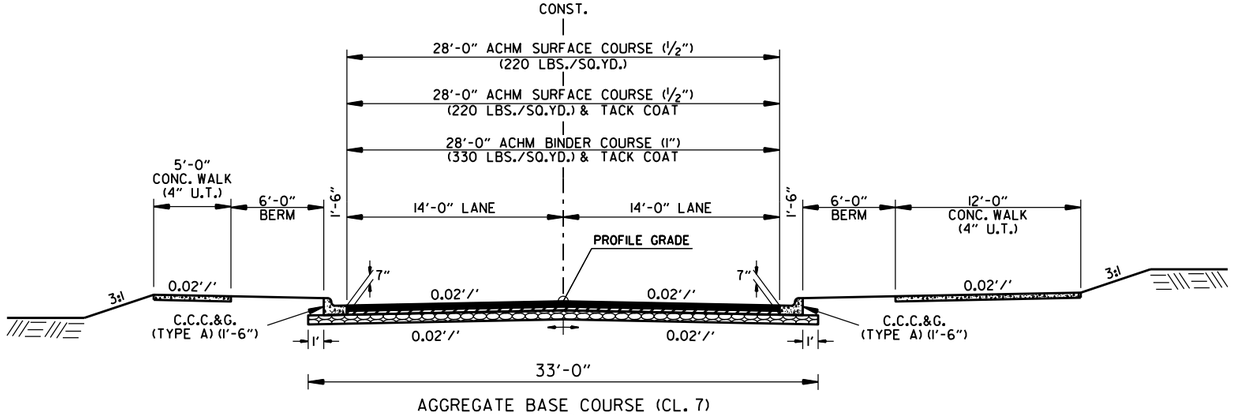
		6	ARK.	040846	13	832
		TYPICAL SECTIONS OF IMPROVEMENT				



S. SHILOH DR. W/
SPLITTER ISLAND - CURB AND GUTTER AND OPEN SHOULDER
STA. 505+17.19 TO STA. 505+92.06



S. SHILOH DR. - FULL DEPTH SECTION
STA. 510+97.57 TO STA. 513+58.06

NOTES:

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STATE OF ARKANSAS
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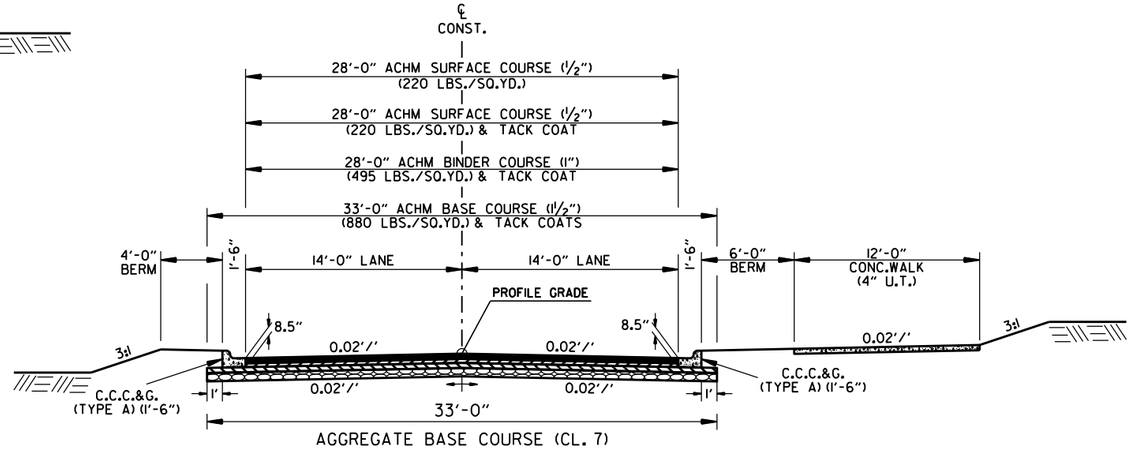

S. SHILOH DR. - FULL DEPTH SECTION
STA. 502+30.00 TO STA. 503+51.05

CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

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		6	ARK.	040846	14	832
		TYPICAL SECTIONS OF IMPROVEMENT				

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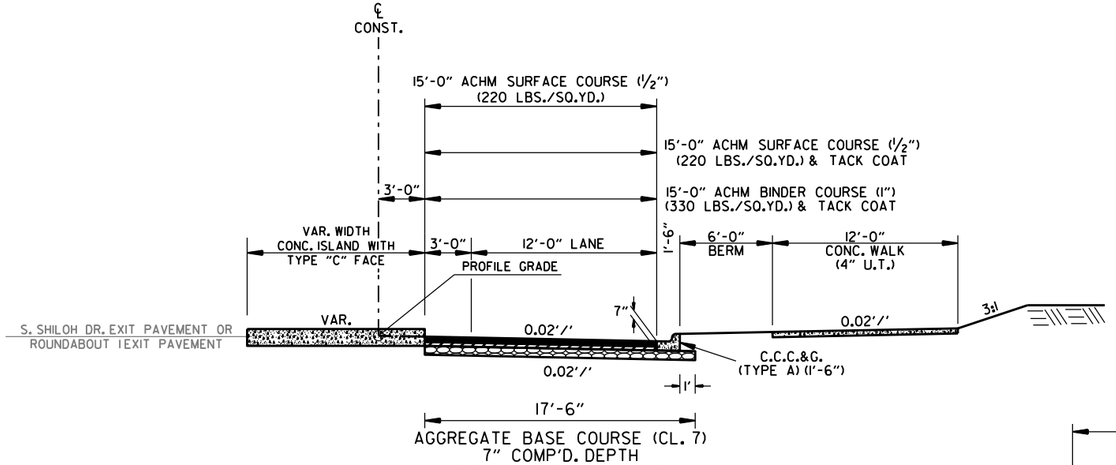
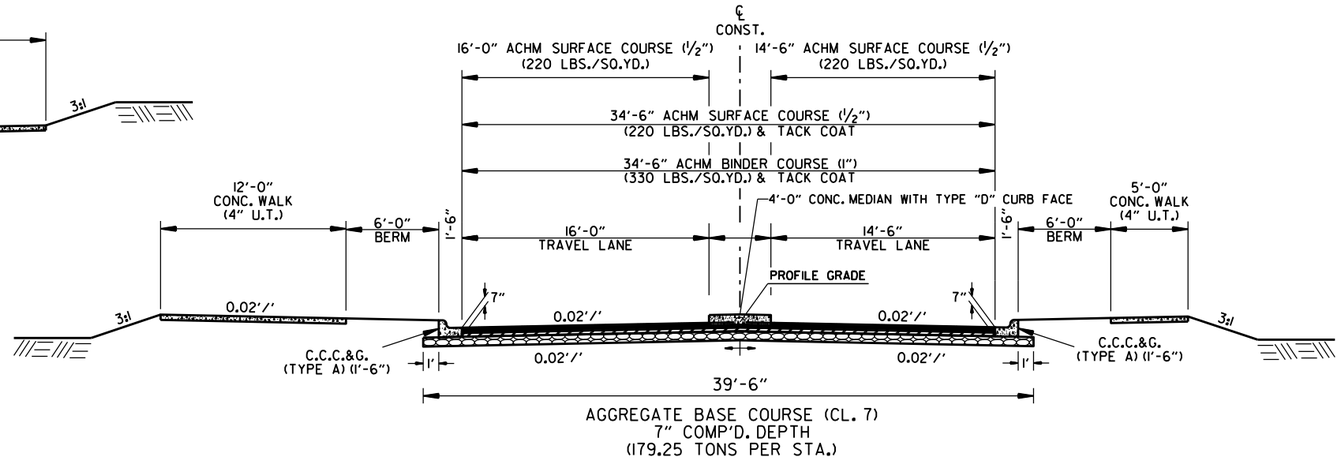


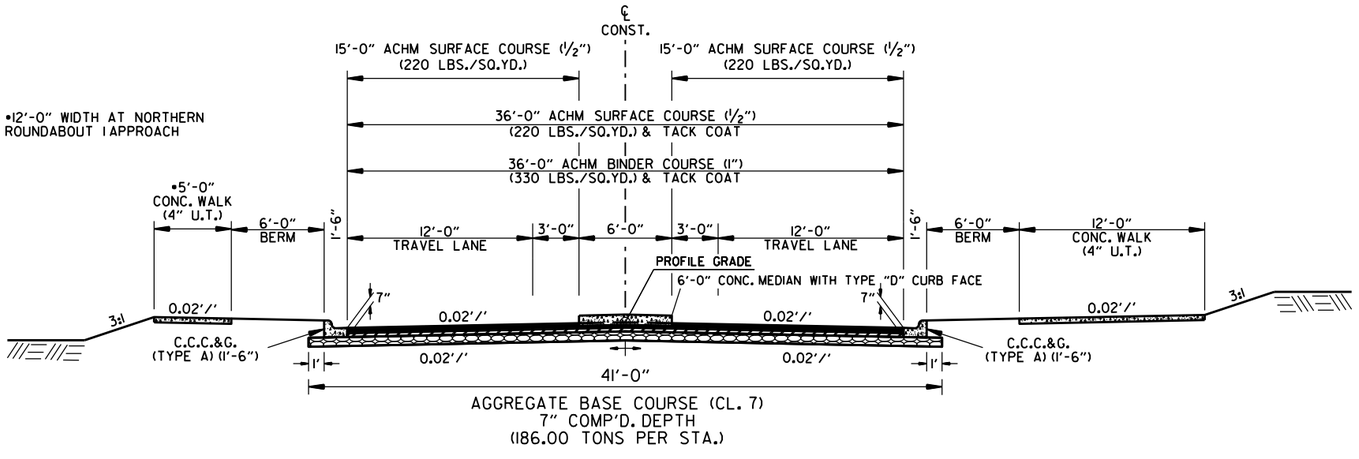
AGGREGATE BASE COURSE (CL. 7)
7" COMP'D. DEPTH
(79.50 TONS PER STA.)

S. SHILOH DR. - FULL DEPTH SECTION RT.
STA. 503+51.05 TO STA. 505+17.19



AGGREGATE BASE COURSE (CL. 7)
7" COMP'D. DEPTH
(179.25 TONS PER STA.)

W. 15TH ST. W/
SPLITTER ISLAND - FULL DEPTH SECTION
STA. 102+40.20 TO STA. 103+31.12
STA. 105+48.16 TO STA. 106+22.50



AGGREGATE BASE COURSE (CL. 7)
7" COMP'D. DEPTH
(186.00 TONS PER STA.)

S. SHILOH DR. W/
SPLITTER ISLAND - FULL DEPTH SECTION
STA. 505+92.06 TO STA. 506+72.61
STA. 508+20.61 TO STA. 510+97.57

NOTES:

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CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

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		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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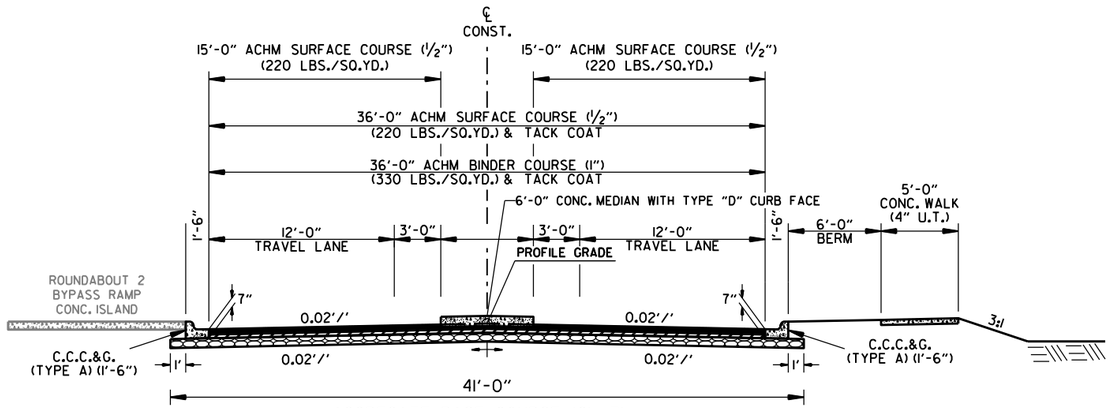

AGGREGATE BASE COURSE (CL. 7)
7" COMP'D. DEPTH
(186.00 TONS PER STA.)

W. 15TH ST. W/
SPLITTER ISLAND - FULL DEPTH SECTION
STA. 107+70.50 TO STA. 108+72.51

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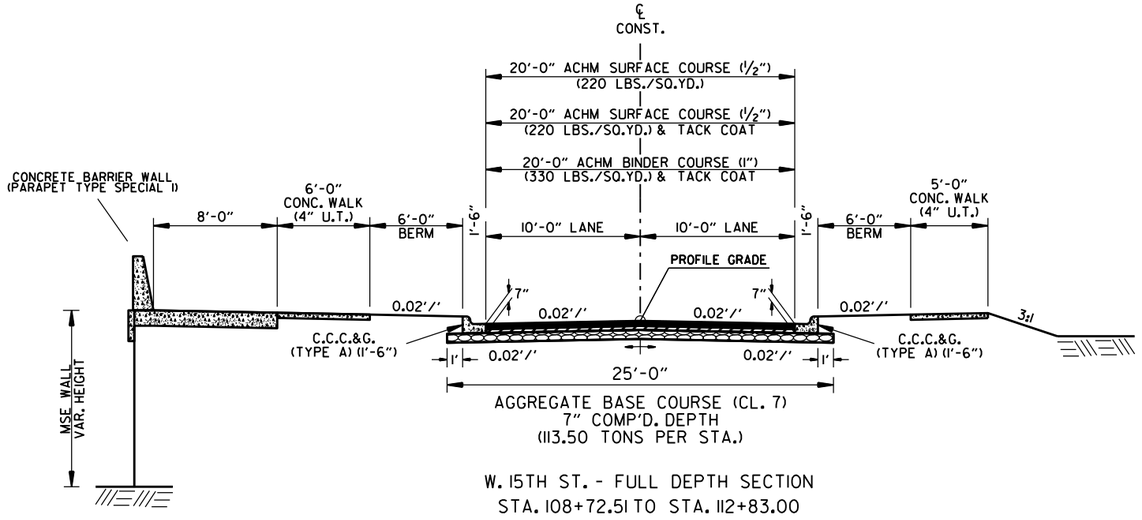
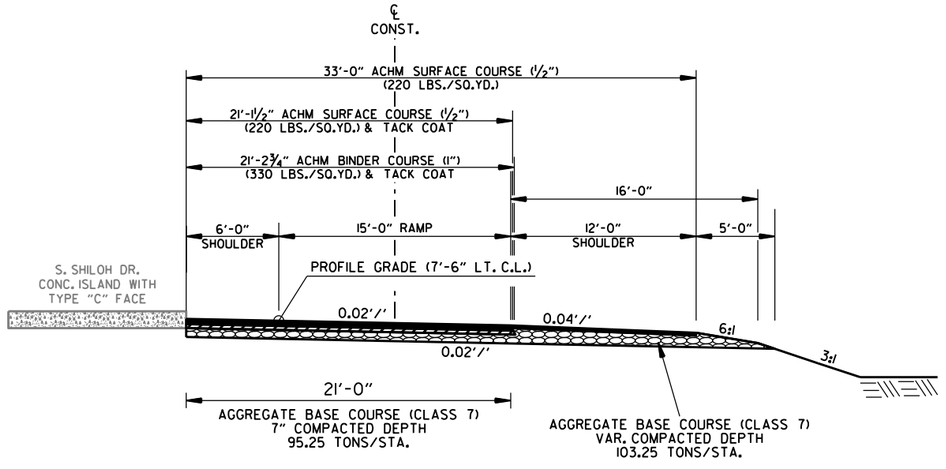


AGGREGATE BASE COURSE (CL. 7)
7" COMP'D. DEPTH
(113.50 TONS PER STA.)

W. 15TH ST. - FULL DEPTH SECTION
STA. 108+72.51 TO STA. 112+83.00



ROUNDABOUT 1EXIT - OPEN SHOULDER SECTION
STA. 600+00.00 TO STA. 600+73.57

CD41256 2/21/2024
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		TYPICAL SECTIONS OF IMPROVEMENT				

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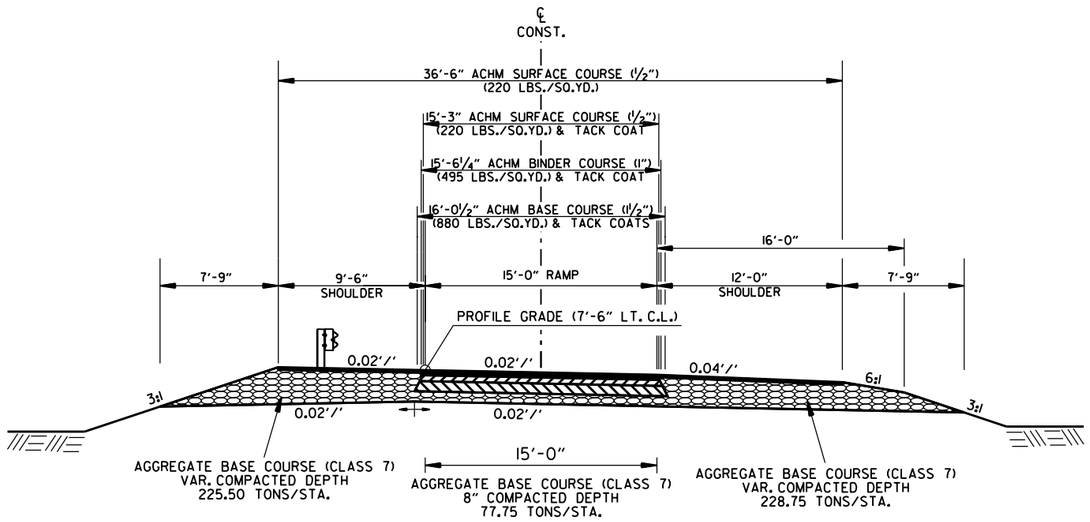
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



ROUNDABOUT 1EXIT - OPEN SHOULDER SECTION
STA. 600+73.57 TO STA. 607+20.73

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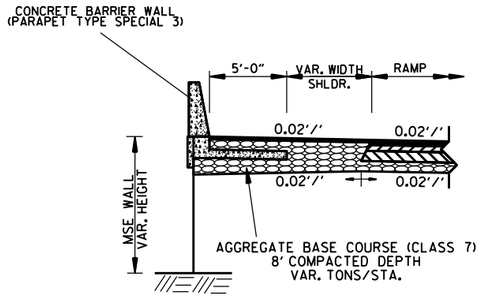
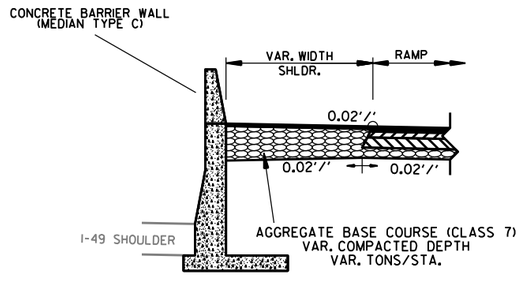
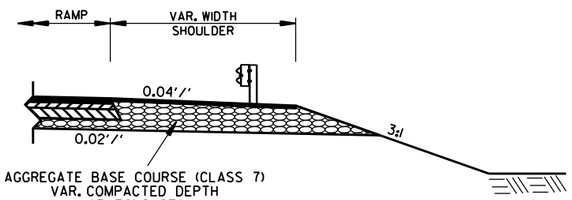


ROUNDABOUT 1EXIT - MSE WALL SECTION LT.
STA. 601+87.19 TO STA. 602+99.43

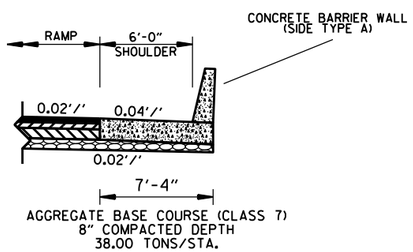


ROUNDABOUT 1EXIT - TYPE C BARRIER WALL SECTION LT.
STA. 602+99.43 TO STA. 604+94.64

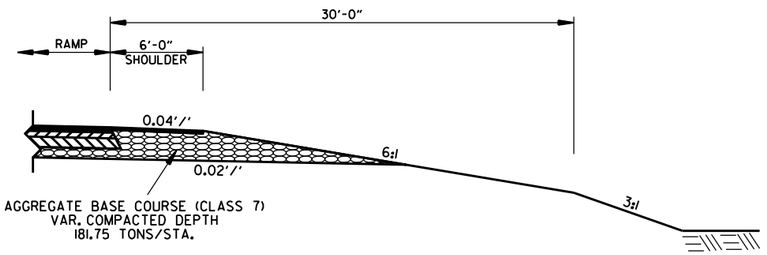
ROUNDABOUT 1EXIT - GORE SECTION LT.
STA. 604+94.64 TO STA. 607+20.73



ROUNDABOUT 1EXIT - OPEN SHOULDER SECTION RT.
STA. 601+86.56 TO STA. 603+86.56



ROUNDABOUT 1EXIT - OPEN SHOULDER W/ TYPE A BARRIER WALL RT.
STA. 603+48.31 TO STA. 605+52.59



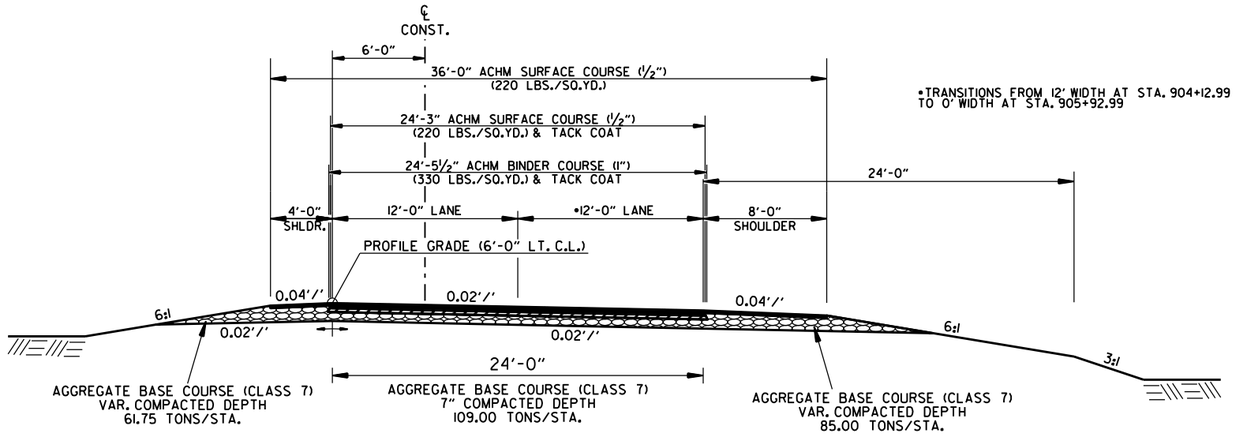
ROUNDABOUT 1EXIT - OPEN SHOULDER SECTION RT.
STA. 605+52.90 TO STA. 607+20.73

CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

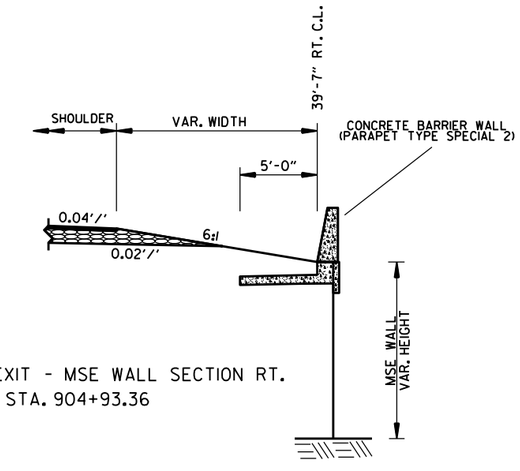
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	17	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



*TRANSITIONS FROM 12' WIDTH AT STA. 904+12.99 TO 0' WIDTH AT STA. 905+92.99

ROUNDABOUT 2 NORTHBOUND EXIT - OPEN SHOULDER SECTION
STA. 904+12.99 TO STA. 905+36.93



ROUNDABOUT 2 NORTHBOUND EXIT - MSE WALL SECTION RT.
STA. 904+12.99 TO STA. 904+93.36

NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

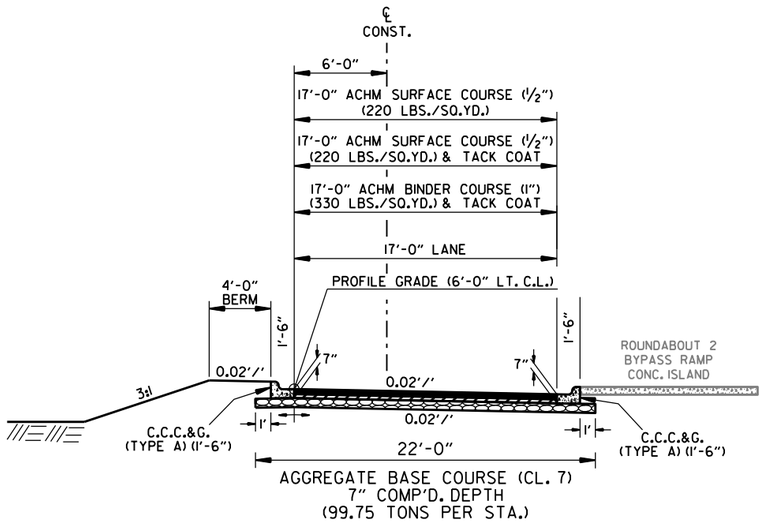
THE FINAL 2" OF SURFACE COURSES TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

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

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	18	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



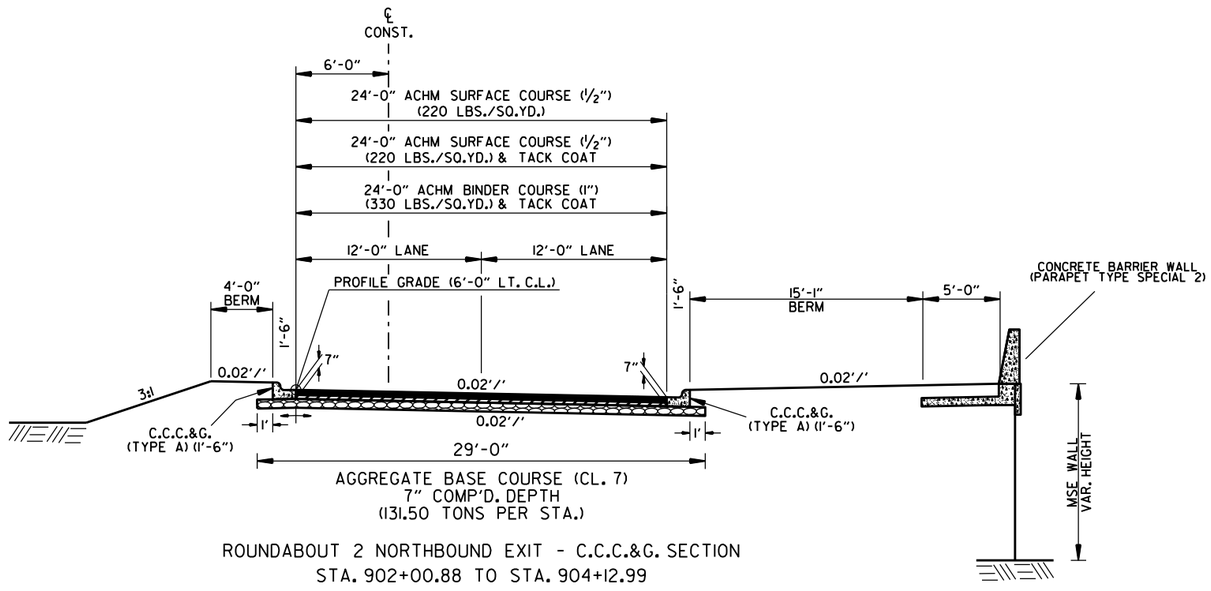
ROUNDABOUT 2 NORTHBOUND EXIT - C.C.C.&G. SECTION
STA. 900+39.34 TO STA. 902+00.88

NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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

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



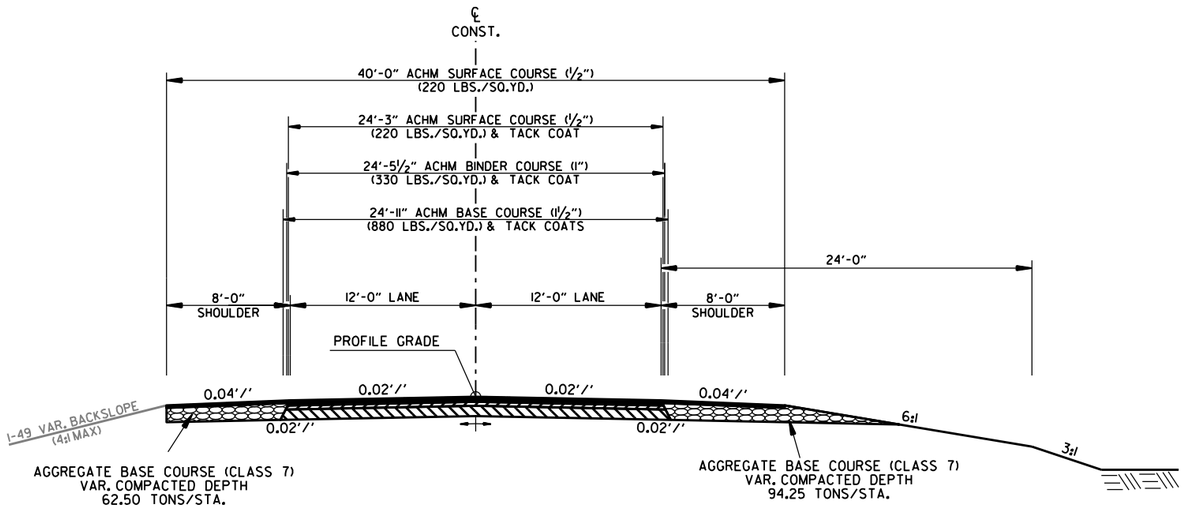
ROUNDABOUT 2 NORTHBOUND EXIT - C.C.C.&G. SECTION
STA. 902+00.88 TO STA. 904+12.99

CD41256 2/21/2024
R040846B.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	19	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



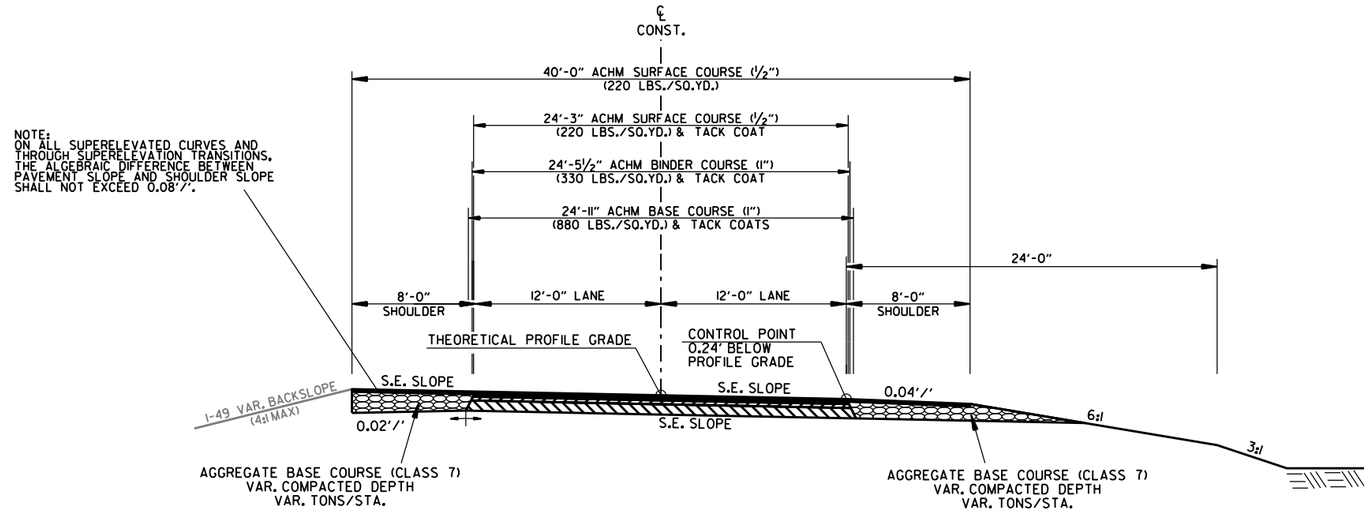
S. FUTRALL DR. COMBINED LANES - FULL DEPTH SECTION
STA. 717+78.24 TO STA. 718+19.79

NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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

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



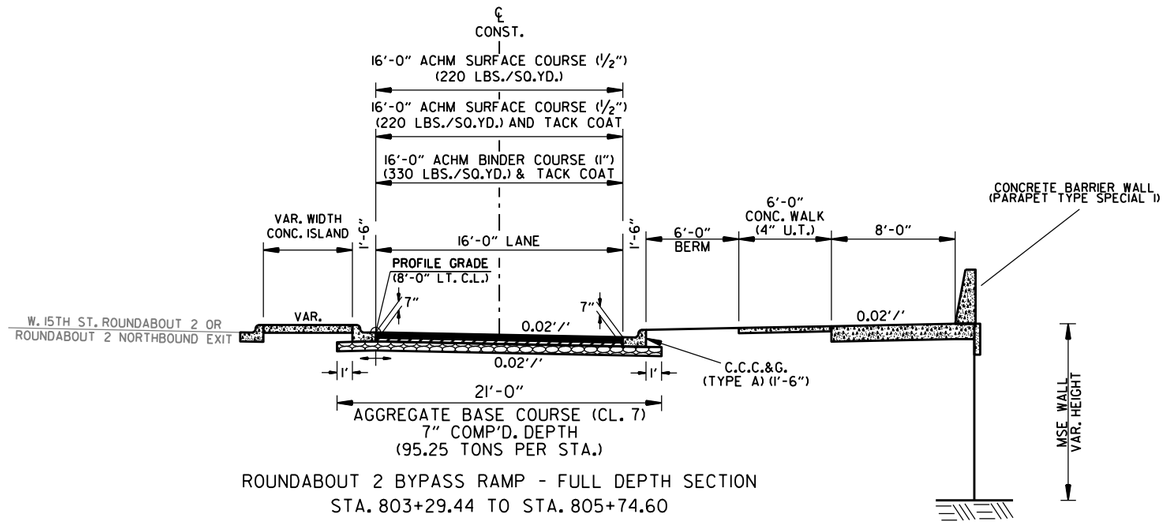
S. FUTRALL DR. COMBINED LANES - FULL DEPTH SECTION (SUPERELEVATION
STA. 718+19.79 TO STA. 722+48.43

CD41256 2/21/2024
R040846B.DGN

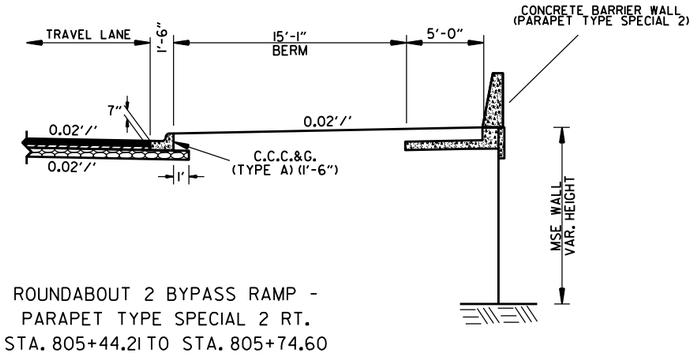
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	20	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



ROUNDABOUT 2 BYPASS RAMP - FULL DEPTH SECTION
STA. 803+29.44 TO STA. 805+74.60



ROUNDABOUT 2 BYPASS RAMP -
PARAPET TYPE SPECIAL 2 RT.
STA. 805+44.21 TO STA. 805+74.60

NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1" OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

THE FINAL 2" OF SURFACE COURSES 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

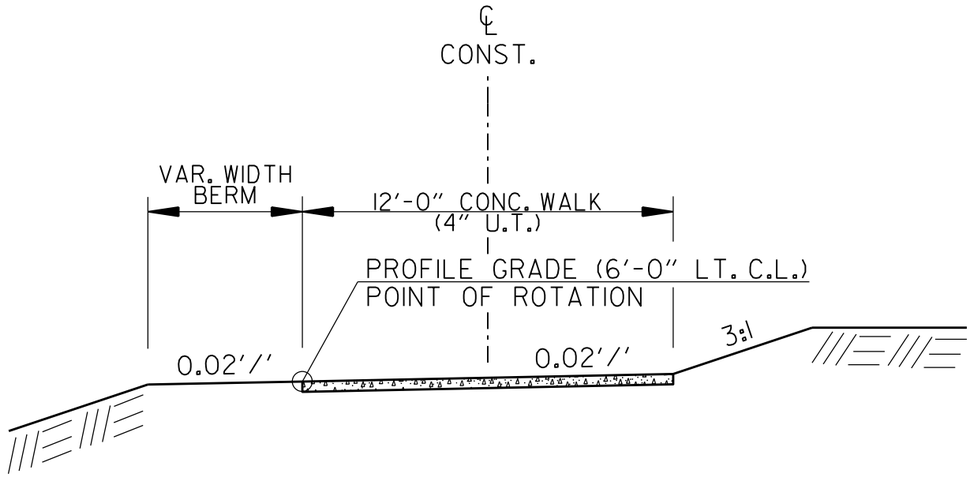
THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

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

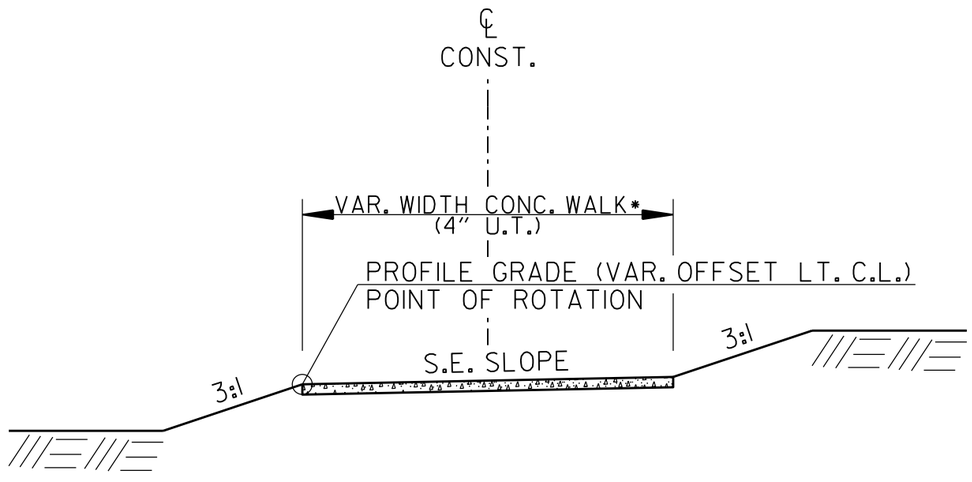
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	21	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



SHARED USE PATH PEDESTRIAN TUNNEL
STA. 0+00.00 TO STA. 2+60.00



SHARED USE PATH
STA. 0+00.00 TO STA. 2+24.96

*CONC. WALK WIDTH
14' / STA. 0+00.00 TO STA. 0+79.81
14' TO 12' / STA. 0+79.81 TO STA. 1+49.02
12' / STA. 1+49.02 TO STA. 1+98.19
12' TO 18' / STA. 1+98.19 TO STA. 2+19.97
18' / STA. 2+19.97 TO STA. 2+24.96

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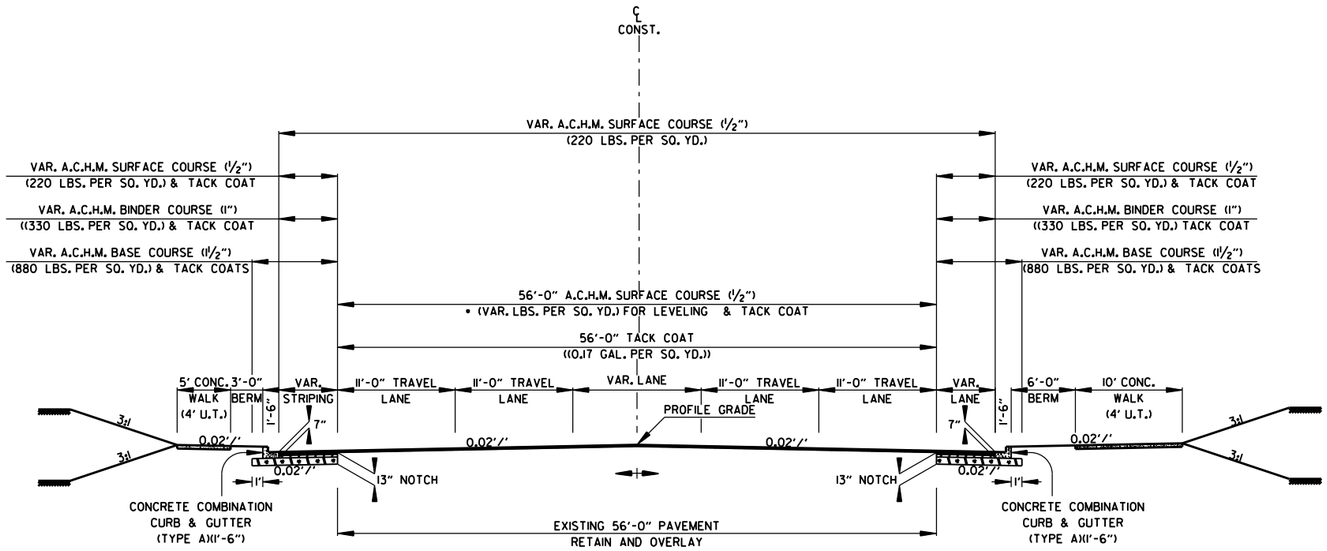
R040846B.DGN

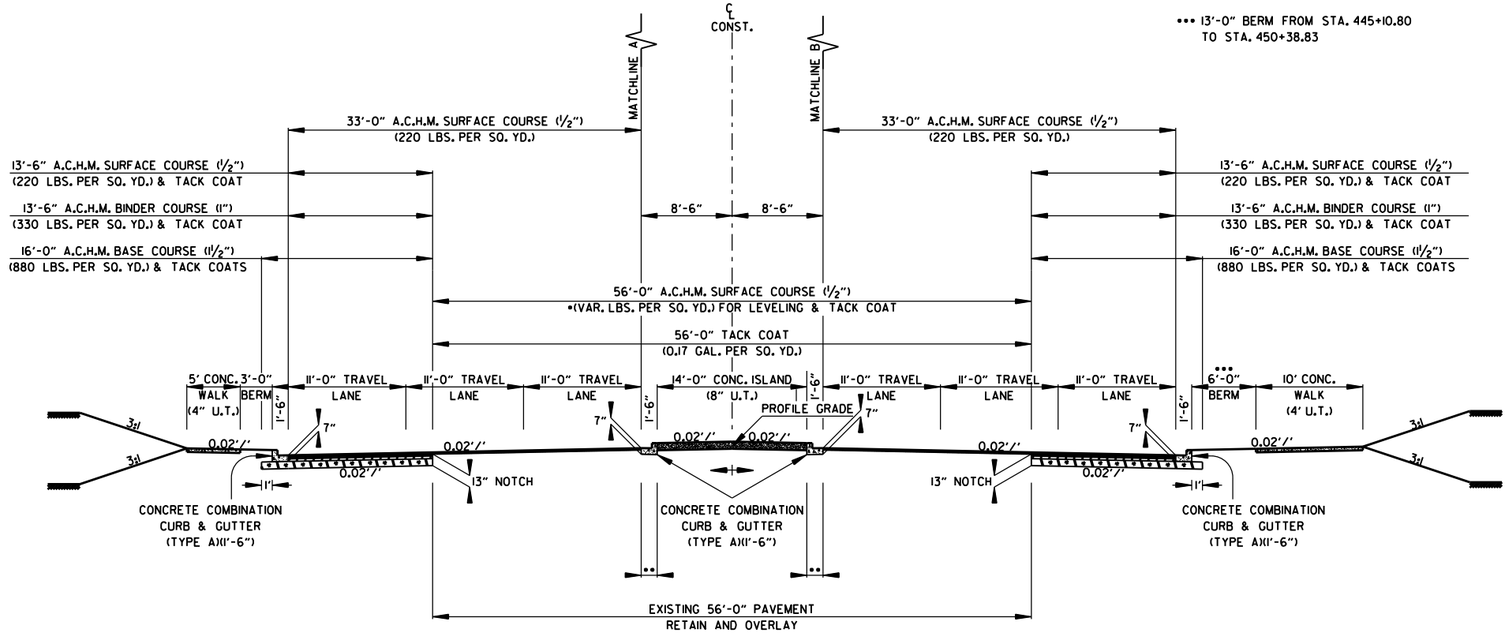
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	22	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



HWY. 62 / I80 - UNDIVIDED 5 LANE
NOTCH, WIDEN, AND OVERLAY SECTION

STA. 405+80.00 TO STA. 407+84.50



HWY. 62 / I80 - 6 LANE NOTCH, WIDEN,
AND OVERLAY WITH RAISED MEDIAN SECTION

STA. 407+84.50 TO STA. 418+58.10
STA. 428+46.03 TO STA. 433+51.07
STA. 444+79.16 TO STA. 451+42.55

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• COLD MILL EXISTING ASPHALT PAVEMENT (5" U.T.)(1'-6")

••• 13'-0" BERM FROM STA. 445+10.80 TO STA. 450+38.83

NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED 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 SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

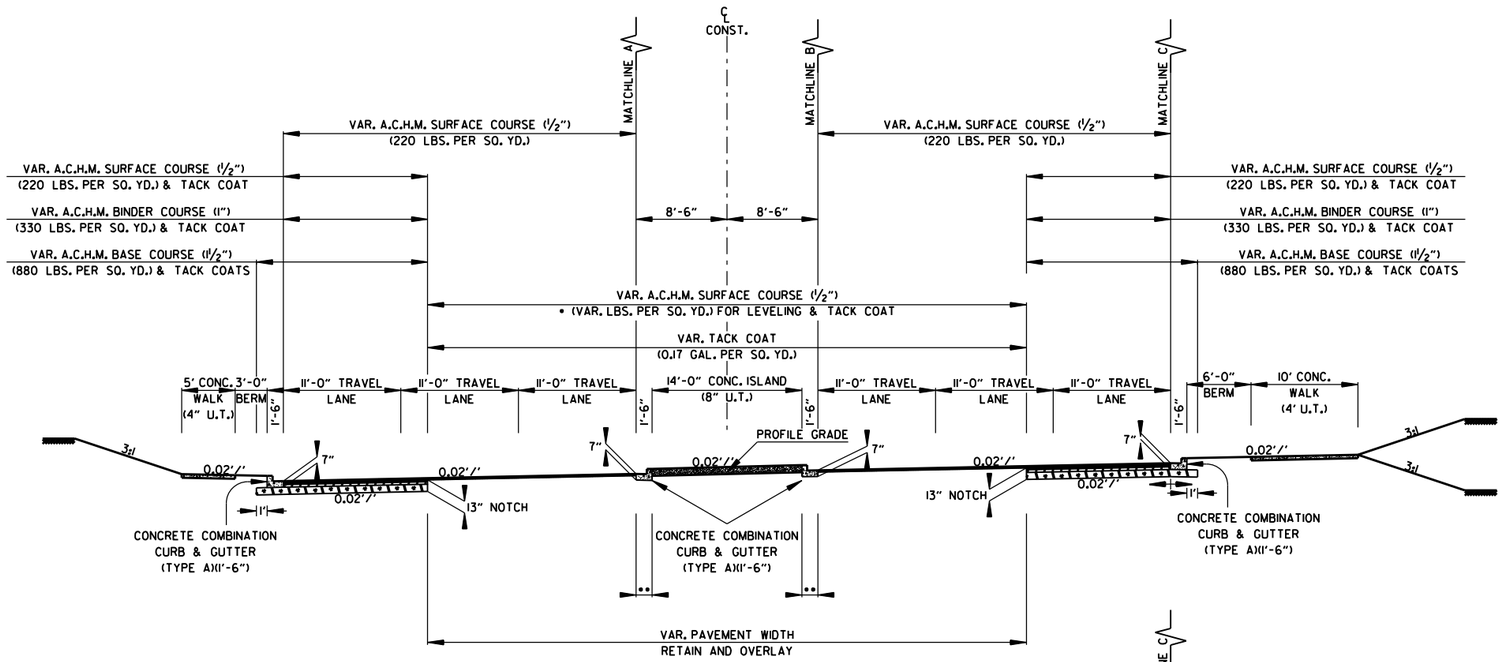
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	23	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• COLD MILL EXISTING ASPHALT PAVEMENT (5" U.T.)(1'-6")

HWY. 62 / 180 - 6 LANE NOTCH, WIDEN, AND OVERLAY WITH RAISED MEDIAN SECTION (SUPERELEVATION)

STA. 418+58.10 TO STA. 428+46.03
STA. 433+51.07 TO STA. 444+79.16

NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

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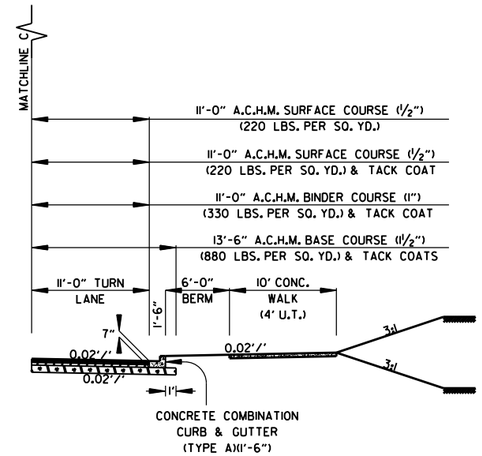
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.



HWY. 62 / 180 - TURN LANE RT. SECTION

TRANSITION STA. 439+00.00 TO STA. 440+00.00
STA. 440+00.00 TO STA. 443+11.00

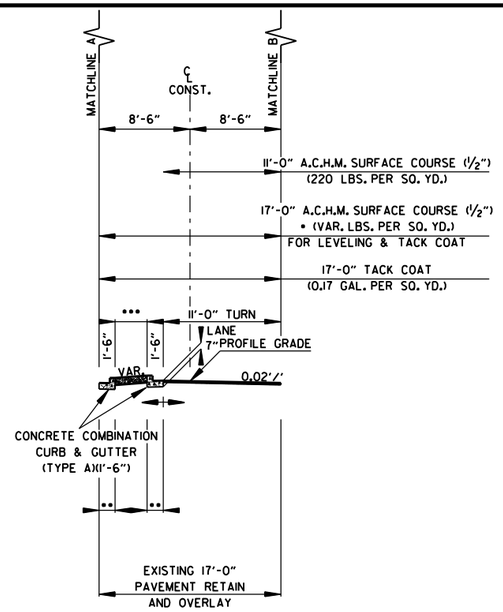
CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	24	832

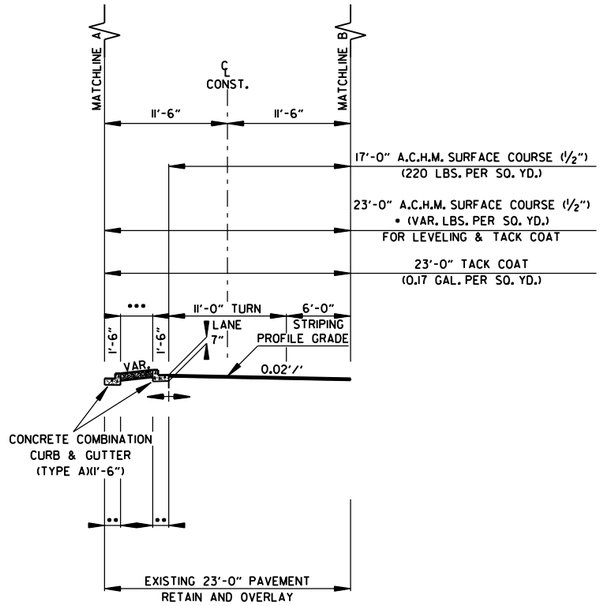
TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



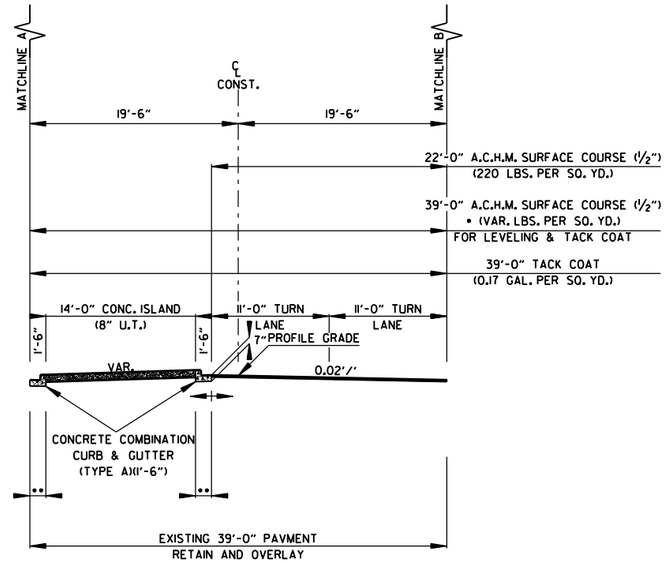
HWY. 62 / 180 - TURN LANE WITH RAISED MEDIAN SECTION

STA. 410+16.46 TO STA. 411+85.00
TRANSITION STA. 411+85.00 TO STA. 412+85.00
STA. 424+77.00 TO STA. 427+20.00
TRANSITION STA. 427+20.00 TO STA. 428+20.00
STA. 428+20.00 TO STA. 429+99.79
STA. 431+00.00 TO STA. 436+30.00
TRANSITION STA. 436+30.00 TO STA. 437+30.00
STA. 437+30.00 TO STA. 437+60.00



HWY. 62 / 180 - TURN LANE AND STRIPING WITH RAISED MEDIAN SECTION

TRANSITION STA. 418+04.00 TO STA. 419+97.00
STA. 419+97.00 TO STA. 420+95.00
STA. 422+42.00 TO STA. 423+42.00
TRANSITION STA. 423+42.00 TO STA. 424+77.00



HWY. 62 / 180 - DBL. TURN LANE WITH RAISED MEDIAN SECTION

TRANSITION STA. 437+60.00 TO STA. 443+60.00
STA. 443+60.00 TO STA. 444+16.05

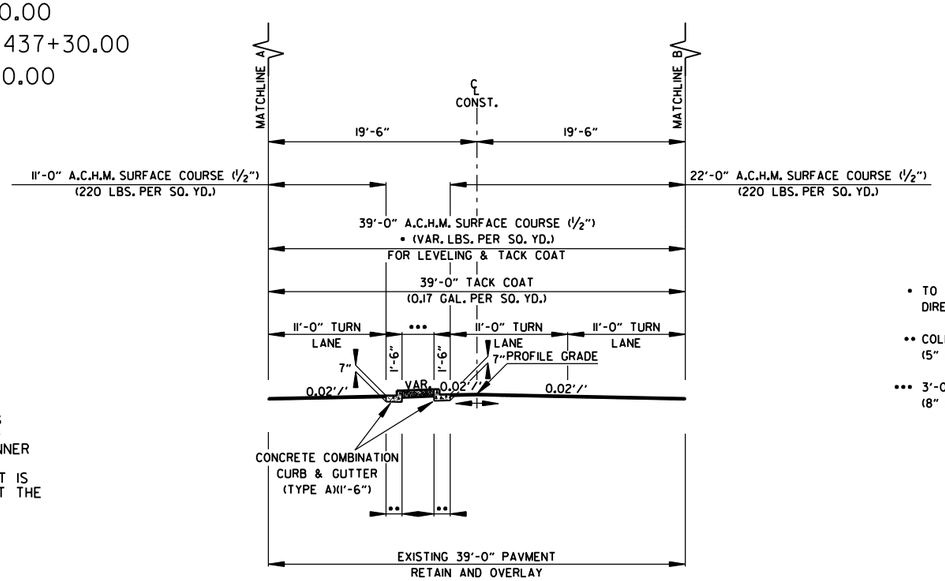
NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED 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 SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

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



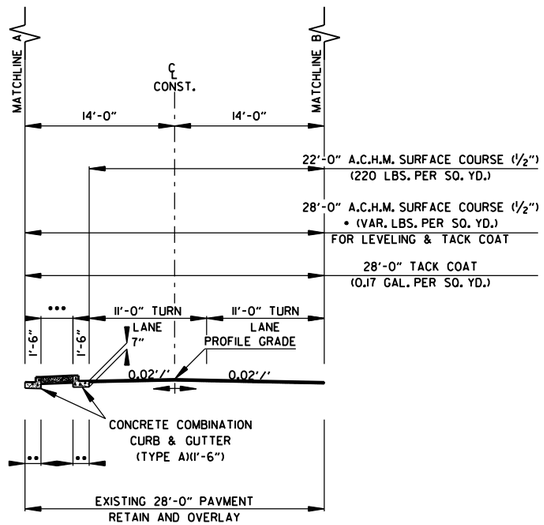
HWY. 62 / 180 - TRI. TURN LANE WITH RAISED MEDIAN SECTION

STA. 445+05.28 TO STA. 447+80.00

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• COLD MILL EXISTING ASPHALT PAVEMENT (5" U.T.)(1'-6")

••• 3'-0" CONC. ISLAND (8" U.T.)



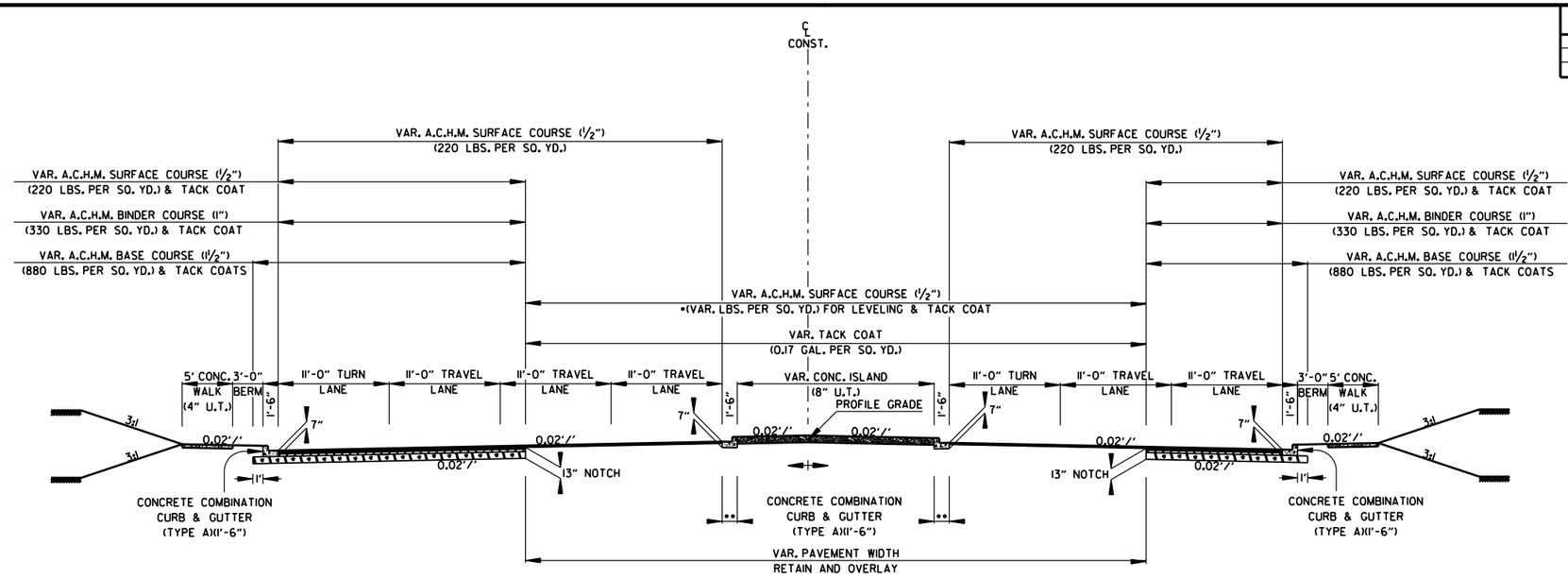
HWY. 62 / 180 - DBL. TURN LANE WITH RAISED MEDIAN SECTION

TRANSITION STA. 447+80.00 TO STA. 449+30.00
STA. 449+30.00 TO STA. 449+88.66

TYPICAL SECTIONS OF IMPROVEMENT

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	25	832
		TYPICAL SECTIONS OF IMPROVEMENT				

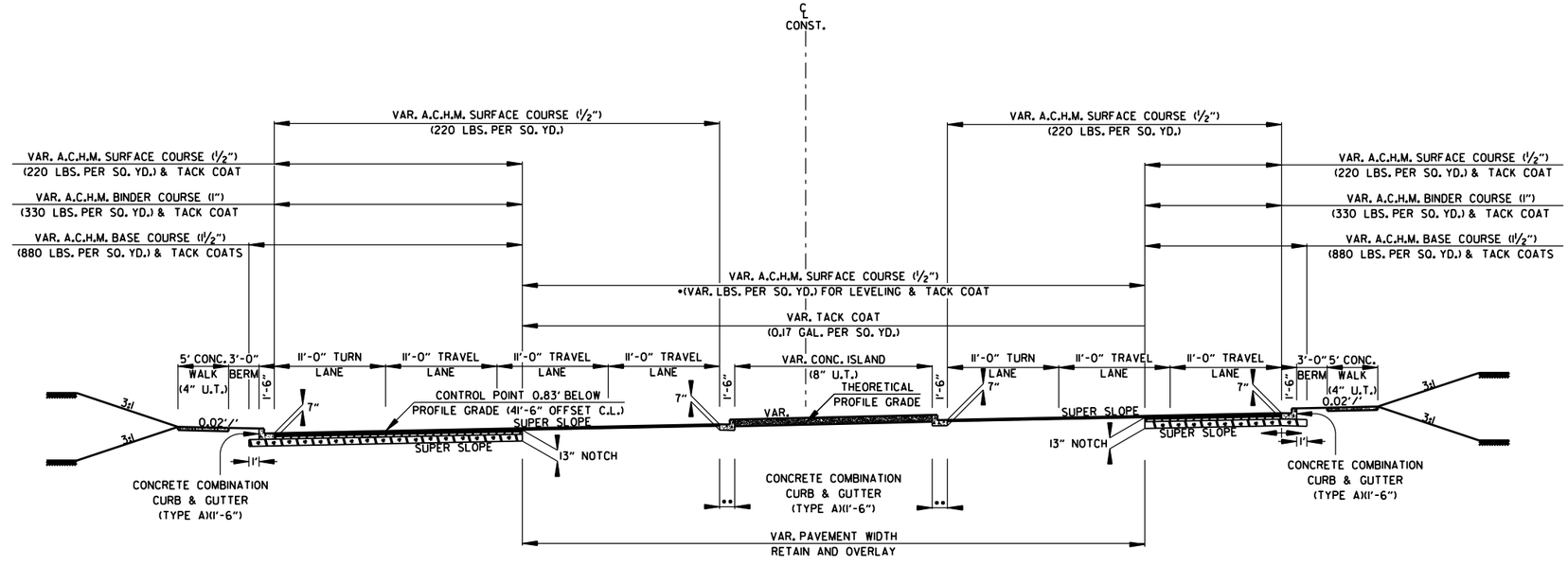


HWY. 62 / I80 - 7 LANE NOTCH, WIDEN,
AND OVERLAY WITH RAISED MEDIAN SECTION

STA. 451+42.55 TO STA. 452+43.77

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• COLD MILL EXISTING ASPHALT PAVEMENT (5" U.T.)(1'-6")



HWY. 62 / I80 - 7 LANE NOTCH, WIDEN,
AND OVERLAY WITH RAISED MEDIAN SECTION
(SUPERELEVATION)

STA. 452+43.77 TO STA. 455+63.71

NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

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

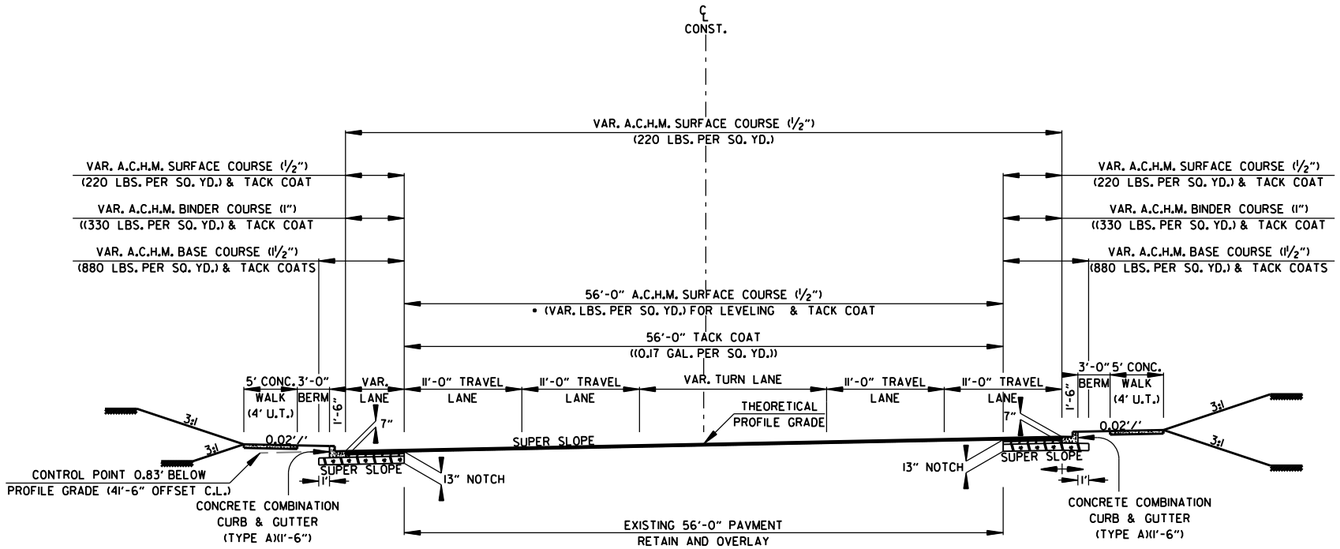
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	26	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



HWY. 62 / I80 - UNDIVIDED 5 LANE
NOTCH, WIDEN, AND OVERLAY SECTION
(SUPERELEVATION)

STA. 455+63.71 TO STA. 457+65.00

NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

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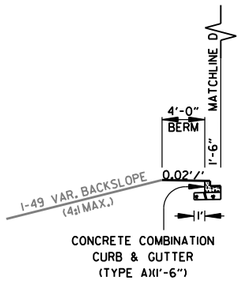
CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

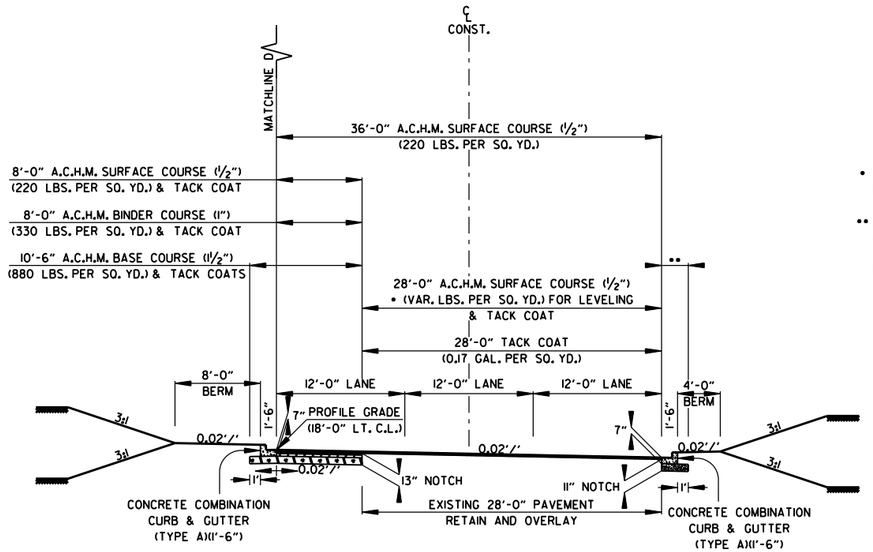
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	27	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



S. SHILOH DR. NORTH - REDUCED BERM SECTION

STA. 1311+46.14 TO STA. 1315+37.17
TRANSITION STA. 1315+37.17 TO STA. 1316+00.00



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• 2'-6" PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS) & WIRE MESH FABRIC (TYPE 3) REFER TO SPECIAL DETAILS

S. SHILOH DR. NORTH - 3 LANE NOTCH, WIDEN, AND OVERLAY SECTION

STA. 1311+46.14 TO STA. 1332+19.13

NOTES:

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

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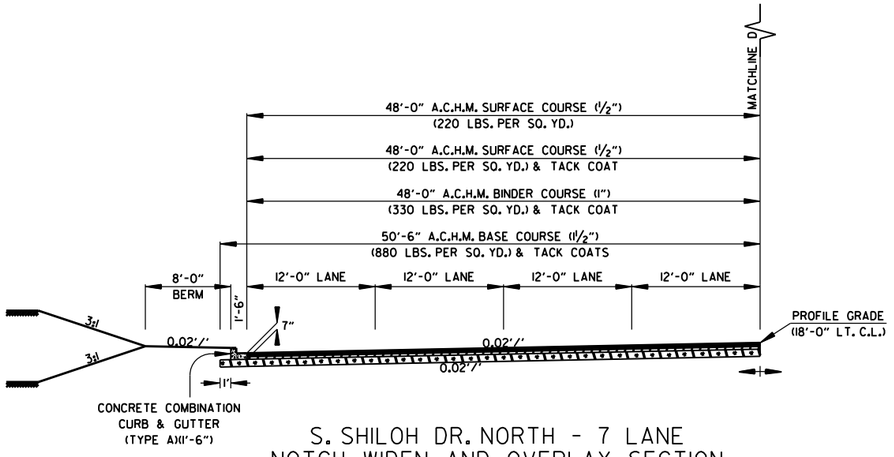
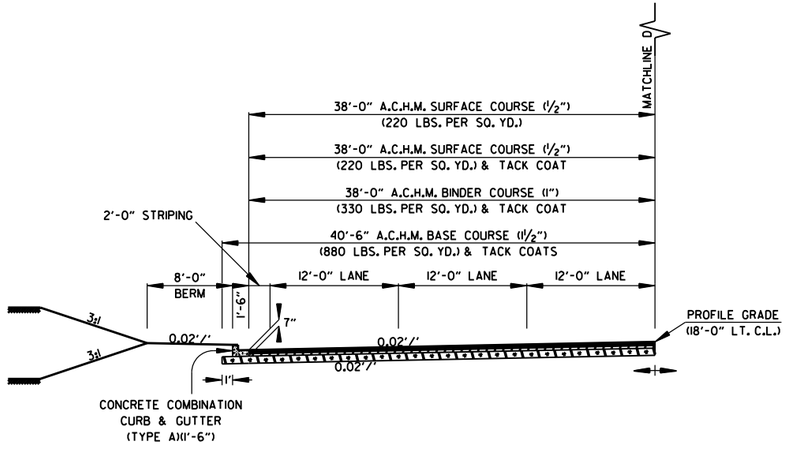


S. SHILOH DR. NORTH - 7 LANE NOTCH, WIDEN, AND OVERLAY SECTION

TRANSITION STA. 1322+16.75 TO STA. 1328+56.75
STA. 1328+56.75 TO STA. 1330+03.06



S. SHILOH DR. NORTH - 6 LANE NOTCH, WIDEN, AND OVERLAY SECTION

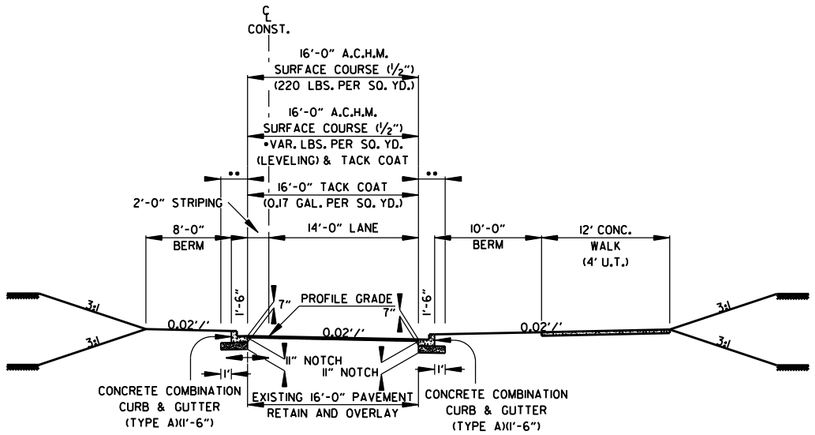
STA. 1330+03.06 TO STA. 1332+19.13

CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

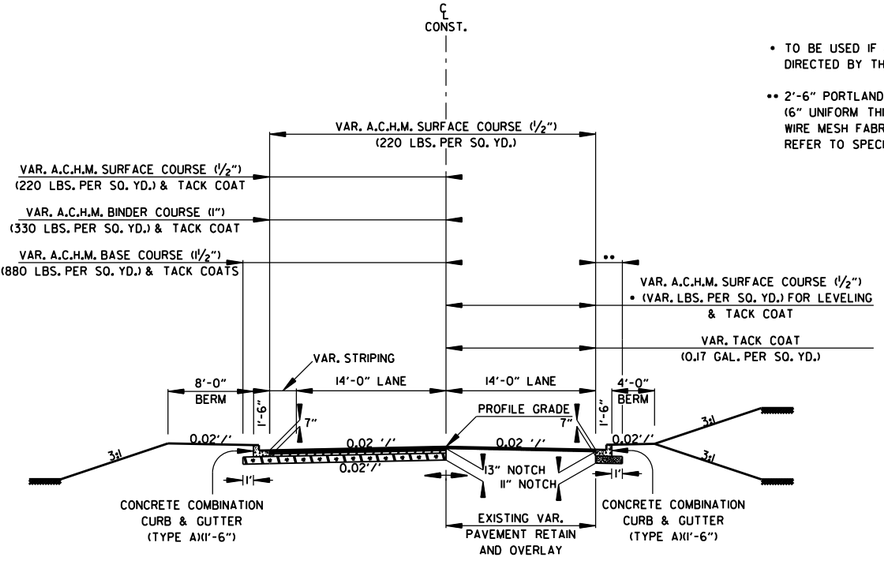
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	28	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



S. SHILOH DR. SOUTH - ILANE
NOTCH AND OVERLAY SECTION

STA. 485+37.07 TO STA. 487+86.42



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• 2'-6" PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS) & WIRE MESH FABRIC (TYPE 3) REFER TO SPECIAL DETAILS

S. SHILOH DR. SOUTH - 2 LANE
NOTCH, WIDEN, AND OVERLAY SECTION

STA. 487+86.42 TO STA.487+91.37

NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

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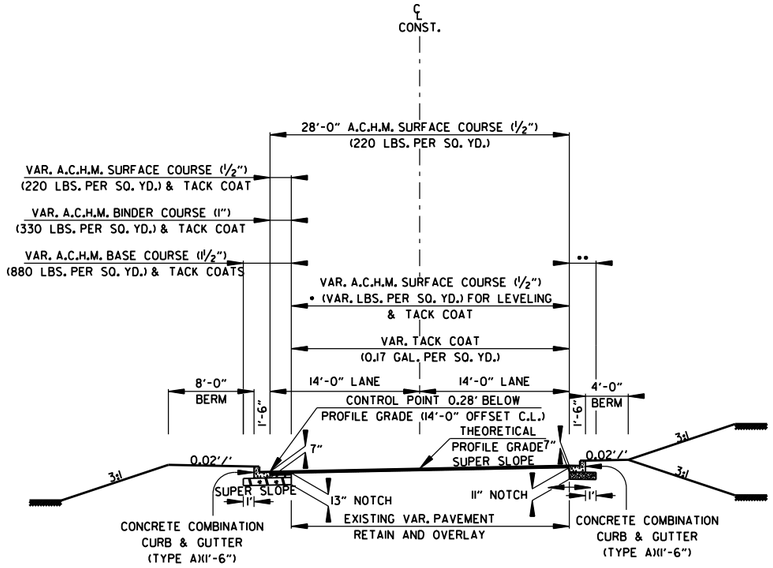
CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	29	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

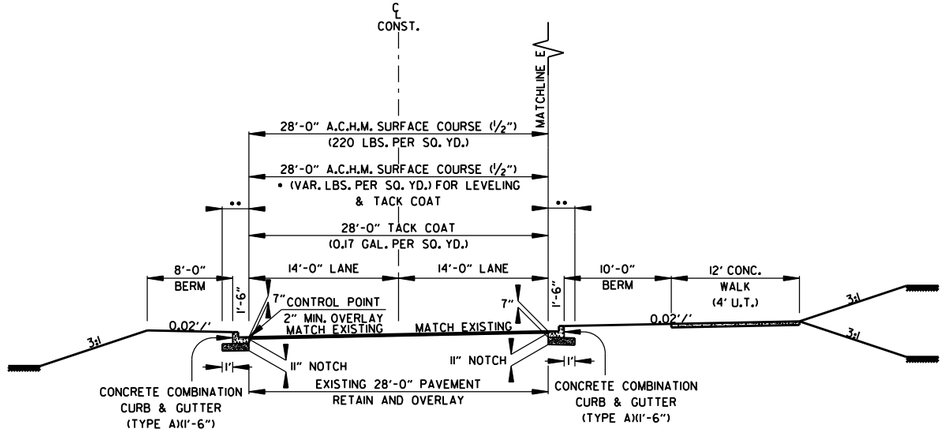


S. SHILOH DR. SOUTH - 2 LANE
NOTCH, WIDEN, AND OVERLAY SECTION
(SUPERELEVATION)

STA. 487+91.37 TO STA. 492+30.00

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• 2'-6" PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS) & WIRE MESH FABRIC (TYPE 3) REFER TO SPECIAL DETAILS



S. SHILOH DR. SOUTH - 2 LANE
OVERLAY SECTION

STA. 492+30.00 TO STA. 502+04.93

NOTES:

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

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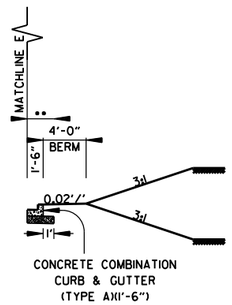


S. SHILOH DR. SOUTH - BERM SECTION RT.

STA. 492+30.00 TO STA. 493+70.95

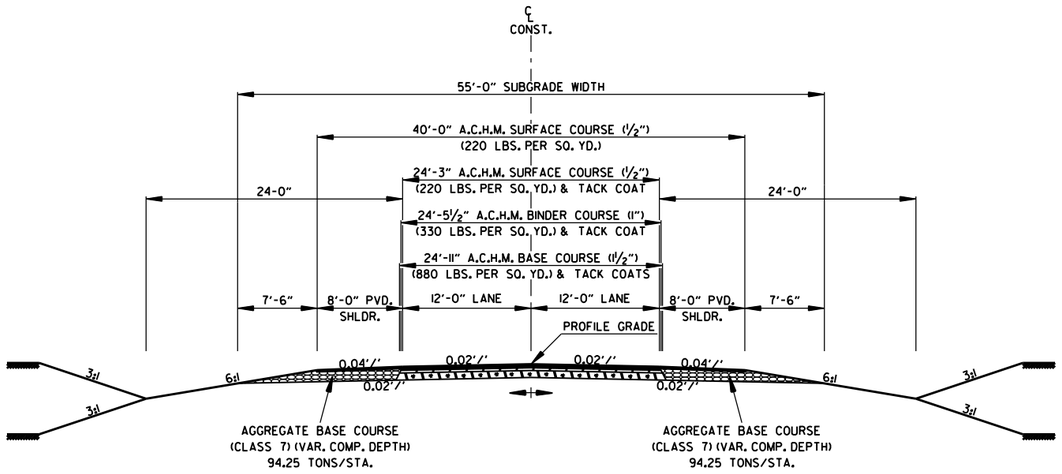
CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	30	832
		TYPICAL SECTIONS OF IMPROVEMENT				

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

04-04-2024



S. FUTRALL DR. SOUTH - 2 LANE
FULL DEPTH SECTION

STA. 722+48.43 TO STA. 722+74.88

NOTES:

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

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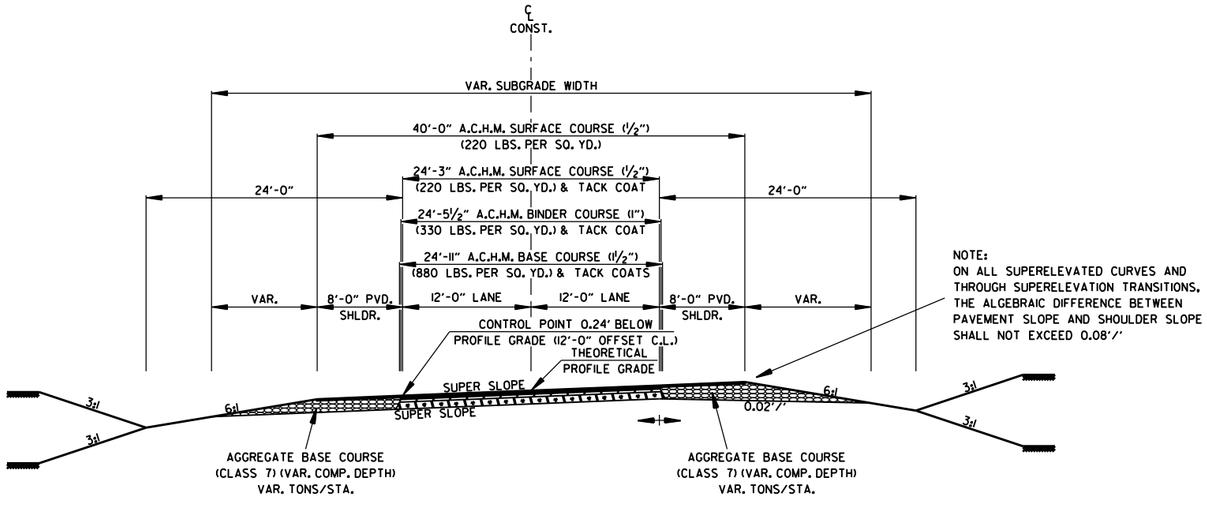


S. FUTRALL DR. SOUTH - 2 LANE
FULL DEPTH SECTION
(SUPERELEVATION)

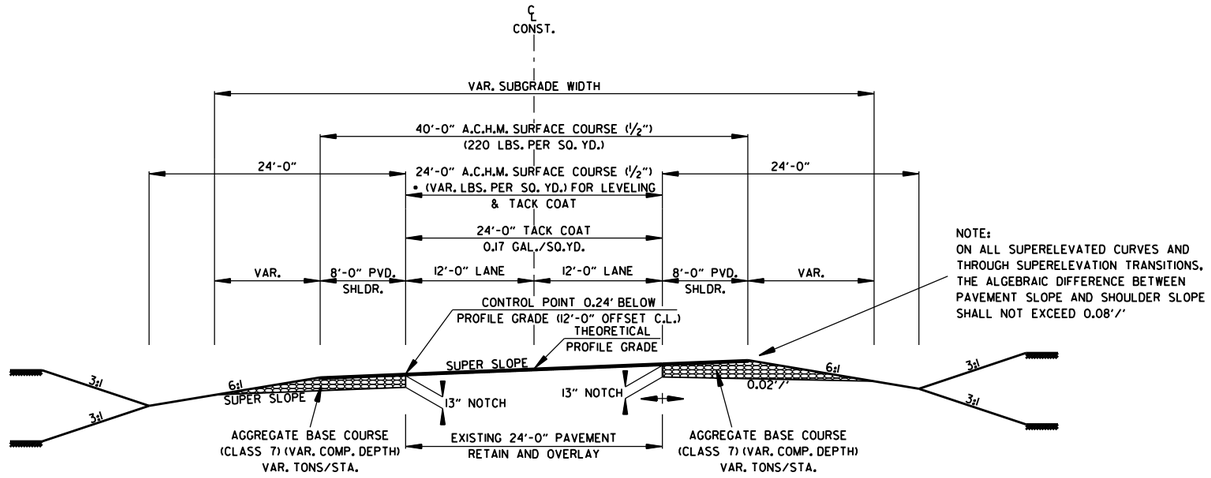
STA. 722+74.88 TO STA. 724+75.00

CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	31	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'

S. FUTRALL DR. SOUTH - 2 LANE
NOTCH AND OVERLAY SECTION
(SUPERELEVATION)

STA. 724+75.00 TO STA. 727+00.00

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTES:

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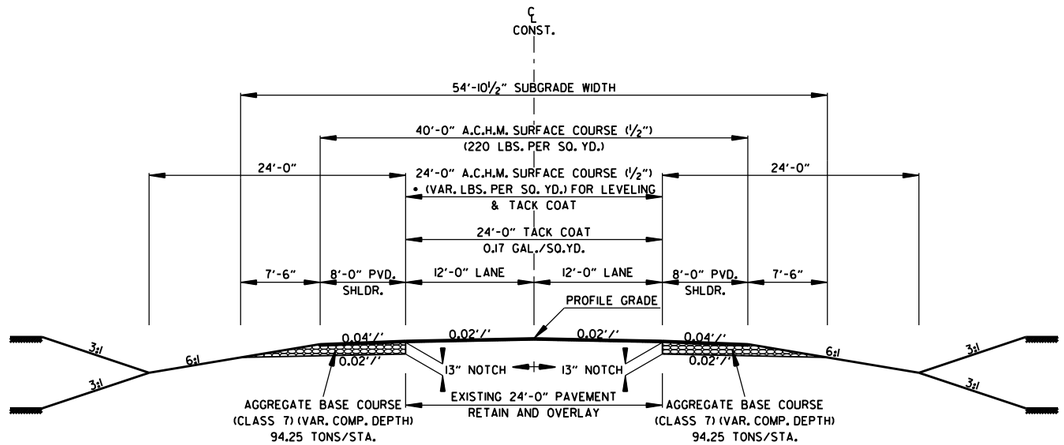


S. FUTRALL DR. SOUTH - 2 LANE
NOTCH AND OVERLAY SECTION

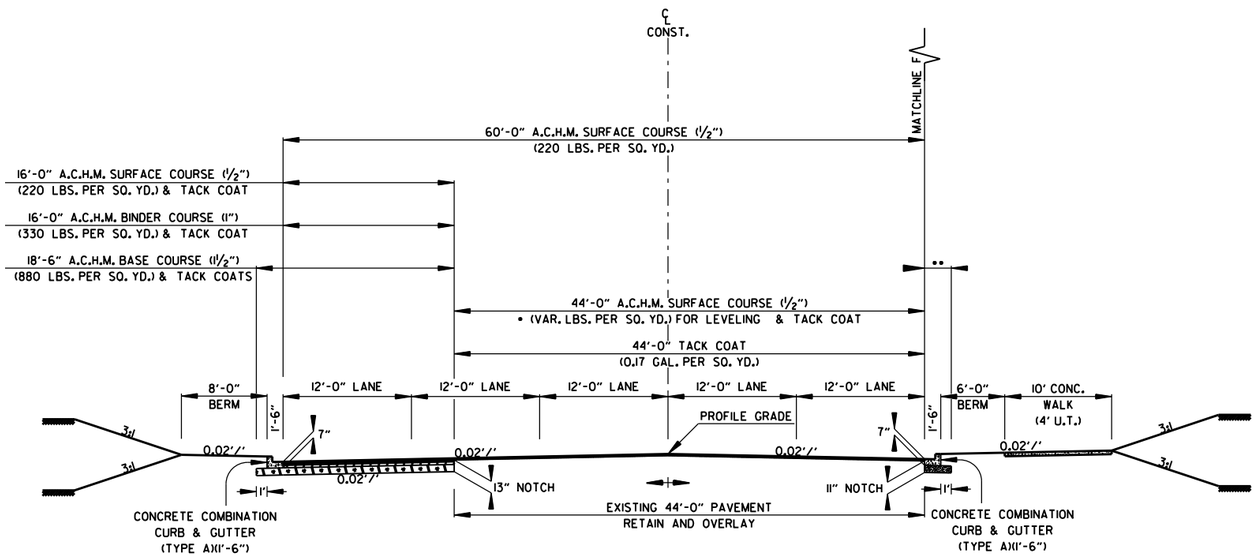
STA. 727+00.00 TO STA. 727+02.31

CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	32	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



S. FUTRALL DR. SOUTH - 5 LANE
NOTCH, WIDEN, AND OVERLAY SECTION

STA. 727+02.31 TO STA. 733+25.43

NOTES:

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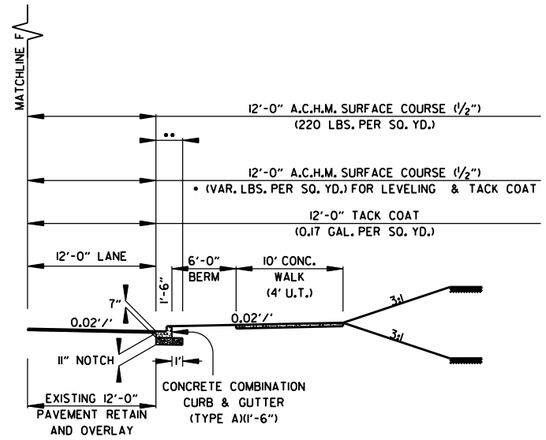


S. FUTRALL DR. SOUTH - 6 LANE
NOTCH, WIDEN, AND OVERLAY SECTION

TRANSITION STA. 729+02.31 TO STA. 731+02.31
STA. 731+02.31 TO STA. 733+25.43

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

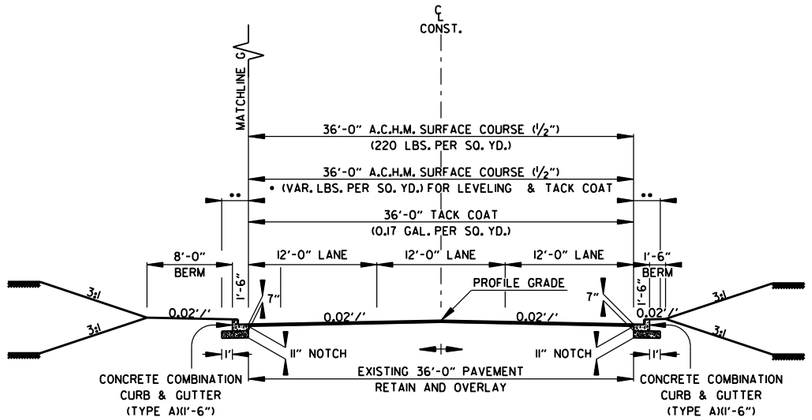
•• 2'-6" PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS) & WIRE MESH FABRIC (TYPE 3) REFER TO SPECIAL DETAILS

CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

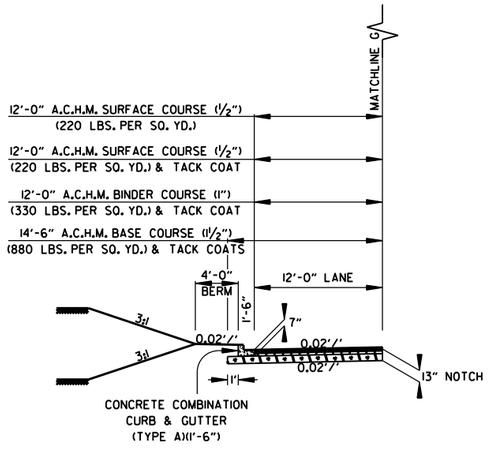
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	33	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



S. FUTRALL DR. NORTH - 3 LANE
NOTCH AND OVERLAY SECTION

STA. 750+50.86 TO STA. 758+70.00



S. FUTRALL DR. NORTH - 4 LANE
NOTCH, WIDEN, AND OVERLAY

STA. 753+28.41 TO STA. 755+70.00
TRANSITION STA. 755+70.00 TO STA. 758+70.00

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• 2'-6" PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS) & WIRE MESH FABRIC (TYPE 3) REFER TO SPECIAL DETAILS

NOTES:

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TYPICAL SECTIONS OF IMPROVEMENT

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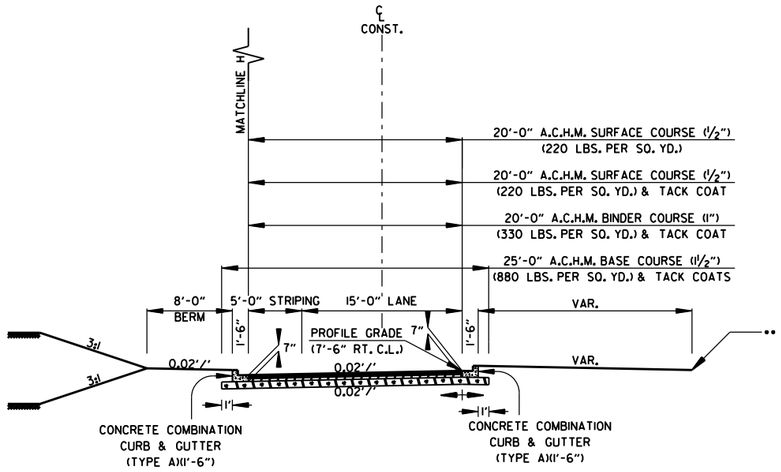
		6	ARK.	040846	34	832
		TYPICAL SECTIONS OF IMPROVEMENT				

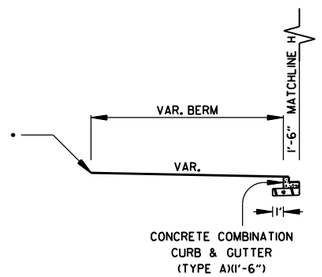
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

04-04-2024



U-TURN NORTH & U-TURN SOUTH -
FULL DEPTH SECTION

STA. 2000+86.79 TO STA. 2007+88.84
STA. 2101+09.34 TO STA. 2107+87.49



U-TURN NORTH & U-TURN SOUTH
VARIABLE BERM SECTION LT.

STA. 2002+35.75 TO STA. 2005+56.85
STA. 2103+04.54 TO STA. 2105+87.85

NOTES:

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

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

• TIE TO TOE OF BRIDGE EMBANKMENT AT AN ELEVATION OF 1262.00' NORTH AND 1261.00' SOUTH

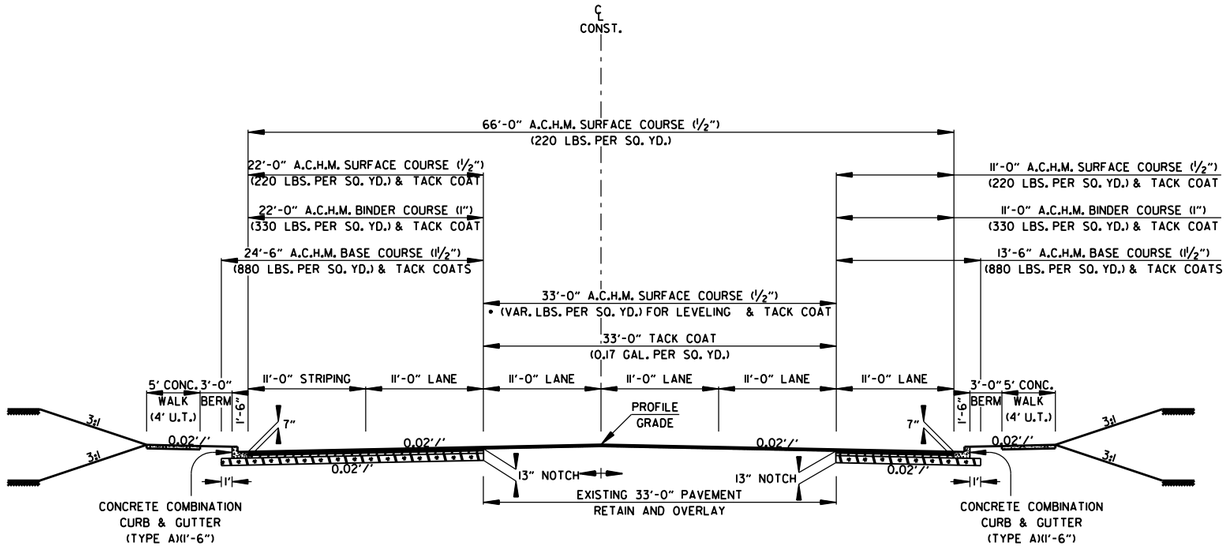
•• TIE TO BACK OF HWY. 62 / 180 SIDEWALK

CD41256 2/21/2024
R040846A.DGN

TYPICAL SECTIONS OF IMPROVEMENT

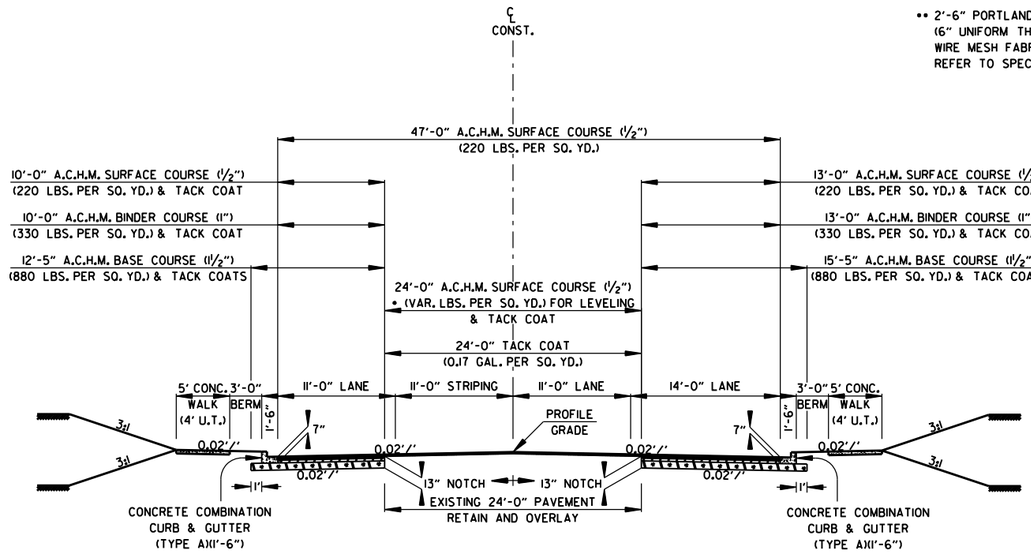
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	35	832
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



S. FINGER RD. - NOTCH, WIDEN, AND OVERLAY SECTION

STA. 101+75.00 TO STA. 105+52.25



ONE MILE RD. - NOTCH, WIDEN, AND OVERLAY SECTION

STA. 106+49.56 TO STA. 109+51.12

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•• 2'-6" PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS) & WIRE MESH FABRIC (TYPE 3) REFER TO SPECIAL DETAILS

NOTES:

THE FINAL 2" OF SURFACE COURSEIS 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 WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

THE EXISTING ASPHALT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED 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 SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

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

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TYPICAL SECTIONS OF IMPROVEMENT

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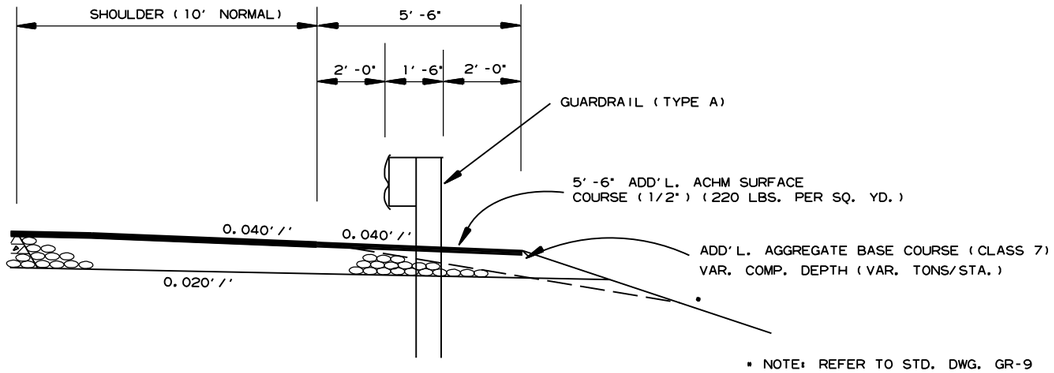
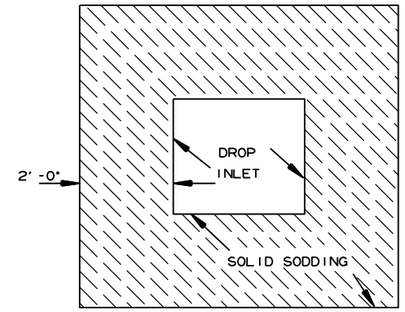
		6	ARK.	040846	36	832
		SPECIAL DETAILS				

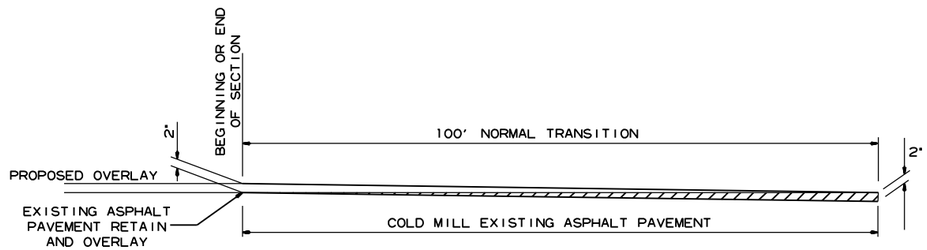
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



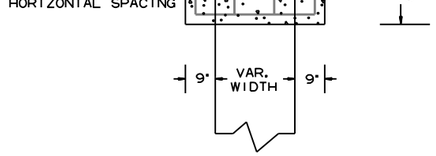
WIDENING FOR GUARDRAIL



DETAIL FOR SOLID SODDING AROUND DROP INLETS

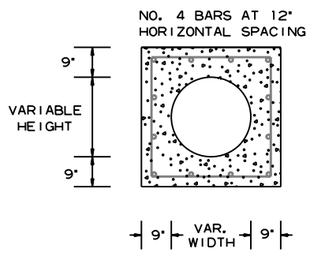


DETAIL FOR TRANSITIONS

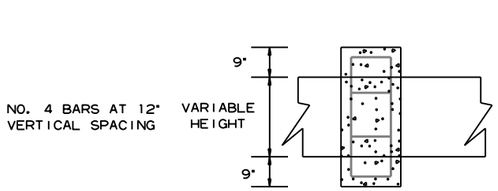


TOP VIEW

MIN 3" COVER



FRONT VIEW



SIDE VIEW

PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL



6.0" Radius, 1.3" Border, Black on Orange;
"Job 040846" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE" " Arial;
" ARKANSAS.COM " Arial;

CONSTRUCTION PROJECT INFORMATION SIGN

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	37	832
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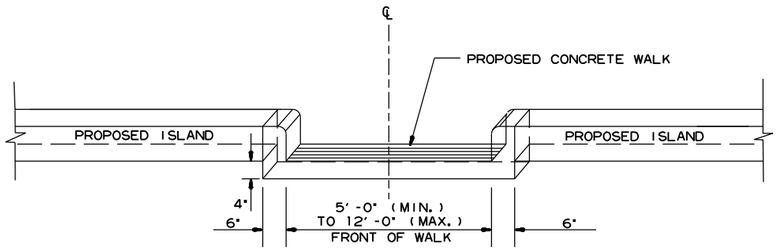
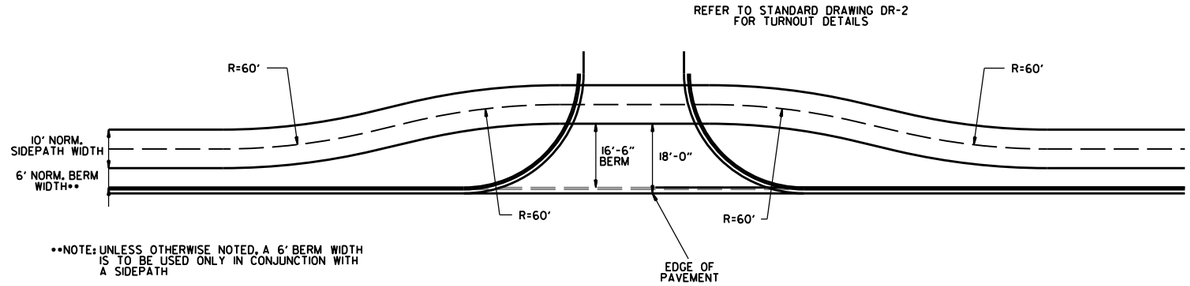


FACE SHALL MEET REQUIREMENTS OF TYPE C CURB

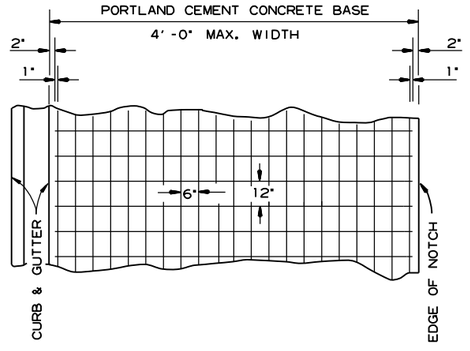
NOTE: CONCRETE WALK-THROUGH ISLAND SHALL BE POURED MONOLITHICALLY. ALL MATERIALS REQUIRED TO CONSTRUCT CONCRETE WALK-THROUGH ISLAND SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE ISLAND.

CONCRETE WALK-THROUGH ISLAND



**NOTE: UNLESS OTHERWISE NOTED, A 6' BERM WIDTH IS TO BE USED ONLY IN CONJUNCTION WITH A SIDEPATH

DETAIL FOR SIDEPATH BUMP-OUT AT TURNOUTS

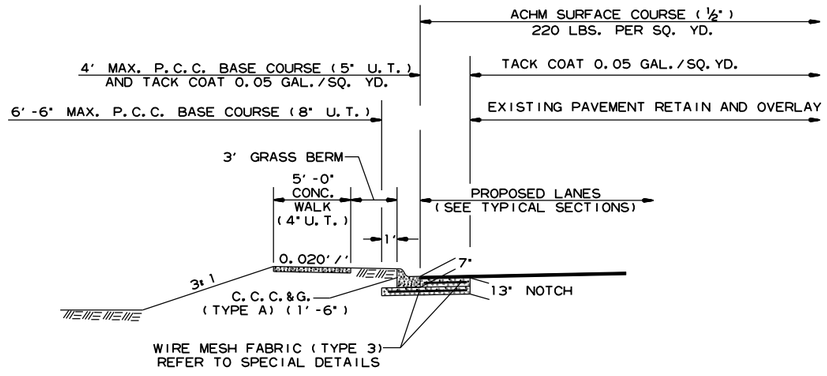


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

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 (XX" 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
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		6	ARK.	040846	38	832
		SPECIAL DETAILS				

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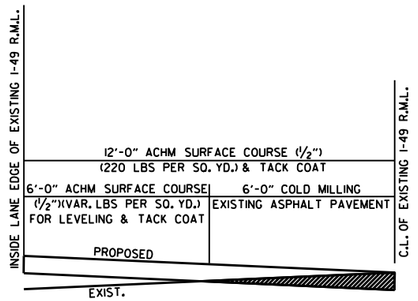
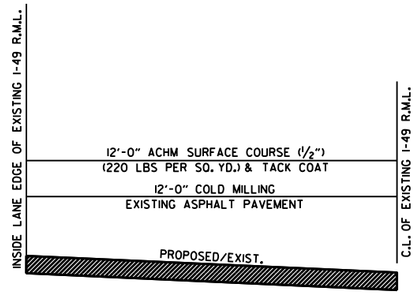
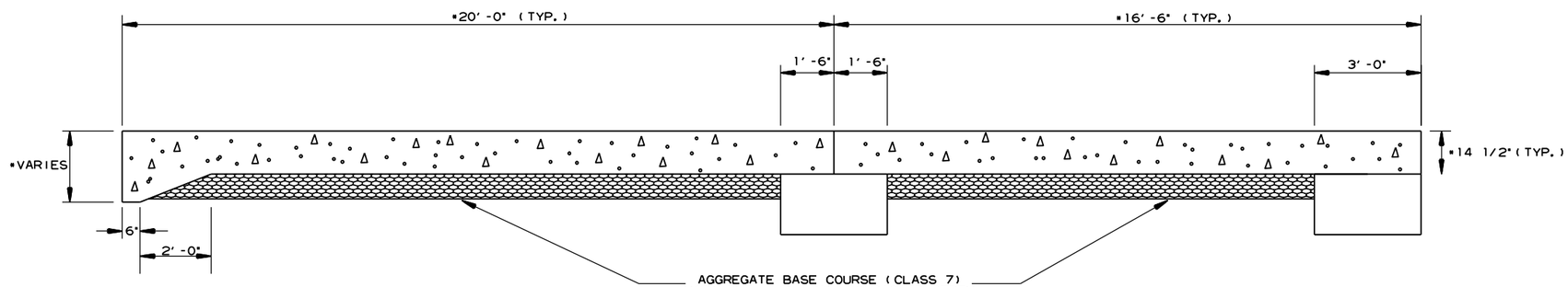


DETAIL OF COLD MILLING OF I-49 R.M.L.
NORMAL CROWN



DETAIL OF COLD MILLING OF I-49 R.M.L.
SUPERELEVATION



* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

SECTION OF APPROACH SLAB

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		SPECIAL DETAILS				

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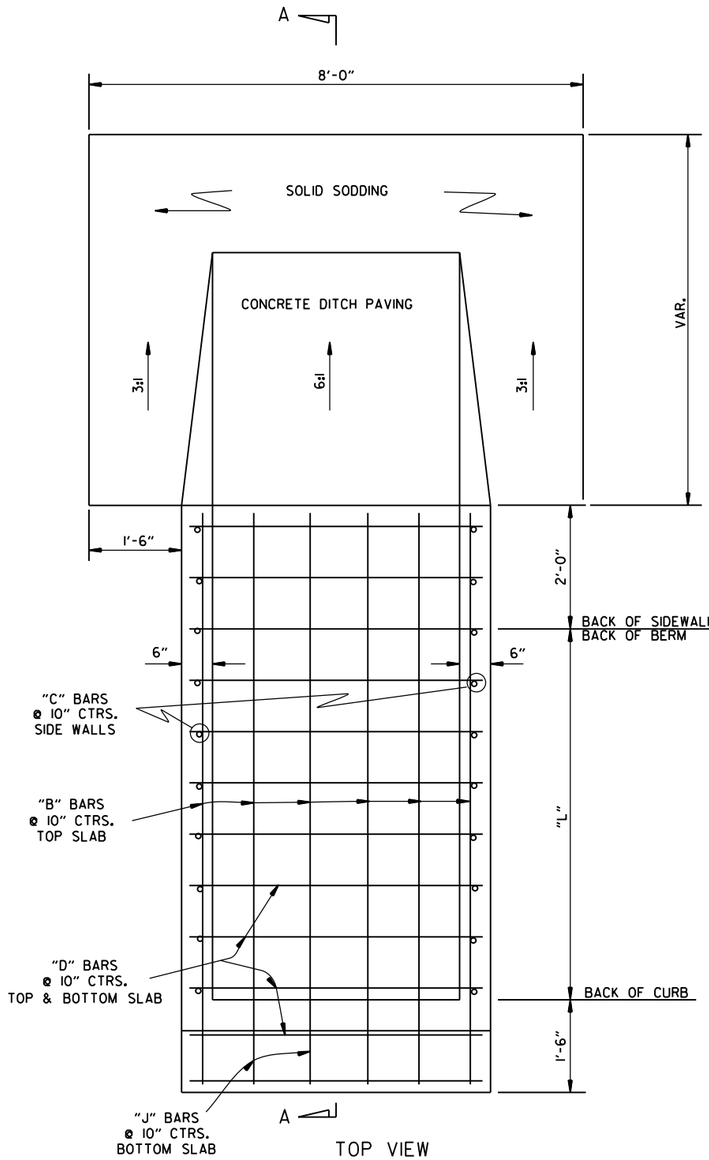
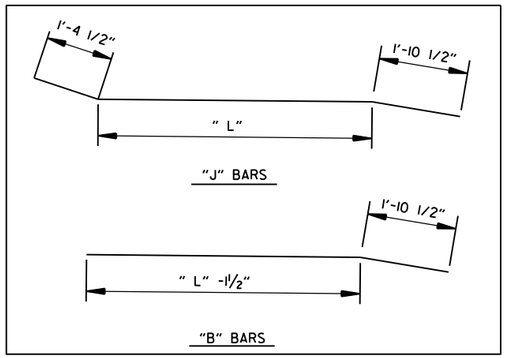


TOP VIEW

BAR DIAGRAM

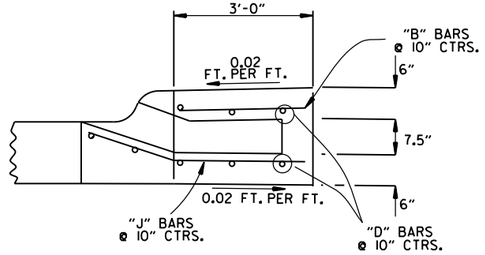


LENGTH " L"	OPENING " H"	CLASS A CONC.	REINF. STEEL-RDWY. GRADE 60
LIN. FT.	LIN. FT.	CU. YDS.	POUND
1.5	0.56	0.96	63
4.0	0.66	1.46	108
8.0	0.82	2.24	182
11.0	0.94	2.83	240
15.0	1.10	3.62	307
16.0	1.14	3.82	332
18.0	1.22	4.21	364

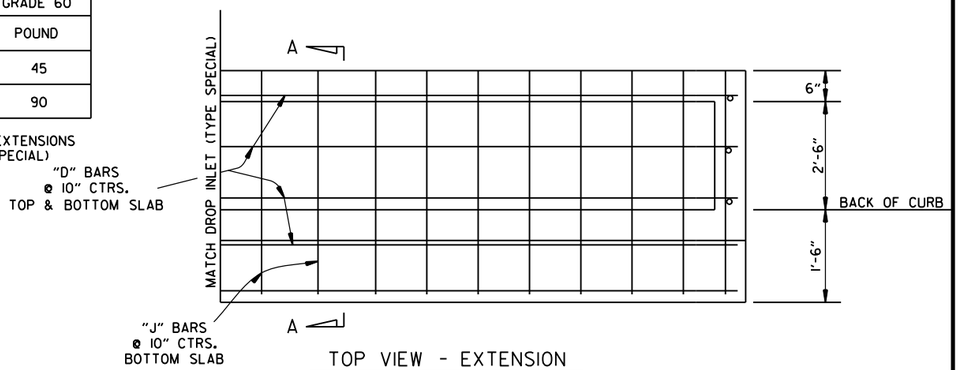
QUANTITIES FOR INFORMATION ONLY
DROP INLET (TYPE SPECIAL)

EXTENSION LENGTH	CLASS A CONC.	REINF. STEEL-RDWY. GRADE 60
LIN. FT.	CU. YDS.	POUND
4.0	0.72	45
8.0	1.45	90

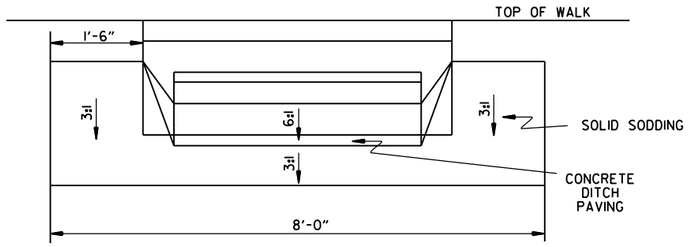
ADD'L. QUANTITIES FOR EXTENSIONS
DROP INLET (TYPE SPECIAL)



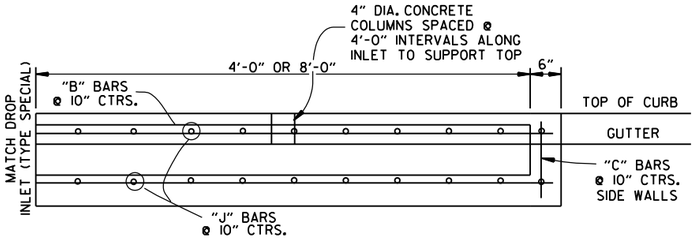
SECTION A-A - EXTENSION



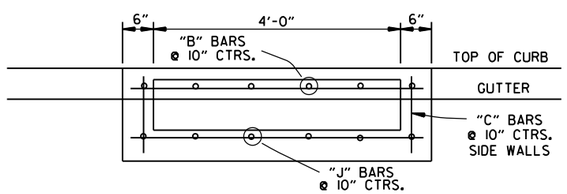
TOP VIEW - EXTENSION



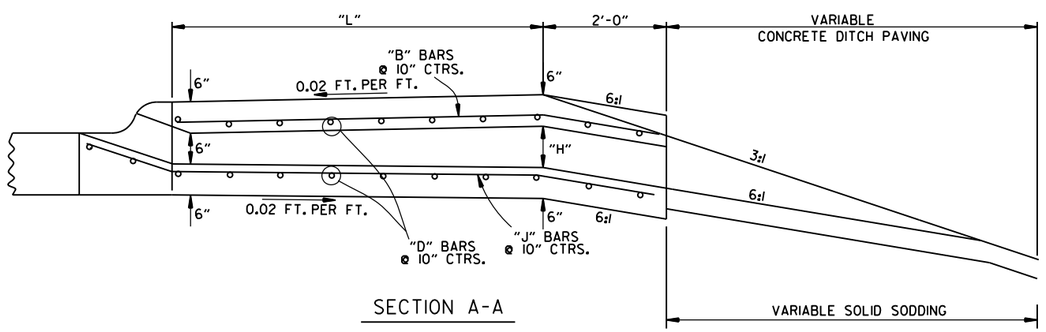
BACK VIEW



FRONT VIEW - EXTENSION



FRONT VIEW



SECTION A-A

GENERAL NOTES:

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

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DROP INLET (TYPE SPECIAL)

SPECIAL DETAILS

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LICENSED PROFESSIONAL ENGINEER
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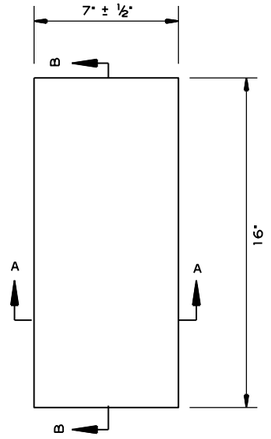
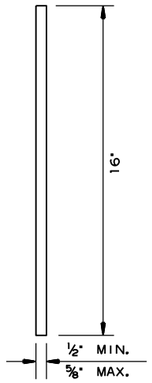
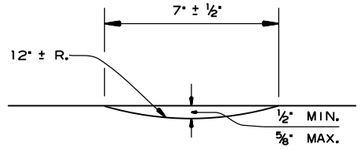
TRINITY D. SMITH
04-04-2024



PLAN

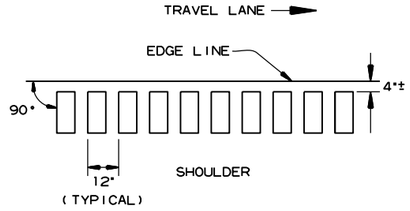


SECTION B-B

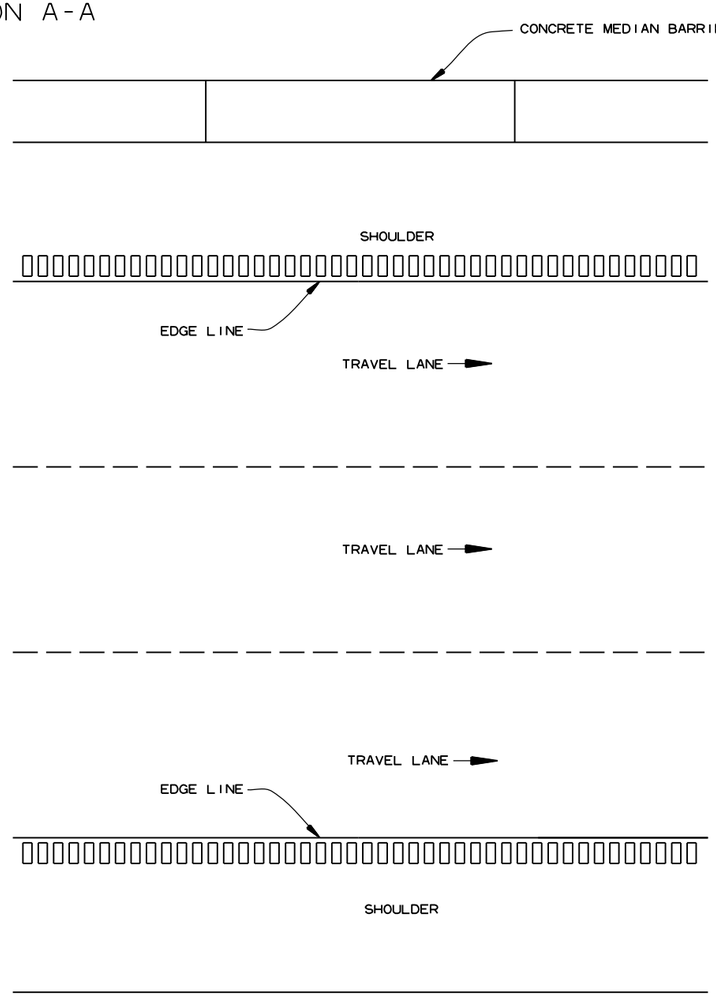


SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.

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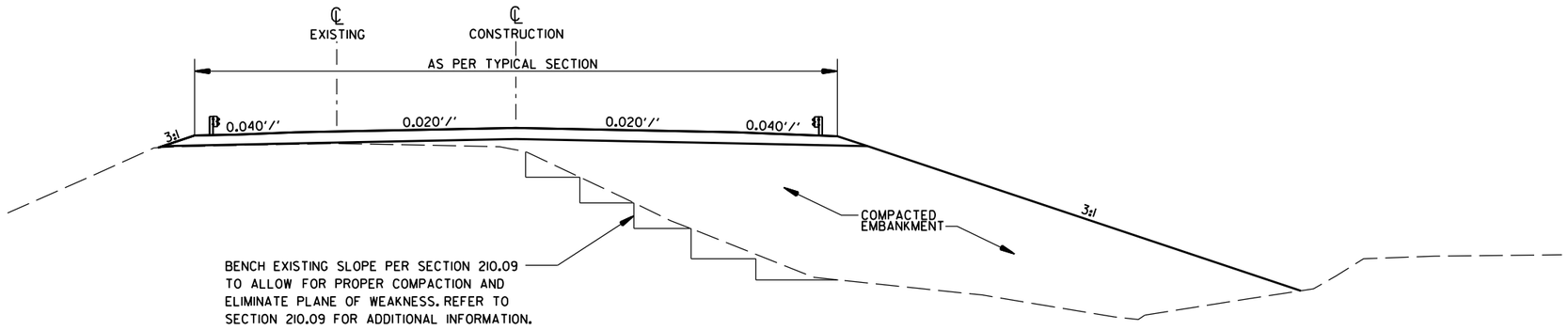
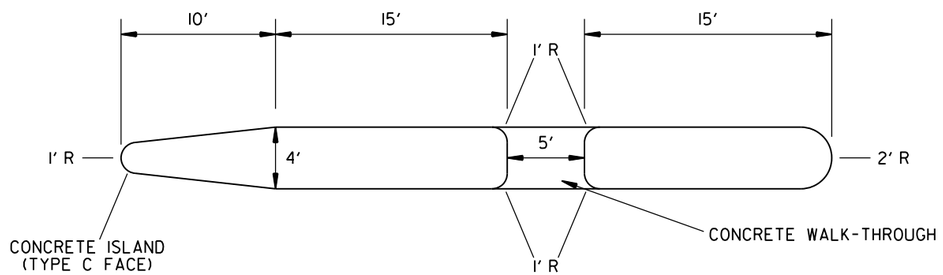
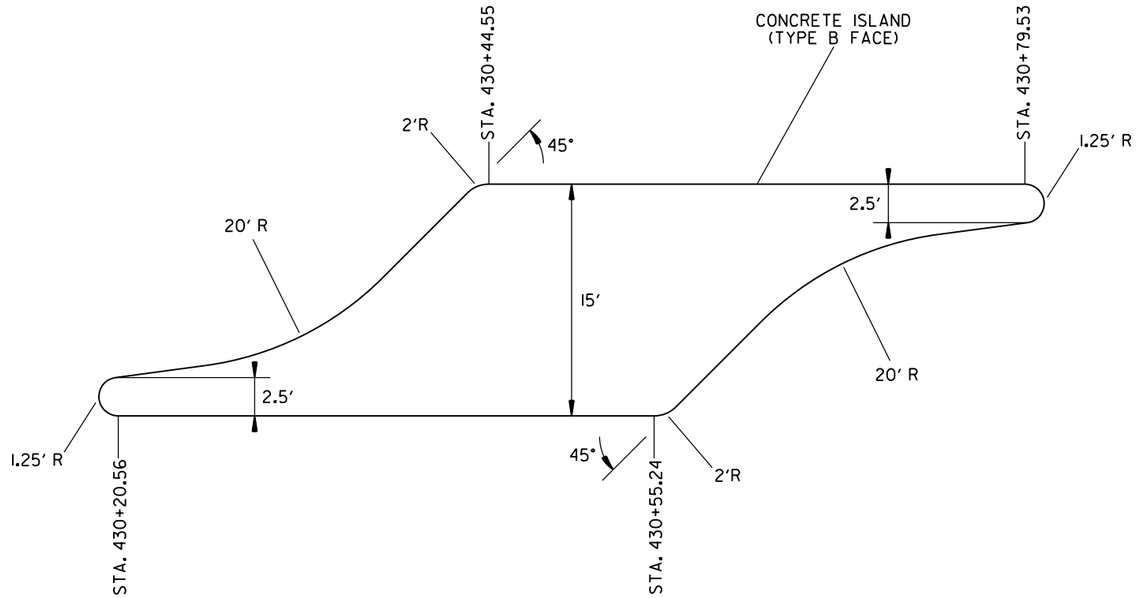


HILLSIDE EMBANKMENT DETAIL



PEDESTRIAN REFUGE ISLAND AT HWY. 62 / 180,
FINGER RD., & ONE MILE RD.



SPLITTER ISLAND AT HWY. 62 / 180
& OAK ST.

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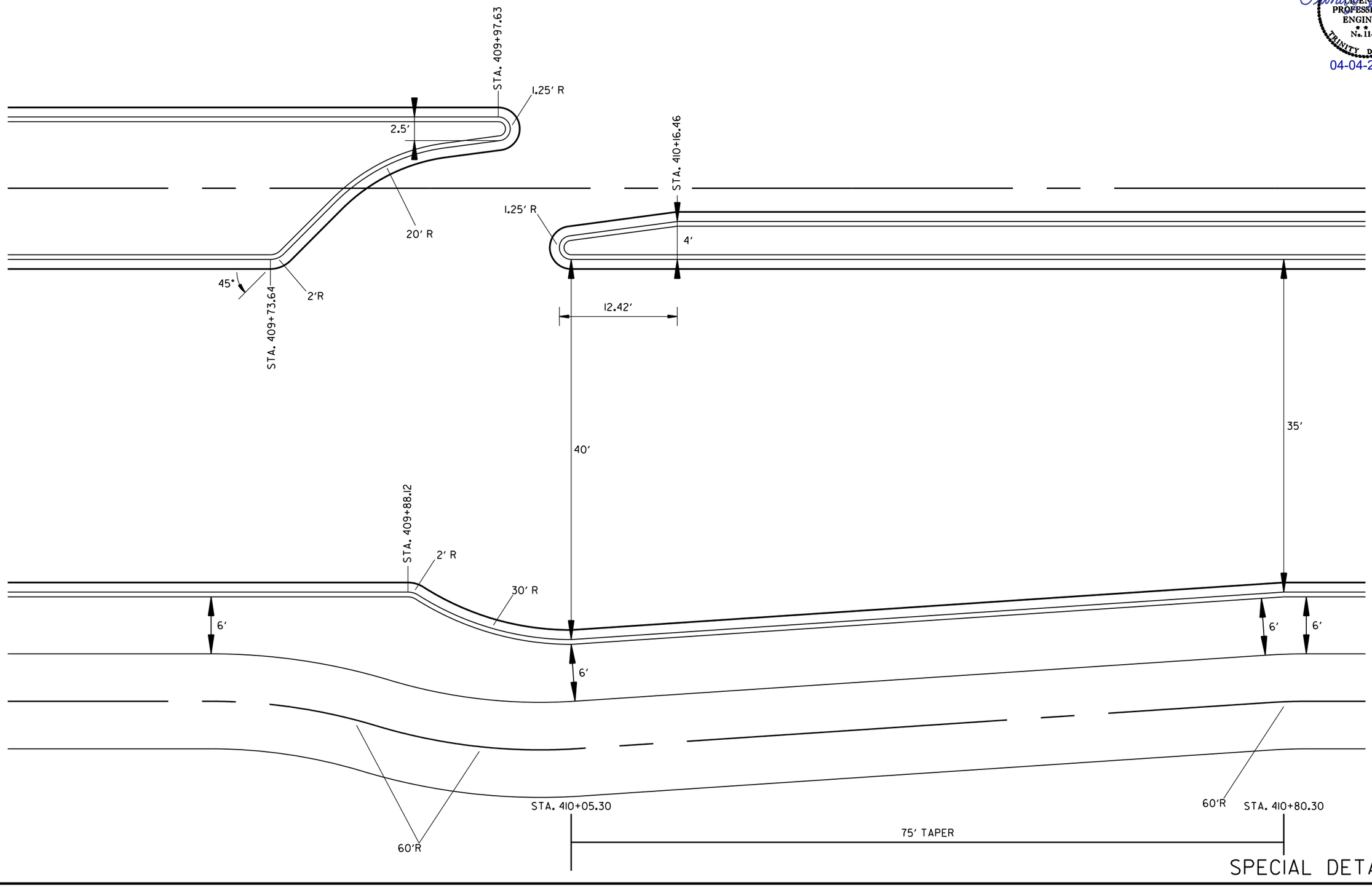
U-TURN BAY ON HWY. 62 / 180



SPECIAL DETAILS

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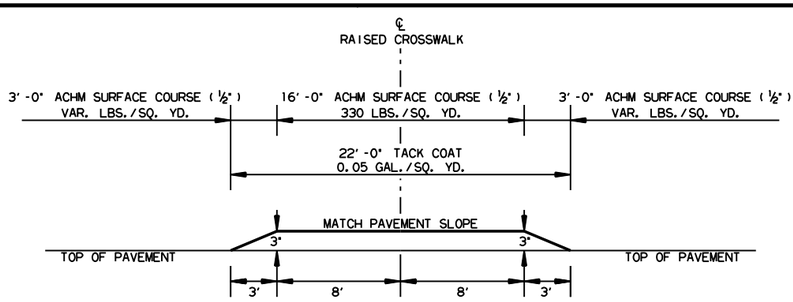
		SPECIAL DETAILS				



SECTION A-A

DETAIL FOR RAISED CROSSWALK

ROUNDABOUT 2 NORTHBOUND EXIT - STA. 900+71.41
ROUNDABOUT 2 BYPASS RAMP - STA. 805+37.98
S. SHILOH DR. NORTH - STA. 506+44.64

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

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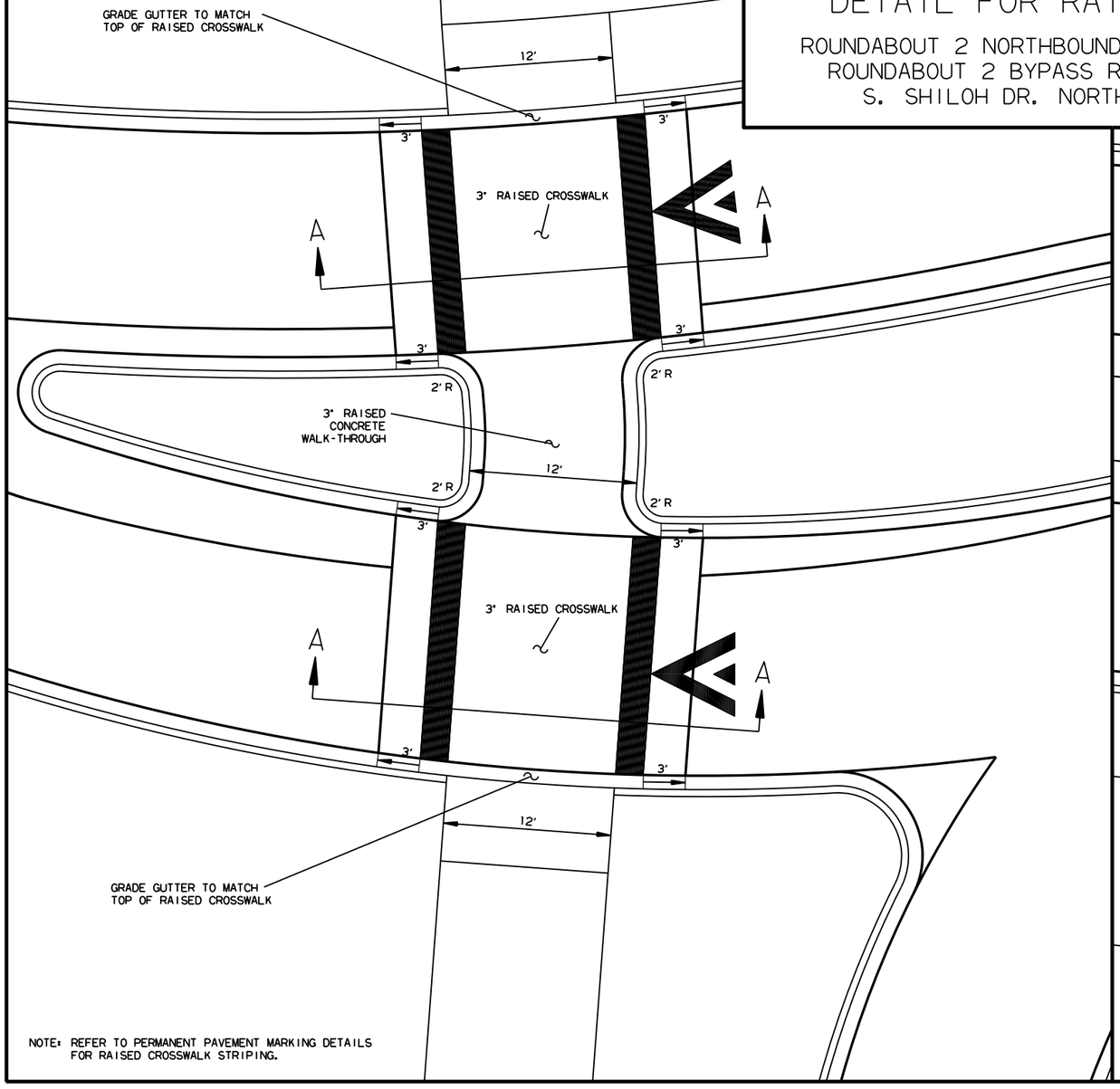
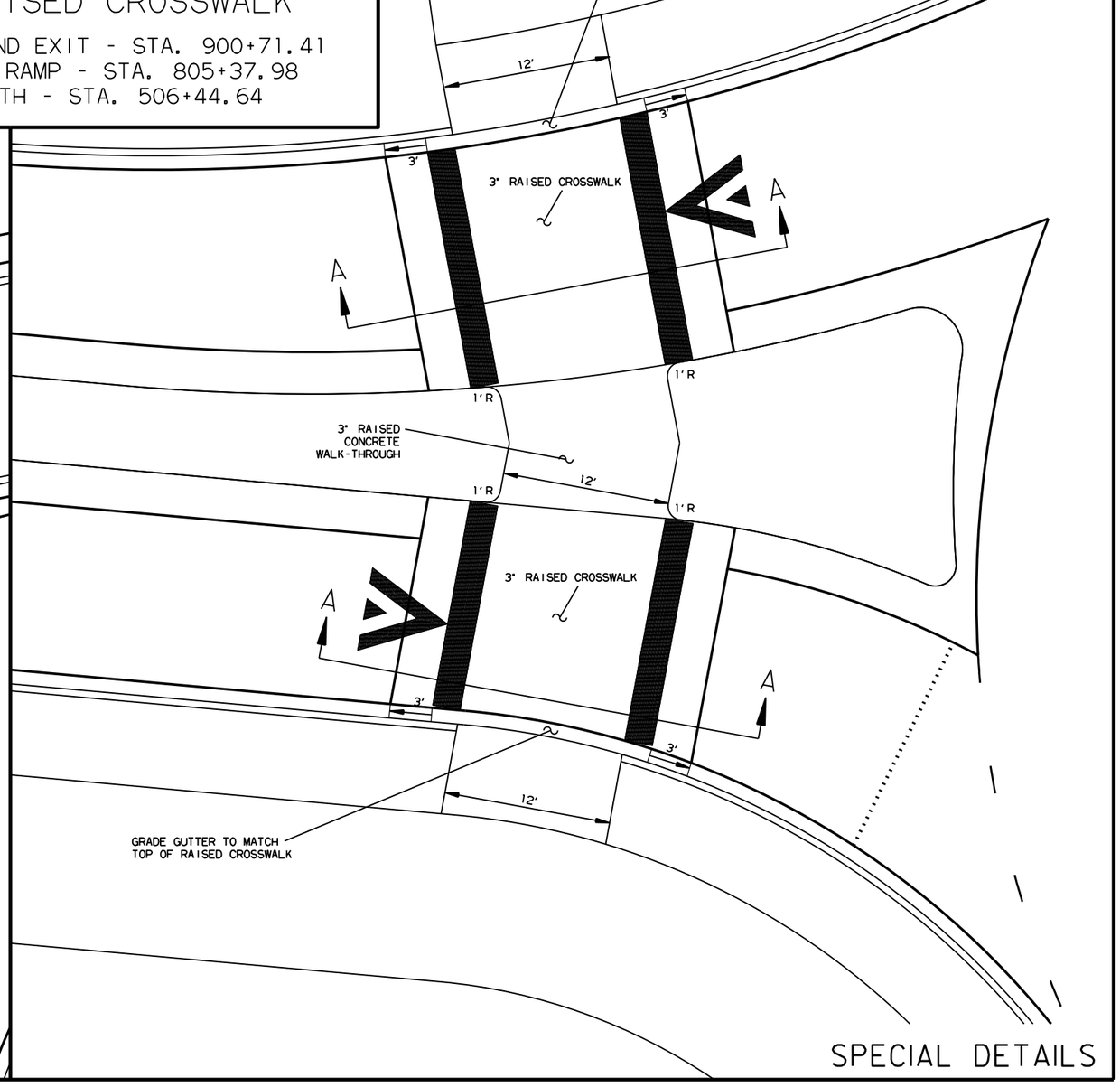


NOTE: REFER TO PERMANENT PAVEMENT MARKING DETAILS FOR RAISED CROSSWALK STRIPING.



SPECIAL DETAILS

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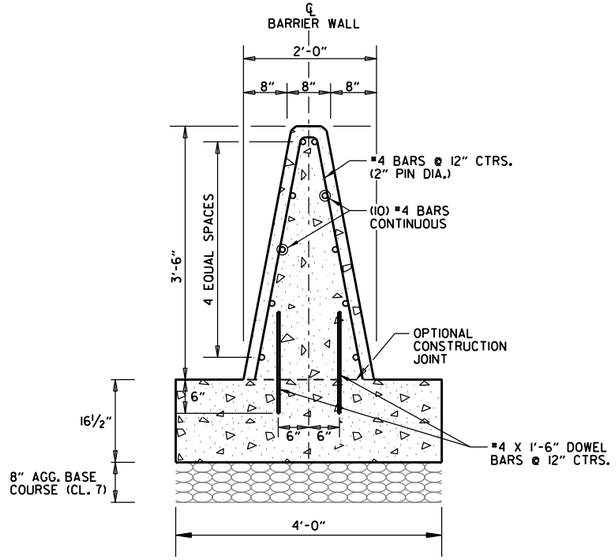
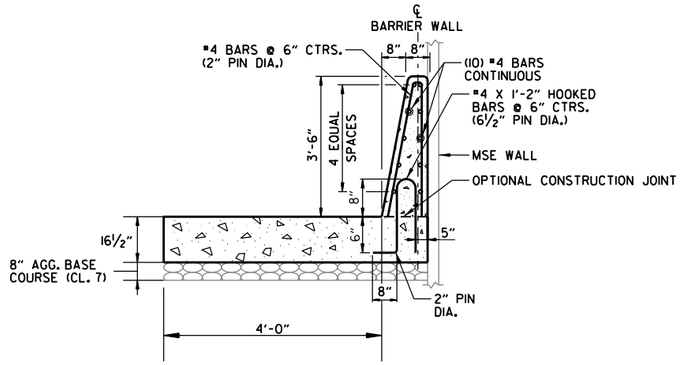
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	44	832
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
N.T.S.



CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
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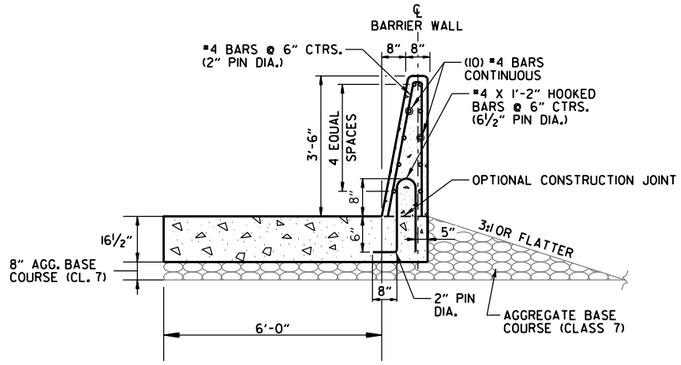
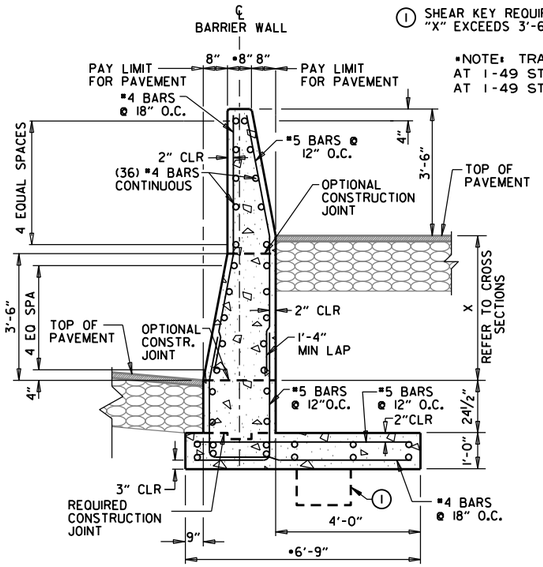


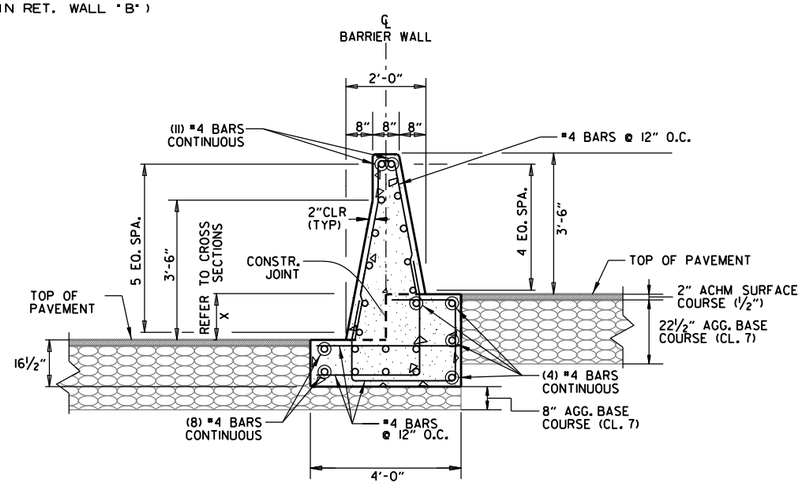
CONCRETE BARRIER WALL
(SIDE TYPE A-1; MASH TL-4)
N.T.S.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

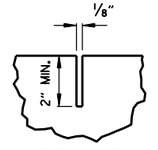
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED AT 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, MEDIAN B, AND SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE D, AND SIDE E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. JOINTS IN PCCB WALL SHOULD ALIGN WITH PCCP JOINTS.
5. DOWEL BARS FOR BARRIER TYPES MEDIAN A, MEDIAN B, AND SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
6. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
7. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
8. THE DESIGN OF BARRIER WALL TYPES MEDIAN C, SIDE D AND SIDE E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
9. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A, MEDIAN B, AND SIDE A OR 120 FT FOR BARRIER TYPES MEDIAN C, SIDE D, AND SIDE E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
10. EXPANSION JOINTS SHOULD BE CONSTRUCTED IN BOTH THE FOOTING OF THE STRUCTURE AND THE PCCB WALL.
11. CONSTRUCT DRAINAGE OPENINGS EVERY 100' O.C. AND AT SAGS AND ADJACENT TO DROP INLETS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
12. SUBSTITUTE #4 AND #5 VERTICAL BARS WITH #5 TIES(TOP & BOTTOM) PLACED AT 12" SPACING FOR MEDIAN TYPE C AND SIDE TYPE E BARRIER WALLS.
13. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
14. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
15. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM OPL.



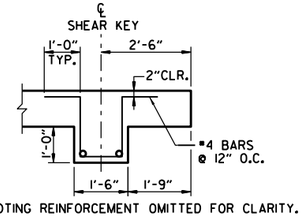
CONCRETE BARRIER WALL
(MEDIAN TYPE C; MASH TL-4)
X = 1'-0" TO 5'-0" MAX
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)
X = 0'-0" TO 1'-0" MAX
N.T.S.



CONTRACTION JOINT DETAIL



NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

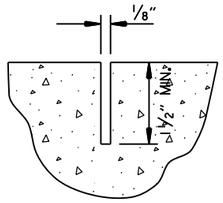
SHEAR KEY DETAIL

CD41256 2/20/2024
R040846A.DGN

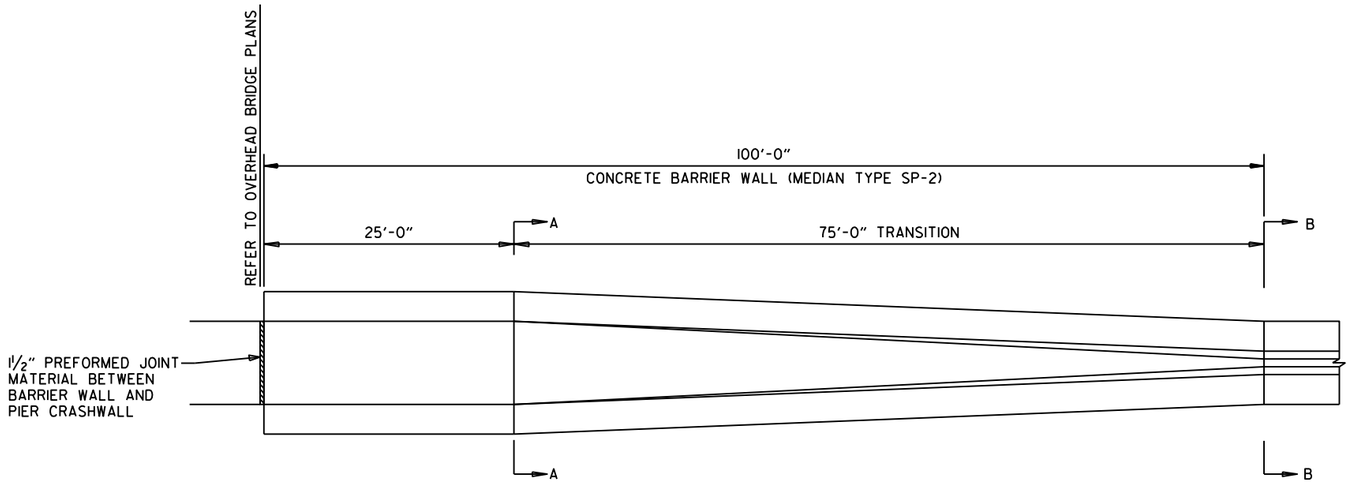
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	45	832
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

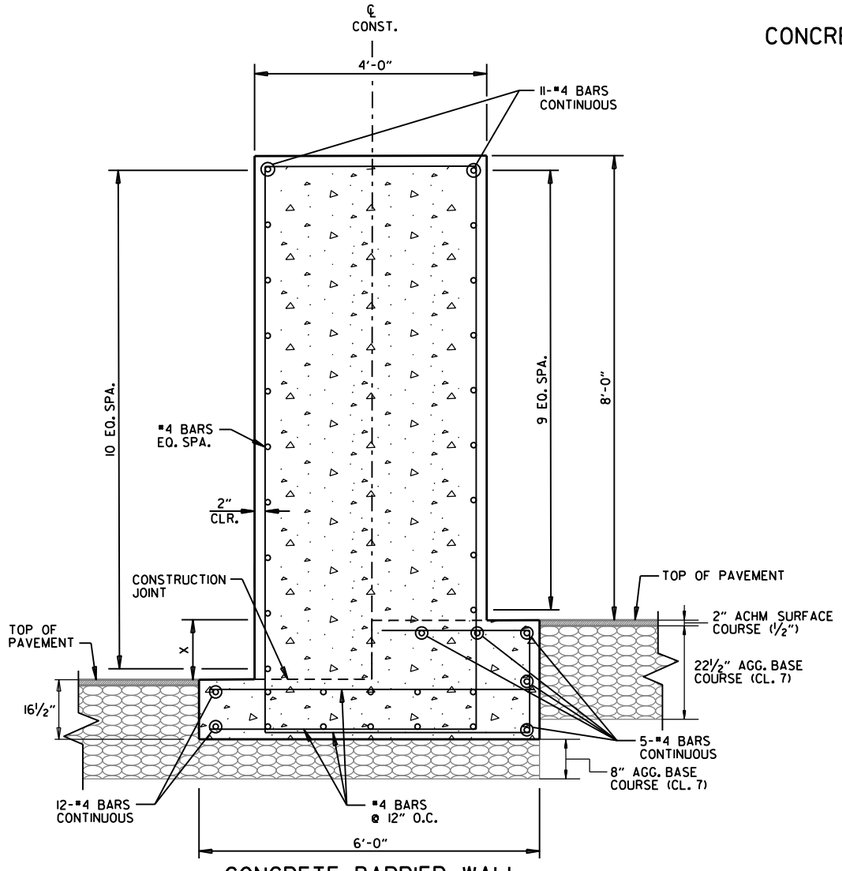


CONTRACTION JOINT DETAIL

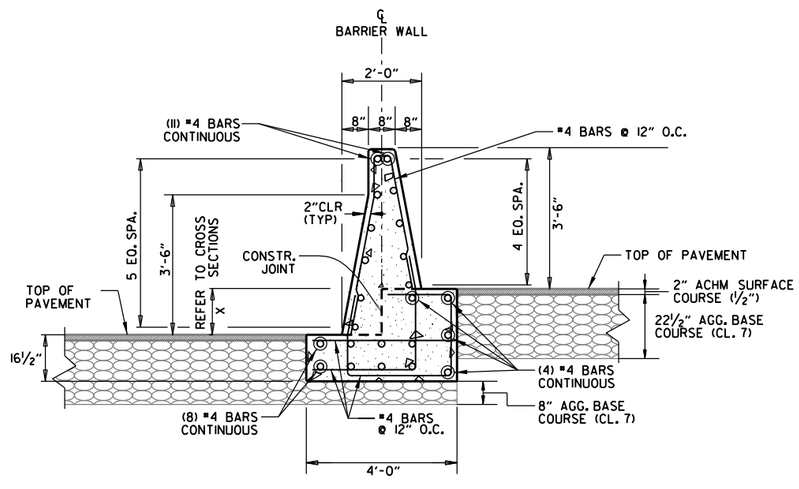


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION

NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.
4. DRAINAGE OPENINGS TO BE CONSTRUCTED ADJACENT TO DROP INLETS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-2)
X = 0'-0" TO 1'-0" MAX
(SECTION A-A)



CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)
X = 0'-0" TO 1'-0" MAX
(SECTION B-B)

CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION
FOR CRASHWALL AT BRIDGE PIER

SPECIAL DETAILS

CD41256 2/20/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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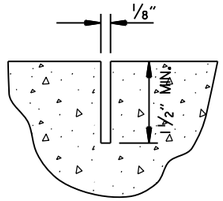
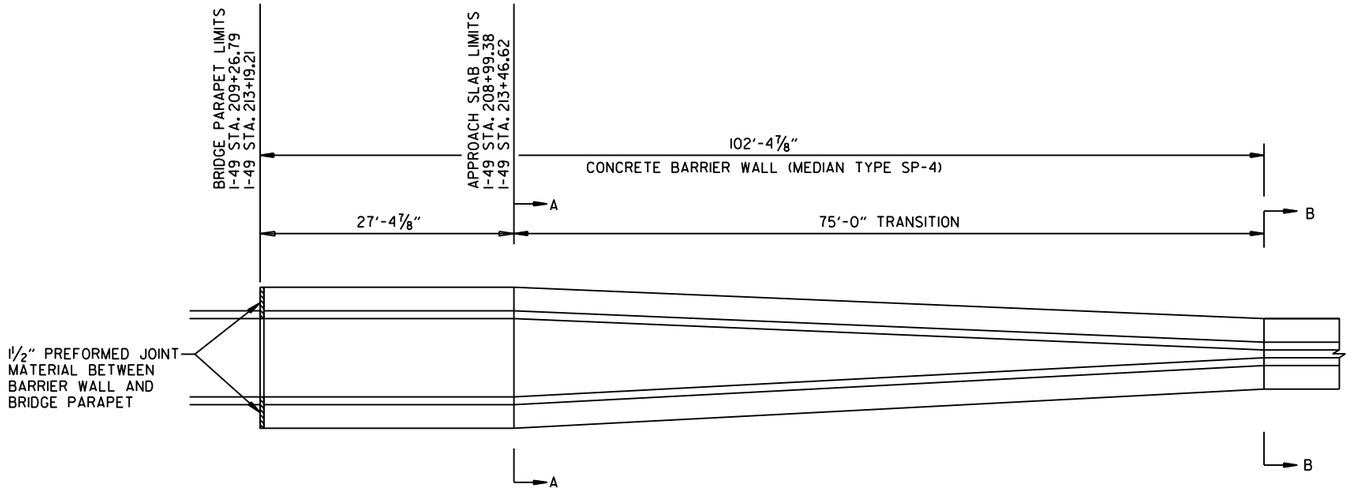
		SPECIAL DETAILS				

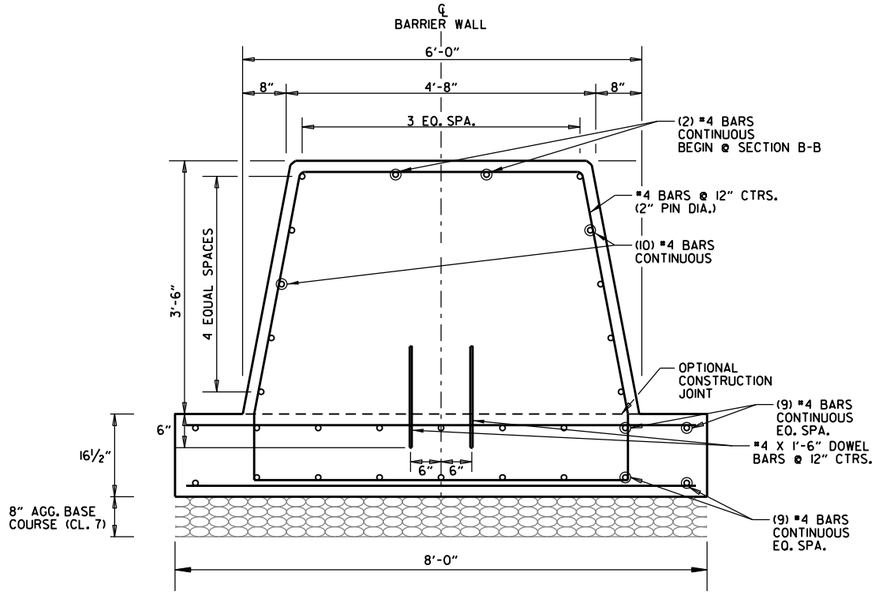


CONTRACTION JOINT DETAIL

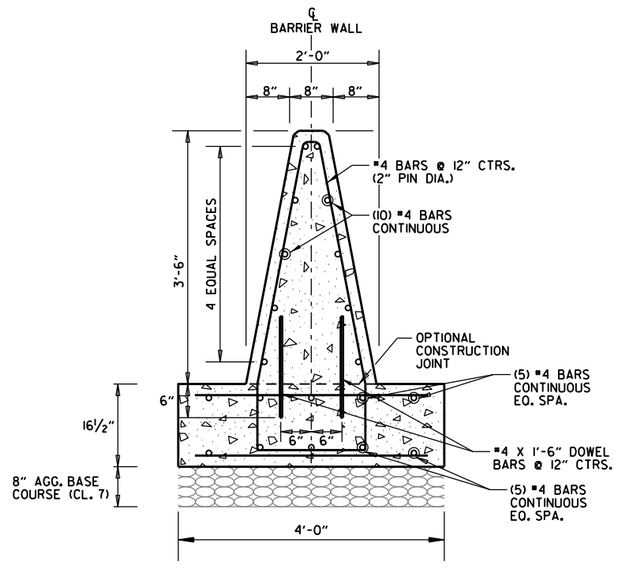


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
4. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.
5. DOWEL BARS WILL NOT BE REQUIRED IF BARRIER AND BASE ARE CAST AS A COMPLETE UNIT.
6. DRAINAGE OPENINGS TO BE CONSTRUCTED ADJACENT TO DROP INLETS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-4)
(SECTION A-A)



CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
(SECTION B-B)

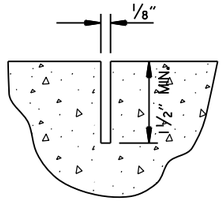
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION
FOR BRIDGE PARAPET

SPECIAL DETAILS

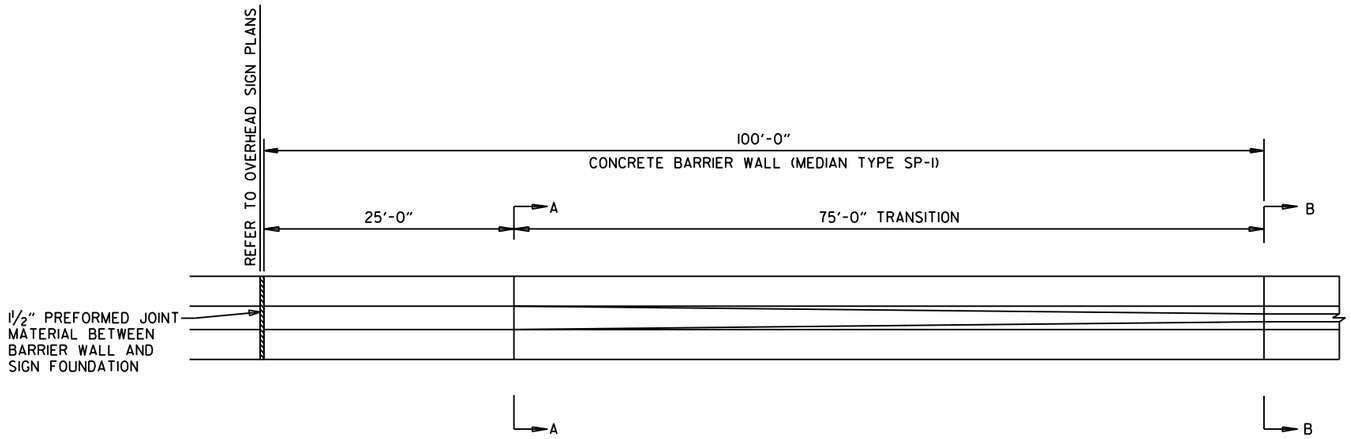
CD41256 2/20/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	47	832
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

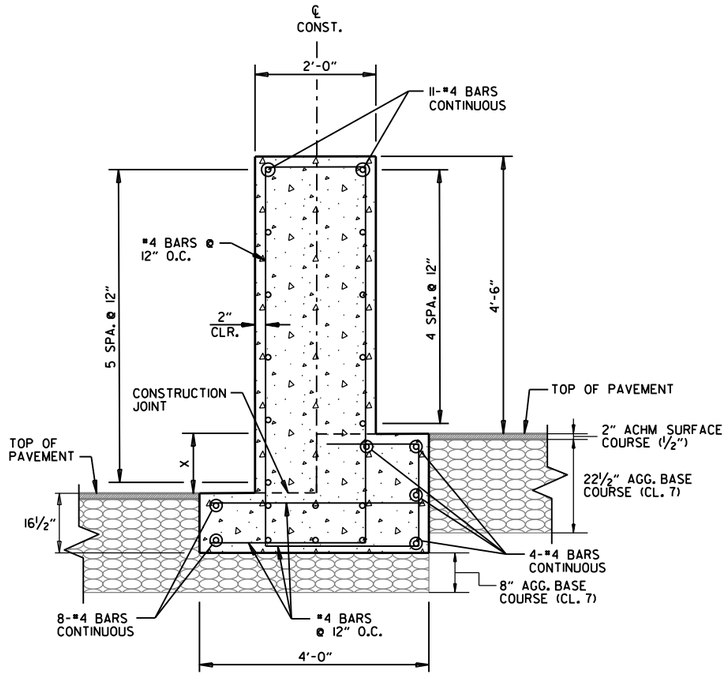


CONTRACTION JOINT DETAIL

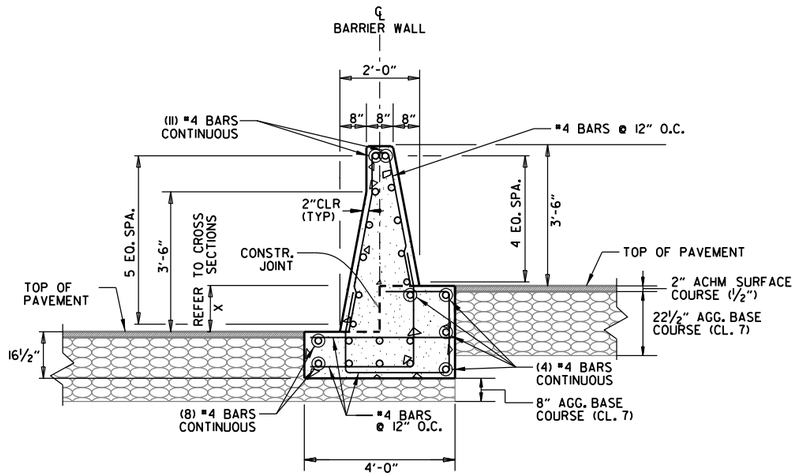


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION

NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.
4. DRAINAGE OPENINGS TO BE CONSTRUCTED ADJACENT TO DROP INLETS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-1)
X = 0'-0" TO 1'-0" MAX
(SECTION A-A)



CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)
X = 0'-0" TO 1'-0" MAX
(SECTION B-B)

CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION
FOR OVERHEAD SIGN STRUCTURE

CD41256 2/20/2024
R040846A.DGN

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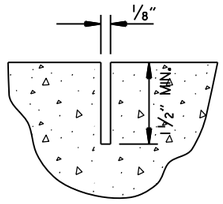
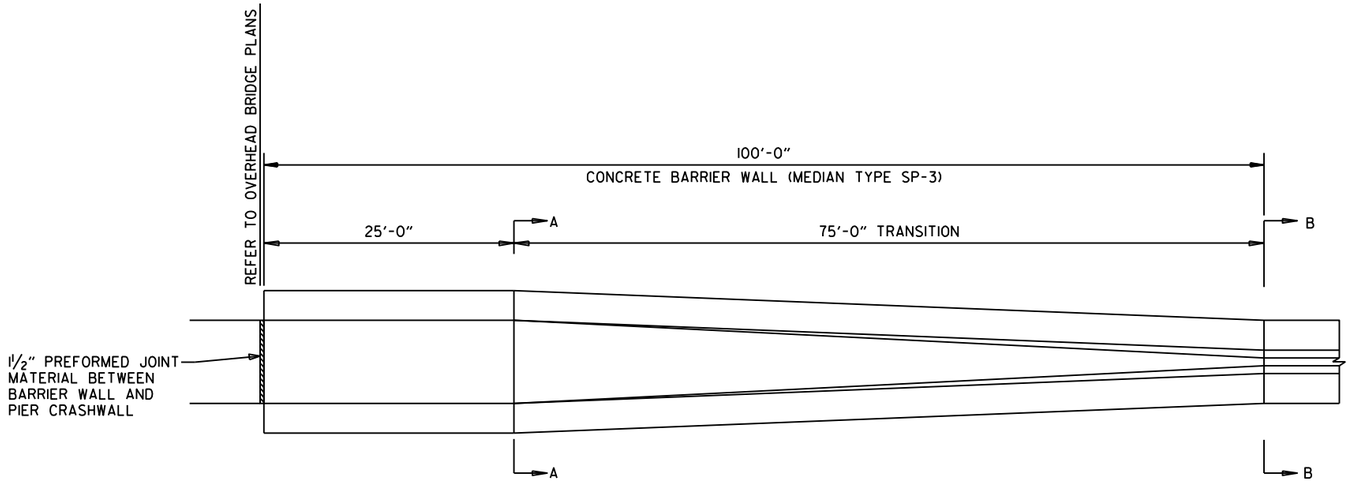
		SPECIAL DETAILS				

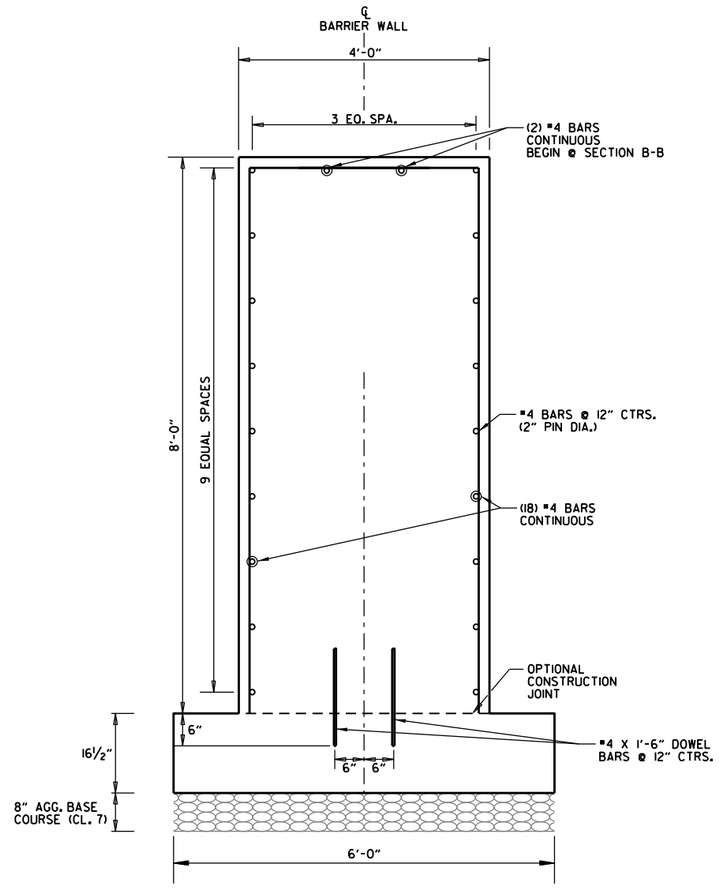


CONTRACTION
JOINT DETAIL

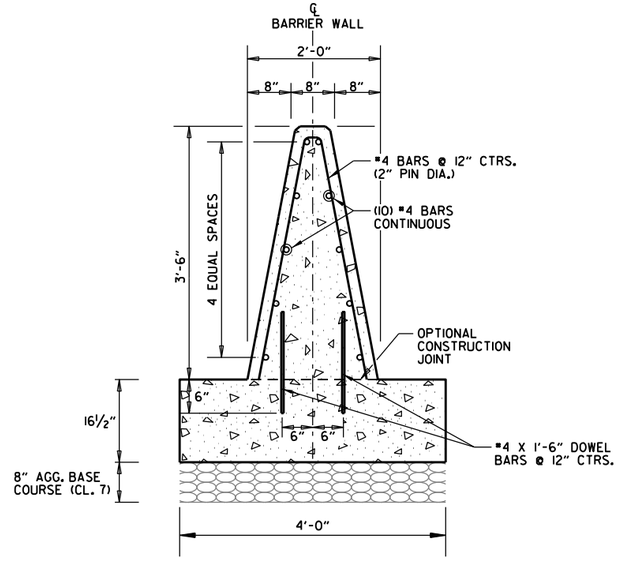


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
4. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.
5. DOWEL BARS WILL NOT BE REQUIRED IF BARRIER AND BASE ARE CAST AS A COMPLETE UNIT.
6. DRAINAGE OPENINGS TO BE CONSTRUCTED ADJACENT TO DROP INLETS. DOWEL BARS SHALL NOT BE PLACED WITH 3" OF DRAINAGE OPENINGS.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-3)
(SECTION A-A)



CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
(SECTION B-B)

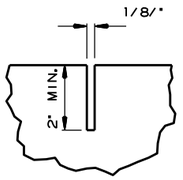
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION
FOR CRASHWALL AT BRIDGE PIER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

CD41256 2/20/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	49	832
		SPECIAL DETAILS				

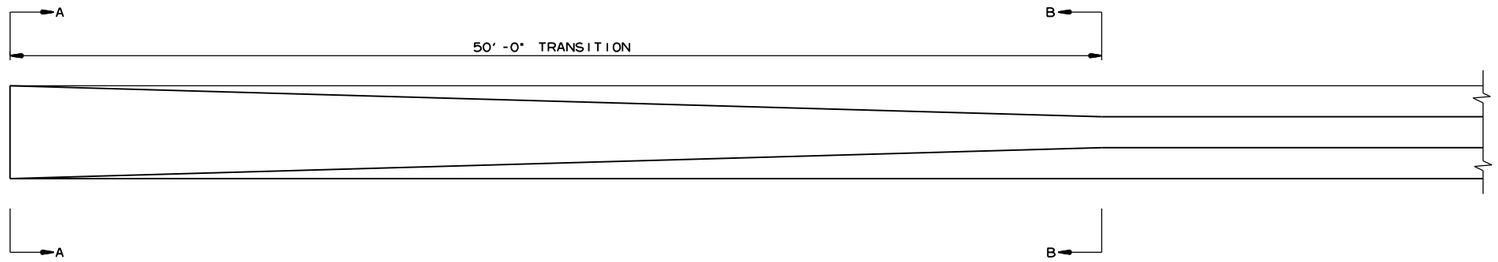
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



CONTRACTION JOINT DETAIL

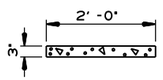
GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED AT 15'-0" MAXIMUM SPACING FOR BARRIER TYPE MEDIAN B.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. JOINTS IN PCCB WALL SHOULD ALIGN WITH PCCP JOINTS.
5. DOWEL BARS FOR BARRIER TYPE MEDIAN B WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
6. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
7. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPE MEDIAN B. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. EXPANSION JOINTS SHOULD BE CONSTRUCTED IN BOTH THE FOOTING OF THE STRUCTURE AND THE PCCB WALL.
10. CONSTRUCT DRAINAGE OPENINGS AT SAGS AND ADJACENT TO DROP INLETS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
11. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
12. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
13. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM OPL.
14. BARRIER TRANSITIONS WILL BE MEASURED AND PAID FOR AS "CONCRETE BARRIER WALL (MEDIAN TYPE B)".

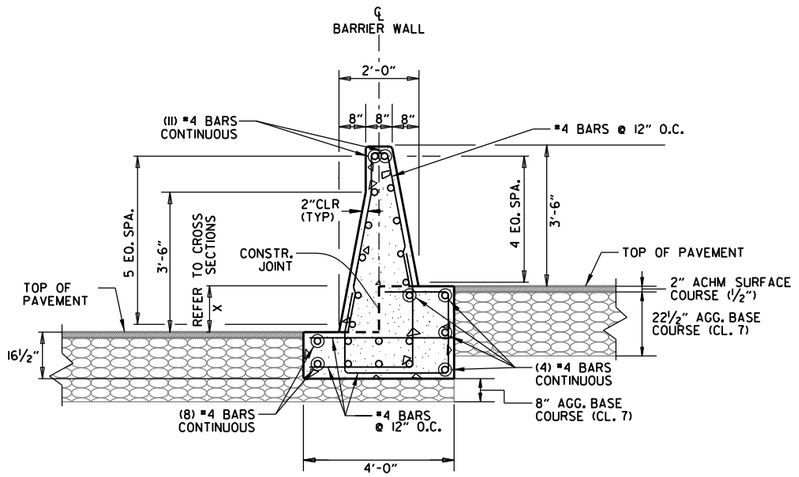


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION

NOTE: TRANSITION TO BE CONSTRUCTED AT END OF BARRIER WALL.



CONCRETE BARRIER WALL
(MEDIAN TYPE B)
(SECTION A-A)



CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)
X = 0'-0" TO 1'-0" MAX
(SECTION B-B)

CD41256 2/20/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	50	832
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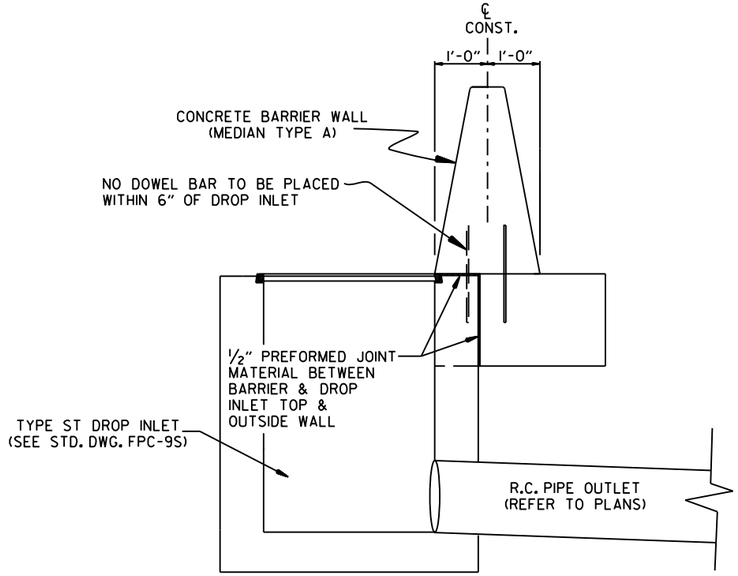
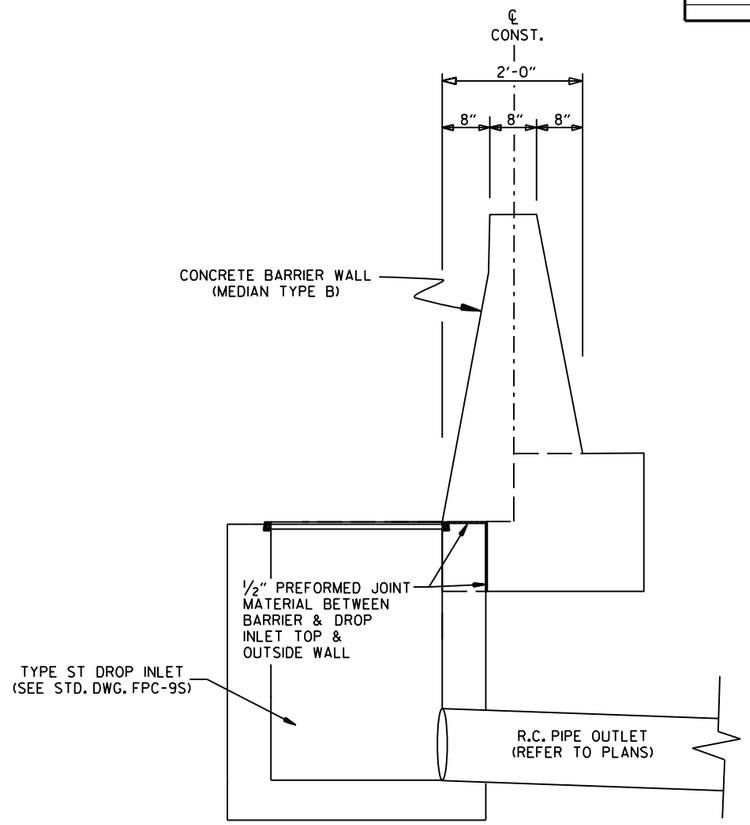
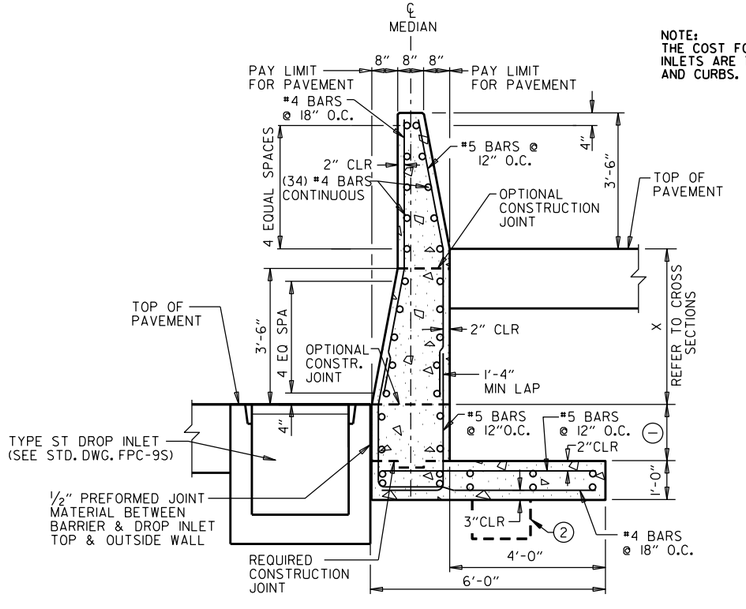
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
N.T.S.

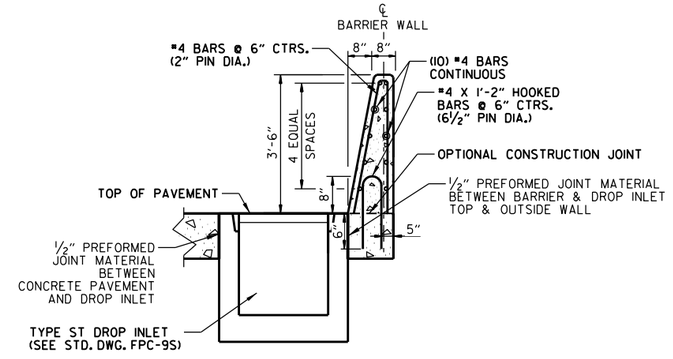


ADJACENT TO CONCRETE BARRIER WALL (MEDIAN TYPE B)
TRANSVERSE SECTION OF TYPE ST DROP INLET



NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.

TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CONCRETE BARRIER WALL
(TYPE C; MASH TL-4)
N.T.S.



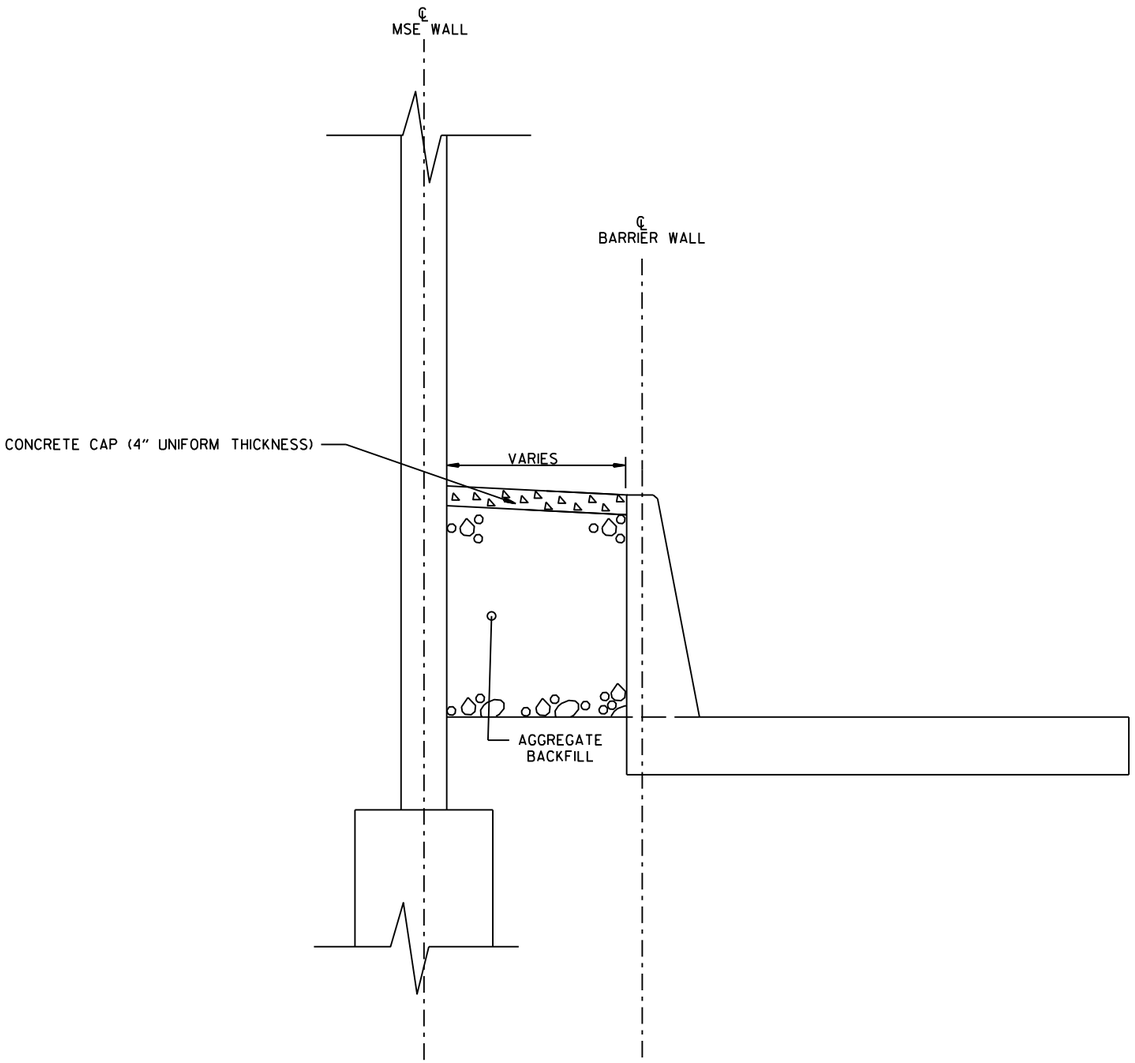
TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
N.T.S.

CD41256 2/20/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	51	832
		SPECIAL DETAILS				

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

04-04-2024



CONCRETE CAP FOR BARRIER WALLS

NOTES:

1. PAYMENT FOR AGGREGATE BACKFILL BETWEEN THE CONCRETE BARRIER WALL AND THE MSE WALL SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE APPLICABLE BARRIER WALL TYPE AND SHALL CONSIST OF #57 STONE (CLEAN) OR EQUIVALENT. DENSITY REQUIREMENTS SHALL BE WAIVED.

2. A CONCRETE CAP (4" U.T.) SHALL BE PLACED ON TOP OF THE AGGREGATE BACKFILL. PAYMENT FOR THE CONCRETE CAP SHALL BE INCLUDED IN THE PRICE BID FOR THE APPLICABLE BARRIER WALL TYPES.

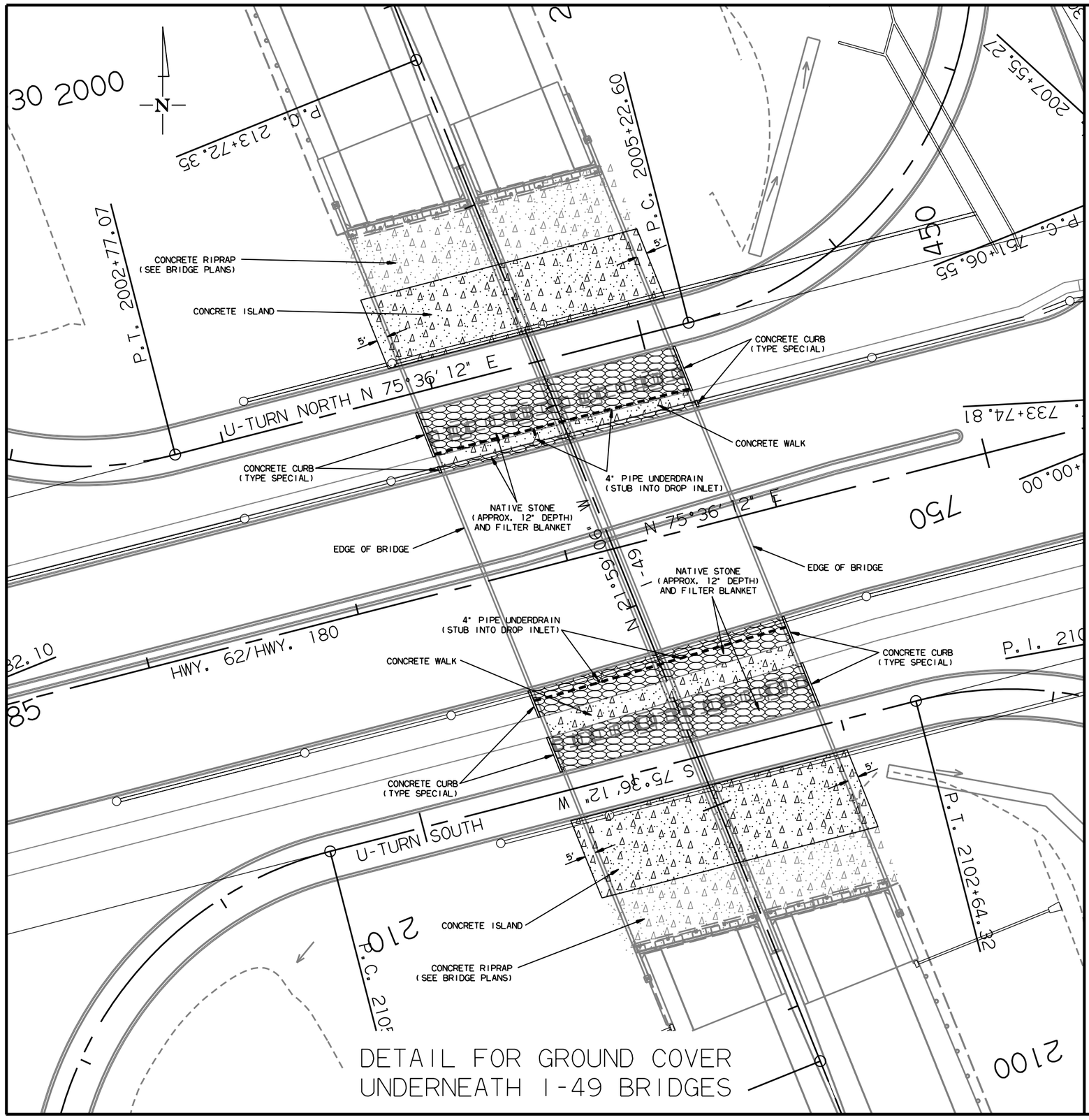
3. JOINT MATERIALS SHALL BE PLACED ALONG THE FACE OF THE MSE WALL AND BACKSIDE OF THE BARRIER WALL. ½" PREFORMED JOINT FILLER (AASHTO M 153 TYPE I) PER SUBSECTION 501.02(H)(1) WITH ½" X 1" TYPE 3 OR 4 JOINT SEALER PER SUBSECTION 501.02(H)(2). PAYMENT WILL NOT BE MADE DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

CD41256 2/20/2024
R040846A.DGN

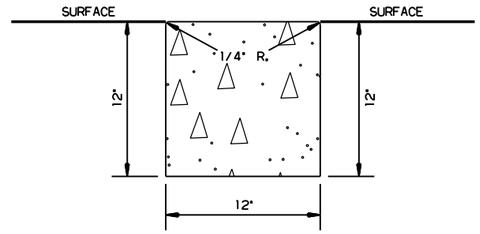
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	52	832
		SPECIAL DETAILS				

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

04-04-2024



DETAIL FOR GROUND COVER
UNDERNEATH I-49 BRIDGES



DETAIL FOR CONCRETE CURB
(TYPE SPECIAL)

CD41256 2/20/2024
R040846A.DGN

SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	53	832
		SPECIAL DETAILS				

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
189+32.16	189+87.00	LT.	MEDIAN TYPE B
189+87.00	191+28.27	LT.	MEDIAN TYPE C
191+28.27	193+18.58	LT.	SIDE TYPE A

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
04-04-2024

I-49
PI = 185+38.45
Δ = 8°38'22"LT.
D = 1°00'00"
T = 432.78'
L = 863.93'
PC = 181+05.67
PT = 189+69.60
e = 0.038 '/'
Ls = 420'

RETAINING WALL "B"

I-49 STA. 189+32.16
OFFSET = 61.00' LT.

I-49 STA. 193+18.58
OFFSET = 71.70' LT.

190

P.T. 189+69.60

P.C. 192+74.79

61'-0"

61'-0"

61'-0"

I-49 C.L.

N 17°59'28" W

FACE OF CONCRETE BARRIER WALL
(MEDIAN TYPE B)

FACE OF CONCRETE BARRIER WALL
(MEDIAN TYPE C)

FACE OF CONCRETE BARRIER WALL
(SIDE TYPE A)

I-49 EXIST. C.L.
(CONTINUATION OF C.L. CURVE)

DETAIL OF ALIGNMENT FOR FACE OF CONCRETE BARRIER WALL (I-49 LT.)

SPECIAL DETAILS

CD41256 2/20/2024
R040846A.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	54	832
				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
52'-10"	4'-2"	0'-9"	0'-8"	35.5	3:1	61'-8 5/8"	1'-0"	5'-0"	1'-5"	5	60	2'-2"	2'-4 3/4"	2'-7 7/8"	0'-7 3/4"	0'-3"	10'-6"	21'-6"	10'-5 1/2"	22'-0 1/2"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
9.13	683

WING	F1					F2				F3				F4			F5				F6				F7			F8			F9			F10		F11		F12			REINF. STEEL QTY. PER WING (LBS)
	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY		BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	
WING A	4	12	11	L	Min	2'-5"	4	12	1	L	2'-7"	-	-	-	L	-	4	18	4	Min	3'-9"	4	18	2	10'-2"	4	18	7	L	Min	3'-4"	4	6	11'-4"	6	18	7	Min	1'-8"	-	-	-	Min	-	4	2	10'-7"	4	2	11'-5"	6	12	4	L	3'-4"	245
					Max	6'-1"																			X	Max	8'-2"																						X	1'-8"	
				X	Min	0'-9"				X	1'-0"				X	-													X	Min	1'-4"																				
					Max	1'-0"																									Max	1'-4"																				
				Y	Min	1'-9"				Y	1'-8"				Y	-													Y	Min	2'-1"																				
					Max	5'-2"																									Max	5'-2"																				
WING B	4	12	22	L	Min	2'-4"	4	12	2	L	2'-10"	-	-	-	L	-	4	18	4	Min	7'-10"	4	18	2	21'-2"	4	18	15	L	Min	2'-11"	4	6	22'-10"	6	18	15	Min	1'-8"	-	-	-	Min	-	4	2	21'-4"	4	2	24'-2"	6	12	4	L	3'-4"	438
					Max	6'-4"																									Max	6'-5"																				
				X	Min	0'-9"				X	1'-3"				X	-													X	Min	1'-4"																				
					Max	1'-3"																									Max	1'-4"																				
				Y	Min	1'-8"				Y	1'-8"				Y	-													Y	Min	1'-8"																				
					Max	5'-2"																									Max	5'-2"																				

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



TABULAR DATA BY: JCG DATE: 10/19/2023
CHECKED BY: DKS DATE: 11/28/2023

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								BOTTOM SLAB REINFORCING STEEL								SIDE WALL REINFORCING STEEL				INTERIOR WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				INTERIOR WALL DISTRIBUTION REINFORCING STEEL				CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR 60) (Includes HDWL)
													"a"				"c"				"d"				"f"				"f0"				"f1"				"g"				"e"				"d1"				"d2"					
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	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	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH		
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																							CU. YDS.	LBS.
36	3	25	12	10	20'-11"	21.5	13	23	18	8	53'-0"	13'-8 1/2"	8	12	Max 52'-8" / Min 3'-7"	36	8	12	Max 52'-8" / Min 3'-7"	36	8	12	Max 52'-8" / Min 3'-7"	36	8	12	Max 52'-8" / Min 3'-7"	36	6	4	126	13'-5"	4	12	132	13'-5"	5	8	151	Max 39'-8" / Min 1'-10"	6	10	127	Max 39'-8" / Min 1'-10"	5	11	11	LONG 38'-8" / SHORT 2'-9"	4	12	20	LONG 30'-2" / MID 20'-9" / SHORT 11'-3"	199.13	27345

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D
8	34'-6"	16	8	34'-6"	16	4	4'-7"	3'-7"	67

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 THK.	BOTTOM SLAB THK	SIDE WALL THK	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4"				INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL			INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL			CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
											"a"		Bent "b"		"c"				"d"		Bent "b1"		"f"																															
	D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	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	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.

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

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.

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.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS								SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4"				INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL			BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL			SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL			INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL			CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
											"a"		Bent "b"		"c"				"d"		Bent "b1"		"f"																															
	D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	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	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.
D	25	12	10	21.5	23	15.5	8	52'-7"	13'-8 1/2"	99.78	4	52'-3"	8	54'-10"	8	52'-3"	10	119	4	52'-3"	8	54'-11"	8	52'-3"	14	85	6	4	598	13'-4"	4	12	594	13'-4"	5	8	151	6	10	127	5	11	22	4	12	60	890.00	131400

Ver. 1.1.17 b040846_c1.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	55	832

① SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/12/24
CHARLES R. ELLIS

TABULAR DATA BY: JCG DATE: 10/19/2023
CHECKED BY: DKS DATE: 11/28/2023

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
51'-8"	10'-0"	0'-11"	0'-10"	15	3:1	50'-9 3/4"	2'-0"	10'-10"	3'-4"	15	45	3'-4"	5'-0 5/8"	5'-8 1/4"	2'-0 3/8"	3'-0 3/8"	23'-0"	31'-6"	25'-3 7/8"	33'-9 7/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
26.26	2040

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	23	L	Min	4'-10"	5	12	4	L	7'-3"		4	12	7	L	5'-7"		4	18	10	Min	4	18	4	22'-8"	4	18	16	L	Min	6'-3"	4	8	26'-2"	6	18	16	Min		4	18	2	Min		4	2	23'-9"	4	2	24'-6"	6	12	10	L	3'-4"	860
					Max	13'-9"																3'-5"								Max	13'-7"								2'-10"				21'-7"											
				X	Min	0'-11"				X	2'-5"					X	2'-0"				Max							X	Min	2'-6"									Max															
					Max	2'-8"																21'-10"								Max	2'-6"								4'-7"				21'-7"											
				Y	Min	4'-0"				Y	4'-11"					Y	3'-8"										Y	Min	3'-10"																									
					Max	11'-2"																								Max	11'-2"																							
WING B	4	12	32	L	Min	4'-8"	5	12	9	L	8'-5"		4	12	9	L	5'-7"		4	18	10	Min	4	18	4	31'-2"	4	18	21	L	Min	6'-6"	4	8	34'-8"	6	18	22	Min		4	18	2	Min		4	2	31'-11"	4	2	35'-5"	6	12	10	L	3'-4"	1180
					Max	14'-3"																4'-9"								Max	13'-7"								2'-10"				23'-2"											
				X	Min	0'-11"				X	2'-7"					X	2'-0"				Max							X	Min	2'-6"									Max															
					Max	3'-2"																29'-11"								Max	2'-6"								5'-1"				23'-2"											
				Y	Min	3'-10"				Y	5'-11"					Y	3'-8"										Y	Min	4'-1"																									
					Max	11'-2"																								Max	11'-2"																							

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 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	10	12	10	8'-11"	15	3	15	10	8	51'-8"	12'-6"	4	5.5	Max 51'-4" / Min 6'-3" / 51'-4"	27 / 5	5	7	Max 51'-4" / Min 6'-3" / 51'-4"	21 / 4	5	5.5	Max 51'-4" / Min 6'-3" / 51'-4"	27 / 5	4	5	Max 51'-4" / Min 6'-3" / 51'-4"	30 / 5	8	9	25	12'-2"	4	12	60	12'-2"	5	11	119	Max 15'-8" / Min 1'-10"	5	11	119	Max 15'-8" / Min 1'-10"	4	11	11	LONG 15'-6" / SHORT 2'-0"	4	12	20	LONG 12'-3" / MID 8'-9" / SHORT 5'-4"

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D	"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D	"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
4	27'-5"	16	4	27'-5"	16	4	2'-2"	1'-2"	55

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	REINFORCING STEEL (GR 60) ① (Includes HDWL) LBS.
56.37	7980

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK	SIDE WALL THK	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D
	D	S	H	T	B	C	W	OW	OH	SL																																																										
C	20	12	10	18	19	12.5	8	52'-1"	13'-1"	11.39	4	51'-9"	8	53'-9"	8	51'-9"	15	9	4	51'-9"	8	53'-9"	8	51'-9"	12	11	6	4	68	12'-9"	4	12	66	12'-9"	4	6	199	5	9	135	4	8.5	30	4	12	60			

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

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
84.97	13346
TOTAL	
84.97	13346

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. 109+93

SPECIAL DETAILS

Ver. 1.1 7b040846_c1.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	56	832

① SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/12/24
CHARLES R. ELLIS

TABULAR DATA BY: JCG DATE: 10/19/2023
CHECKED BY: DKS DATE: 11/28/2023

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
16'-0"	10'-0"	0'-9"	0'-8"	33.5	2:1	17'-7"	1'-0"	3'-10"	1'-0"	5	60	2'-2"	2'-2"	2'-5 3/4"	0'-5"	0'-1 1/4"	3'-0 1/2"	4'-3 7/8"	4'-5 7/8"	6'-0 1/16"	3.52	193

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	4	L	Min	2'-1"				L	-				L	-	4	18	2	Min	4	18	1	3'-8"		4	18	4	L	Min	2'-11"			4	6	3'-8"	6	18	3	Min								4	2	4'-6"	4	2	4'-6"	6	12	3	L	3'-4"	87
					Max	4'-7"														1'-5"									Max	5'-2"								1'-8"																	
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-				Max								X	Min	1'-4"								Max			-												X	1'-8"	
					Max	0'-9"														2'-10"									Max	1'-4"								1'-8"																	
				Y	Min	1'-5"				Y	-				Y	-				Min								Y	Min	1'-8"								Min			-															
					Max	3'-11"														2'-10"									Max	3'-11"								1'-8"																	
WING B	4	12	5	L	Min	2'-1"				L	-				L	-	4	18	2	Min	4	18	1	3'-8"		4	18	4	L	Min	2'-7"			4	6	3'-8"	6	18	4	Min								4	2	4'-6"	4	2	6'-10"	6	12	3	L	3'-4"	106
					Max	5'-0"														1'-5"									Max	5'-3"								1'-8"																	
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-				Max								X	Min	1'-4"								Max			-												X	1'-8"	
					Max	1'-1"														2'-10"									Max	1'-4"								1'-10"																	
				Y	Min	1'-5"				Y	-				Y	-				Min								Y	Min	1'-4"								Min			-															
					Max	4'-0"														2'-10"									Max	4'-0"								1'-10"																	

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACEING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	BAR SIZE	BAR NO. REQ'D	BAR LENGTH	CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR. 60) (Includes HDWL)
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	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										CU. YDS.	LBS.
33.5	3:1	5	14	10	7'-0"	18	16	12	3	16'-0"	12'-10"	8	3	Max	34	8	3	Max	34	8	3	54	12'-6"	4	12	16	Max	4	12	16	Max	4	12	10	LONG	"k1"	8	8	18'-9"	18.21	5042
														15'-6"				15'-6"									11'-6"				11'-6"				11'-6"	"k2"	8	8	18'-9"		
														Min				Min									Min				Min			10	SHORT				1'-10"		
														3'-0"				3'-0"									2'-0"				2'-0"				2'-0"	"h"	4	19	Y		
														15'-8"	6			15'-8"	6																				0'-10"		

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

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

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	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" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) 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																		

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" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
	D	S	H	T	B	C	OW	OH	SL																								
A	5	14	10	18	16	11	15'-10"	12'-10"	73.00	8	3	293	15'-6"	8	3	293	15'-6"	8	3	293	12'-6"	4	12	16	4	12	16	4	12	20	170.86	36567

Mn. 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 110+84

SPECIAL DETAILS

Ver. 1.1 17b040846_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.			
				JOB NO.		040846	57	832

① SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/12/24
CHARLES R. ELLIS

TABULAR DATA BY: JCG DATE: 10/19/2023
CHECKED BY: DKS DATE: 11/28/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
																					OUTLET	OUTLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
15'-10"	10'-0"	0'-11"	0'-10"	28	3:1	15'-10 1/4"	2'-0"	10'-10"	3'-4"	13	45	3'-4"	5'-0 1/2"	5'-8 1/4"	2'-0 1/2"	3'-0 3/8"	23'-0"	31'-6"	24'-10 3/8"	37'-7 5/8"	23.43	1998

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6	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	23	L	Min 4'-10"	5	12	4	L 7'-3"	4	12	7	L 5'-7"	4	18	10	Min	4	18	4	22'-8"	4	18	16	L Min 6'-3"		4	8	25'-8"	6	18	15	Min	4	18	2	Min	4	2	23'-9"	4	2	24'-5"	6	12	10	L 3'-4"		824
					Max 13'-9"												3'-5"								Max 13'-7"								2'-10"			21'-7"										
				X	Min 0'-11"				X 2'-0"				X 2'-0"				Max								Max 2'-6"								Max			Max								X 1'-8"		
					Max 2'-8"												21'-10"																4'-5"			21'-7"									
				Y	Min 4'-0"				Y 4'-11"				Y 3'-8"												Y Min 3'-10"																					
					Max 11'-2"																				Max 11'-2"																					
WING B	4	12	32	L	Min 4'-8"	5	12	9	L 8'-5"	4	12	9	L 5'-7"	4	18	10	Min	4	18	4	31'-2"	4	18	21	L Min 6'-6"		4	8	38'-6"	6	18	22	Min	4	18	2	Min	4	2	31'-11"	4	2	35'-5"	6	12	10	L 3'-4"		1174
					Max 14'-3"												4'-9"								Max 13'-7"								2'-10"			23'-2"										
				X	Min 0'-11"				X 2'-7"				X 2'-0"				Max								Max 2'-6"								Max			Max								X 1'-8"		
					Max 3'-2"												29'-11"																5'-1"			23'-2"									
				Y	Min 3'-10"				Y 5'-11"				Y 3'-8"												Y Min 4'-1"																					
					Max 11'-2"																				Max 11'-2"																					

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACEING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH	CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR. 60) (Includes HDWL) LBS.
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																																
15	3:1	5	14	10	4'-0"	18	16	11	3	15'-10"	12'-10"	8	3	Max 15'-1" / Min 5'-9" / 15'-6"	11 / 6	8	3	Max 15'-1" / Min 5'-9" / 15'-6"	11 / 6	8	3	30	12'-6"	4	12	16	Max 15'-7" / Min 1'-8"	4	12	16	Max 15'-7" / Min 1'-8"	4	12	10	LONG 16'-0" / SHORT 1'-8"	"k1" / "k2" / "h"	6 / 6 / 4	8 / 8 / 17	16'-0" / 16'-0" / 1'-10" / Y 0'-10"	10.13	2641

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

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" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
	D	S	H	T	B	C	OW	OH	SL																								
HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D	TOTAL																										

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

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

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

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2

DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
STA 110+84

SPECIAL DETAILS

Ver. 1.17b040846_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.			
				JOB NO.		040846	58	832
				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 AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
26'-0"	8'-0"	0'-9"	0'-8"	45	3:1	34'-10 5/8"	2'-0"	8'-10"	2'-8"	0	60	3'-2"	3'-10 1/2"	4'-9 7/8"	1'-2 1/2"	2'-7"	18'-6"	37'-0"	20'-2 5/8"	44'-4 1/2"	17.65	1719

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	59	832

① SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/12/24
CHARLES R. ELLIS

TABULAR DATA BY: JCG DATE: 10/17/2023
CHECKED BY: DKS DATE: 11/28/2023

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
26'-0"	8'-0"	0'-9"	0'-8"	45	3:1	34'-10 5/8"	2'-0"	8'-10"	2'-8"	0	60	3'-2"	3'-10 1/2"	4'-9 7/8"	1'-2 1/2"	2'-7"	18'-6"	37'-0"	20'-2 5/8"	44'-4 1/2"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
19.11	1719

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	19	L	Min	3'-8"	4	12	6	L	4'-8"	-	-	-	-	L	-	4	18	6	Min	6'-4"	4	18	4	18'-2"	4	18	13	L	Min	5'-3"	4	8	21'-1"	6	18	12	Min	2'-8"	-	-	-	Min	-	4	2	19'-0"	4	2	19'-4"	6	12	8	L	3'-4"	554
					Max	10'-5"																Max	15'-4"								Max	11'-3"								Max	3'-4"																		
				X	Min	0'-9"				X	1'-3"					X	-												X	Min	2'-4"																										X	1'-8"	
					Max	1'-6"																									Max	2'-4"																									
				Y	Min	3'-0"				Y	3'-6"					Y	-												Y	Min	3'-0"																											
					Max	9'-0"																									Max	9'-0"																									
WING B	4	12	37	L	Min	3'-8"	4	12	12	L	5'-3"	-	-	-	-	L	-	4	18	8	Min	3'-10"	4	18	4	36'-8"	4	18	25	L	Min	5'-3"	4	8	45'-2"	6	18	26	Min	2'-8"	4	18	2	Min	37'-9"	4	2	37'-0"	4	2	41'-9"	6	12	8	L	3'-4"	1165
					Max	11'-4"																Max	30'-10"								Max	11'-4"								Max	4'-3"				Max	37'-9"											
				X	Min	0'-9"				X	1'-10"					X	-												X	Min	2'-4"																										X	1'-8"	
					Max	2'-4"																									Max	2'-4"																									
				Y	Min	3'-0"				Y	3'-6"					Y	-												Y	Min	3'-0"																											
					Max	9'-1"																									Max	9'-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. "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINF. "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINF. "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINF. "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DIST. REINF. "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DIST. REINF. "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DIST. REINF. "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DIST. REINF. "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH	CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR 60) (Includes HDWL)
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	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	SIZE	SPACING	NO. REQ'D	LENGTH	CU. YDS.	LBS.
45	3:1	10	12	8	15'-0"	11.5	5	12.5	8	8	26'-0"	10'-0"	4	4	Max 25'-8" / Min 2'-3" / 25'-8"	71 / 6	5	4	Max 25'-8" / Min 2'-3" / 25'-8"	71 / 6	6	4	Max 25'-8" / Min 2'-3" / 25'-8"	71 / 6	5	7	Max 25'-8" / Min 2'-3"	41 / 4	7	9	41	9'-8"	4	12	30	9'-8"	4	9	67	Max 27'-10" / Min 1'-10"	4	8.5	71	Max 27'-10" / Min 1'-10"	4	12	8	LONG 27'-4" / SHORT 2'-4"	4	12	16	14'-10"	39.57	8678

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D
8	36'-5"	8	8	36'-5"	8	4	2'-0"	1'-0"	38

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINF. LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINF. "f0" LENGTH = OH - 4" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. "f1" LENGTH = OH - 4" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DIST. REINF. "g" LENGTH = SL SIZE	"g" SPACING	"g" NO. REQ'D	BOTTOM SLAB DIST. REINF. "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DIST. REINF. "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	INTERIOR WALL DIST. REINF. "d2" LENGTH = SL SIZE	"d2" SPACING	"d2" NO. REQ'D	CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	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	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.

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

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

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

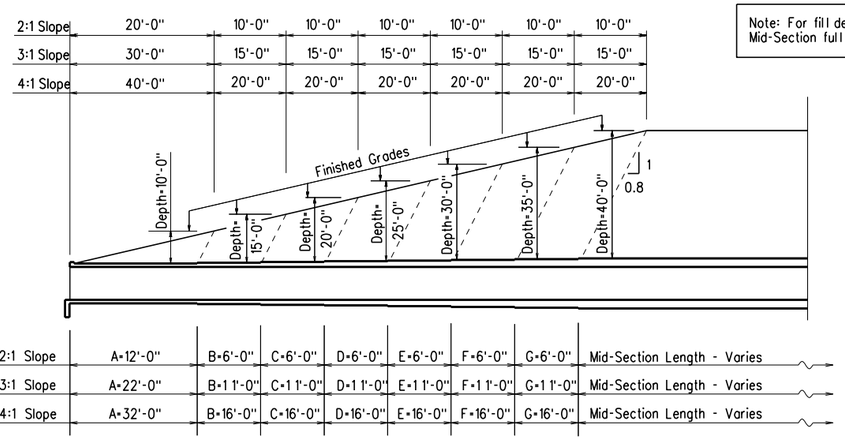
DOUBLE BARREL BOX CULVERT
Sta. 723+67

SPECIAL DETAILS

Ver. 1.1 17b040846_c3.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	60	832

(1) SPECIAL DETAILS

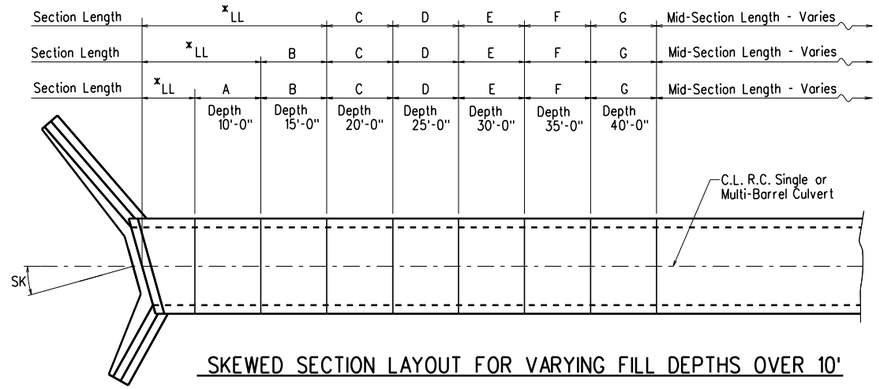


Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

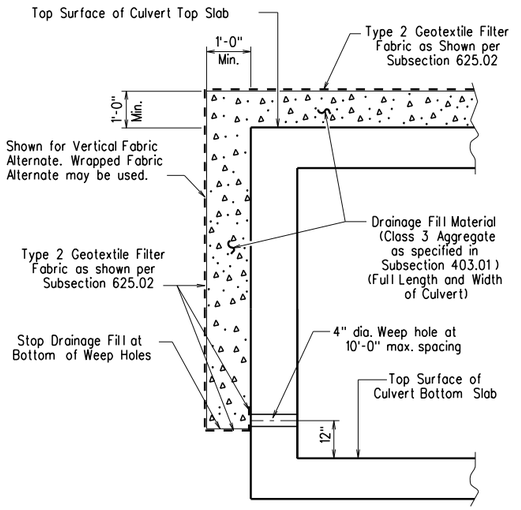
LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

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.

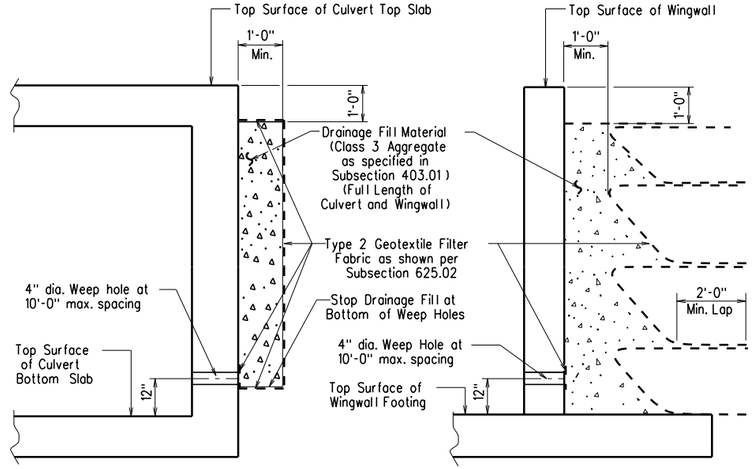


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

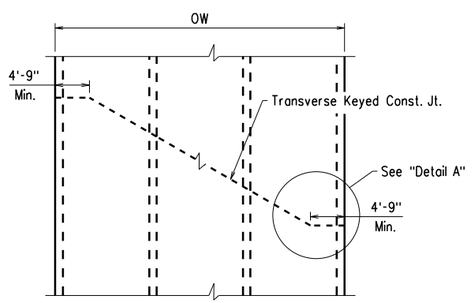


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

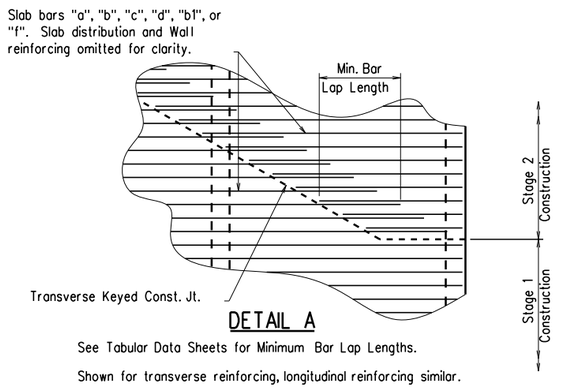
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL



SKEWED TRANSVERSE JOINT DETAIL

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



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

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

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

LIVE LOADING: HL-93

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

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

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

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

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

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

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

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

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

When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a tine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/12/24
CHARLES R. ELLIS

SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE

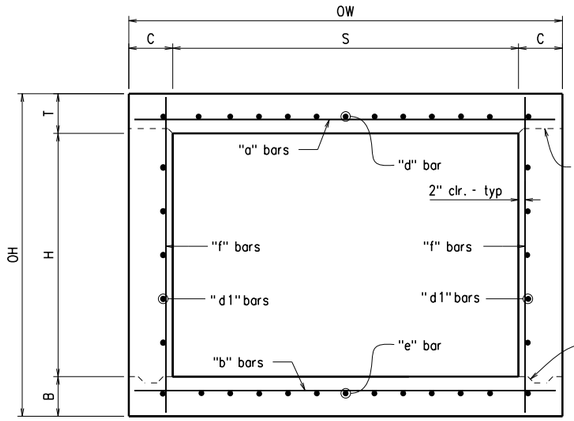
SPECIAL DETAILS

V 1.1 TB040846_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.			
				JOB NO.		040846	61	832

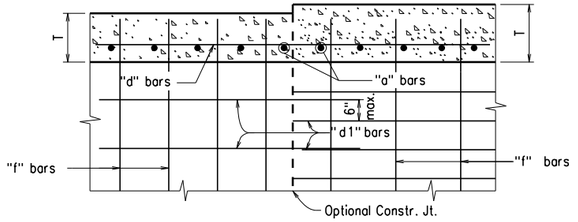
(1) SPECIAL DETAILS

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



An optional lap splice may be provided for the Type "f" bars. Payment will be based on plan quantity.

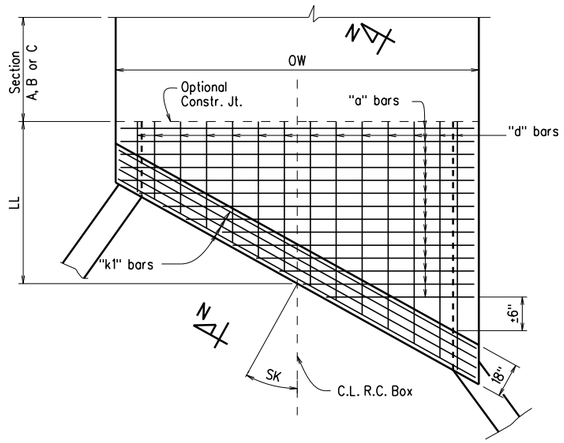
TYPICAL SECTION M-M



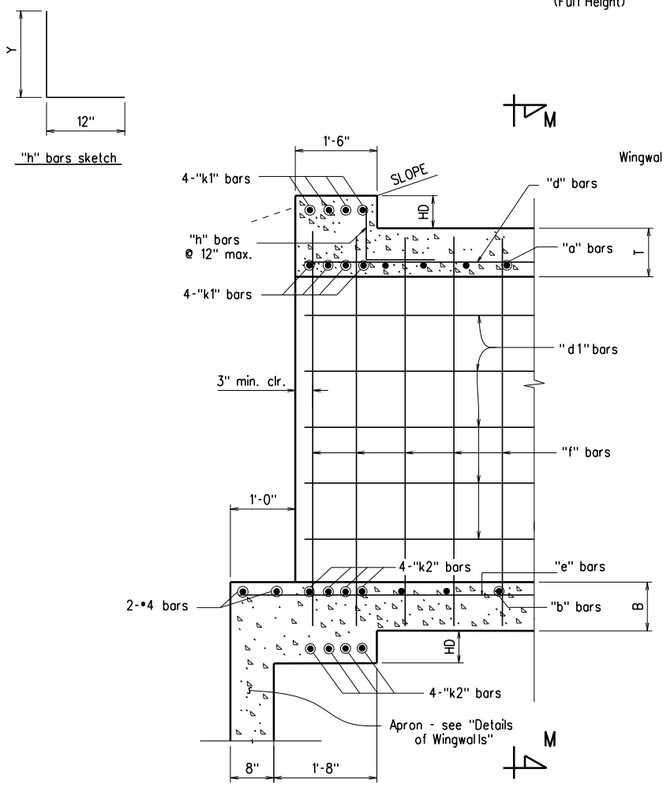
Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



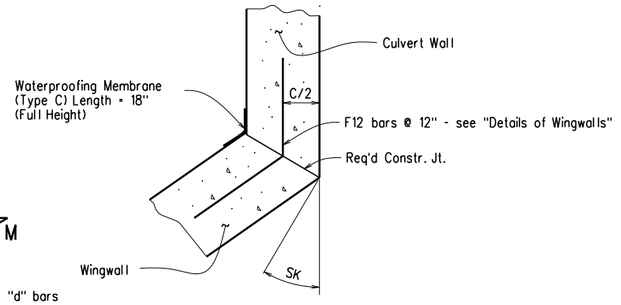
TOP SLAB REINFORCEMENT



PART LONGITUDINAL SECTION N-N

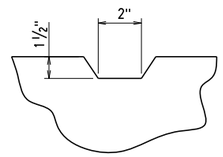


"h" bars sketch



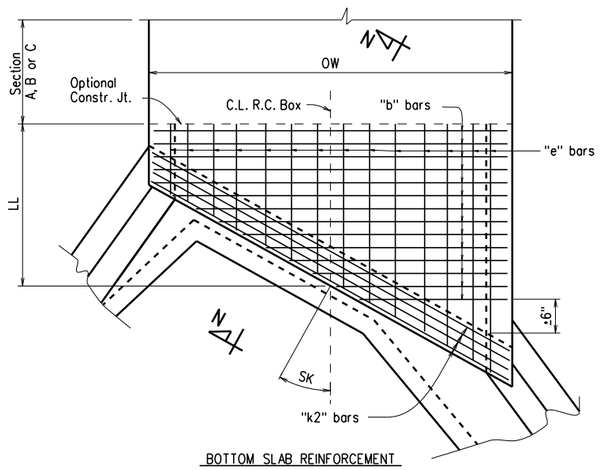
WINGWALL ATTACHMENT

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



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
4/12/24
CHARLES R. ELLIS

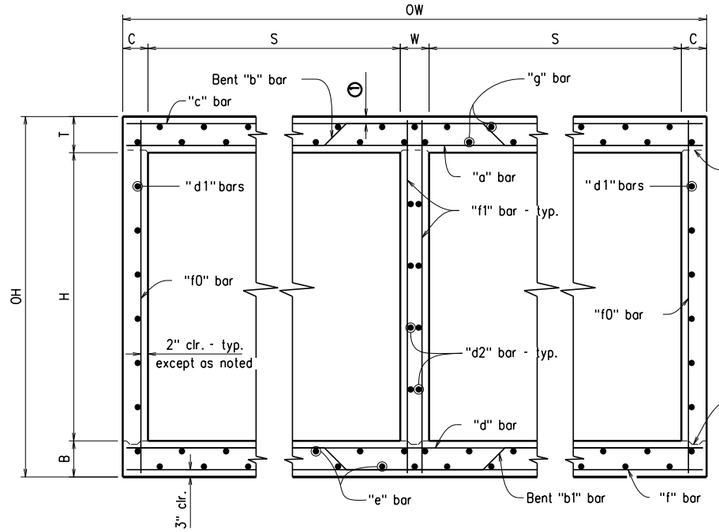
V 1.1 T:\040846_culvert.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	62	832

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.

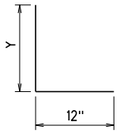


An optional lap splice may be provided for the Type "f0" & "f1" bars. Payment will be based on plan quantity.

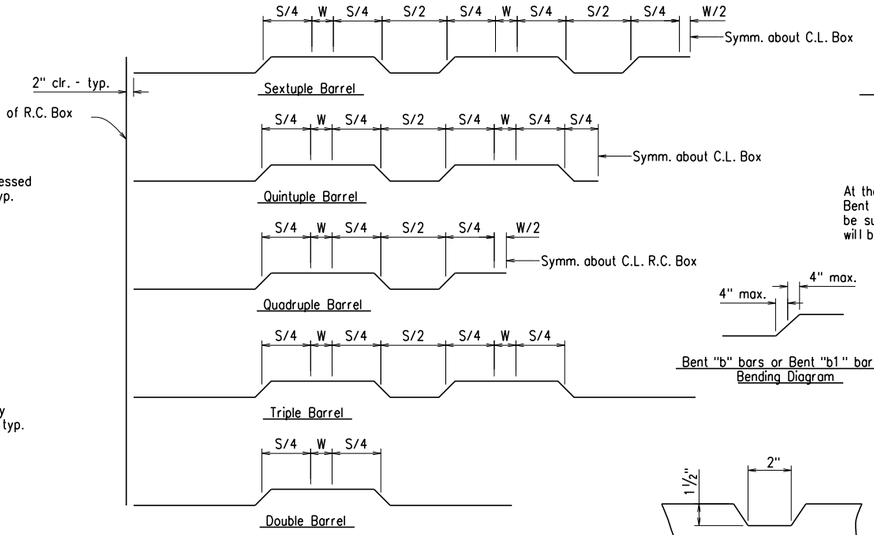
TYPICAL SECTION M-M

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

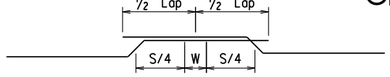
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



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



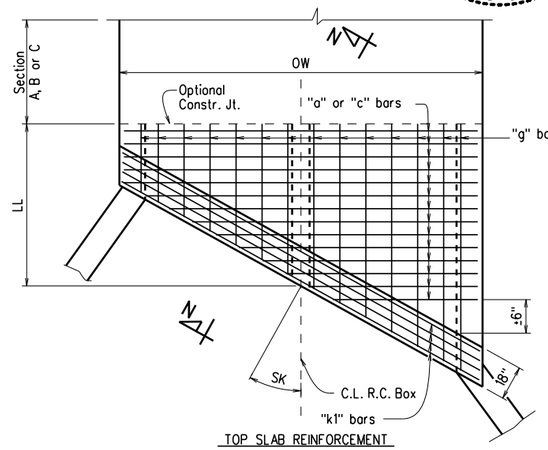
Lap Detail
For Bent "b" bars and Bent "b1" bars

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.

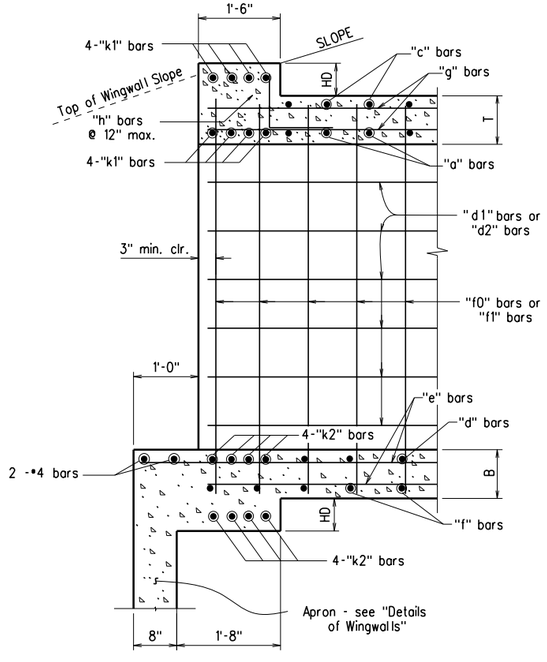
Bent "b" bars or Bent "b1" bars Bending Diagram

TYPICAL KEYWAY DETAIL

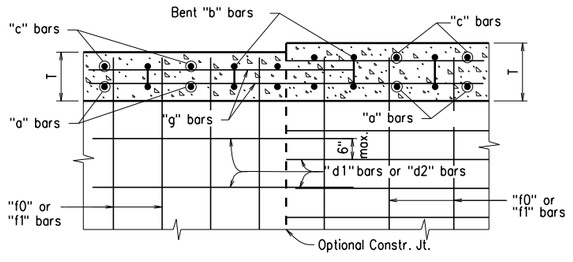
(All Construction Joints)



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



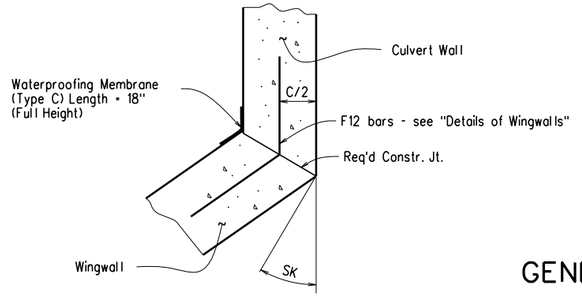
PART LONGITUDINAL SECTION N-N



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

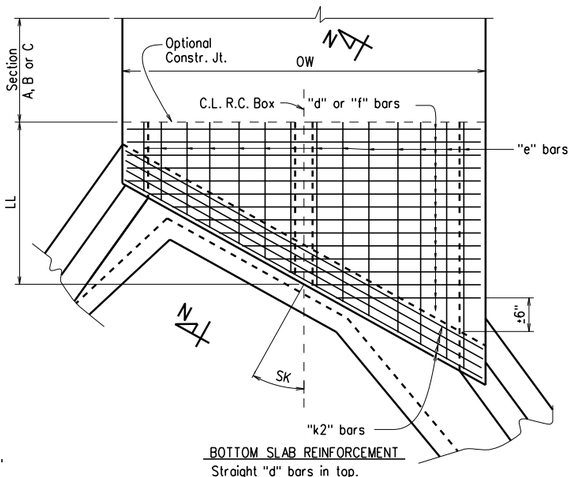
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

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

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

DETAILS OF MULTI-BARREL R.C. BOX CULVERT

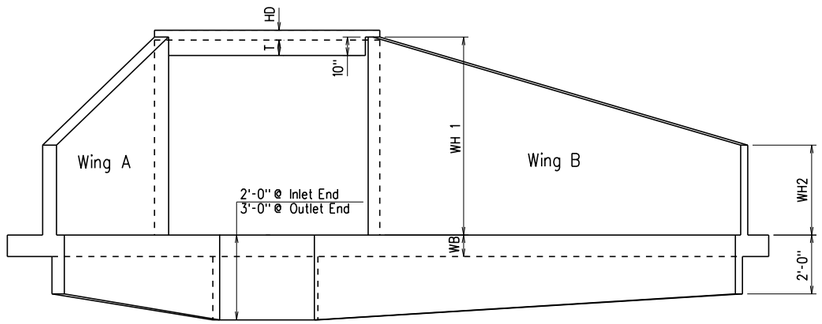
SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/12/24
CHARLES R. ELLIS

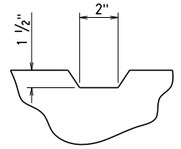
V 1.1 17b040846_culvert.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	63	832

① SPECIAL DETAILS

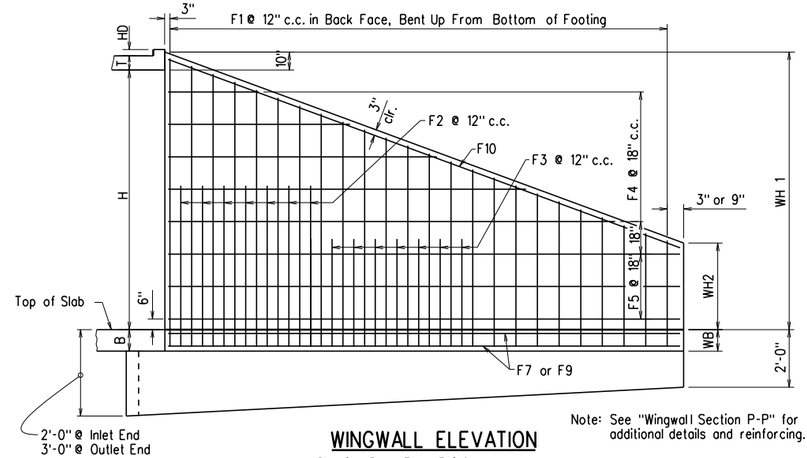


END ELEVATION
Flared Wingwalls Shown



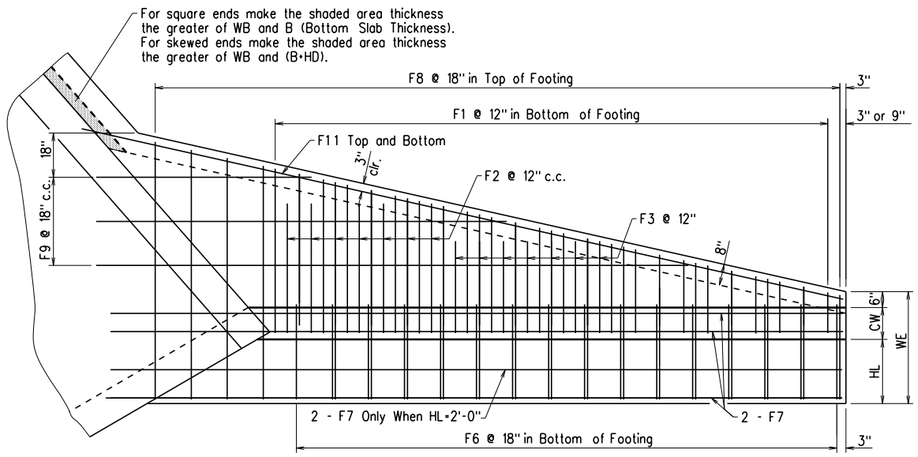
TYPICAL KEYWAY DETAIL
All Construction Joints

PART PLAN - FLARED WINGWALLS

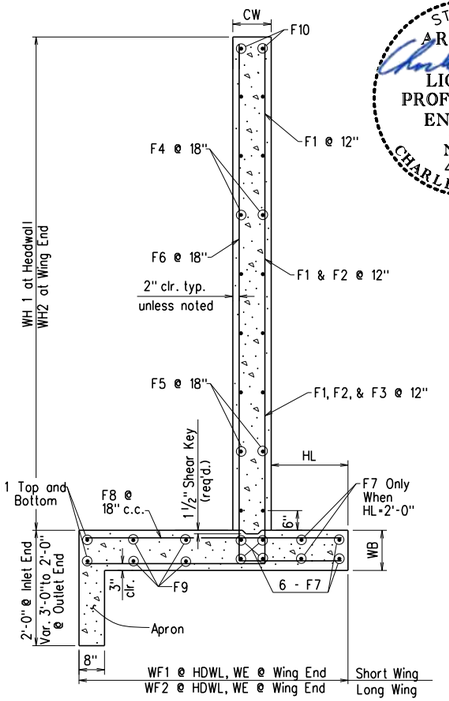


WINGWALL ELEVATION
Showing Back Face Reinforcement

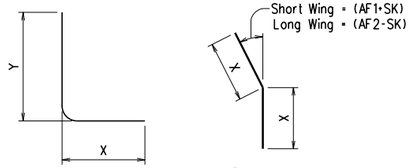
Note: See "Wingwall Section P-P" for additional details and reinforcing.



PLAN - FLARED WINGWALLS
Showing Footing Reinforcement



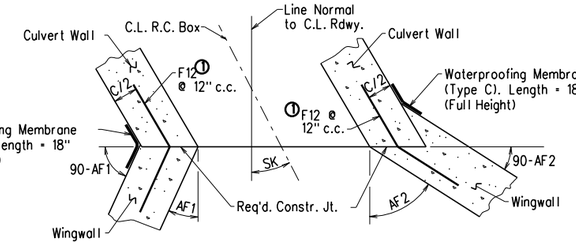
WINGWALL SECTION P-P



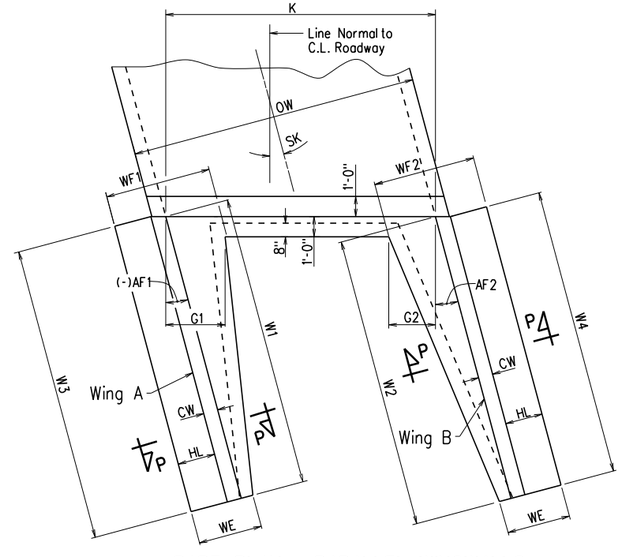
F1, F2, F3, & F6 BARS

①F12 BAR

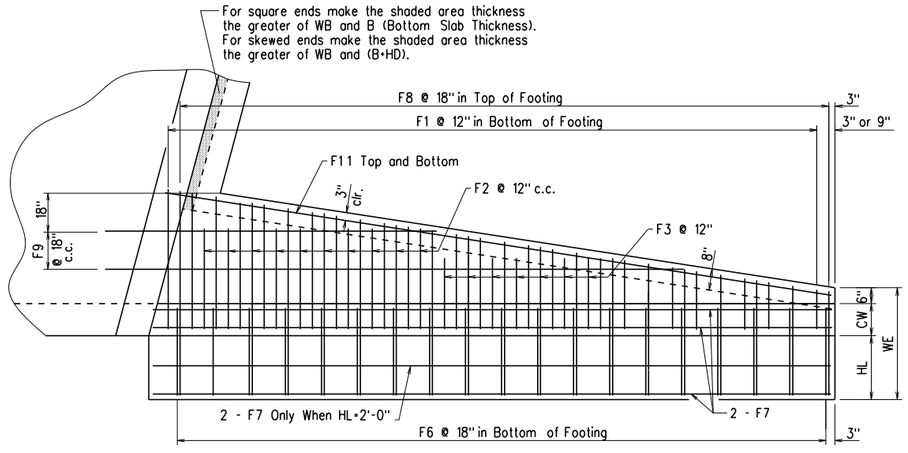
①F12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS
Flared Wingwalls Shown



PART PLAN - PARALLEL WINGWALLS



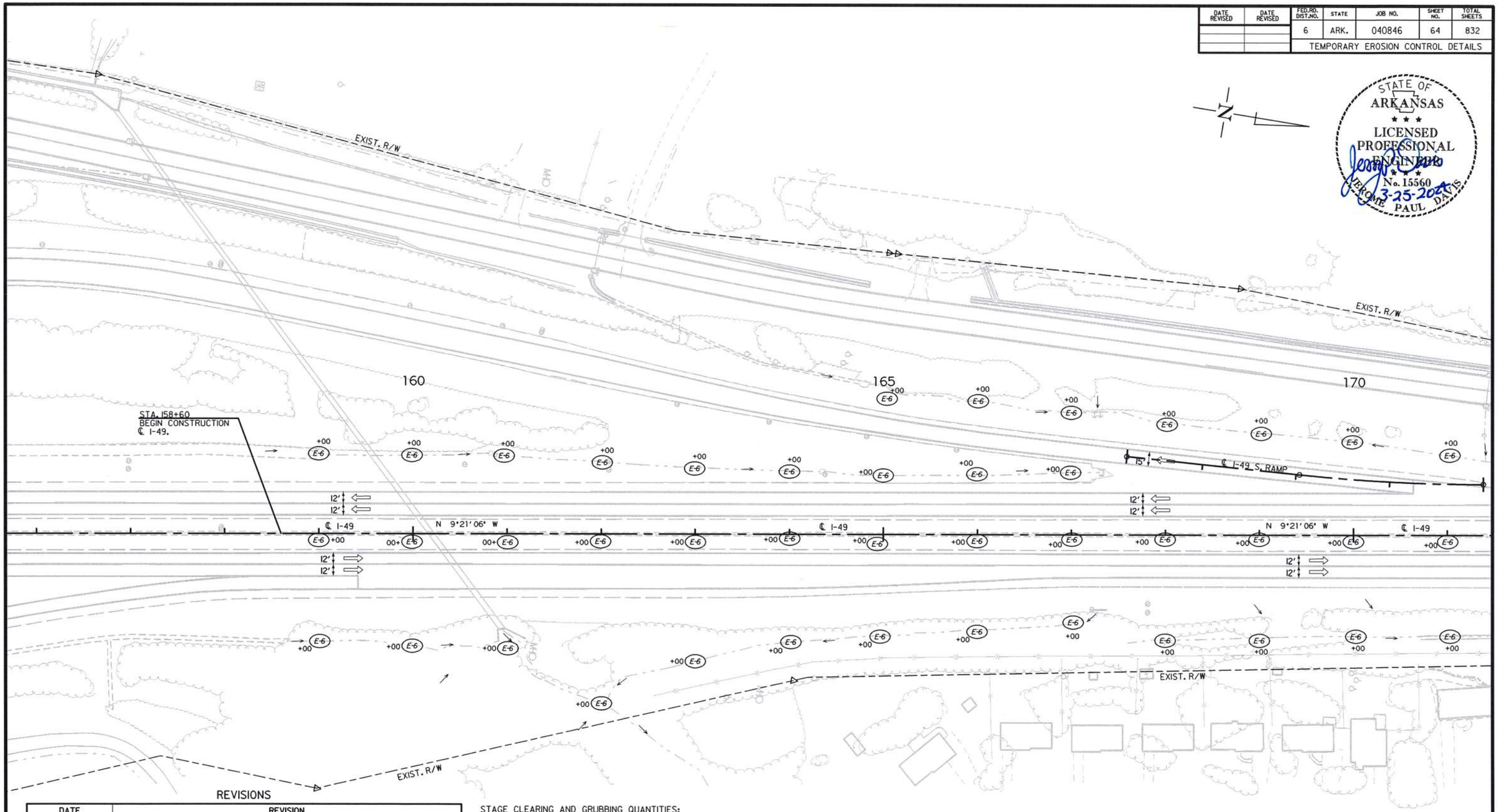
PLAN - PARALLEL WINGWALLS
Showing Footing Reinforcement

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

V 1.1 13040846_culvert.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	64	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



REVISIONS

DATE	REVISION

STAGE CLEARING AND GRUBBING QUANTITIES:

E-3 = FILTER SOCK 4603 LIN. FT.
E-6 = 144 ROCK DITCH CHECKS = 432 CU. YDS.

LEGEND

(E-6) = ROCK DITCH CHECK

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

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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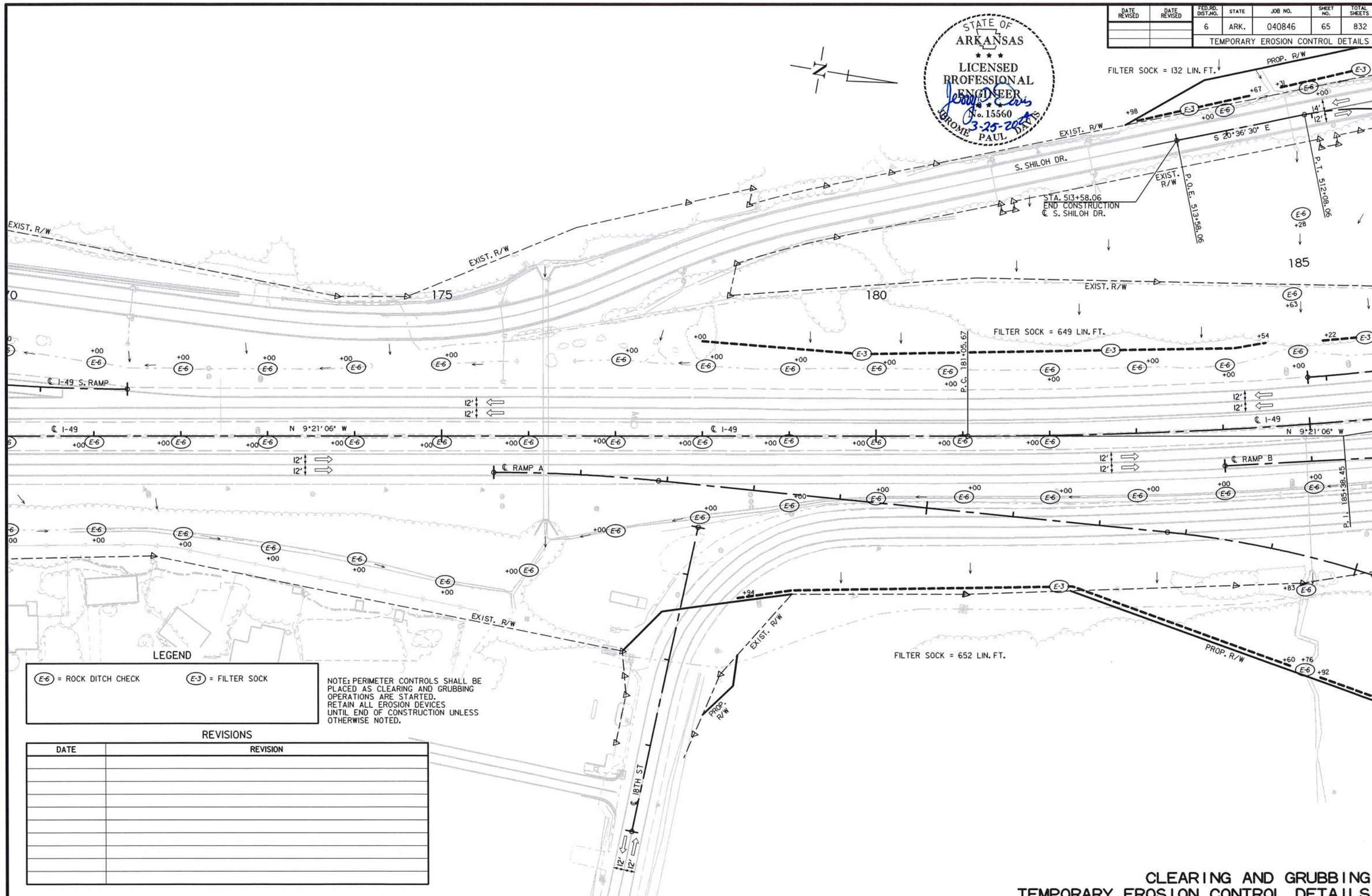
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	65	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



LEGEND

E-6 = ROCK DITCH CHECK

E-3 = FILTER SOCK

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

REVISIONS

DATE	REVISION

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	66	832
		TEMPORARY EROSION CONTROL DETAILS				

N

STA. 800+00.00 ℄ ROUNDABOUT 2 BYPASS RAMP =
STA. 111+78.03 ℄ W. 15TH ST.

P.O.B. 800+00.00

℄ ROUNDABOUT 2 BYPASS RAMP

℄ W. 15TH ST.

℄ S. SHILOH DR.

℄ RAMP A

℄ RAMP B

℄ ROUNDABOUT 2 NORTHBOUND

℄ ROUNDABOUT 2 EXIT

℄ I-49

EXIST. R/W

PROP. R/W

T.C.E.

P.O.E. 513+58.06

STA. 513+58.06
END CONSTRUCTION
℄ S. SHILOH DR.

FILTER SOCK = 320 LIN. FT.

FILTER SOCK = 153 LIN. FT.

FILTER SOCK = 186 LIN. FT.

FILTER SOCK = 884 LIN. FT.

FILTER SOCK = 318 LIN. FT.

FILTER SOCK = 140 LIN. FT.

FILTER SOCK = 278 LIN. FT.

FILTER SOCK = 181 LIN. FT.

FILTER SOCK = 649 LIN. FT.

FILTER SOCK = 132 LIN. FT.

FILTER SOCK = 607 LIN. FT.

FILTER SOCK = 652 LIN. FT.

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

LEGEND

E-6 = ROCK DITCH CHECK E-3 = FILTER SOCK

REVISIONS

DATE	REVISION

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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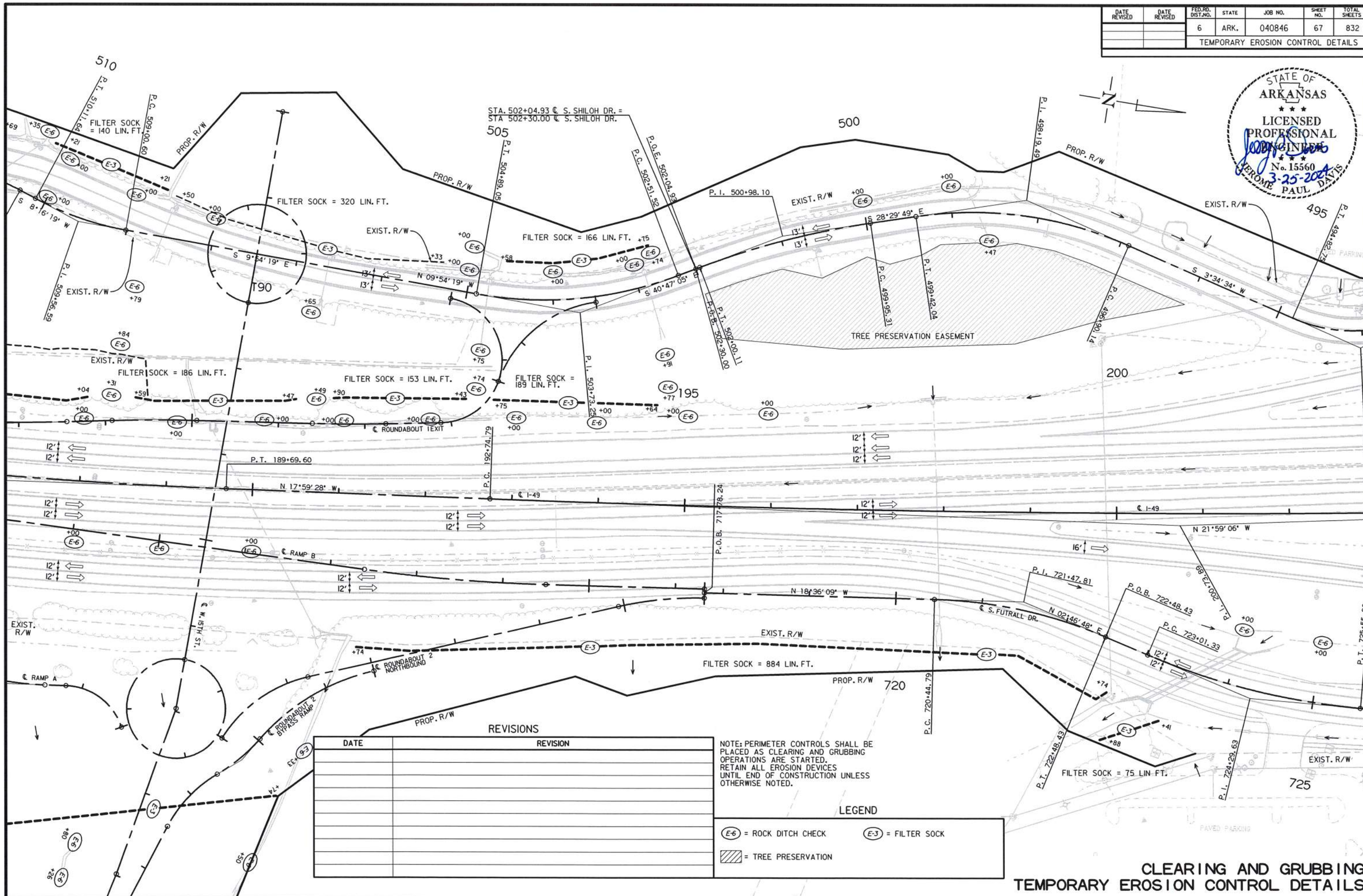
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	67	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

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

LEGEND

E-6 = ROCK DITCH CHECK

E-3 = FILTER SOCK

= TREE PRESERVATION

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	68	832

TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK

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

STA. 1332+73.26 ℄ S. SHILOH DR = STA. 444+10.18 ℄ HWY. 62/HWY. 180
Δ = 88°48'04"

STA. 444+40.47 ℄ HWY. 62/HWY. 180. = STA. 484+82.10 ℄ S. SHILOH DR.
Δ = 82°31'02"

STA. 501+12.90 ℄ HWY. 62/HWY. 180 = STA. 733+74.81 ℄ S. FUTRALL DR.
Δ = 82°31'48"

STA. 750+00.00 ℄ FUTRALL DR. = STA. 501+31.05 ℄ HWY. 62/HWY. 180
Δ = 82°31'48"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

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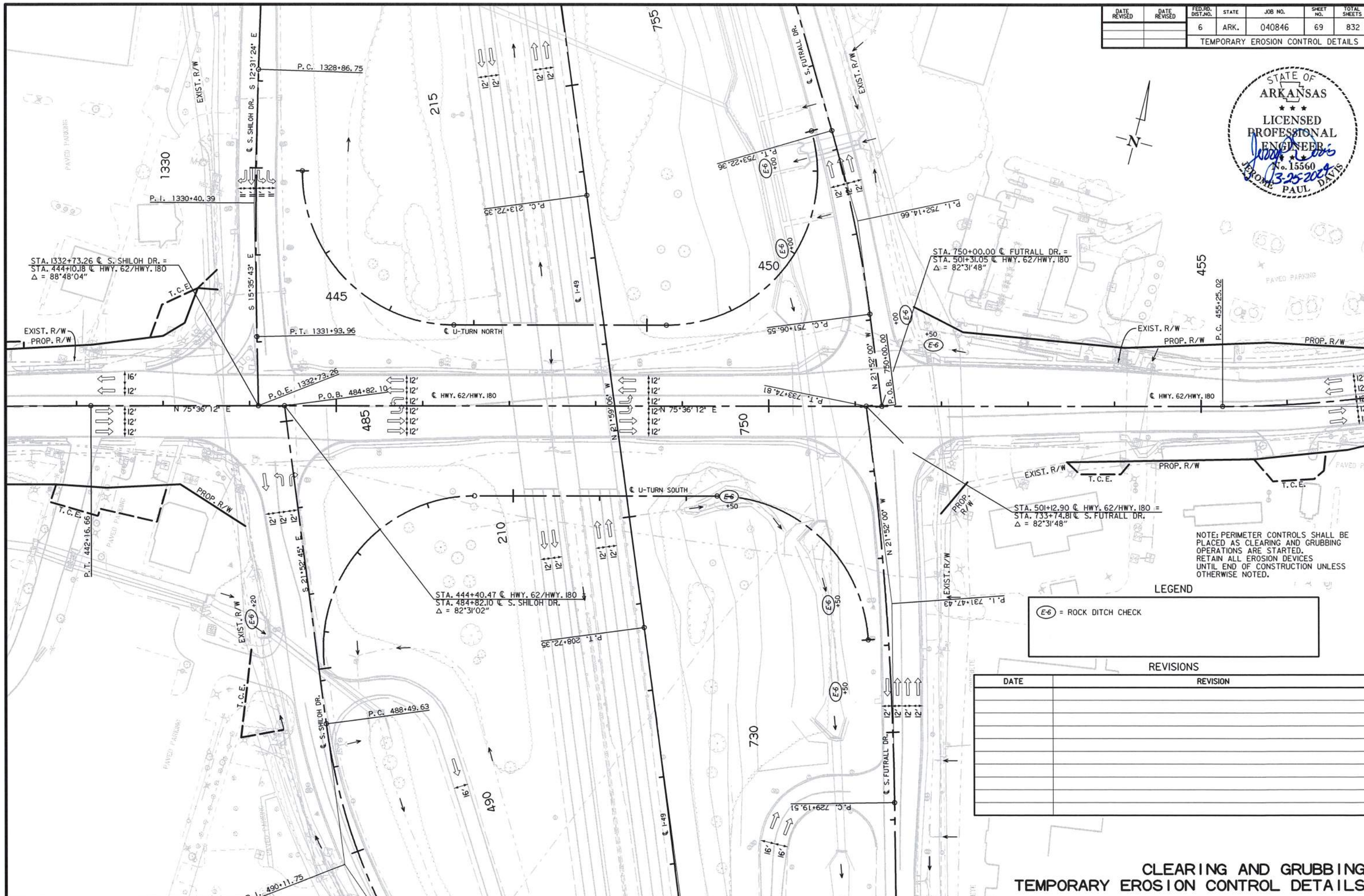
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	69	832
		TEMPORARY EROSION CONTROL DETAILS				



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

LEGEND

E-6 = ROCK DITCH CHECK

REVISIONS

DATE	REVISION

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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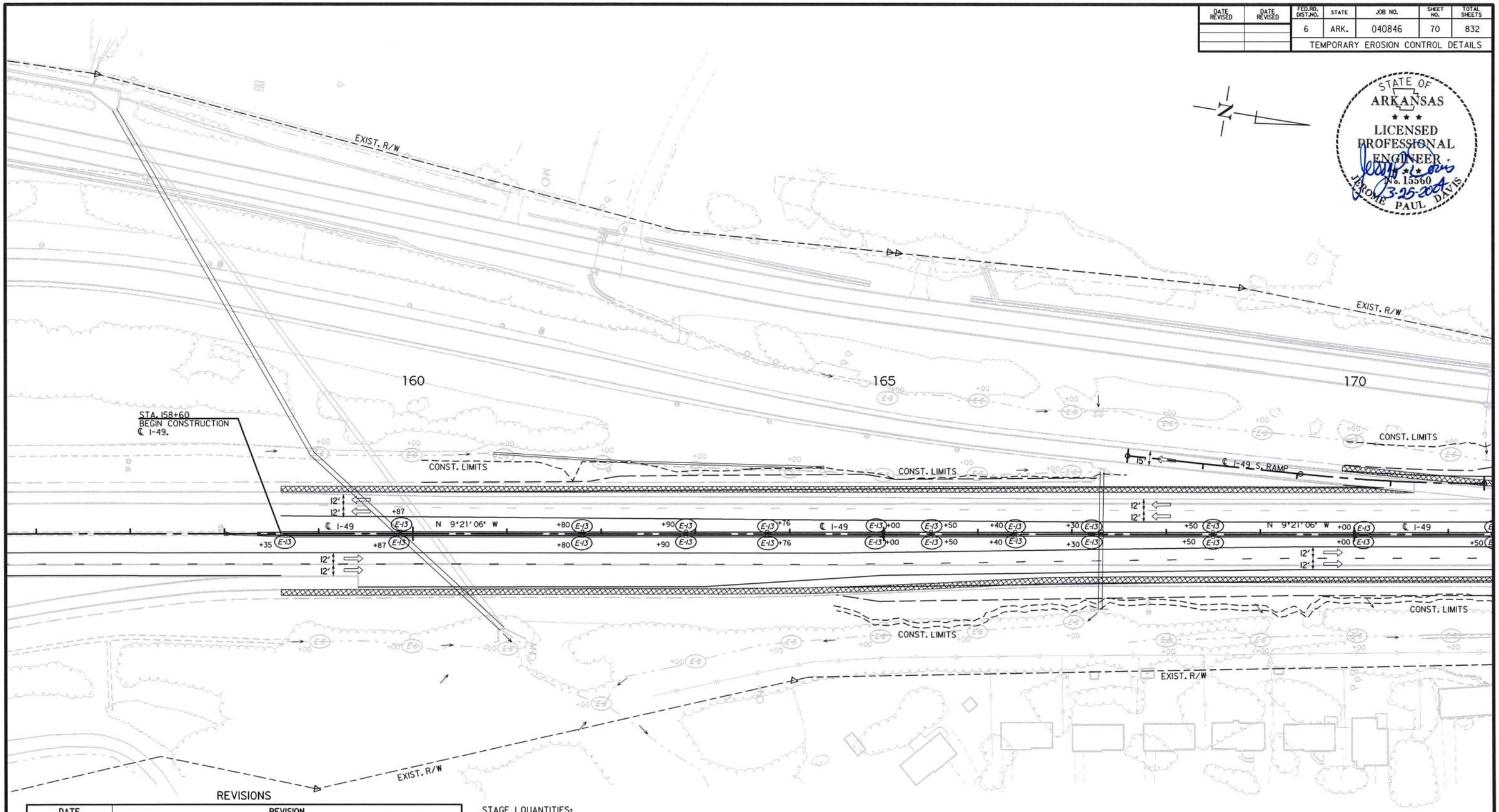
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	70	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



REVISIONS

DATE	REVISION

STAGE I QUANTITIES:

SEEDING = 9.98 ACRES
LIME = 19.97 TON
MULCH COVER = 9.98 ACRES
TEMPORARY SEEDING = 17.56 ACRES
E-6 = 38 ROCK DITCH CHECKS = 114 CU. YDS.
E-13 = 89 COMPOST FILTER SOCK = 2047 LIN. FT.

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn 3/25/2024 13:13

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	71	832

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
CONST. LIMITS
PROP. R/W
℄ I-49 S. RAMP
℄ I-49
N 9°21'06" W
℄ RAMP A
℄ RAMP B
℄ ROUNDABOUT 1 EXIT
℄ S. SHILOH DR.
S 20°36'30" E
P.T. 512+08.06
STA. 513+58.06
END CONSTRUCTION
℄ S. SHILOH DR.
P.O.E. 513+58.06
P.C. 181+05.67
185+38.45
℄ 18TH ST.
N 86°48'59" W
STA. 13+55.13
END CONSTRUCTION
℄ 18TH ST.
STA. 10+00.00
BEGIN CONSTRUCTION
℄ 18TH ST.
175
180
185
12'

LEGEND

(E-6) = ROCK DITCH CHECK
(E-3) = FILTER SOCK
(E-13) = COMPOST FILTER SOCK

REVISIONS

DATE	REVISION

USER: cp5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	72	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STA. 100+00.00
BEGIN CONSTRUCTION
℄ W. 15TH ST.

STA. 507+46.60 ℄ S. SHILOH DR. =
STA. 101+66.20 ℄ W. 15TH ST.
Δ = 90°00'00"

STA. 513+58.06
END CONSTRUCTION
℄ S. SHILOH DR.

STA. 113+01.84
END CONSTRUCTION
℄ W. 15TH ST.

LEGEND

(E-3) = FILTER SOCK
(E-13) = COMPOST FILTER SOCK
(E-6) = ROCK DITCH CHECK

REVISIONS

DATE	REVISION

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: qp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	73	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

P.I. 510+11.68
P.I. 509+56.59
P.C. 509+00.00
P.I. 1003+58.14
P.T. 1000+00.00
P.I. 1100+00.00
P.T. 1103+58.14
106.96.50
9°54'19" RT
P.I. 108+98.25
21°8'37" RT
P.I. 100+00.00
P.O.B. 100+00.00
PROP. R/W
EXIST. R/W
CONST. LIMITS
S 8°16'19" W
℄ S. SHILOH DR.
S 9°54'19" E
N 09°54'19" W
N 17°59'28" W
N 12°17'42" W
℄ M. L. KING ST.
℄ RAMP A
℄ RAMP B
℄ ROUNDABOUT EXIT
℄ ROUNDABOUT 2 NORTHBOUND
ROUNDABOUT 2 BYPASS RAMP
℄ I-49
N 18°36'09" W
P.T. 189+69.60
P.C. 192+74.79
P.O.B. 717+24.24
STA. 502+04.93 ℄ S. SHILOH DR. =
STA 502+30.00 ℄ S. SHILOH DR.
P.I. 504+89.50
P.C. 502+51.52
P.O.E. 502+04.93
P.I. 502+90.11
P.I. 503+73.25
P.I. 500+98.10
S 28°29'49" E
P.C. 499+95.31
P.I. 499+42.04
40°47'05"
TREE PRESERVATION EASEMENT
P.I. 498+19.49
P.C. 496+00.00
P.I. 494+82.72
S 3°34'34" W
P.I. 494+05.70
N 21°59'06" W
P.I. 721+47.81
P.O.B. 722+48.43
℄ S. FUTRALL DR.
N 02°46'48" E
P.C. 723+01.33
P.T. 725+55.86
P.T. 722+48.43
P.C. 720+44.79
P.I. 724+29.63
N 40°08'08" E
510
505
100
190
500
495
200
195
725
720
EXIST. R/W
CONST. LIMITS
PROP. R/W
PAVED PARKING

REVISIONS

DATE	REVISION

LEGEND

E-3 = FILTER SOCK
E-13 = COMPOST FILTER SOCK
E-6 = ROCK DITCH CHECK
= TREE PRESERVATION

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: dp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	74	832
		TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE	REVISION

LEGEND

(E-6) = ROCK DITCH CHECK

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	75	832
		TEMPORARY EROSION CONTROL DETAILS				

STA. 100+00.00
BEGIN CONSTRUCTION
℄ W. 15TH ST.

STA. 507+46.60 ℄ S. SHILOH DR. =
STA. 101+66.20 ℄ W. 15TH ST.
Δ = 90°00'00"

STA. 513+58.06
END CONSTRUCTION
℄ S. SHILOH DR.

STA. 113+01.84
END CONSTRUCTION
℄ W. 15TH ST.

SILT FENCE = 154 LIN. FT.

STAGE 2 QUANTITIES:

SEEDING = 6.37 ACRES
LIME = 12.75 TON
MULCH COVER = 6.37 ACRES
TEMP. SEEDING = 6.37 ACRES
E-3 = FILTER SOCK 2214 LIN. FT.
E-6 = 44 ROCK DITCH CHECKS = 132 CU. YDS.
E-13 = 10 COMPOST FILTER SOCK = 230 LIN. FT.

LEGEND

(E-3) = FILTER SOCK
(E-13) = COMPOST FILTER SOCK
(E-6) = ROCK DITCH CHECK

REVISIONS

DATE	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2109200_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\2109200_040846ROW\TRANSP\dgn\erosion\040846_EC.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	76	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
Jerome Paul Davis
No. 15560
3-25-2024

PROP. R/W
EXIST. R/W
CONST. LIMITS
℄ S. SHILOH DR.
T90
℄ ROUNDABOUT 1 EXIT
P.T. 189+69.60
N 17°59'28" W
P.C. 192+74.79
℄ RAMP B
13'
℄ S. FUTRALL DR.
N 18°36'09" W
P.O.B. 717+78.24
TREE PRESERVATION EASEMENT
195
200
725
720
N 21°59'06" W
P.I. 721+47.81
P.O.B. 722+48.43
P.C. 723+01.33
P.I. 200+73.89
P.T. 725+55.86
N 02°46'48" E
P.C. 720+44.79
P.T. 722+48.43
P.I. 724+29.69
℄ RAMP A
℄ ROUNDABOUT 2 NORTHBOUND
℄ ROUNDABOUT 2 BYPASS RAMP
℄ N. 15TH ST.
EXIST. R/W
PROP. R/W
CONST. LIMITS
12'
11'
PAVED PARKING

REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK
E-13 = COMPOST FILTER SOCK
= TREE PRESERVATION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

REVISIONS

DATE	REVISION

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK
(E-3) = FILTER SOCK

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	77	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STA. 484+82.10
BEGIN CONSTRUCTION
℄ S. SHILOH DR.

STA. 727+02.31
BEGIN CONSTRUCTION
℄ S. FUTRALL DR.

STA. 733+74.81
END CONSTRUCTION
℄ S. FUTRALL DR.

STA. 750+00.00
BEGIN CONSTRUCTION
℄ S. FUTRALL DR.

P.O.B. 750+00.00

FILTER SOCK = 547 LIN. FT.
FILTER SOCK = 153 LIN. FT.
FILTER SOCK = 113 LIN. FT.
FILTER SOCK = 101 LIN. FT.

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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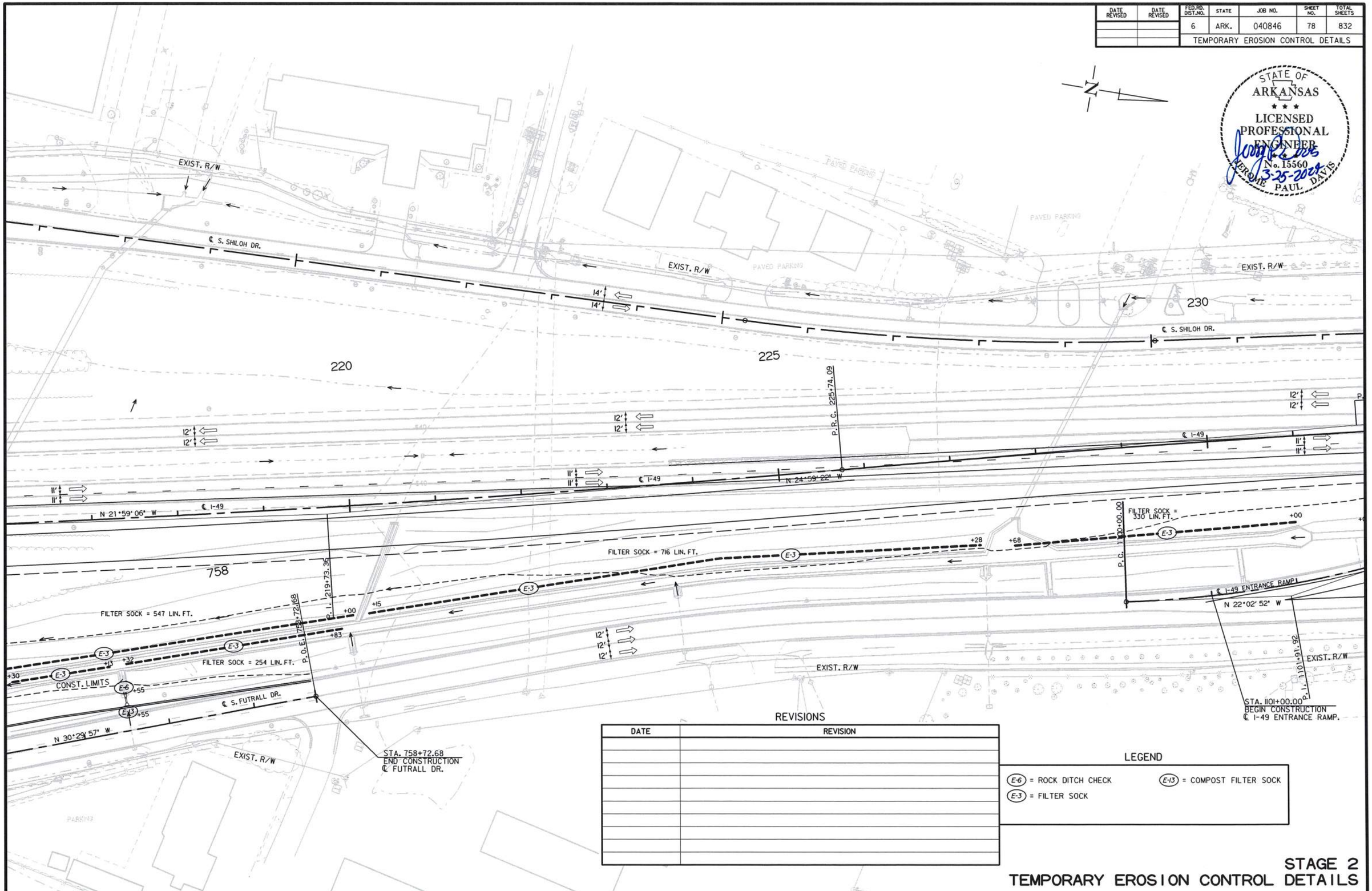
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	78	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK

E-3 = FILTER SOCK

E-13 = COMPOST FILTER SOCK

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	79	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STA. 1266+81.50 ℄ N. SHILOH DR.
12.00' LT. OFFSET =
STA. 1311+46.14 ℄ S. SHILOH DR.
7.02' LT. OFFSET =
STA. 1311+46.14 ℄ I-49 TRANSITION TO S. SHILOH DR.

STA. 244+36.37 ℄ I-49 =
STA. 1300+00.00 ℄ I-49 TRANSITION TO S. SHILOH DR.
39.50' LT. OFFSET

STA. 237+84.6397 ℄ I-49 =
STA. 1109+00.21 ℄ I-49 ENTRANCE RAMP
51.50' LT. OFFSET

STA. 1101+00.00
BEGIN CONSTRUCTION
℄ I-49 ENTRANCE RAMP.

P.I. 1101+16.26

REVISIONS

DATE	REVISION

LEGEND

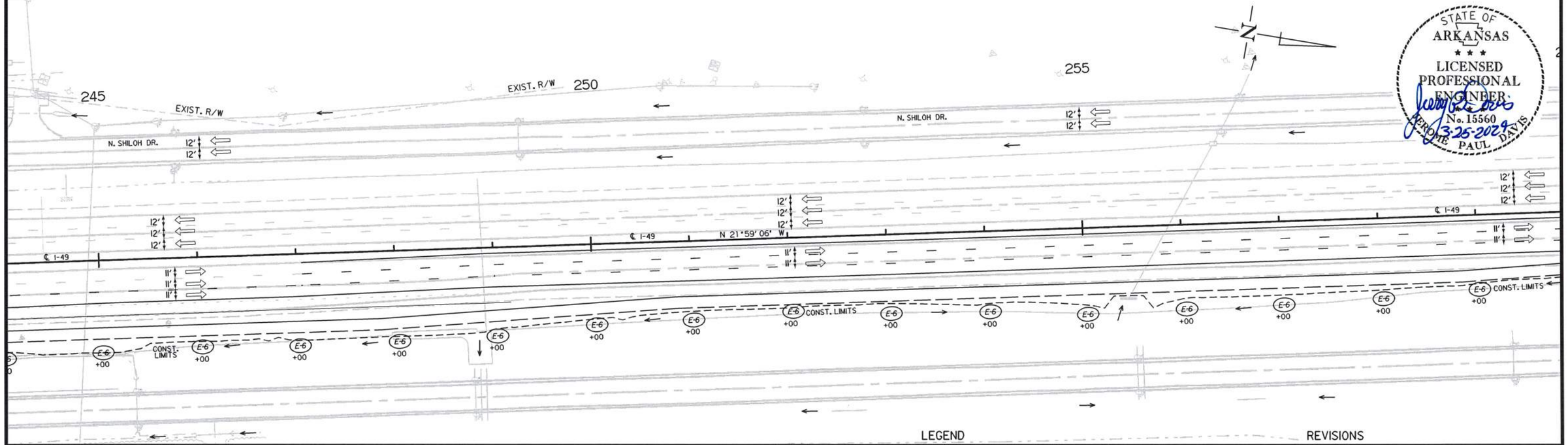
(E-6) = ROCK DITCH CHECK
(E-3) = FILTER SOCK

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2119200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\2119200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	80	832
		TEMPORARY EROSION CONTROL DETAILS				



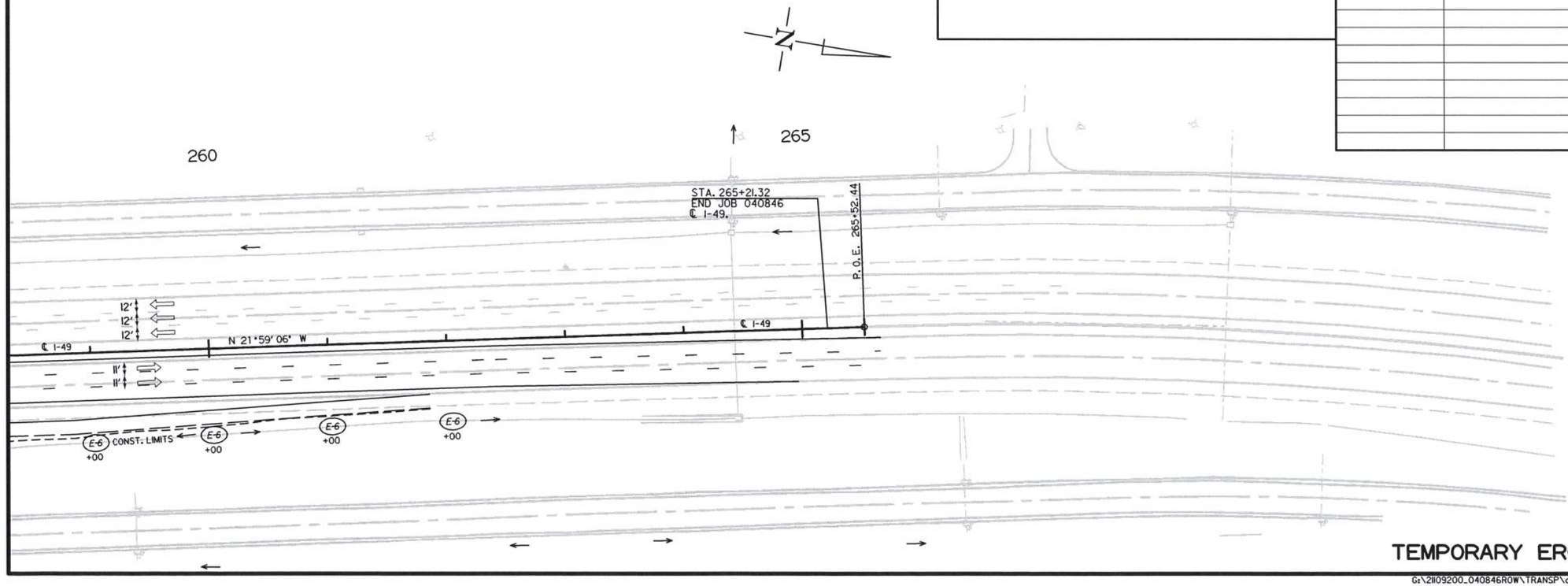
STATE OF ARKANSAS
★ ★ ★
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

LEGEND

E-6 = ROCK DITCH CHECK

REVISIONS

DATE	REVISION



STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: dp5181
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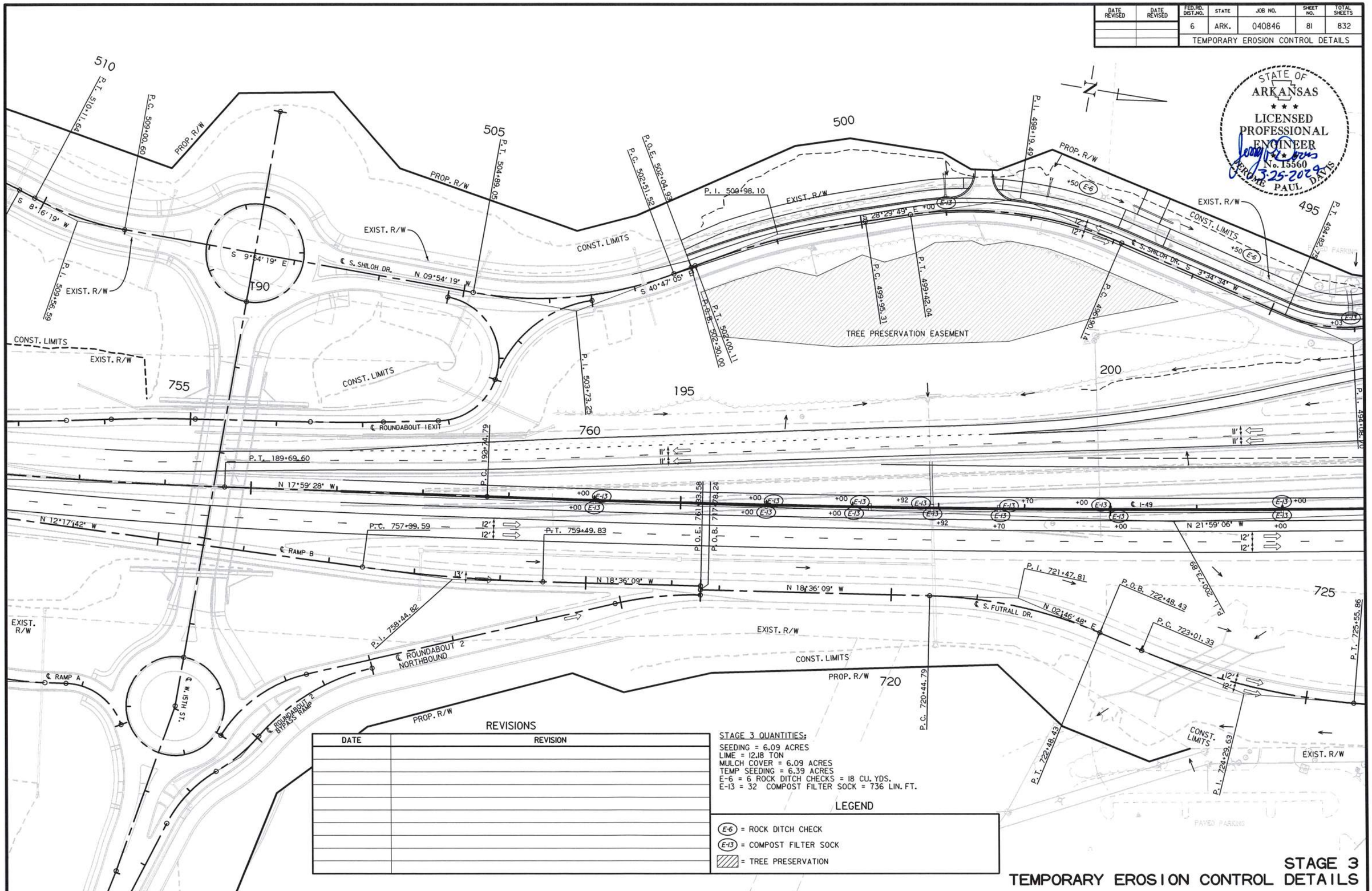
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\2119200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	81	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

STAGE 3 QUANTITIES:

SEEDING = 6.09 ACRES
LIME = 12.18 TON
MULCH COVER = 6.09 ACRES
TEMP SEEDING = 6.39 ACRES
E-6 = 6 ROCK DITCH CHECKS = 18 CU. YDS.
E-13 = 32 COMPOST FILTER SOCK = 736 LIN. FT.

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK
= TREE PRESERVATION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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REVISIONS	
DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK

E-13 = COMPOST FILTER SOCK

E-3 = FILTER SOCK

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	82	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2119200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	83	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STA. 1266+81.50 ℄ N. SHILOH DR.
12.00' LT. OFFSET =
STA. 1311+46.14 ℄ S. SHILOH DR.
7.02' LT. OFFSET =
STA. 1311+46.14 ℄ I-49 TRANSITION TO S. SHILOH DR.

STA. 244+36.37 ℄ I-49 =
STA. 1300+00.00 ℄ I-49 TRANSITION TO S. SHILOH DR.
39.50' LT. OFFSET

P.C. 1314+95.60
P.O.E. 1266+81.50
P.O.B. 1311+46.14
P.I. 1264+81.36
Δ = 02°08'23" LT.
P.I. 1257+50.05
Δ =00°07'21" LT.
P.I. 231+75.10
P.I. 1106+98.24
P.C. 1104+93.52
P.T. 1103+81.28
P.T. 237+75.83
P.T. 1109+00.21
P.I. 1101+91.92
STA. 1101+00.00
BEGIN CONSTRUCTION
℄ I-49 ENTRANCE RAMP.

℄ S. SHILOH DR. S 22°05'01" E
℄ N. SHILOH DR. S 21°36'17" E
℄ N. SHILOH DR. S 21°20'27" E
S 21°27'48" E
℄ I-49 TRANSITION TO SHILOH DR.
℄ I-49 N 21°59'06" W
N 38°15'08" W
℄ I-49 ENTRANCE RAMP N 22°02'52" W

CONST. LIMITS
EXIST. R/W
PAVED PARKING
T.C.E.

REVISIONS

DATE	REVISION

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK
(E-3) = FILTER SOCK

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

USER: qp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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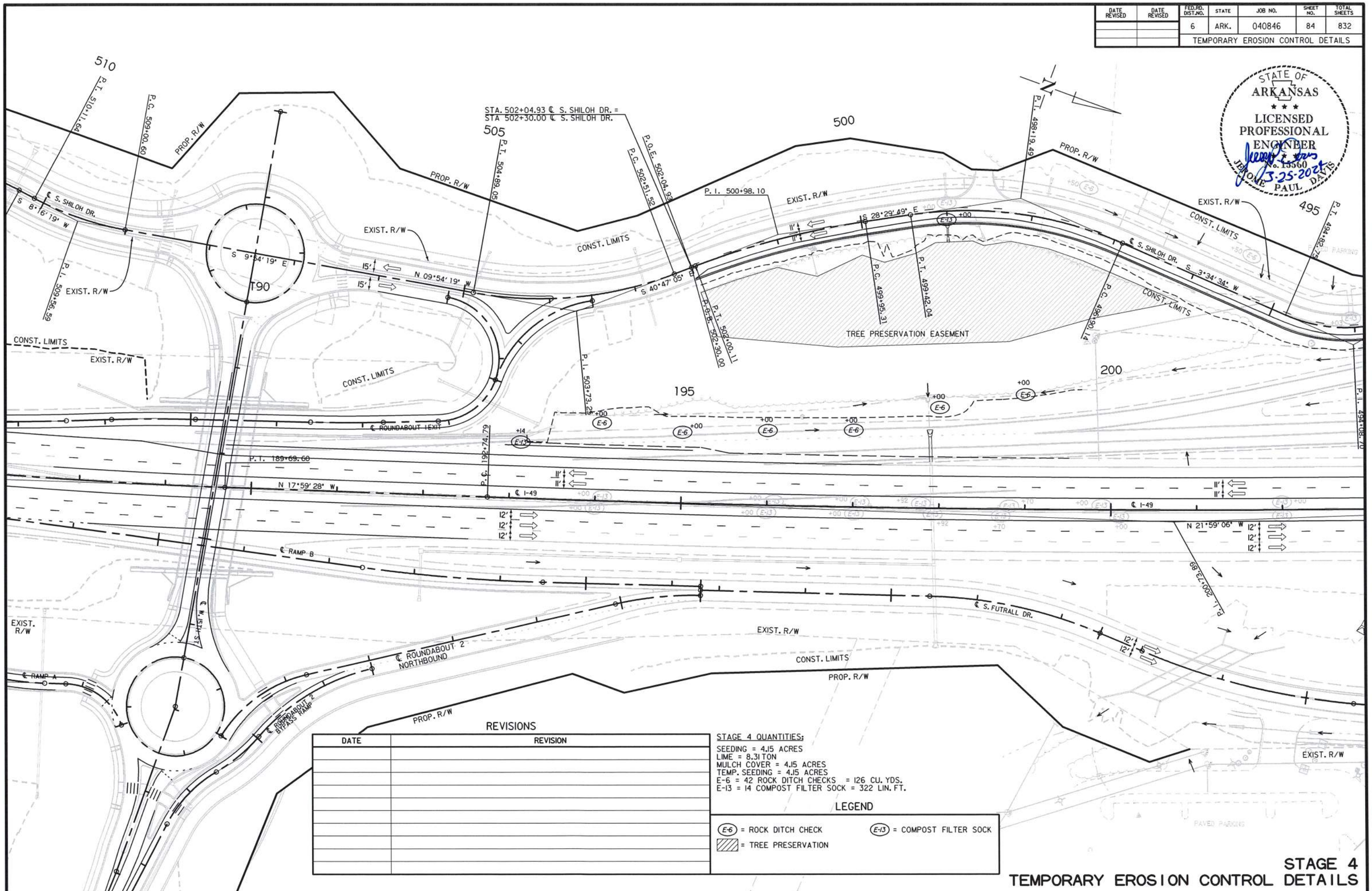
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	84	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

STAGE 4 QUANTITIES:

SEEDING = 4.15 ACRES
LIME = 8.31 TON
MULCH COVER = 4.15 ACRES
TEMP. SEEDING = 4.15 ACRES
E-6 = 42 ROCK DITCH CHECKS = 126 CU. YDS.
E-13 = 14 COMPOST FILTER SOCK = 322 LIN. FT.

LEGEND

E-6 = ROCK DITCH CHECK
E-13 = COMPOST FILTER SOCK
= TREE PRESERVATION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

REVISIONS	
DATE	REVISION

LEGEND

(E-13) = COMPOST FILTER SOCK

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	85	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\eroslon\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\eroslon\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	86	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
℄ S. SHILOH DR.
S 12°31'24" E
+60 E-13
CONST. LIMITS
P.T. 1319+73.63
EXIST. R/W
P.C. 1314+95.60
230
℄ S. SHILOH DR.
S 22°05'01" E
220
225
1325
P.R.C. 225+74.05
P.I. 1317+35.17
+00 E-6
1320
℄ I-49
N 24°59'22" W
N 21°59'06" W
1315
P.C. 1100+00.00
℄ I-49 ENTRANCE RAMP
N 22°02'52" W
P.I. 1101+91.92
STA. 1101+00.00
BEGIN CONSTRUCTION
℄ I-49 ENTRANCE RAMP.
12'
11'
P.I. 219+73.36
℄ S. FUTRALL DR.
PAVED PARKING
PARKING

REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK
E-13 = COMPOST FILTER SOCK

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	87	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13560
JEROME PAUL DAVIS
3-25-2024

STA. 1266+81.50 ℄ N. SHILOH DR.
12.00' LT. OFFSET =
STA. 1311+46.14 ℄ S. SHILOH DR.
7.02' LT. OFFSET =
STA. 1311+46.14 ℄ I-49 TRANSITION TO S. SHILOH DR.

STA. 244+36.37 ℄ I-49 =
STA. 1300+00.00 ℄ I-49 TRANSITION TO S. SHILOH DR.
39.50' LT. OFFSET

STA. 1101+00.00
BEGIN CONSTRUCTION
℄ I-49 ENTRANCE RAMP.

STA. 237+84.6397 ℄ I-49 =
STA. 1109+00.21 ℄ I-49 ENTRANCE RAMP
51.50' RT. OFFSET

REVISIONS

DATE	REVISION

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	88	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

1250
STA. 1250+00.00
BEGIN CONSTRUCTION
℄ N. SHILOH DR..
P.O.B. 1250+00.00
P.I. 1251+50.06
1255
STA. 244+36.37 ℄ I-49 =
STA. 1300+00.00 ℄ I-49 TRANSITION TO S. SHILOH DR.
39.50' LT. OFFSET
P.C. 1300+00.00
245
250
255
EXIST. R/W
℄ N. SHILOH DR.
S 22°11'17" E
CONST. LIMITS
+00 E-6
℄ I-49
N 21°59'06" W
11'
12'
1300
CONST. LIMITS

LEGEND

E-6 = ROCK DITCH CHECK

REVISIONS

DATE	REVISION

260
265
STA. 265+21.32
END JOB 040846
℄ I-49.
P.O.E. 265+52.44
CONST. LIMITS

STAGE 4
TEMPORARY EROSION CONTROL DETAILS

USER: dp5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	89	832

TEMPORARY EROSION CONTROL DETAILS

REVISIONS

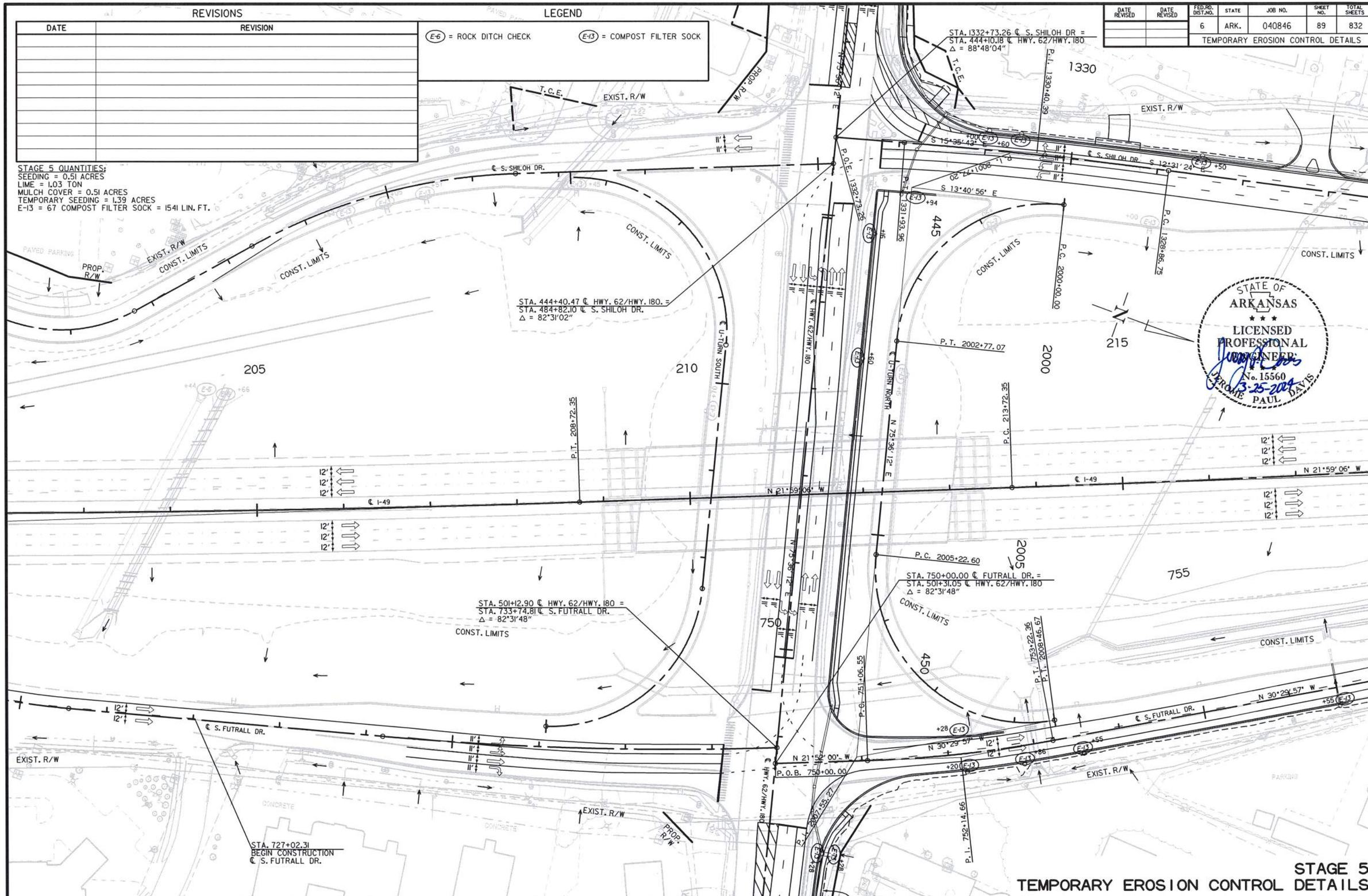
DATE	REVISION

LEGEND

(E-6) = ROCK DITCH CHECK

(E-13) = COMPOST FILTER SOCK

STAGE 5 QUANTITIES:
SEEDING = 0.51 ACRES
LIME = 1.03 TON
MULCH COVER = 0.51 ACRES
TEMPORARY SEEDING = 1.39 ACRES
E-13 = 67 COMPOST FILTER SOCK = 1541 LIN. FT.



STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
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PLOTTED: 3/25/2024 13:13
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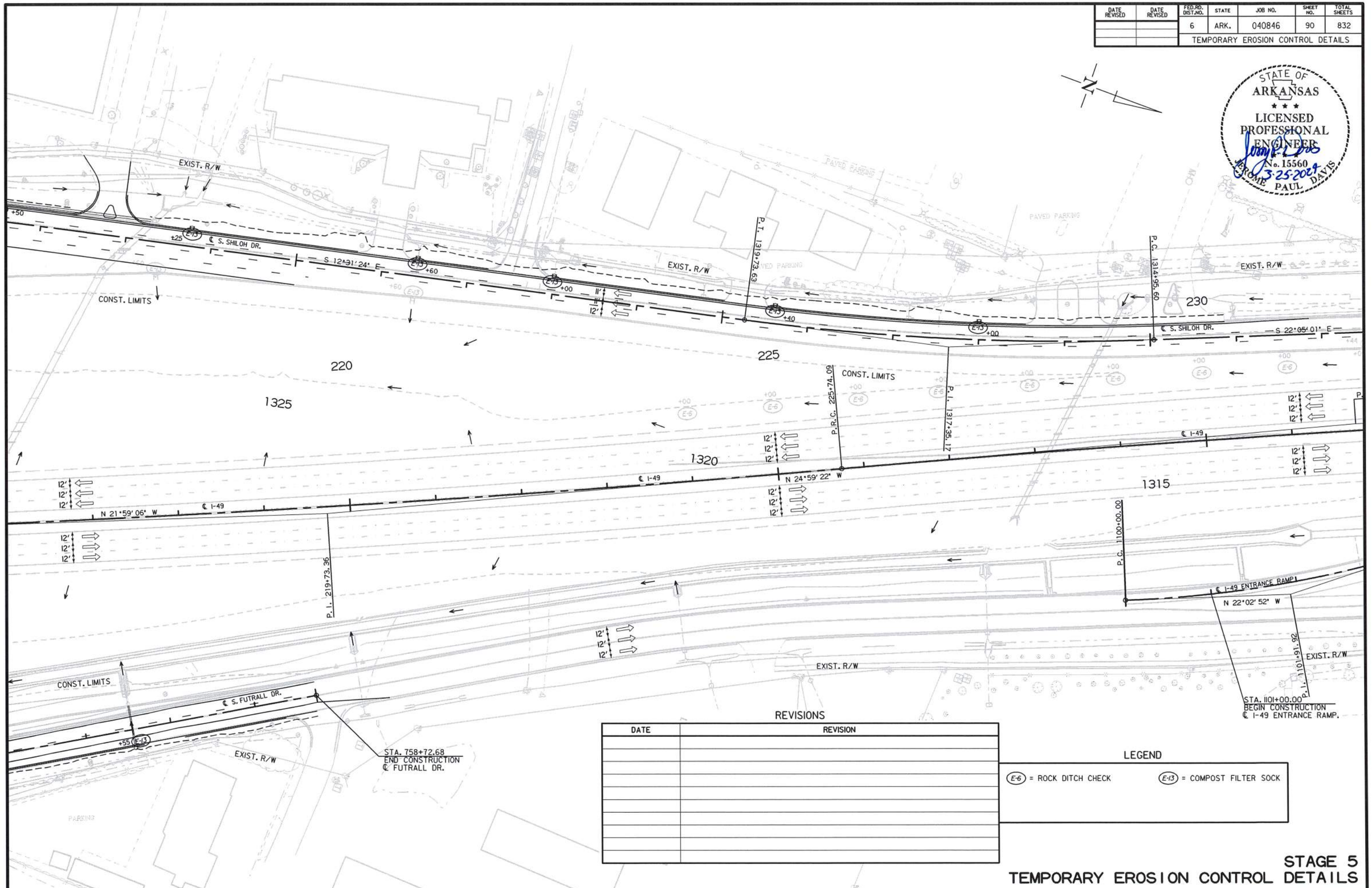
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	90	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK

E-13 = COMPOST FILTER SOCK

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
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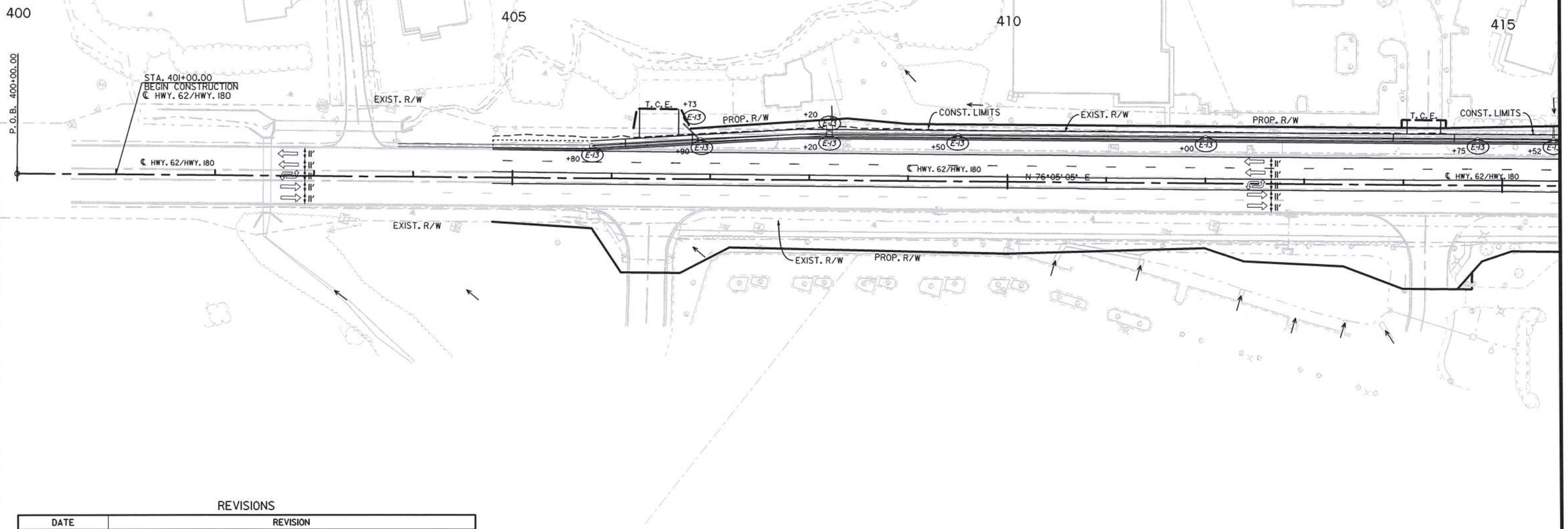
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	91	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



REVISIONS

DATE	REVISION

LEGEND

(E-13) = COMPOST FILTER SOCK

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
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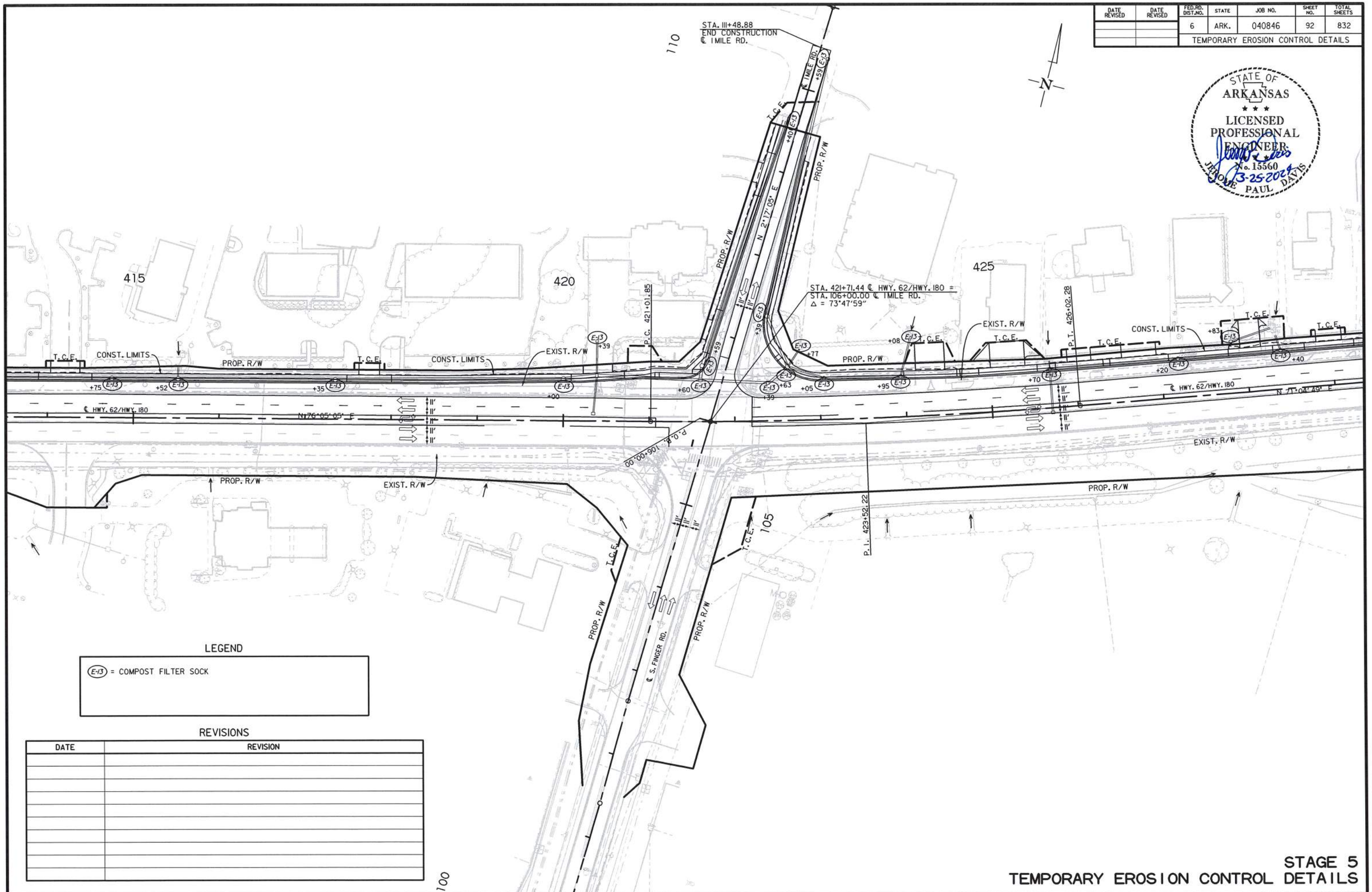
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	92	832
		TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

LEGEND

(E-13) = COMPOST FILTER SOCK

REVISIONS

DATE	REVISION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
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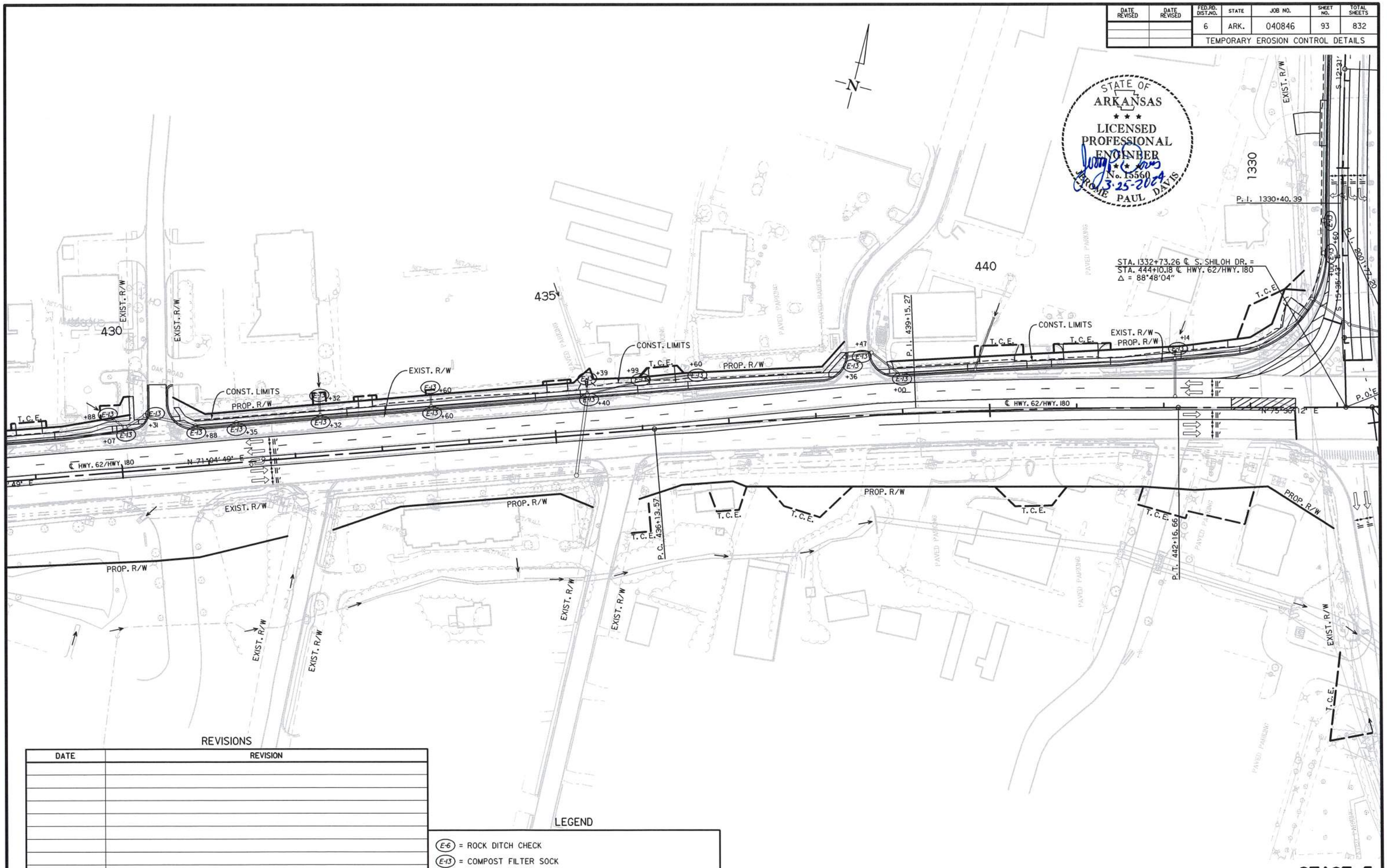
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	93	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



REVISIONS

DATE	REVISION

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
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SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	94	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13560
JEROME PAUL DAVIS
3-25-2024

N

STA. 1332+73.26 ℄ S. SHILOH DR. =
STA. 444+10.18 ℄ HWY. 62/HWY. 180
Δ = 88°48'04"

STA. 750+00.00 ℄ FUTRALL DR. =
STA. 501+31.05 ℄ HWY. 62/HWY. 180
Δ = 82°31'48"

STA. 444+40.47 ℄ HWY. 62/HWY. 180 =
STA. 484+82.10 ℄ S. SHILOH DR.
Δ = 82°31'02"

STA. 501+12.90 ℄ HWY. 62/HWY. 180 =
STA. 733+74.81 ℄ S. FUTRALL DR.
Δ = 82°31'48"

LEGEND

(E-6) = ROCK DITCH CHECK
(E-13) = COMPOST FILTER SOCK

REVISIONS

DATE	REVISION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: qp5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13 SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	95	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13560
JEROME PAUL DAVIS
3-25-2024



REVISIONS

DATE	REVISION

LEGEND

(E-13) = COMPOST FILTER SOCK

STAGE 5
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	96	832

TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK

E-13 = COMPOST FILTER SOCK

STA. 1332+73.26 ℄ S. SHILOH DR = STA. 444+10.18 ℄ HWY. 62/HWY. 180
Δ = 88°48'04"

STA. 444+40.47 ℄ HWY. 62/HWY. 180. = STA. 484+82.10 ℄ S. SHILOH DR.
Δ = 82°31'02"

STA. 501+12.90 ℄ HWY. 62/HWY. 180 = STA. 733+74.81 ℄ S. FUTRALL DR.
Δ = 82°31'48"

STA. 750+00.00 ℄ FUTRALL DR. = STA. 501+31.05 ℄ HWY. 62/HWY. 180
Δ = 82°31'48"

STA. 727+02.31
BEGIN CONSTRUCTION
℄ S. FUTRALL DR.

STAGE 6 QUANTITIES:

SEEDING = 0.65 ACRES
LIME = 1.30 ACRES
MULCH = 0.65 ACRES
TEMPORARY SEEDING = 1.74 ACRES
E-6 = 1 ROCK DITCH CHECKS = 3 CU. YDS.
E-13 = 42 COMPOST FILTER SOCK = 966 LIN. FT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 6
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	97	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
CONST. LIMITS
℄ S. SHILOH DR.
S 12°31'24" E
P.T. 1319+73.63
P.C. 1314+95.60
S 22°05'01" E
220
225
230
1325
1320
1315
758
℄ I-49
N 21°59'06" W
N 24°59'22" W
P.R.C. 225+74.09
P.I. 1317+35.17
P.I. 219+73.36
P.O.E. 758+72.68
℄ S. FUTRALL DR.
N 30°29'57" W
STA. 758+72.68
END CONSTRUCTION
℄ FUTRALL DR.
P.C. 1100+00.00
℄ I-49 ENTRANCE RAMP
N 22°02'52" W
P.I. 1101+91.92
STA. 1101+00.00
BEGIN CONSTRUCTION
℄ I-49 ENTRANCE RAMP.
PAVED
PAVED PARKING
PARKING
12'
11'
14'

REVISIONS

DATE	REVISION

LEGEND

(E-13) = COMPOST FILTER SOCK

STAGE 6
TEMPORARY EROSION CONTROL DETAILS

USER: qp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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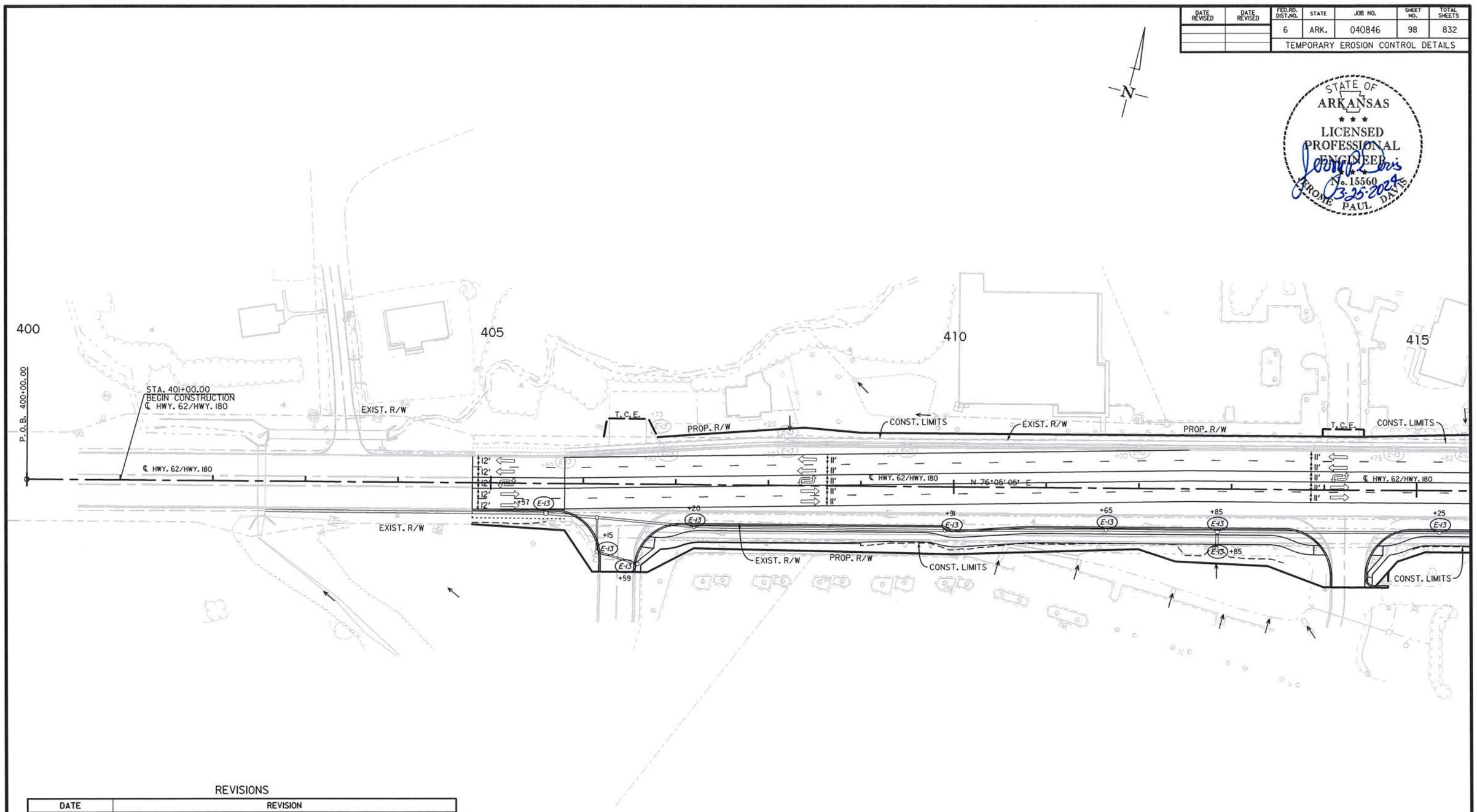
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	98	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



REVISIONS

DATE	REVISION

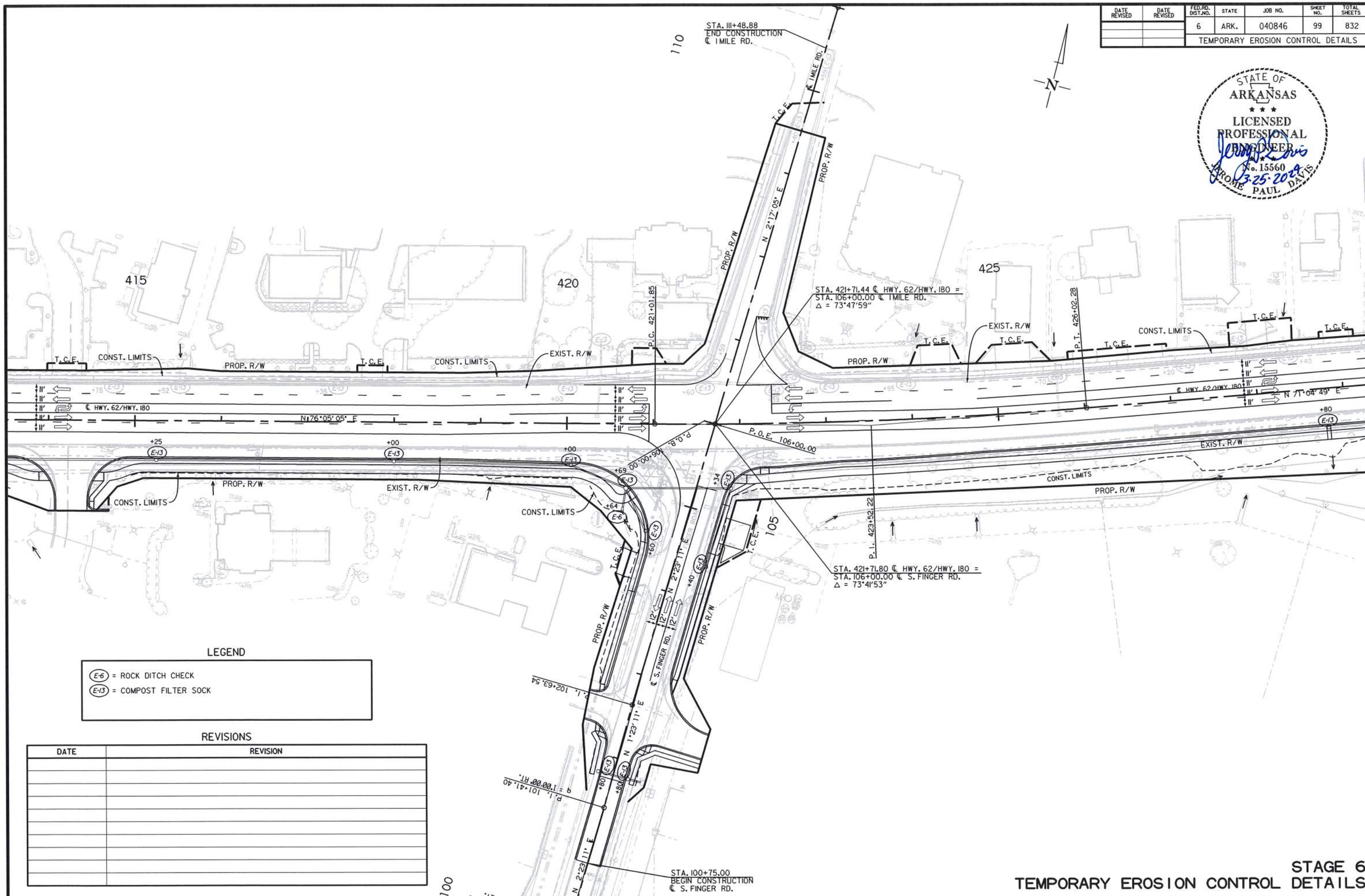
LEGEND

(E-13) = COMPOST FILTER SOCK

STAGE 6
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	99	832
		TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

LEGEND

E-6 = ROCK DITCH CHECK
E-13 = COMPOST FILTER SOCK

REVISIONS

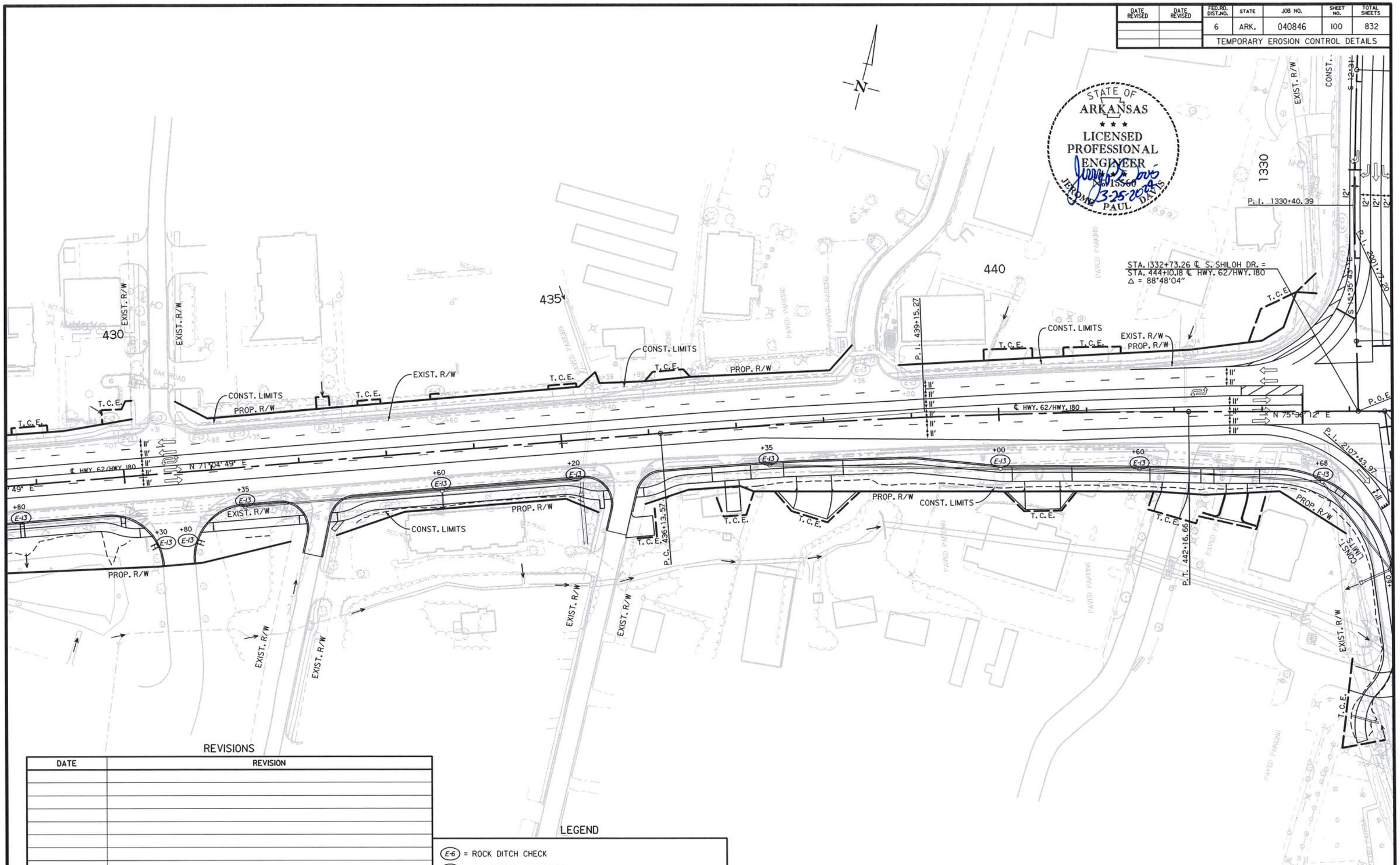
DATE	REVISION

STAGE 6
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	100	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

LEGEND

E-6 = ROCK DITCH CHECK

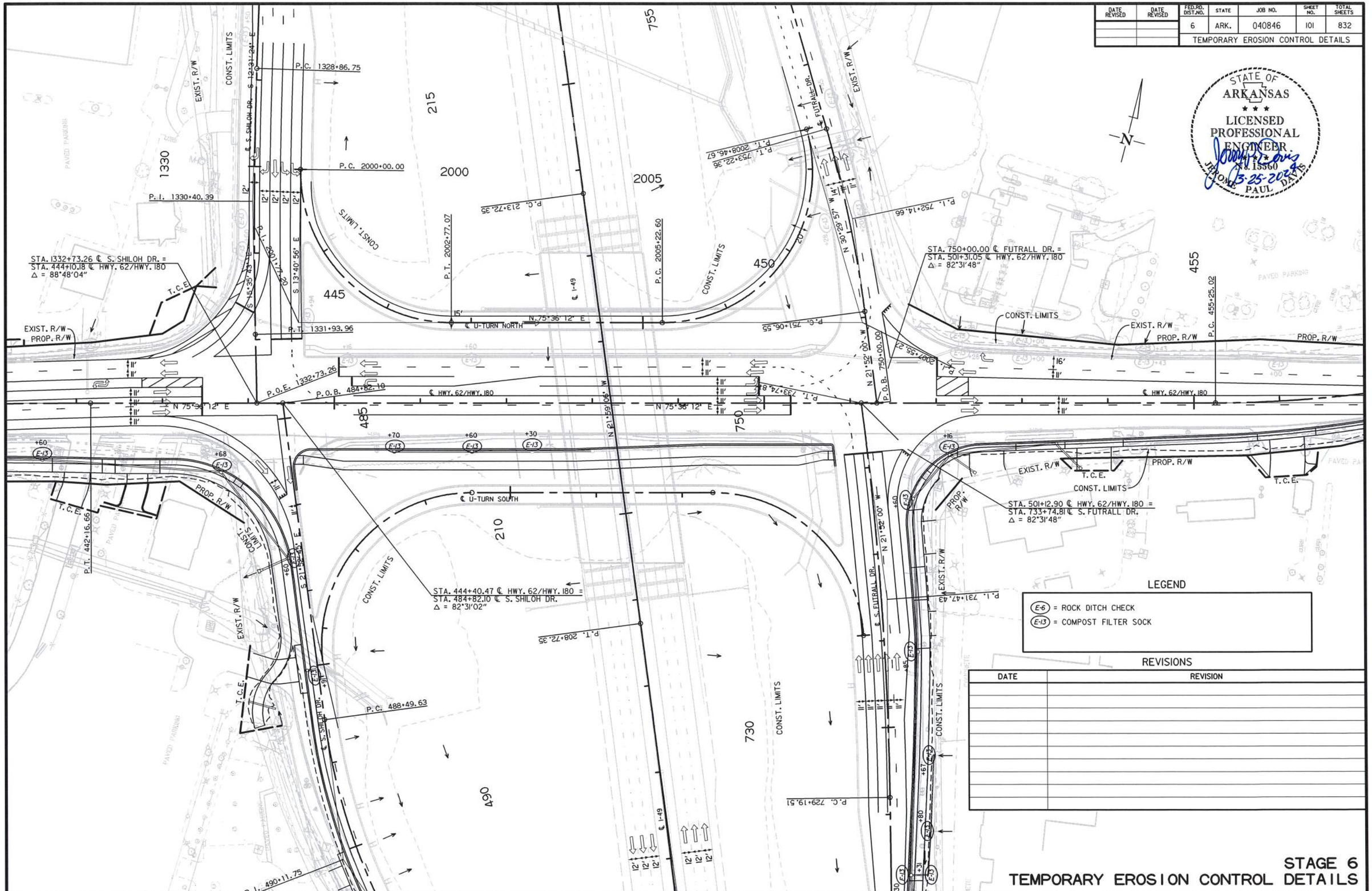
E-13 = COMPOST FILTER SOCK

STAGE 6
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	101	832
		TEMPORARY EROSION CONTROL DETAILS				



LEGEND

E-6 = ROCK DITCH CHECK

E-13 = COMPOST FILTER SOCK

REVISIONS

DATE	REVISION

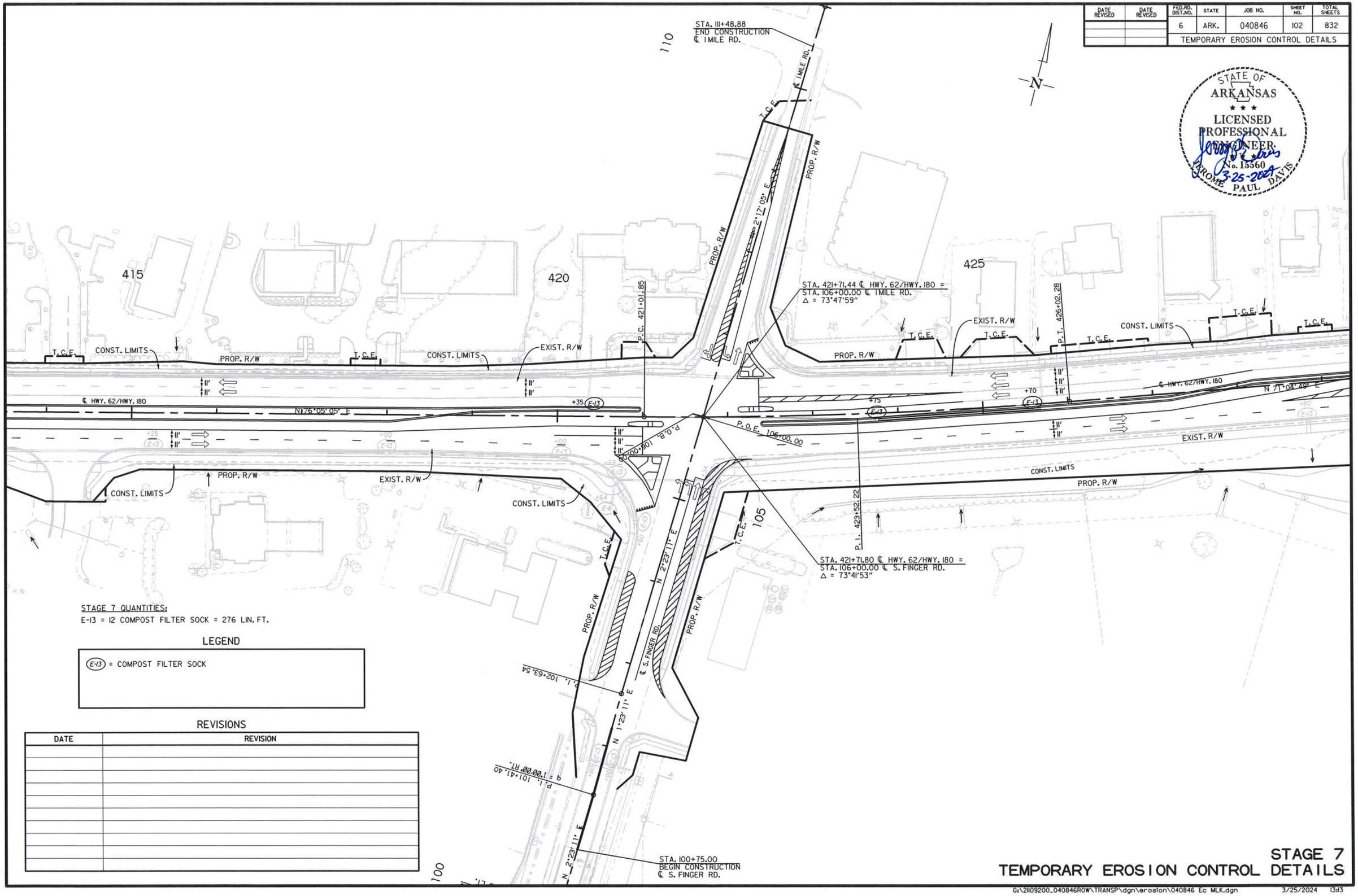
STAGE 6
TEMPORARY EROSION CONTROL DETAILS

G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13 SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	102	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13560
JEROME PAUL DAVIS
3-25-2024



STAGE 7 QUANTITIES:
E-13 = 12 COMPOST FILTER SOCK = 276 LIN. FT.

LEGEND

E-13 = COMPOST FILTER SOCK

REVISIONS

DATE	REVISION

STAGE 7
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13
SCALE: 1:100

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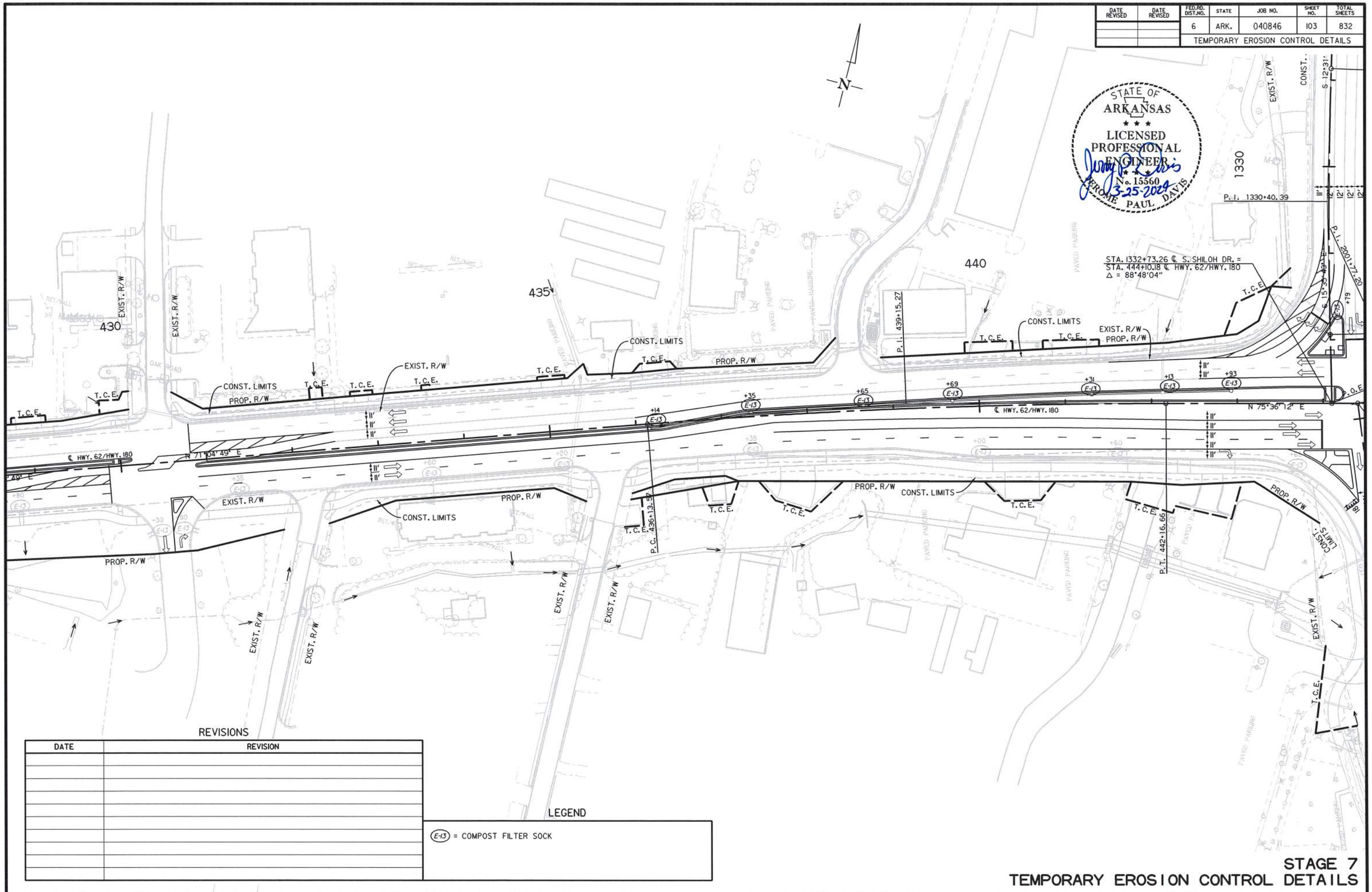
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	103	832
		TEMPORARY EROSION CONTROL DETAILS				



REVISIONS

DATE	REVISION

LEGEND

(E-13) = COMPOST FILTER SOCK

STAGE 7
TEMPORARY EROSION CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
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G:\21109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	104	832
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

N

755 215 1330 2000 2005 445 450 455 485 750 210 2105 2100 730 490

EXIST. R/W
CONST. LIMITS
℄ S. SHILOH DR.
S 12°31'24" E
P.C. 1328+86.75
P.C. 2000+00.00
P.I. 1330+40.39
P.I. 2001+77.20
S 15°30'49" E
S 13°40'56" E
STA. 1332+73.26 ℄ S. SHILOH DR. =
STA. 444+10.18 ℄ HWY. 62/HWY. 180
△ = 88°48'04"
T.C.E.
P.T. 1331+93.96
℄ U-TURN NORTH
N 75°36'12" E
P.O.B. 1332+73.26
P.O.B. 484+82.10
℄ HWY. 62/HWY. 180
P.I. 2001+27.97
P.T. 442+16.66
S 21°52'45" E
℄ U-TURN SOUTH
P.C. 2105+44.47
P.T. 2102+64.32
P.T. 2108+42.23
P.C. 488+49.63
℄ S. SHILOH DR.
P.I. 490+11.75
℄ I-49
P.C. 2105+22.60
P.T. 2002+77.07
P.C. 213+72.35
P.T. 208+72.35
P.C. 2100+00.00
P.C. 729+19.51
P.C. 751+06.55
P.T. 753+22.36
P.T. 2008+46.67
P.I. 752+14.66
℄ S. FUTRALL DR.
N 36°23'57" W
P.I. 733+74.81
N 21°52'00" W
P.O.B. 750+00.00
N 17°51'21" W
P.I. 731+47.43
STA. 750+00.00 ℄ FUTRALL DR. =
STA. 501+31.05 ℄ HWY. 62/HWY. 180
△ = 82°31'48"
P.C. 455+25.02
STA. 501+12.90 ℄ HWY. 62/HWY. 180 =
STA. 733+74.81 ℄ S. FUTRALL DR.
△ = 82°31'48"
STA. 444+10.47 ℄ HWY. 62/HWY. 180 =
STA. 484+82.10 ℄ S. SHILOH DR.
△ = 82°31'02"
PROP. R/W
T.C.E.
CONST. LIMITS
PAVED PARKING
12' 14' 18' 20'

LEGEND

E-13 = COMPOST FILTER SOCK

REVISIONS

DATE	REVISION

STAGE 7
TEMPORARY EROSION CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/25/2024 13:13 SCALE: 1:00

G:\2109200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn 3/25/2024 13:13

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	105	832
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE IA:

I) I-49 SOUTHBOUND: SHIFT TRAFFIC TO INSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON OUTSIDE SHOULDER FROM STA. 155+00 TO STA. 198+64.

2) I-49 NORTHBOUND: SHIFT TRAFFIC TO INSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON OUTSIDE SHOULDER FROM STA. 157+68 TO STA. 193+77.

3) I-49 NORTHBOUND: SHIFT TRAFFIC TO OUTSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON INSIDE SHOULDER FROM STA. 191+00 TO STA. 198+90 AND STA. 223+74 TO 226+53.

4) SHILOH DRIVE: REDUCE TRAFFIC TO ONE-WAY WITH TEMPORARY SIGNAL AT ROUNDABOUT LOCATION.

5) SHILOH DRIVE: BUILD EAST HALF OF ROUNDABOUT.

6) FUTRALL DRIVE: CLOSE FUTRALL DRIVE AS SHOWN ON PLANS.

7) CLOSE TOWN BRANCH TRAIL

8) FUTRALL DRIVE: CONSTRUCT NEW CULVERT NEAR BEST WAY STREET.

9) CONSTRUCT CULVERTS UNDER 15TH STREET.

10) SET PCCB ALONG I-49 SOUTHBOUND (NEW TEMP. OUTSIDE SHOULDER) SUFFICIENT FOR CONSTRUCTING BENT I AND WEST APPROACH EMBANKMENT (NOT INCLUDING THE I-49 ON-RAMPS AND ITS ANCILLARY RETAINING WALL, M.S.E. WALL A).

11) START EARTHWORK ON EAST RAB.

STAGE IB:

I) SET PCCB ALONG I-49 NORTHBOUND (NEW TEMP. OUTSIDE SHOULDER) SUFFICIENT FOR CONSTRUCTING BENT 3 AND EAST APPROACH EMBANKMENT, M.S.E. WALL B.

2) SET PCCB ALONG I-49 INSIDE E.O.P. NB AND SB TO CONSTRUCT MEDIAN AND DRAINAGE FROM BEGINNING OF JOB TO STA. 192+00 SHIFT LANES OUT TO 2 - 12' NB AND SB.

3) FUTRALL DRIVE: CONSTRUCT MSE WALL NORTH SIDE OF ROUNDABOUT AND SITE GRADING FOR EAST ROUNDABOUT.

4) 18TH STREET: CONSTRUCT CUL-DE-SAC

5) SHILOH DRIVE: SHIFT ONE-LANE TRAFFIC TO EAST SIDE OF RAB AND BUILD WEST SIDE OF ROUNDABOUT.

NOTE: I-49 STAGE IB MAY PROCEED INDEPENDENT OF THE COMPLETION OF THE 15TH STREET IA WORK.

STAGE IC:

I) I-49 SOUTHBOUND: SHIFT TRAFFIC TO INSIDE LANES.

2) I-49 NORTHBOUND: SHIFT TRAFFIC TO INSIDE LANES.

3) RELOCATE THE I-49 NORTHBOUND AND SOUTHBOUND CENTER MEDIAN AND TEMPORARY OUTSIDE SHOULDER PCCB TO I-49 NORTHBOUND AND SOUTHBOUND EXISTING OUTSIDE EDGE OF PAVEMENT.

4) CONSTRUCT I-49 SOUTHBOUND ON-RAMP AT WEST APPROACH OF 15TH STREET INTERCHANGE ALONG WITH MSE RETAINING WALL AND PERMANENT BARRIER.

5) CONSTRUCT I-49 NORTHBOUND OFF-RAMP (TO FUTRALL) AT EAST APPROACH OF 15TH STREET INTERCHANGE ALONG WITH PERMANENT BARRIER.

6) FUTRALL DRIVE: CONSTRUCT IMPROVEMENTS THROUGH BEST WAY STREET.

STAGE ID:

I) I-49 SOUTHBOUND: SURFACE ON-RAMP.

2) MILL AND OVERLAY EXIST I-49 STA. 158+60 TO 189+69.

3) FUTRALL DRIVE: TIE-IN PERMANENT SURFACING FROM 15TH STEET RAMP.

4) SHILOH DRIVE: CONSTRUCT CURB AND GUTTER, CONCRETE WALKS, CONCRETE ISLANDS (EXCEPT I-49 SOUTHBOUND ON-RAMP GORE) AND PERMANENT SURFACING.

5) CONSTRUCT EAST ROUNDABOUT PAVEMENT, CURBS, ISLAND, SIDEWALKS AND LIGHTING.

STAGE 2A:

I) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) CONSTRUCT I-49 ENTRANCE RAMP FROM FUTRALL DRIVE.

6) BEGIN CONSTRUCTION OF I-49 NB BRIDGE AND PAVEMENT AS SHOWN ON STAGE 2A PLANS.

7) BEGIN CONSTRUCTION OF TEXAS TURNAROUNDS EAST SIDE OF NB BRIDGE.

STAGE 2B:

I) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) CLOSE EXISTING HWY. 62/HWY. 180 WB LEFT TURN ONTO FUTRALL.

5) OPEN NEW NB EXIT ONTO FUTRALL AND CLOSE EXISTING NB EXIT.

6) INSTALL P.C.C.B. ALONG EXIST. I-49 OUTSIDE LANES. SHIFT NB TRAFFIC TO INSIDE WIDENED SHOULDER & COMPLETE FINAL GRADING.

7) CONSTRUCT PAVING AND OUTSIDE 2-LANES OF I-49 NB AS SHOWN ON STAGE 2B.

8) COMPLETE I-49 NB BRIDGE.

STAGE 3:

I) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) SHIFT NB TRAFFIC TO NEW BRDIGE.

5) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN ON STAGE STAGE 3 PLANS.

6) R&D OF EXISTING I-49 NORTHBOUND BRIDGE

7) CONSTRUCT I-49 SB BRIDGE AND SB MEDIAN BARRIER, DRAINAGE, AND PAVEMENT AS SHOWN ON STAGE 3 PLANS.

8) CONSTRUCT CURB AND GUTTER, APPROACHES, SIDEWALKS, & STORM DRAINAGE AS SHOWN ON STAGE 3 PLANS ALONG SHILOH DRIVE.

STAGE 4:

I) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) SHIFT SB TRAFFIC TO NEW SB BRIDGE.

5) CONSTRUCT CURB AND GUTTER, APPROACHES, SIDEWALKS, & STORM DRAINAGE AS SHOWN ON STAGE 4 PLANS ALONG SHILOH DRIVE.

6) CLOSE EXIST SB ON RAMP AND OPEN NEW SB ON RAMP.



STAGE 4: (CONT.)

7) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN ON STAGE STAGE 4 PLANS.

8) BEGIN CONSTRUCTION OF TEXAS TURNAROUNDS WEST OF SB I-49 AND WIDENING INSIDE SIDE OF SB ON AND OFF RAMPS.

9) INSTALL FINAL LIFT OF ASPHALT AND PERMANENT PAVEMENT MARKINGS ALONG I-49 AND 15TH STREET.

STAGE 5:

I) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.H

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG HWY. 62/HWY. 180, SHIFT TRAFFIC RT.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) CONSTRUCT PAVEMENT WIDENING, CURB AND GUTTER, APPROACHES, SIDEWALKS & STORM DRAINAGE AS SHOWN ON STAGE 5 PLANS.

5) CONSTRUCT TEMPORARY SIGNALS AS SHOWN ON SIGNAL PLANS.

STAGE 6:

I) MAINTAIN ADVANCE WARNING SIGNS.

2) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

3) SHIFT TRAFFIC LEFT ON HWY. 62 AND HWY. 180.

4) CONSTRUCT PAVEMENT WIDENING, CURB AND GUTTER, APPROACHES, SIDEWALKS & STORM DRAINAGE AS SHOWN ON STAGE 6 PLANS.

STAGE 7:

I) MAINTAIN ADVANCE WARNING SIGNS.

2) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

3) CONSTRUCT MEDIAN ISLANDS AND INSTALL DROP INLET TOPS AS SHOWN ON PLANS.

4) INSTALL FINAL LIFT OF ASPHALT AND PERMANENT PAVEMENT MARKINGS.

5) CONSTRUCT PERMANENT SIGNAL FOUNDATION, PULL BOXES, AND CONDUIT ON HWY. 62 AS SHOWN ON SIGNAL PLANS.

6) CONSTRUCT LIGHTING ON HWY. 62 AND HWY. 180 AS SHOWN ON PLANS

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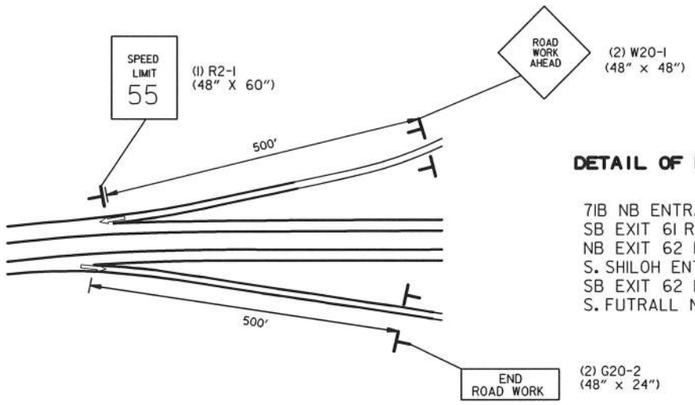
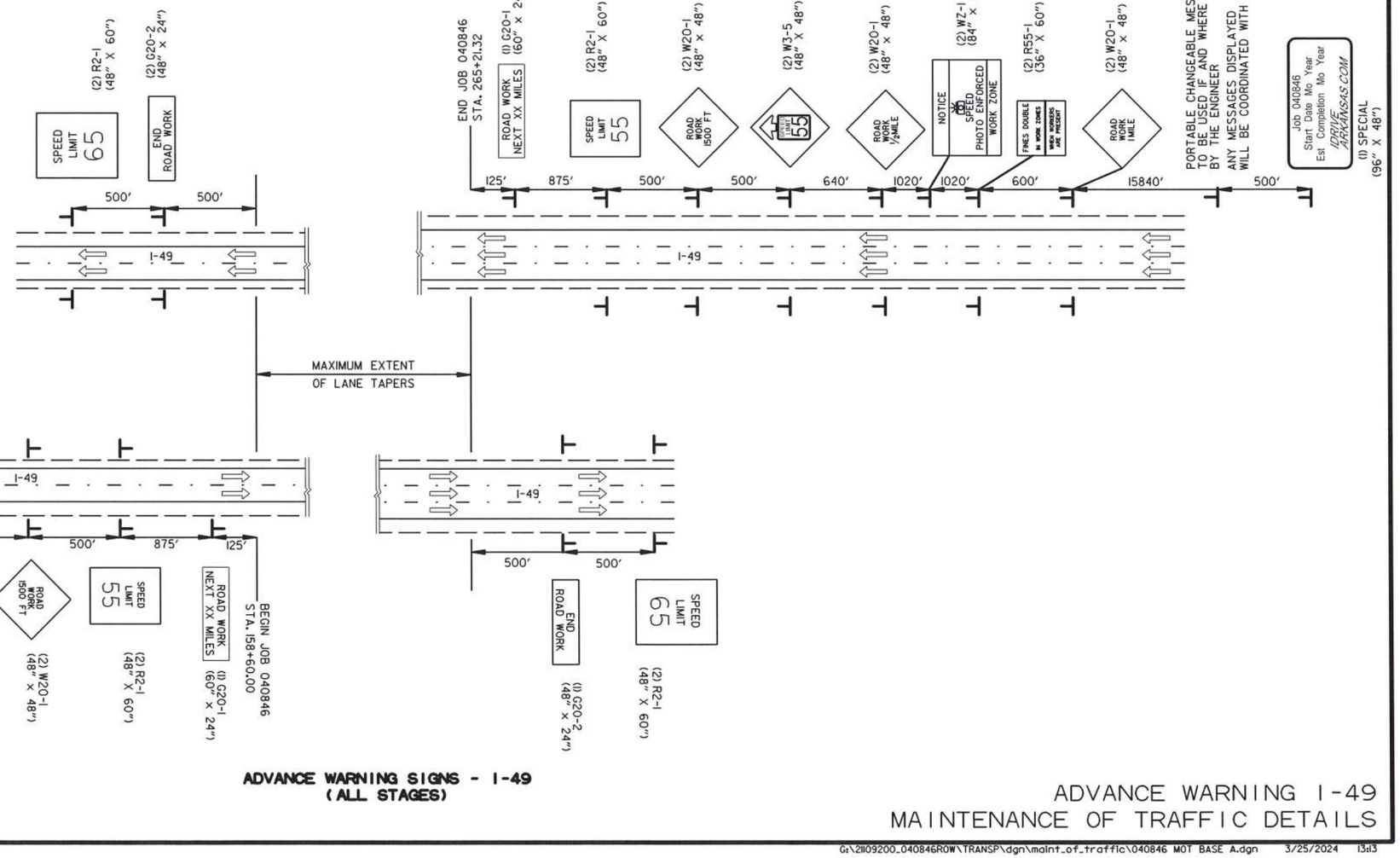


DETAIL OF ENTRANCE AND EXIT RAMPS

7IB NB ENTRANCE RAMP ALL STAGES
SB EXIT 6I RAMP ALL STAGES
NB EXIT 62 RAMP STAGES IA-ID
S. SHILOH ENTRANCE RAMP STAGES IA-ID
SB EXIT 62 RAMP STAGES IA-ID
S. FUTRALL NB ALL STAGES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



ADVANCE WARNING SIGNS - I-49
(ALL STAGES)

ADVANCE WARNING I-49
MAINTENANCE OF TRAFFIC DETAILS

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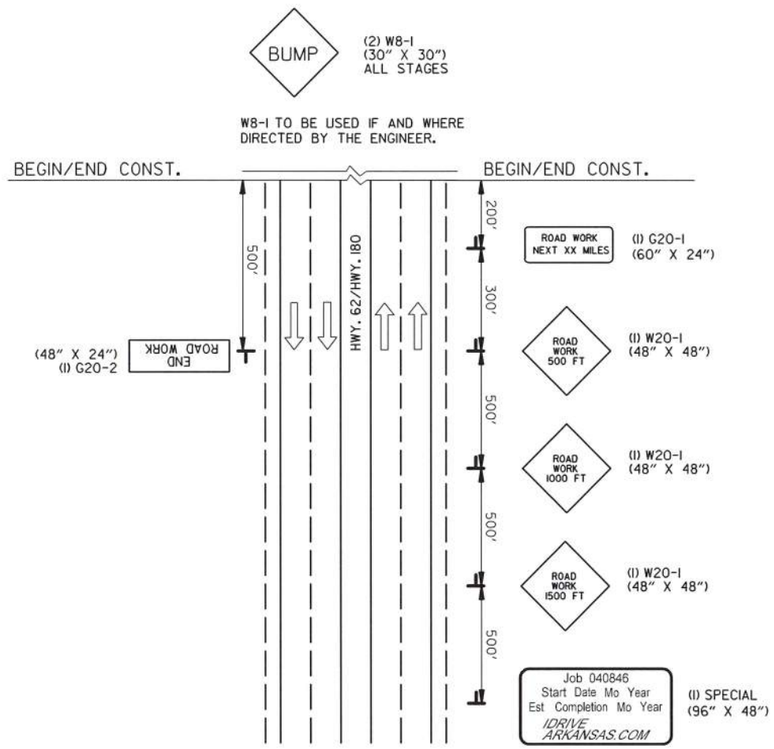
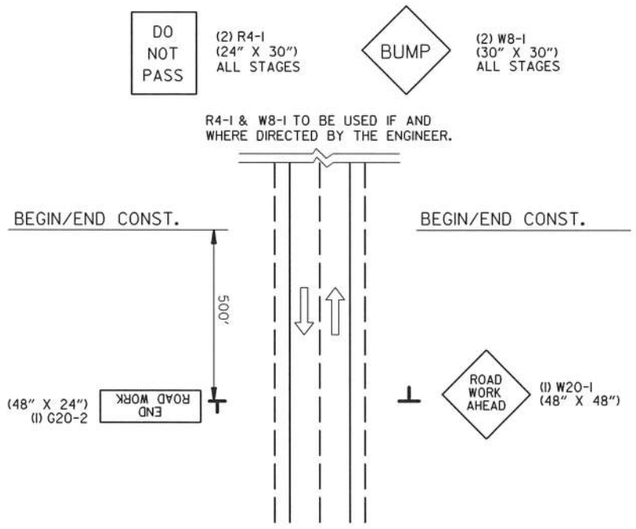


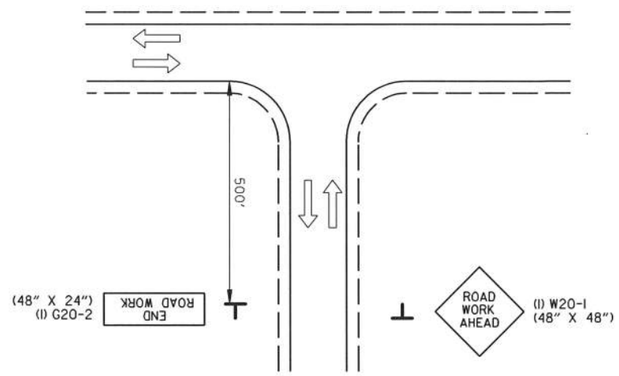
ADVANCE WARNING - HWY. 62/HWY. 180
ALL STAGES

STA. 404+80.00 HWY. 62/HWY. 180
STA. 458+65.00 HWY. 62/HWY. 180



ADVANCE WARNING - SIDE ROADS

STA. 513+58.06 S. SHILOH DR. ALL STAGES
STA. 11+20.49 CUL-DE-SAC 18TH STREET STAGES IA-ID
STA. 113+01.84 W. 15TH STREET ALL STAGES



ADVANCE WARNING - SIDE ROADS
ALL STAGES

S. FINGER RD. LT.
ONE MILE ROAD RT.
W. FARMER'S DRIVE RT.
FARMER'S RD. RT.
W. OLD FARMINGTON RD. RT.
S. OAK RD. LT. AND RT.
KRUPA DRIVE LT.

ADVANCE WARNING - SIDE ROADS
MAINTENANCE OF TRAFFIC DETAILS

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STATE OF ARKANSAS
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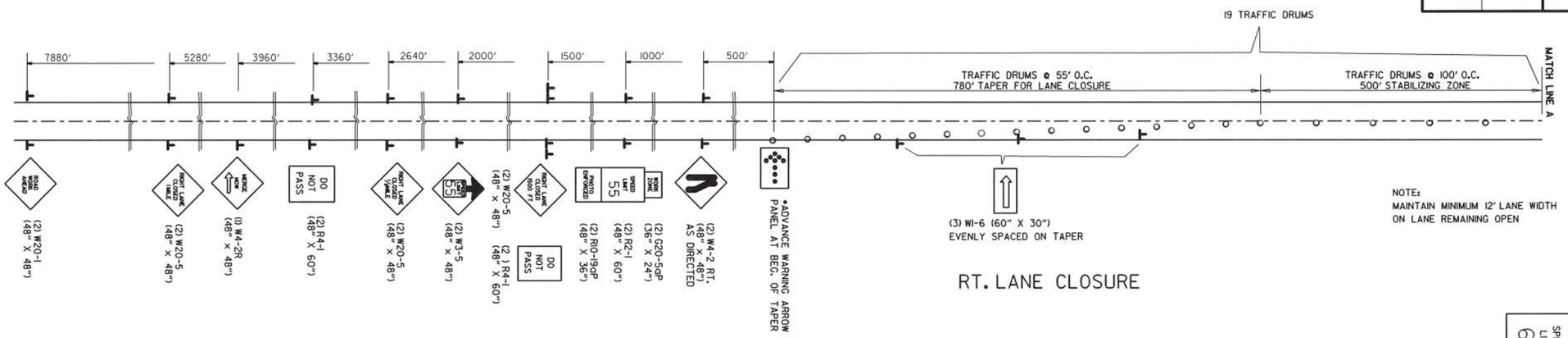


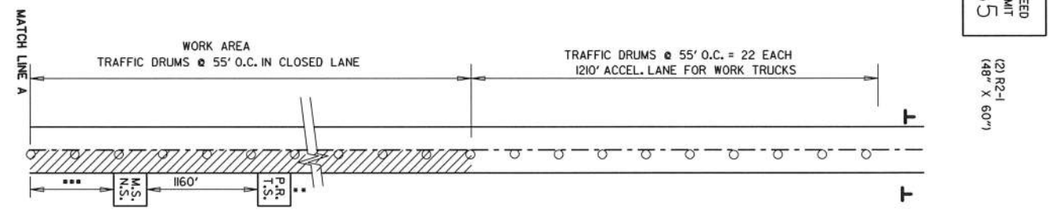
NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

RT. LANE CLOSURE

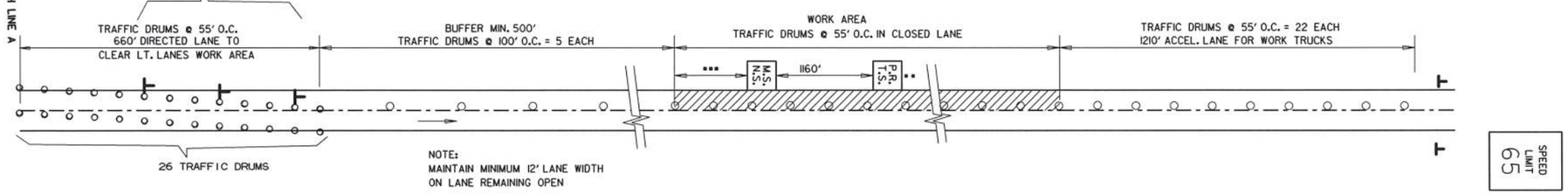
•PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•TO BE PLACED AT MINIMUM OFFSET OF 12' FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.

SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMPS WITHIN THE WORK ZONE.



DIVERSION FOR RT. LANE WORK ZONE



•••DISTANCE TO BE DETERMINED BY THE ENGINEER. M.S.N.S. AND P.R.T.S. SHALL BE PLACED WITHIN THE WORK AREA.

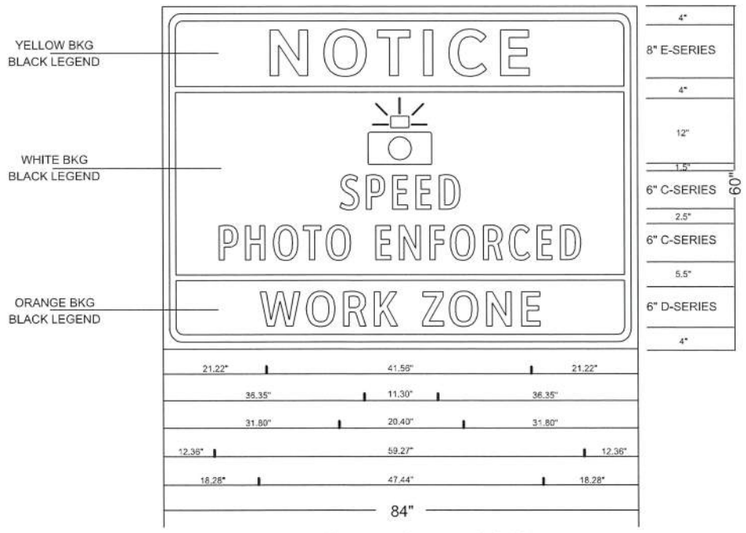
NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

DIVERSION FOR LT. LANE WORK ZONE

M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

••NOTE: IF NO PAY ITEM FOR A PHOTO RADAR TRAILER SYSTEM IS INCLUDED IN THE CONTRACT DOCUMENTS, ARDOT WILL FURNISH AND PLACE THIS ITEM AS NEEDED AND DETERMINED BY THE ENGINEER.



WZ-1 (INTERSTATE) SIGN

WORK ZONE - I-49 LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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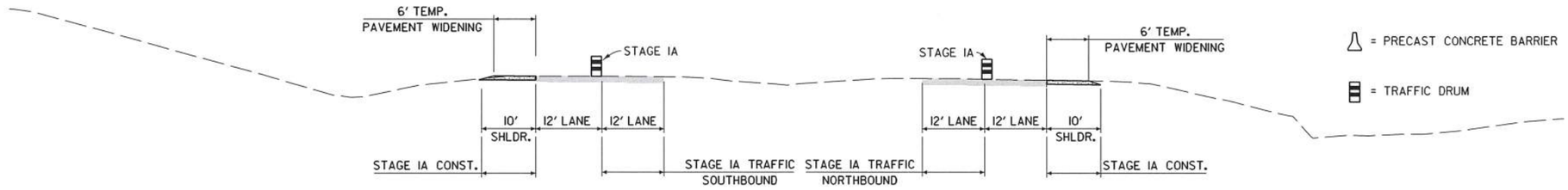
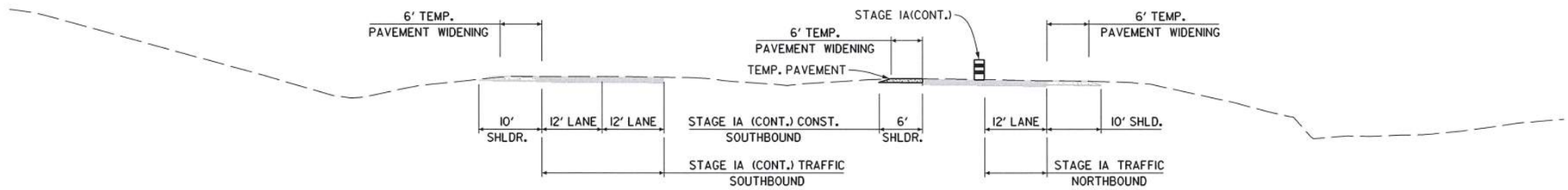
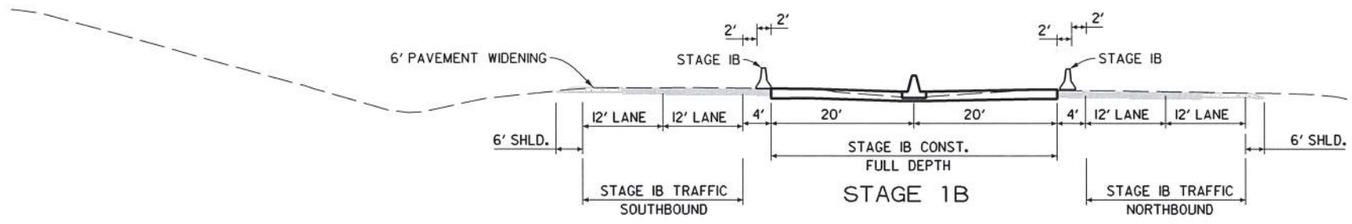


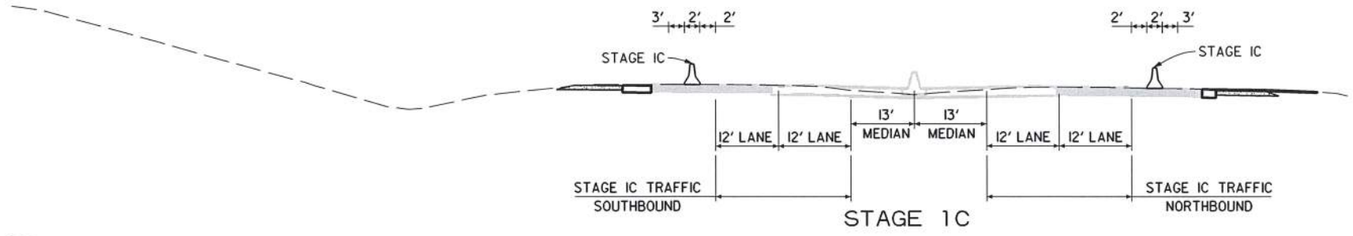
STAGE 1A
PAVEMENT WIDENING OUTSIDE
EDGE OF PAVEMENT



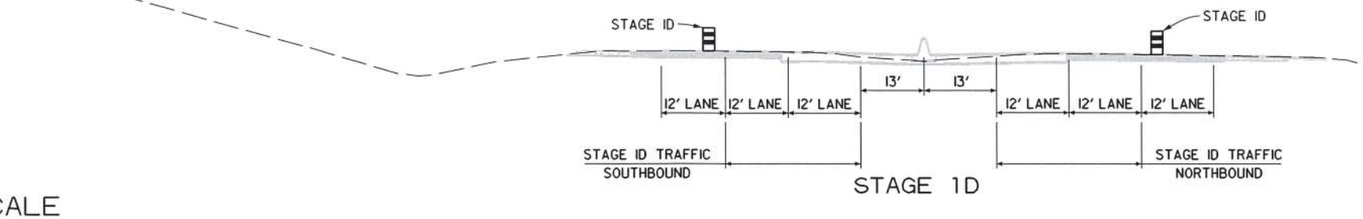
STAGE 1A (CONT.)
PAVEMENT WIDENING INSIDE
EDGE OF PAVEMENT



STAGE 1B



STAGE 1C



STAGE 1D

NOT TO SCALE

MOT TYPICAL SECTIONS
MAINTENANCE OF TRAFFIC DETAILS

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STATE OF ARKANSAS
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No. 15560
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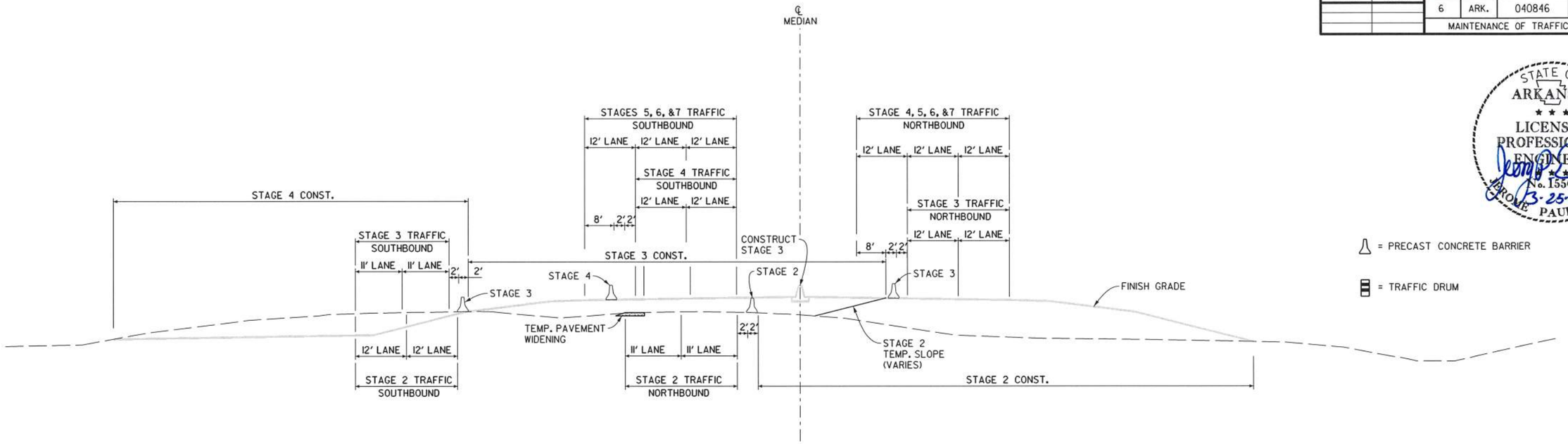
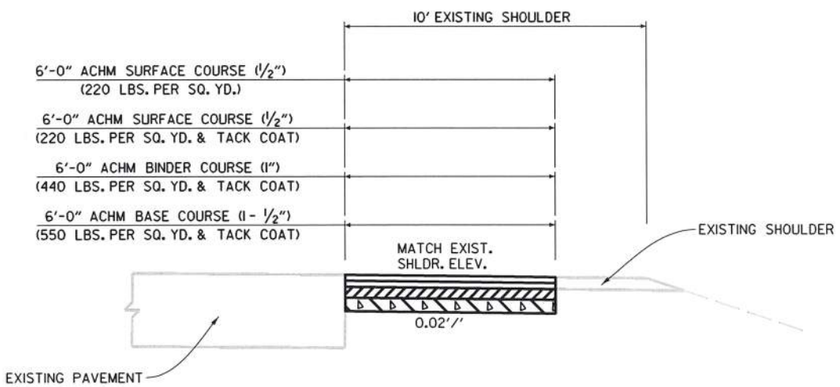
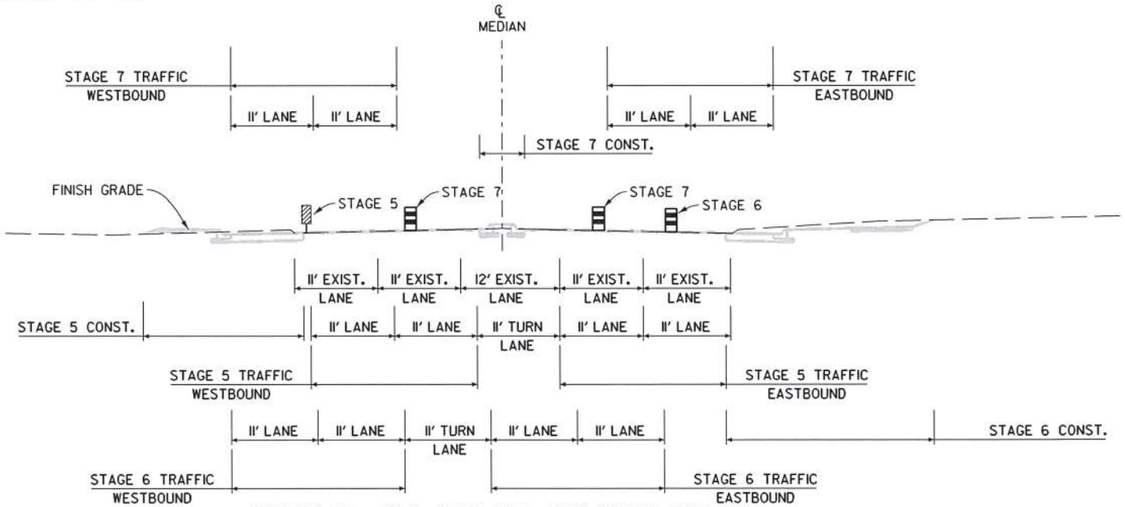


DETAIL OF STAGE CONSTRUCTION
I-49
(STAGES 2-4)



TEMP. PAVEMENT WIDENING DETAIL



DETAIL OF STAGE CONSTRUCTION
HWY. 62/HWY. 180
(STAGES 5-7)

NOT TO SCALE

MOT TYPICAL SECTIONS
MAINTENANCE OF TRAFFIC DETAILS

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
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3-25-2024

- TRAFFIC DRUM
- TEMP. PAVEMENT WIDENING

STAGE IA:

1) I-49 SOUTHBOUND: SHIFT TRAFFIC TO INSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON OUTSIDE SHOULDER FROM STA. 155+00 TO STA. 194+64.

2) I-49 NORTHBOUND: SHIFT TRAFFIC TO INSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON OUTSIDE SHOULDER FROM STA. 157+68 TO STA. 193+77.

3) I-49 NORTHBOUND: SHIFT TRAFFIC TO OUTSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON INSIDE SHOULDER FROM STA. 191+00 TO STA. 198+90.

4) SHILOH DRIVE: REDUCE TRAFFIC TO ONE-WAY WITH TEMPORARY SIGNAL AT ROUNDABOUT LOCATION.

5) SHILOH DRIVE: BUILD EAST HALF OF ROUNDABOUT

6) FUTRALL DRIVE: CLOSE FUTRALL DRIVE AS SHOWN ON PLANS.

7) CLOSE TOWN BRANCH TRAIL

8) FUTRALL DRIVE: CONSTRUCT NEW CULVERT NEAR BEST WAY STREET.

9) CONSTRUCT CULVERTS UNDER 15TH STREET.

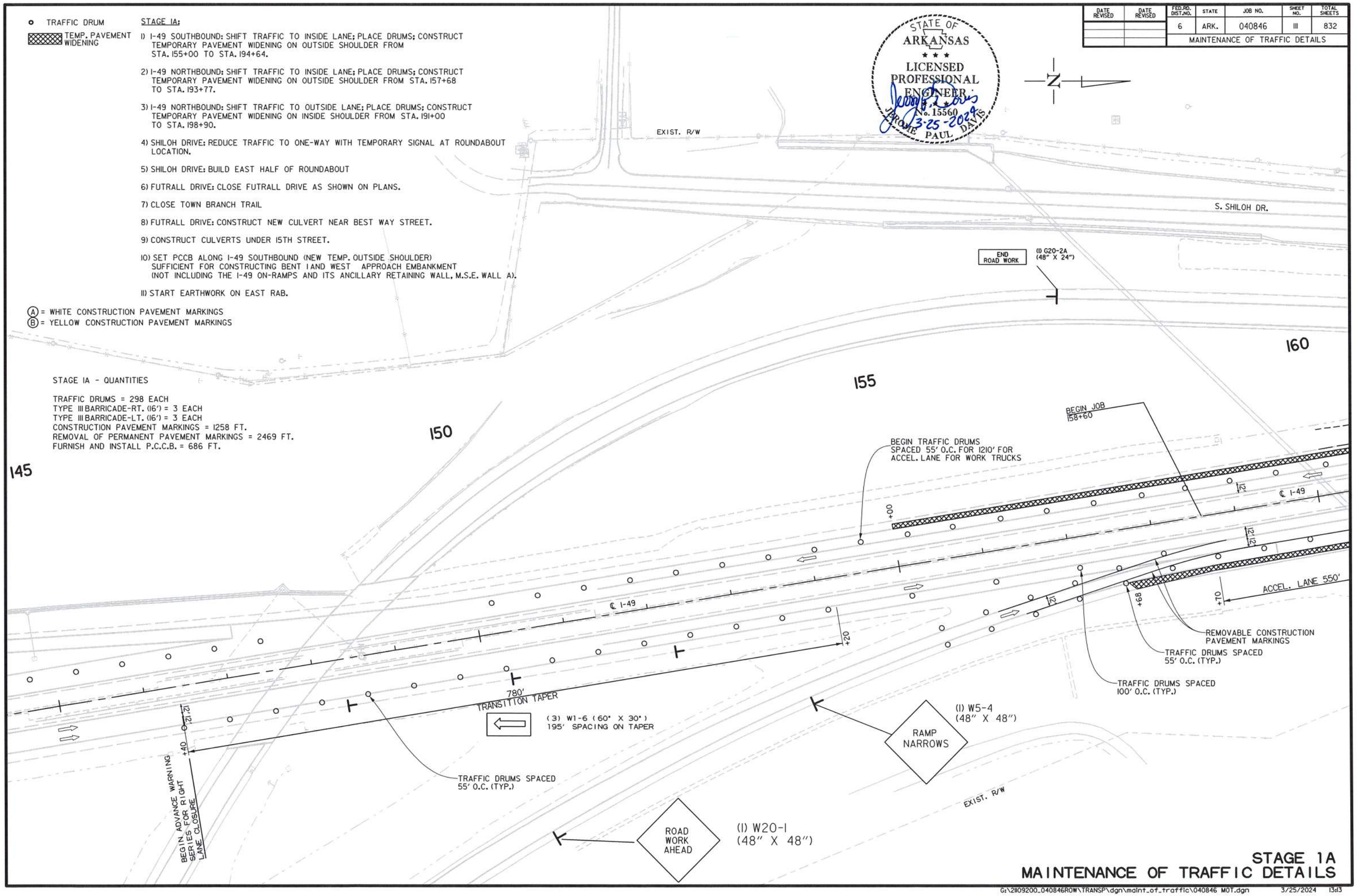
10) SET PCCB ALONG I-49 SOUTHBOUND (NEW TEMP. OUTSIDE SHOULDER) SUFFICIENT FOR CONSTRUCTING BENT 1 AND WEST APPROACH EMBANKMENT (NOT INCLUDING THE I-49 ON-RAMPS AND ITS ANCILLARY RETAINING WALL, M.S.E. WALL A).

11) START EARTHWORK ON EAST RAB.

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS

STAGE IA - QUANTITIES

TRAFFIC DRUMS = 298 EACH
TYPE III BARRICADE-RT. (16') = 3 EACH
TYPE III BARRICADE-LT. (16') = 3 EACH
CONSTRUCTION PAVEMENT MARKINGS = 1258 FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2469 FT.
FURNISH AND INSTALL P.C.C.B. = 686 FT.



STAGE 1A
MAINTENANCE OF TRAFFIC DETAILS

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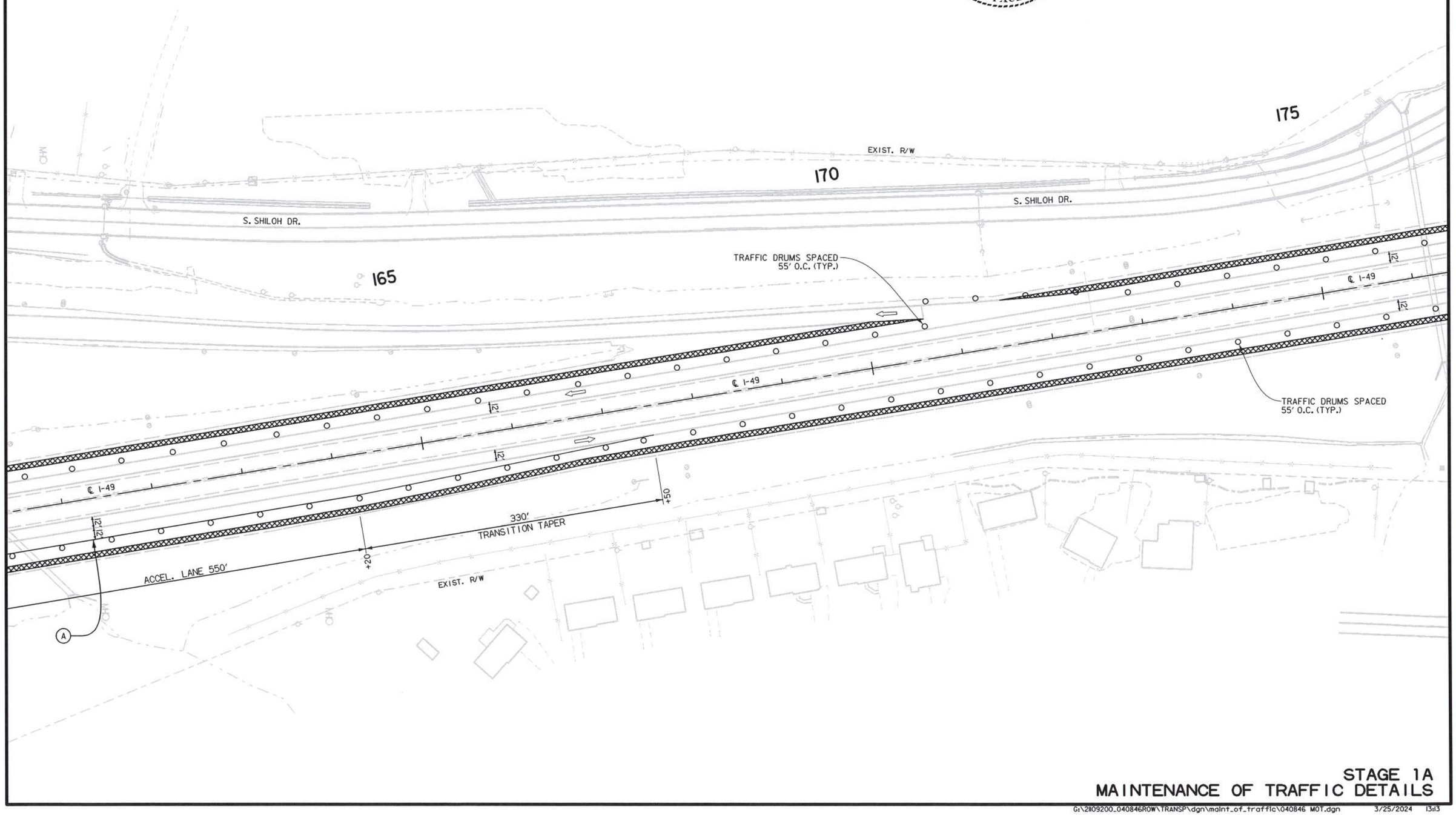
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

o TRAFFIC DRUM

TEMP. PAVEMENT WIDENING

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS

N



STAGE 1A
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.	040846	113	832
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS

350' 350' 350'

ADVANCE SIGN SERIES FOR ONE-LANE TRAFFIC

(48" X 48") (1) W20-1 ROAD WORK AHEAD
(48" X 48") (1) W20-4 ONE LANE AHEAD
(48" X 48") (1) W3-3
(36" X 48") (1) R10-6 STOP HERE ON RED

⊢ SIGN
o TRAFFIC DRUM
TEMP. PAVEMENT WIDENING
BARRICADE
SITE GRADING
Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS

N
510
505
513
185
190
180

PROP. R/W & C/A
EXIST. R/W
50'
80'
S. SHILOH DR.
14'
14'
12'
℄ I-49
CONST. LIMITS
TRAFFIC DRUMS SPACED 25' O.C. (TYP.)
FURNISH AND INSTALL 686' P.C.C.B. (INCLUDES 2 SPECIAL END UNITS)
SPECIAL END UNIT
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
P.T. 189+69.60
WALL A
+34
330' TRANSITION TAPER
℄ 182+74.79
SPECIAL END UNIT
ACCEL. LANE 500'
+94
+77
P.C. 181+05.67
(36" X 48") (1) R10-6 BEGIN ADVANCE SIGN SERIES FOR ONE-LANE TRAFFIC
S. FUTRALL DR.
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
P.I. 185+38.45
EXIST. R/W
(36" X 36") (2) W20-3 ROAD CLOSED 500 FT
(36" X 36") (2) W20-3 ROAD CLOSED FT
BARRICADES S. FUTRALL
500' 500'
ROAD CLOSED (1) R11-2 (48" X 30")
(1) 16' BARR. TYP. III LT.
(1) 16' BARR. TYP. III RT.

STAGE 1A
MAINTENANCE OF TRAFFIC DETAILS

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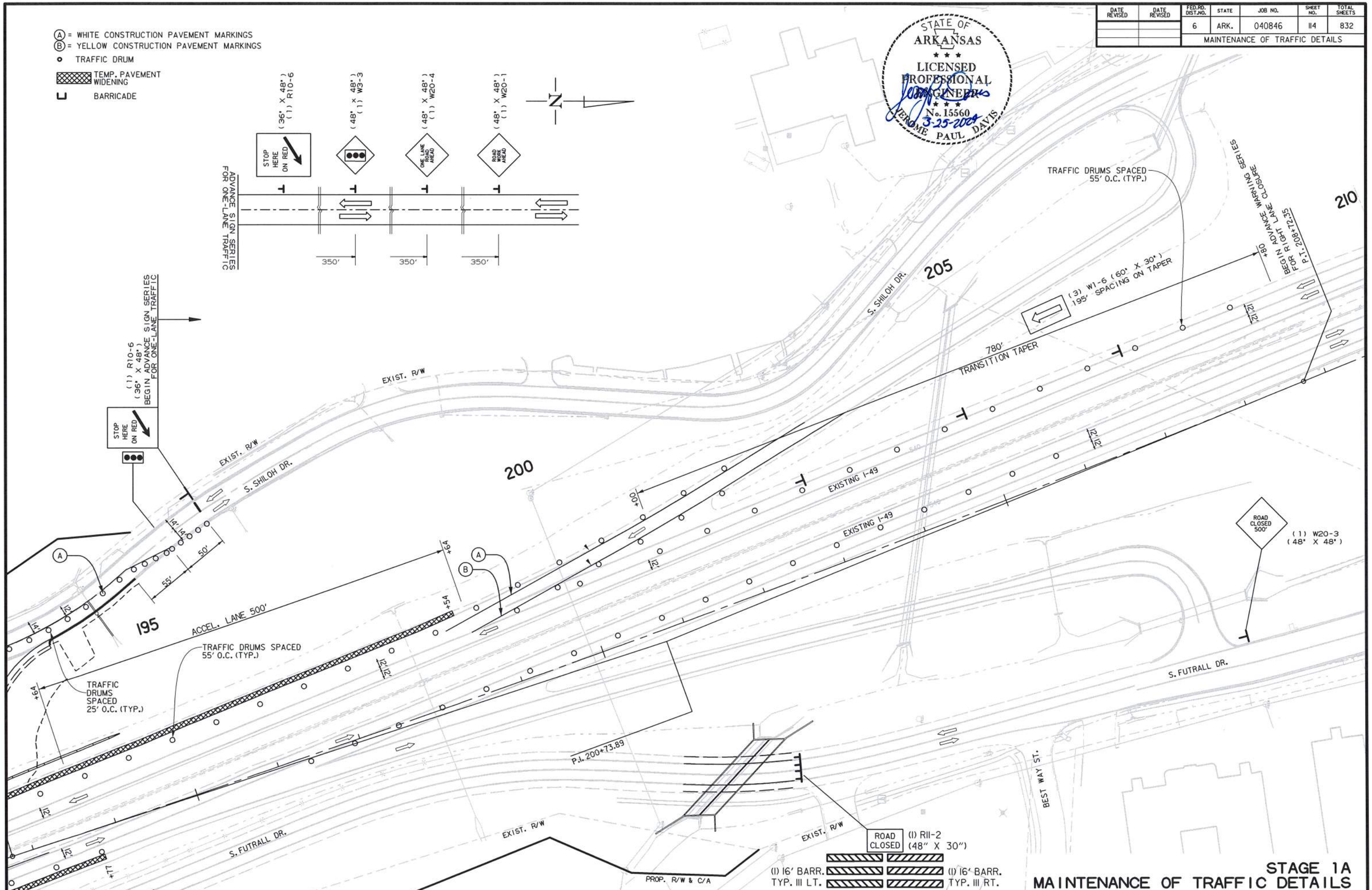
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	114	832
		MAINTENANCE OF TRAFFIC DETAILS				



STAGE 1A
MAINTENANCE OF TRAFFIC DETAILS

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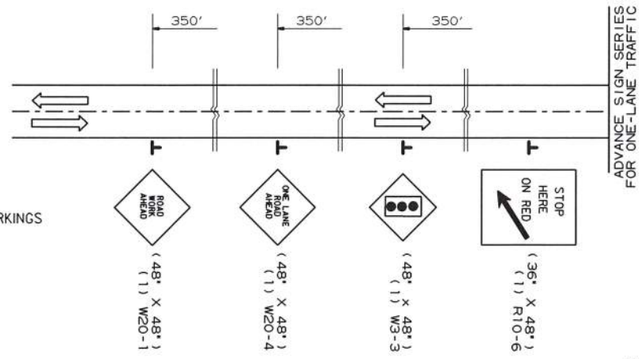
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	115	832
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

SIGN
TRAFFIC DRUM
TEMP. PAVEMENT WIDENING
TEMP. PAVEMENT WIDENING
BARRICADE

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS



STAGE IA CONTINUED:

1) I-49 NORTHBOUND: SHIFT TRAFFIC TO OUTSIDE LANE; PLACE DRUMS; CONSTRUCT TEMPORARY PAVEMENT WIDENING ON INSIDE SHOULDER FROM STA. 191+00 TO STA. 198+90 AND STA. 223+74 TO 226+53.

INSIDE SHOULDER WIDENING STAGE 1A
MAINTENANCE OF TRAFFIC DETAILS

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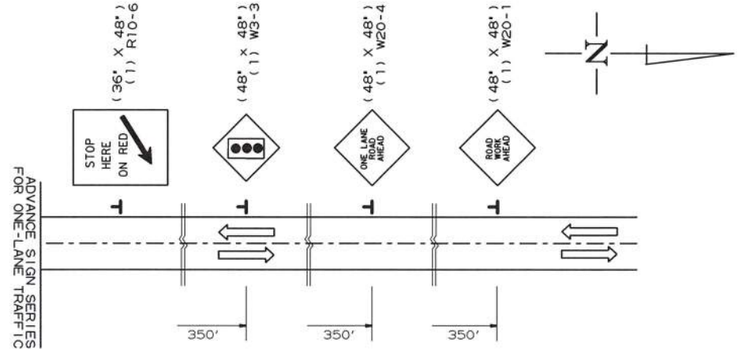
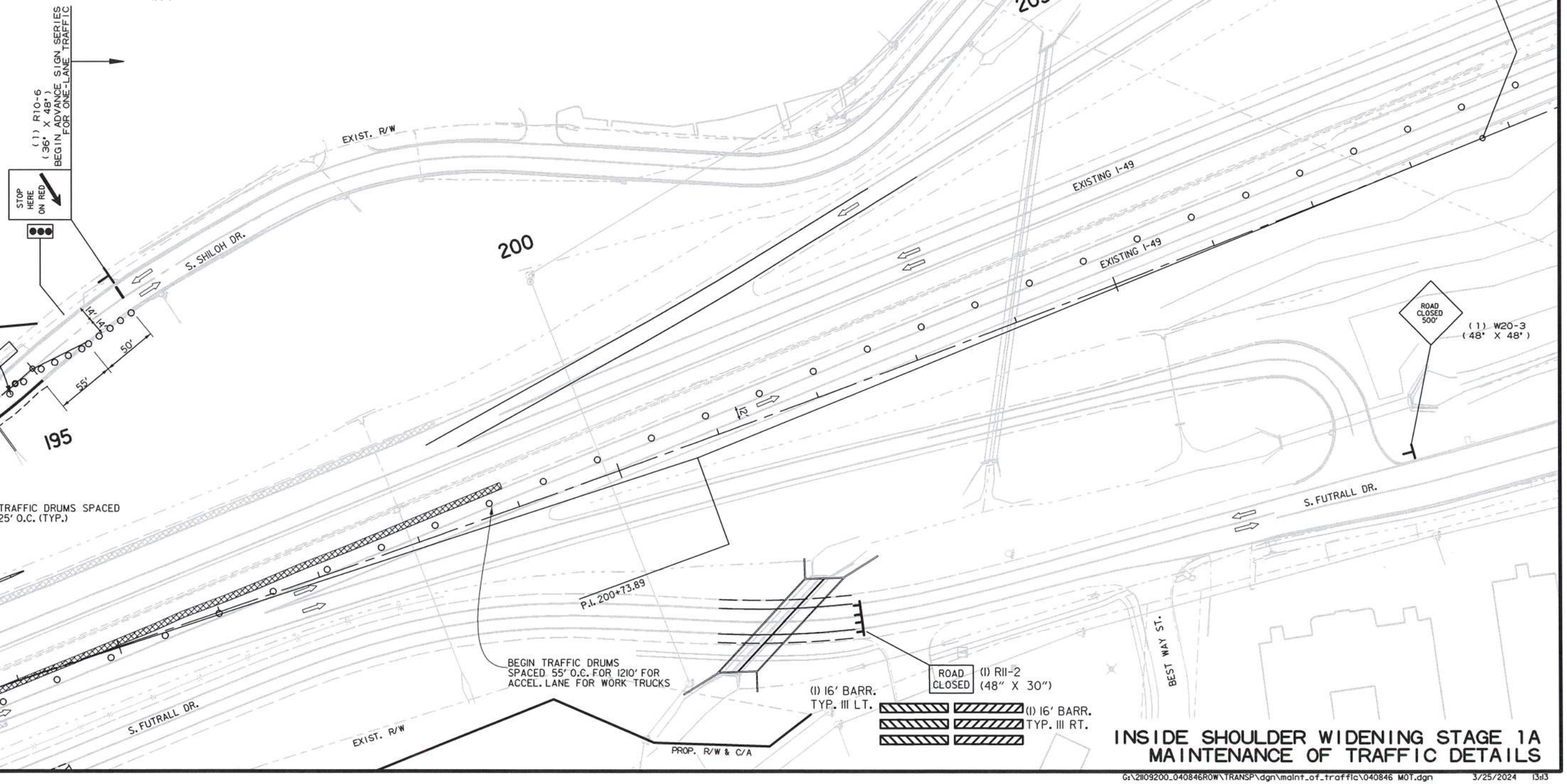
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	116	832
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

SIGN
TRAFFIC DRUM
TEMP. PAVEMENT WIDENING
TEMP. PAVEMENT WIDENING
BARRICADE

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS





INSIDE SHOULDER WIDENING STAGE 1A
MAINTENANCE OF TRAFFIC DETAILS

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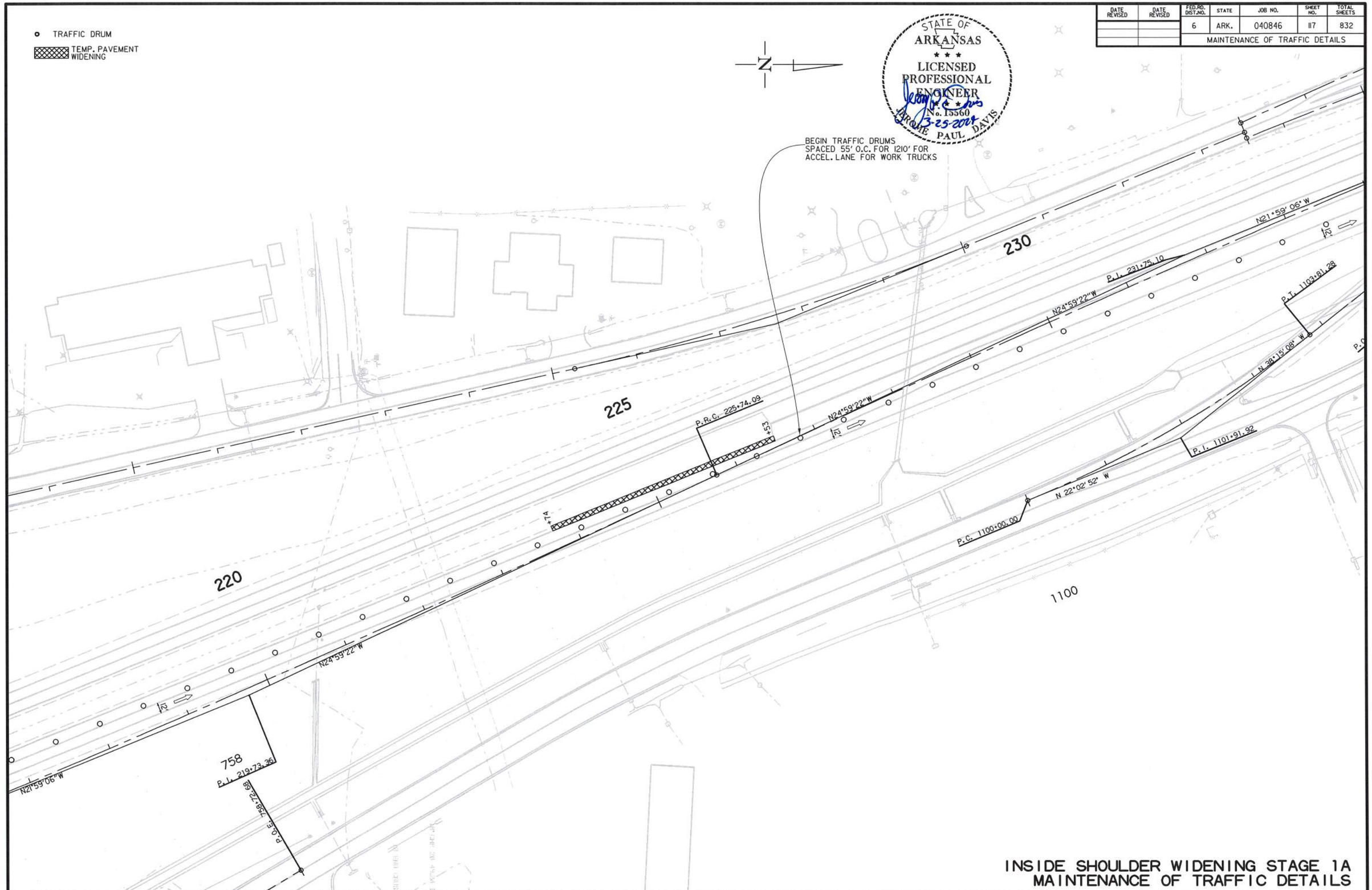
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	117	832
		MAINTENANCE OF TRAFFIC DETAILS				



INSIDE SHOULDER WIDENING STAGE 1A
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.	040846	118	832
		MAINTENANCE OF TRAFFIC DETAILS				

EXIST. R/W

TRAFFIC DRUMS SPACED 55' O.C. (TYP.)

℄ I-49

S. FUTRALL DR.

PROP. R/W & C/A

P.I. 185+38.45

TRAFFIC DRUMS SPACED 55' O.C. (TYP.)

EXIST. R/W

PROP. R/W

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

N

TEMP. PAVEMENT WIDENING

SITE GRADING

TRAFFIC DRUM

SIDEWALK CLOSED (1) R9-9 (24" X 12")

SIDEWALK CLOSED (1) R9-9 (24" X 12")

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

(1) 16' BARR. TYP. III LT.

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

THESE BARRICADES STAY IN PLACE UNTIL STAGE 4

STAGE 1A
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.	040846	119	832
		MAINTENANCE OF TRAFFIC DETAILS				

SIGN

TEMP. PAVEMENT WIDENING

STAGE IB:

1) SET PCCB ALONG I-49 SOUTHBOUND (NEW TEMP. OUTSIDE SHOULDER) SUFFICIENT FOR CONSTRUCTING BENT 1 AND WEST APPROACH EMBANKMENT (NOT INCLUDING THE I-49 ON-RAMPS AND ITS ANCILLARY RETAINING WALL, M.S.E. WALL A).

2) SET PCCB ALONG I-49 NORTHBOUND (NEW TEMP. OUTSIDE SHOULDER) SUFFICIENT FOR CONSTRUCTING BENT 3 AND EAST APPROACH EMBANKMENT, M.S.E. WALL B.

3) SET PCCB ALONG I-49 INSIDE E.O.P. NB AND SB TO CONSTRUCT MEDIAN AND DRAINAGE FROM BEGINNING OF JOB TO STA. 192+00 SHIFT LANES OUT TO 2 - 12' NB AND SB.

4) FUTRALL DRIVE: CONSTRUCT MSE WALL NORTH SIDE OF ROUNDABOUT AND SITE GRADING FOR EAST ROUNDABOUT.

5) 18TH STREET: CONSTRUCT CUL-DE-SAC

6) SHILOH DRIVE: SHIFT ONE-LANE TRAFFIC TO EAST SIDE OF RAB AND BUILD WEST SIDE OF ROUNDABOUT.

NOTE: I-49 STAGE IB MAY PROCEED INDEPENDENT OF THE COMPLETION OF THE 15TH STREET IA WORK.

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE IB - QUANTITIES

TRAFFIC DRUMS = 64 EACH
TYPE III BARRICADE-RT. (16') = 6 EACH
TYPE III BARRICADE-LT. (16') = 6 EACH
FURNISH AND INSTALL P.C.C.B. = 6618 FT.
TEMPORARY IMPACT ATTENUATION BARRIER = 6 EACH
TEMPORARY IMPACT ATTENUATION BARRIER REPAIR = 6 EACH
CONSTRUCTION PAVEMENT MARKINGS = 19260 FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 9565 FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 159 FT.

EXIST. R/W

S. SHILOH DR.

150 155 160 165

END ROAD WORK

(1) G20-2A (48" X 24")

BEGIN JOB 158+60

SPECIAL END UNIT

FURNISH AND INSTALL 1873' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)

℄ I-49

T.I.A.B.

ACCEL. LANE 550'

330' TRANSITION TAPER

FURNISH AND INSTALL 1993' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)

300' TRANSITION TAPER

ADVANCE WARNING SIGNS
I-49 STA. 155+21

RAMP NARROWS
(1) W5-4 (48" X 48")

ROAD WORK AHEAD
(1) W20-1 (48" X 48")

RIGHT SHOULDER CLOSED
(2) W21-5aR (48" X 48")

(2) W1-4bR (48" X 48")

ROAD NARROWS
(2) W5-1 (48" X 48")

STAGE 1B
MAINTENANCE OF TRAFFIC DETAILS

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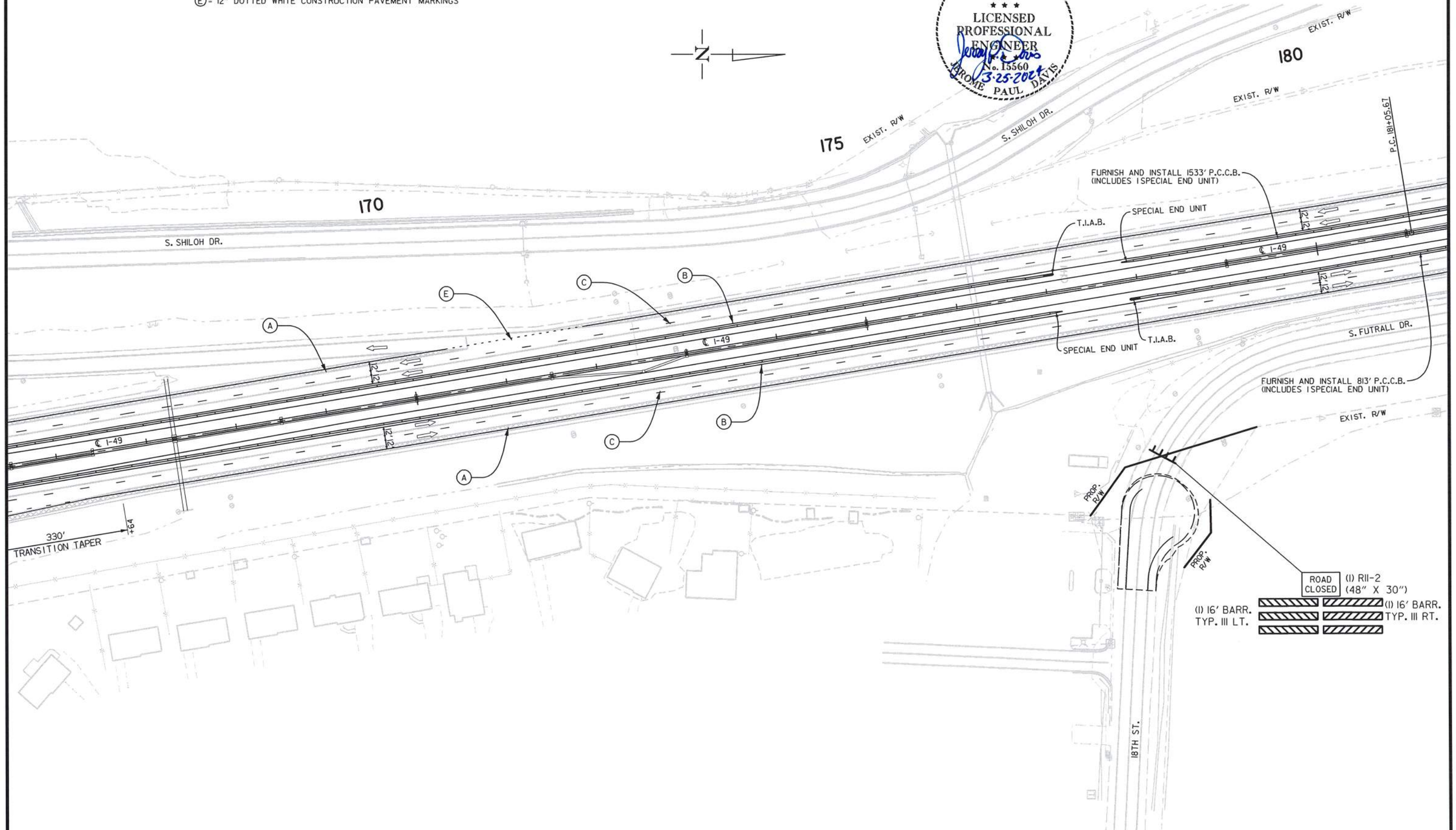
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	120	832
		MAINTENANCE OF TRAFFIC DETAILS				

TEMP. PAVEMENT WIDENING

BARRICADE

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



NOTE:
EXACT LOCATION OF P.C.C.B. OPENINGS TO BE DETERMINED BY THE CONTRACTOR.

STAGE 1B
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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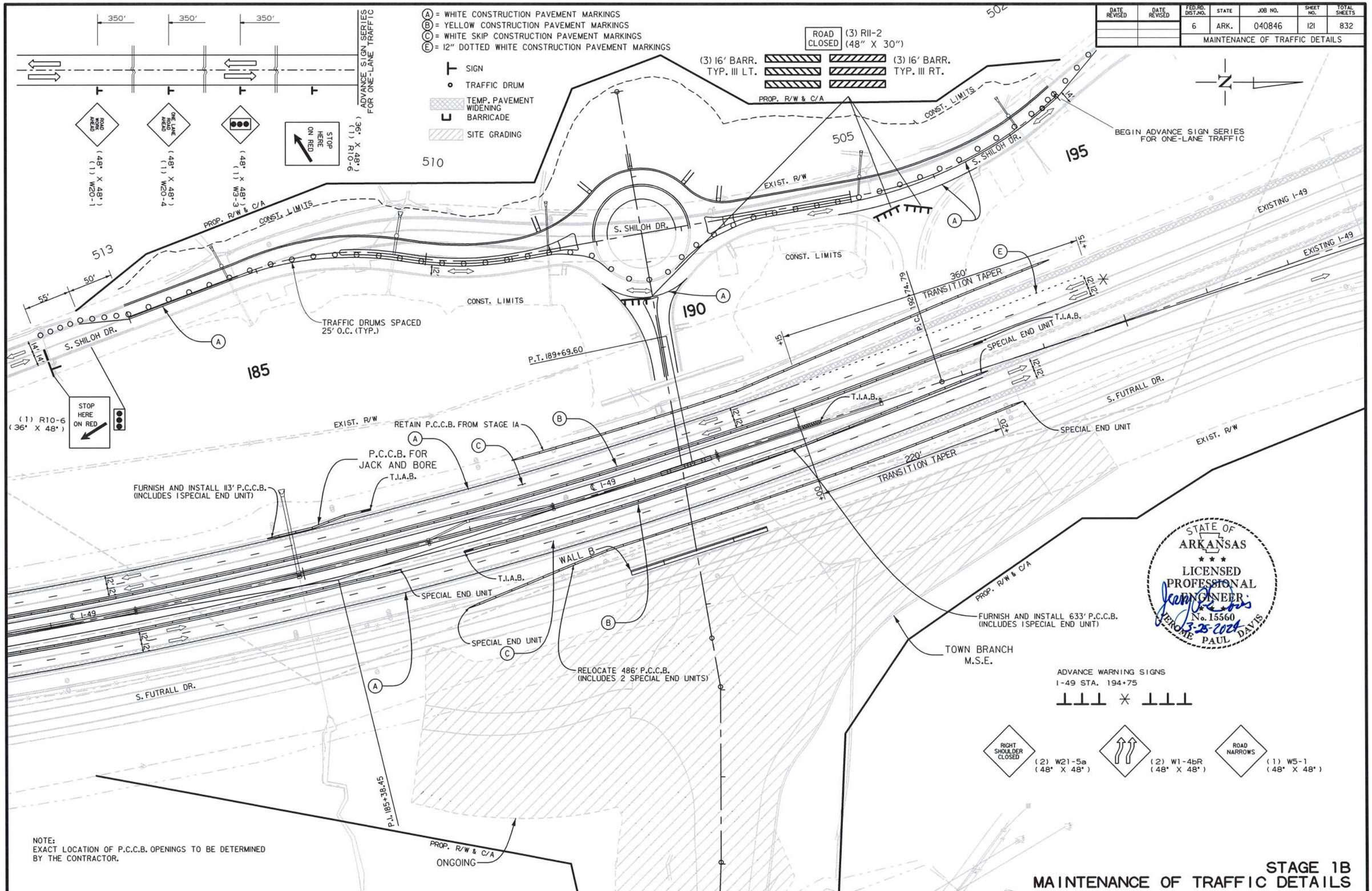
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	121	832
		MAINTENANCE OF TRAFFIC DETAILS				



NOTE:
EXACT LOCATION OF P.C.C.B. OPENINGS TO BE DETERMINED BY THE CONTRACTOR.

STAGE 1B
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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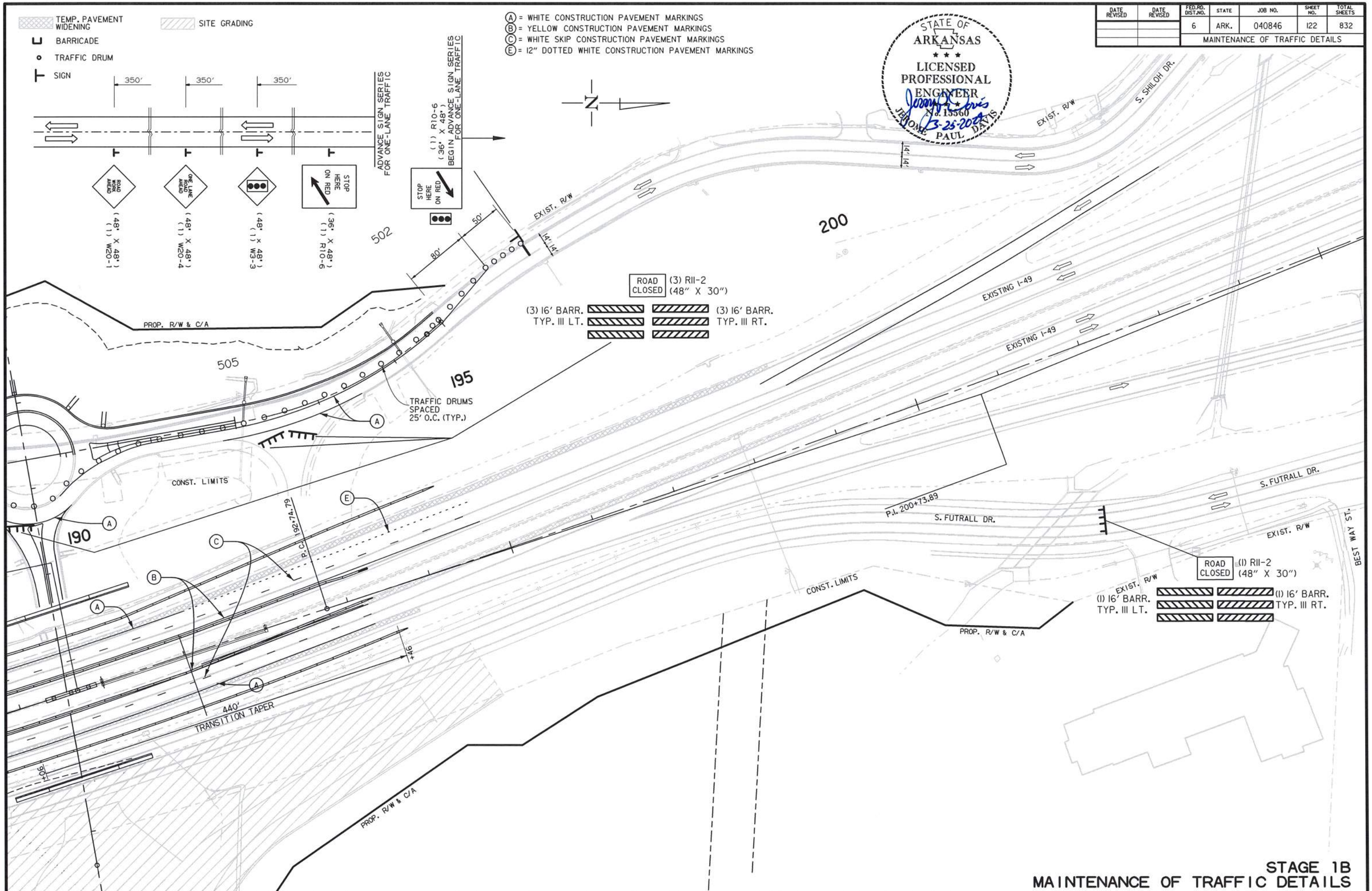
		MAINTENANCE OF TRAFFIC DETAILS				



STAGE 1B
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.	040846	123	832
		MAINTENANCE OF TRAFFIC DETAILS				

TEMP. PAVEMENT WIDENING

STAGE IC:

1) I-49 SOUTHBOUND: SHIFT TRAFFIC TO INSIDE LANES.

2) I-49 NORTHBOUND: SHIFT TRAFFIC TO INSIDE LANES.

3) RELOCATE THE I-49 NORTHBOUND AND SOUTHBOUND CENTER MEDIAN AND TEMPORARY OUTSIDE SHOULDER PCCB TO I-49 NORTHBOUND AND SOUTHBOUND EXISTING OUTSIDE EDGE OF PAVEMENT.

4) CONSTRUCT I-49 SOUTHBOUND ON-RAMP AT WEST APPROACH OF 15TH STREET INTERCHANGE ALONG WITH MSE RETAINING WALL AND PERMANENT BARRIER.

5) CONSTRUCT I-49 NORTHBOUND OFF-RAMP (TO FUTRALL) AT EAST APPROACH OF 15TH STREET INTERCHANGE ALONG WITH PERMANENT BARRIER.

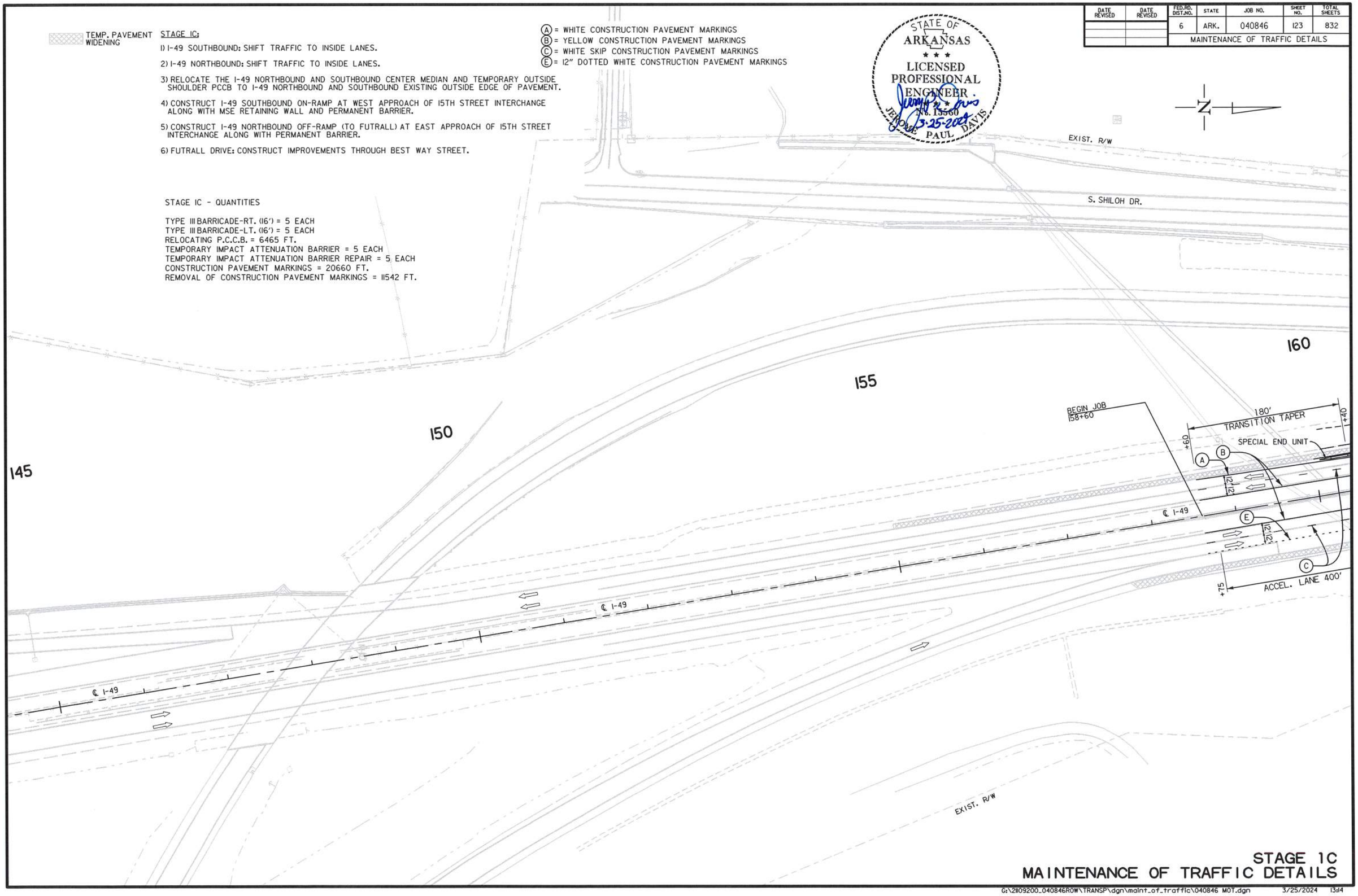
6) FUTRALL DRIVE: CONSTRUCT IMPROVEMENTS THROUGH BEST WAY STREET.

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE IC - QUANTITIES

TYPE III BARRICADE-RT. (16') = 5 EACH
TYPE III BARRICADE-LT. (16') = 5 EACH
RELOCATING P.C.C.B. = 6465 FT.
TEMPORARY IMPACT ATTENUATION BARRIER = 5 EACH
TEMPORARY IMPACT ATTENUATION BARRIER REPAIR = 5 EACH
CONSTRUCTION PAVEMENT MARKINGS = 20660 FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 11542 FT.



STAGE 1C
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.	040846	124	832
		MAINTENANCE OF TRAFFIC DETAILS				

TEMP. PAVEMENT WIDENING

SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13500
JEROME PAUL DAVIS
3-25-2024

N

(1) W5-4
(48" X 48")
RAMP NARROWS

175

EXIST. R/W

170

S. SHILOH DR.

S. SHILOH DR.

S. SHILOH DR.

RELOCATE 2526' P.C.C.B.
(INCLUDES 2 SPECIAL END UNITS)

100' TRANSITION TAPER

+52

+52

CONST. LIMITS

T.I.A.B.

SPECIAL END UNIT

165

℄ I-49

RELOCATE 1073' P.C.C.B.
(INCLUDES 1 SPECIAL END UNIT)

CONST. LIMITS

12'

12'

℄ I-49

CONST. LIMITS

RELOCATE 2866' P.C.C.B.
(INCLUDES 2 SPECIAL END UNITS)

EXIST. R/W

225' TRANSITION TAPER

+00

+75

ACCEL. LANE 400'

SPECIAL END UNIT

EXIST. R/W

STAGE 1C
MAINTENANCE OF TRAFFIC DETAILS

USER: op5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	125	832
		MAINTENANCE OF TRAFFIC DETAILS				

TEMP. PAVEMENT WIDENING

BARRICADE

SITE GRADING

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

510
505
513
190
185
180

PROP. R/W & C/A
CONST. LIMITS
EXIST. R/W
S. SHILOH DR.
ROAD CLOSED
(3) R11-2 (48" X 30")
(3) 16' BARR. TYP. III LT.
(3) 16' BARR. TYP. III RT.
300' TRANSITION TAPER
P.T. 189+69.60
P.C. 181+05.67
P.I. 185+38.45
℄ I-49
WALL C
SPECIAL END UNIT
12'
+25

STAGE 1C
MAINTENANCE OF TRAFFIC DETAILS

USER: qp5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	126	832
		MAINTENANCE OF TRAFFIC DETAILS				

TEMP. PAVEMENT WIDENING

BARRICADE

SITE GRADING

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-25-2024

ROAD CLOSED (2) R11-2 (48" X 30")

(2) 16' BARR. TYP. III LT.

(2) 16' BARR. TYP. III RT.

502

EXIST. R/W

S. SHILOH DR.

14' 14'

ROP. R/W & C/A

505

195

200

205

EXISTING I-49

EXISTING I-49

EXISTING I-49

S. SHILOH DR.

B

12'

12'

SPECIAL END UNIT

P.I. 200+73.89

S. FUTRALL DR.

BEST WAY ST.

A

C

B

12'

12'

CONST. LIMITS

EXIST. R/W

PROP. R/W & C/A

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

(1) 16' BARR. TYP. III LT.

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

PROP. R/W & C/A

STAGE 1C
MAINTENANCE OF TRAFFIC DETAILS

USER: ap518l
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	127	832
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

o TRAFFIC DRUM

STAGE ID:

1) I-49 SOUTHBOUND: SURFACE ON-RAMP.

2) MILL AND OVERLAY EXIST I-49 STA. 158+60 TO 189+69.

3) FUTRALL DRIVE: TIE-IN PERMANENT SURFACING FROM 15TH STEET RAMP.

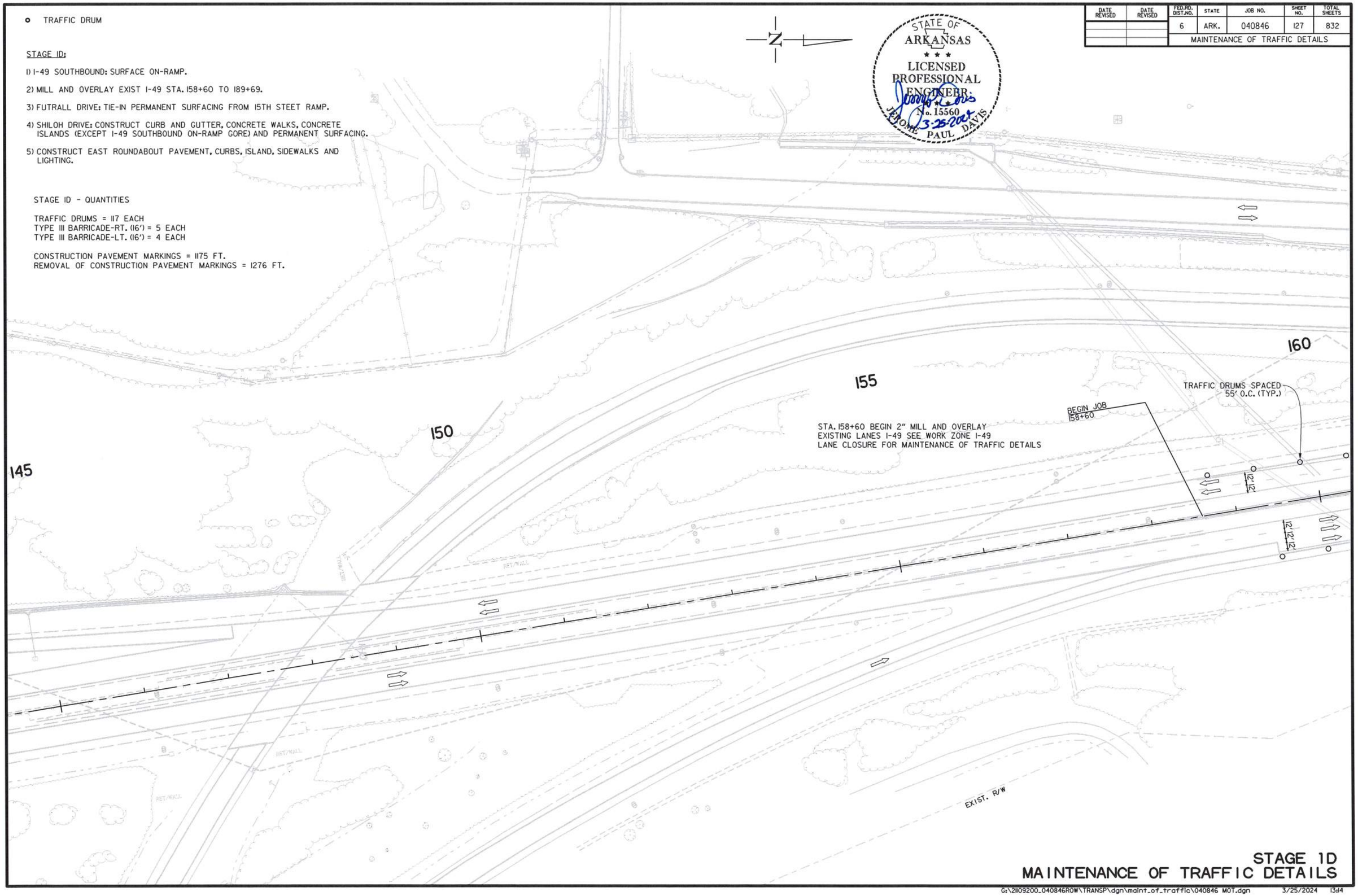
4) SHILOH DRIVE: CONSTRUCT CURB AND GUTTER, CONCRETE WALKS, CONCRETE ISLANDS (EXCEPT I-49 SOUTHBOUND ON-RAMP GORE) AND PERMANENT SURFACING.

5) CONSTRUCT EAST ROUNDABOUT PAVEMENT, CURBS, ISLAND, SIDEWALKS AND LIGHTING.

STAGE ID - QUANTITIES

TRAFFIC DRUMS = 117 EACH
TYPE III BARRICADE-RT. (16') = 5 EACH
TYPE III BARRICADE-LT. (16') = 4 EACH

CONSTRUCTION PAVEMENT MARKINGS = 1175 FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 1276 FT.



STAGE 1D
MAINTENANCE OF TRAFFIC DETAILS

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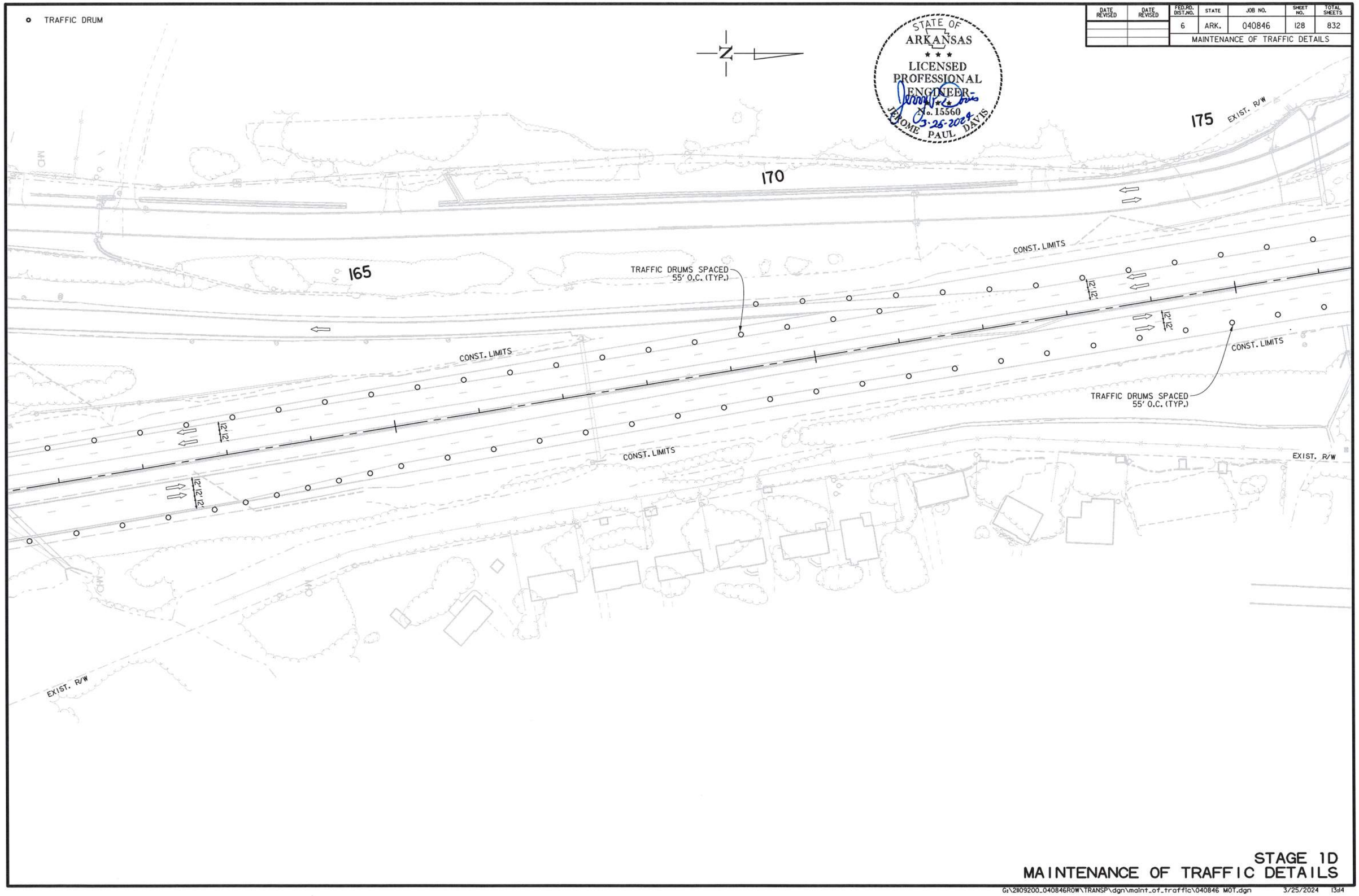
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	128	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



STAGE 1D
MAINTENANCE OF TRAFFIC DETAILS

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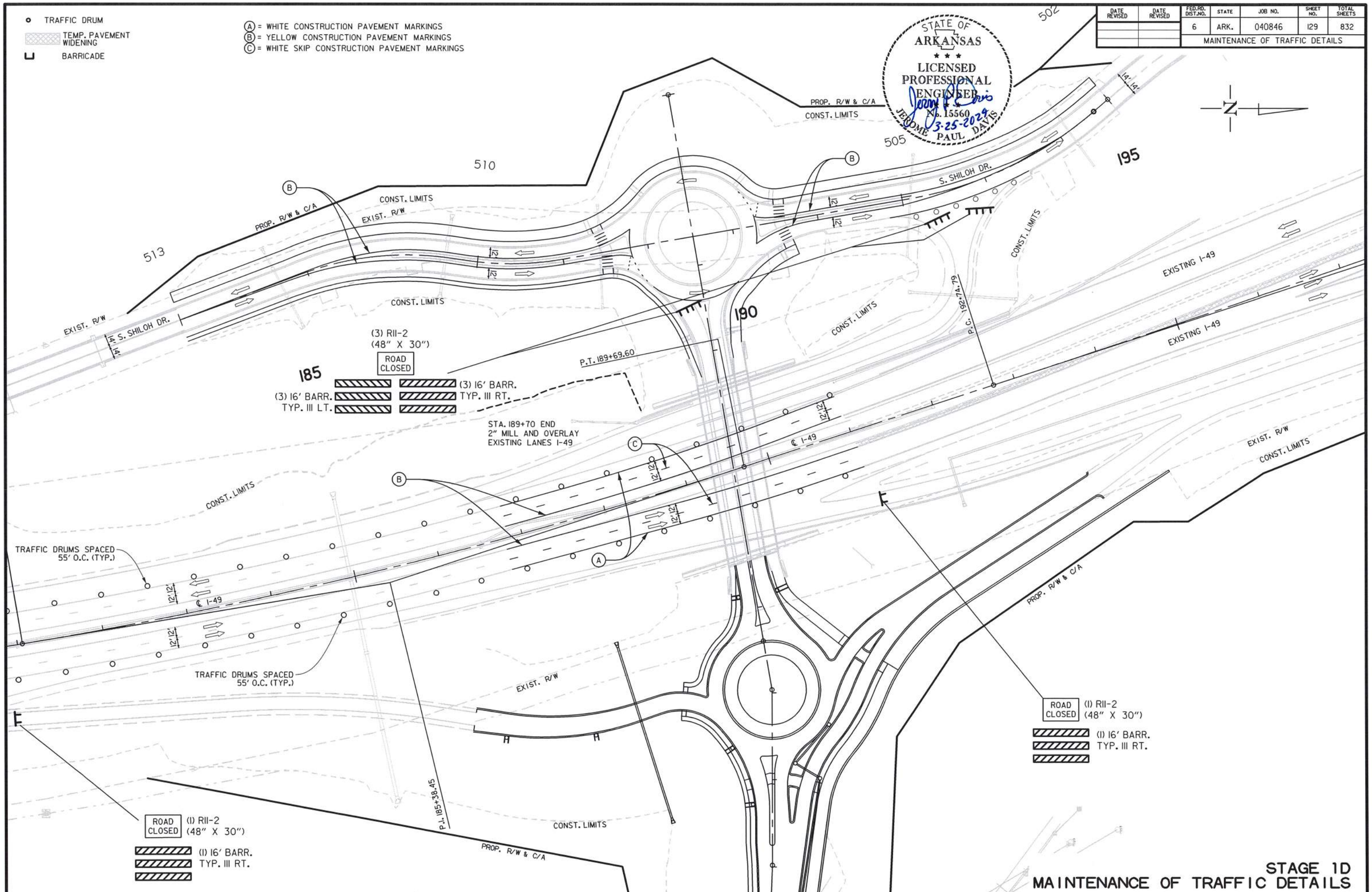
		6	ARK.	040846	129	832
		MAINTENANCE OF TRAFFIC DETAILS				



STAGE 1D
MAINTENANCE OF TRAFFIC DETAILS

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TC
- BARRICADE
- SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

S. SHILOH DR.
205
210
EXISTING I-49
P.T. 208+72.35
P.C. 203+72.35
HWY. 62/HWY. 180
EXIST. R/W
200
P.I. 200+73.89
S. FUTRALL DR.
BEST WAY ST.
ROAD CLOSED 500'
(1) W20-3 (48" X 48")
ROAD CLOSED
(1) R11-2 (48" X 30")
(1) 16' BARR. TYP. III LT.
(1) 16' BARR. TYP. III RT.
CONST. LIMITS
PROP. R/W & C/A

STAGE 1D
MAINTENANCE OF TRAFFIC DETAILS

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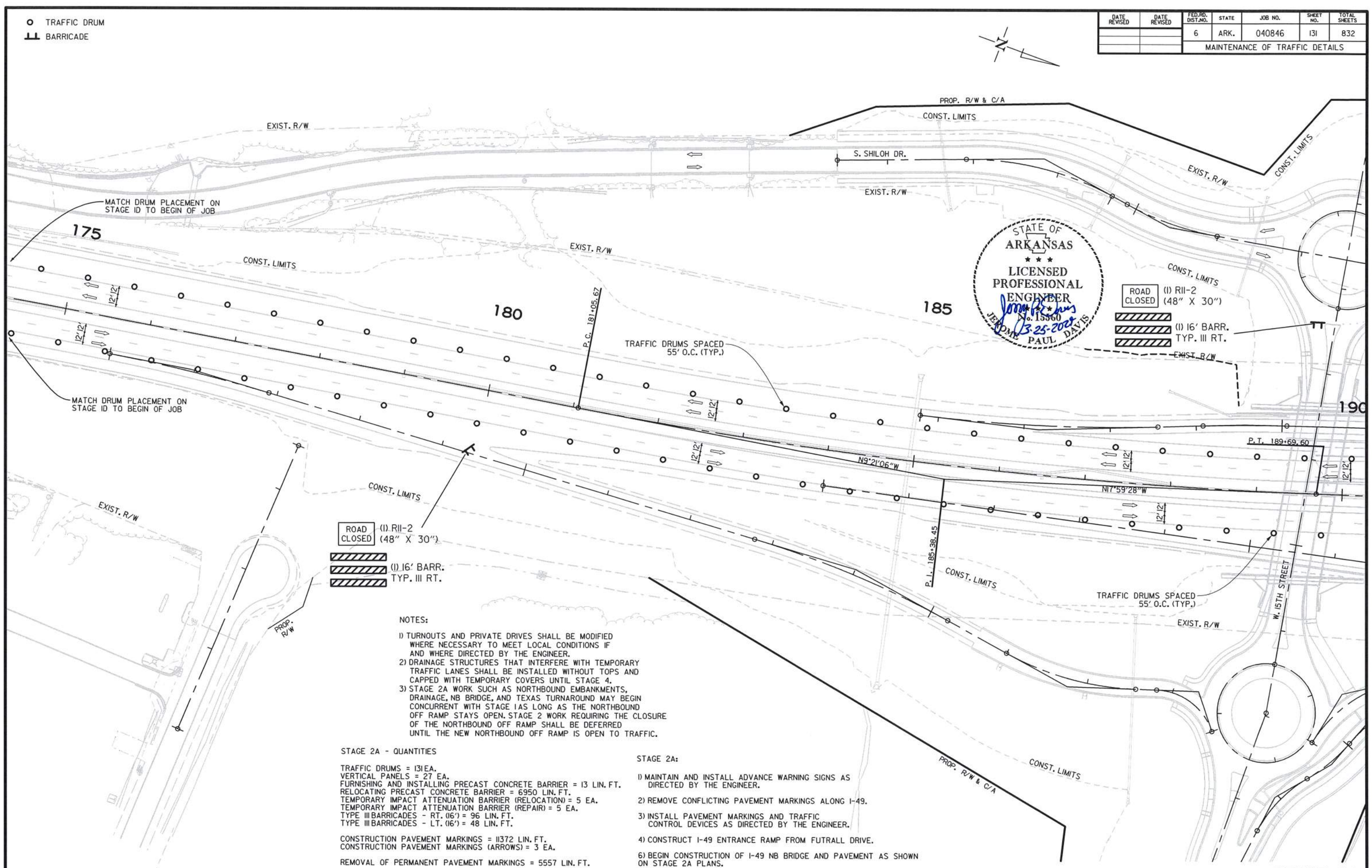
		6	ARK.	040846	131	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM
BARRICADE



NOTES:

1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.
3) STAGE 2A WORK SUCH AS NORTHBOUND EMBANKMENTS, DRAINAGE, NB BRIDGE, AND TEXAS TURNAROUND MAY BEGIN CONCURRENT WITH STAGE 1 AS LONG AS THE NORTHBOUND OFF RAMP STAYS OPEN. STAGE 2 WORK REQUIRING THE CLOSURE OF THE NORTHBOUND OFF RAMP SHALL BE DEFERRED UNTIL THE NEW NORTHBOUND OFF RAMP IS OPEN TO TRAFFIC.

STAGE 2A - QUANTITIES

TRAFFIC DRUMS = 131 EA.
VERTICAL PANELS = 27 EA.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER = 13 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 6950 LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION) = 5 EA.
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR) = 5 EA.
TYPE III BARRICADES - RT. (16') = 96 LIN. FT.
TYPE III BARRICADES - LT. (16') = 48 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS = 11372 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 3 EA.

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5557 LIN. FT.

STAGE 2A:

1) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) CONSTRUCT I-49 ENTRANCE RAMP FROM FUTRALL DRIVE.

6) BEGIN CONSTRUCTION OF I-49 NB BRIDGE AND PAVEMENT AS SHOWN ON STAGE 2A PLANS.

7) BEGIN CONSTRUCTION OF TEXAS TURNAROUNDS EAST SIDE OF NB BRIDGE.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	132	832
		MAINTENANCE OF TRAFFIC DETAILS				

BARRICADE
TRAFFIC DRUM
TEMP. PAVEMENT WIDENING
SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

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

EXIST. R/W
PROP. R/W & C/A
CONST. LIMITS
S. SHILOH DR.
PAVED PARKING
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
P.C. 192+74.79
P.T. 189+69.60
P.I. 607+26.05
190
195
200
12'-12'
15'
N17°59'28"W
℄ I-49
N21°59'06"W
P.I. 200+73.89
720
P.I. 721+47.81
P.O.B. 717+78.24
S. FUTRALL DR.
W. 15TH STREET
N 2°46'48" E
P.C. 723+01.33
RIGHT SHOULDER CLOSED
(I) W21-5a (48" X 48")
725
P.T. 725+55.86
P.C. 720+44.79
P.T. 722+48.43
P.I. 724+29.63

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3) STAGE 2A WORK SUCH AS NORTHBOUND EMBANKMENTS, DRAINAGE, NB BRIDGE, AND TEXAS TURNAROUND MAY BEGIN CONCURRENT WITH STAGE 1 AS LONG AS THE NORTHBOUND OFF RAMP STAYS OPEN. STAGE 2 WORK REQUIRING THE CLOSURE OF THE NORTHBOUND OFF RAMP SHALL BE DEFERRED UNTIL THE NEW NORTHBOUND OFF RAMP IS OPEN TO TRAFFIC.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	133	832
		MAINTENANCE OF TRAFFIC DETAILS				

O TRAFFIC DRUM
⊢ VERTICAL PANEL

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

NOTES:
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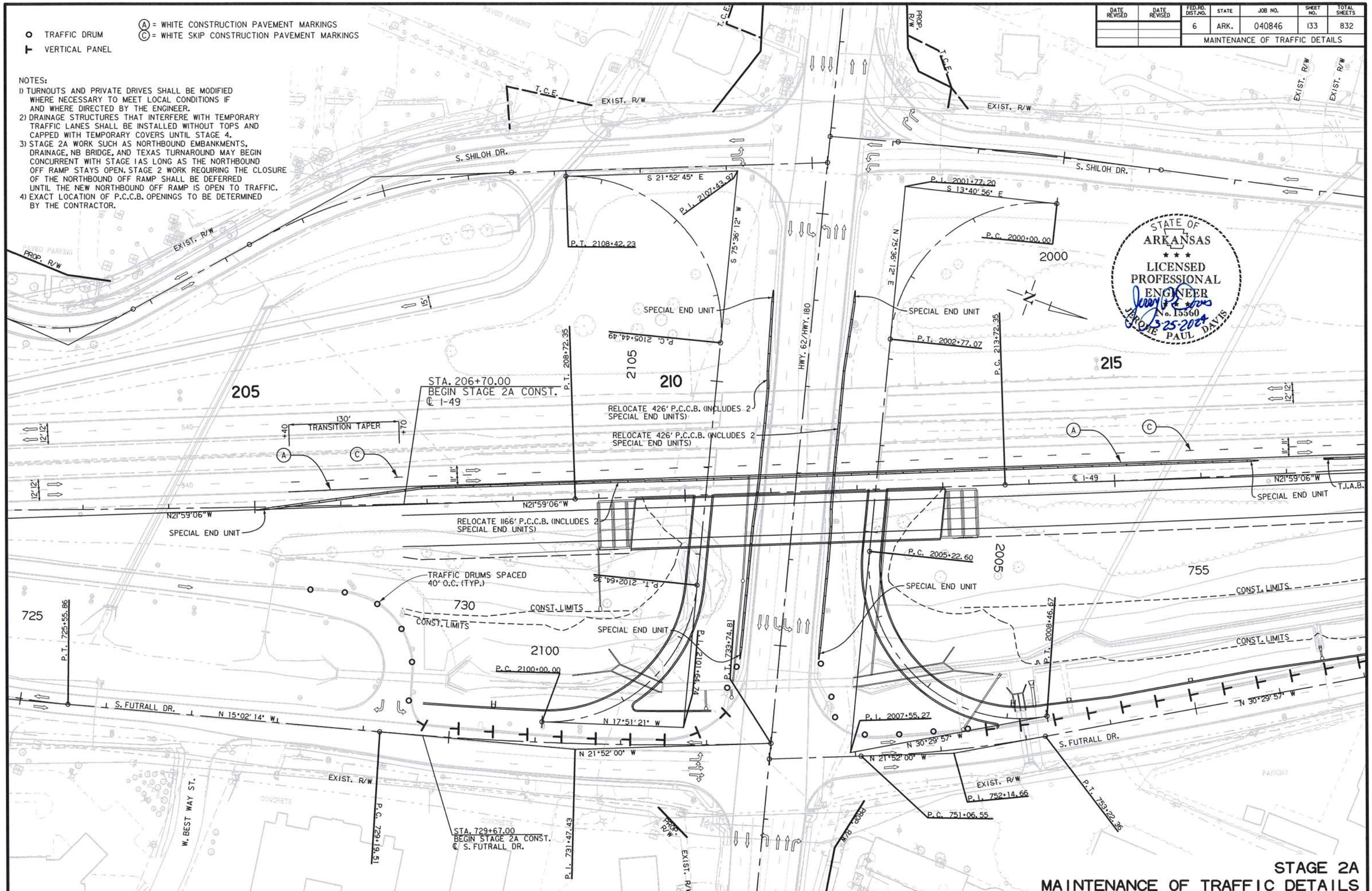
4) EXACT LOCATION OF P.C.C.B. OPENINGS TO BE DETERMINED BY THE CONTRACTOR.



STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	134	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL

TEMP. PAVEMENT WIDENING

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
EXIST. R/W
W. OLD FARMINGTON RD.
EXIST. R/W
S. SHILOH DR.
S. SHILOH DR.
EXIST. R/W
220
225
230
780' TRANSITION TAPER
P.R.C. 225+74.09
P.I. 231+75.10
N24°59'22"W
RELOCATE 913' P.C.C.B (INCLUDES 1 SPECIAL END UNIT)
℄ I-49
SPECIAL END UNIT
T.I.A.B.
N24°59'22"W
N21°59'06"W
SPECIAL END UNIT
T.I.A.B.
RELOCATE 973' P.C.C.B (INCLUDES 1 SPECIAL END UNIT)
CONST. LIMITS
758
P.I. 219+73.36
P.O.E. 758+72.68
CONST. LIMITS
CONST. LIMITS
T.I.A.B.
P.C. 1100+00.00
N 22°02' 52" W
P.I. 1101+91.92
EXIST. R/W
S. FUTRALL DR.
N 30°29'57" W
STA. 758+72.68
END STAGE 2A CONST.
℄ S. FUTRALL DR.
EXIST. R/W
W. OLD FARMINGTON RD.
STA. 1100+00.00
BEGIN STAGE 2A CONST.
℄ I-49 ENTRANCE RAMP
1100
RAMP NARROWS
(1) W5-4
(48" X 48")

NOTES:
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4) EXACT LOCATION OF P.C.C.B. OPENING TO BE DETERMINED BY THE CONTRACTOR.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	135	832
		MAINTENANCE OF TRAFFIC DETAILS				

O TRAFFIC DRUM

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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JEROME PAUL DAVIS
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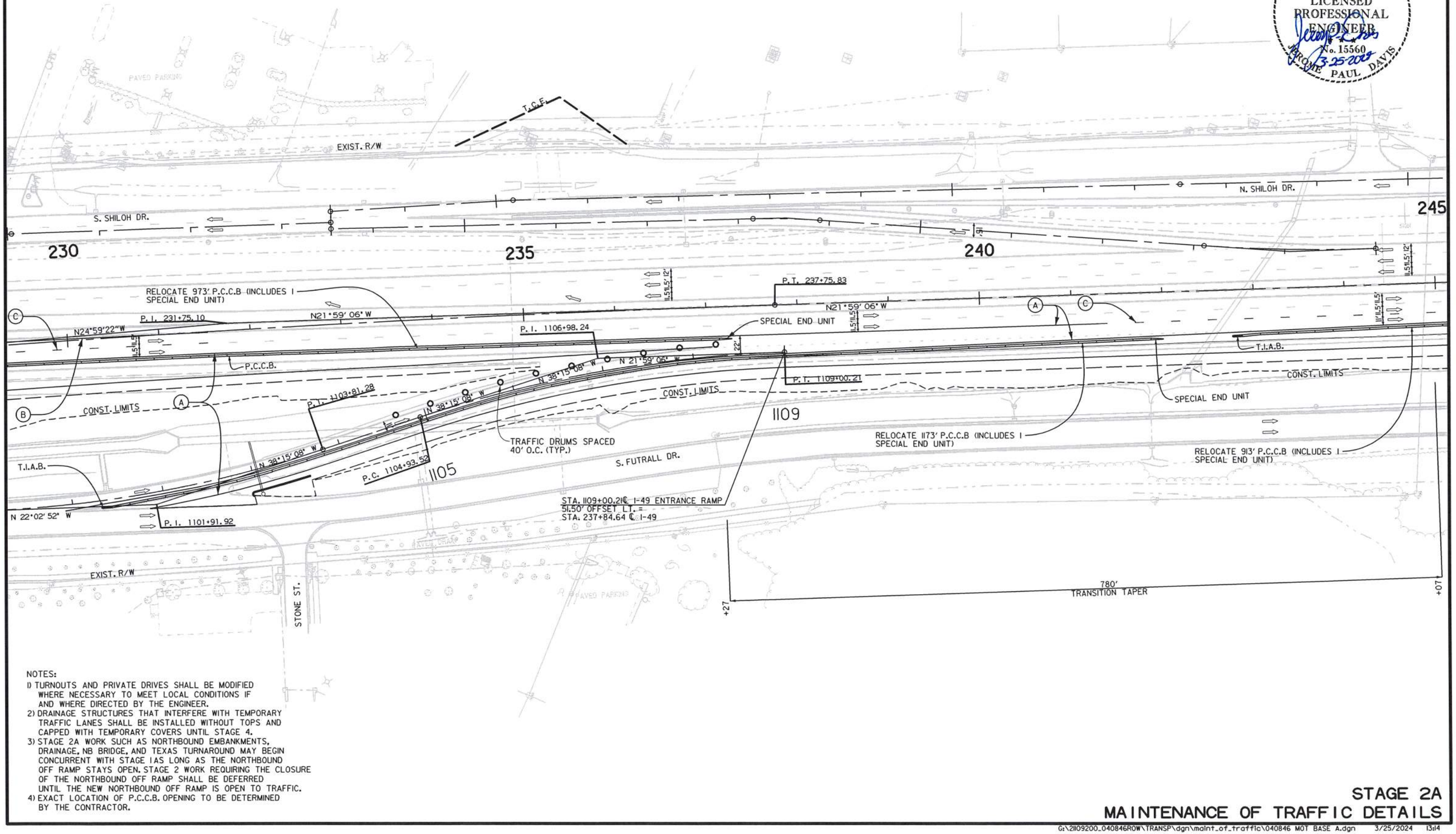

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STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
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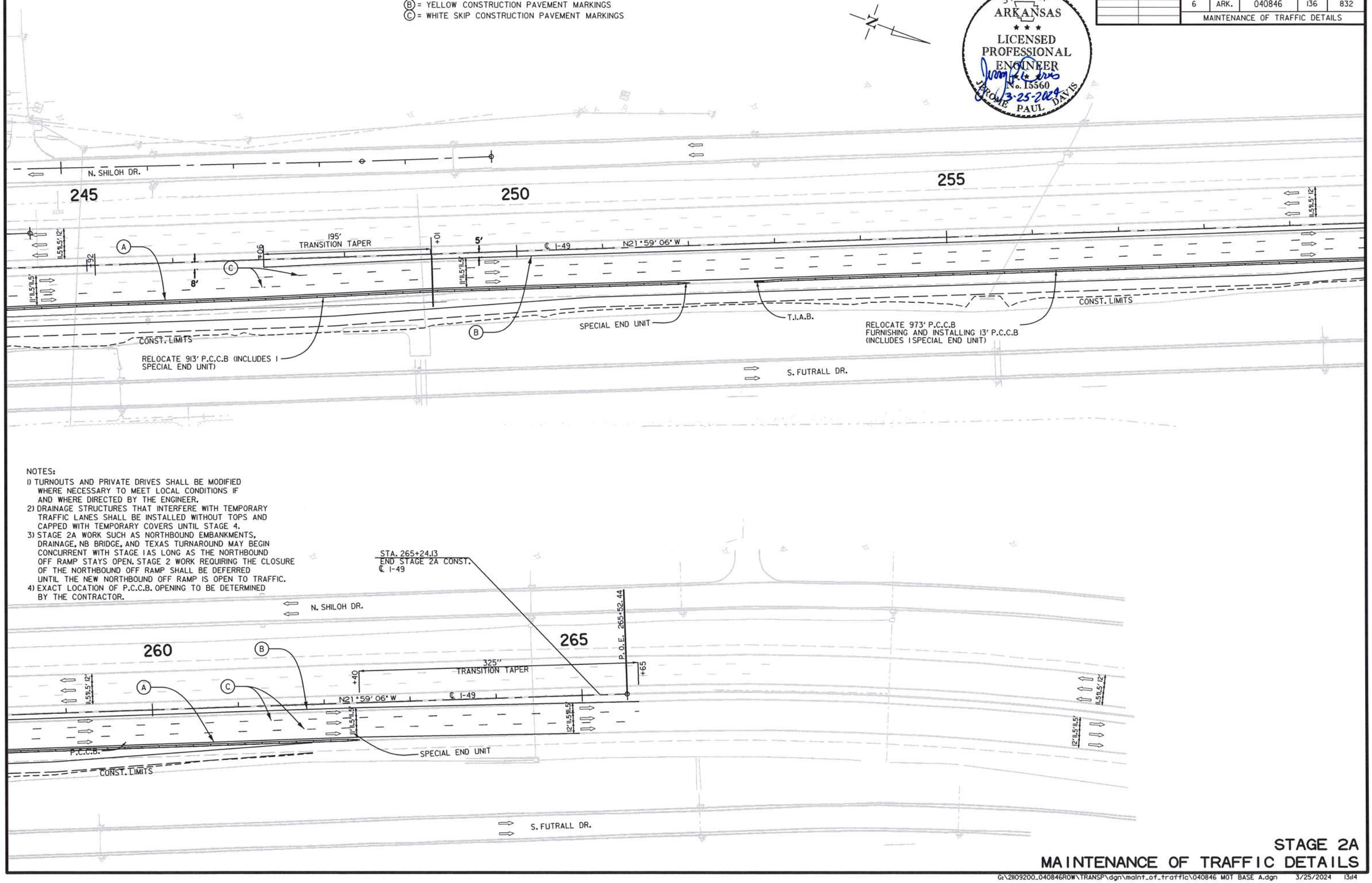

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4) EXACT LOCATION OF P.C.C.B. OPENING TO BE DETERMINED BY THE CONTRACTOR.

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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		MAINTENANCE OF TRAFFIC DETAILS				

○ TRAFFIC DRUM

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" WHITE DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

NOTES:
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EXIST. R/W
160
165
170
1300
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
CONST. LIMITS
℄ I-49
P.O.E. 1303+80.76
P.I. 1301+96.28
P.C. 1300+00.00
P.I. 1300+98.23
12'
12'
CONST. LIMITS
EXIST. R/W
Ⓐ
Ⓔ
CONST. LIMITS
EXIST. R/W

STAGE 2B - QUANTITIES

TRAFFIC DRUMS = 141 EA.
VERTICAL PANELS = 29 EA.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER = 1000 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 646 LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER = 1 EA.
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION) = 6 EA.
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR) = 6 EA.
TYPE III BARRICADES - RT. (16') = 80 LIN. FT.
TYPE III BARRICADES - LT. (16') = 48 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS = 13541 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (WORDS) = 3 EA.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 3 EA.

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 3303 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 3360 LIN. FT.

STAGE 2B:

1) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) CLOSE EXISTING HWY. 62/HWY. 180 WB LEFT TURN ONTO FUTRALL.

5) OPEN NEW NB EXIT ONTO FUTRALL AND CLOSE EXISTING NB EXIT.

6) INSTALL P.C.C.B. ALONG EXIST. I-49 OUTSIDE LANES. SHIFT NB TRAFFIC TO INSIDE WIDENED SHOULDER & COMPLETE FINAL GRADING.

7) CONSTRUCT PAVING AND OUTSIDE 2-LANES OF I-49 NB AS SHOWN ON STAGE 2B.

8) COMPLETE I-49 NB BRIDGE.

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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- TRAFFIC DRUM
- BARRICADE
- SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
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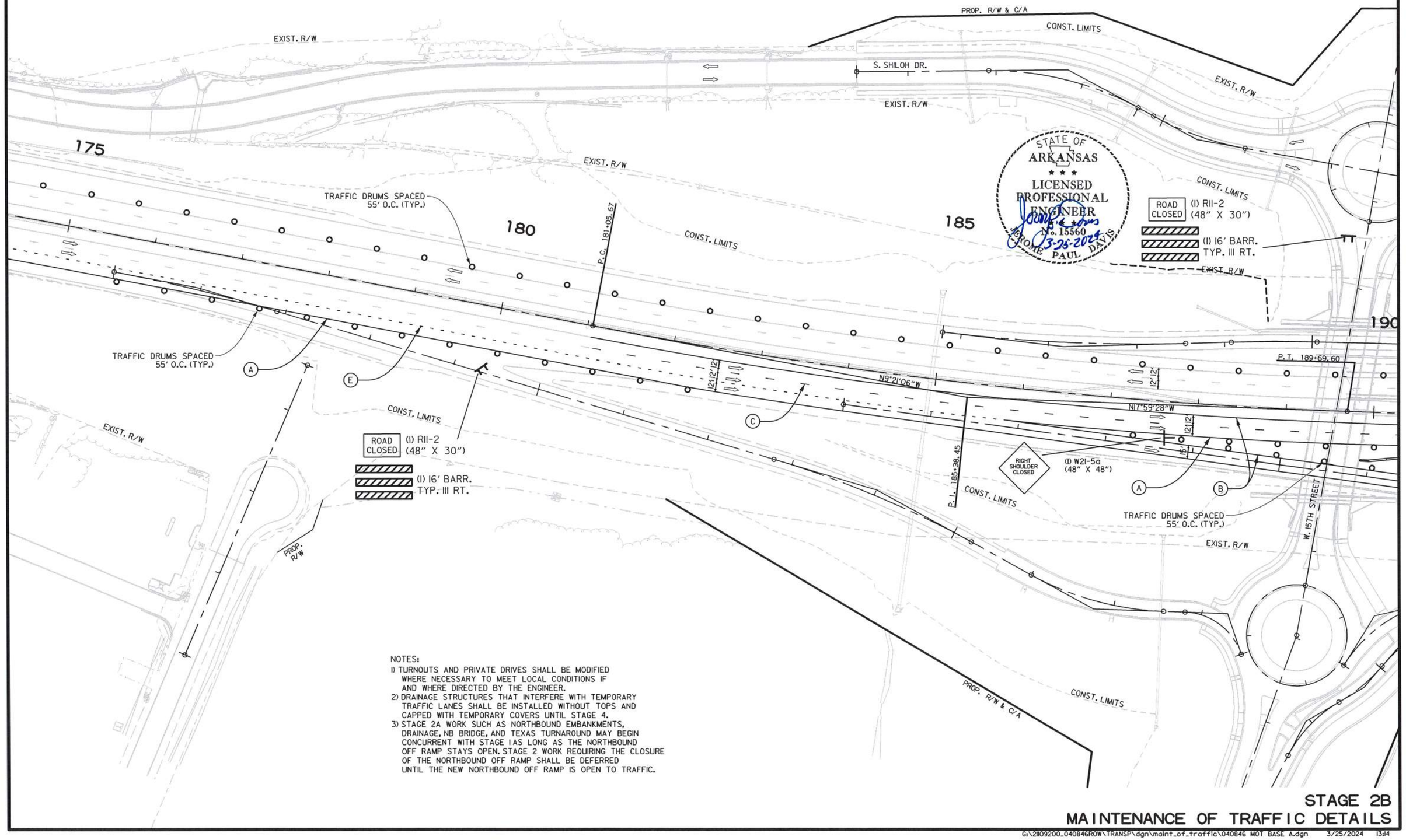
(E) = 12" WHITE DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS



STATE OF ARKANSAS
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NOTES:
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2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.
3) STAGE 2A WORK SUCH AS NORTHBOUND EMBANKMENTS, DRAINAGE, NB BRIDGE, AND TEXAS TURNAROUND MAY BEGIN CONCURRENT WITH STAGE 1 AS LONG AS THE NORTHBOUND OFF RAMP STAYS OPEN. STAGE 2 WORK REQUIRING THE CLOSURE OF THE NORTHBOUND OFF RAMP SHALL BE DEFERRED UNTIL THE NEW NORTHBOUND OFF RAMP IS OPEN TO TRAFFIC.

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

USER: qp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	139	832
		MAINTENANCE OF TRAFFIC DETAILS				

BARRICADE
TRAFFIC DRUM
TEMP. PAVEMENT WIDENING
VERTICAL PANEL

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13560
JEROME PAUL DAVIS
3-25-2024

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

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

EXIST. R/W
PROP. R/W & C/A
CONST. LIMITS
PROP. R/W
S. SHILOH DR.
PAVED PARKING
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
190
195
200
P.C. 192+74.79
P.I. 607+26.05
P.T. 189+69.60
RELOCATE 293' P.C.C.B (INCLUDES 1 SPECIAL END UNIT)
FURNISH AND INSTALL 800' P.C.C.B.
390' TRANSITION TAPER
SPECIAL END UNIT
T.I.A.B.
N17°59'28"W
N21°59'06"W
℄ I-49
P.C.C.B.
P.I. 200+73.89
720
P.I. 721+47.81
P.O.B. 717+78.24
S. FUTRALL DR.
W. 15TH STREET
T.I.A.B.
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
P.C. 723+01.93
N 2°46'48" E
VERTICAL PANELS SPACED 40' O.C. (TYP.)
725
P.T. 725+55.86
P.C. 720+44.79
P.T. 722+48.43
P.I. 724+29.63
100' TRANSITION TAPER
STA. 724+32.15
BEGIN STAGE 2B CONST.
℄ S. FUTRALL DR.

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.
3) STAGE 2A WORK SUCH AS NORTHBOUND EMBANKMENTS, DRAINAGE, NB BRIDGE, AND TEXAS TURNAROUND MAY BEGIN CONCURRENT WITH STAGE 1 AS LONG AS THE NORTHBOUND OFF RAMP STAYS OPEN. STAGE 2 WORK REQUIRING THE CLOSURE OF THE NORTHBOUND OFF RAMP SHALL BE DEFERRED UNTIL THE NEW NORTHBOUND OFF RAMP IS OPEN TO TRAFFIC.
4) EXACT LOCATION OF P.C.C.B. OPENINGS TO BE DETERMINED BY THE CONTRACTOR.

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

USER: qp518l
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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		6	ARK.	040846	140	832
		MAINTENANCE OF TRAFFIC DETAILS				

BARRICADE
TRAFFIC DRUM
SIGN
VERTICAL PANEL

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

NOTES:
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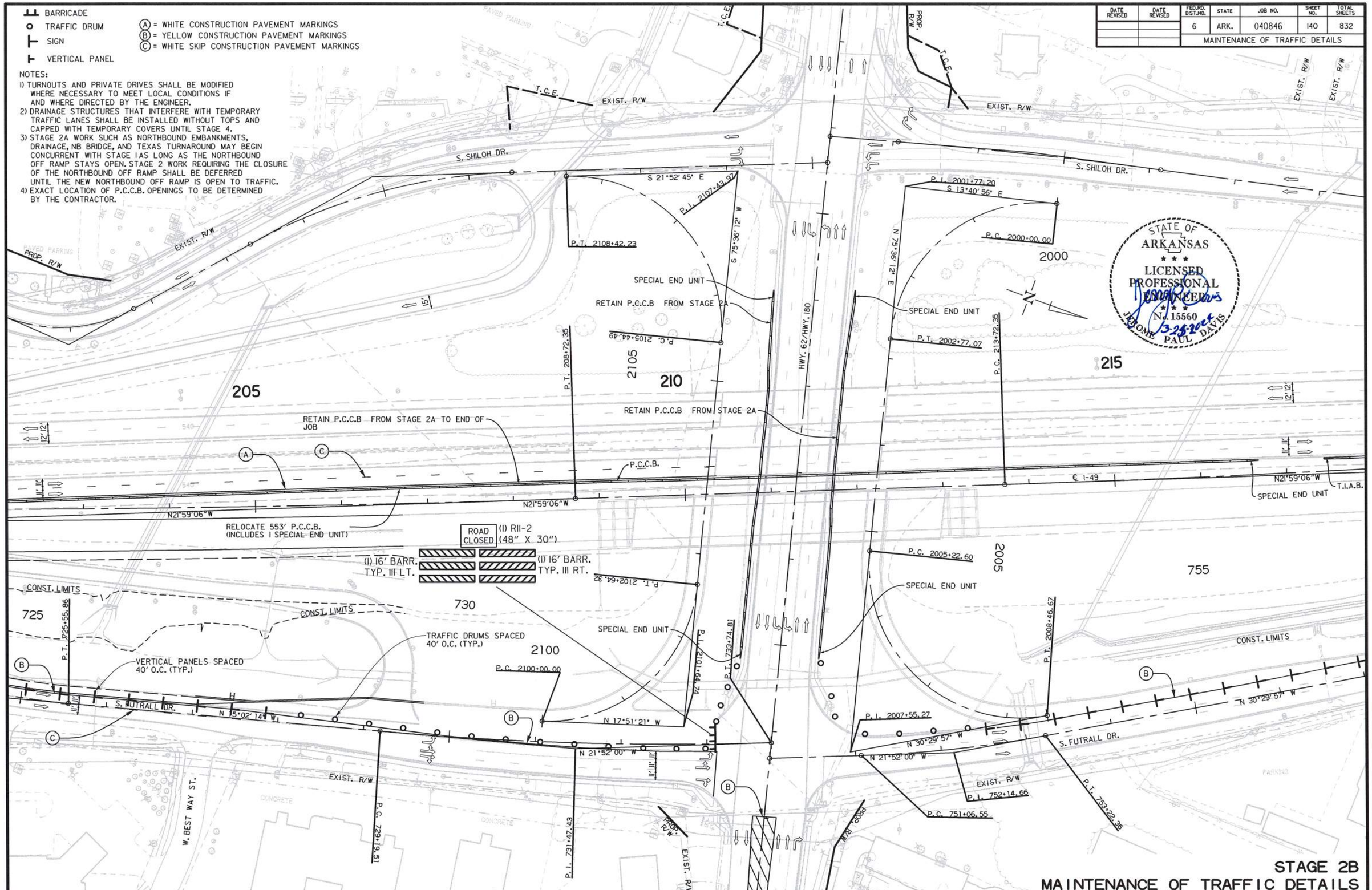

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	141	832
		MAINTENANCE OF TRAFFIC DETAILS				

⊢ VERTICAL PANEL

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

W. OLD FARMINGTON RD.

S. SHILOH DR.

220

225

230

P.R.C. 225+74.09

RETAIN FROM STAGE 2A

℄ I-49

N24°59'22"W

SPECIAL END UNIT

T.I.A.B.

N21°59'06"W

758

P.I. 219+73.36

P.O.E. 758+72.68

S. FUTRALL DR.

N 30°29'57" W

VERTICAL PANELS SPACED 40' O.C. (TYP.)

STA. 758+72.68
END STAGE 2B CONST.
℄ S. FUTRALL DR.

P.I. 231+75.10

N 22°02'52" W

P.C. 1100+00.00

P.I. 1101+91.92

STA. 1100+00.00
BEGIN STAGE 2B CONST.
℄ I-49 ENTRANCE RAMP

1100

NOTES:
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4) EXACT LOCATION OF P.C.C.B. OPENINGS TO BE DETERMINED BY THE CONTRACTOR.

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

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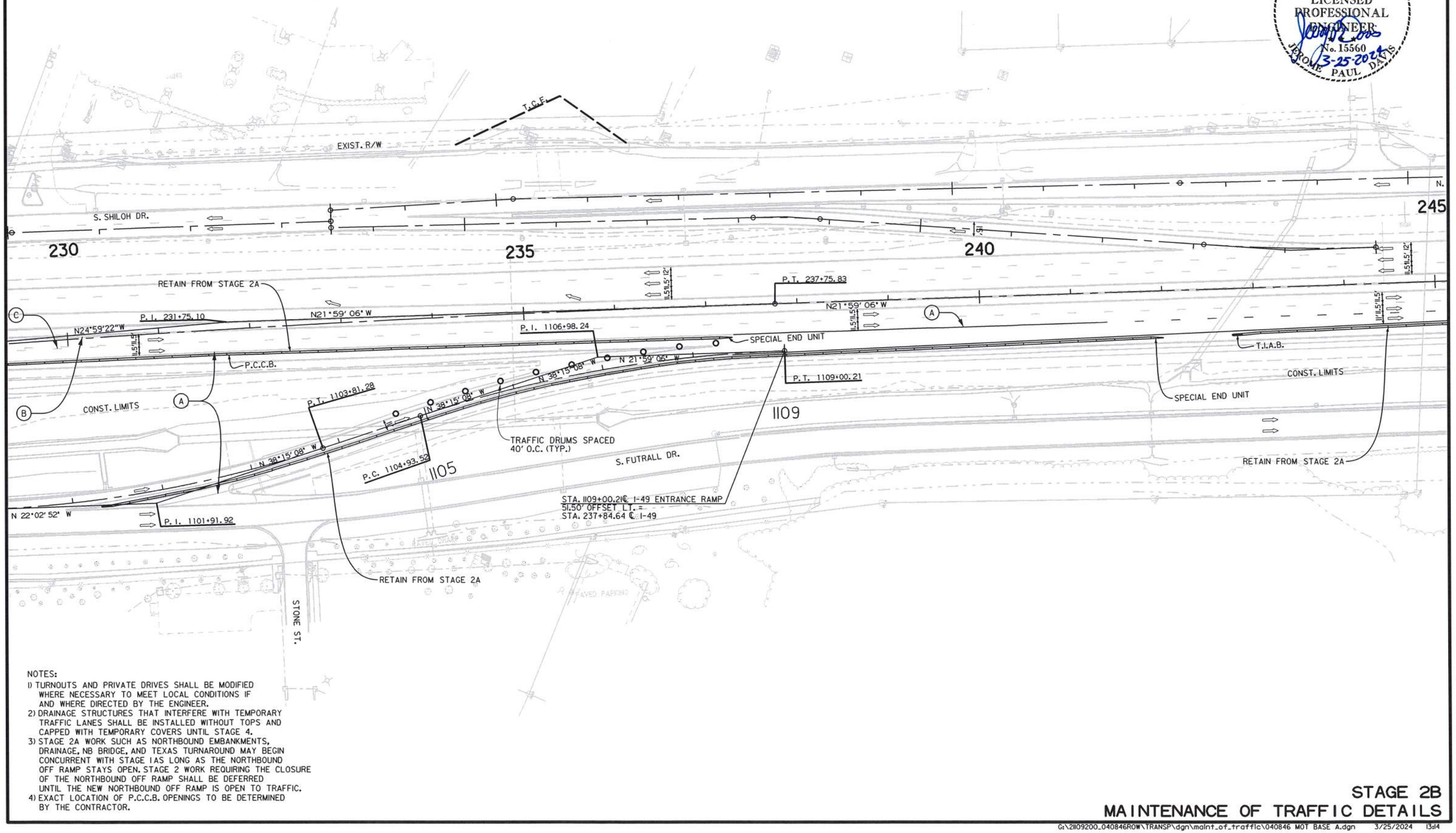
		MAINTENANCE OF TRAFFIC DETAILS				

○ TRAFFIC DRUM

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



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STAGE 2B
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		MAINTENANCE OF TRAFFIC DETAILS				

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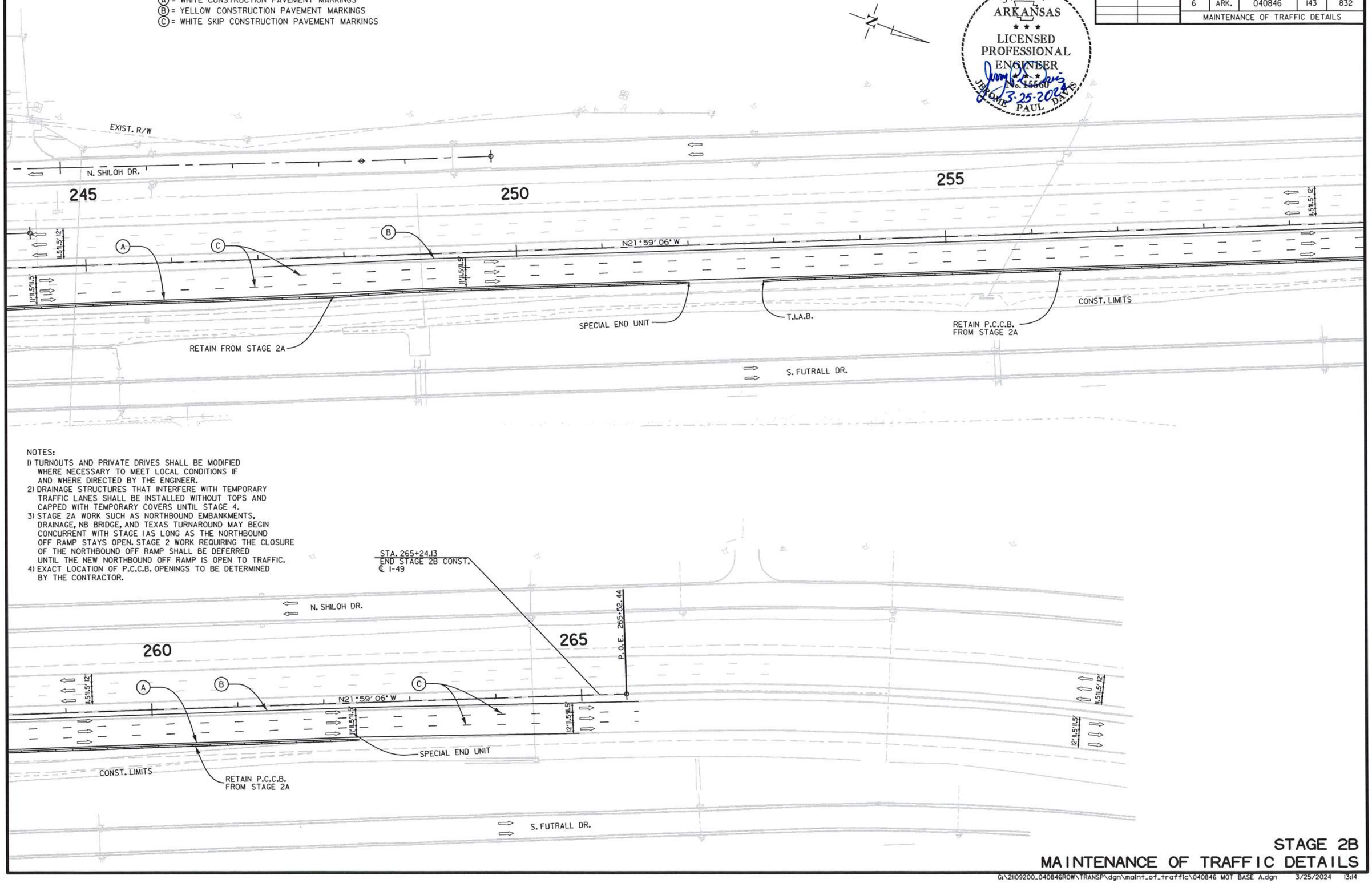
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



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STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

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TRAFFIC DRUM
BARRICADE

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
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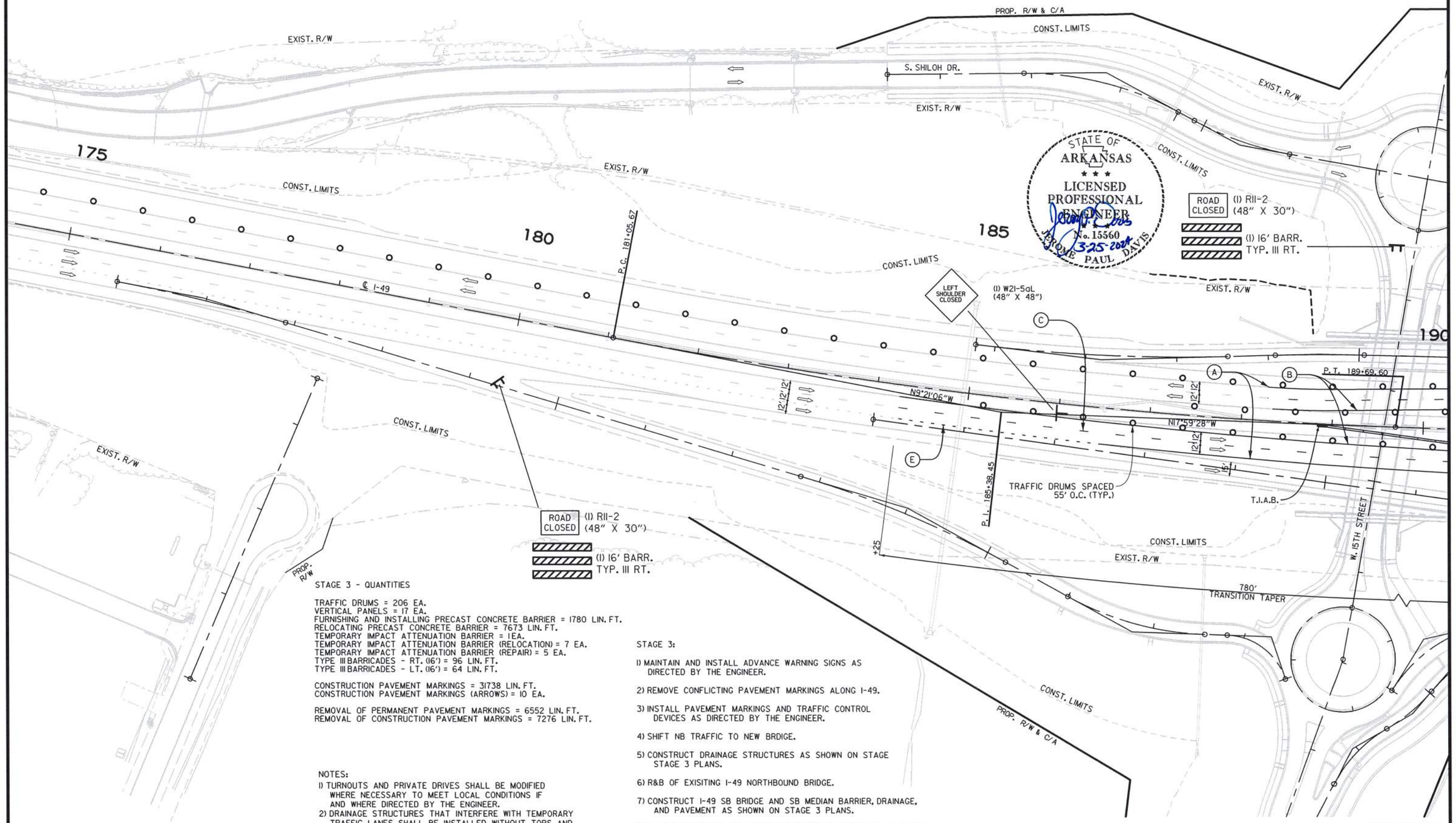
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" WHITE DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS



STAGE 3 - QUANTITIES

TRAFFIC DRUMS = 206 EA.
VERTICAL PANELS = 17 EA.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER = 1780 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 7673 LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER = 1EA.
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION) = 7 EA.
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR) = 5 EA.
TYPE III BARRICADES - RT. (16') = 96 LIN. FT.
TYPE III BARRICADES - LT. (16') = 64 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS = 31738 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 10 EA.

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 6552 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 7276 LIN. FT.

NOTES:
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STAGE 3:

1) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.
2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.
3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.
4) SHIFT NB TRAFFIC TO NEW BRDIGE.
5) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN ON STAGE STAGE 3 PLANS.
6) R&B OF EXISITING I-49 NORTHBOUND BRIDGE.
7) CONSTRUCT I-49 SB BRIDGE AND SB MEDIAN BARRIER, DRAINAGE, AND PAVEMENT AS SHOWN ON STAGE 3 PLANS.
8) CONSTRUCT CURB AND GUTTER, APPROACHES, SIDEWALKS, & STORM DRAINAGE AS SHOWN ON STAGE 3 PLANS ALONG SHILOH DRIVE.

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

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TRAFFIC DRUM
BARRICADE
TEMP. PAVEMENT WIDENING

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
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Ⓔ = 12" WHITE DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER.
No. 13560
JEROME PAUL DAVIS
3-25-2024

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

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

EXIST. R/W
PROP. R/W & C/A
CONST. LIMITS
W. 15TH STREET
STA. 191+05.00
BEGIN STAGE 3 CONST.
℄ I-49
190
SPECIAL END UNIT
P.T. 189+69.60
12'/12'
5'
N17°59'28"W
T.I.A.B.
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
780' TRANSITION TAPER
+05
P.C. 192+74.79
RELOCATE 1013' PRECAST CONCRETE BARRIER (INCLUDES 1 SPECIAL END UNIT)
195
STA. 502+04.93
END STAGE 3 CONST.
℄ S. SHILOH DR.
P.C. 499+95.31
P.I. 499+42.04
P.I. 498+19.49
TRAFFIC DRUMS SPACED 20' O.C. (TYP.)
P.I. 500+98.10
500
S 40°47'05" E
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
16°20'25" Δ
3°38'34" W
P.C. 496+90.14
S. SHILOH DR.
S 3°34'34" W
P.T. 494+82.75
495
PAVED PARKING
200
P.I. 494+08.70
+32
260' TRANSITION TAPER
+92
℄ I-49
N17°59'28"W
N21°59'06"W
717+48.24
P.O.B.
720
P.I. 721+47.81
S. FUTRALL DR.
P.I. 200+73.89
SPECIAL END UNIT
RELOCATE 1513' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)
EXIST. R/W
CONST. LIMITS
N 2°46'48" E
P.C. 723+01.33
725
P.T. 725+55.86
P.C. 720+44.79
P.T. 722+48.43
PROP. R/W & C/A
P.I. 724+29.63
PAVED PARKING

NOTES:
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BARRICADE
SIGN
TRAFFIC DRUM
VERTICAL PANEL

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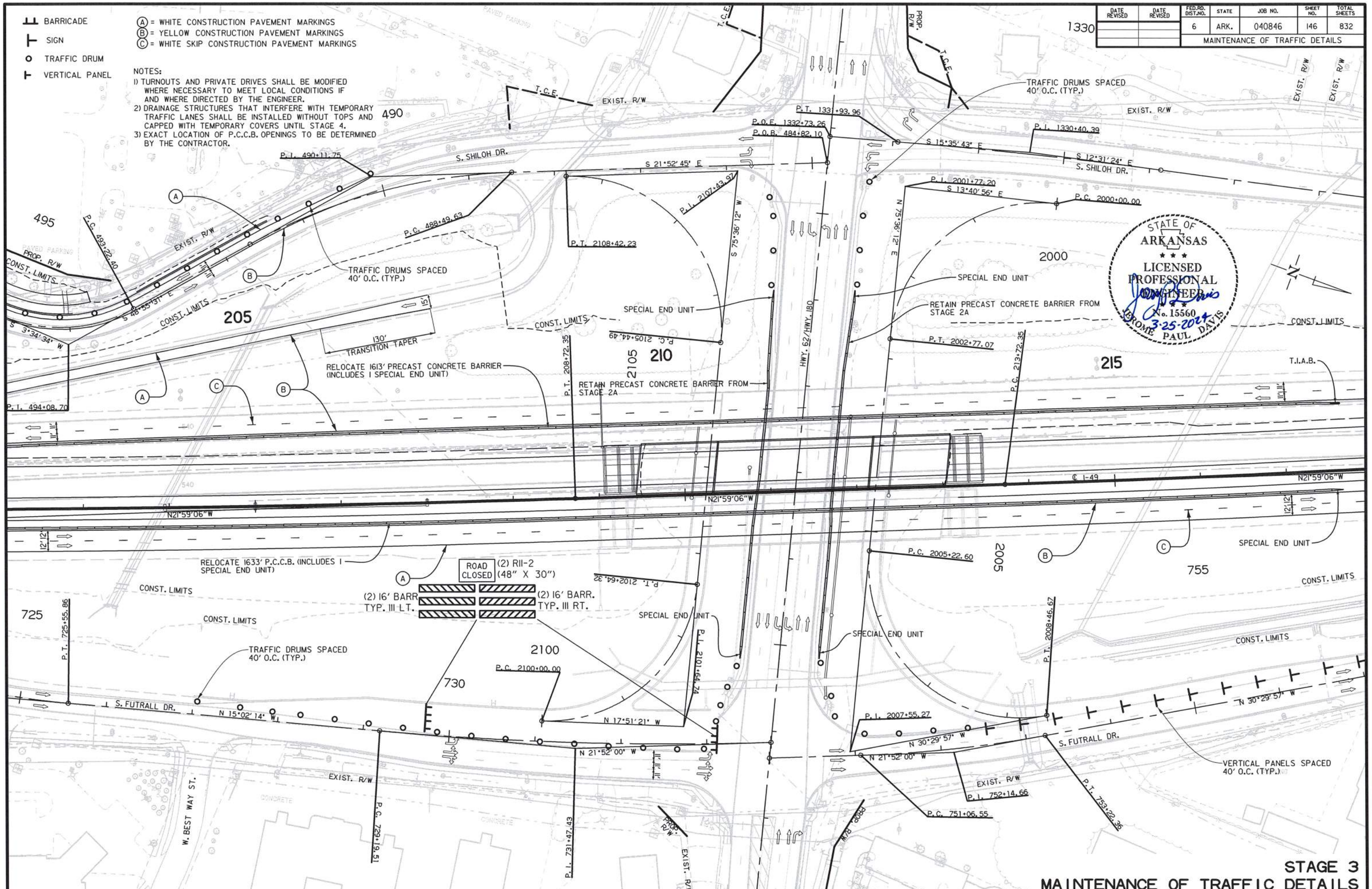

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
EXIST. R/W
1325
W. OLD FARMINGTON RD.
EXIST. R/W
S 12°31'24" E
S. SHILOH DR.
1320
P.T. 1319+73.63
PAVED PARKING
PAVED PARKING
STA. 1314+13.21
END STAGE 3 CONST.
℄ S. SHILOH DR.
1315
P.C. 1314+95.60
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
EXIST. R/W
CONST. LIMITS
FURNISH AND INSTALL 980' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)
S 22°05'01" E
RELOCATE 893' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)
CONST. LIMITS
SPECIAL END UNIT
T.I.A.B.
220
225
P.R.C. 225+74.09
T.I.A.B.
SPECIAL END UNIT
230
P.I. 231+75.10
N24°59'22"W
℄ I-49
N24°59'22"W
N24°59'22"W
P.C.C.B.
N21°59'06"W
12'
12'
SPECIAL END UNIT
T.I.A.B.
758
P.I. 219+73.36
RELOCATE 913' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)
SPECIAL END UNIT
T.I.A.B.
STA. 1100+00.00
BEGIN STAGE 3 CONST.
℄ I-49 ENTRANCE RAMP
CONST. LIMITS
FURNISH AND INSTALL 800' P.C.C.B.
RELOCATE 173' P.C.C.B. (INCLUDES 1 SPECIAL END UNIT)
N 38°15'08" W
N 22°02'52" W
P.C. 1100+00.00
P.I. 1101+91.92
CONST. LIMITS
CONST. LIMITS
P.O.E. 758+72.68
12' 12' 12'
S. FUTRALL DR.
N 30°29'57" W
EXIST. R/W
EXIST. R/W
1100
VERTICAL PANELS SPACED 40' O.C. (TYP.)
W. OLD FARMINGTON RD.

NOTES:
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TRAFFIC DRUM

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(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
10-25-2023

STA. 1266+81.50 ℄ N. SHILOH DR.
12.00' LT. OFFSET =
STA. 1311+46.14 ℄ S. SHILOH DR.
7.02' LT. OFFSET =
STA. 1311+46.14 ℄ I-49 TRANSITION TO S. SHILOH DR.

P.I. 1264+81.36
P.O.E. 1266+81.50
T.C.E.
TRAFFIC DRUMS SPACED 20' O.C. (TYP.)
STA. 1257+89.76
BEGIN STAGE 3 CONST.
℄ N. SHILOH DR.
P.I. 1257+50.05
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
P.C. 1314+95.60
EXIST. R/W
CONST. LIMITS
S. SHILOH DR.
S 22°09'01" E
S23°36'11"E
S21°27'48"E
N. SHILOH DR.
845' TRANSITION TAPER
P.I. 231+75.10
P.O.B. 1311+46.14
P.T. 237+75.83
T.I.A.B.
℄ I-49
N21°59'06"W
N24°59'22"W
SPECIAL END UNIT
P.I. 1106+98.24
N 38°15'08" W
N 21°59'06" W
P.T. 1109+00.21
CONST. LIMITS
P.T. 1103+81.28
STA. 1109+00.21℄ I-49 ENTRANCE RAMP
51.50' OFFSET LT. =
STA. 237+84.64 ℄ I-49
P.C. 1104+93.52
S. FUTRALL DR.
N 22°02'52" W
P.I. 1101+91.92
EXIST. R/W
STONE ST.
PAVED PARKING
LEFT SHOULDER CLOSED
(1) W21-5aL (48" X 48")

1315 1265 1260 1255 245 230 235 240 1109 1105

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn 3/25/2024 13:14

USER: qp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
PLOTTED: 3/25/2024 13:14
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	149	832
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

TRAFFIC DRUM

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

TRAFFIC DRUMS SPACED 20' O.C. (TYP.)
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)

1255
1250
P.O.B. 1250+00.00
P.I. 1251+50.06
Δ =00°50'51" RT.
S21°20'27"E
S22°11'17"E
N. SHILOH DR.
245
250
255
845' TRANSITION TAPER
+29
11.5' 12'
11.5 11.5' 12'
℄ I-49
N21°59'06"W
12' 12' 11.5' 11.5'
CONST. LIMITS
S. FUTRALL DR.

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.

STA. 265+21.32
END STAGE 3 CONST.
℄ I-49
P.O.E. 265+52.44
260
265
N21°59'06"W
℄ I-49
11.5 11.5' 12'
12' 11.5 11.5'
CONST. LIMITS
S. FUTRALL DR.

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	150	832
		MAINTENANCE OF TRAFFIC DETAILS				

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 4 - QUANTITIES

TRAFFIC DRUMS = 247 EA.
VERTICAL PANELS = 65 EA.
RELOCATING PRECAST CONCRETE BARRIER = 5531 LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION) = 3 EA.
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR) = 3 EA.
TYPE III BARRICADES - RT. (16') = 48 LIN. FT.
TYPE III BARRICADES - LT. (16') = 48 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS = 41999 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (WORDS) = 7 EA.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 7 EA.
REMOVABLE PAVEMENT MARKINGS = 6194 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2953 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 18817 LIN. FT.

160
CONST. LIMITS
12'
12'
℄ I-49
EXIST. R/W
165
A
CONST. LIMITS
EXIST. R/W
C
P.O.E. 1303+80.75
P.I. 1301+96.38
170
A
P.O.E. 1300+00.00
1300
EXIST. R/W
CONST. LIMITS
E
P.I. 1300+98.23
12'
12'
12'
12'
℄ I-49
12'
12'
12'
CONST. LIMITS
EXIST. R/W

STAGE 4:

1) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG I-49.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) SHIFT SB TRAFFIC TO NEW SB BRIDGE.

5) CONSTRUCT CURB AND GUTTER, APPROACHES, SIDEWALKS, & STORM DRAINAGE AS SHOWN ON STAGE 4 PLANS ALONG SHILOH DRIVE.

6) CLOSE EXIST SB ON RAMP AND OPEN NEW SB ON RAMP.

7) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN ON STAGE STAGE 4 PLANS.

8) BEGIN CONSTRUCTION OF TEXAS TURNAROUNDS WEST OF SB I-49 AND WIDENING INSIDE SIDE OF SB ON AND OFF RAMPS.

9) INSTALL FINAL LIFT OF ASPHALT AND PERMANENT PAVEMENT MARKINGS ALONG I-49 AND 15TH STREET.

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.

STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

USER: qp5181
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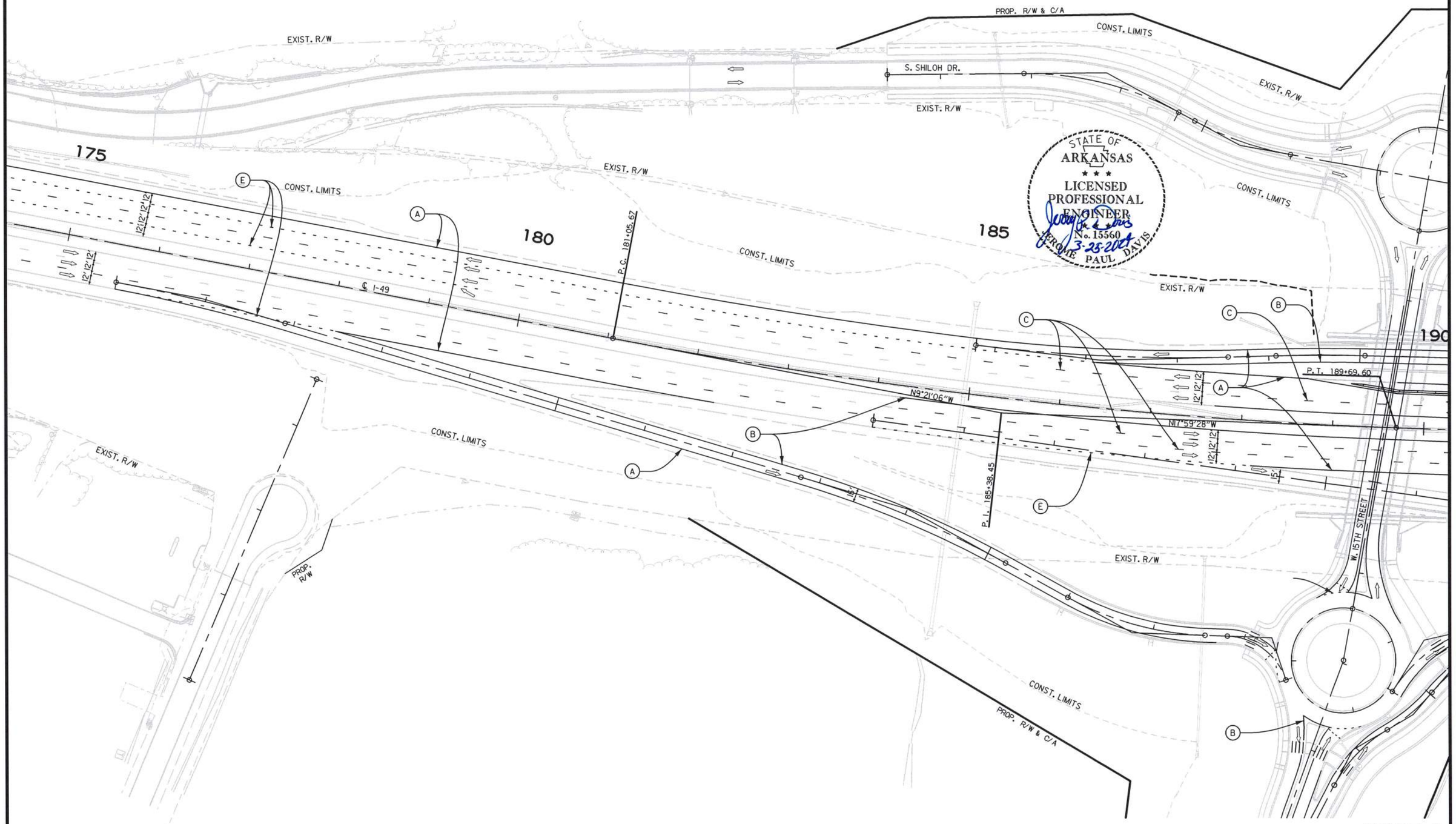
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	151	832
		MAINTENANCE OF TRAFFIC DETAILS				

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	152	832
		MAINTENANCE OF TRAFFIC DETAILS				

O TRAFFIC DRUM
⊢ VERTICAL PANEL

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
CONST. LIMITS
PROP. R/W & C/A
VERTICAL PANELS SPACED 40' O.C. (TYP.)
STA. 189+69.60.00 BEGIN STAGE 4 CONST. ℄ I-49
P.T. 189+69.60
SPECIAL END UNIT
N17°59'28"W
W. 15TH STREET
P.C. 192+74.79
RELOCATING 1086' P.C.C.B. (INCLUDES 2 SPECIAL END UNITS)
P.O.E. 502+04.93
P.I. 502+00.11
P.C. 499+95.31
P.I. 499+42.04
P.I. 498+19.49
P.I. 500+98.10
S 40°47'05" E
S 28°29'49" E
S 3°34'34" W
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
P.C. 496+90.14
S. SHILOH DR.
P.T. 494+82.75
P.I. 494+08.70
TRAFFIC DRUMS SPACED 55' O.C. (TYP.)
SPECIAL END UNIT
℄ I-49
N17°59'28"W
N21°59'06"W
P.I. 200+73.89
P.O.B. 717+78.24
S. FUTRALL DR.
P.I. 721+47.81
N 2°46'48" E
P.C. 720+44.79
P.C. 723+01.33
P.T. 725+55.86
P.T. 722+48.43
P.I. 724+29.63
PROP. R/W & C/A
PAVED PARKING
CONST. LIMITS
EXIST. R/W

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.

STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

USER: qp5181
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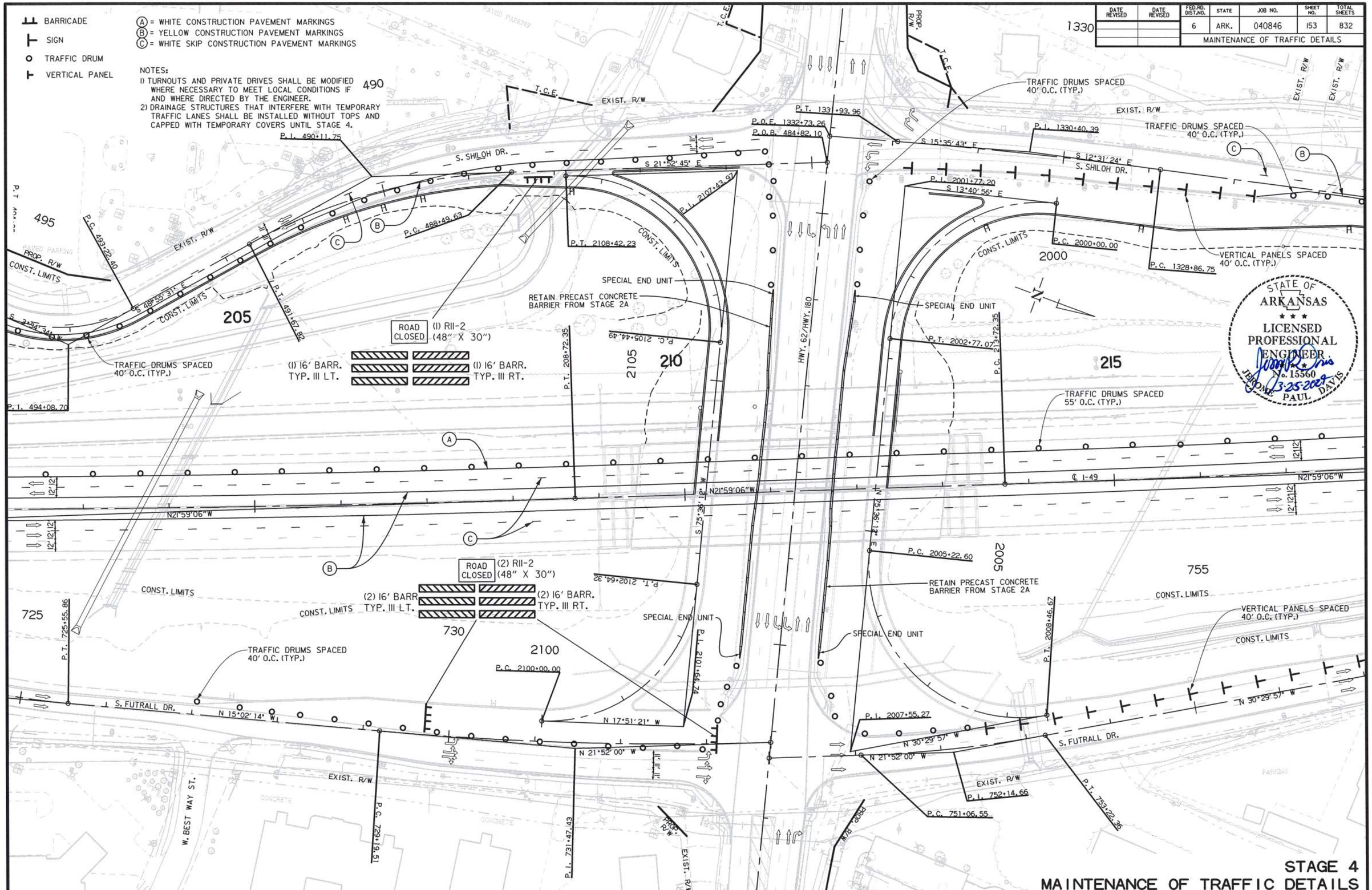
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	153	832
		MAINTENANCE OF TRAFFIC DETAILS				



STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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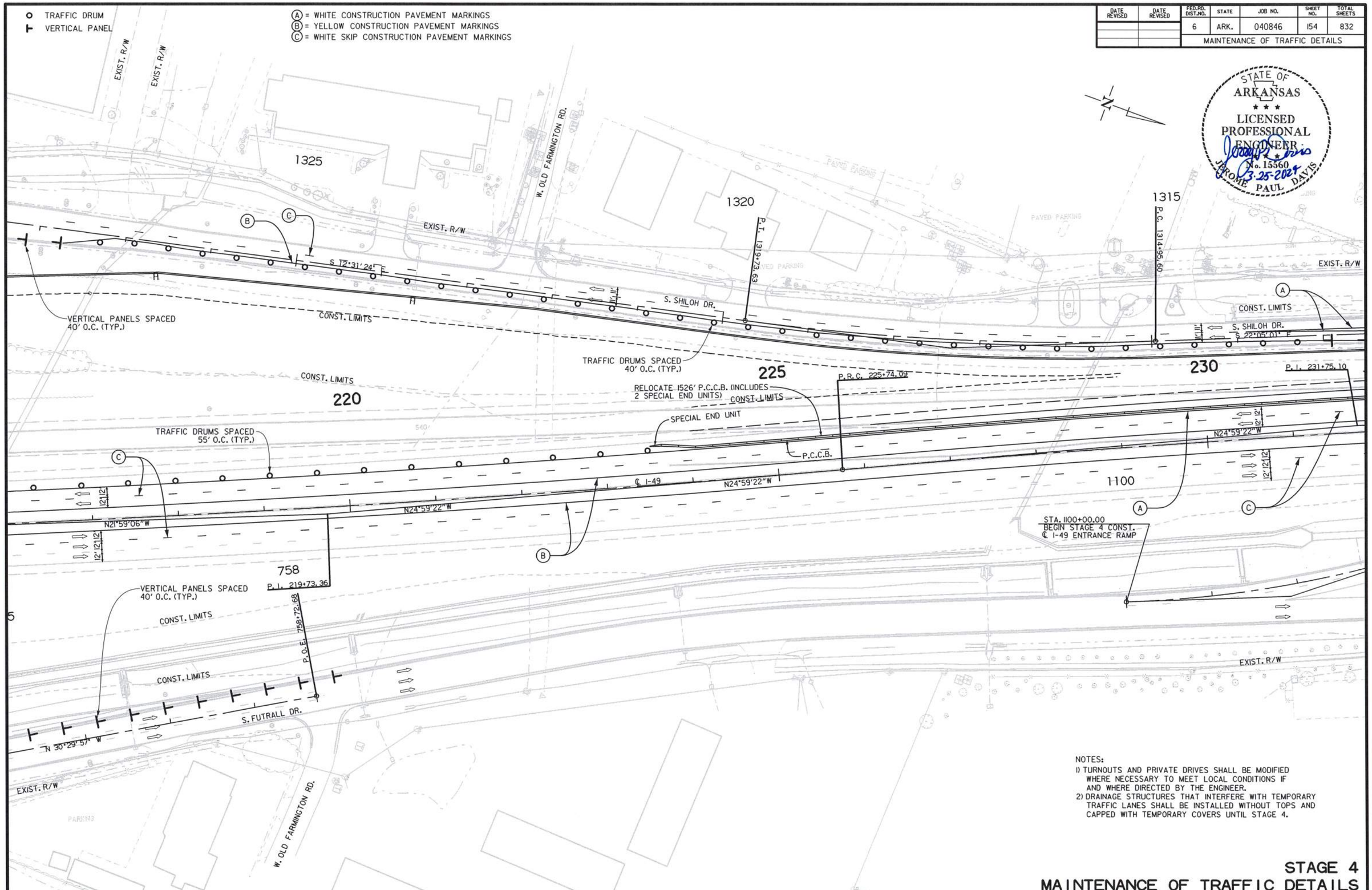
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	154	832
		MAINTENANCE OF TRAFFIC DETAILS				



NOTES:

1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.

STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn 3/25/2024 13:14

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
PLOTTED: 3/25/2024 13:14
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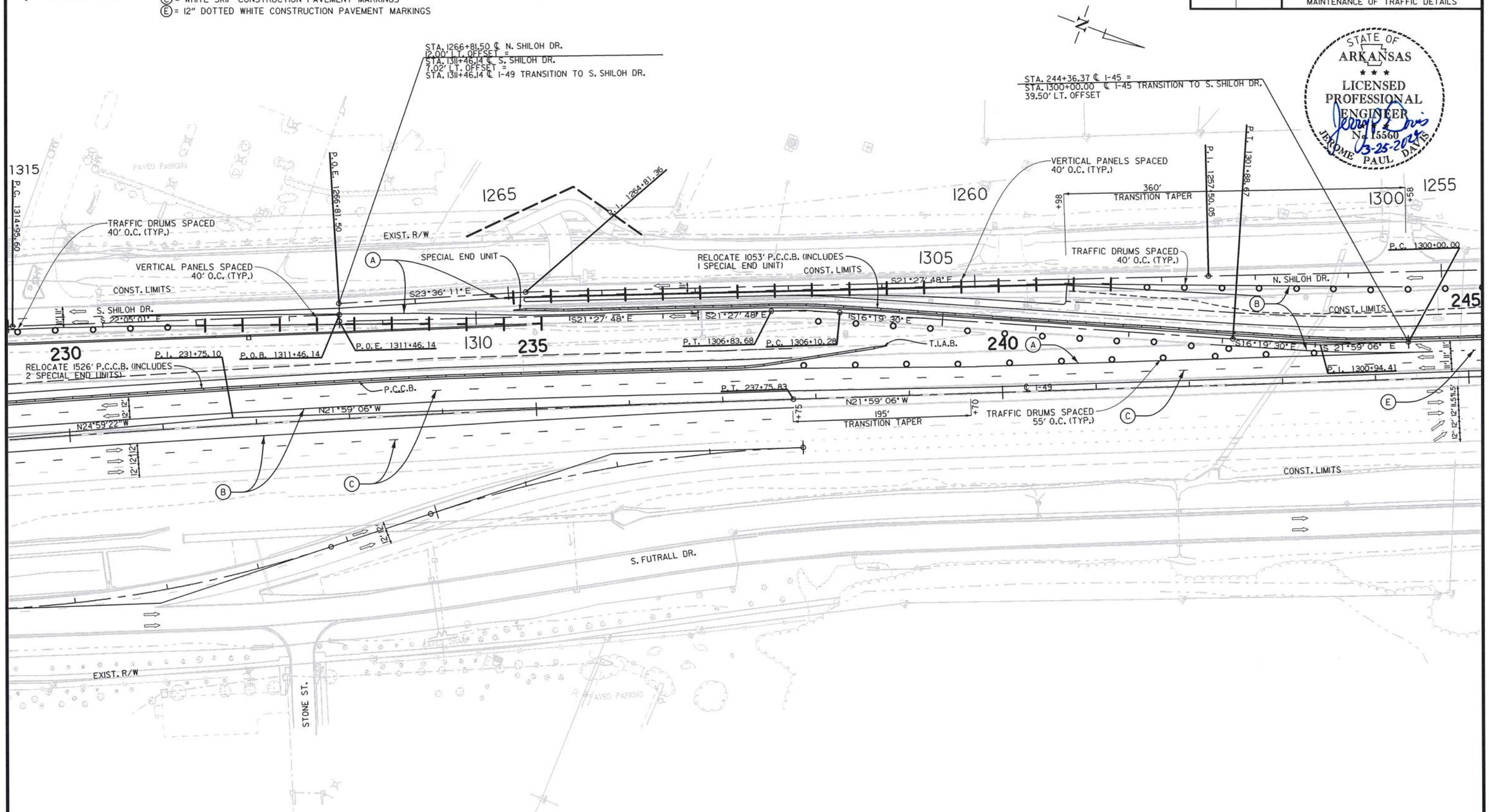
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	155	832
		MAINTENANCE OF TRAFFIC DETAILS				

O TRAFFIC DRUM
⊢ VERTICAL PANEL

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS



NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn 3/25/2024 13:14

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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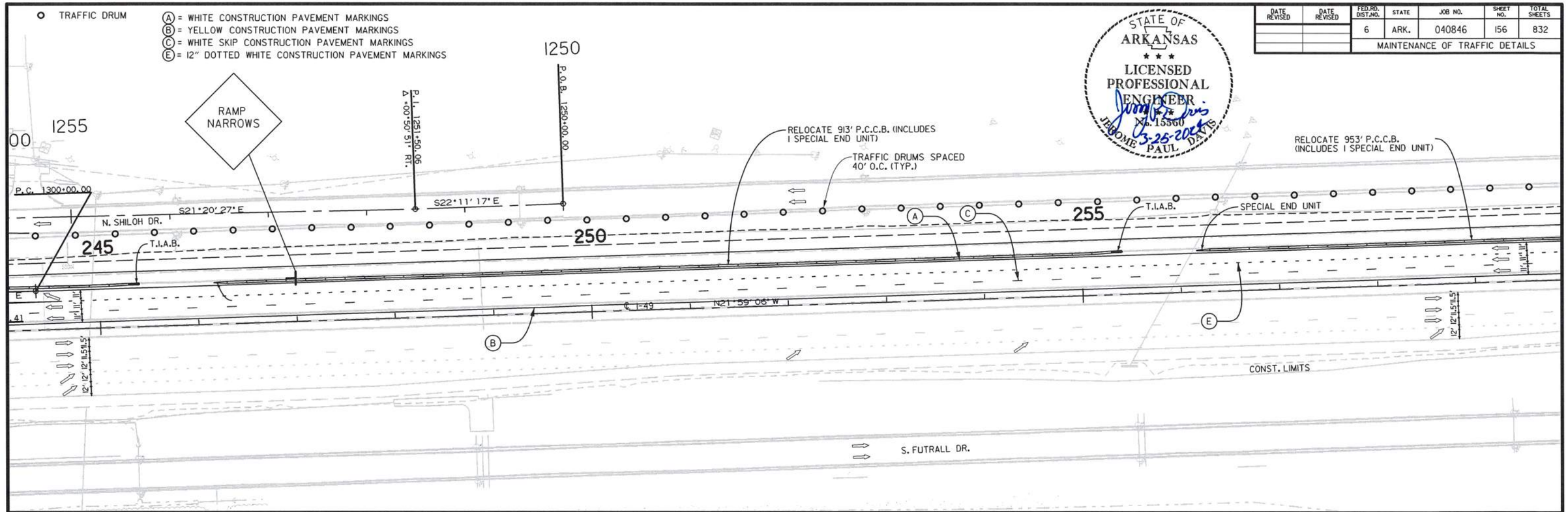
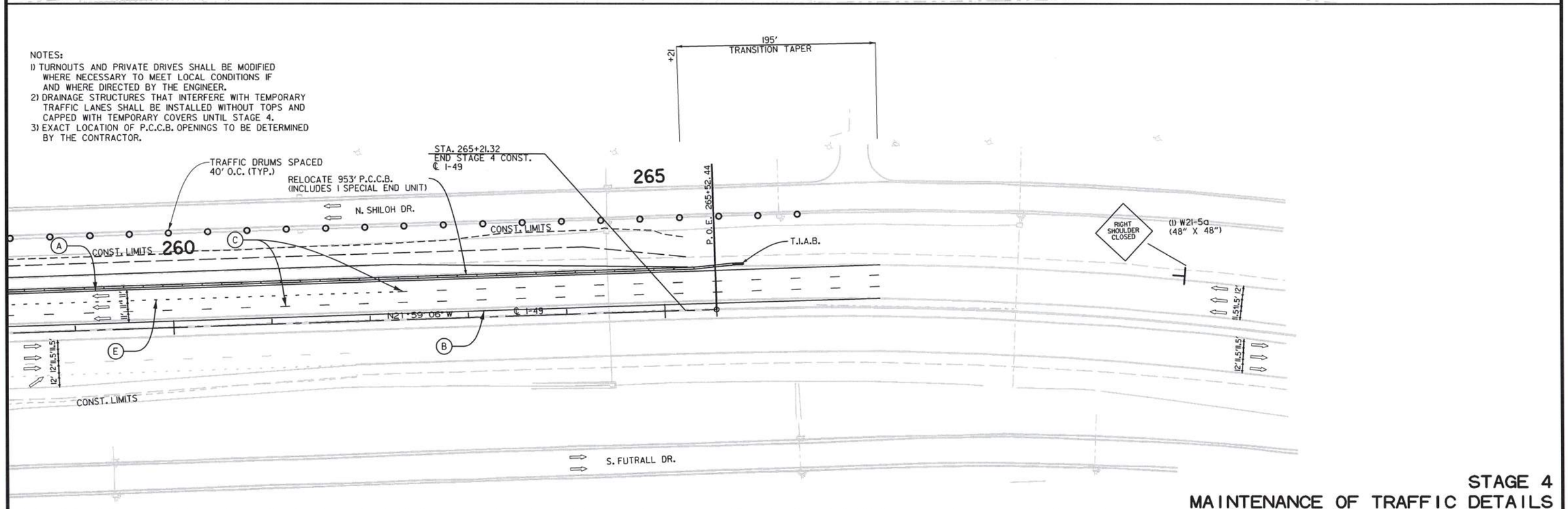
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	156	832
		MAINTENANCE OF TRAFFIC DETAILS				



NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 4.
3) EXACT LOCATION OF P.C.C.B. OPENINGS TO BE DETERMINED BY THE CONTRACTOR.



STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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		6	ARK.	040846	157	832
		MAINTENANCE OF TRAFFIC DETAILS				

o TRAFFIC DRUM

STAGE 5:

1) MAINTAIN AND INSTALL ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2) REMOVE CONFLICTING PAVEMENT MARKINGS ALONG HWY. 62/HWY. 180, SHIFT TRAFFIC RT.

3) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

4) CONSTRUCT PAVEMENT WIDENING, CURB AND GUTTER, APPROACHES, SIDEWALKS & STORM DRAINAGE AS SHOWN ON STAGE 5 PLANS.

5) CONSTRUCT TEMPORARY SIGNALS AS SHOWN ON SIGNAL PLANS.

(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JIMMIE PAUL DAVIS
3-25-2024

CONST. LIMITS
EXIST. R/W
PROP. R/W & C/A
P.I. 500+98.10
500
P.C. 499+95.31
P.T. 499+42.04
P.I. 498+19.49
EXIST. R/W
PROP. R/W
CONST. LIMITS
P.T. 494+82.75
495
PAVED PARKING
S 40°47'05" E
CONST. LIMITS
TS 28°29'49" E
S 3°34'34" W
CONST. LIMITS
141.14'
S. SHILOH DR.
P.O.E. 502+04.93
P.T. 502+00.11
P.C. 496+90.14
S 3°34'34" W
C
CONST. LIMITS
EXIST. R/W
190
CONST. LIMITS
195
200
P.I. 494+08.70
P.T. 189+69.60
N17°59'28"W
N17°59'28"W
M. 15TH STREET
℄ I-49
N21°59'06"W
P.I. 200+73.89
720
P.O.B. 717+78.24
P.I. 721+47.81
P.C. 723+01.33
CONST. LIMITS
725
CONST. LIMITS
P.T. 725+55.86
S. FUTRALL DR.
N 2°46'48" E
CONST. LIMITS
EXIST. R/W
CONST. LIMITS
EXIST. R/W
P.T. 722+48.43
C
B
13' W
PROP. R/W & C/A
P.C. 720+44.79
PROP. R/W & C/A
P.I. 724+29.63
PAVED PARKING

STAGE 5 - QUANTITIES

TRAFFIC DRUMS = 141 EA.
VERTICAL PANELS = 121 EA.
TRAFFIC CONES = 122 EA.
TYPE III BARRICADES - RT. (16') = 16 LIN. FT.
TYPE III BARRICADES - LT. (16') = 48 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS = 31046 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (WORDS) = 19 EA.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 42 EA.

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16224 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 7446 LIN. FT.

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	158	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
BARRICADE
TRAFFIC DRUM
TRAFFIC CONE
SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

1330
490
495
205
210
215
445
450
730
725
755

CROSSWALK CLOSED (1) R9-9 (24" X 12")
SIDEWALK CLOSED (1) R9-9 (24" X 12")
ROAD CLOSED (1) R11-2 (48" X 30")
(1) 16' BARR. TYP. III LT.
(1) 16' BARR. TYP. III RT.

EXIST. R/W
PROP. R/W
CONST. LIMITS
T.C.E.
PAVED PARKING
CONCRETE

P.I. 490+11.75
P.C. 493+22.40
P.C. 488+49.63
P.T. 491+67.82
S 21°52' 45" E
S 48°55'31" E
S 3°34'34" W
STA. 492+26.97
END STAGE 5 CONST.
℄ S. SHILOH DR.
P.I. 494+08.70

TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
TRAFFIC DRUMS SPACED 20' O.C. (TYP.)
VERTICAL PANELS SPACED 40' O.C. (TYP.)

S. SHILOH DR.

STA. 444+40.47 ℄ HWY. 62/HWY. 180 =
STA. 484+82.10 ℄ S. SHILOH DR. (S)
Δ = 82°31'02"

STA. 444+10.19 ℄ HWY. 62/HWY. 180 =
STA. 1332+73.26 ℄ S. SHILOH DR. (N)
Δ = 91°10'56"

P.O.E. 1332+73.26
N 75°36'12" E
S 15°35'43" E
S 12°31'24" E
P.I. 1330+40.39
P.T. 1331+93.96
P.O.B. 484+82.10
P.C. 1328+86.75

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

℄ I-49 N21°59'06"W
P.T. 208+72.35
P.C. 213+72.35
N 75°36'12" E
℄ HWY. 62/HWY. 180

WORK AREA
NOTE:
CONSTRUCTION IN THIS AREA SHALL OCCUR AFTER OPPOSITE SIDE IS COMPLETE.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

CONST. LIMITS
P.I. 725+55.86
P.T. 725+55.86
S. FUTRALL DR.
N 15°02'14" W
W. BEST WAY ST.
STA. 727+02.31
BEGIN STAGE 5 CONST.
℄ S. FUTRALL DR.
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
P.C. 729+19.51
P.I. 731+47.43
P.O.B. 750+00.00
P.T. 733+74.81
STA. 451+12.90 ℄ HWY. 62/HWY. 180 =
STA. 733+74.81 ℄ S. FUTRALL DR. (S)
Δ = 82°31'48"
N 21°52'00" W
P.I. 2007+55.27
N 30°29'57" W
P.I. 752+14.66
P.C. 751+06.55
P.T. 753+22.26
STA. 451+31.06 ℄ HWY. 62/HWY. 180 =
STA. 750+00.00 ℄ S. FUTRALL DR. (N)
Δ = 97°28'12"

STAGE 5
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.	040846	159	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM
VERTICAL PANEL

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
EXIST. R/W
VERTICAL PANELS SPACED 40' O.C. (TYP.)
TRAFFIC DRUMS SPACED 20' O.C. (TYP.)
W. OLD FARMINGTON RD.
1325
CONST. LIMITS
EXIST. R/W
S 12°31'24" E
CONST. LIMITS
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
S. SHILOH DR.
1320
P.T. 1319+73.63
VERTICAL PANELS SPACED 40' O.C. (TYP.)
CONST. LIMITS
1315
P.C. 1314+95.60
EXIST. R/W
S. SHILOH DR.
S 22°05'01" E
225
230
CONST. LIMITS
220
P.R.C. 225+74.09
P.I. 231+75.10
N24°59'22"W
N24°59'22"W
℄ I-49
N24°59'22"W
N21°59'06"W
CONST. LIMITS
758
P.I. 219+73.36
P.O.E. 758+72.68
CONST. LIMITS
CONST. LIMITS
EXIST. R/W
S. FUTRALL DR.
N 30°29'57" W
CONST. LIMITS
EXIST. R/W
STA. 758+72.68
END STAGE 5 CONST.
℄ S. FUTRALL DR.
TRAFFIC DRUMS SPACED 20' O.C. (TYP.)
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
W. OLD FARMINGTON RD.

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	160	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STA. 1309+46.21 ℄ I-49 TRANSITION TO N. SHILOH DR.
STA. 1264+81.58 ℄ N. SHILOH DR.
BEGIN STAGE 5 CONST.

STA. 244+36.37 ℄ I-45 =
STA. 1300+00.00 ℄ I-45 TRANSITION TO S. SHILOH DR.
39.50' LT. OFFSET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

TRAFFIC DRUMS SPACED 20' O.C. (TYP.)

VERTICAL PANELS SPACED 40' O.C. (TYP.)

1315 P.C. 1314+95.60

P.O.E. 1266+81.50

P.I. 1264+81.36

1265

T.C.E.

EXIST. R/W

1310 CONST. LIMITS

S23°36'11"E

1260

P.I. 1257+50.05

P.I. 1301+88.67

1255

P.C. 1300+00.00

S21°27'48"E

1305

CONST. LIMITS

1300

245

S. SHILOH DR.

S 22°05'01" E

230

P.O.E. 1311+46.14

235

S21°27'48"E

S21°27'48"E

P.T. 1306+83.68

S16°19'30"E

P.C. 1306+10.28

240

S16°19'30"E

S 21°59'06" E

P.I. 1300+94.41

P.T. 237+75.83

P.O.B. 1311+46.14

℄ I-49

P.I. 231+75.10

N24°59'22"W

N21°59'06"W

CONST. LIMITS

CONST. LIMITS

S. FUTRALL DR.

GRAVEL SHOULDER

EXIST. R/W

STONE ST.

PAVED PARKING

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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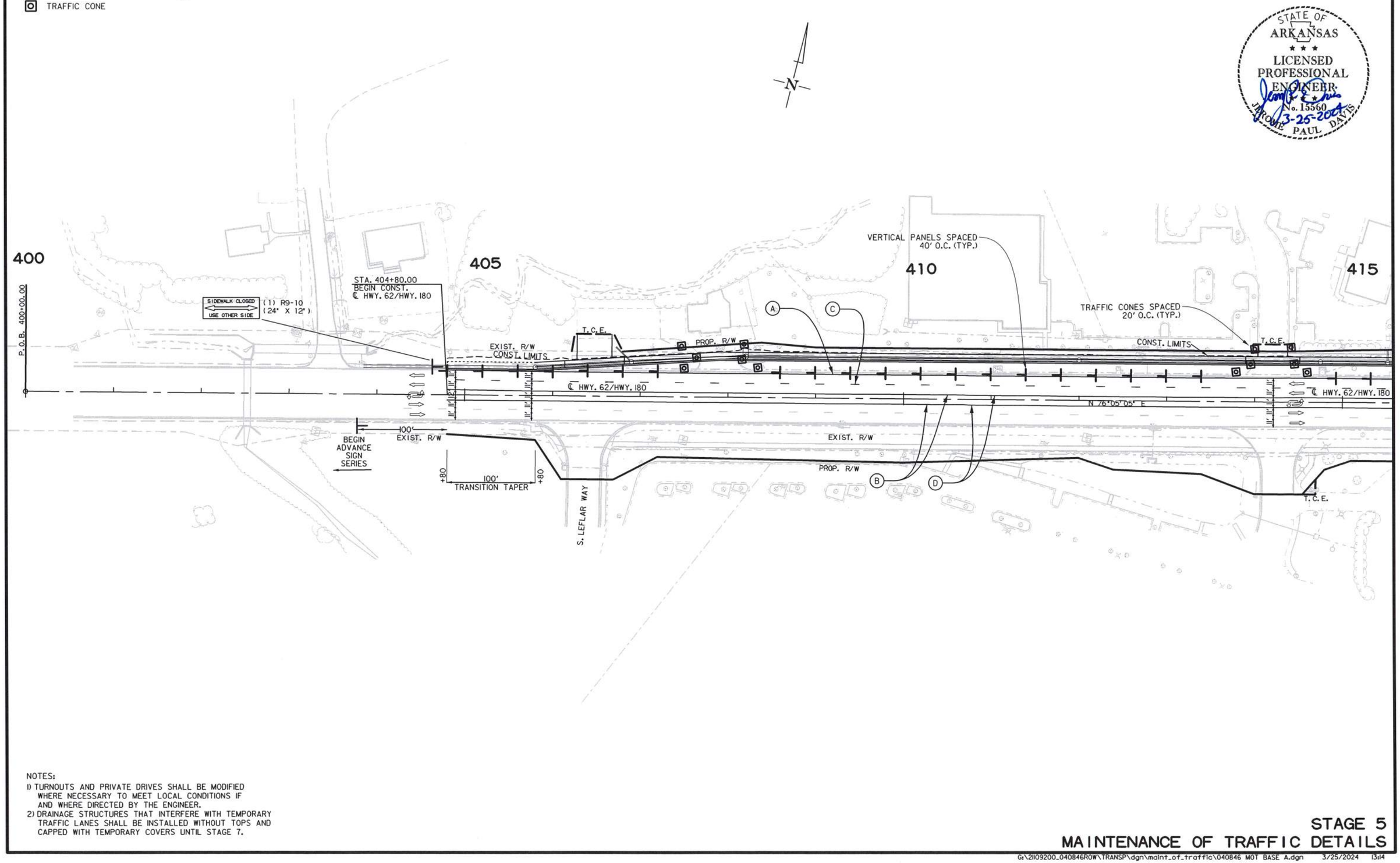
		6	ARK.	040846	161	832
		MAINTENANCE OF TRAFFIC DETAILS				

- ⊢ VERTICAL PANEL
- ⊢ SIGN
- ◎ TRAFFIC CONE

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓓ = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



NOTES:
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2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	162	832
		MAINTENANCE OF TRAFFIC DETAILS				

- VERTICAL PANEL
- TRAFFIC CONE
- SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(D) = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS

WORK AREA

NOTE:
CONSTRUCTION IN THIS AREA SHALL OCCUR AFTER OPPOSITE SIDE IS COMPLETE.

STATE OF ARKANSAS
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STA. 110+51.12
END CONSTRUCTION
℄ 1MILE RD.

SIDEWALK CLOSED (2) R9-9 (24" X 12")

TRAFFIC CONES SPACED 20' O.C. (TYP.)

VERTICAL PANELS SPACED 40' O.C. (TYP.)

415

425

420

STA. 421+71.44 ℄ M.L.K. JR BLVD. =
STA. 106+00.00 ℄ 1MILE RD.
Δ = 73°06'41"

P.C. 421+01.85

P.T. 426+02.28

℄ HWY. 62/HWY. 180

N 76°05'05" E

N 71°04'49" E

N 12°17'05" E

CONST. LIMITS

PROP. R/W

EXIST. R/W

T.C.E.

1MILE RD.

CROSSWALK CLOSED (2) R9-9 (24" X 12")

P.I. 423+52.22

STA. 421+71.80 ℄ M.L.K. JR BLVD. =
STA. 106+00.00 ℄ S. FINGER RD.
Δ = 107°00'37"

P.O.T. 106+00.00

P.O.E. 106+00.00

S. FINGER RD.

N 2°23'11" E

P.I. 102+63.54

STA. 100+75.00
END CONSTRUCTION
℄ S. FINGER RD.

P.I. 101+41.40

14

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
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STAGE 5
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.	040846	163	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
TRAFFIC CONE
TRAFFIC DRUM
SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(D) = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS

NOTES:
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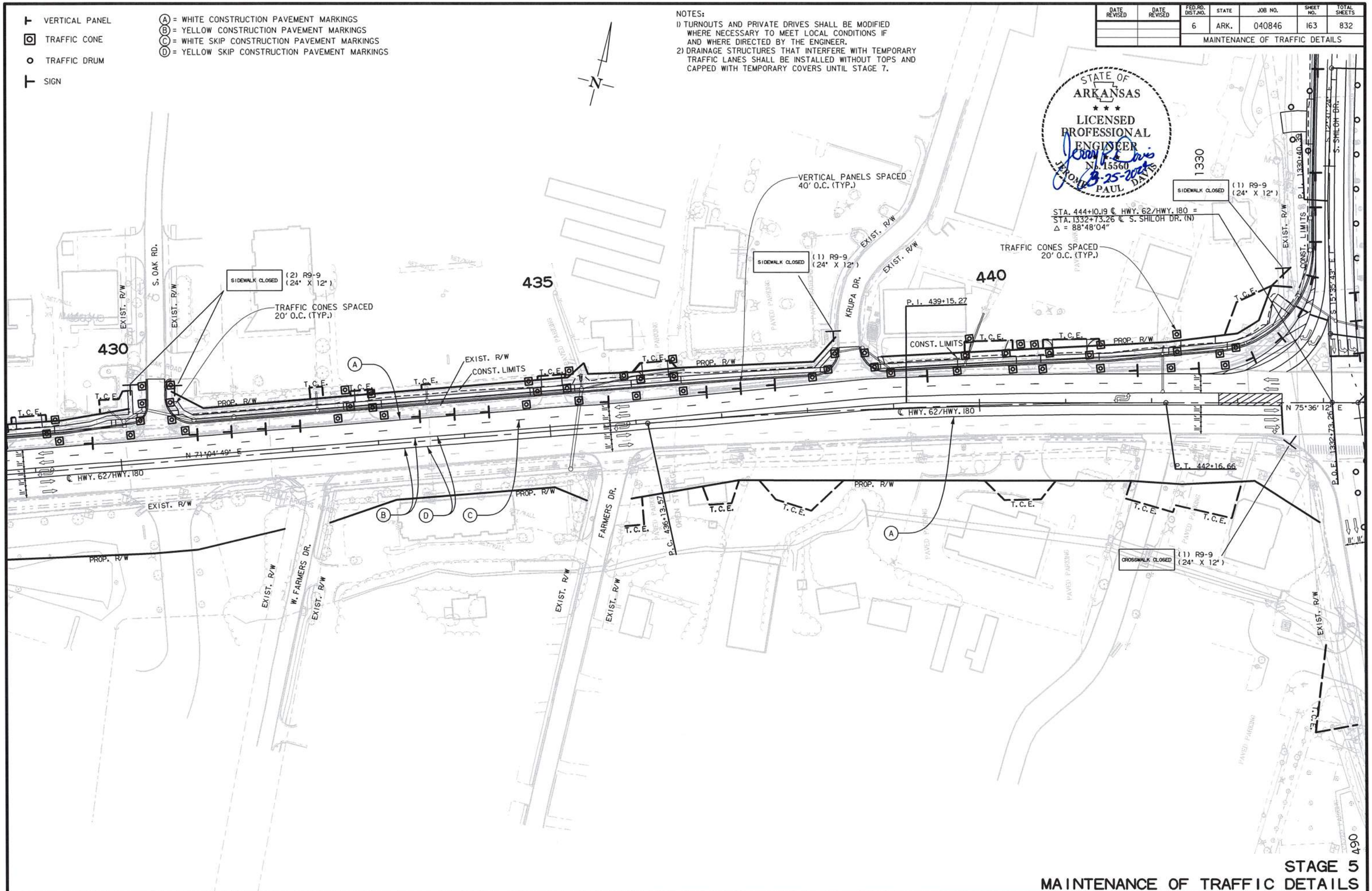

STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

- VERTICAL PANEL
- BARRICADE
- TRAFFIC DRUM
- TRAFFIC CONE
- SIGN

WORK AREA

NOTE:
CONSTRUCTION IN THIS AREA SHALL OCCUR AFTER OPPOSITE SIDE IS COMPLETE.

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

(1) 16' BARR. TYP. III LT.

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

SIDEWALK CLOSED (1) R9-9 (24" X 12")

CROSSWALK CLOSED (1) R9-9 (24" X 12")

TRAFFIC DRUMS SPACED 20' O.C. (TYP.)

TRAFFIC DRUMS SPACED 40' O.C. (TYP.)

VERTICAL PANELS SPACED 40' O.C. (TYP.)

TRAFFIC CONES SPACED 20' O.C. (TYP.)

STA. 444+10.19 ℄ HWY. 62/HWY. 180 = STA. 1332+73.26 ℄ S. SHILOH DR. (N)
Δ = 88°48'04"

STA. 444+40.47 ℄ HWY. 62/HWY. 180 = STA. 484+82.10 ℄ S. SHILOH DR. (S)
Δ = 82°31'02"

STA. 451+12.90 ℄ HWY. 62/HWY. 180 = STA. 733+74.81 ℄ S. FUTRALL DR. (S)
Δ = 82°31'48"

STA. 451+31.06 ℄ HWY. 62/HWY. 180 = STA. 750+00.00 ℄ S. FUTRALL DR.
Δ = 82°31'48"

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(D) = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

USER: op5181
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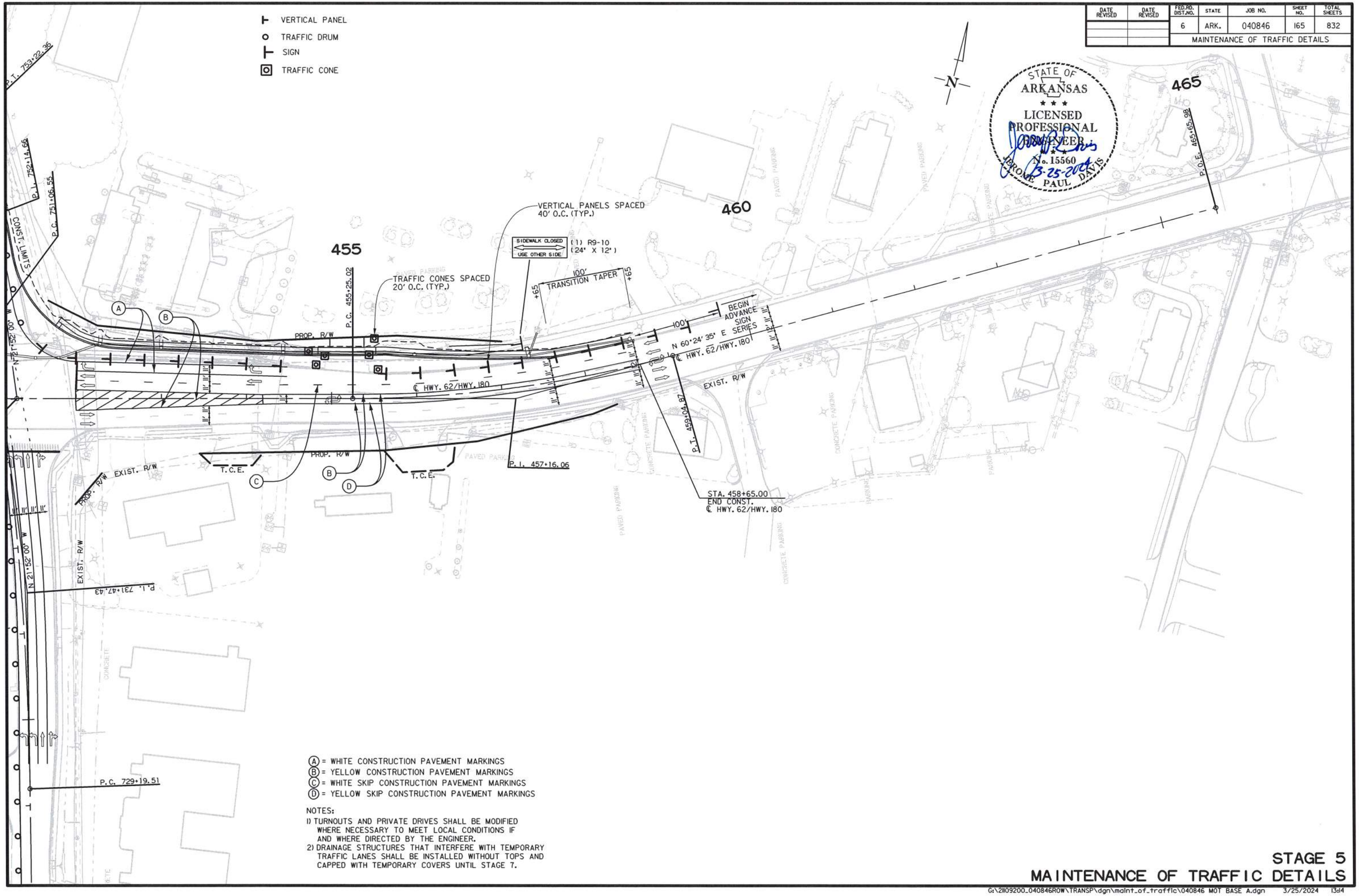
		6	ARK.	040846	165	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
TRAFFIC DRUM
SIGN
TRAFFIC CONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓓ = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS

NOTES:
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STAGE 5
MAINTENANCE OF TRAFFIC DETAILS

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⊢ VERTICAL PANEL
o TRAFFIC DRUM

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS

STAGE 6:

1) MAINTAIN ADVANCE WARNING SIGNS.

2) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

3) SHIFT TRAFFIC LEFT ON HWY. 62 AND HWY. 180.

4) CONSTRUCT PAVEMENT WIDENING, CURB AND GUTTER, APPROACHES, SIDEWALKS & STORM DRAINAGE AS SHOWN ON STAGE 6 PLANS.

STATE OF ARKANSAS
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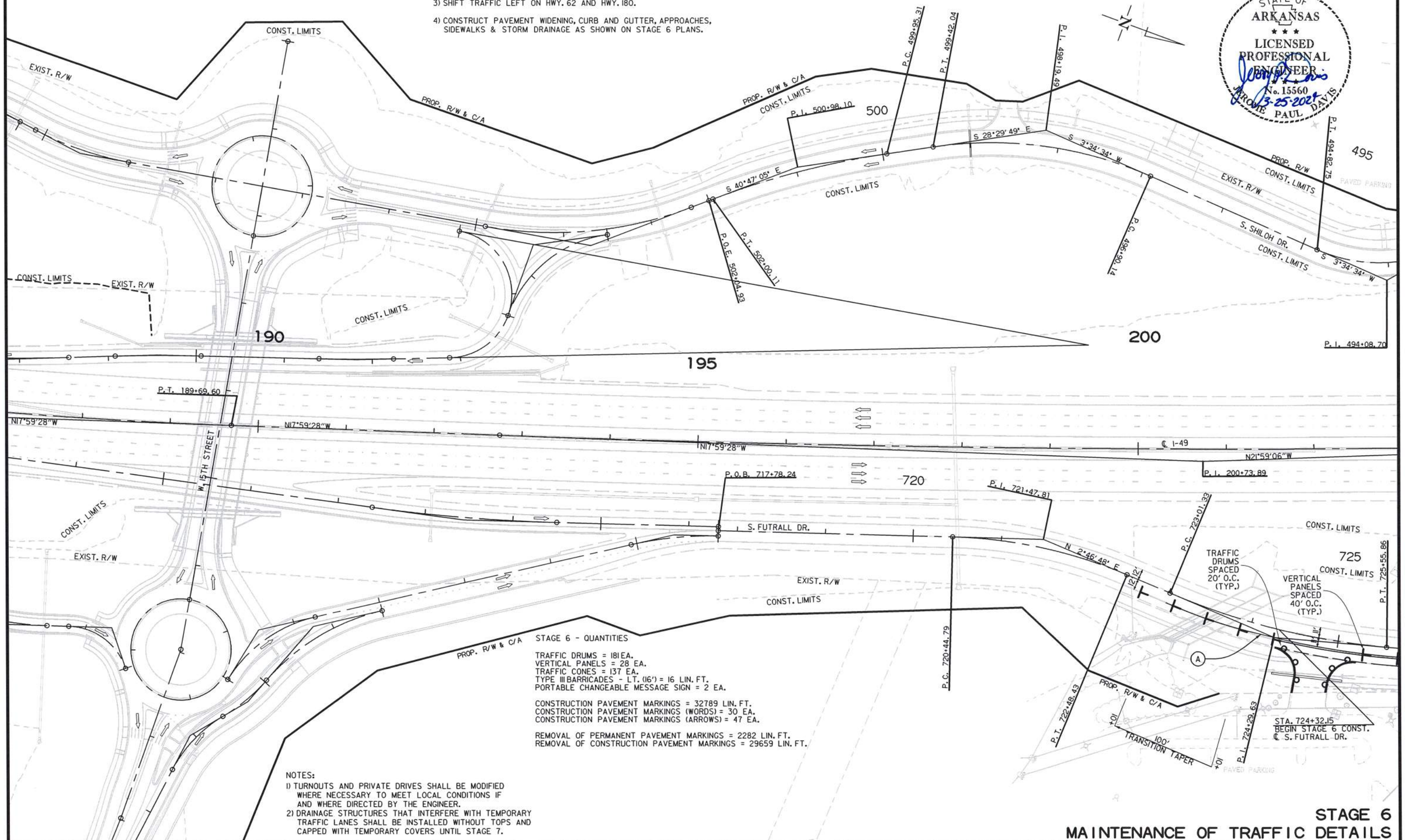

STAGE 6 - QUANTITIES

TRAFFIC DRUMS = 181 EA.
VERTICAL PANELS = 28 EA.
TRAFFIC CONES = 137 EA.
TYPE III BARRICADES - LT. (16') = 16 LIN. FT.
PORTABLE CHANGEABLE MESSAGE SIGN = 2 EA.

CONSTRUCTION PAVEMENT MARKINGS = 32789 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (WORDS) = 30 EA.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 47 EA.

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2282 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 29659 LIN. FT.

NOTES:

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STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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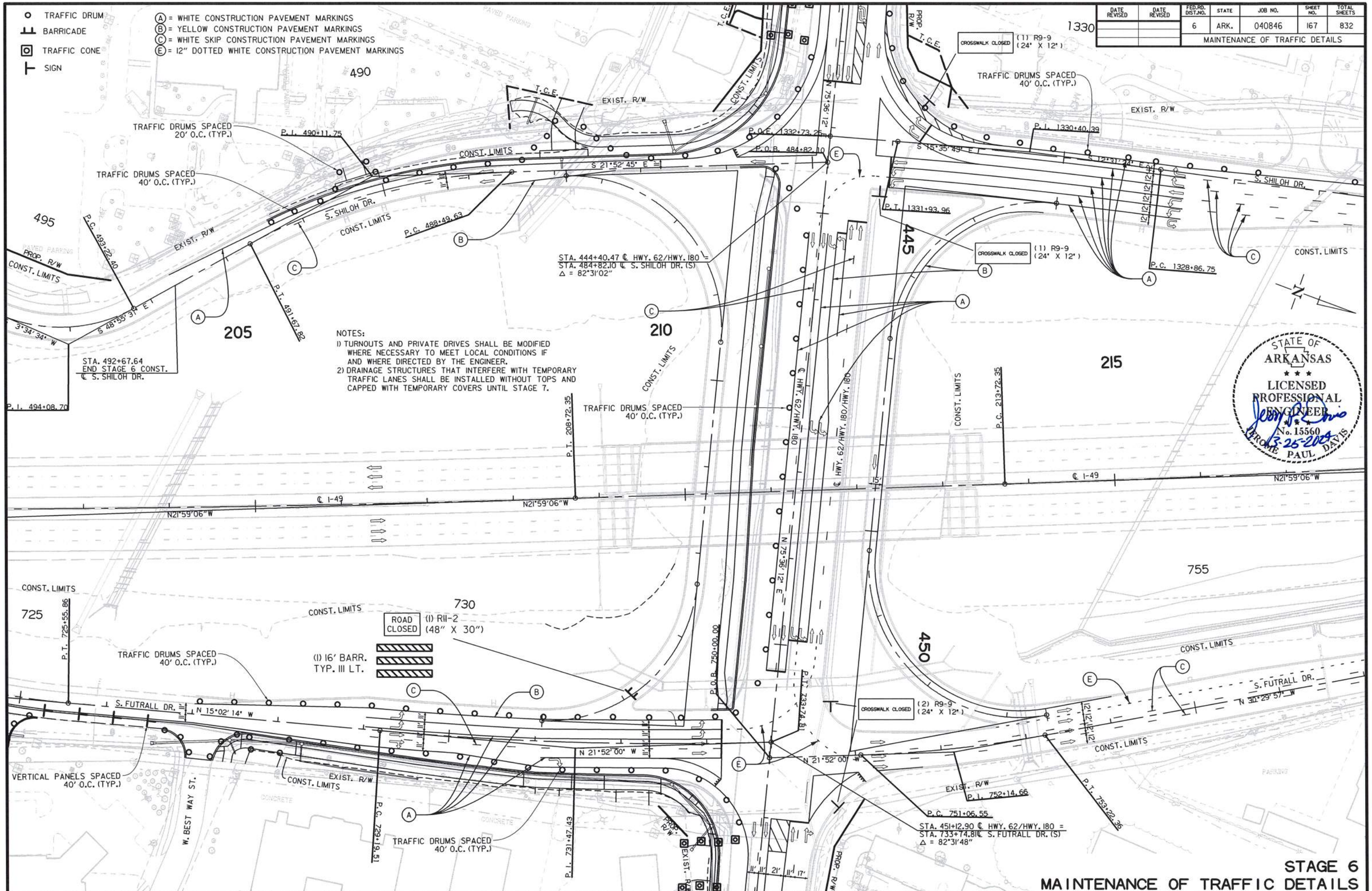

STAGE 6
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TRAFFIC DRUM

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

EXIST. R/W
EXIST. R/W
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
1325
W. OLD FARMINGTON RD.
1320
1315
P.C. 1314+95.60
P.T. 1319+73.63
CONST. LIMITS
EXIST. R/W
S 12°31'24" E
12'-12'-12'
S. SHILOH DR.
EXIST. R/W
CONST. LIMITS
S 22°05'01" E
12'-12'-12'
220
225
230
CONST. LIMITS
P.R.C. 225+74.09
P.I. 231+75.10
N24°59'22"W
N24°59'22"W
℄ I-49
N24°59'22"W
758
P.I. 219+73.36
CONST. LIMITS
P.O.E. 758+72.68
CONST. LIMITS
12'-12'-12'
EXIST. R/W
S. FUTRALL DR.
N 30°29'57" W
STA. 758+72.68
END STAGE 6 CONST.
℄ S. FUTRALL DR.
EXIST. R/W
W. OLD FARMINGTON RD.
PARKING

NOTES:
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STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
* * *
LICENSED PROFESSIONAL ENGINEER
* * *
No. 15560
3-25-2024
JEROME PAUL DAVIS

STA. 1309+46.21℄ I-49 TRANSITION TO N. SHILOH DR.
STA. 1264+81.58 ℄ N. SHILOH DR.
BEGIN STAGE 6 CONST.

P.C. 1314+95.60
P.O.E. 1266+81.50
P.I. 1264+81.36
T.C.E.
EXIST. R/W
CONST. LIMITS
S. SHILOH DR.
S 22°05'01" E
12'
12'
P.O.E. 1311+46.14
P.O.B. 1311+46.14
S23°36'11"E
S21°27'48"E
S21°27'48"E
P.T. 1306+83.68
P.C. 1306+10.28
S16°19'30"E
P.I. 1257+50.05
P.I. 1301+88.67
P.C. 1300+00.00
N. SHILOH DR.
S16°19'30"E
S 21°59'06" E
P.I. 1300+94.41
P.T. 237+75.83
℄ I-49
P.I. 231+75.10
N24°59'22"W
N21°59'06"W
1315
1265
1310
1260
1255
1305
1300
245
230
235
240
CONST. LIMITS
CONST. LIMITS
S. FUTRALL DR.
EXIST. R/W
STONE ST.
PAVED PARKING

NOTES:
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2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

USER: qp5181
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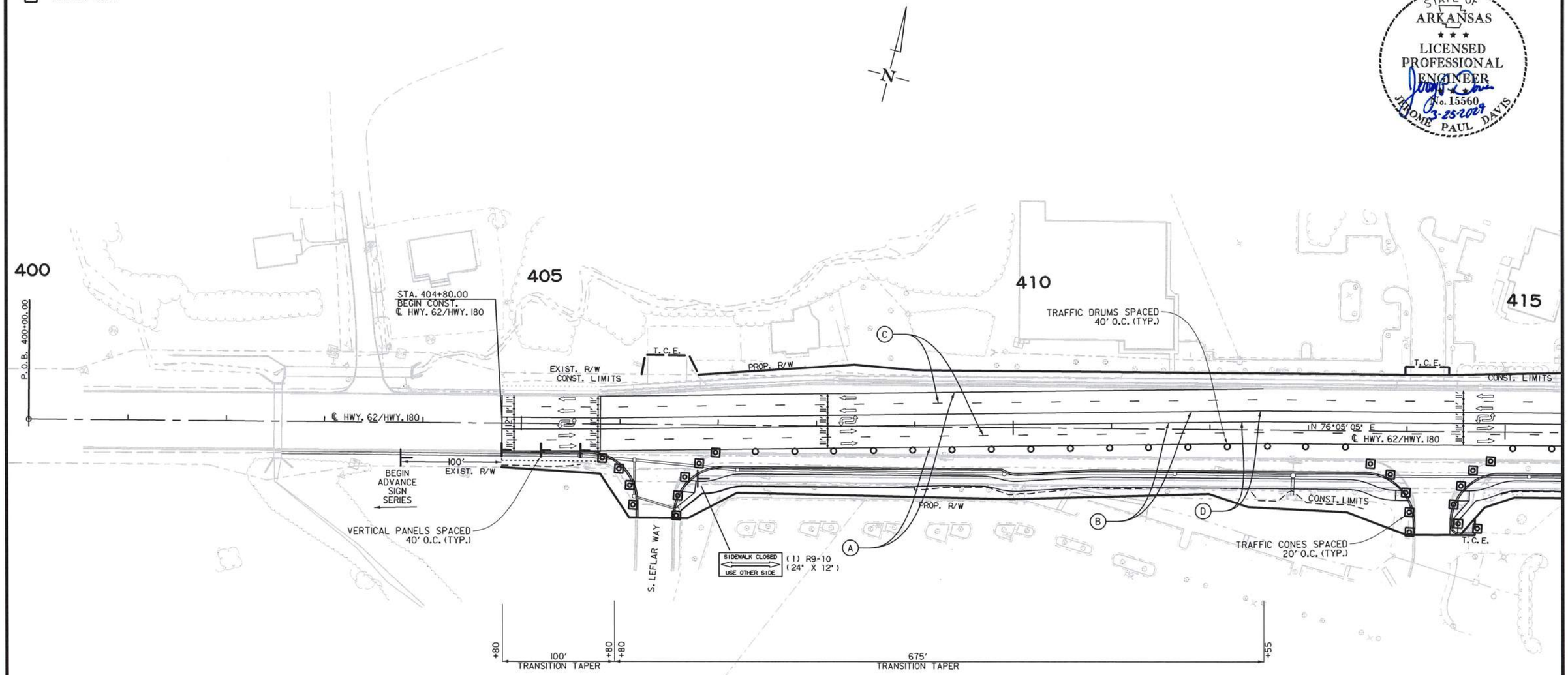
		MAINTENANCE OF TRAFFIC DETAILS				

- VERTICAL PANEL
- TRAFFIC DRUM
- SIGN
- TRAFFIC CONE

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(D) = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS



NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	171	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM
TRAFFIC CONE
SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

STA. 110+51.12
END CONSTRUCTION
℄ I MILE RD.

STA. 421+71.44 ℄ M.L.K. JR BLVD. =
STA. 106+00.00 ℄ I MILE RD.
Δ = 73°06'41"

CROSSWALK CLOSED (2) R9-9 (24" X 12")

CROSSWALK CLOSED (1) R9-9 (24" X 12")

TRAFFIC DRUMS SPACED 40' O.C. (TYP.)

415 420 425

P.C. 421+01.85

P.T. 426+02.28

CONST. LIMITS
PROP. R/W
EXIST. R/W
I MILE RD.
N 2°17'05" E
T.C.E.
12' 12'

N 76°05'05" E ℄ HWY. 62/HWY. 180

N 71°04'49" E ℄ HWY. 62/HWY. 180

P.I. 423+52.22

TRAFFIC CONES SPACED 20' O.C. (TYP.)

S. FINGER RD.
N 2°23'11" E

P.O.B. 106+00.00
106°00'00"

STA. 421+71.80 ℄ M.L.K. JR BLVD. =
STA. 106+00.00 ℄ S. FINGER RD.
Δ = 107°00'37"

P.I. 102+63.54

P.I. 101+41.40

VERTICAL PANELS SPACED 40' O.C. (TYP.)

TRAFFIC CONES SPACED 20' O.C. (TYP.)

SIDEWALK CLOSED (1) R9-9 (24" X 12")

SIDEWALK CLOSED (1) R9-9 (24" X 12")

STA. 100+75.00
END CONSTRUCTION
℄ S. FINGER RD.

WORK AREA

NOTE:
CONSTRUCTION IN THIS AREA SHALL OCCUR AFTER OPPOSITE SIDE IS COMPLETE.

NOTES:
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STAGE 6
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.	040846	172	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM
TRAFFIC CONE
SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(D) = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS

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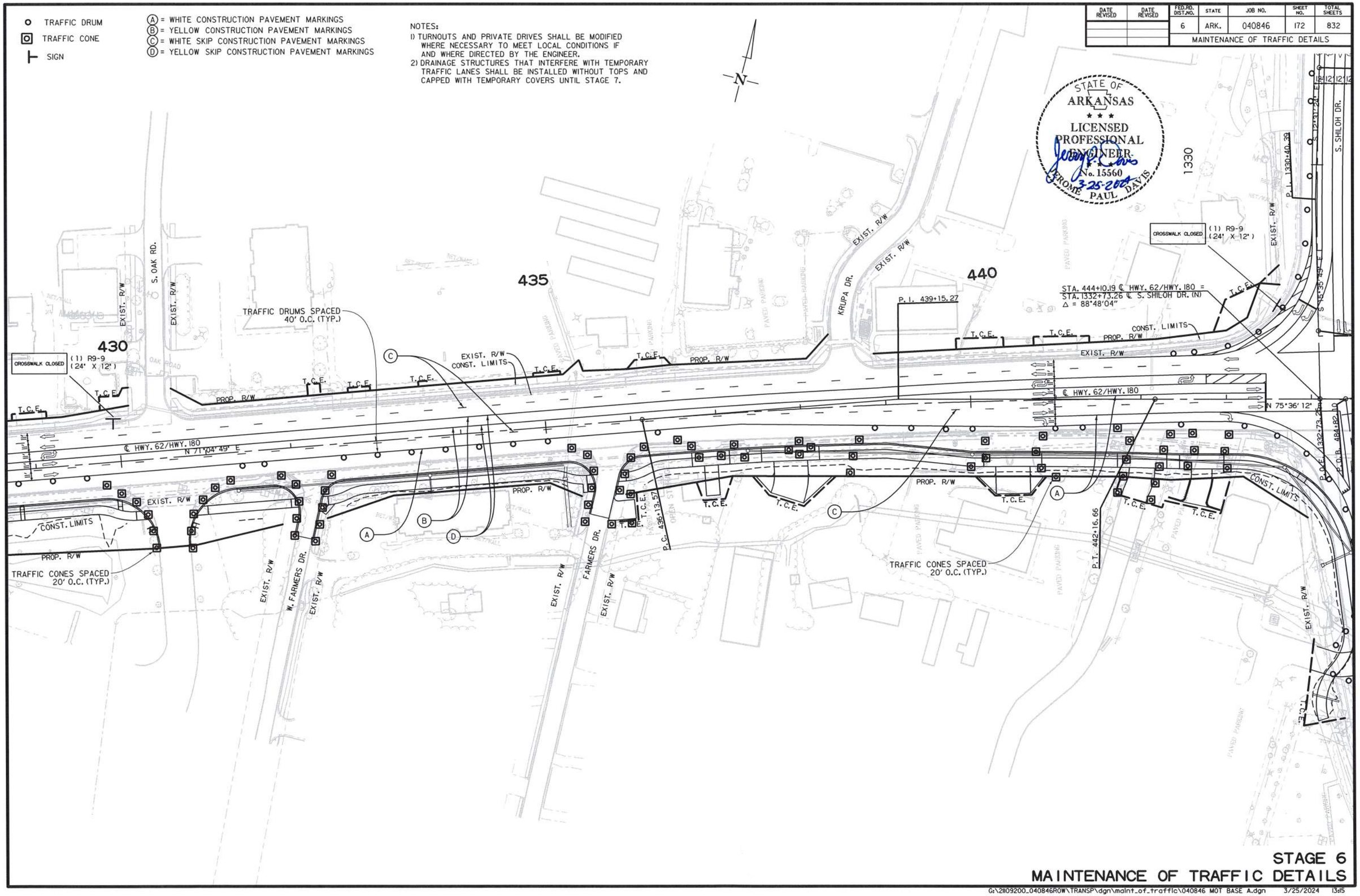

STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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USER: ap5181
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		6	ARK.	040846	173	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
TRAFFIC DRUM
BARRICADE
TRAFFIC CONE
SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-25-2024

TRAFFIC DRUMS SPACED 40' O.C. (TYP.)

CROSSWALK CLOSED (2) R9-9 (24" X 12")

CROSSWALK CLOSED (1) R9-9 (24" X 12")

STA. 451+12.90 ℄ HWY. 62/HWY. 180 =
STA. 733+74.81℄ S. FUTRALL DR. (S)
Δ = 82°31'48"

STA. 451+31.06 ℄ HWY. 62/HWY. 180 =
STA. 750+00.00 ℄ S. FUTRALL DR.
Δ = 82°31'48"

STA. 444+40.47 ℄ HWY. 62/HWY. 180 =
STA. 484+82.10 ℄ S. SHILOH DR. (S)
Δ = 82°31'02"

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

(1) 16' BARR. TYP. III LT.

TRAFFIC CONES SPACED 20' O.C. (TYP.)

TRAFFIC DRUMS SPACED 20' O.C. (TYP.)

TRAFFIC DRUMS SPACED 40' O.C. (TYP.)

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(D) = YELLOW SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

NOTES:
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STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	174	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
TRAFFIC DRUM
SIGN
TRAFFIC CONE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

P.T. 753+22.36
P.I. 752+14.66
P.C. 751+06.55
N 21°52'00" W
CROSSWALK CLOSED
(1) R9-9 (24" X 12")
455
430' TRANSITION TAPER
+35
+65
P.C. 455+25.02
A
C
D
B
PROP. R/W
11' 11' 17'
21'
11' 11' 11' 11'
℄ HWY. 62/HWY. 180
EXIST. R/W
PROP. R/W
T.C.E.
TRAFFIC CONES SPACED 20' O.C. (TYP.)
T.C.E.
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
VERTICAL PANELS SPACED 40' O.C. (TYP.)
+85
280' TRANSITION TAPER
+65
+65
100' TRANSITION TAPER
+65
P.I. 731+47.43
P.C. 729+19.51
11' 11' 11' 11'
460
STA. 458+65.00
END CONST.
℄ HWY. 62/HWY. 180
100'
BEGIN ADVANCE SIGN SERIES
N 60°24'35" E
℄ HWY. 62/HWY. 180
EXIST. R/W
P.T. 459+04.87
P.I. 457+16.06
SIDEWALK CLOSED
USE OTHER SIDE
(1) R9-10 (24" X 12")
465
P.O.E. 465+65.98
PAVED PARKING
CONCRETE PARKING

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NOTES:
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STAGE 6
MAINTENANCE OF TRAFFIC DETAILS

USER: qb518
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	175	832
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 7:

1) MAINTAIN ADVANCE WARNING SIGNS.

2) INSTALL PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

3) CONSTRUCT MEDIAN ISLANDS AND INSTALL DROP INLET TOPS AS SHOWN ON PLANS.

4) INSTALL FINAL LIFT OF ASPHALT AND PERMANENT PAVEMENT MARKINGS.

5) CONSTRUCT PERMANENT SIGNAL FOUNDATION, PULL BOXES, AND CONDUIT ON HWY. 62 AS SHOWN ON SIGNAL PLANS.

6) CONSTRUCT LIGHTING ON HWY. 62 AND HWY. 180 AS SHOWN ON PLANS

Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
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3-25-2024

CONST. LIMITS
EXIST. R/W
PROP. R/W & C/A
STA. 502+04.93
END STAGE 7 CONST.
℄ S. SHILOH DR.
P.C. 499+95.31
P.T. 499+42.04
P.I. 498+19.49
P.I. 500+98.10
500
S 40°47'05" E
S 28°29'49" E
14'
S 3°34'34" W
P.T. 494+82.75
495
PAVED PARKING
P.O.E. 502+04.93
P.T. 502+00.11
P.C. 496+90.14
S. SHILOH DR.
P.I. 494+08.70
190
195
200
P.C. 192+74.79
P.T. 189+69.60
N17°59'28"W
W. 15TH STREET
P.O.B. 717+78.24
℄ I-49
N21°59'06"W
P.I. 200+73.89
720
P.I. 721+47.81
S. FUTRALL DR.
N 2°46'48" E
P.C. 723+01.33
725
P.T. 725+55.86
P.C. 720+44.79
P.T. 722+48.43
P.I. 724+29.69

STAGE 7 - QUANTITIES

TRAFFIC DRUMS = 250 EA.
VERTICAL PANELS = 24 EA.

CONSTRUCTION PAVEMENT MARKINGS = 22610 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS (WORDS) = 29 EA.
CONSTRUCTION PAVEMENT MARKINGS (ARROWS) = 48 EA.
REMOVABLE PAVEMENT MARKINGS = 4692 LIN. FT.

REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 14717 LIN. FT.

NOTES:

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STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	040846	176	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
TRAFFIC DRUM

VERTICAL PANELS SPACED 40' O.C. (TYP.)
TRAFFIC DRUMS SPACED 40' O.C. (TYP.)
CROSSWALK CLOSED (2) R9-9 (24" X 12")

NOTES:
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(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
(B) = YELLOW CONSTRUCTION PAVEMENT MARKINGS
(C) = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
(E) = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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		6	ARK.	040846	177	832
		MAINTENANCE OF TRAFFIC DETAILS				

TRAFFIC DRUM

TRAFFIC DRUMS SPACED 40' O.C. (TYP.)

EXIST. R/W

EXIST. R/W

W. OLD FARMINGTON RD.

1325

1320

1315

P.C. 1314+95.60

P.T. 1319+73.63

S 12°31'24" E

CONST. LIMITS

EXIST. R/W

12'|12'|12'

CONST. LIMITS

EXIST. R/W

S. SHILOH DR.

S 22°05'01" E

230

225

220

CONST. LIMITS

P.R.C. 225+74.09

P.I. 231+75.10

N24°59'22"W

N24°59'22"W

℄ I-49

N21°59'06"W

758

P.I. 219+73.36

CONST. LIMITS

P.O.E. 758+72.68

CONST. LIMITS

S. FUTRALL DR.

EXIST. R/W

12'|12'|12'

N 30°29'57" W

CONST. LIMITS

EXIST. R/W

STA. 758+72.68
END STAGE 7 CONST.
℄ S. FUTRALL DR.

W. OLD FARMINGTON RD.

PAVED PARKING

PARKING

STATE OF ARKANSAS
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3-25-2024
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STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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JEROME PAUL DAVIS

STA. 1309+46.21℄ I-49 TRANSITION TO N. SHILOH DR.
STA. 1264+81.58 ℄ N. SHILOH DR.
BEGIN STAGE 7 CONST.

1315
P.C. 1314+95.60
P.O.E. 1266+81.50
P.I. 1264+81.36
1265
T.C.E.
1310
1260
P.I. 1257+50.05
P.I. 1301+88.67
1255
P.C. 1300+00.00
1305
1300
245
240
235
230
EXIST. R/W
CONST. LIMITS
S. SHILOH DR.
S 22°05'01" E
12'
12'
S23°36'11"E
S21°27'48"E
S21°27'48"E
S16°19'30"E
P.T. 1306+83.68
P.C. 1306+10.28
S16°19'30"E
S 21°59'06" E
P.I. 1300+94.41
P.I. 237+75.83
P.O.E. 1311+46.14
P.O.B. 1311+46.14
℄ I-49
P.I. 231+75.10
N24°59'22"W
N21°59'06"W
CONST. LIMITS
CONST. LIMITS
S. FUTRALL DR.
BASEBALL DIAMOND
PAVED PARKING
EXIST. R/W
STONE ST.

NOTES:
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STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

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Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

⊢ SIGN

o TRAFFIC DRUM

STATE OF ARKANSAS
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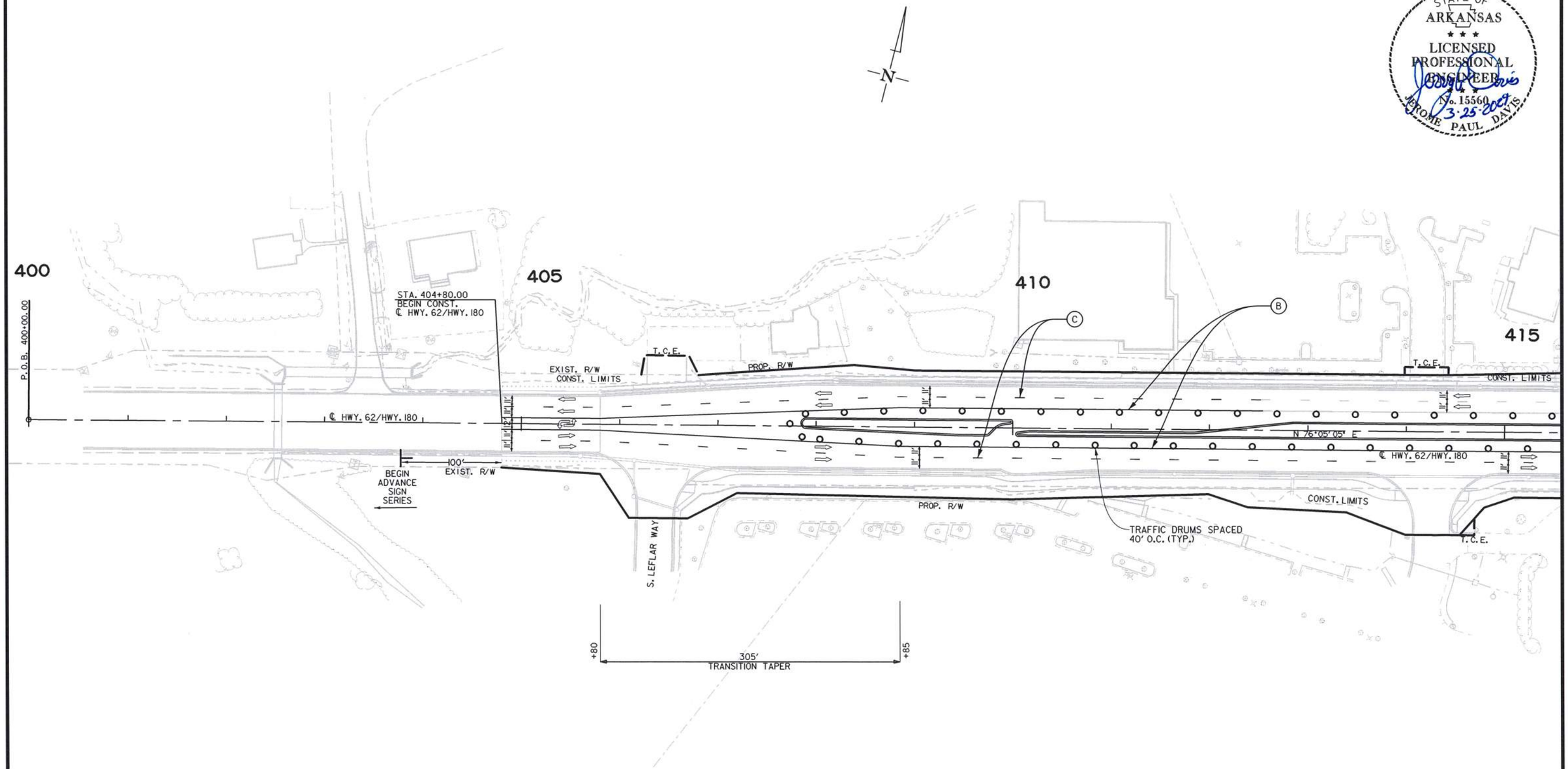

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STAGE 7
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VERTICAL PANEL
TRAFFIC DRUM
SIGN

(A) = WHITE CONSTRUCTION PAVEMENT MARKINGS
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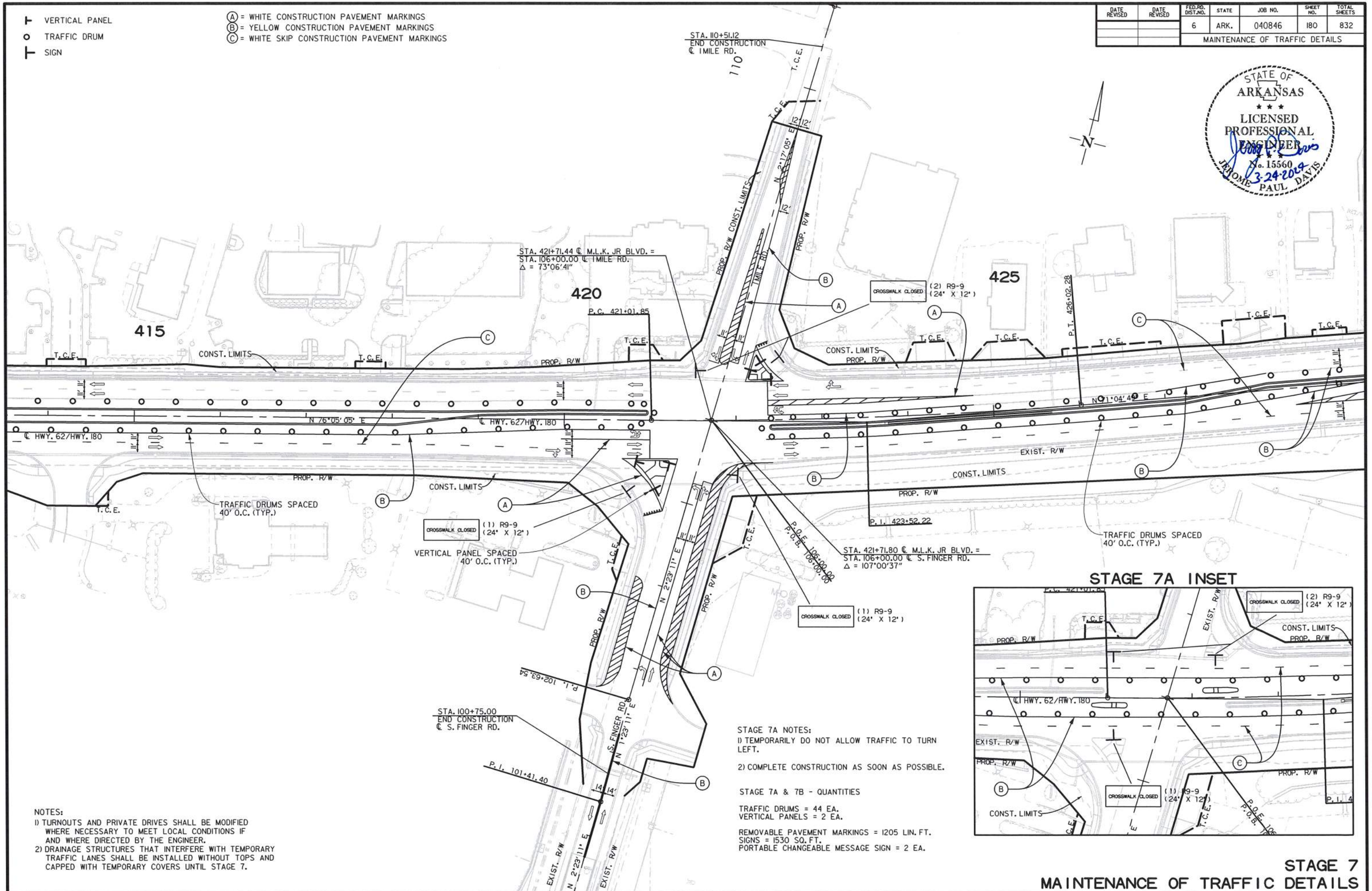

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STAGE 7A NOTES:
1) TEMPORARILY DO NOT ALLOW TRAFFIC TO TURN LEFT.
2) COMPLETE CONSTRUCTION AS SOON AS POSSIBLE.

STAGE 7A & 7B - QUANTITIES

TRAFFIC DRUMS = 44 EA.
VERTICAL PANELS = 2 EA.

REMOVABLE PAVEMENT MARKINGS = 1205 LIN. FT.
SIGNS = 1530 SQ. FT.
PORTABLE CHANGEABLE MESSAGE SIGN = 2 EA.

STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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VERTICAL PANEL
TRAFFIC DRUM
SIGN

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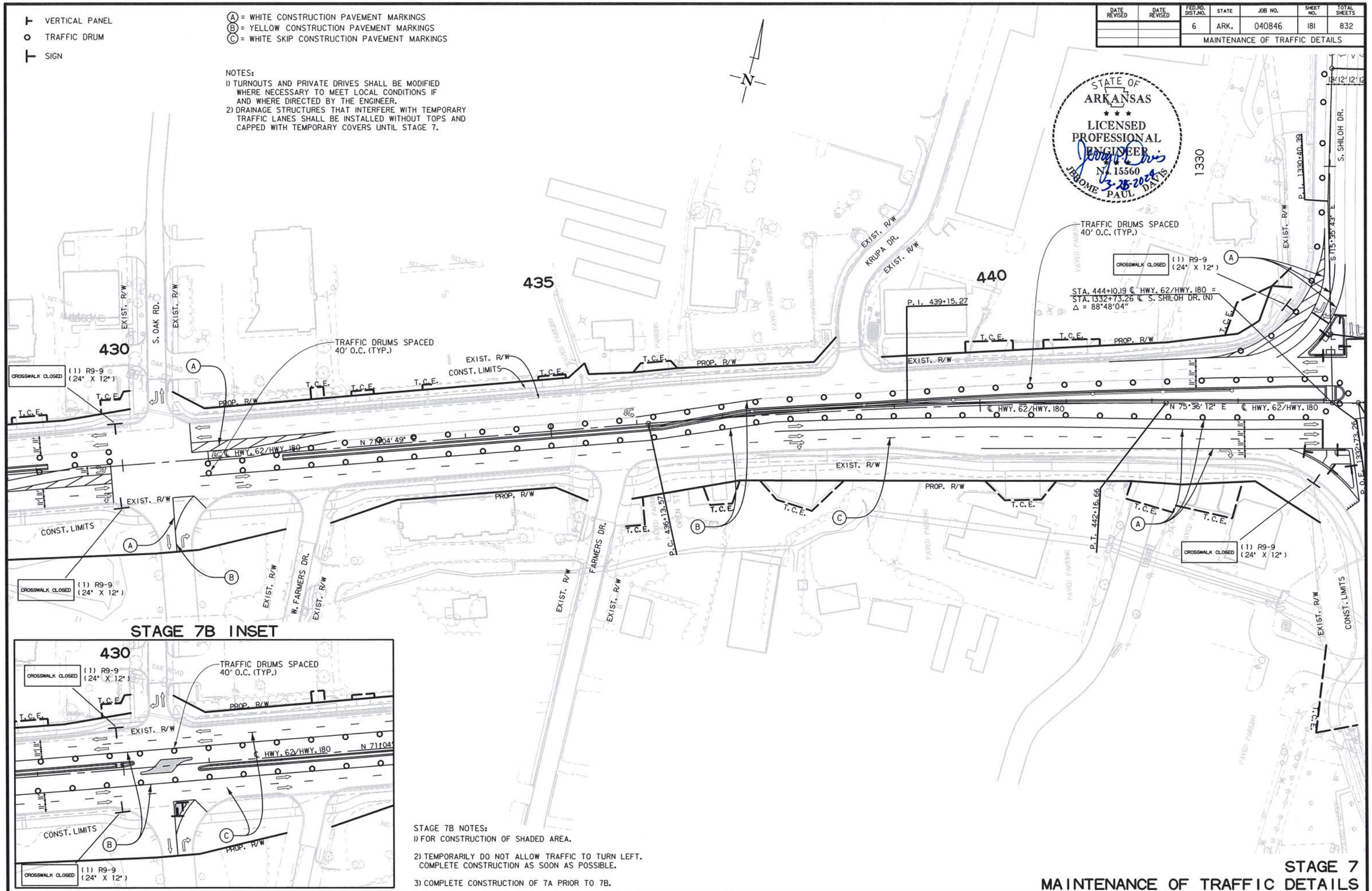
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.



STAGE 7B INSET

STAGE 7B NOTES:
1) FOR CONSTRUCTION OF SHADED AREA.
2) TEMPORARILY DO NOT ALLOW TRAFFIC TO TURN LEFT. COMPLETE CONSTRUCTION AS SOON AS POSSIBLE.
3) COMPLETE CONSTRUCTION OF 7A PRIOR TO 7B.

STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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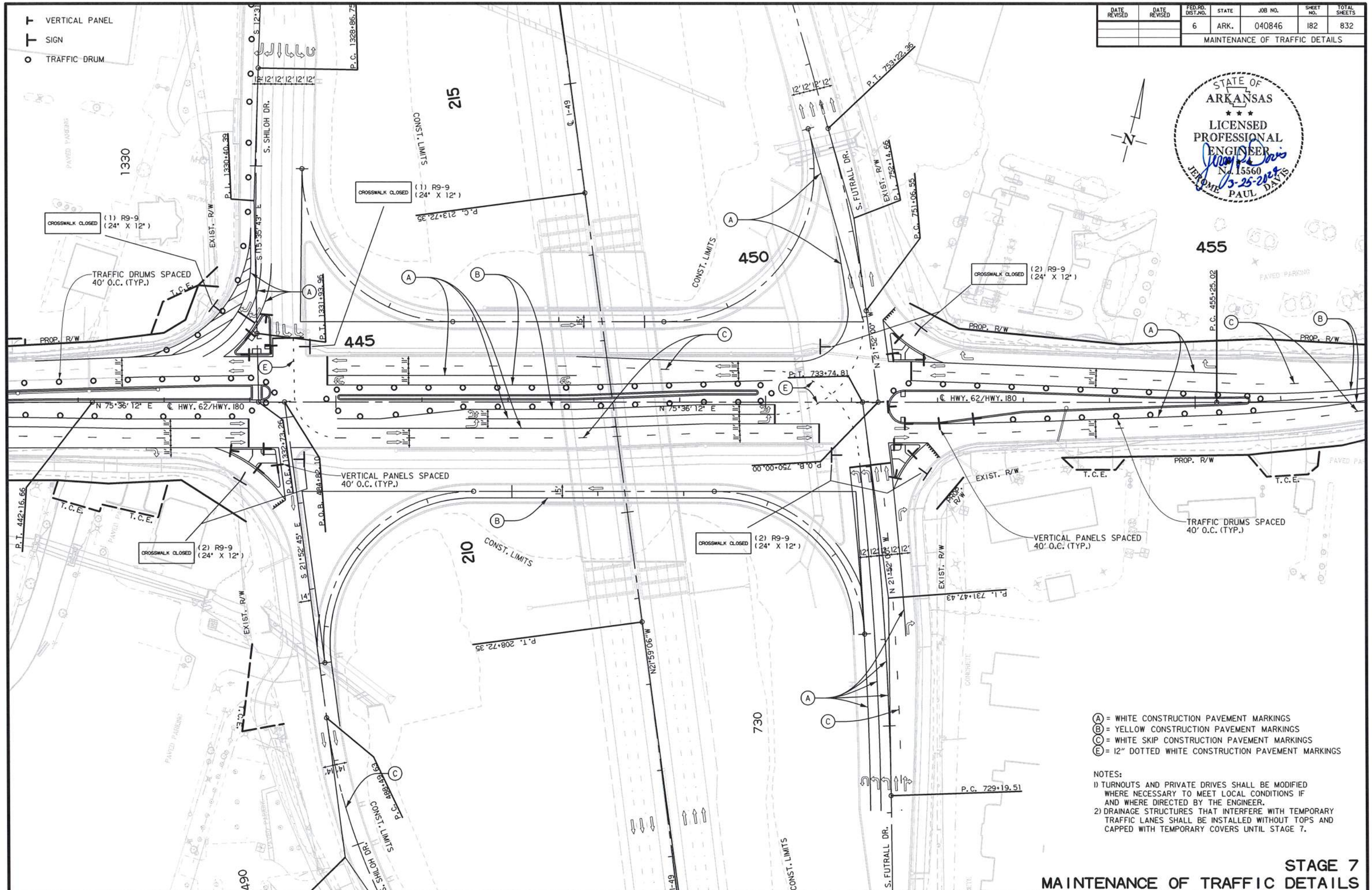
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	182	832
		MAINTENANCE OF TRAFFIC DETAILS				



Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS
Ⓔ = 12" DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
PLOTTED: 3/25/2024 13:15
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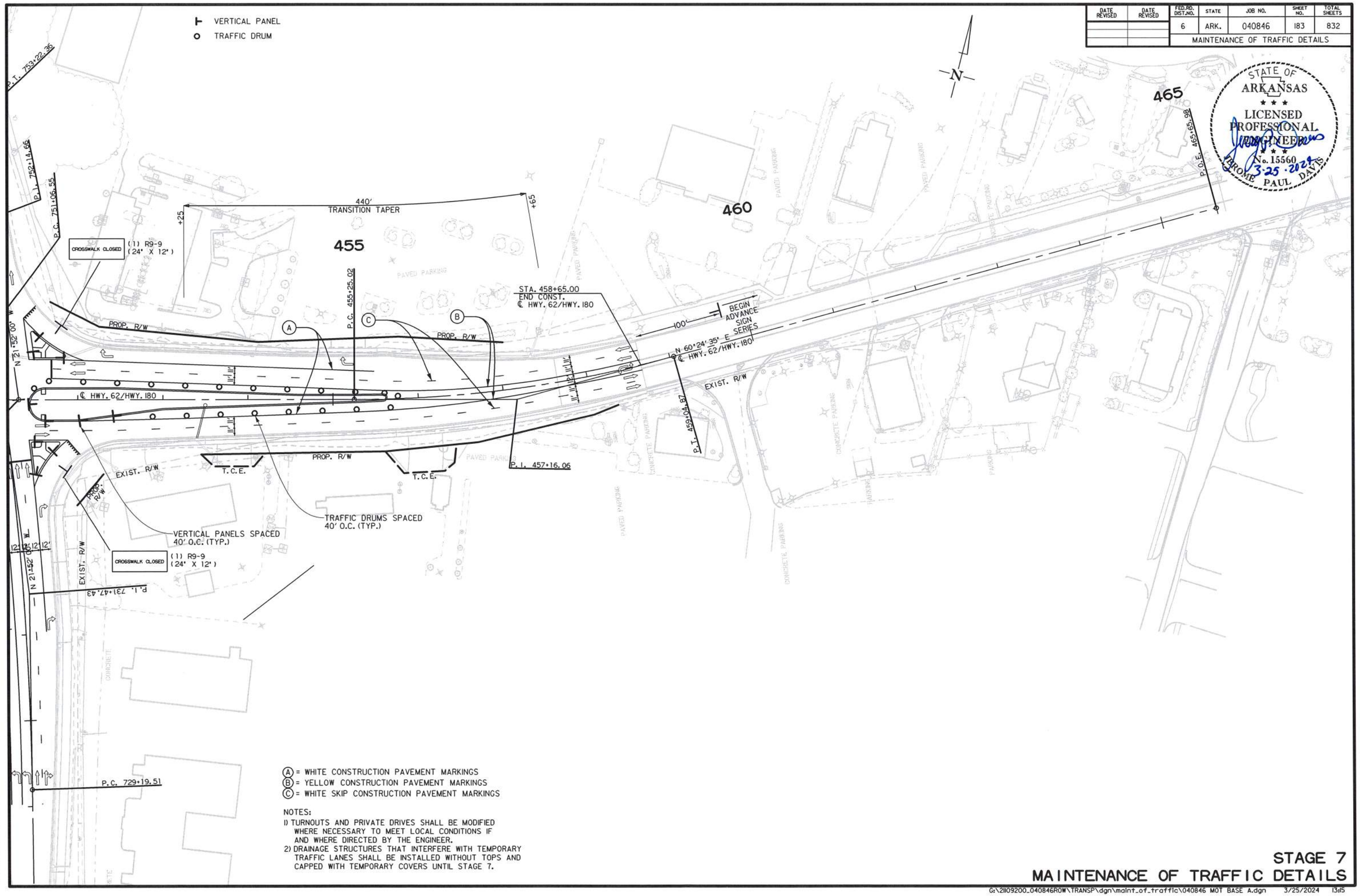
		6	ARK.	040846	183	832
		MAINTENANCE OF TRAFFIC DETAILS				

VERTICAL PANEL
TRAFFIC DRUM



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

Ⓐ = WHITE CONSTRUCTION PAVEMENT MARKINGS
Ⓑ = YELLOW CONSTRUCTION PAVEMENT MARKINGS
Ⓒ = WHITE SKIP CONSTRUCTION PAVEMENT MARKINGS

NOTES:
1) TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS IF AND WHERE DIRECTED BY THE ENGINEER.
2) DRAINAGE STRUCTURES THAT INTERFERE WITH TEMPORARY TRAFFIC LANES SHALL BE INSTALLED WITHOUT TOPS AND CAPPED WITH TEMPORARY COVERS UNTIL STAGE 7.

STAGE 7
MAINTENANCE OF TRAFFIC DETAILS

USER: qp5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT BASE A.dgn
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SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	184	832
		MAINTENANCE OF TRAFFIC DETAILS				

PEDESTRAIN DETOUR

PROP. R/W &

P.I. 185+38.45

TOWN BRANCH TRAIL

SOUTHWOOD DR.

HORIZON WAY

CROWNE DR.

CASCADE DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

DETOUR

(1) M4-10R (48" X 18")

THESE BARRICADES STAY IN PLACE UNTIL STAGE 2

ROAD CLOSED

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

(1) 16' BARR. TYP. III LT.

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

SIDEWALK CLOSED

(1) R9-9 (24" X 12")

THESE BARRICADES STAY IN PLACE UNTIL STAGE 4

TOWN BRANCH TRAIL

18TH STREET

STAGE 1 - 4
MAINTENANCE OF TRAFFIC DETAILS

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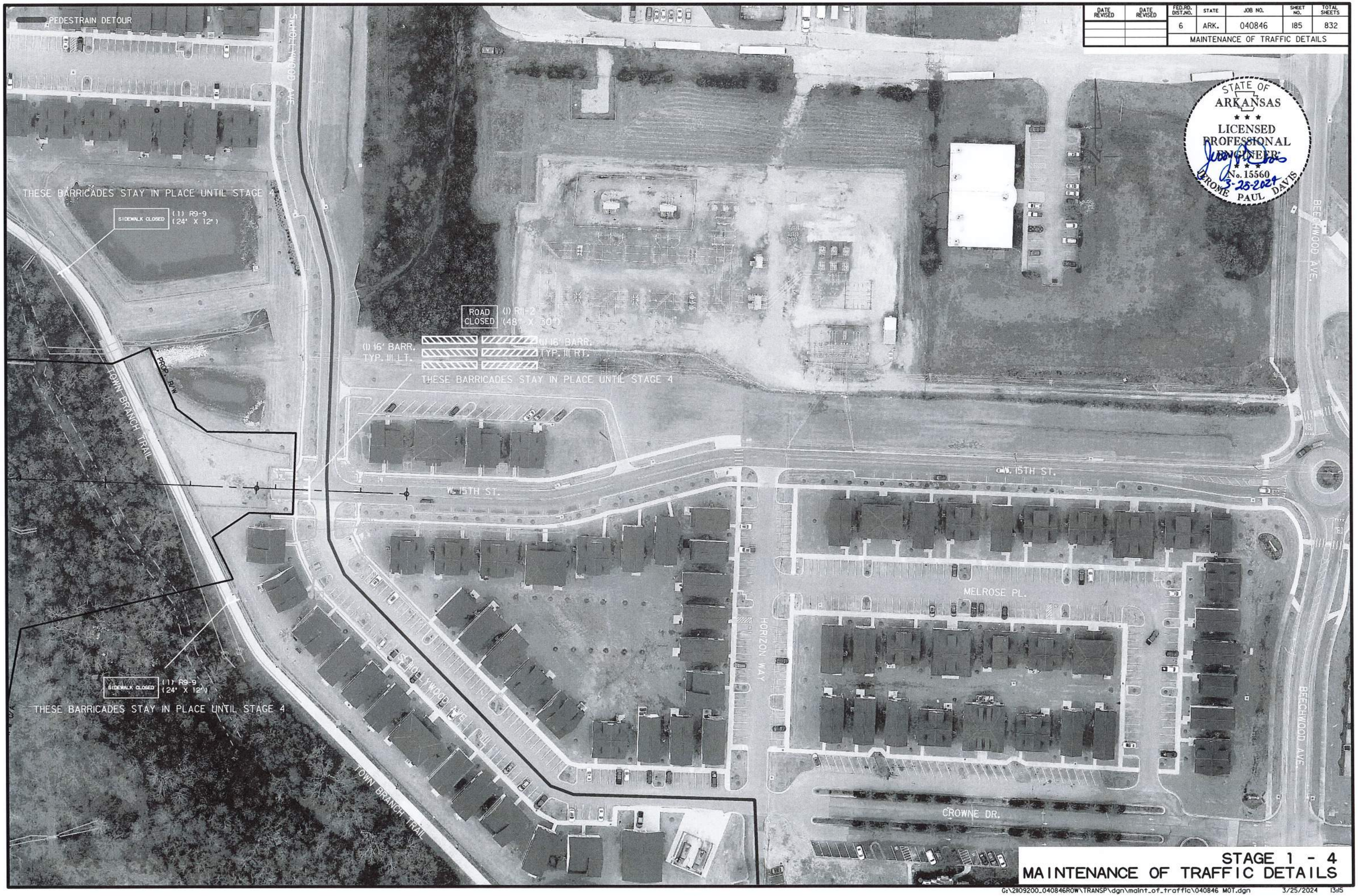
		6	ARK.	040846	185	832
		MAINTENANCE OF TRAFFIC DETAILS				



STAGE 1 - 4
MAINTENANCE OF TRAFFIC DETAILS

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PLOTTED: 3/25/2024 13:15
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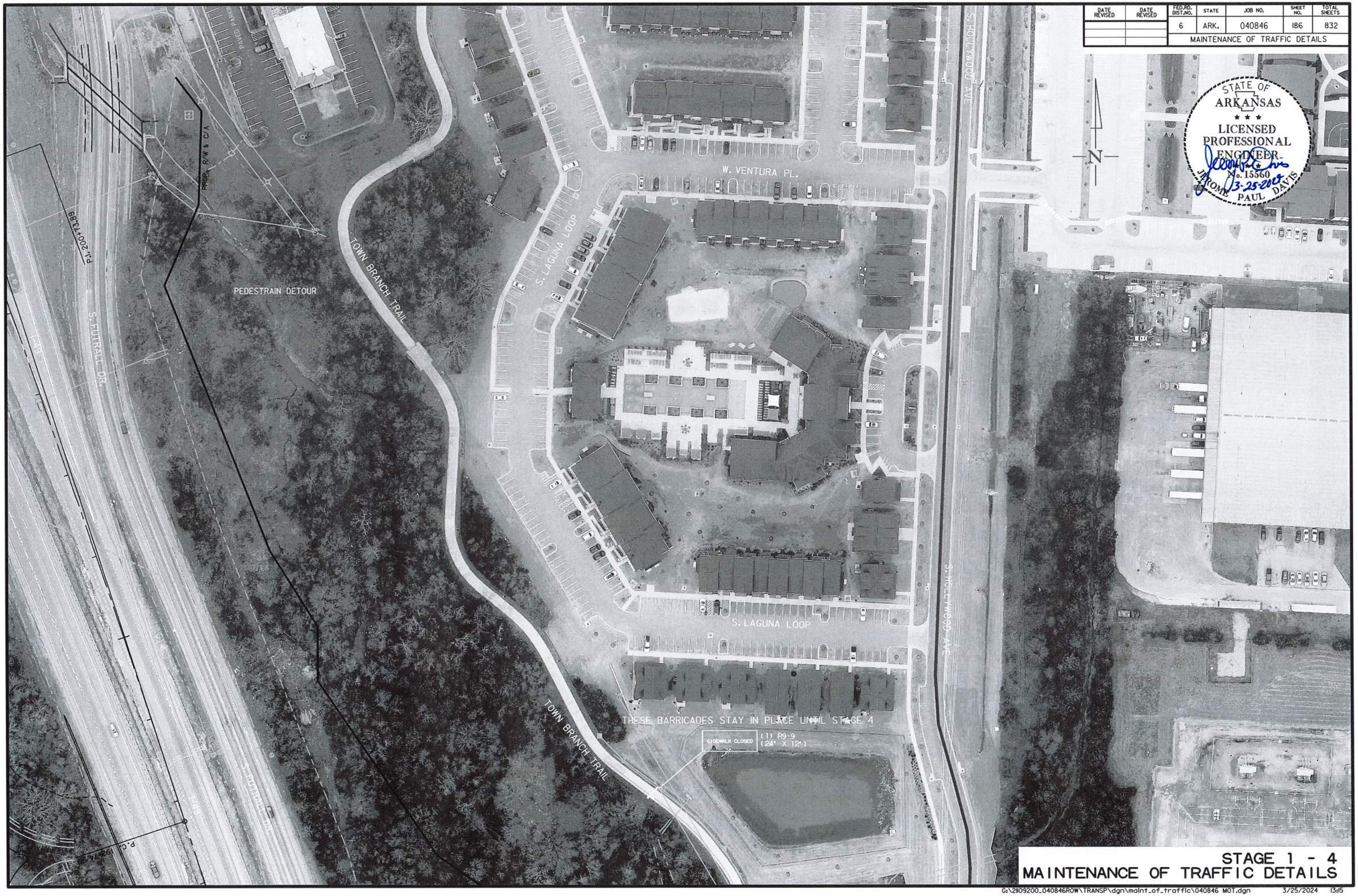
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



STAGE 1 - 4
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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		6	ARK.	040846	187	832
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
03-25-2024

PEDESTRAIN DETOUR

SIDEWALK CLOSED (1) R9-9 (24" X 12")

THESE BARRICADES STAY IN PLACE UNTIL STAGE 4

DETOUR (1) M4-10L (48" X 18")

W. BEST WAY ST.

S. FUTRALL DR.

TOWN BRANCH TRAIL

S. LAGUNA LOOP

W. VENTURA PL.

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

(1) 16' BARR. TYP. III LT.

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

THESE BARRICADES STAY IN PLACE UNTIL STAGE 4

PAVED PARKING

PROP. R/W & C/A

P.I. 200+13.89

STAGE 1 - 4
MAINTENANCE OF TRAFFIC DETAILS

USER: ap5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	188	832

PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

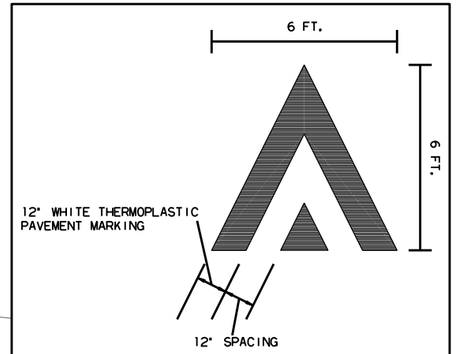
LEGEND

- = 6" WHITE THERMOPLASTIC PAVEMENT MARKING
- = 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(WHTE/RED) SPACED 80' O.C.
- = 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING
- = 12" WHITE (STOP LINE) THERMOPLASTIC PAVEMENT MARKING
- = 12" WHITE (CROSSWALK) THERMOPLASTIC PAVEMENT MARKING
- = 6" SKIP YELLOW WITH 6" YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(YELLOW/YELLOW) SPACED 80' O.C.
- = THERMOPLASTIC PAVEMENT MARKING (WORD)
- = THERMOPLASTIC PAVEMENT MARKING (ARROW)
- = PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM

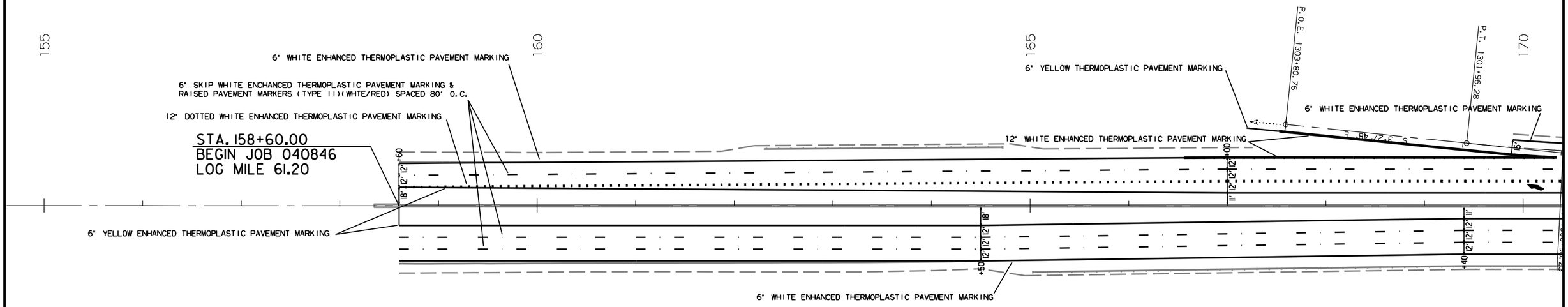
NOTE: USE THE CORRESPONDING PAVEMENT MARKINGS LISTED ABOVE UNLESS OTHERWISE SPECIFIED IN THE PERMANENT PAVEMENT MARKING DETAILS.

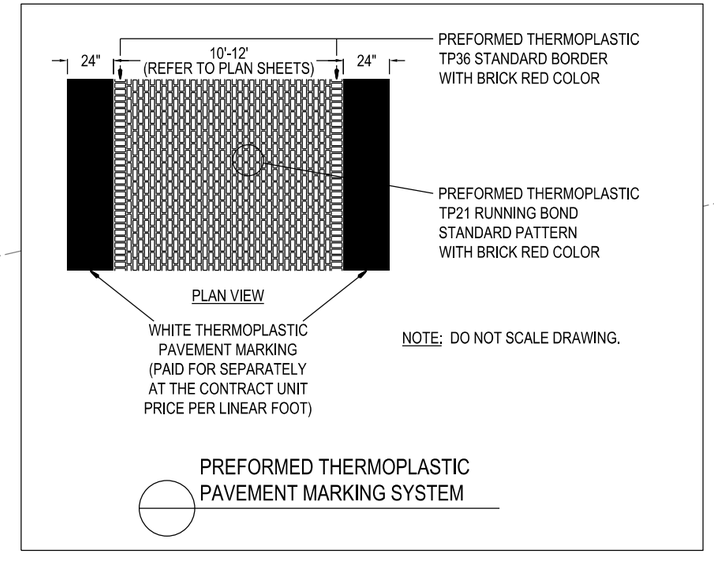
DOTTED WHITE PAVEMENT MARKING





NOTE: SPEED HUMP ARROWS ARE TO BE QUANTIFIED AS A THERMOPLASTIC PAVEMENT MARKING (ARROW)





PERMANENT PAVEMENT MARKINGS

RAISED PAVEMENT MARKERS TYPE II (RED/WHITE) = 1600 EACH
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) = 37 EACH
THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 25408 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (8") = 3978 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (12") = 1275 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (24") = 2561 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (6") = 10161 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (8") = 2093 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE) = 229 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING (WORDS) = 50 EACH
THERMOPLASTIC PAVEMENT MARKING (ARROWS) = 94 EACH
PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM= 1453 SQ. YD.
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 30862 LIN. FT.
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12") = 6019 LIN. FT.
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6") = 21329 LIN. FT.
ENHANCED THERMOPLASTIC PAVEMENT MARKING (ARROWS) = 9 EACH
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10") = 1698 LIN. FT.
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10") = 2512 LIN. FT.

ZB43074 3/21/2023
R040846A.DGN

PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	189	832
		PERMANENT PAVEMENT MARKING DETAILS				

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

04-04-2024

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE I)(YELLOW/YELLOW) SPACED 80' O.C.

6" YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE I)(YELLOW/YELLOW) SPACED 80' O.C.

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

ENHANCED THERMOPLASTIC PAVEMENT MARKING (ARROW)

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" SKIP WHITE ENCHANCED THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE I)(WHTE/RED) SPACED 80' O.C.

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DIRECTIONAL ARROW (19) TYPE II RED/WHITE RAISED PAVEMENT MARKERS

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

EXIST. R/W

EXIST. R/W & C/A

PROP. C/A

PROP. R/W

P.O.E. 513+58.06

P.T. 512+08.06

S 20°36'30" E

P.C. 1300+00.00

P.I. 1300+98.23

P.I. 700+96.22

P.C. 700+00.00

P.O.E. 13+55.13

P.I. 13+55.13

P.T. 701+90.28

P.C. 707+78.79

P.I. 709+00.83

P.O.B. 750+00.00

P.T. 609+21.17

N 86°48'59" W

N 9°27'06" W

N 3°38'36" W

PERMANENT PAVEMENT MARKING DETAILS

ZB43074 3/21/2023
R040846A.DGN

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		6	ARK.	040846	190	832

PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(YELLOW/YELLOW) SPACED 80' O.C.

6" YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(YELLOW/YELLOW) SPACED 80' O.C.

8" WHITE THERMOPLASTIC PAVEMENT MARKING

10" WHITE REFLECTORIZED PAVEMENT MARKING (CURB FACE)

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

12" WHITE ENCHANCED THERMOPLASTIC PAVEMENT MARKING

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" SKIP WHITE ENCHANCED THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(WHITE/RED) SPACED 80' O.C.

12" WHITE ENCHANCED THERMOPLASTIC PAVEMENT MARKING

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

12" WHITE THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DIRECTIONAL ARROW (19) TYPE II RED/WHITE RAISED PAVEMENT MARKERS

PROP. R/W & C/A

ZB43074 3/21/2023
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PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" SKIP WHITE ENCHANCED THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(WHITE/RED) SPACED 80' O.C.

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

EXIST. R/W

PROP. R/W

PROP. R/W & C/A

ZB43074 3/21/2023
R040846ADGN

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PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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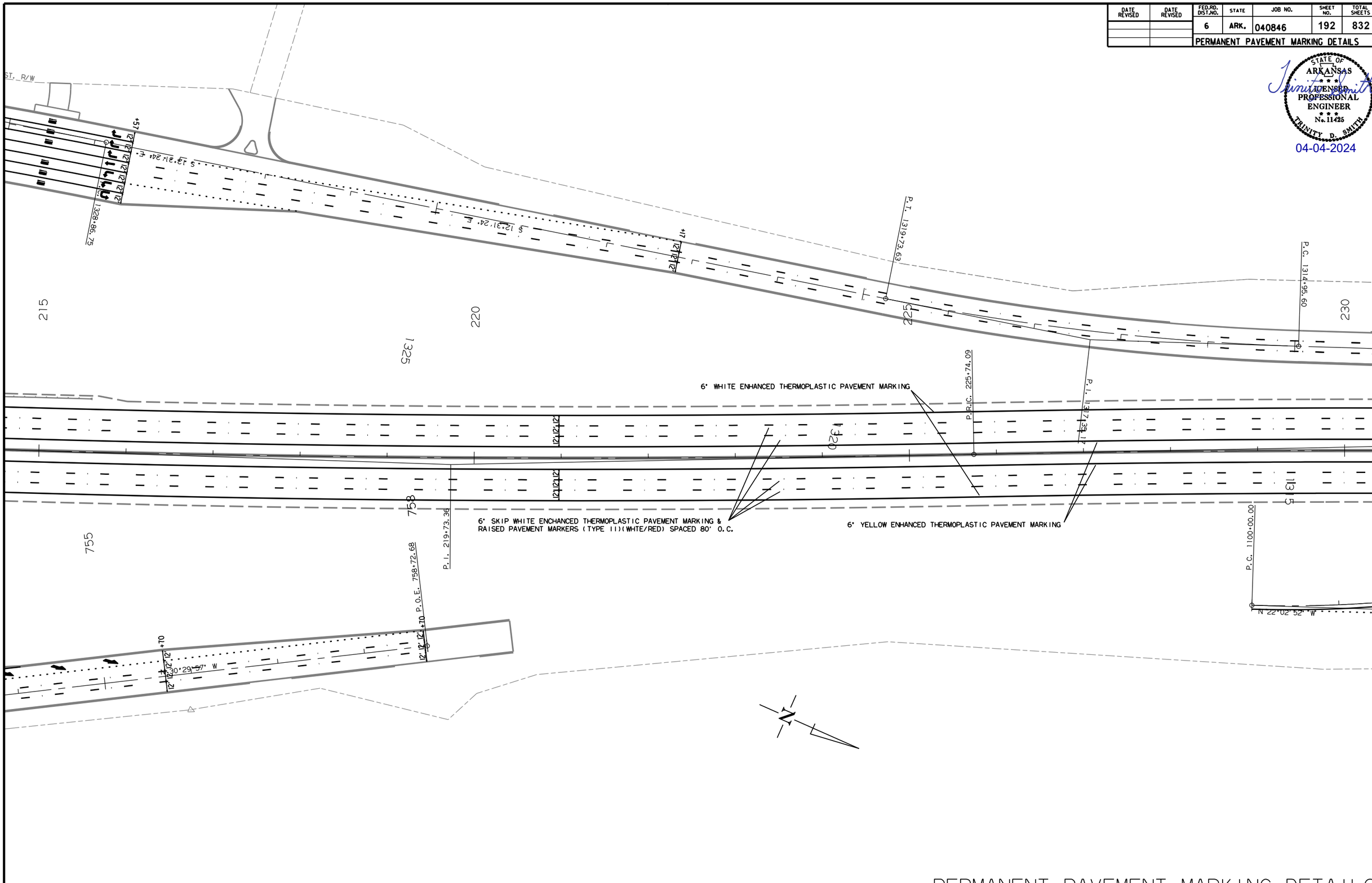
04-04-2024



PERMANENT PAVEMENT MARKING DETAILS

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PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
10" WHITE REFLECTORIZED PAVEMENT MARKING (CURB FACE)
10" YELLOW REFLECTORIZED PAVEMENT MARKING (CURB FACE)
6" YELLOW THERMOPLASTIC PAVEMENT MARKING
12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
ENHANCED THERMOPLASTIC PAVEMENT MARKING (ARROW)
6" YELLOW THERMOPLASTIC PAVEMENT MARKING
6" SKIP WHITE ENCHANCED THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(WHITE/RED) SPACED 80' O.C.
12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

P.O.E. 1266+81.50
P.I. 1264+81.96
Δ=20°33'11" LT
T.C.E.
P.I. 1306+47.01
P.I. 1257+50.05
Δ=00°07'21" LT
P.T. 1301+88.69
P.C. 1300+00.00
P.O.B. 1311+46.14
P.I. 1310+98.24
P.T. 1306+83.68
P.C. 1306+10.28
P.I. 1305+20.11
P.I. 1304+91.92
P.C. 1104+93.52
P.T. 1109+00.21
P.I. 1390+94.41
P.I. 1301+91.92
P.I. 23+75.10
S 22°05'01" E
S 21°27'48" E
S 16°19'30" E
S 21°20'27" E
S 14°59'06" E
N 21°39'06" W
N 38°15'08" W
24'
230
235
240
245
250
255
260
305
310
1300

PERMANENT PAVEMENT MARKING DETAILS

ZB43074 3/21/2023
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PERMANENT PAVEMENT MARKING DETAILS

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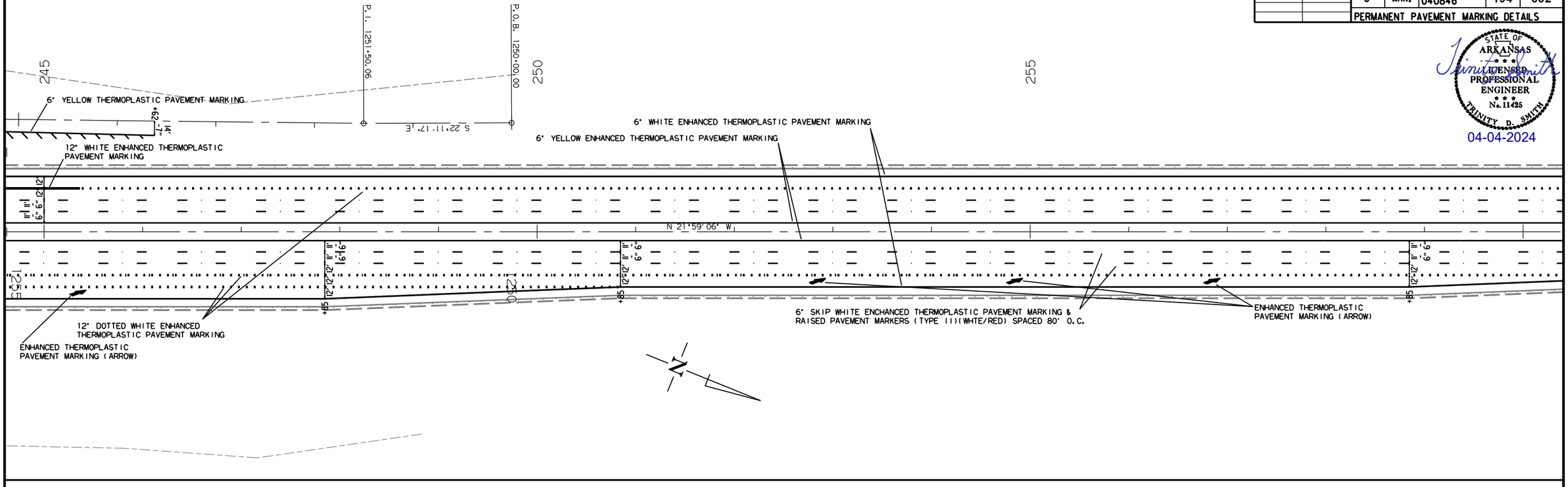
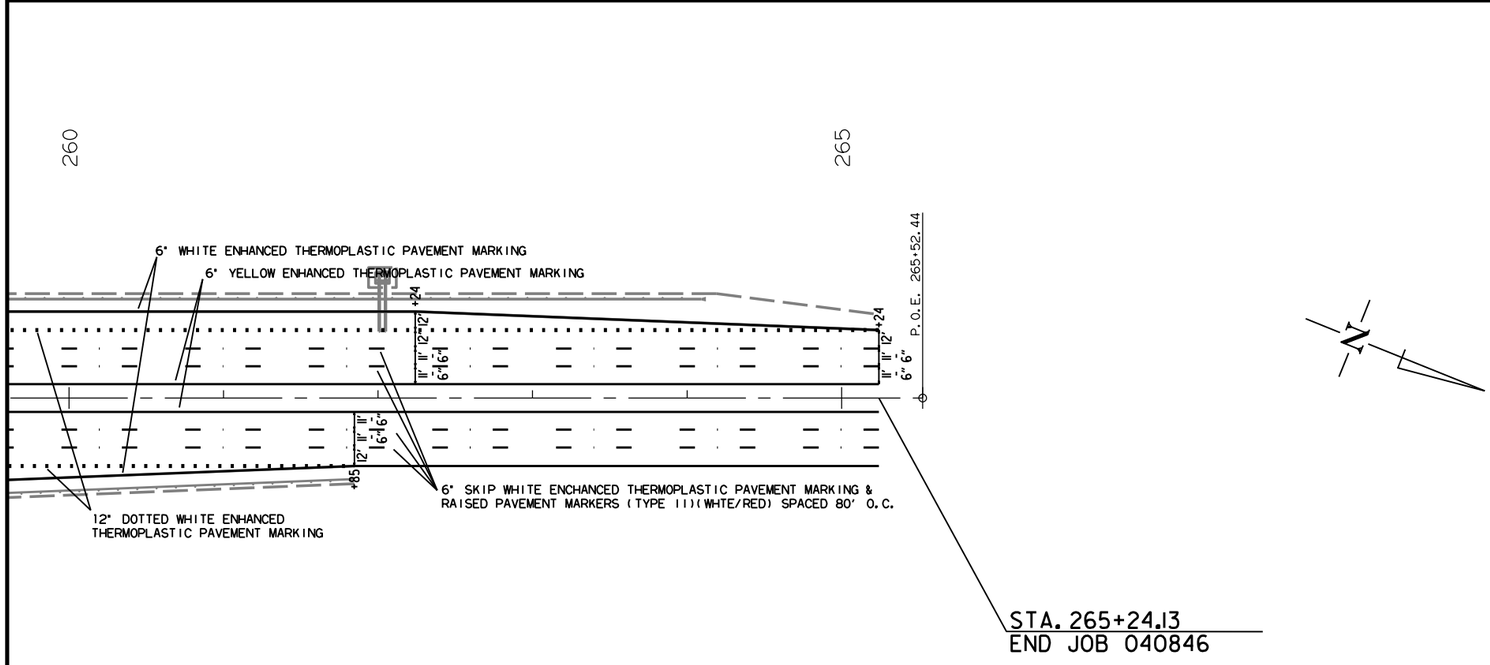
TRINITY D. SMITH
04-04-2024





ZB43074 3/21/2023
R040846ADGN

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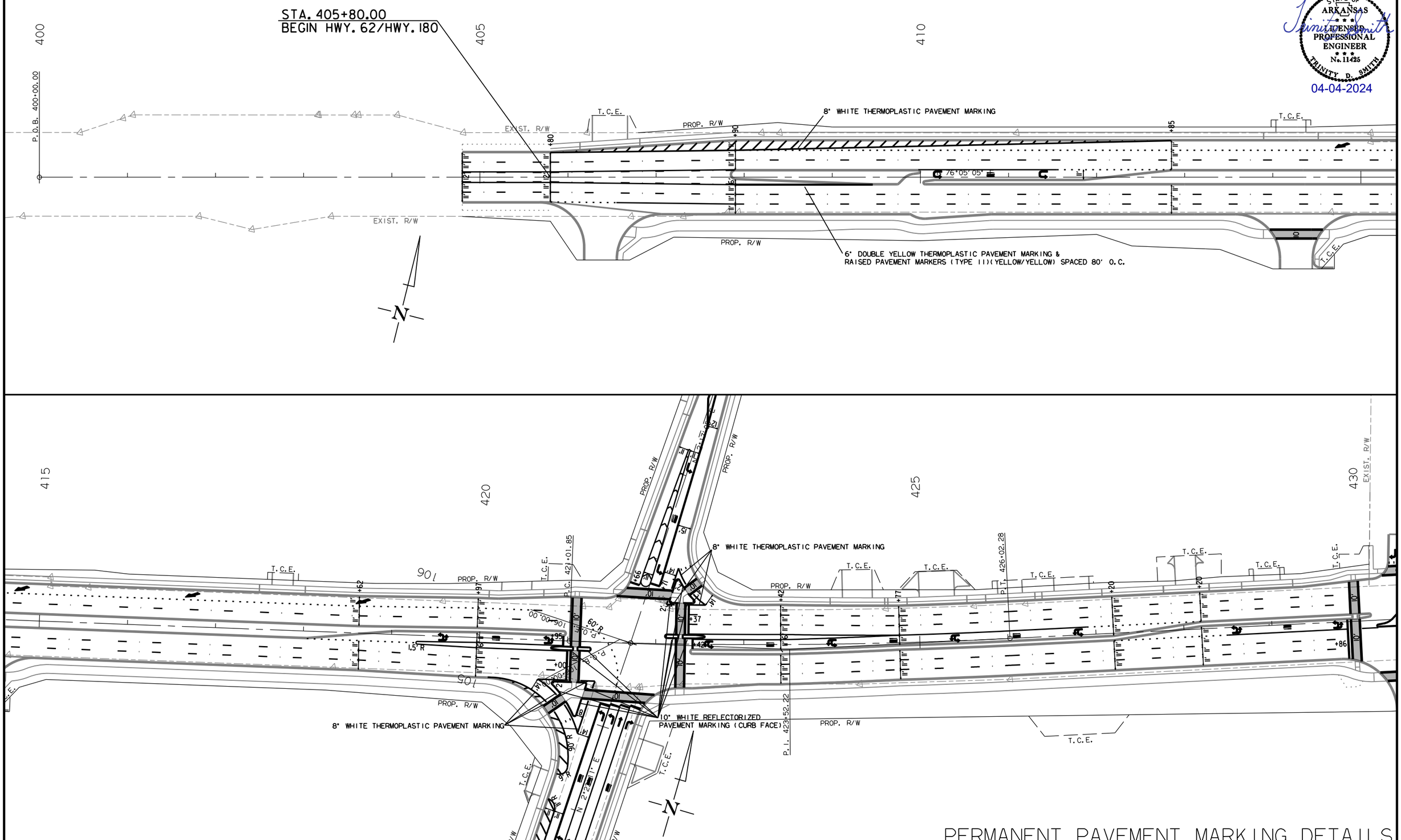
PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



PERMANENT PAVEMENT MARKING DETAILS

ZB43074 3/21/2023
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PERMANENT PAVEMENT MARKING DETAILS

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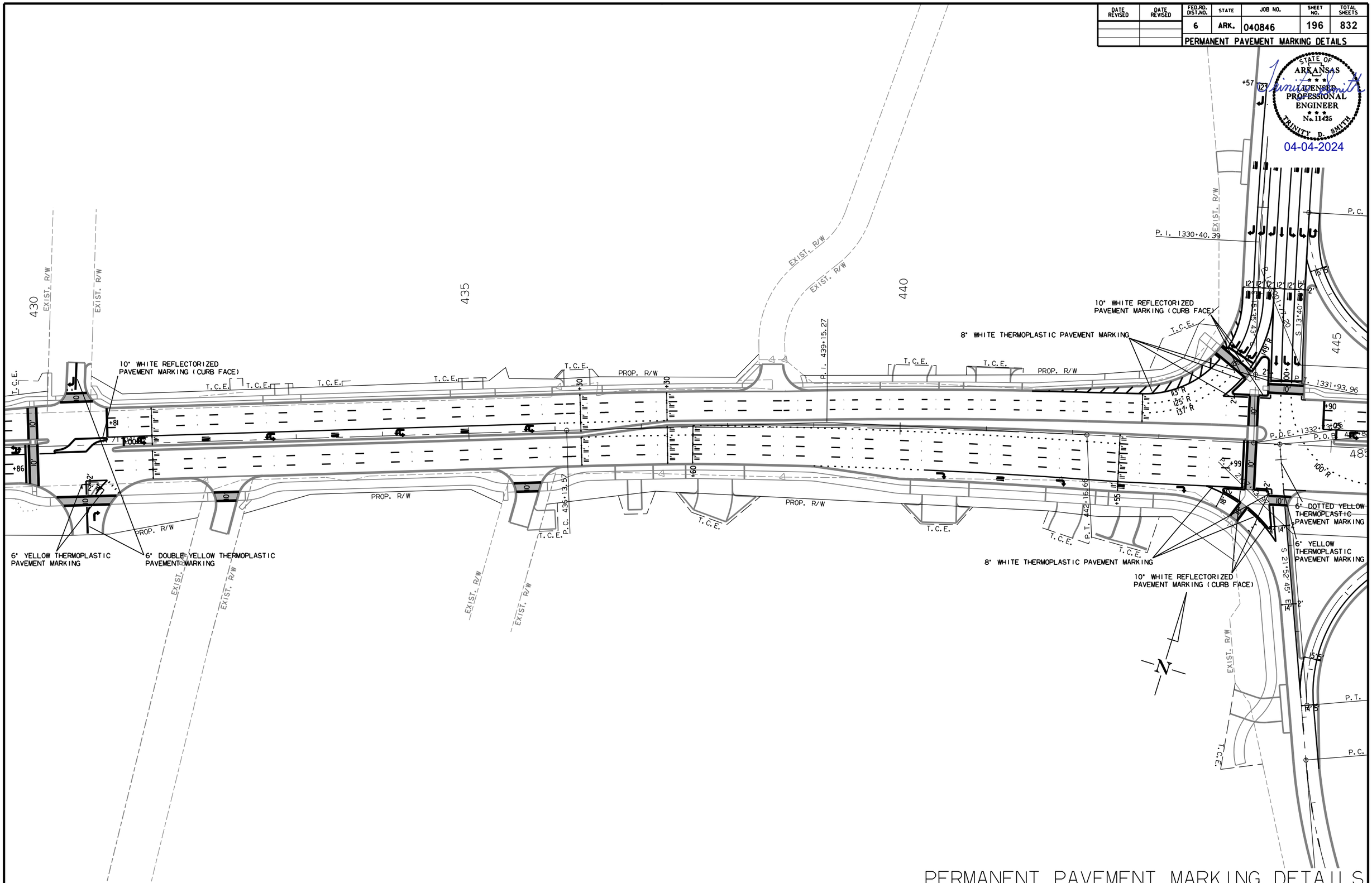
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



PERMANENT PAVEMENT MARKING DETAILS

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PERMANENT PAVEMENT MARKING DETAILS

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

04-04-2024

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING

8" WHITE THERMOPLASTIC PAVEMENT MARKING

10" WHITE REFLECTORIZED PAVEMENT MARKING (CURB FACE)

10" WHITE REFLECTORIZED PAVEMENT MARKING (CURB FACE)

8" WHITE THERMOPLASTIC PAVEMENT MARKING

P.C. 1328+86.75
P.C. 2000+00.00
P.T. 2002+77.07
P.C. 2005+22.60
P.I. 213+72.35
P.I. 753+22.36
P.I. 2008+46.67
P.I. 752+14.66
P.C. 2007+55.22
P.C. 751+06.55
P.T. 1331+93.96
P.O.B. 485+82.
P.O.B. 750+00.00
P.C. 733+74.84
P.I. 2101+64.74
P.C. 2105+44.49
P.T. 2102+64.32
P.I. 731+47.43
P.T. 2108+42.23
P.T. 208+72.35
P.C. 2100+00.00
P.C. 488+49.63
P.C. 729+19.51
P.C. 455+25.02
P.I. 459+04.87
P.I. 457+16.06

EXIST. R/W
PROP. R/W
T.C.E.

STA. 457+65.00
END JOB HWY. 62/HWY. 180

ZB43074 3/21/2023
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	198	832
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

8" WHITE THERMOPLASTIC PAVEMENT MARKING

8" YELLOW THERMOPLASTIC PAVEMENT MARKING

8" WHITE THERMOPLASTIC PAVEMENT MARKING

6" YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(YELLOW/YELLOW) SPACED 80' O.C.

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II)(YELLOW/YELLOW) SPACED 80' O.C.

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

8" WHITE THERMOPLASTIC PAVEMENT MARKING

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II) (YELLOW/YELLOW) SPACED 80' O.C.

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING & RAISED PAVEMENT MARKERS (TYPE II) (YELLOW/YELLOW) SPACED 80' O.C.

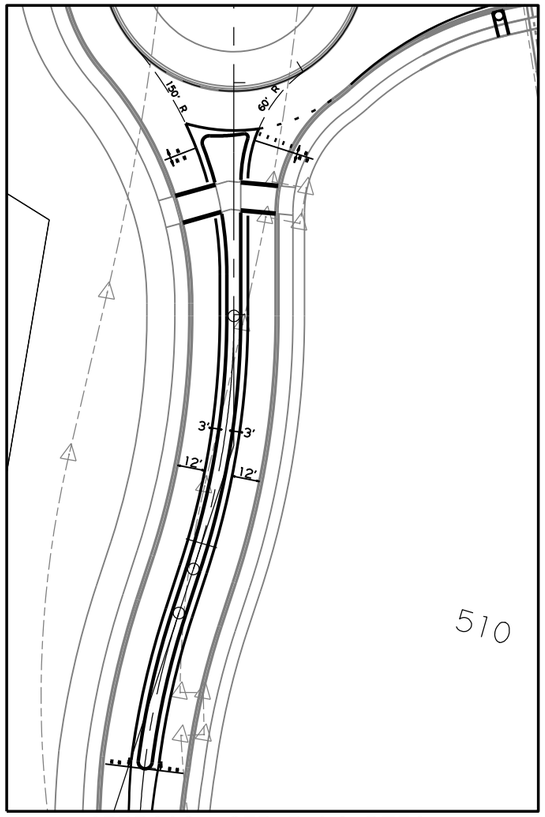
ZB43074 3/21/2023
R040846A.DGN

PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	199	832

PERMANENT PAVEMENT MARKING DETAILS

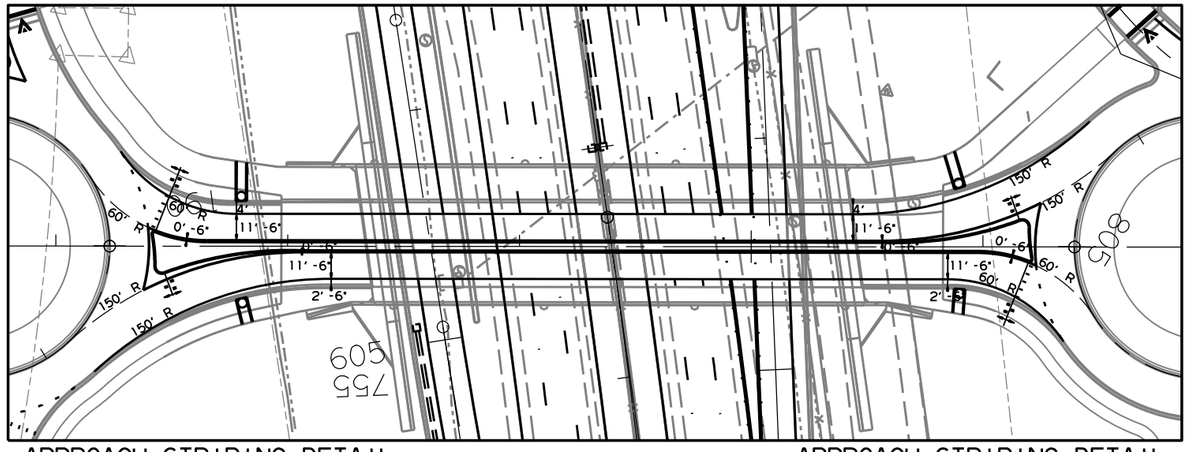
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



* 8" WHITE THERMOPLASTIC PAVEMENT MARKING AND 10" WHITE REFLECTORIZED PAINT ON CURB

** 8" YELLOW THERMOPLASTIC PAVEMENT MARKING AND 10" YELLOW REFLECTORIZED PAINT ON CURB

APPROACH STRIPING DETAIL
ROUNDABOUT 1
(NORTH & SOUTH APPROACHES)
ROUNDABOUT 2
(EAST APPROACH)



* 8" WHITE THERMOPLASTIC PAVEMENT MARKING AND 10" WHITE REFLECTORIZED PAINT ON CURB

** 8" YELLOW THERMOPLASTIC PAVEMENT MARKING AND 10" YELLOW REFLECTORIZED PAINT ON CURB

APPROACH STRIPING DETAIL
ROUNDABOUT 1
(EAST APPROACH)

APPROACH STRIPING DETAIL
ROUNDABOUT 2
(WEST APPROACH)

ZB43074 3/21/2023
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	200	832
		SUMMARY OF TEMPORARY TRAFFIC SIGNAL QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

SUMMARY OF TEMPORARY TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	S. FINGER RD./ ONE MILE RD.	SHILOH DR.	FUTRALL DR.	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	1	1	3	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	2	3	1	6	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	1	1	3	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	50	45	90	185	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	1	2	4	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	10	12	10	32	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	4	1		5	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	12	13	20	45	EACH
SP & 707	CENTRAL CONTROL UNIT	1	1	1	3	EACH
SP & 707	POLE MOUNTED ASSEMBLY	2	2	2	6	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	1	2	2	5	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	440	848	750	2038	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1380	1525	750	3655	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1800	1817	1340	4957	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	40	45	40	125	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	45	40	125	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	30	20	20	70	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	72	72	204	LIN. FT.
710	NON-METALLIC CONDUIT (2")	10	40	40	90	LIN. FT.
710	NON-METALLIC CONDUIT (3")	12	362	322	696	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)		2	2	4	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	1	1	3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	1	1	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.24	0.26	0.24	0.74	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 40')	1	2	2	5	EACH
716	TREATED WOOD POLE (CLASS 2, 45')	4	7	4	15	EACH
733	VIDEO DETECTOR RELOCATION		4	3	7	EACH
SP	VIDEO DETECTOR ROTATION	3	4	4	11	EACH
SP & 733	VIDEO DETECTOR (IP)	4	5	3	12	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	950	3280	1800	6030	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	1	1	3	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	2	1	4	EACH

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

LOCATION:	HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 4	SCALE: N/A DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	201	832

TEMPORARY TRAFFIC SIGNAL QUANTITIES - FINGER RD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 5 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	50	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	4	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	2	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	1	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	440	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1020	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1800	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	40	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	30	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	10	LIN. FT.
710	NON-METALLIC CONDUIT (3")	12	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 40')	1	EACH
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (IP)	4	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	950	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH

STAGE 5:
ONE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON SHALL BE RELOCATED TO POLE E AND UTILIZED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR STAGE 5 AS SHOWN ON THE PLANS. REMOVE THE MAST ARM FROM POLE F AND KEEP THE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON TO MAINTAIN THE PEDESTRIAN CROSSING ON THE SOUTH LEG OF FINGER ROAD DURING STAGE 5. INSTALL THE TEMPORARY TRAFFIC SIGNAL EQUIPMENT AND REMOVE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT WHEN THE TEMPORARY SIGNAL IS OPERATIONAL.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 5 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 6 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 6:
REMOVE POLES E AND F. REMOVE PEDESTRIAN SIGNAL HEADS 11 AND 12. SPOOL TRAFFIC SIGNAL CABLE 1-5C/#14 FROM THE PEDESTRIAN SIGNAL HEAD 11 ON POLE B TO BE UTILIZED IN STAGE 7 AND REMOVE REMAINING TRAFFIC SIGNAL CABLE 1-5C/#12 AND 1-5C/#14 THAT IS ASSOCIATED WITH THE PEDESTRIAN TRAFFIC SIGNAL EQUIPMENT. RELOCATE TRAFFIC SIGNAL HEADS 1, 2, 3, 6, 7, AND 8 TO ACCOMMODATE THE LANE SHIFTS. ROTATE VIDEO DETECTORS V1 AND V5.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 6 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 7 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	360	LIN. FT.
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 7:
REMOVE TRAFFIC SIGNAL HEADS 4 AND 9. RELOCATE TRAFFIC SIGNALS 1 AND 6, UTILIZE EXISTING TRAFFIC SIGNAL CABLE 1-7C/#14. INSTALL NEW TRAFFIC SIGNAL HEADS 13 AND 16, UTILIZE EXISTING TRAFFIC SIGNAL CABLE 1-7C/#14. INSTALL NEW TRAFFIC SIGNAL HEAD 15, UTILIZE EXISTING TRAFFIC SIGNAL CABLE 1-5C/#14 SPOOLED ON POLE B. INSTALL NEW TRAFFIC SIGNAL HEAD 14 AND TRAFFIC SIGNAL CABLE 1-5C/#14. RELOCATE TRAFFIC SIGNAL HEADS 5, 7, 8, & 10 TO ACCOMMODATE THE NEW TRAFFIC PATTERN FOR HWY. 62. ROTATE VIDEO DETECTOR V5.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 7 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

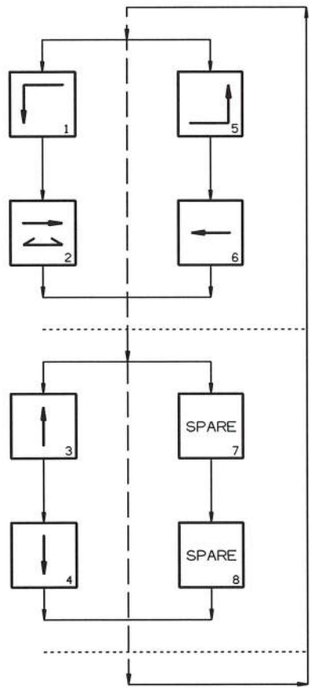
DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

LOCATION: HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	202	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

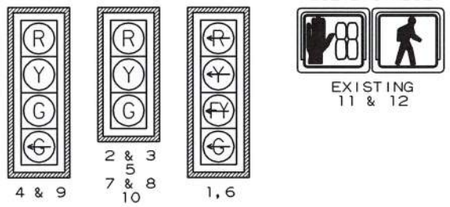
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

STAGE 5 PHASING DIAGRAM



STAGE 5 SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)

EXISTING 11 & 12

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
4. TEMPORARY 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

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
S. FINGER RD./ONE MILE RD. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	25'	**
D	2	45'	25'	**
E	2	40'	N/A	N/A
F	EXISTING SIGNAL POLE (REMOVE MAST ARM)			

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 203.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	203	832

TEMPORARY SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

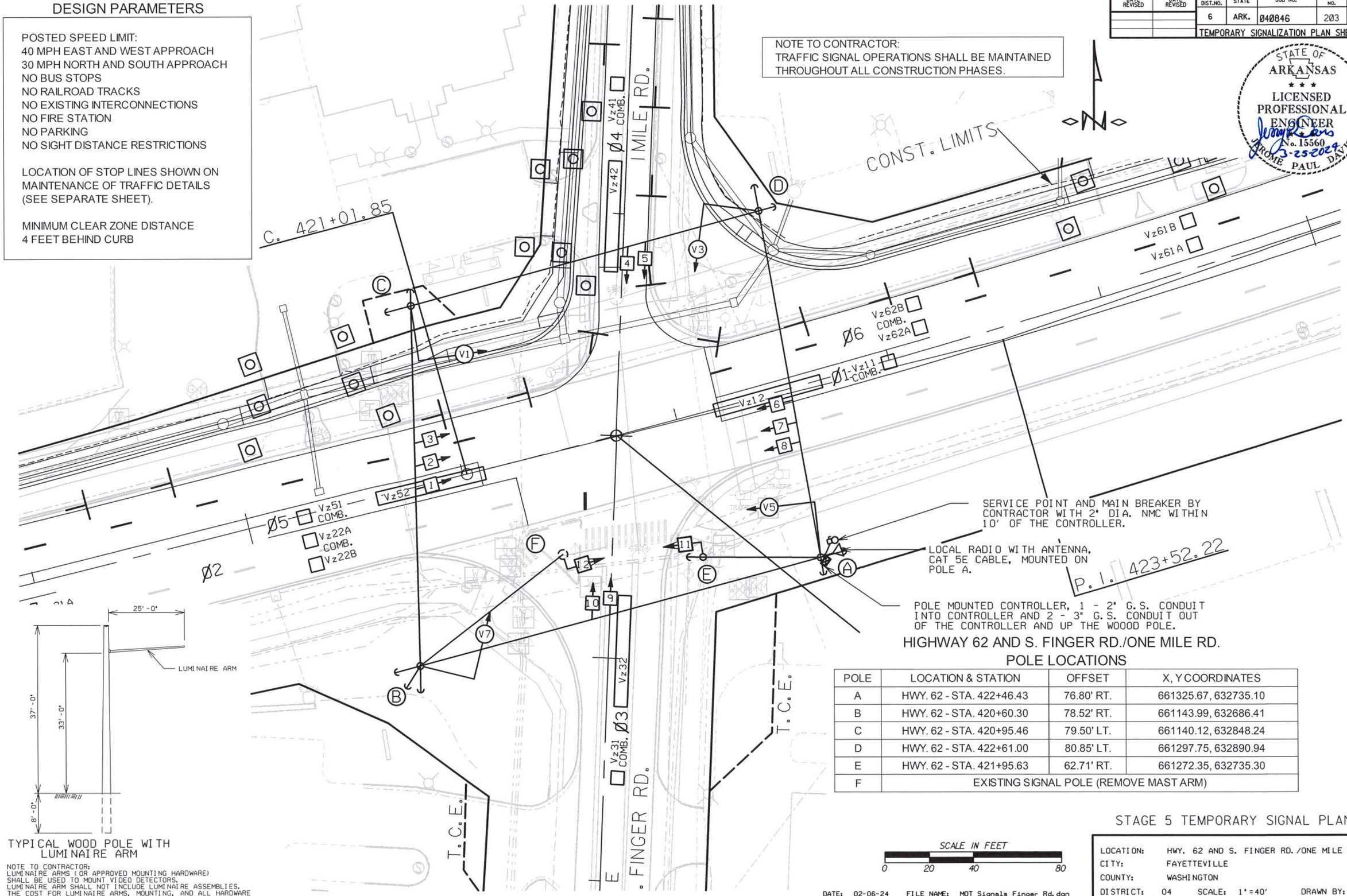
POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
30 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS.
LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 422+46.43	76.80' RT.	661325.67, 632735.10
B	HWY. 62 - STA. 420+60.30	78.52' RT.	661143.99, 632686.41
C	HWY. 62 - STA. 420+95.46	79.50' LT.	661140.12, 632848.24
D	HWY. 62 - STA. 422+61.00	80.85' LT.	661297.75, 632890.94
E	HWY. 62 - STA. 421+95.63	62.71' RT.	661272.35, 632735.30
F	EXISTING SIGNAL POLE (REMOVE MAST ARM)		

STAGE 5 TEMPORARY SIGNAL PLAN

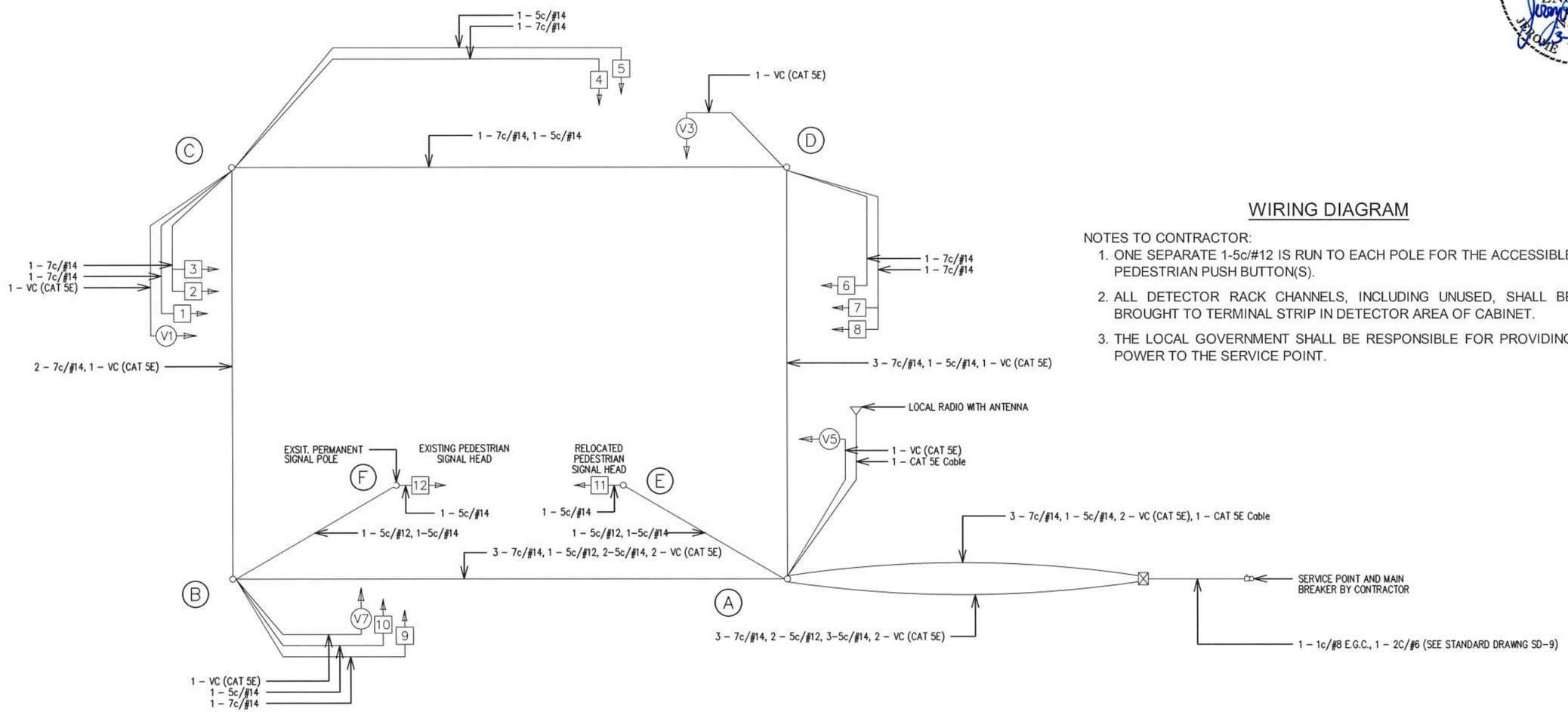
SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	204	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



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.

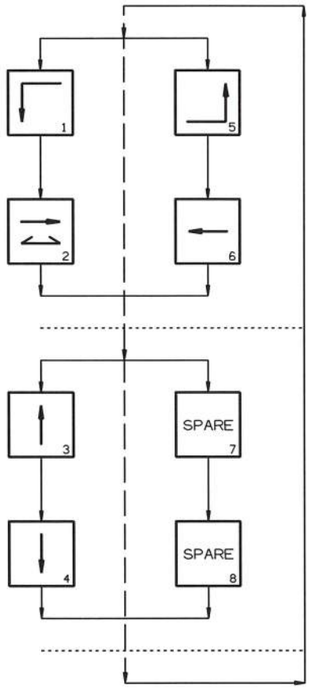
STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION:	HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

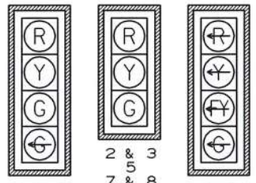
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	205	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 5 PHASING DIAGRAM



STAGE 5 SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



EXISTING
11 & 12

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

4. TEMPORARY 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. 15560
JEROME PAUL DAVIS
3-25-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz31	NB ADVANCE	COMB.			9	V11	3	3		CAMERA V3	23"
Vz32	NB NEAR	LOCAL			10	V3	3			CAMERA V3	23"
Vz41	SB ADVANCE	COMB.			11	V4	4	4		CAMERA V7	23"
Vz42	SB NEAR	LOCAL			12	V12	4			CAMERA V7	23"
Vz51	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
PB2 A&B	FINGER RD. S. LEG	PED.				P2	2				
					SPARE: 13 - 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.												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	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
11 & 12	DW	DW	DW	DW	W	FDW	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

STAGE 5 TEMPORARY SIGNAL PLAN

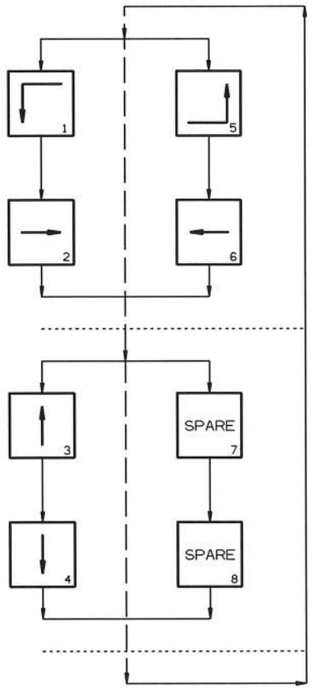
LOCATION:	HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT:	04
SCALE:	N/A
DRAWN BY:	CTA

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	206	832

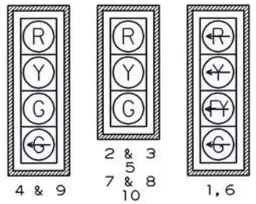
TEMPORARY SIGNALIZATION PLAN SHEET

STAGE 6 PHASING DIAGRAM



STAGE 6 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.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
S. FINGER RD./ONE MILE RD. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	25'	**
D	2	45'	25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 203.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

STAGE 6 TEMPORARY SIGNAL PLAN

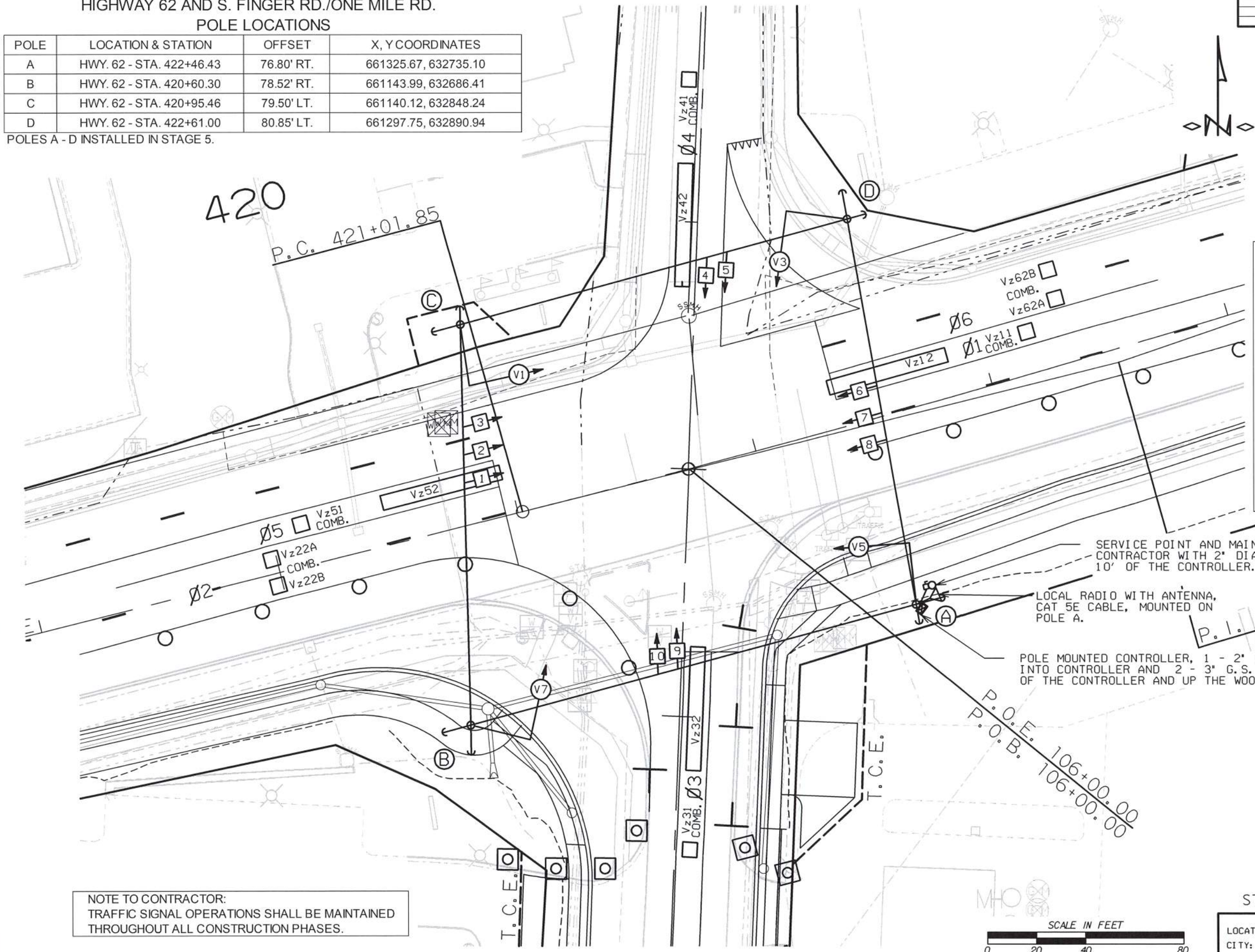
LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	207	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 422+46.43	76.80' RT.	661325.67, 632735.10
B	HWY. 62 - STA. 420+60.30	78.52' RT.	661143.99, 632686.41
C	HWY. 62 - STA. 420+95.46	79.50' LT.	661140.12, 632848.24
D	HWY. 62 - STA. 422+61.00	80.85' LT.	661297.75, 632890.94

POLES A - D INSTALLED IN STAGE 5.



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-25-2024

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
30 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

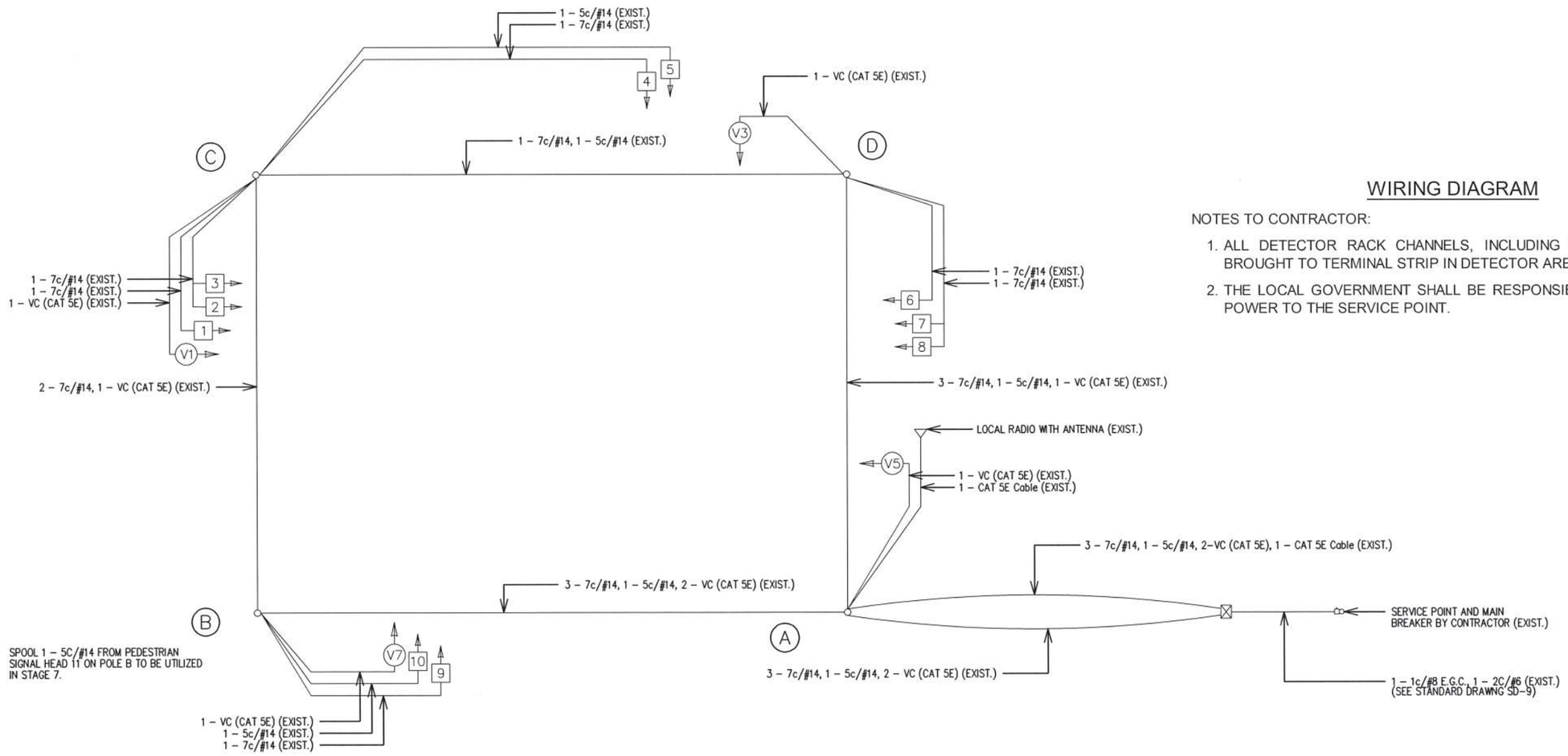
DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	208	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

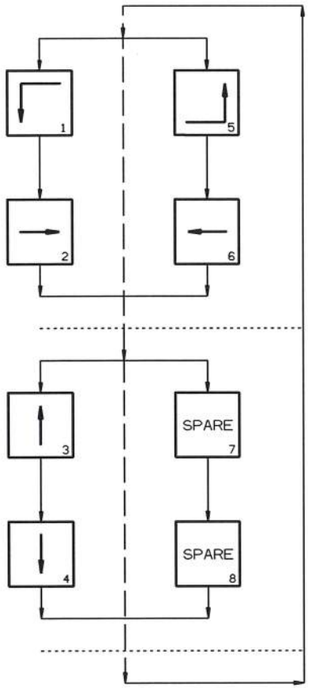
STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION:	HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

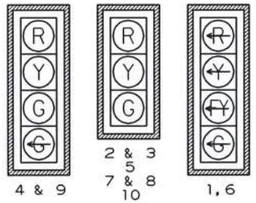
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	209	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 6 PHASING DIAGRAM



STAGE 6 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz31	NB ADVANCE	COMB.			9	V11	3	3		CAMERA V3	23"
Vz32	NB NEAR	LOCAL			10	V3	3			CAMERA V3	23"
Vz41	SB ADVANCE	COMB.			11	V4	4	4		CAMERA V7	23"
Vz42	SB NEAR	LOCAL			12	V12	4			CAMERA V7	23"
Vz51	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
					SPARE: 13 - 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.												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	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

* 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

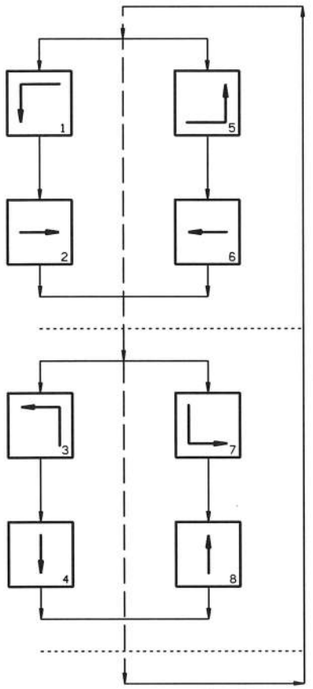
STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION: HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

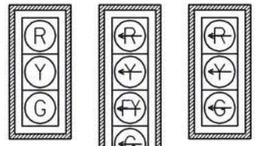
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	210	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 7 PHASING DIAGRAM



STAGE 7 SIGNAL FACES

12" LENSES



2 & 3
5
7 & 8
10

NEW
14
15

1, 6

NEW
13
16

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
S. FINGER RD./ONE MILE RD. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE
ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	25'	**
D	2	45'	25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 203.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

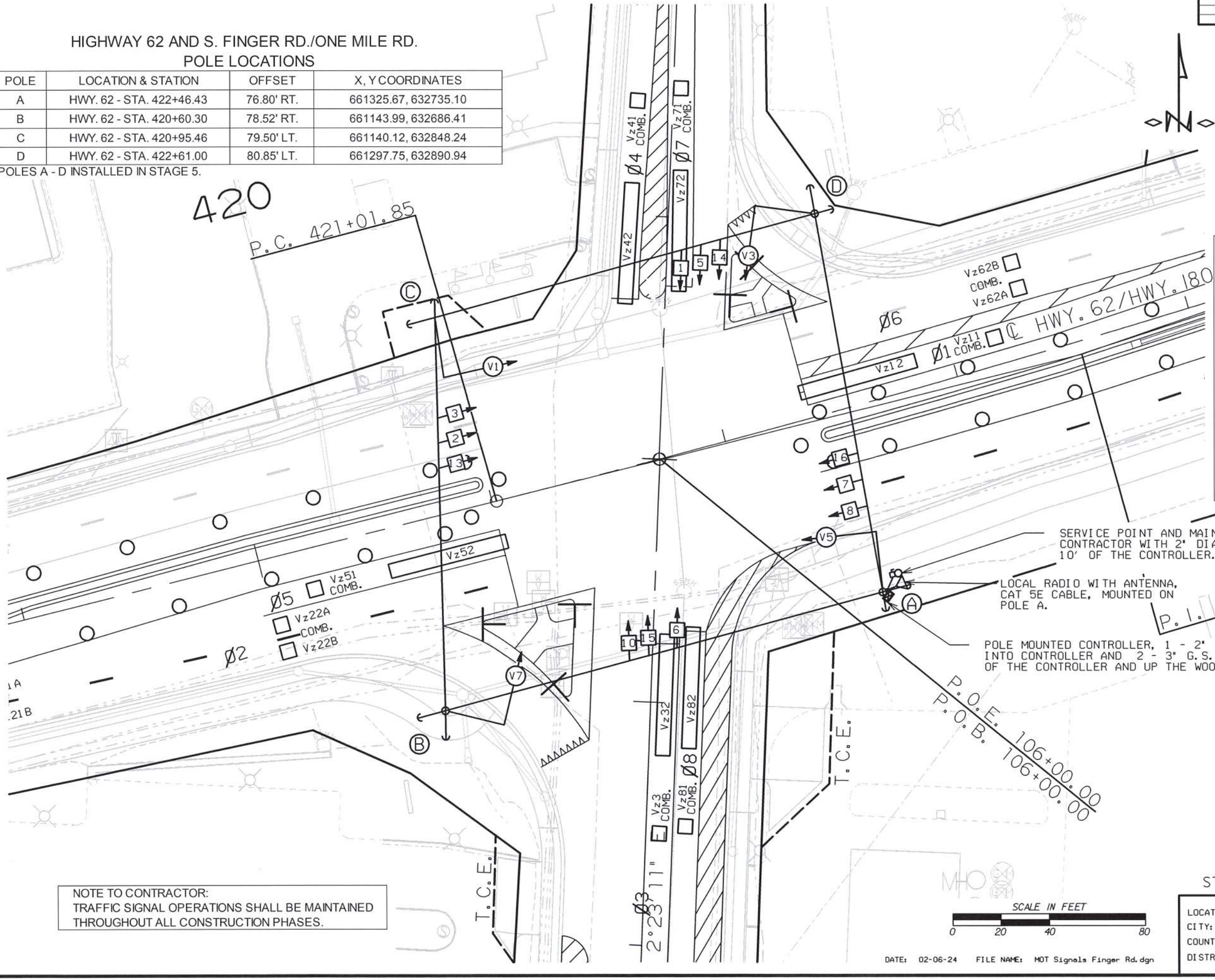
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	211	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 422+46.43	76.80' RT.	661325.67, 632735.10
B	HWY. 62 - STA. 420+60.30	78.52' RT.	661143.99, 632686.41
C	HWY. 62 - STA. 420+95.46	79.50' LT.	661140.12, 632848.24
D	HWY. 62 - STA. 422+61.00	80.85' LT.	661297.75, 632890.94

POLES A - D INSTALLED IN STAGE 5.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
30 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

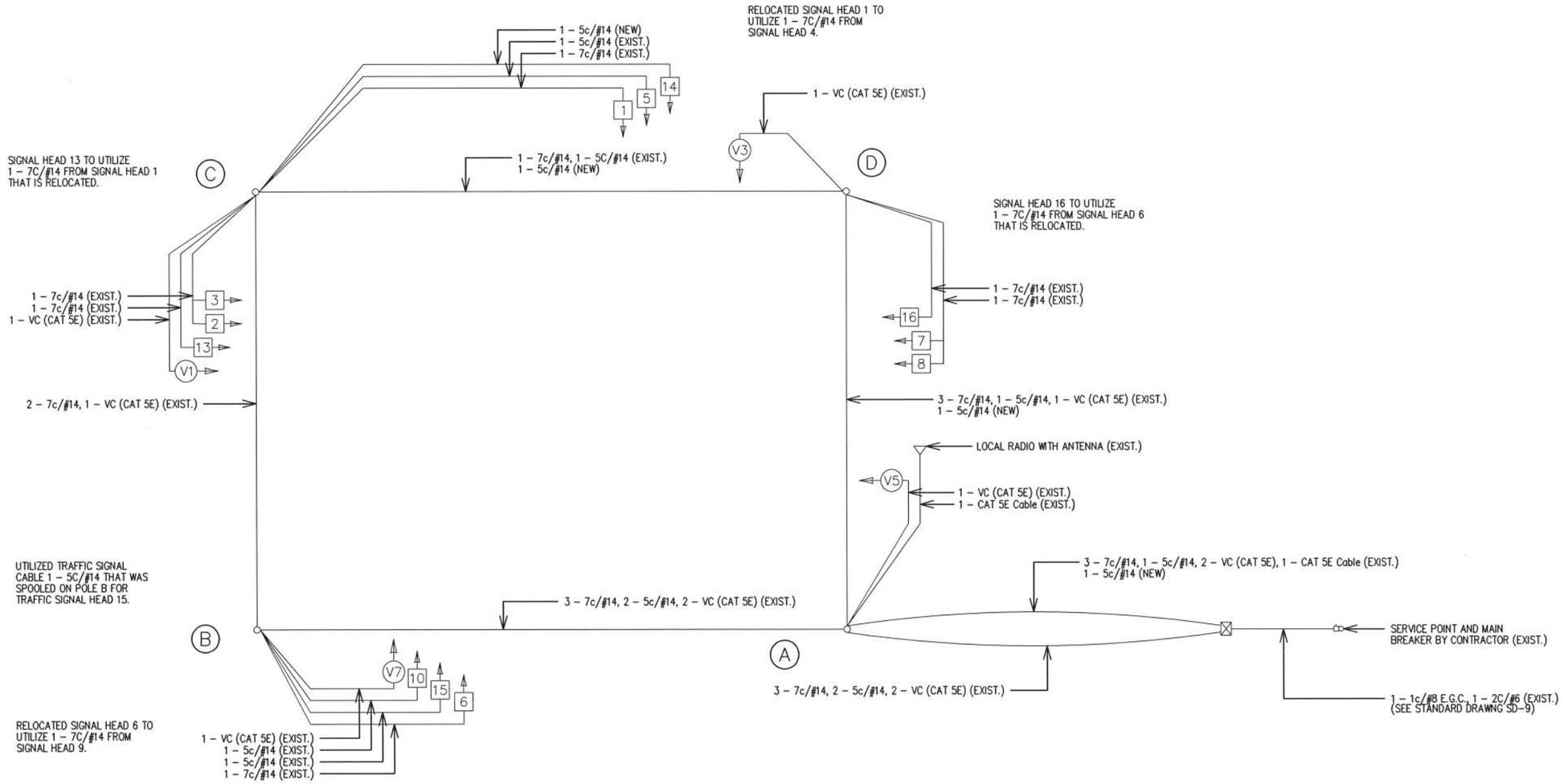
DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	212	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

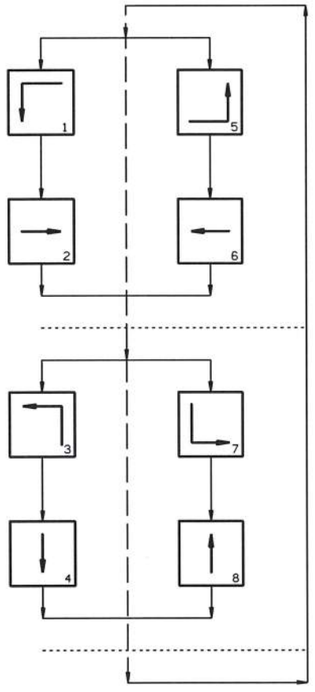
STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION:	HWY. 62 (M.L.K. JR. BLVD.) / S. FINGER RD. AND ONE MILE RD.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

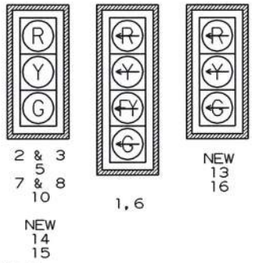
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	213	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 7 PHASING DIAGRAM



STAGE 7 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-25-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz31 A&B	NB LEFT TURN FAR	COMB.			15	V11	3	3		CAMERA V3	23"
Vz32 A&B	NB LEFT TURN	LOCAL			16	V3	3			CAMERA V3	23"
Vz41	SB ADVANCE	COMB.			11	V4	4	4		CAMERA V7	23"
Vz42	SB NEAR	LOCAL			12	V12	4			CAMERA V7	23"
Vz51	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71	SB LEFT TURN FAR	COMB.			9	V15	7	7		CAMERA V7	23"
Vz72	SB LEFT TURN	LOCAL			10	V7	7			CAMERA V7	23"
Vz81	NB ADVANCE	COMB.			13	V8	8	8		CAMERA V3	23"
Vz82	NB NEAR	LOCAL			14	V16	8			CAMERA V3	23"
					SPARE:						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	FLASH SEQUENCE
13	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R	R
1	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~
5 & 14	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
16	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
7 & 8	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
6	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~
10 & 15	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R

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

DATE: 02-06-24 FILE NAME: MOT Signals Finger Rd.dgn

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	214	832

TEMPORARY TRAFFIC SIGNAL QUANTITIES - SHILOH DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 2A - 3 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)	45	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	45	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	45	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	12	LIN. FT.
710	NON-METALLIC CONDUIT (2")	40	LIN. FT.
710	NON-METALLIC CONDUIT (3")	350	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.06	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	1	EACH
SP & 733	VIDEO DETECTOR (IP)	5	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1900	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	2	EACH

STAGE 2A - 3:
INSTALL NEW SERVICE POINT, TEMPORARY WOOD POLE, POLE MOUNTED TRAFFIC SIGNAL CONTROLLER CABINET, CONCRETE PULL BOXES, CONDUIT, AND RADIO NECESSARY TO UTILIZE THE EXISITING TRAFFIC SIGNAL EQUPMENT. DISCONNECT THE EXISTING TRAFFIC SIGNAL CABLE AND ELECTRICAL CONDUCTORS FROM THE EXISTING TRAFFIC SIGNAL CABINET. PULL EXISTING TRAFFIC SIGNAL CABLE AND ELECTRICAL CONDUCTORS TO THE NEW POLE MOUNTED TRAFFIC SIGNAL CONTROLLER CABINET. REMOVE EXISTING VIDEO DETECTORS AND VIDEO CABLE. INSTALL NEW VIDEO DETECTORS AND VIDEO CABLE (EXTERIOR CAT 5E). THIS SHALL BE ACCOMPLISHED TO MINIMIZE THE TIME THAT THE INTERSECTION WILL MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 2B - 3 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 4 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.06	LUMP SUM

STAGE 4:
REMOVE TRAFFIC SIGNAL HEADS 4 AND 5. REMOVE VIDEO CAMERA V4.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 4 TRAFFIC SIGNAL PLANS
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

STAGE 5 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	11	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	2	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	848	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1525	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1817	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
710	NON-METALLIC CONDUIT (3")	12	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.06	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 40')	2	EACH
716	TREATED WOOD POLE (CLASS 2, 45')	6	EACH
733	VIDEO DETECTOR RELOCATION	4	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1380	LIN. FT.

STAGE 5:
UTILIZED SERVICE POINT, WOOD POLE A, RADIO, CONTROLLER CABINET, VIDEO MONITOR (CLR), AND CENTRAL CONTROL UNIT (8 CHANNEL) THAT WERE INSTALLED IN STAGE 2B. INSTALL ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT. RELOCATE TWO PEDESTRIAN SIGNAL HEADS AS SHOWN ON THE PLANS. RELOCATE FOUR OF THE VIDEO DETECTORS THAT WERE INSTALLED IN STAGE 2B. THE EXISTING TRAFFIC SIGNAL SHALL REMAIN IN OPERATION UNTIL THE TEMPORARY SIGNAL IS PLACED INTO OPERATION. REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 5 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 6 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	10	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.06	LUMP SUM
SP	VIDEO DETECTOR ROTATION	3	EACH

STAGE 6:
REMOVE PEDESTRIAN SIGNAL EQUIPMENT THAT WAS UTILIZED IN STAGE 5. RELOCATE TRAFFIC SIGNALS HEADS 1 - 10 TO ACCOMMODATE THE LANE SHIFTS. ROTATE VIDEO DETECTORS V1, V4, AND V5.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 6 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 7 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.02	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

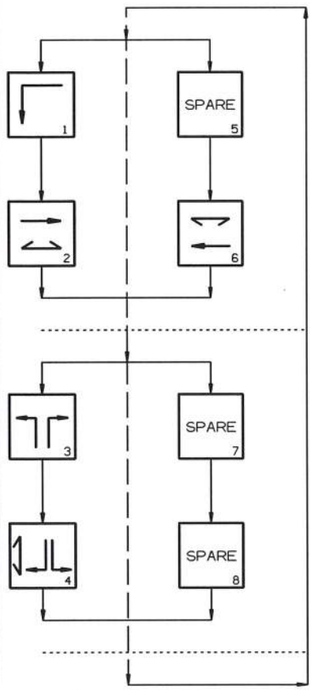
STAGE 7:
REMOVE TRAFFIC SIGNAL HEAD 1. INSTALL NEW TRAFFIC SIGNAL HEAD 13. UTILIZE EXISTING TRAFFIC SIGNAL CABLE 1-7c/#14. RELOCATE TRAFFIC SIGNAL HEADS 4, 5, AND 6 TO ACCOMMODATE THE LANE SHIFTS. ROTATE VIDEO DETECTOR V5.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 7 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

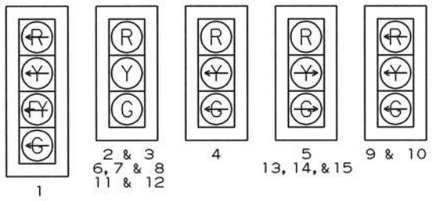
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	215	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 2A - 3 PHASING DIAGRAM



STAGE 2A - 3 SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)



26 & 27
28 & 29
30 & 31
32 & 33

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
SHILOH DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

HIGHWAY 62 AND SHILOH DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
I	EXISTING SIGNAL POLE TO BE MAINTAINED			
J	EXISTING SIGNAL POLE TO BE MAINTAINED			
K	EXISTING SIGNAL POLE TO BE MAINTAINED			
L	EXISTING SIGNAL POLE TO BE MAINTAINED			
M	EXISTING SIGNAL POLE TO BE MAINTAINED			
N	EXISTING SIGNAL POLE TO BE MAINTAINED			

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

NOTES:

INSTALL SERVICE POINT, TEMPORARY WOOD POLE, POLE MOUNTED TRAFFIC SIGNAL CONTROLLER CABINET, CONCRETE PULL BOXES, CONDUIT, AND RADIO'S NECESSARY TO UTILIZE THE EXISTING SIGNAL EQUIPMENT.

DISCONNECT EXISTING TRAFFIC SIGNAL CABLE AND ELECTRICAL CONDUCTORS FROM THE EXISTING TRAFFIC SIGNAL CABINET. PULL EXISTING CABLING TO THE NEW TRAFFIC SIGNAL CONTROLLER CABINET.

REMOVE EXISTING VIDEO DETECTORS AND VIDEO CABLE, INSTALL NEW VIDEO DETECTORS AND VIDEO CABLE.

THIS SHALL BE ACCOMPLISHED TO MINIMIZE THE TIME THAT EACH INTERSECTION WILL BE DARK.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

STAGE 2A - 3 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62 /SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	216	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

HIGHWAY 62 AND SHILOH DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 443+69.00	150.00' LT.	663289.86, 633597.92
I	EXISTING SIGNAL POLE TO BE MAINTAINED		
J	EXISTING SIGNAL POLE TO BE MAINTAINED		
K	EXISTING SIGNAL POLE TO BE MAINTAINED		
L	EXISTING SIGNAL POLE TO BE MAINTAINED		
M	EXISTING SIGNAL POLE TO BE MAINTAINED		
N	EXISTING SIGNAL POLE TO BE MAINTAINED		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT INTO CONTROLLER.

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER.

2 - 3" NMC

2 - 3" NMC

P.I. 2200+77.20

S 13° 40' 59" E

N 75° 36' 12" E

445

Vz71A COMB. Vz71B COMB.

Vz72B Vz72A Ø4

Vz41A COMB. Vz41B

Vz42C Vz42B Vz42A

Vz61B Vz61A

Vz62B COMB. Vz62A Ø6

Ø1 Vz11 COMB.

Vz12

℄ HWY. 62/HWY. 180

VIDEO DETECTOR (TYPICAL)

Vz22A COMB. Vz22B COMB. Vz22C Ø2

Vz21A

Vz32B Vz32A

Ø3 Vz31A COMB. Vz31B

S 75° 36' 12" W

P.I. 2107+43.97

S 52° 45" E

10° 00' 00"

N

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

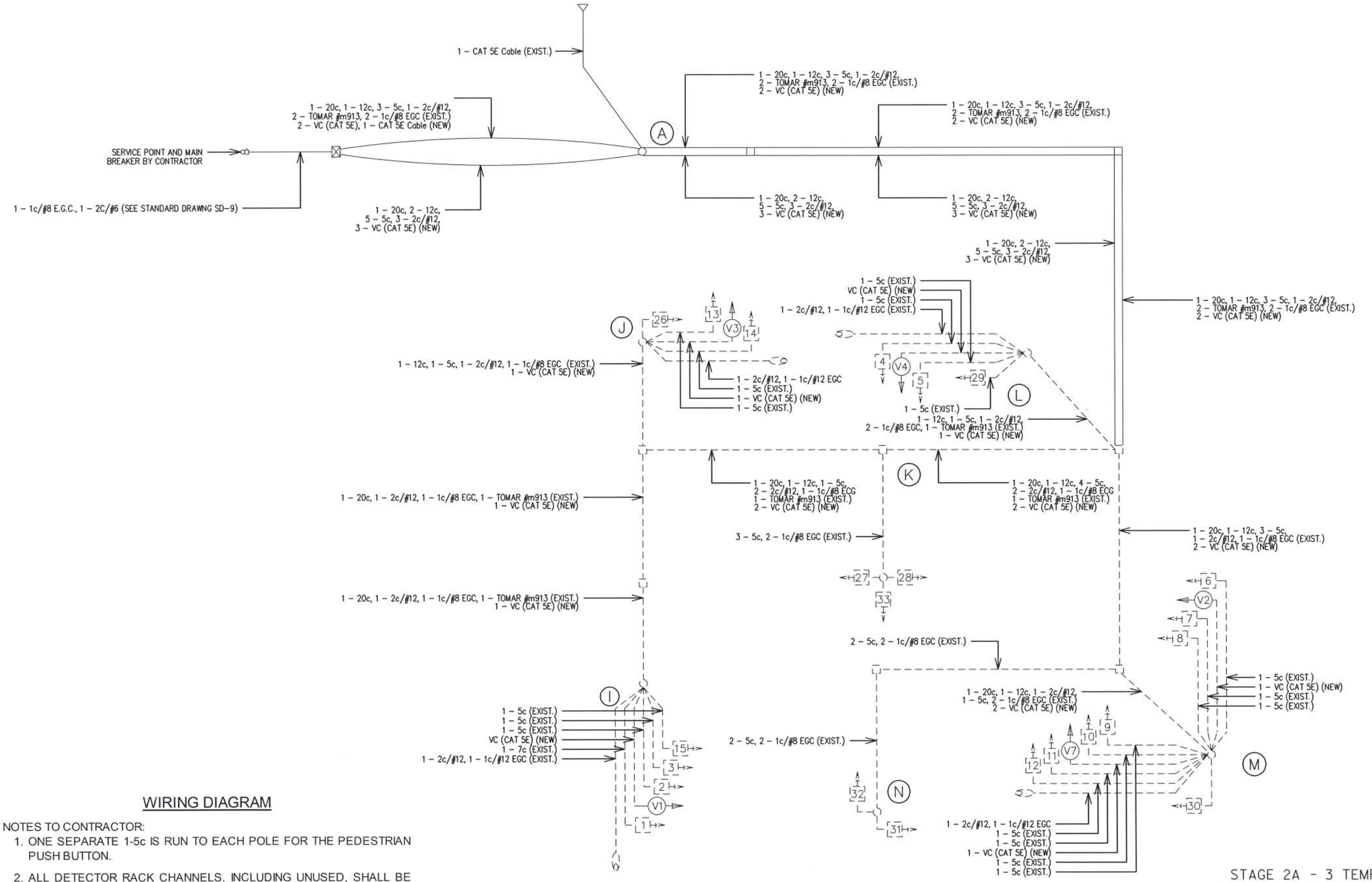
STAGE 2A - 3 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	217	832

TEMPORARY SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 258.

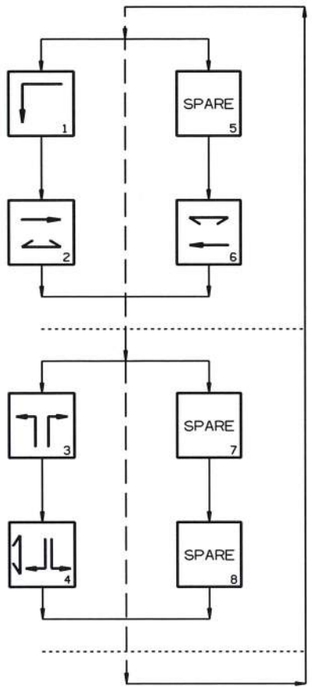
STAGE 2A - 3 TEMPORARY SIGNAL PLAN

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

LOCATION:	HIGHWAY 62/SHILOH DR.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	04	SCALE: N/A	DRAWN BY:	CTA

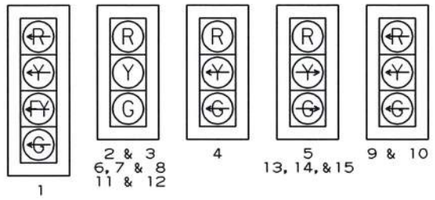
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	218	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 2A - 3 PHASING DIAGRAM



STAGE 2A - 3 SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



26 & 27
28 & 29
30 & 31
32 & 33

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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. 13560
JEROME PAUL DAVIS
3-25-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND SHILOH DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A,B&C	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22 A,B&C	EB NEAR	COMB.			6	V10	2	2		CAMERA V2	23"
Vz31	NB ADVANCE	COMB.			9	V11	3	3		CAMERA V4	23"
Vz32	NB NEAR	LOCAL			10	V3	3			CAMERA V4	23"
Vz41 A&B	SB LEFT TURN ADVANCE	COMB.			11	V4	4	4		CAMERA V7	23"
Vz42 A,B&C	SB LEFT TURN AND THRU	LOCAL			12	V12	4			CAMERA V7	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71 A&B	SB RIGHT TURN FAR	COMB.			13	V15	7	4		CAMERA V3	23"
Vz72 A&B	SB RIGHT TURN	LOCAL			14	V7	7			CAMERA V3	23"
PB2 A,B,C&D	SHILOH DR. S. LEG	PED.				P2	2				
PB4 A&B	HWY. 62 N. LEG	PED.				P4	4				
PB6 A&B	SHILOH DR. N. LEG	PED.				P6	6				
					SPARE: 7, 8, 15 & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND SHILOH DR. 1+6	CLR.	2+6	CLR.	3	CLR.	4	CLR.	FLASH SEQUENCE
1	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	G	**	G	**	R	R	R	R	R
4	R	R	R	R	~~G~~	~~Y~~	R	R	R
5	R	R	R	R	~~G~~→	~~Y~~→	R	R	R
6,7, & 8	R	R	G	Y	R	R	R	R	R
9 & 10	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~
11 & 12	R	R	R	R	R	R	G	Y	R
13,14, & 15	R	R	R	R	R	R	~~G~~→	~~Y~~→	R
26 & 27	DW	DW	W	FDW	DW	DW	DW	DW	BLK
28 & 29	DW	DW	W	FDW	DW	DW	DW	DW	BLK
30 & 31	DW	DW	W	FDW	DW	DW	DW	DW	BLK
32 & 33	DW	DW	DW	DW	DW	DW	W	FDW	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 2A - 3 TEMPORARY SIGNAL PLAN

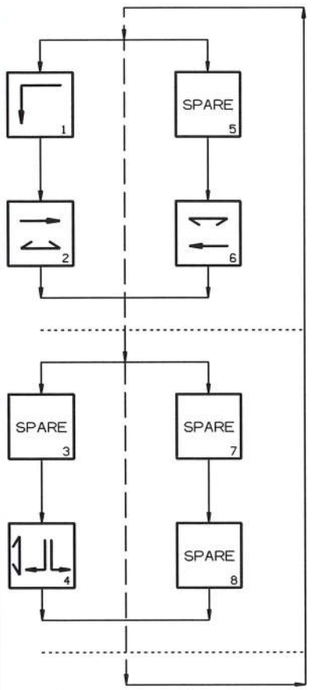
LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

ZBORDER.CEL 8/30/2010

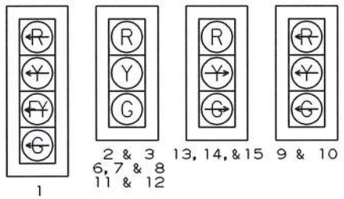
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	219	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 4 PHASING DIAGRAM



STAGE 4 SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)



26 & 27
28 & 29
30 & 31
32 & 33

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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.
4. REMOVE TRAFFIC SIGNAL HEADS 4 AND 5.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
SHILOH DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

HIGHWAY 62 AND SHILOH DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
I	EXISTING SIGNAL POLE TO BE MAINTAINED			
J	EXISTING SIGNAL POLE TO BE MAINTAINED			
K	EXISTING SIGNAL POLE TO BE MAINTAINED			
L	EXISTING SIGNAL POLE TO BE MAINTAINED			
M	EXISTING SIGNAL POLE TO BE MAINTAINED			
N	EXISTING SIGNAL POLE TO BE MAINTAINED			

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

NOTES:

REMOVE EXISTING TRAFFIC SIGNAL HEADS 4 AND 5. REMOVE VIDEO DETECTOR V4 INSTALLED IN STAGE 2A.

STAGE 4 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62 /SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	220	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

HIGHWAY 62 AND SHILOH DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 443+69.00	150.00' LT.	663289.86, 633597.92
I	EXISTING SIGNAL POLE TO BE MAINTAINED		
J	EXISTING SIGNAL POLE TO BE MAINTAINED		
K	EXISTING SIGNAL POLE TO BE MAINTAINED		
L	EXISTING SIGNAL POLE TO BE MAINTAINED		
M	EXISTING SIGNAL POLE TO BE MAINTAINED		
N	EXISTING SIGNAL POLE TO BE MAINTAINED		

INSTALLED POLE A IN STAGE 2A.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT INTO CONTROLLER.

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)

2 - 3" NMC

2 - 3" NMC

Vz71A COMB. Vz71B COMB.

Vz41A COMB. Vz41B

Vz72B Vz72A Ø4

Vz42C Vz42B Vz42A

Vz61B Vz61A

Vz62B COMB. Vz62A Ø6

Vz12

Ø1 Vz11 COMB.

℄ HWY. 62/HWY. 180

445

Vz22A COMB. Vz22B COMB. Vz22C Ø2

Vz21A

Vz21B

VIDEO DETECTOR (TYPICAL)

℄ SHILOH DR.

ED PARKING

N

10° 00' 00"

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

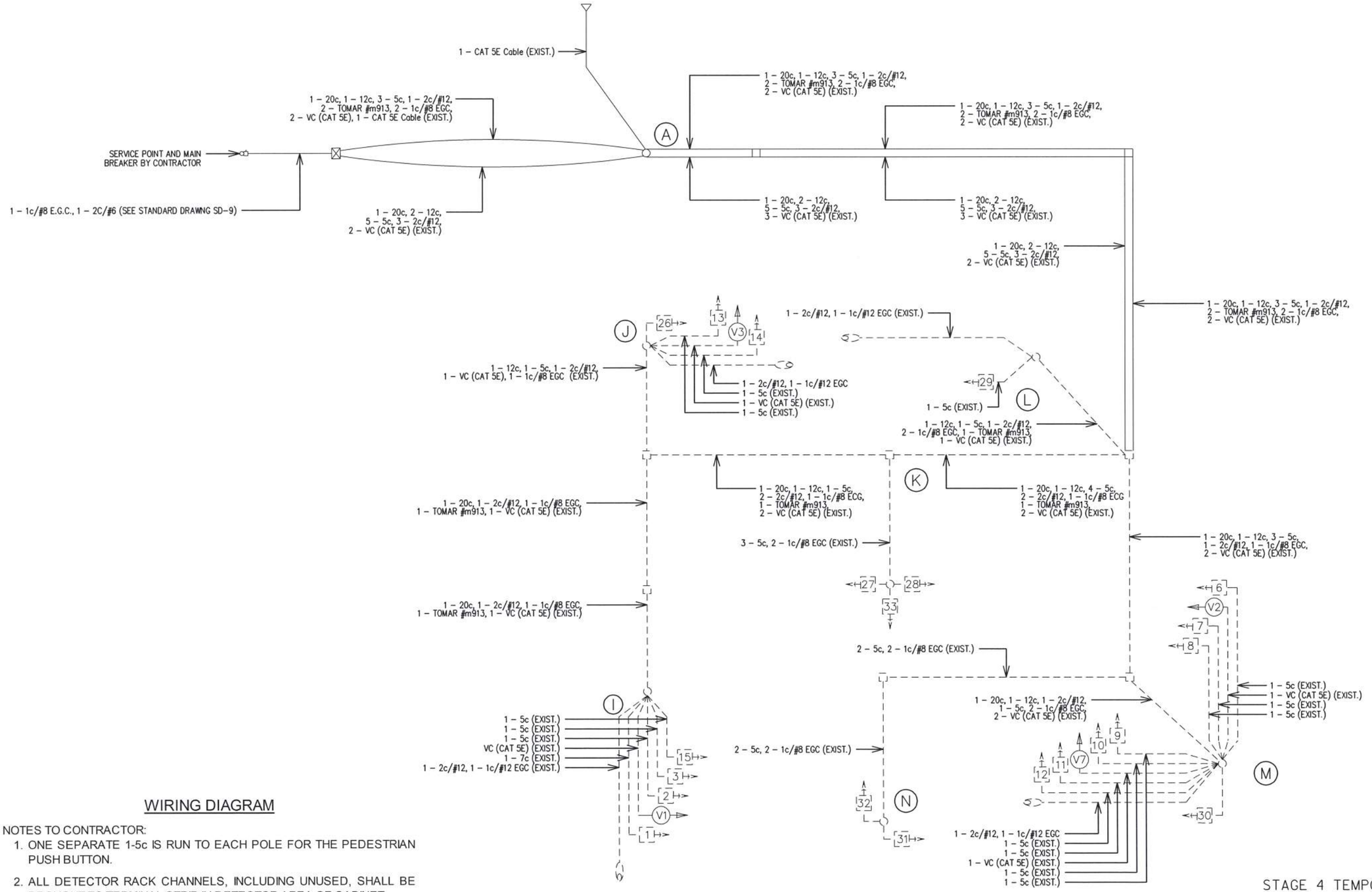
STAGE 4 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	221	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 258.

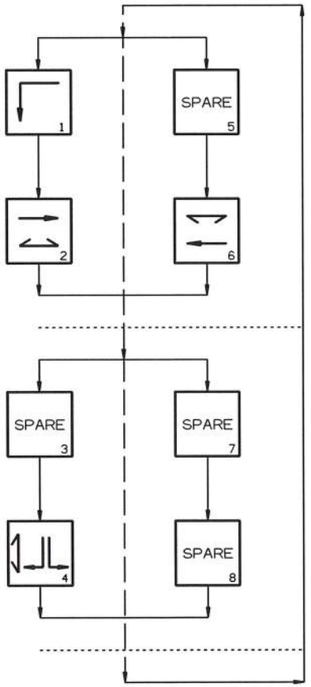
STAGE 4 TEMPORARY SIGNAL PLAN

LOCATION:	HIGHWAY 62/SHILOH DR.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	04	SCALE: N/A	DRAWN BY:	CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

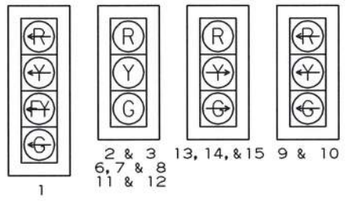
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	222	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 4 PHASING DIAGRAM



STAGE 4 SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



26 & 27
28 & 29
30 & 31
32 & 33

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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.
4. REMOVE TRAFFIC SIGNAL HEADS 4 AND 5.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND SHILOH DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A,B&C	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22 A,B&C	EB NEAR	COMB.			6	V10	2	2		CAMERA V2	23"
Vz41 A&B	SB LEFT TURN ADVANCE	COMB.			11	V4	4	4		CAMERA V7	23"
Vz42 A,B&C	SB LEFT TURN AND THRU	LOCAL			12	V12	4			CAMERA V7	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71 A&B	SB RIGHT TURN FAR	COMB.			13	V15	7	4		CAMERA V3	23"
Vz72 A&B	SB RIGHT TURN	LOCAL			14	V7	7			CAMERA V3	23"
PB2 A,B,C&D	SHILOH DR. S. LEG	PED.				P2	2				
PB4 A&B	HWY. 62 N. LEG	PED.				P4	4				
PB6 A&B	SHILOH DR. N. LEG	PED.				P6	6				
					SPARE: 7, 8, 15 & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND SHILOH DR. 1+6	CLR.	2+6	CLR.	4	CLR.		FLASH SEQUENCE
1	~~G~~	*	~~FY~~	***	~~R~~	~~R~~		~~R~~
2 & 3	G	**	G	**	R	R		R
6,7, & 8	R	R	G	Y	R	R		R
9 & 10	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~		~~R~~
11 & 12	R	R	R	R	G	Y		R
13,14, & 15	R	R	R	R	~~G~~	~~Y~~		R
26 & 27	DW	DW	W	FDW	DW	DW		BLK
28 & 29	DW	DW	W	FDW	DW	DW		BLK
30 & 31	DW	DW	W	FDW	DW	DW		BLK
32 & 33	DW	DW	DW	DW	W	FDW		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 SIGNAL PLAN

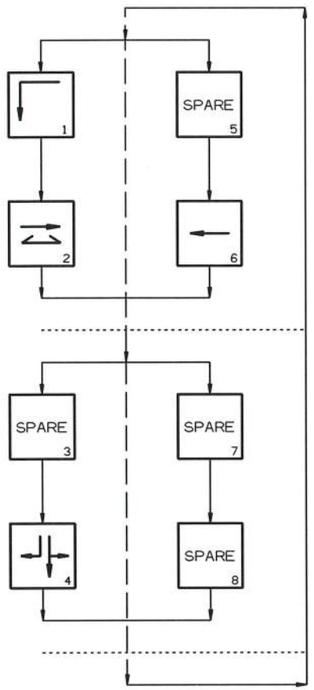
LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

ZBORDER.CEL 8/30/2010

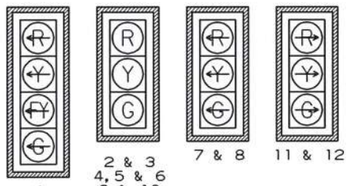
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	223	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 5 PHASING DIAGRAM

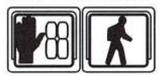


STAGE 5 SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)



RELOCATED 13 & 14

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
SHILOH DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

HIGHWAY 62 AND SHILOH DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
B	2	45'	N/A	N/A
C	2	45'	25'/25'	**
D	2	45'	N/A	N/A
E	2	45'	N/A	N/A
F	2	45'	25'/25'	**
G	2	40'	N/A	N/A
H	2	40'	N/A	N/A

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 224.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62 /SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

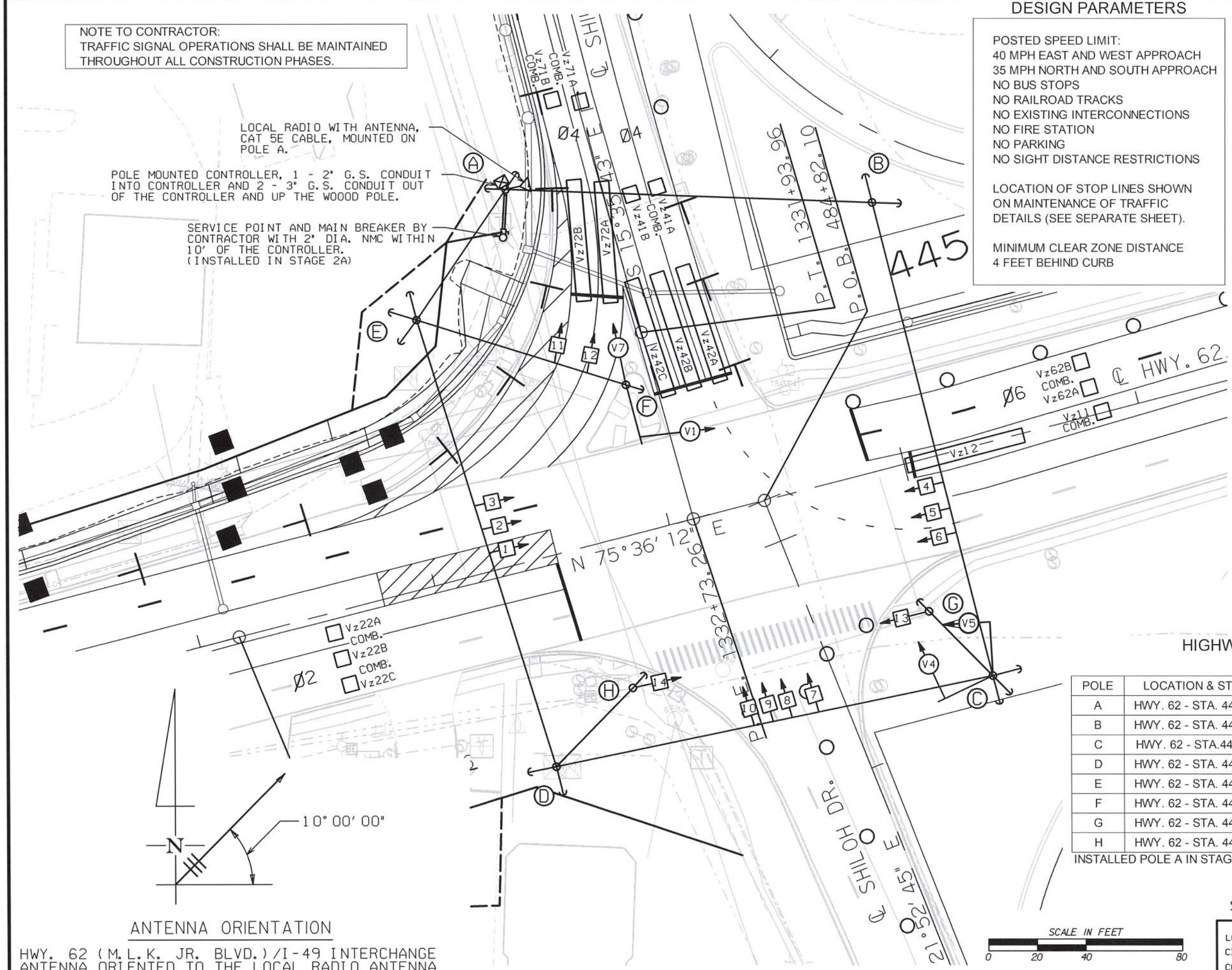
DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOOD POLE.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

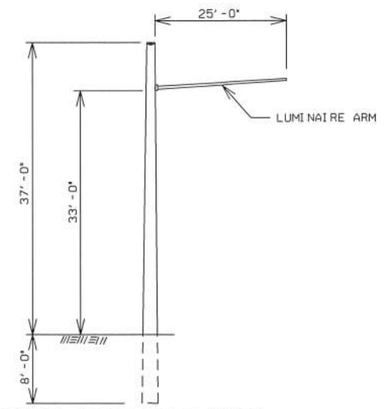
LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	224	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS





TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

HIGHWAY 62 AND SHILOH DR. POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 443+69.00	150.00' LT.	663289.86, 633597.92
B	HWY. 62 - STA. 445+13.97	107.20' LT.	663440.92, 633592.50
C	HWY. 62 - STA.445+13.97	92.80' RT.	663490.64, 633398.78
D	HWY. 62 - STA. 443+30.00	83.97' RT.	663310.25, 633361.60
E	HWY. 62 - STA. 443+19.97	107.20' LT.	663253.01, 633544.27
F	HWY. 62 - STA. 443+97.01	59.97' LT.	663339.37, 633517.68
G	HWY. 62 - STA. 444+94.94	60.76' RT.	663464.24, 633425.08
H	HWY. 62 - STA. 443+68.69	60.64' RT.	663341.93, 633393.81

INSTALLED POLE A IN STAGE 2A.

SCALE IN FEET
0 20 40 80

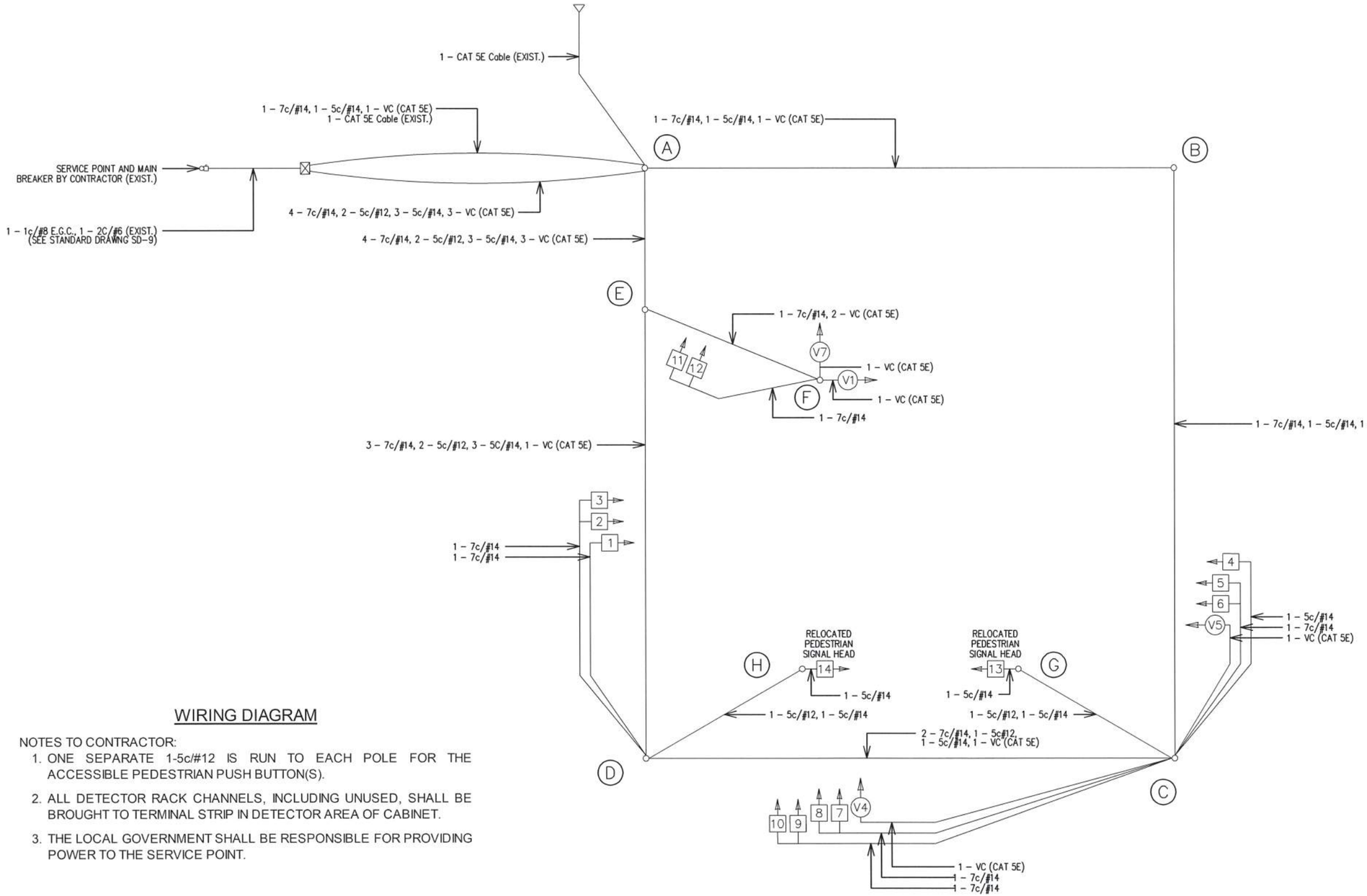
DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	225	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



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.

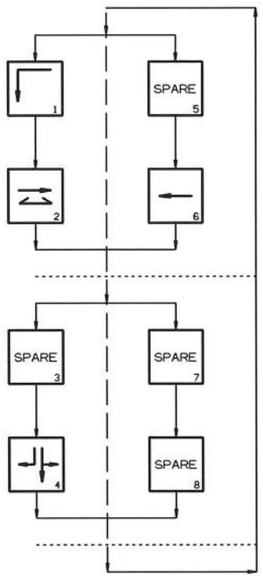
STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

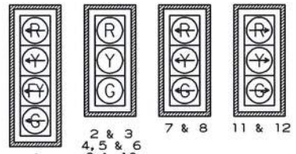
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	226	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 5 PHASING DIAGRAM



STAGE 5 SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)



RELOCATED 13 & 14

STATE OF ARKANSAS
* * *
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND SHILOH DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A,B&C	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A,B&C	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41 A&B	SB ADVANCE	COMB.			11	V4	4	4		CAMERA V4	23"
Vz42 A,B&C	SB NEAR	LOCAL			12	V12	4			CAMERA V4	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71 A&B	SB RIGHT TURN ADVANCE	COMB.			13	V15	7	4		CAMERA V7	23"
Vz72 A&B	SB RIGHT TURN	LOCAL			14	V7	7			CAMERA V7	23"
PB2 A&B	SHILOH DR. S. LEG	PED.				P2	2				
					SPARE: 9, 10, 15, 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND SHILOH DR. 1+6	CLR.	2+6	CLR.	4	CLR.	FLASH SEQUENCE
1	~~←G~~	*	~~←FY~~	***	~~←R~~	~~←R~~	~~←R~~
2 & 3	G	**	G	**	R	R	R
4,5, & 6	R	R	G	Y	R	R	R
7 & 8	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←G~~	~~←Y~~	~~←R~~
9 & 10	R	R	R	R	G	Y	R
11 & 12	~~R→~~	~~R→~~	~~R→~~	~~R→~~	~~G→~~	~~Y→~~	~~R→~~
13 & 14	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 5 TEMPORARY SIGNAL PLAN

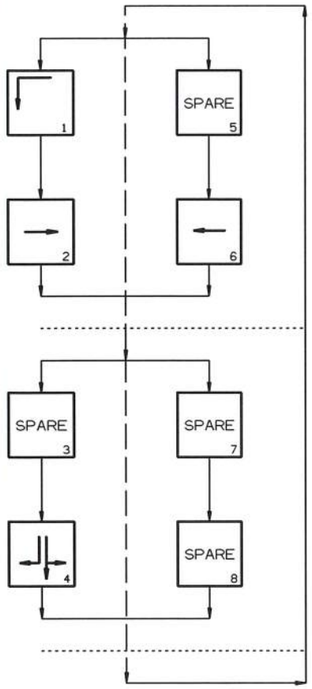
LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: DATE: MOT Signals Shiloh Dr.dgn

ZBORDER.CEL 8/30/2010

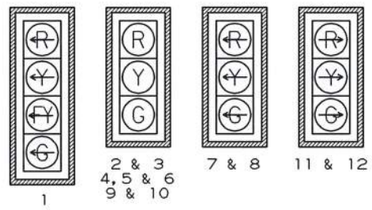
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	227	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 6 PHASING DIAGRAM



STAGE 6 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.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
SHILOH DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2025

HIGHWAY 62 AND SHILOH DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
B	2	45'	N/A	N/A
C	2	45'	25'/25'	**
D	2	45'	N/A	N/A
E	2	45'	N/A	N/A
F	2	45'	25'/25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 224.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

SCALE IN FEET
0 30 60 120

STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62 /SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

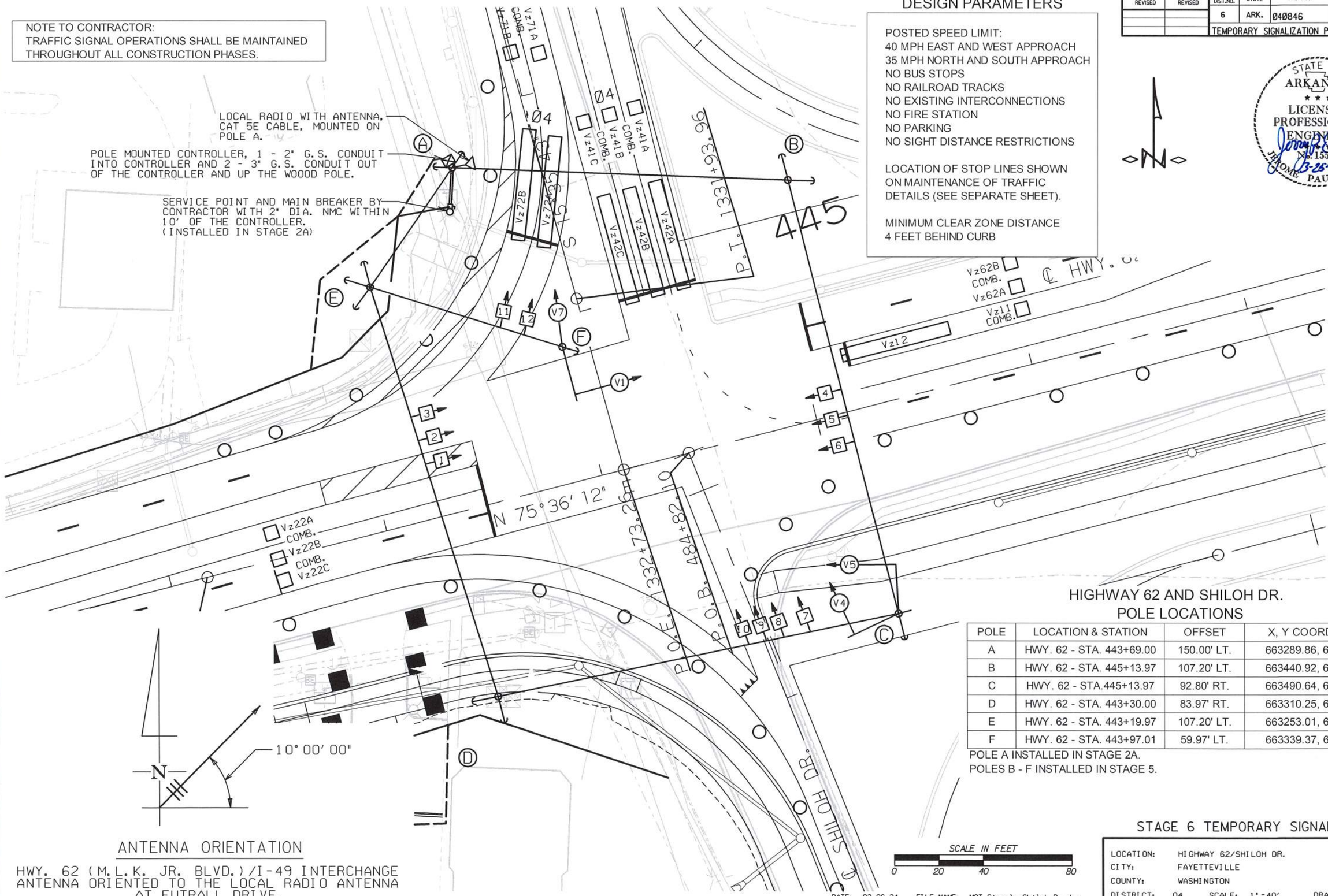
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	228	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOOD POLE.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

HIGHWAY 62 AND SHILOH DR. POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 443+69.00	150.00' LT.	663289.86, 633597.92
B	HWY. 62 - STA. 445+13.97	107.20' LT.	663440.92, 633592.50
C	HWY. 62 - STA.445+13.97	92.80' RT.	663490.64, 633398.78
D	HWY. 62 - STA. 443+30.00	83.97' RT.	663310.25, 633361.60
E	HWY. 62 - STA. 443+19.97	107.20' LT.	663253.01, 633544.27
F	HWY. 62 - STA. 443+97.01	59.97' LT.	663339.37, 633517.68

POLE A INSTALLED IN STAGE 2A.
POLES B - F INSTALLED IN STAGE 5.

SCALE IN FEET
0 20 40 80

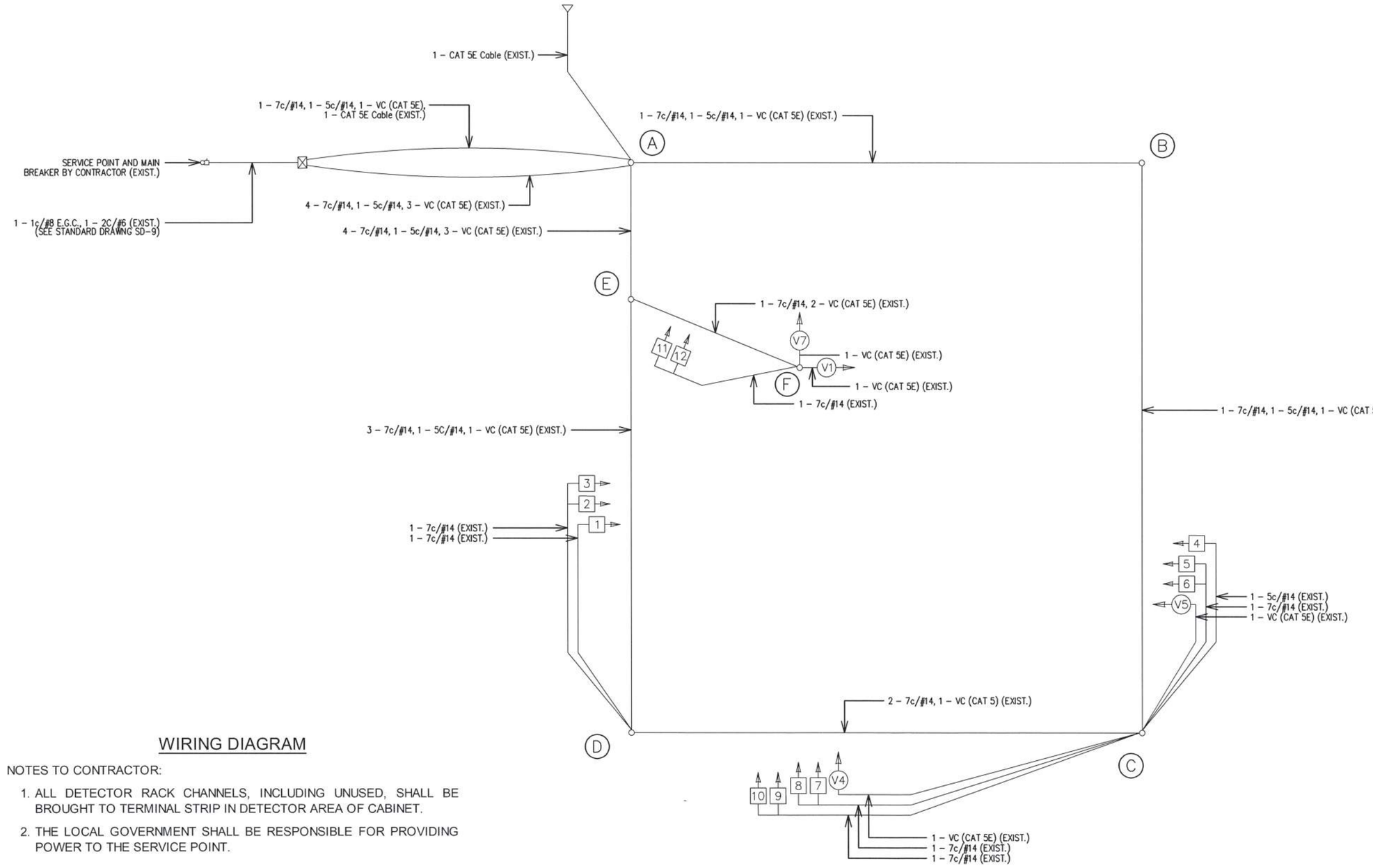
DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	229	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-25-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

STAGE 6 TEMPORARY SIGNAL PLAN

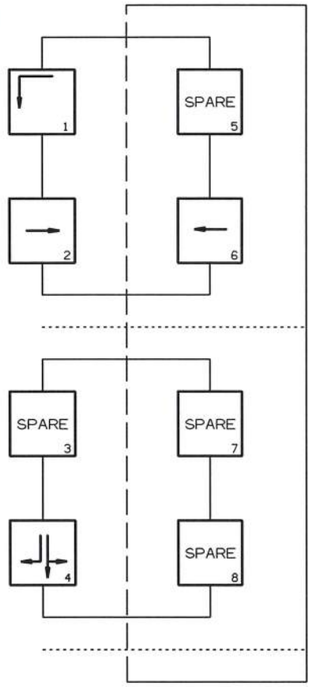
LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	230	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

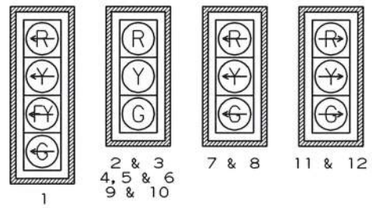
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 6 PHASING DIAGRAM



STAGE 6 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.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND SHILOH DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A,B&C	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A,B&C	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41 A&B	SB ADVANCE	COMB.			11	V4	4	4		CAMERA V4	23"
Vz42 A, B&C	SB NEAR	LOCAL			12	V12	4			CAMERA V4	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71 A&B	SB RIGHT TURN ADVANCE	COMB.			13	V15	7	4		CAMERA V7	23"
Vz72 A&B	SB RIGHT TURN	LOCAL			14	V7	7			CAMERA V7	23"
					SPARE: 9, 10, 15, 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND SHILOH DR. 1+6	CLR.	2+6	CLR.	4	CLR.	FLASH SEQUENCE
1	~~←G~~	*	~~←FY~~	***	~~←R~~	~~←R~~	~~←R~~
2 & 3	G	**	G	**	R	R	R
4,5, & 6	R	R	G	Y	R	R	R
7 & 8	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←G~~	~~←Y~~	~~←R~~
9 & 10	R	R	R	R	G	Y	R
11 & 12	~~R→~~	~~R→~~	~~R→~~	~~R→~~	~~G→~~	~~Y→~~	~~R→~~

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

STAGE 6 TEMPORARY SIGNAL PLAN

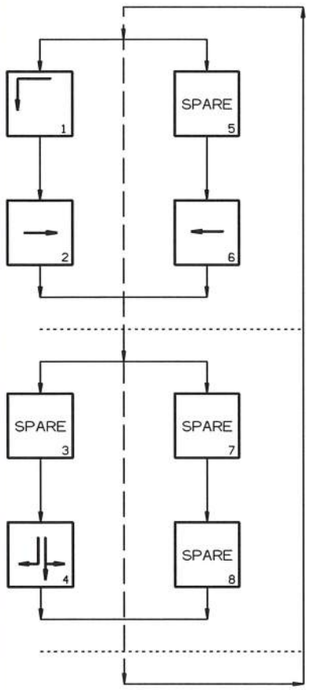
LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

ZBORDER.CEL 8/30/2010

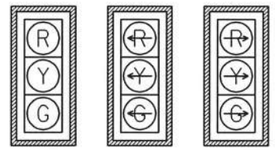
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	231	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 7 PHASING DIAGRAM



STAGE 7 SIGNAL FACES

12" LENSES



2 & 3
4, 5 & 6
9 & 10

7 & 8
NEW
13

11 & 12

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
SHILOH DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

HIGHWAY 62 AND SHILOH DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
B	2	45'	N/A	N/A
C	2	45'	25'/25'	**
D	2	45'	N/A	N/A
E	2	45'	N/A	N/A
F	2	45'	25'/25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 224.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

NOTE:
REMOVE TRAFFIC SIGNAL HEAD 1. INSTALL TRAFFIC SIGNAL HEAD 13 UTILIZING 1-5C/#14 FROM TRAFFIC SIGNAL HEAD 1.

SCALE IN FEET
0 30 60 120

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62 /SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

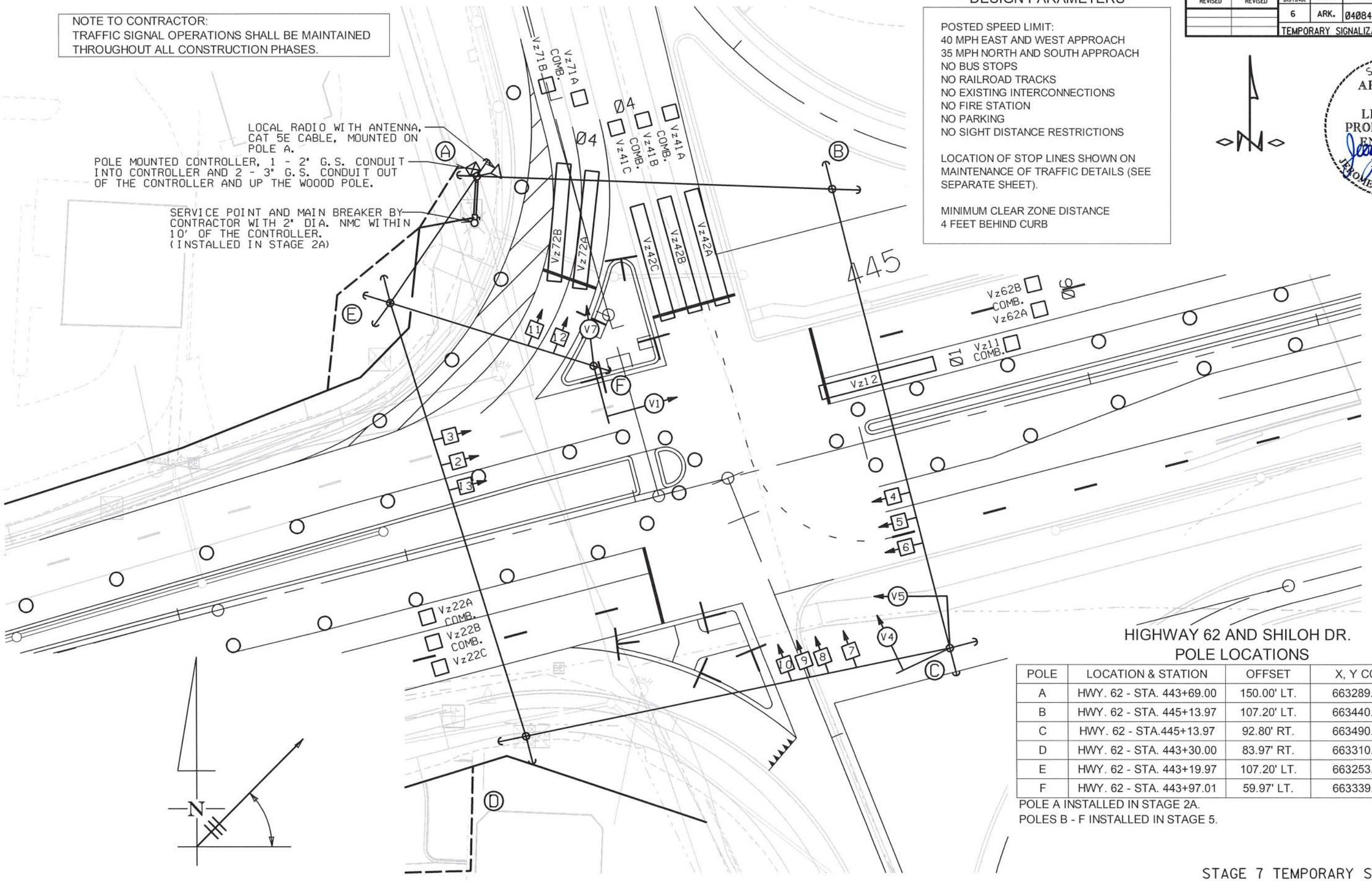
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	232	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-25-2024
JEROME PAUL DAVIS

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOOD POLE.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE
ANTENNA ORIENTED TO THE LOCAL RADIO ANTENNA AT FUTRALL DRIVE.

HIGHWAY 62 AND SHILOH DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 443+69.00	150.00' LT.	663289.86, 633597.92
B	HWY. 62 - STA. 445+13.97	107.20' LT.	663440.92, 633592.50
C	HWY. 62 - STA.445+13.97	92.80' RT.	663490.64, 633398.78
D	HWY. 62 - STA. 443+30.00	83.97' RT.	663310.25, 633361.60
E	HWY. 62 - STA. 443+19.97	107.20' LT.	663253.01, 633544.27
F	HWY. 62 - STA. 443+97.01	59.97' LT.	663339.37, 633517.68

POLE A INSTALLED IN STAGE 2A.
POLES B - F INSTALLED IN STAGE 5.

STAGE 7 TEMPORARY SIGNAL PLAN

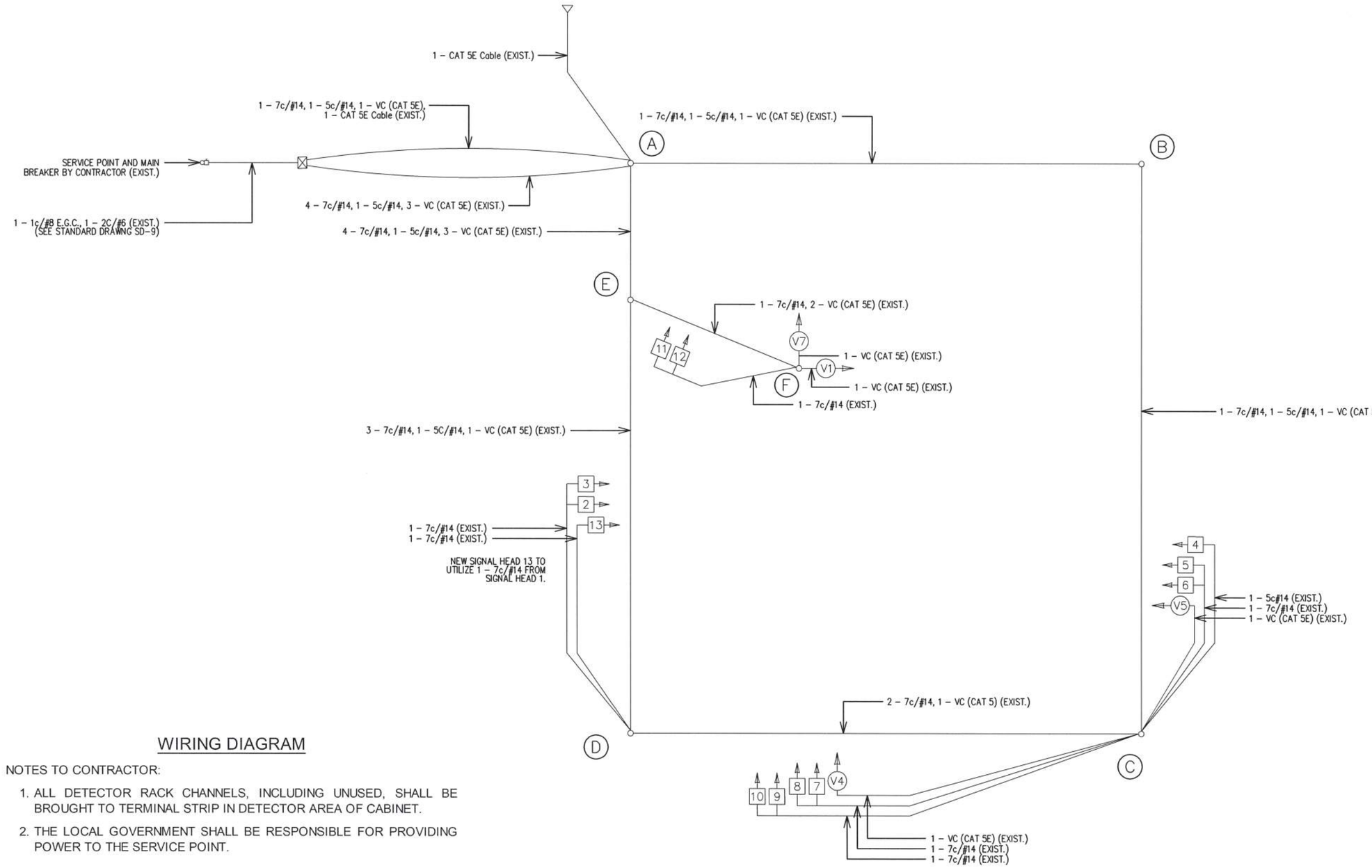
SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	233	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

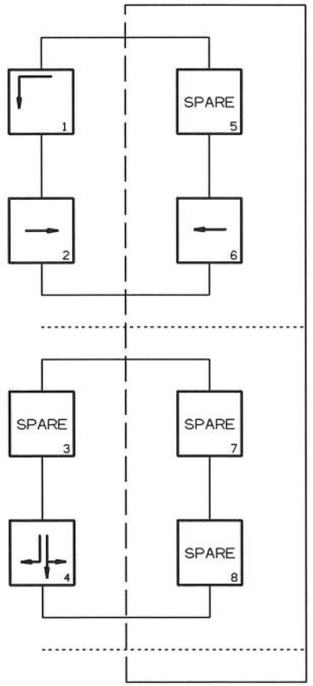
STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION:	HIGHWAY 62/SHILOH DR.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT: 04	SCALE: N/A	DRAWN BY: CTA		

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

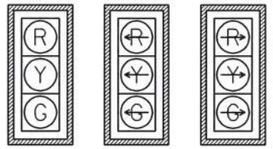
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	234	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 7 PHASING DIAGRAM



STAGE 7 SIGNAL FACES

12" LENSES



2 & 3
4, 5 & 6
9 & 10

7 & 8
NEW
13

11 & 12

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 62 AND SHILOH DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21 A,B&C	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A,B&C	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41 A&B	SB ADVANCE	COMB.			11	V4	4	4		CAMERA V4	23"
Vz42 A,B&C	SB NEAR	LOCAL			12	V12	4			CAMERA V4	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71 A&B	SB RIGHT TURN ADVANCE	COMB.			13	V15	7	4		CAMERA V7	23"
Vz72 A&B	SB RIGHT TURN	LOCAL			14	V7	7			CAMERA V4	23"
					SPARE: 9, 10, 15, 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND SHILOH DR. 1+6	CLR.	2+6	CLR.	4	CLR.		FLASH SEQUENCE
13	~~<-G~~	*	~~<-R~~	~~<-R~~	~~<-R~~	~~<-R~~		~~<-R~~
2 & 3	G	**	G	**	R	R		R
4,5,6 & 23	R	R	G	Y	R	R		R
7 & 8	~~<-R~~	~~<-R~~	~~<-R~~	~~<-R~~	~~<-G~~	~~<-Y~~		~~<-R~~
9 & 10	R	R	R	R	G	Y		R
11 & 12	~~R->~~	~~R->~~	~~R->~~	~~R->~~	~~G->~~	~~Y->~~		~~R->~~

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

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Shiloh Dr.dgn

ZBORDER.CEL 8/30/2010

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	235	832

TEMPORARY TRAFFIC SIGNAL QUANTITIES - FUTRALL DR.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

STAGE 2A 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	2	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	40	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	12	LIN. FT.
710	NON-METALLIC CONDUIT (2")	40	LIN. FT.
710	NON-METALLIC CONDUIT (3")	310	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	1	EACH
SP & 733	VIDEO DETECTOR (IP)	3	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1230	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH

STAGE 2A:
INSTALL NEW SERVICE POINT, TEMPORARY WOOD POLE, POLE MOUNTED TRAFFIC SIGNAL CONTROLLER CABINET, CONCRETE PULL BOXES, CONDUIT, AND RADIO NECESSARY TO UTILIZE THE EXISITING TRAFFIC SIGNAL EQUPMENT. DISCONNECT THE EXISTING TRAFFIC SIGNAL CABLE AND ELECTRICAL CONDUCTORS FROM THE EXISTING TRAFFIC SIGNAL CABINET. PULL EXISTING TRAFFIC SIGNAL CABLE AND ELECTRICAL CONDUCTORS TO THE NEW POLE MOUNTED TRAFFIC SIGNAL CONTROLLER CABINET. REMOVE EXISTING VIDEO DETECTORS AND VIDEO CABLE. INSTALL NEW VIDEO DETECTORS AND VIDEO CABLE (EXTERIOR CAT 5E). THIS SHALL BE ACCOMPLISHED TO MINIMIZE THE TIME THAT THE INTERSECTION WILL MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGES 2A TRAFFIC SIGNAL PL/
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

STAGE 5 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	10	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	2	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	750	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	750	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1340	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
710	NON-METALLIC CONDUIT (3")	12	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 40')	2	EACH
716	TREATED WOOD POLE (CLASS 2, 45')	3	EACH
733	VIDEO DETECTOR RELOCATION	3	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	570	LIN. FT.

STAGE 5:
UTILIZED SERVICE POINT, WOOD POLE A, RADIO'S, CONTROLLER CABINET, VIDEO MONITOR (CLR), AND CENTRAL CONTROL UNIT (8 CHANNEL) THAT WERE INSTALLED IN STAGE 2A. INSTALL ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT. RELOCATE TWO PEDESTRIAN SIGNAL HEADS AS SHOWN ON THE PLANS. RELOCATE THE VIDEO DETECTORS THAT WERE INSTALLED IN STAGE 2A. THE EXISTING TRAFFIC SIGNAL SHALL REMAIN IN OPERATION UNTIL THE TEMPORARY SIGNAL IS PLACED INTO OPERATION. REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 5 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 6 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	10	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
SP	VIDEO DETECTOR ROTATION	3	EACH

STAGE 6:
REMOVE PEDESTRIAN SIGNAL EQUIPMENT THAT WAS UTILIZED IN STAGE 5. RELOCATE TRAFFIC SIGNALS HEADS 1 - 10 TO ACCOMMODATE THE LANE SHIFTS. ROTATE VIDEO DETECTORS V1, V3, AND V5.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 6 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 7 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	10	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

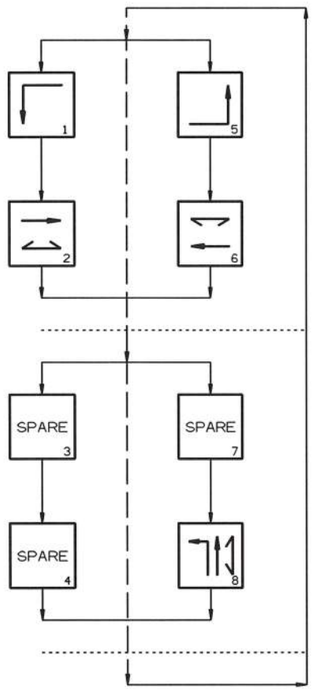
STAGE 7:
RELOCATE TRAFFIC SIGNALS HEADS 1 - 10 TO ACCOMMODATE THE LANE SHIFTS. ROTATE VIDEO DETECTOR V5.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 7 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

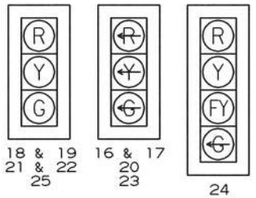
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	236	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 2A PHASING DIAGRAM



STAGE 2A SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



34 & 35
36 & 37
38 & 39

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
FUTRALL DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	85'	N/A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

HIGHWAY 62 AND FUTRALL DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
G	EXISTING SIGNAL POLE TO BE MAINTAINED			
H	EXISTING SIGNAL POLE TO BE MAINTAINED			
I	EXISTING SIGNAL POLE TO BE MAINTAINED			
J	EXISTING SIGNAL POLE TO BE MAINTAINED			
K	EXISTING SIGNAL POLE TO BE MAINTAINED			

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

NOTES:

INSTALL SERVICE POINT, TEMPORARY WOOD POLE, POLE MOUNTED TRAFFIC SIGNAL CONTROLLER CABINET, CONCRETE PULL BOXES, CONDUIT, AND RADIO'S NECESSARY TO UTILIZE THE EXISTING SIGNAL EQUIPMENT.

DISCONNECT EXISTING TRAFFIC SIGNAL CABLE AND ELECTRICAL CONDUCTORS FROM THE EXISTING TRAFFIC SIGNAL CABINET. PULL EXISTING CABLING TO THE NEW TRAFFIC SIGNAL CONTROLLER CABINET.

REMOVE EXISTING VIDEO DETECTORS AND VIDEO CABLE, INSTALL NEW VIDEO DETECTORS AND VIDEO CABLE.

THIS SHALL BE ACCOMPLISHED TO MINIMIZE THE TIME THAT EACH INTERSECTION WILL BE DARK.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STAGE 2A TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	237	832

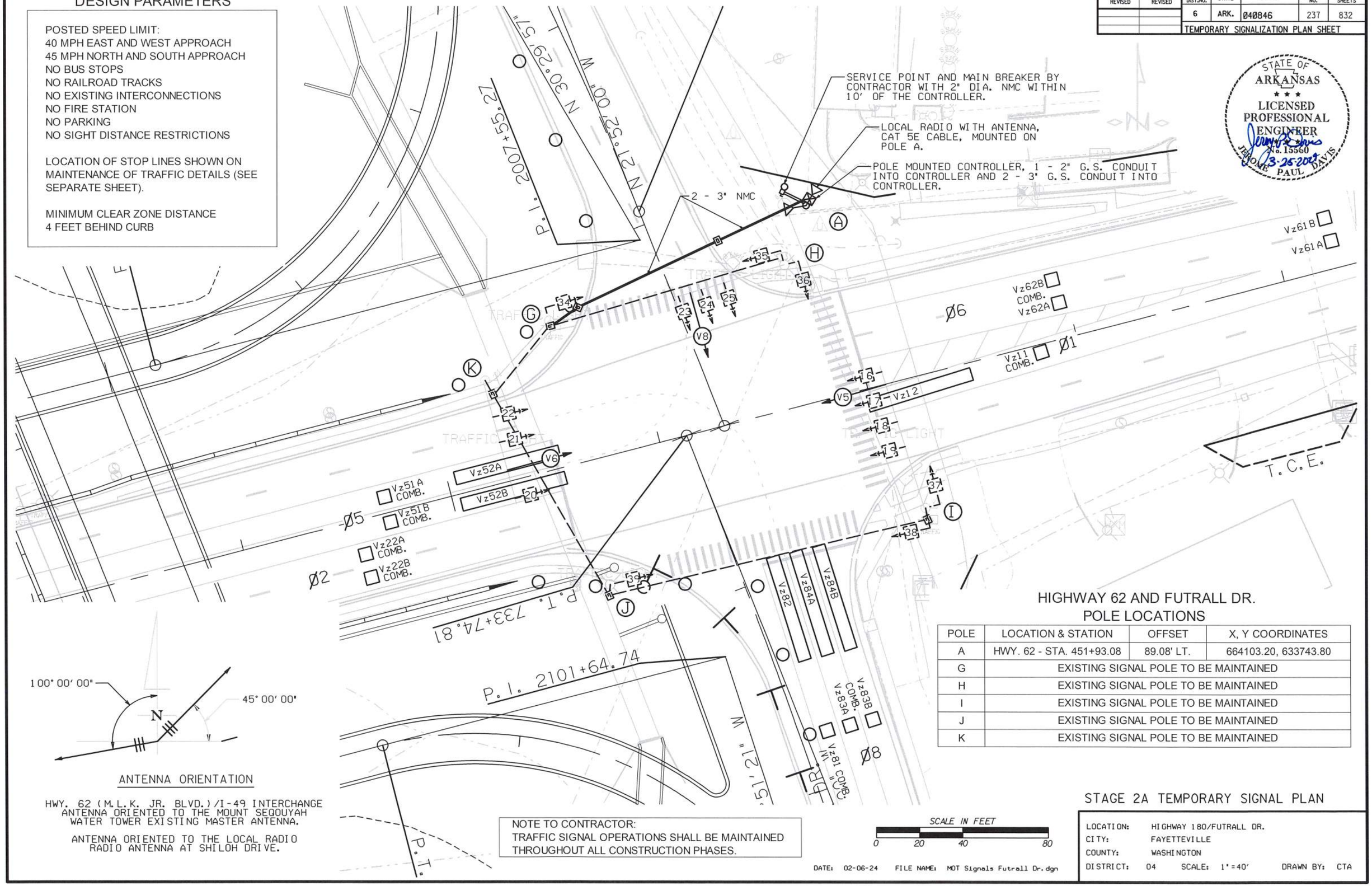
TEMPORARY SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



HIGHWAY 62 AND FUTRALL DR. POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 451+93.08	89.08' LT.	664103.20, 633743.80
G	EXISTING SIGNAL POLE TO BE MAINTAINED		
H	EXISTING SIGNAL POLE TO BE MAINTAINED		
I	EXISTING SIGNAL POLE TO BE MAINTAINED		
J	EXISTING SIGNAL POLE TO BE MAINTAINED		
K	EXISTING SIGNAL POLE TO BE MAINTAINED		

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE MOUNT SEQOUYAH WATER TOWER EXISTING MASTER ANTENNA.

ANTENNA ORIENTED TO THE LOCAL RADIO RADIO ANTENNA AT SHILOH DRIVE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

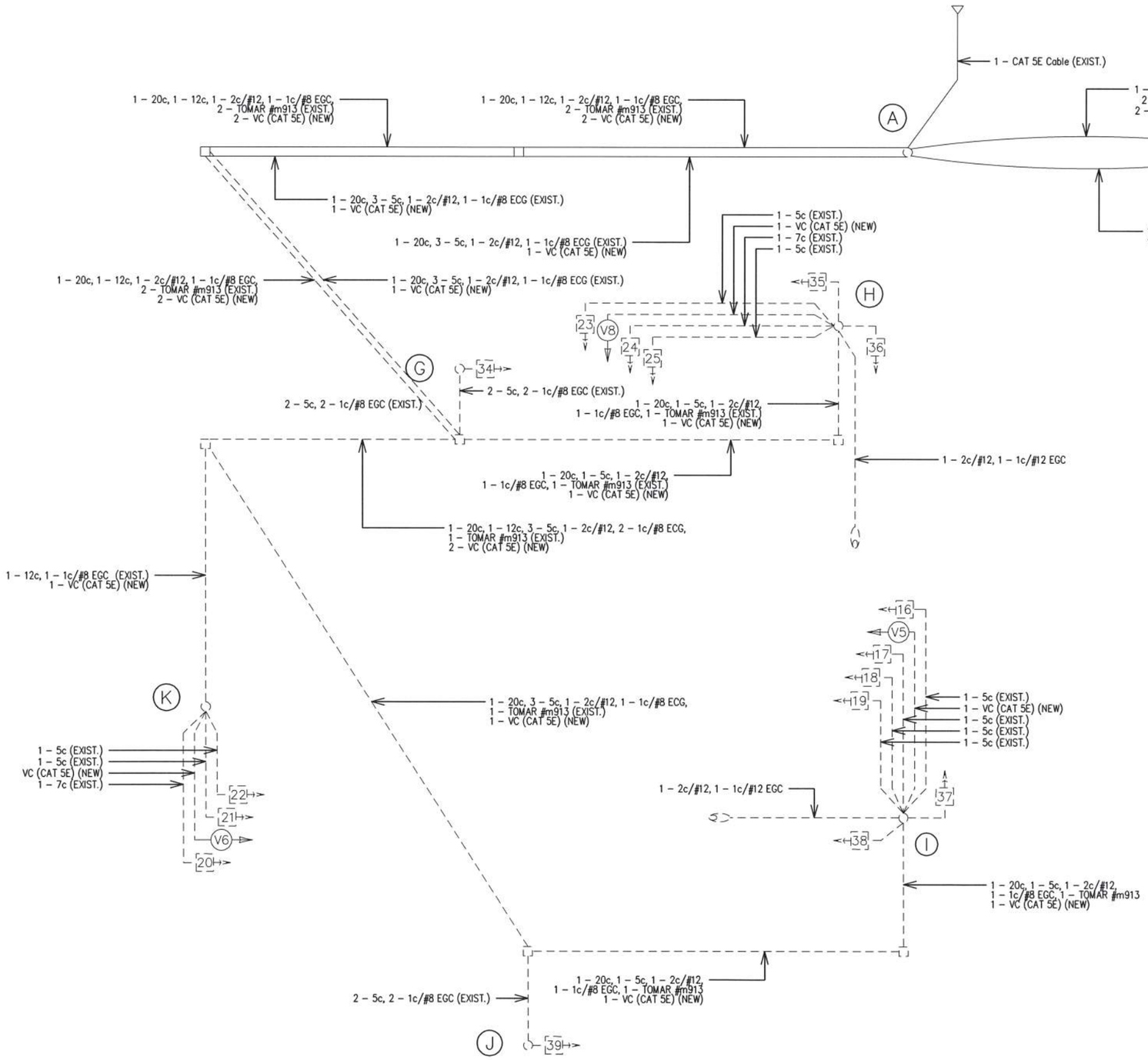
STAGE 2A TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-25-2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	238	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 258.

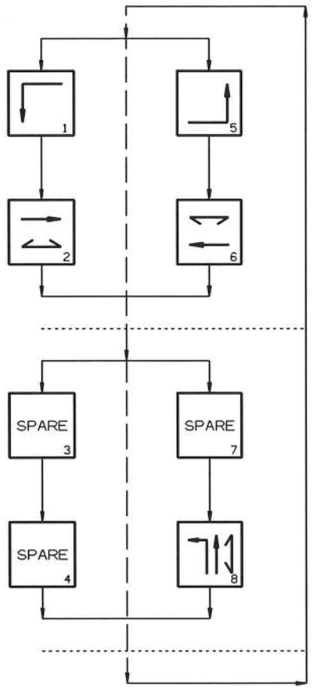
STAGE 2A TEMPORARY SIGNAL PLAN

LOCATION:	HIGHWAY 180/FUTRALL DR.				
CITY:	FAYETTEVILLE				
COUNTY:	WASHINGTON				
DISTRICT:	04	SCALE:	N/A	DRAWN BY:	CTA

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

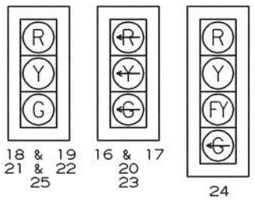
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	239	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 2A PHASING DIAGRAM



STAGE 2A SIGNAL FACES

12" LENSES



18 & 19
21 & 22
25

16 & 17
20
23

24

ONE SECTION
(SOLID SYMBOL)



34 & 35
36 & 37
38 & 39

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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
Jerry Paul Davis
No. 15560
3-25-2024
JEROME PAUL DAVIS

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 180 AND FUTRALL DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V6	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V6	23"
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz51 A&B	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52 A&B	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V6	23"
Vz81 A&B	NB ADVANCE	COMB.			11	V16	8	8		CAMERA V8	23"
Vz82 A&B	NB NEAR	LOCAL			12	V8	8			CAMERA V8	23"
Vz83 A&B	NB LEFT TURN FAR	COMB.			13	V15	8	8		CAMERA V8	23"
Vz84 A&B	NB LEFT TURN	LOCAL			14	V7	8			CAMERA V8	23"
PB2 A&B	FUTRALL DR. S. LEG	PED.				P2	2				
PB6 A&B	FUTRALL DR. N. LEG	PED.				P6	6				
PB8 A&B	HWY. 180 E. LEG	PED.				P8	8				
					SPARE: 9, 10, 15, & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 180 AND FUTRALL DR. 1+6	CLR.	2+5	CLR.	2+6	CLR.	8	CLR.	FLASH SEQUENCE
16 & 17	~~←R~~	~~←R~~	~~←G~~	*	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~
18 & 19	R	R	G	**	R	R	R	R	R
20	~~←G~~	~~←Y~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~
21 & 22	G	**	R	R	G	**	R	R	R
23	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←G~~	~~←Y~~	~~←R~~
24	R	R	R	R	R	R	G ~~←G~~	Y	~~←R~~
25	R	R	R	R	R	R	G	Y	R
34 & 35	W	FDW	DW	DW	W	FDW	DW	DW	BLK
36 & 37	DW	DW	DW	DW	DW	DW	W	FDW	BLK
38 & 39	DW	DW	W	FDW	W	FDW	DW	DW	BLK

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

STAGE 2A TEMPORARY SIGNAL PLAN

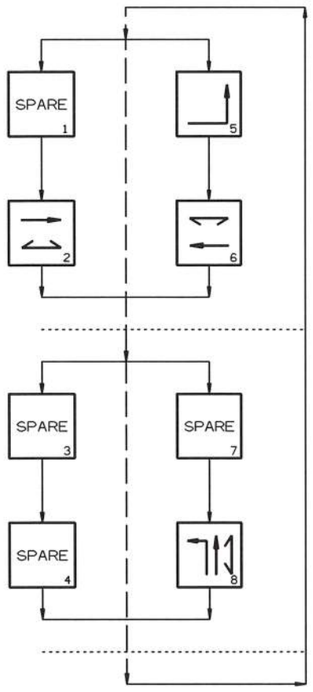
LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

ZBORDER.CEL 8/30/2010

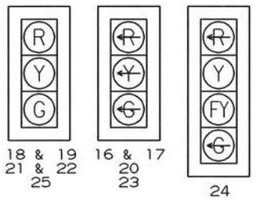
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	240	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 2B - 4 PHASING DIAGRAM



STAGE 2B - 4 SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)



34 & 35
36 & 37
38 & 39

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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.
4. COVER TRAFFIC SIGNAL HEAD 20.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
FUTRALL DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	85'	N/A



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER.
No. 15560
JEROME PAUL DAVIS
3-25-2024

HIGHWAY 62 AND FUTRALL DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	N/A	N/A
G	EXISTING SIGNAL POLE TO BE MAINTAINED			
H	EXISTING SIGNAL POLE TO BE MAINTAINED			
I	EXISTING SIGNAL POLE TO BE MAINTAINED			
J	EXISTING SIGNAL POLE TO BE MAINTAINED			
K	EXISTING SIGNAL POLE TO BE MAINTAINED			

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.

NOTES:
COVER TRAFFIC SIGNAL HEAD 20 TO ACCOMMODATE LEFT LANE CLOSURE.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STAGE 2B - 4 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	241	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-25-2024

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT INTO CONTROLLER.

2 - 3" NMC

N 21°52'00" W

N 30°29'57" W

P.I. 2007+55.27

P.I. 2101+64.74

P.I. 733+74.81

N 51°21" W

P.I.

T.C.E.

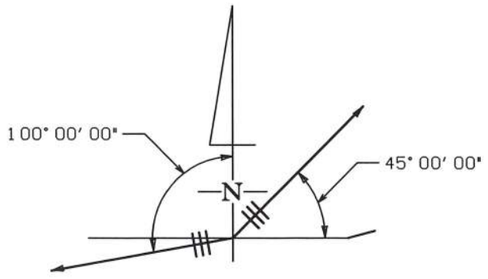
Ø2 Ø5 Ø6 Ø8

Vz51A COMB.
Vz51B COMB.
Vz22A COMB.
Vz22B COMB.
Vz52A
Vz52B
Vz62B COMB. Vz62A
Vz61B
Vz61A
Vz82
Vz84A
Vz84B
Vz83B COMB. Vz83A
Vz81 COMB.

V5 V6 V8

A G H I J K

21 22 23 24 25 34 35 36 37 38 39



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE MOUNT SEQOUYAH WATER TOWER EXISTING MASTER ANTENNA.

ANTENNA ORIENTED TO THE LOCAL RADIO RADIO ANTENNA AT SHILOH DRIVE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

HIGHWAY 62 AND FUTRALL DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 451+93.08	89.08' LT.	664103.20, 633743.80
G	EXISTING SIGNAL POLE TO BE MAINTAINED		
H	EXISTING SIGNAL POLE TO BE MAINTAINED		
I	EXISTING SIGNAL POLE TO BE MAINTAINED		
J	EXISTING SIGNAL POLE TO BE MAINTAINED		
K	EXISTING SIGNAL POLE TO BE MAINTAINED		

POLE A INSTALLED IN STAGE 2A.

SCALE IN FEET
0 20 40 80

DATE: 01-12-24 FILE NAME: MOT Signals Futrall Dr.dgn

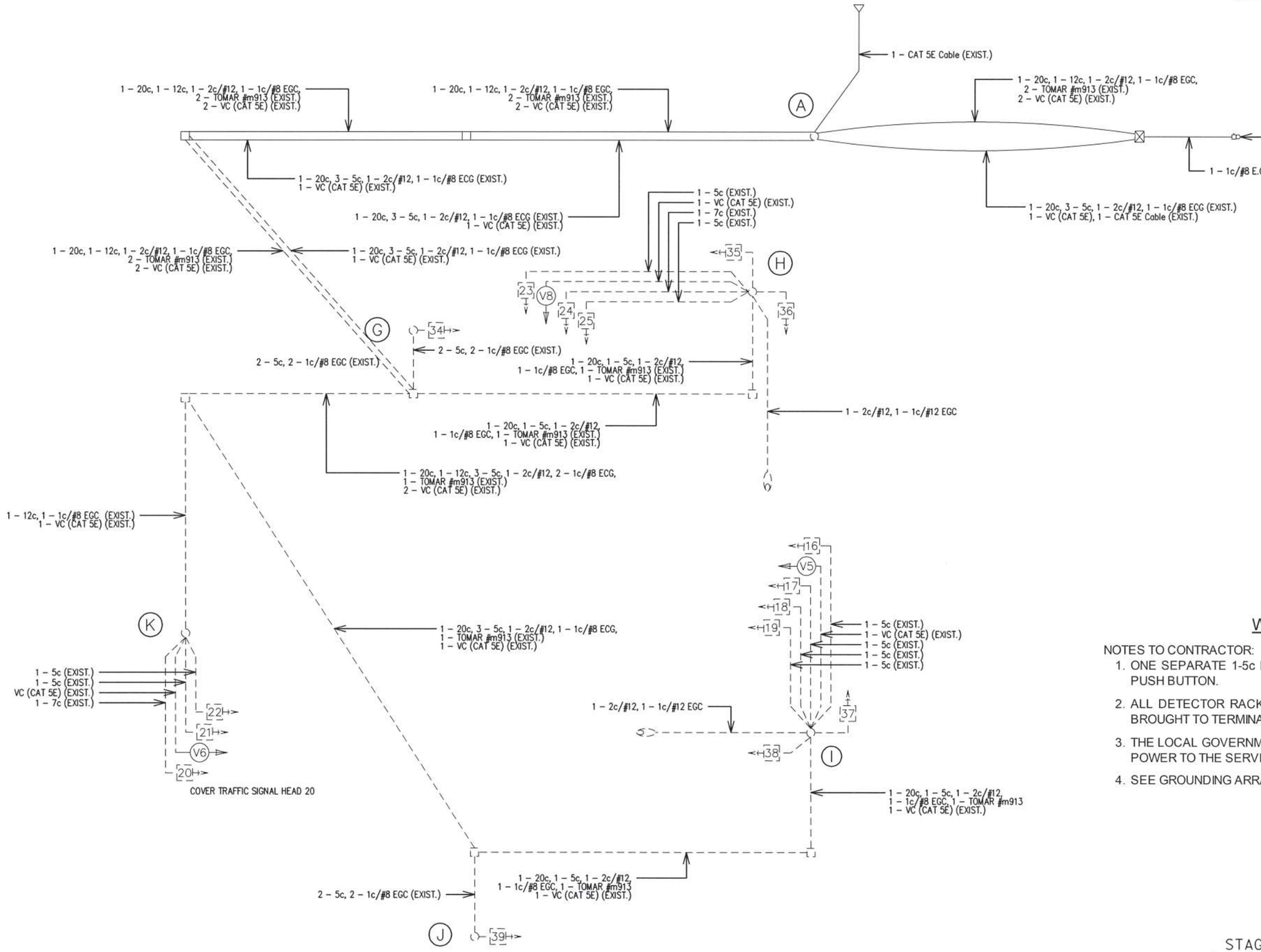
STAGE 2B - 4 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	242	832

TEMPORARY SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 258.

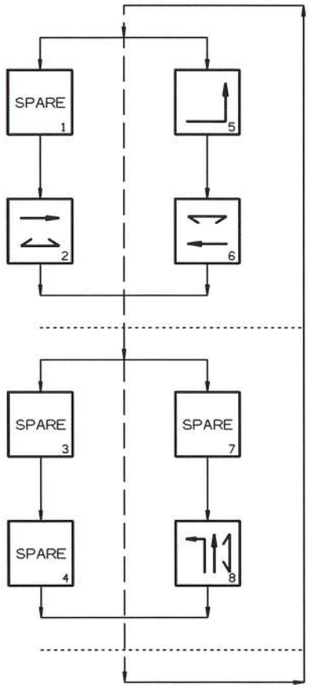
STAGE 2B - 4 TEMPORARY SIGNAL PLAN

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

LOCATION:	HIGHWAY 180/FUTRALL DR.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	04	SCALE: N/A	DRAWN BY:	CTA

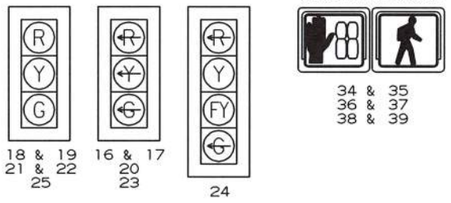
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	243	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 2B - 4 PHASING DIAGRAM



STAGE 2B - 4 SIGNAL FACES

12" LENSES



18 & 19
21 & 22
25

16 & 17
20
23

24

ONE SECTION
(SOLID SYMBOL)

34 & 35
36 & 37
38 & 39

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. 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.
4. COVER TRAFFIC SIGNAL HEAD 20.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 180 AND FUTRALL DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz51 A&B	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52 A&B	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V6	23"
Vz81 A&B	NB ADVANCE	COMB.			11	V16	8	8		CAMERA V8	23"
Vz82 A&B	NB NEAR	LOCAL			12	V8	8			CAMERA V8	23"
Vz83 A&B	NB LEFT TURN FAR	COMB.			13	V15	8	8		CAMERA V8	23"
Vz84 A&B	NB LEFT TURN	LOCAL			14	V7	8			CAMERA V8	23"
PB2 A&B	FUTRALL DR. S. LEG	PED.				P2	2				
PB6 A&B	FUTRALL DR. N. LEG	PED.				P6	6				
PB8 A&B	HWY. 180 E. LEG	PED.				P8	8				
					SPARE: 1, 2, 9, 10, 15, & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 180 AND FUTRALL DR. 2+5	CLR.	2+6	CLR.	8	CLR.	FLASH SEQUENCE
16 & 17	~~←G~~	*	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~
18 & 19	G	**	G	**	R	R	R
20	COVER TRAFFIC SIGNAL HEAD						
21 & 22	R	R	G	**	R	R	R
23	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←G~~	~~←Y~~	~~←R~~
24	R	R	R	R	G ~~←G~~	Y	R
25	R	R	R	R	G	Y	R
34 & 35	DW	DW	DW	DW	W	FDW	BLK
36 & 37	DW	DW	DW	DW	W	FDW	BLK
38 & 39	W	FDW	W	FDW	DW	DW	BLK

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

STAGE 2B - 4 TEMPORARY SIGNAL PLAN

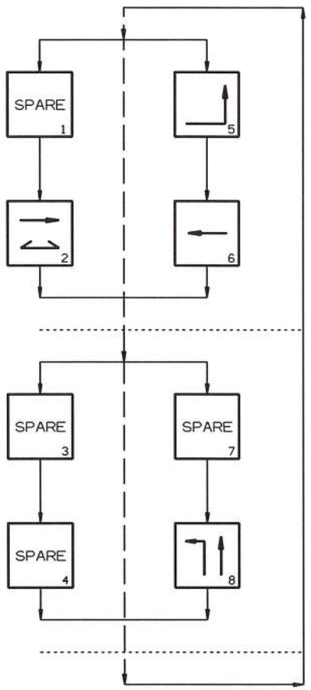
LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

ZBORDER.CEL 8/30/2010

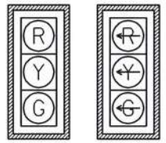
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	244	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 5 PHASING DIAGRAM



STAGE 5 SIGNAL FACES

12" LENSES



1 & 2
5 & 6
9 & 10

3 & 4
7 & 8

ONE SECTION
(SOLID SYMBOL)



RELOCATED
11 & 12

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

DETECTOR SPACING CHART

HIGHWAY 180 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
FUTRALL DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	85'	N/A



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

HIGHWAY 180 AND FUTRALL DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	N/A	N/A
D	2	45'	25'	**
E	2	40'	N/A	N/A
F	2	40'	N/A	N/A

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 245.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	245	832

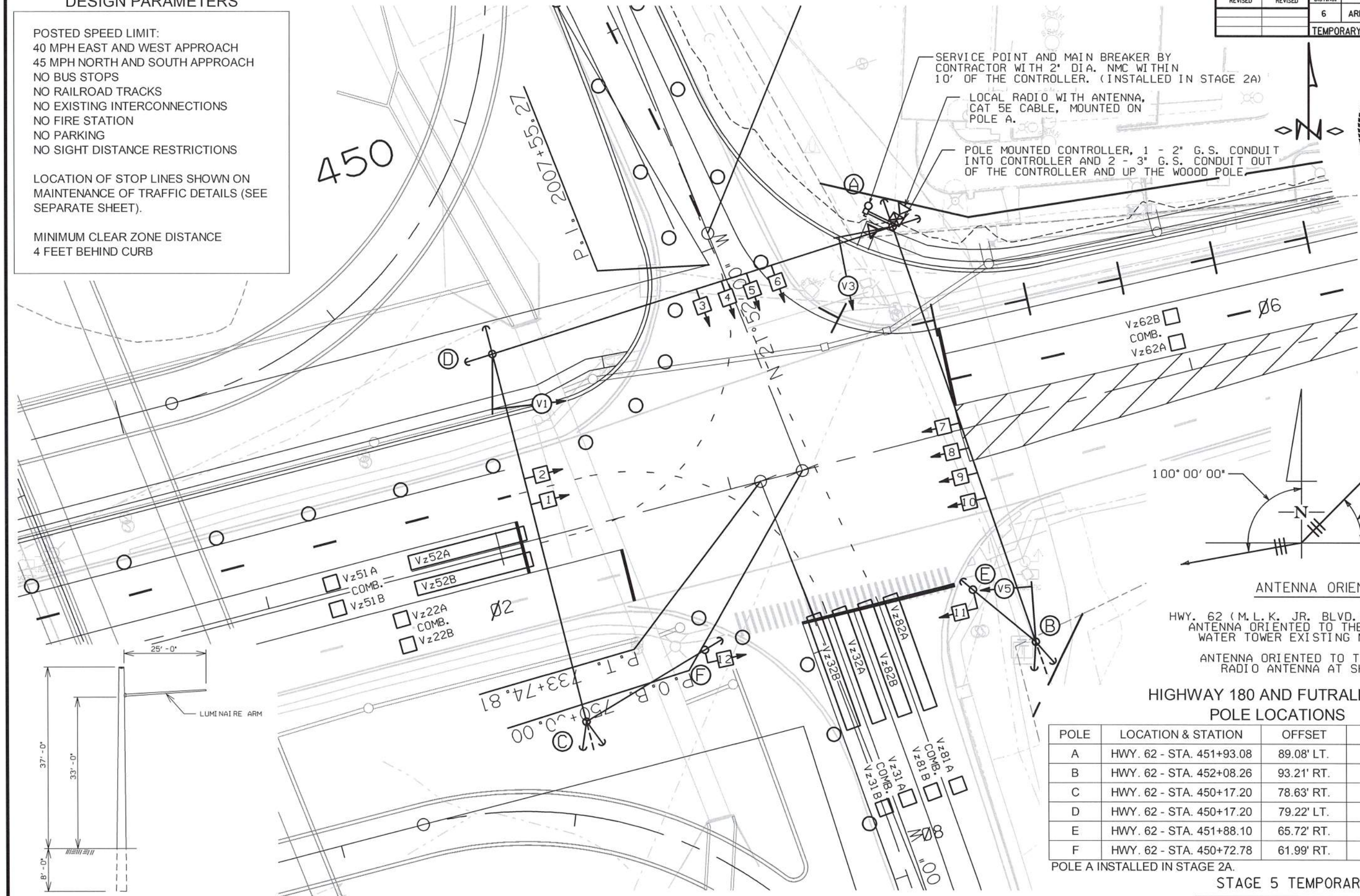
TEMPORARY SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
03-26-2024

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOOD POLE.



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE MOUNT SEQOUYAH WATER TOWER EXISTING MASTER ANTENNA.

ANTENNA ORIENTED TO THE LOCAL RADIO RADIO ANTENNA AT SHILOH DRIVE.

HIGHWAY 180 AND FUTRALL DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 451+93.08	89.08' LT.	664103.20, 633743.80
B	HWY. 62 - STA. 452+08.26	93.21' RT.	664163.23, 633571.01
C	HWY. 62 - STA. 450+17.20	78.63' RT.	663974.55, 633537.62
D	HWY. 62 - STA. 450+17.20	79.22' LT.	663935.30, 633690.52
E	HWY. 62 - STA. 451+88.10	65.72' RT.	664136.87, 633592.62
F	HWY. 62 - STA. 450+72.78	61.99' RT.	664024.24, 633567.56

POLE A INSTALLED IN STAGE 2A.

TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS.
LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES.
THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

STAGE 5 TEMPORARY SIGNAL PLAN

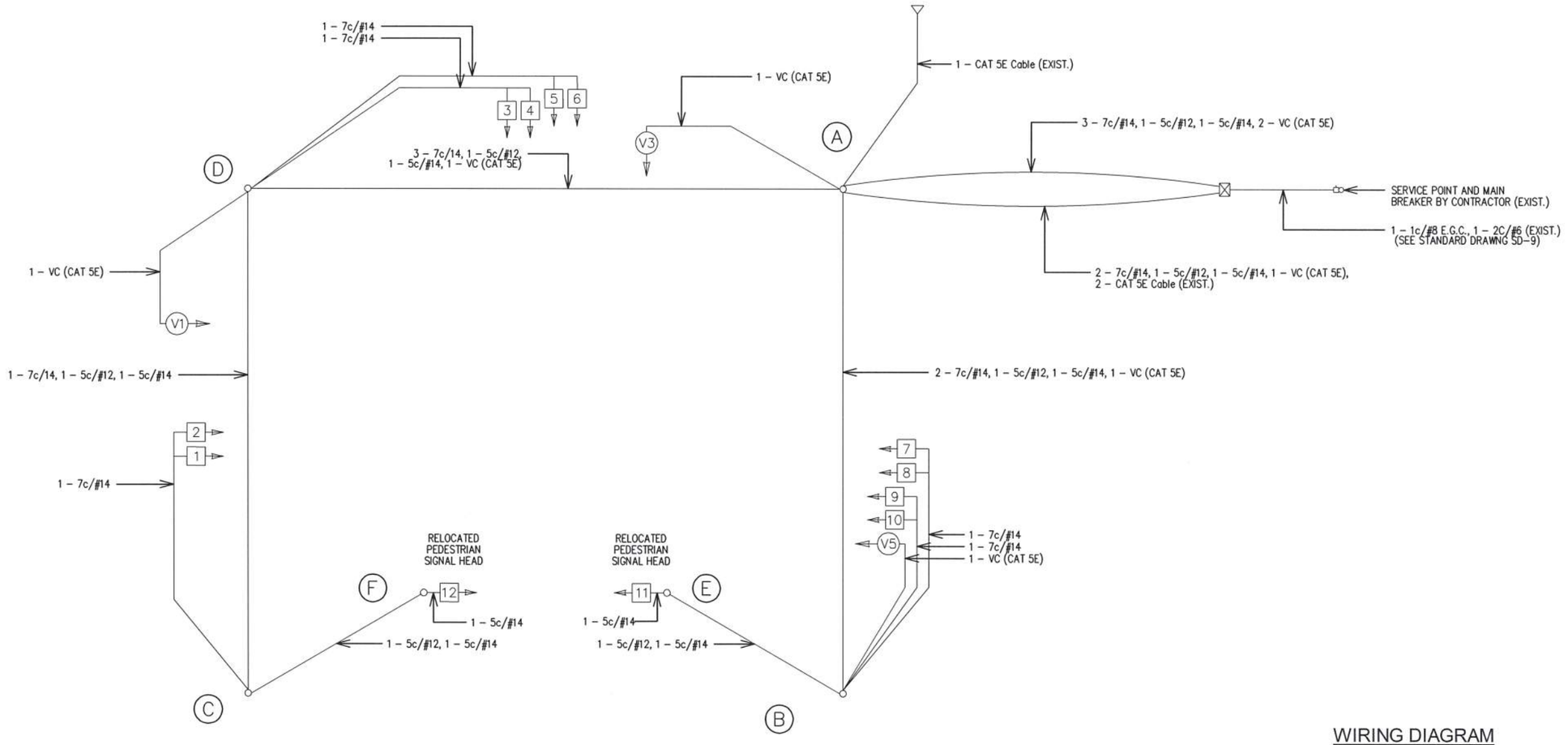
SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	246	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE 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.

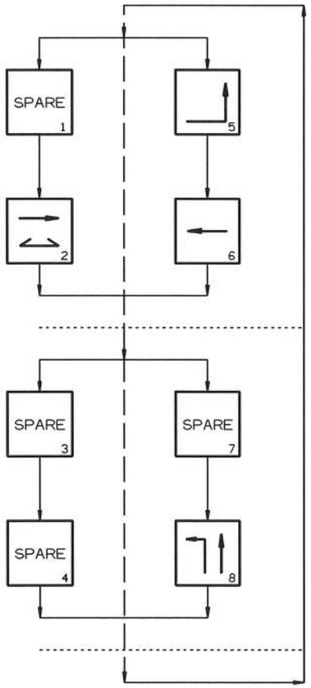
STAGE 5 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 01-12-24 FILE NAME: MOT Signals Futrall Dr.dgn

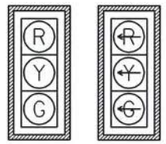
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	247	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 5 PHASING DIAGRAM



STAGE 5 SIGNAL FACES

12" LENSES



1 & 2
5 & 6
9 & 10

3 & 4
7 & 8

ONE SECTION
(SOLID SYMBOL)



RELOCATED
11 & 12

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 180 AND FUTRALL DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz31 A&B	NB LEFT TURN FAR	COMB.			9	V11	3	8		CAMERA V3	23"
Vz32 A&B	NB LEFT TURN	LOCAL			10	V3	3			CAMERA V3	23"
Vz51 A&B	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52 A&B	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz81 A&B	NB ADVANCE	COMB.			11	V16	8	8		CAMERA V3	23"
Vz82 A&B	NB NEAR	LOCAL			12	V8	8			CAMERA V3	23"
PB2 A&B	FUTRALL DR. S. LEG	PED.				P2	2				
					SPARE: 1, 2, 9, 10, 15, & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 180 AND FUTRALL DR. 2+5	CLR.	2+6	CLR.	8	CLR.	FLASH SEQUENCE
1 & 2	R	R	G	**	R	R	R
3 & 4	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~
5 & 6	R	R	R	R	G	Y	R
7 & 8	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
9 & 10	G	**	G	**	R	R	R
11 & 12	W	FDW	W	FDW	DW	DW	BLK

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

STAGE 5 TEMPORARY SIGNAL PLAN

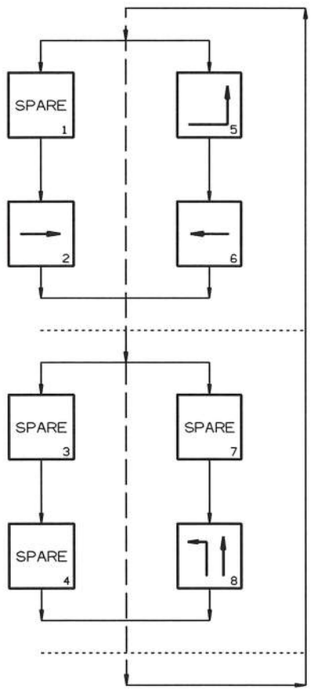
LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

ZBORDER.CEL 8/30/2010

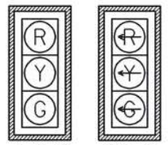
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	248	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 6 PHASING DIAGRAM



STAGE 6 SIGNAL FACES

12" LENSES



1 & 2
5 & 6
9 & 10

3 & 4
7 & 8

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

DETECTOR SPACING CHART

HIGHWAY 180 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
FUTRALL DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	85'	N/A



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-26-2024
JEROME PAUL DAVIS

HIGHWAY 180 AND FUTRALL DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	N/A	N/A
D	2	45'	25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 245.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

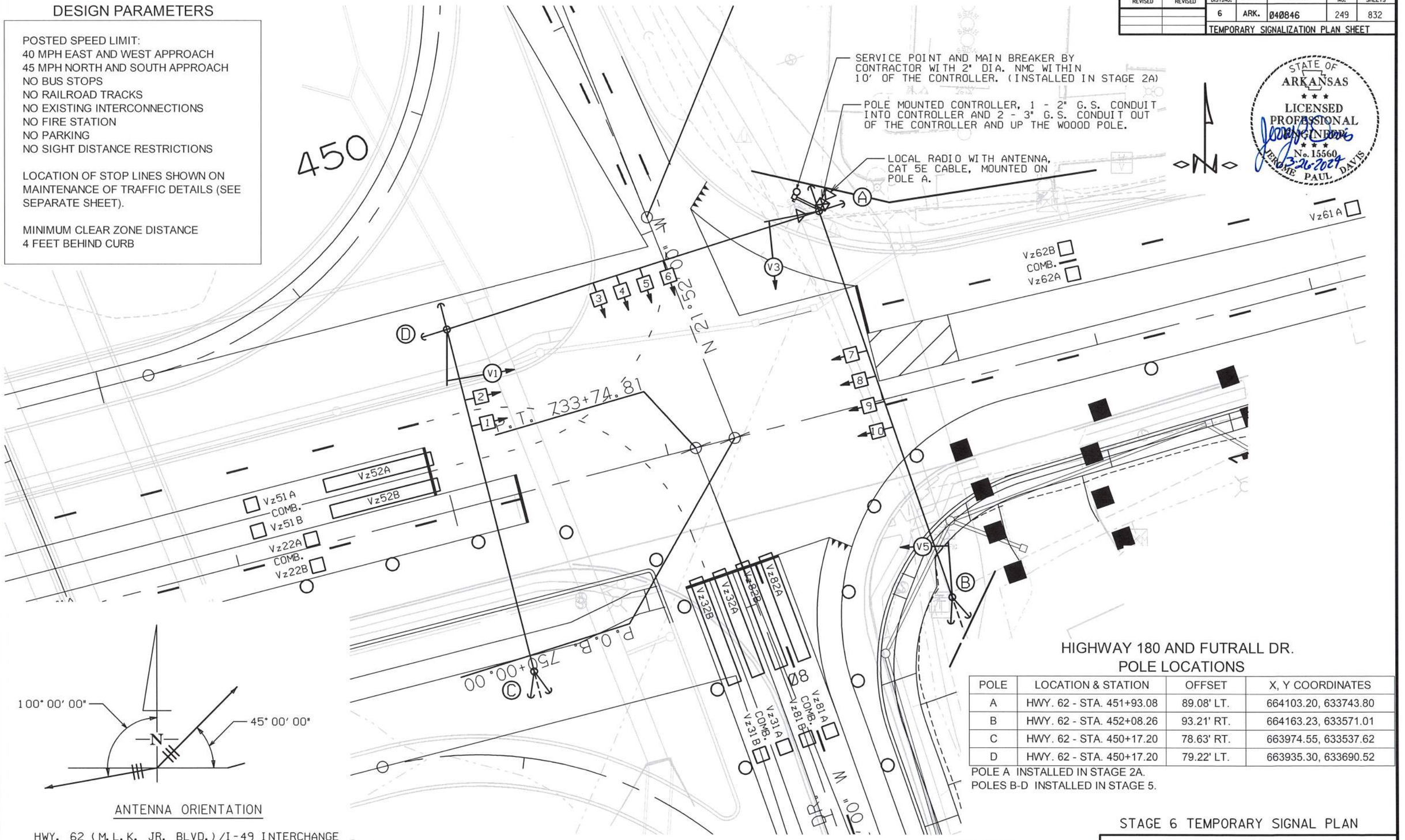
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	249	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE MOUNT SEQOUYAH WATER TOWER EXISTING MASTER ANTENNA.

ANTENNA ORIENTED TO THE LOCAL RADIO RADIO ANTENNA AT SHILOH DRIVE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

HIGHWAY 180 AND FUTRALL DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 451+93.08	89.08' LT.	664103.20, 633743.80
B	HWY. 62 - STA. 452+08.26	93.21' RT.	664163.23, 633571.01
C	HWY. 62 - STA. 450+17.20	78.63' RT.	663974.55, 633537.62
D	HWY. 62 - STA. 450+17.20	79.22' LT.	663935.30, 633690.52

POLE A INSTALLED IN STAGE 2A.
POLES B-D INSTALLED IN STAGE 5.

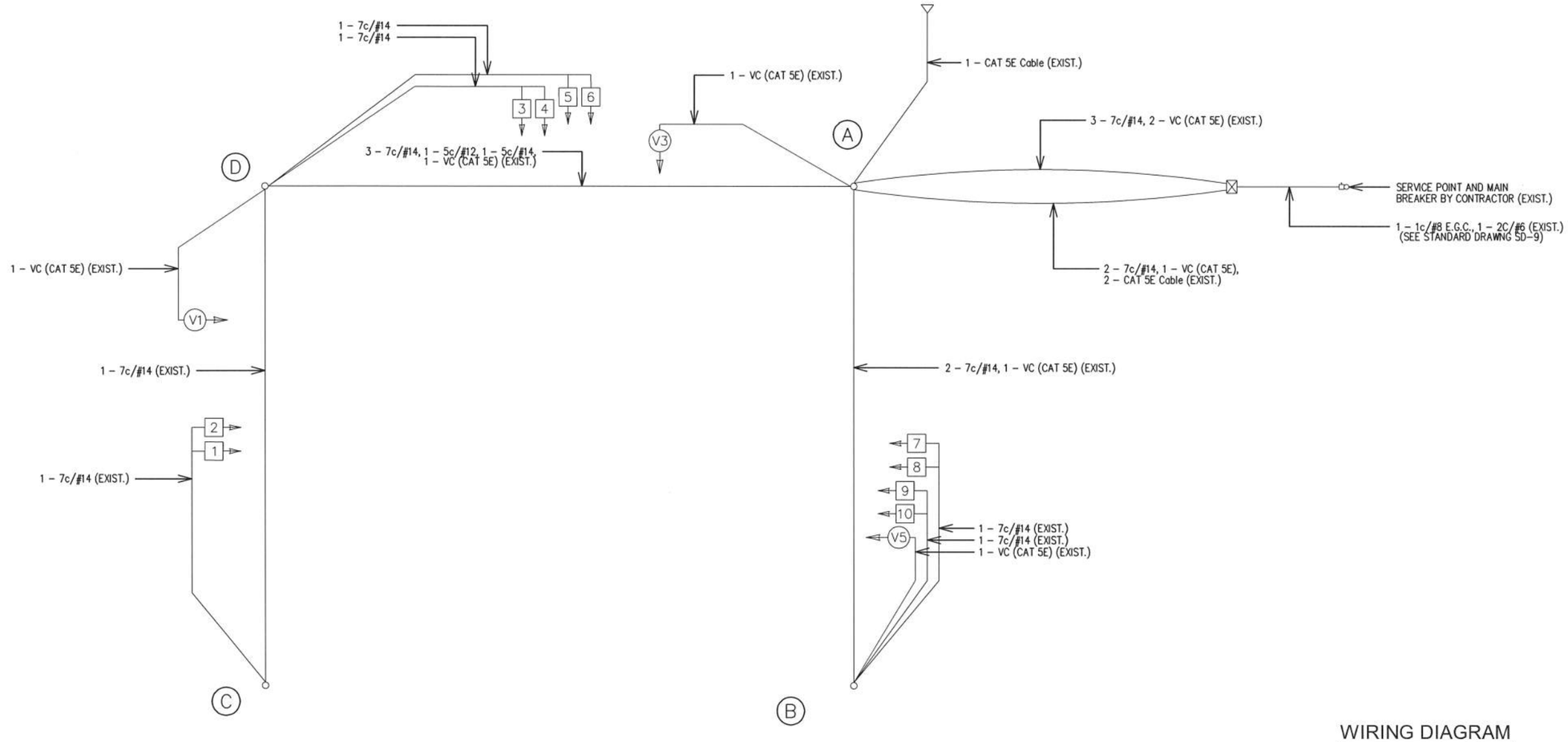
STAGE 6 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	250	832

TEMPORARY SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

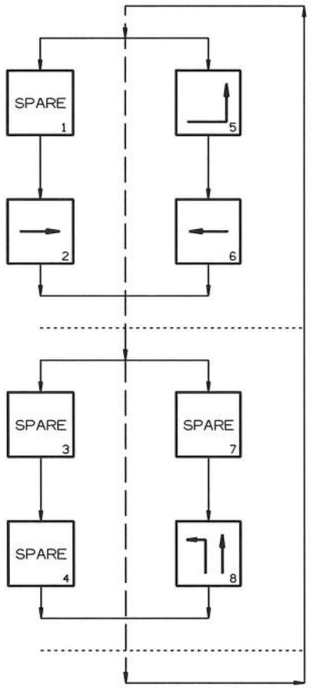
STAGE 6 & 7 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

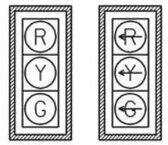
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	251	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 6 & 7 PHASING DIAGRAM



STAGE 6 & 7 SIGNAL FACES

12" LENSES



1 & 2
5 & 6
9 & 10

3 & 4
7 & 8

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846											
HIGHWAY 180 AND FUTRALL DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V5	23"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz31 A&B	NB LEFT TURN FAR	COMB.			9	V11	3	8		CAMERA V3	23"
Vz32 A&B	NB LEFT TURN	LOCAL			10	V3	3			CAMERA V3	23"
Vz51 A&B	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52 A&B	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V1	23"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz81 A&B	NB ADVANCE	COMB.			11	V16	8	8		CAMERA V3	23"
Vz82 A&B	NB NEAR	LOCAL			12	V8	8			CAMERA V3	23"
					SPARE: 1, 2, 9, 10, 15, & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 180 AND FUTRALL DR. 2+5	CLR.	2+6	CLR.	8	CLR.	FLASH SEQUENCE
1 & 2	R	R	G	**	R	R	R
3 & 4	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~
5 & 6	R	R	R	R	G	Y	R
7 & 8	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
9 & 10	G	**	G	**	R	R	R

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

STAGE 6 & 7 TEMPORARY SIGNAL PLAN

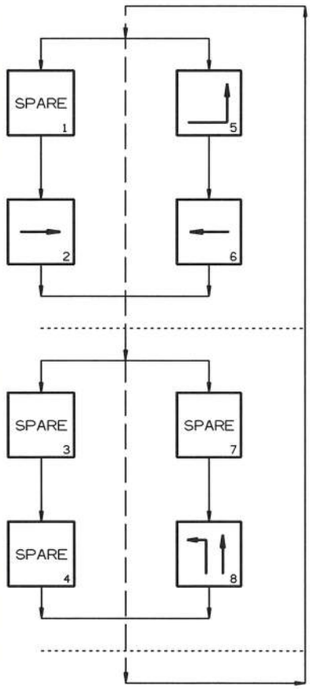
LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: CTA

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

ZBORDER.CEL 8/30/2010

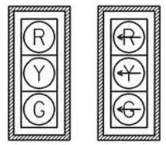
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	252	832
		TEMPORARY SIGNALIZATION PLAN SHEET				

STAGE 7 PHASING DIAGRAM



STAGE 7 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.

DETECTOR SPACING CHART

HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
FUTRALL DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	85'	N/A

HIGHWAY 180 AND FUTRALL DR. POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	N/A	N/A
D	2	45'	25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 245.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

GUY WIRE DETAIL FOR POLES B & C

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
2-26-2024

SCALE IN FEET
0 30 60 120

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	253	832

TEMPORARY SIGNALIZATION PLAN SHEET

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
45 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON MAINTENANCE OF TRAFFIC DETAILS (SEE SEPARATE SHEET).

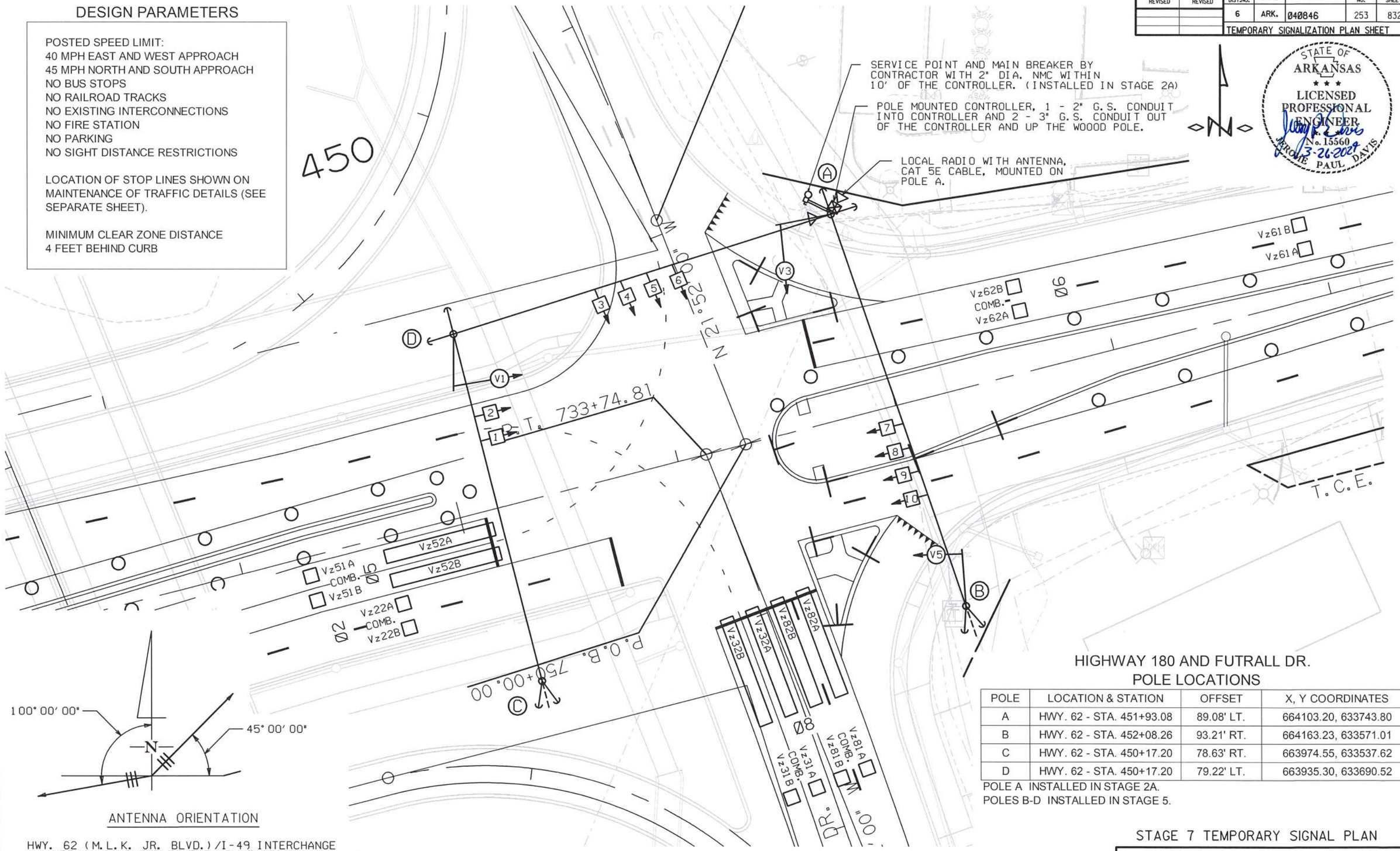
MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-26-2024
JEROME PAUL DAVIS

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC WITHIN 10' OF THE CONTROLLER. (INSTALLED IN STAGE 2A)

POLE MOUNTED CONTROLLER, 1 - 2" G.S. CONDUIT INTO CONTROLLER AND 2 - 3" G.S. CONDUIT OUT OF THE CONTROLLER AND UP THE WOOOD POLE.

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED ON POLE A.



ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE ANTENNA ORIENTED TO THE MOUNT SEQUOYAH WATER TOWER EXISTING MASTER ANTENNA.

ANTENNA ORIENTED TO THE LOCAL RADIO RADIO ANTENNA AT SHILOH DRIVE.

HIGHWAY 180 AND FUTRALL DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 451+93.08	89.08' LT.	664103.20, 633743.80
B	HWY. 62 - STA. 452+08.26	93.21' RT.	664163.23, 633571.01
C	HWY. 62 - STA. 450+17.20	78.63' RT.	663974.55, 633537.62
D	HWY. 62 - STA. 450+17.20	79.22' LT.	663935.30, 633690.52

POLE A INSTALLED IN STAGE 2A.
POLES B-D INSTALLED IN STAGE 5.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DATE: 02-06-24 FILE NAME: MOT Signals Futrall Dr.dgn

STAGE 7 TEMPORARY SIGNAL PLAN

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: CTA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	254	832
		SUMMARY OF PERMANENT TRAFFIC SIGNAL QUANTITIES				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

SUMMARY OF PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	S. FINGER RD./ ONE MILE RD.	S. OAK RD./ WAL-MART DR.	SHILOH DR. / FUTRALL DR. INTERCHANGE	15th ST. ROUNDABOUTS	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	1	1		3	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	1	1		3	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	90	80	180		350	LIN. FT.
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)			1		1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	1	2		4	EACH
SP	BATTERY BACKUP SYSTEM	1		1		2	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB)				5	5	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	14	8	29		51	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1				1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	1	1		3	EACH
SP & 707	POLE MOUNTED ASSEMBLY	10	3	18		31	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	12	4	18		34	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1630	330	8150		10110	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2410	820	9850		13080	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	90				90	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)			320		320	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	630	330	2870		3830	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	940	610	2410		3960	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	215	160	775		1150	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	90	180	340		610	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	810	390	8030		9230	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	20	20		60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	90	180	310		580	LIN. FT.
710	NON-METALLIC CONDUIT (3")	800	360	3320		4480	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	6	4	8		18	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1		3		4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)		1	4		5	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2		9		11	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')		1	7		8	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')			1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1				1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')			1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')		1			1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')		1	2		3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (60')	1				1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')			1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')	1		2		3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (70')	1				1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	3	15		22	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	8	1	6		15	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	1	1		3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08		0.18		0.26	LUMP SUM
SS & 726	STANDARD SIGN			41		41	SQ. FT.
SP	18" STREET NAME SIGN	6	2	6		14	EACH
SP & 733	VIDEO DETECTOR (IP)	2		3		5	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	2	4		8	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	960	480	3670		5110	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	1	1		3	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	1	2		4	EACH

DATE: 04-01-2024 FILE NAME: t040846_job.dgn

LOCATION: HIGHWAY 62 INTERCHANGE IMPROVEMENTS
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	255	832
		TRAFFIC SIGNAL NOTES				

STATE OF ARKANSAS
TRINITY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11425
04-04-2024

TRAFFIC SIGNAL NOTES:

1. THE TRAFFIC SIGNAL SHALL NOT BE PUT INTO OPERATION OR SWITCHED TO THE NEXT CONSTRUCTION STAGE PRIOR TO THE FOLLOWING:
   A. ALL TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS, SPECIAL PROVISIONS, AND PROPERLY FUNCTIONAL. THIS INCLUDES BUT NOT LIMITED TO: CABINETS, PULL BOXES, JUNCTION BOXES, POLES, MAST ARMS, FOUNDATIONS, LUMINAIRES, SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, DETECTION SYSTEM, CONDUITS, CONDUCTORS, CABLES, TRAFFIC CONTROLLER, CONFLICT MONITOR, COMMUNICATION SYSTEM, SERVICE POINT, AND RAILROAD INTERCONNECT SYSTEM.
   B. THE DETECTION SYSTEM SHALL BE INSTALLED, SETUP, AND CONFIGURED BY THE CONTRACTOR OR THEIR SUPPLIER PER PLANS. A TRAFFIC OPERATIONS INSPECTOR SHALL INSPECT AND PROVIDE APPROVAL IN ORDER TO PUT THE TRAFFIC SIGNAL INTO OPERATION.
   C. THE TRAFFIC CONTROLLER AND CONFLICT MONITOR SHALL BE PROGRAMMED TO OPERATE AS REQUIRED PER THE PLANS (PHASING DIAGRAM, INTERVAL CHART, AND ANY ADDITIONAL NOTES), SPECIAL PROVISIONS AND ARDOT SPECIFICATIONS.
   D. TIMING SETTINGS HAVE BEEN PROGRAMMED AND APPROVED AS REQUIRED BY ITS MANAGEMENT SECTION-MAINTENANCE DIVISION.
   E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.
   F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION/DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.
5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
6. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
7. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/ COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
9. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
15. ONE VIDEO PROGRAMMNG MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
16. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
17. THE LOCAL RADIO WITH ANTENNA AND TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING COORDINATION SYSTEM IN THE CITY/COUNTY.
18. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.
19. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY, SIDEWALKS, AND DRIVEWAYS SHALL HAVE A MINIMUM DEPTH OF 24" FROM THE TOP OF THE CONDUIT TO THE FINISHED GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DRAINAGE STRUCTURES.
20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
21. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.
22. ALL CONCRETE PULL BOXES SHALL BE SET ON A GRAVEL OR CRUSHED STONE BEDDING AS SPECIFIED IN SECTION 711, CONCRETE PULL BOX, OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.
23. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
    EXAMPLES FOR CONDUIT IN SIDE CABINET: "TO POLE A AND B" OR "TO POLE C"
    EXAMPLES FOR CONDUIT IN PULL BOX: "TO POLE A" OR "TO TRAFFIC CABINET"
24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.
25. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.
26. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
27. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
28. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
29. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
30. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.
32. BACKPLATES SHALL BE SUPPLIED FOR ALL TRAFFIC SIGNAL HEADS, REFER TO THE RETROREFLECTIVE BACKPLATES SPECIAL PROVISION FOR REQUIREMENTS.
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.
34. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

DATE: 04-01-2024 FILE NAME: t040846_job.dgn

LOCATION: HIGHWAY 62 INTERCHANGE IMPROVEMENTS
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

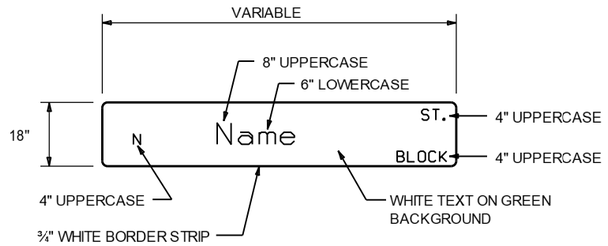
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	256	832
		TRAFFIC SIGNAL STREET NAME SIGNS				

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

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

04-04-2024

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. INTERSECTION

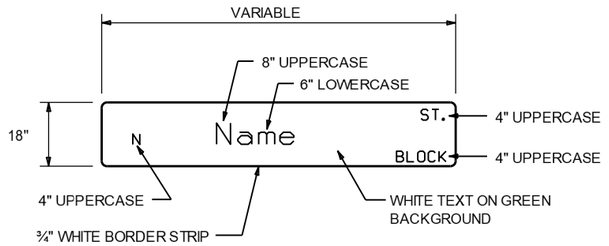


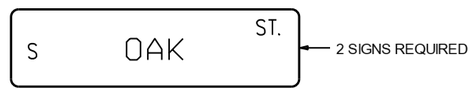






HIGHWAY 62 AND S. OAK ST. INTERSECTION





NOTES:

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

DATE: 04-01-2024 FILE NAME: t040846_job.dgn

LOCATION: HIGHWAY 62 INTERCHANGE IMPROVEMENTS
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

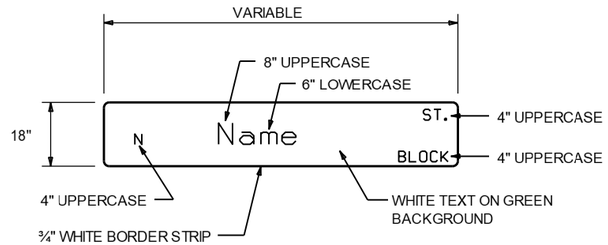
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	257	832
		TRAFFIC SIGNAL STREET NAME SIGNS				

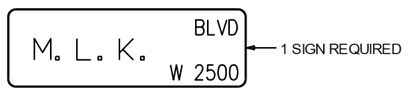
OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

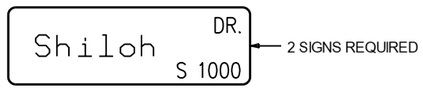
STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH

04-04-2024

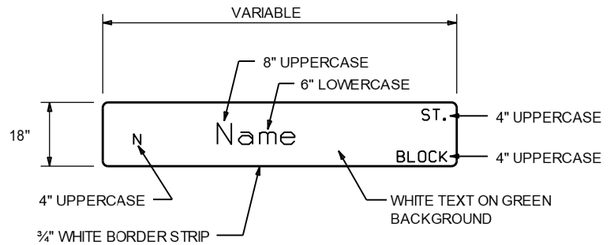
HIGHWAY 62 AND S. SHILOH DR. INTERSECTION

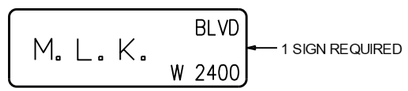


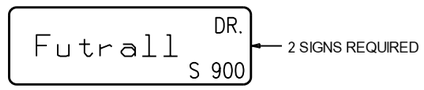




HIGHWAY 62 AND S. FUTRALL DR. INTERSECTION







NOTES:

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3. WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM ON THE NEARSIDE LEFT POLE. SEE STANDARD DRAWING SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.
4. THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

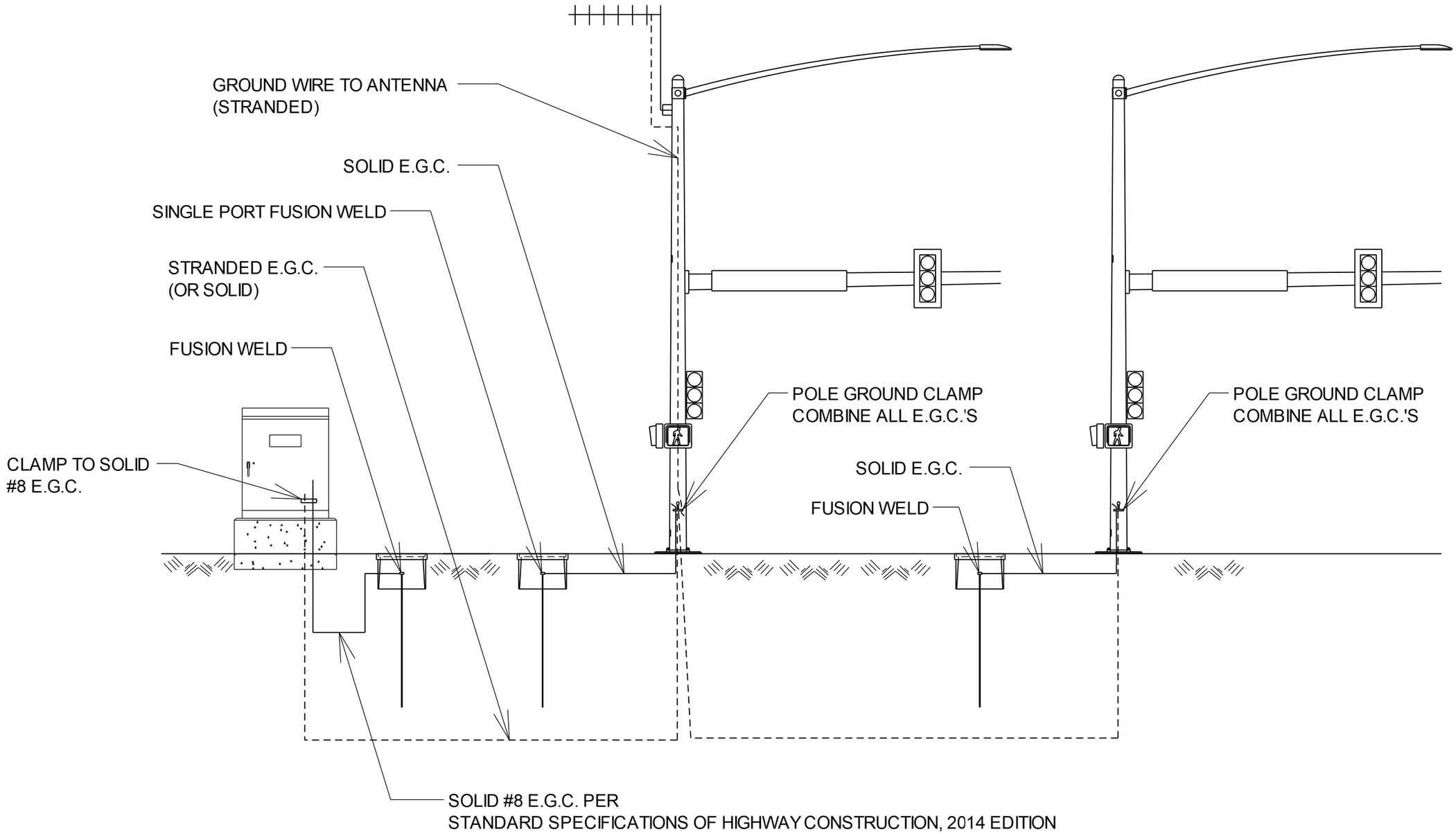
DATE: 04-01-2024 FILE NAME: t040846_job.dgn

LOCATION: HIGHWAY 62 INTERCHANGE IMPROVEMENTS
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	258	832
		GROUNDING ARRAY DETAIL				

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

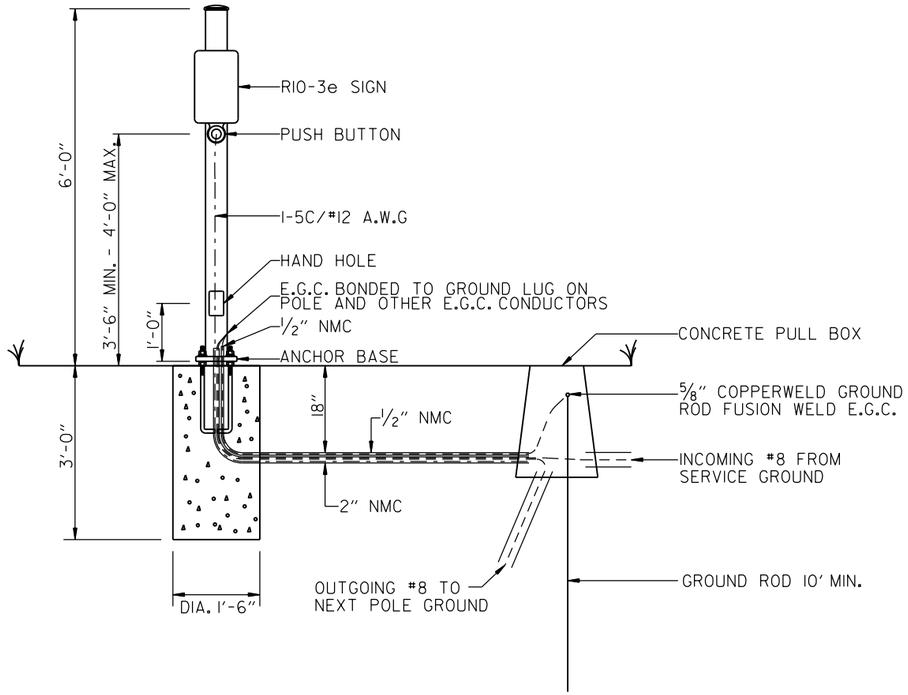
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

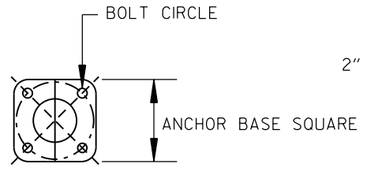


LOCATION: HIGHWAY 62 INTERCHANGE IMPROVEMENTS
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

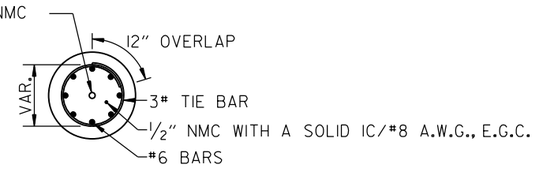
DATE: 04-01-2024 FILE NAME: t040846_job.dgn

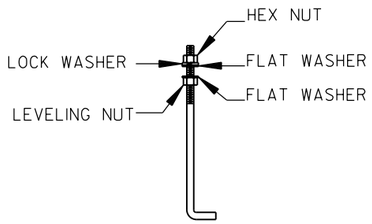
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	259	832
		PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL				



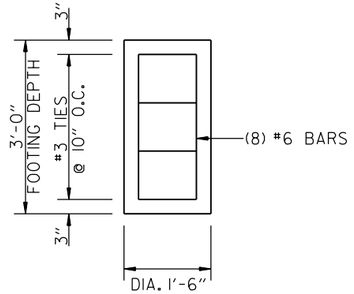


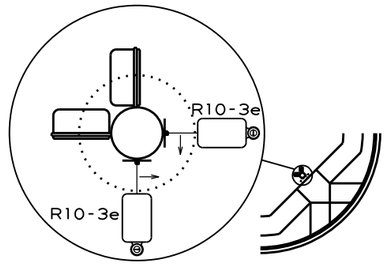
ANCHOR BASE
N.T.S.



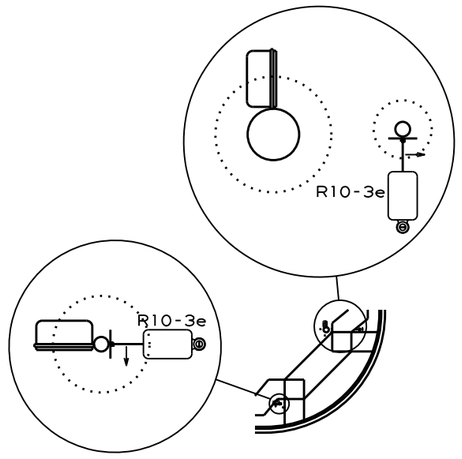


ANCHOR BOLT
N.T.S.

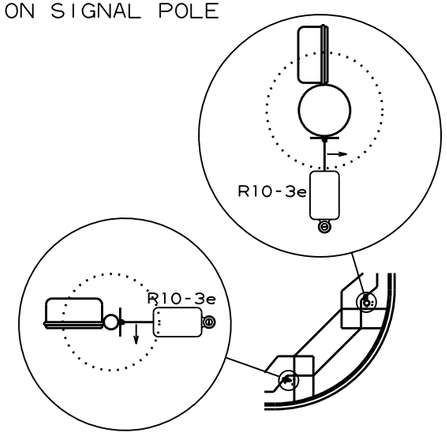




TYPICAL MOUNTING PUSH BUTTON ON SIGNAL POLE



TYPICAL MOUNTING PUSH BUTTON ON PEDESTRIAN POLE AND PEDESTRIAN PUSH BUTTON POLE



TYPICAL MOUNTING PUSH BUTTON ON PEDESTRIAN POLE AND SIGNAL POLE

STATE OF ARKANSAS
TRINITY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11425
04-04-2024

PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL

NOTES:

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.

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 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 1/4" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

CONCRETE - ALL CONCRETE POLE FOUNDATION SHALL BE CLASS "S" OR GREATER.

LOCATION:	HIGHWAY 62 INTERCHANGE IMPROVEMENTS				
CITY:	FAYETTEVILLE				
COUNTY:	WASHINGTON COUNTY				
DISTRICT:	4	SCALE:	N/A	DRAWN BY:	BRB

DATE: 04-01-2024 FILE NAME: t040846_job.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	260	832
		TRAFFIC SIGNAL QUANTITIES - S. FINGER RD.				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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)	90	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP	BATTERY BACKUP SYSTEM	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	14	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	10	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	12	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1630	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2410	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	90	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	630	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	940	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	215	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	810	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	90	LIN. FT.
710	NON-METALLIC CONDUIT (3")	800	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	6	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (60')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (70')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	8	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.08	LUMP SUM
SP	18" STREET NAME SIGN	6	EACH
SP & 733	VIDEO DETECTOR (IP)	2	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	960	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
THE TEMPORARY TRAFFIC SIGNAL UTILIZED IN STAGE 7 SHALL REMAIN OPERATIONAL. INSTALL PERMANENT TRAFFIC SIGNAL AND REMOVE ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT ONCE OPERATIONAL.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

DATE: 04-01-2024 FILE NAME: t040846_01.dgn

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	261	832
		SIGNALIZATION PLAN SHEET				

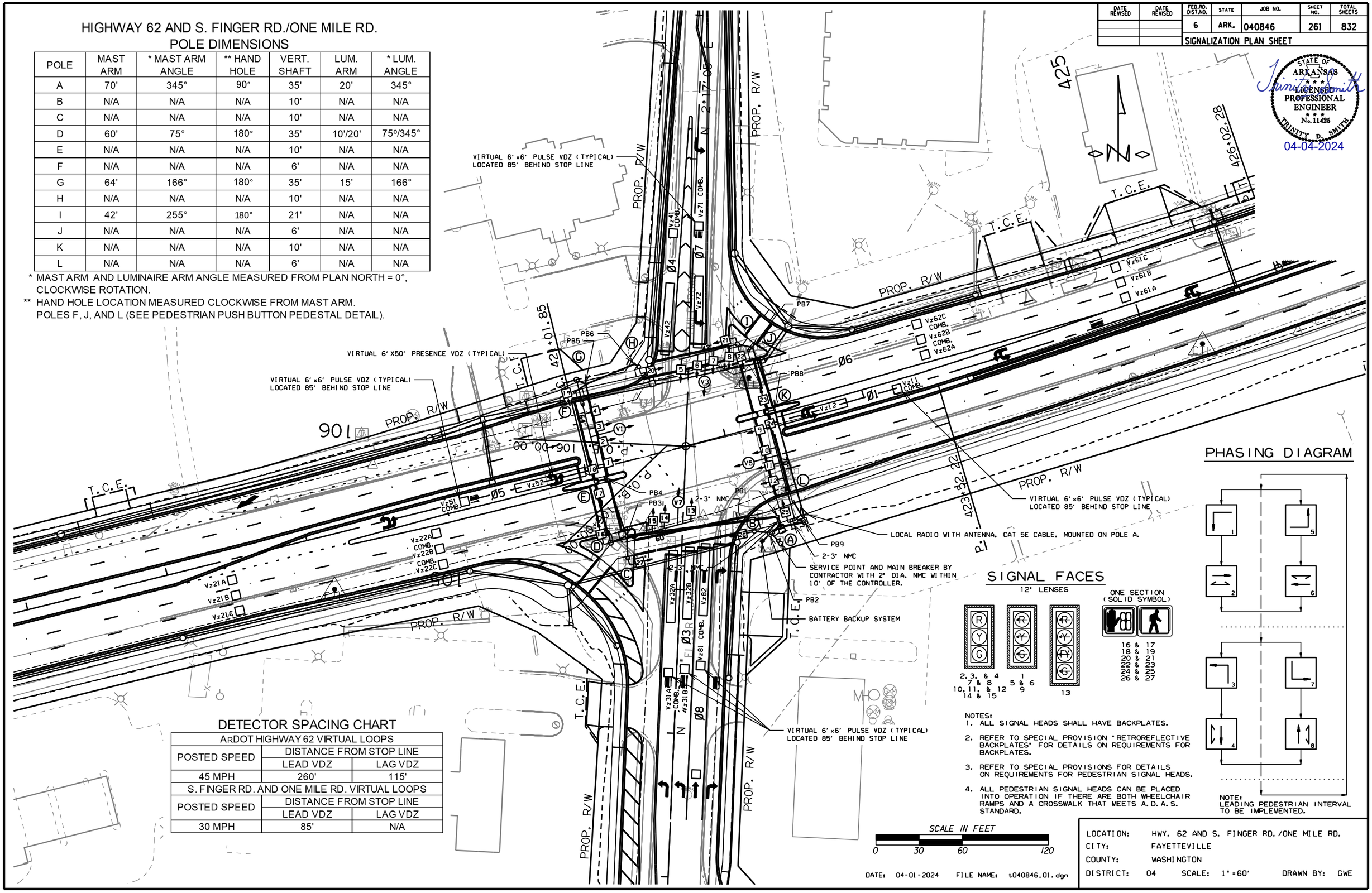
HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.

POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	70'	345°	90°	35'	20'	345°
B	N/A	N/A	N/A	10'	N/A	N/A
C	N/A	N/A	N/A	10'	N/A	N/A
D	60'	75°	180°	35'	10'/20'	75º/345°
E	N/A	N/A	N/A	10'	N/A	N/A
F	N/A	N/A	N/A	6'	N/A	N/A
G	64'	166°	180°	35'	15'	166°
H	N/A	N/A	N/A	10'	N/A	N/A
I	42'	255°	180°	21'	N/A	N/A
J	N/A	N/A	N/A	6'	N/A	N/A
K	N/A	N/A	N/A	10'	N/A	N/A
L	N/A	N/A	N/A	6'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. POLES F, J, AND L (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).



DETECTOR SPACING CHART

ARDOT HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
S. FINGER RD. AND ONE MILE RD. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

SIGNAL FACES

12" LENSES

ONE SECTION (SOLID SYMBOL)

NOTES:

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

PHASING DIAGRAM

NOTE: LEADING PEDESTRIAN INTERVAL TO BE IMPLEMENTED.

SCALE IN FEET

0 30 60 120

DATE: 04-01-2024 FILE NAME: t040846_01.dgn

LOCATION:	HWY. 62 AND S. FINGER RD./ONE MILE RD.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	04	SCALE:	1"=60'	DRAWN BY: GWE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 422+31.39	69.61' RT.	661309.07, 632738.01
B	HWY. 62 - STA. 422+02.45	69.61' RT.	661280.80, 632730.40
C	HWY. 62 - STA. 421+10.67	66.08' RT.	661189.99, 632710.63
D	HWY. 62 - STA. 421+04.88	50.99' RT.	661180.66, 632723.85
E	HWY. 62 - STA. 421+05.01	8.50' RT.	661170.55, 632765.12
F	HWY. 62 - STA. 421+05.64	55.46' LT.	661155.74, 632827.35
G	HWY. 62 - STA. 421+09.00	63.50' LT.	661157.03, 632835.96
H	HWY. 62 - STA. 421+53.77	61.61' LT.	661200.42, 632844.99
I	HWY. 62 - STA. 422+24.77	59.36' LT.	661268.91, 632860.75
J	HWY. 62 - STA. 422+31.27	52.95' LT.	661276.81, 632856.25
K	HWY. 62 - STA. 422+32.26	8.50' LT.	661289.42, 632813.62
L	HWY. 62 - STA. 422+33.74	56.79' RT.	661308.00, 632751.01

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

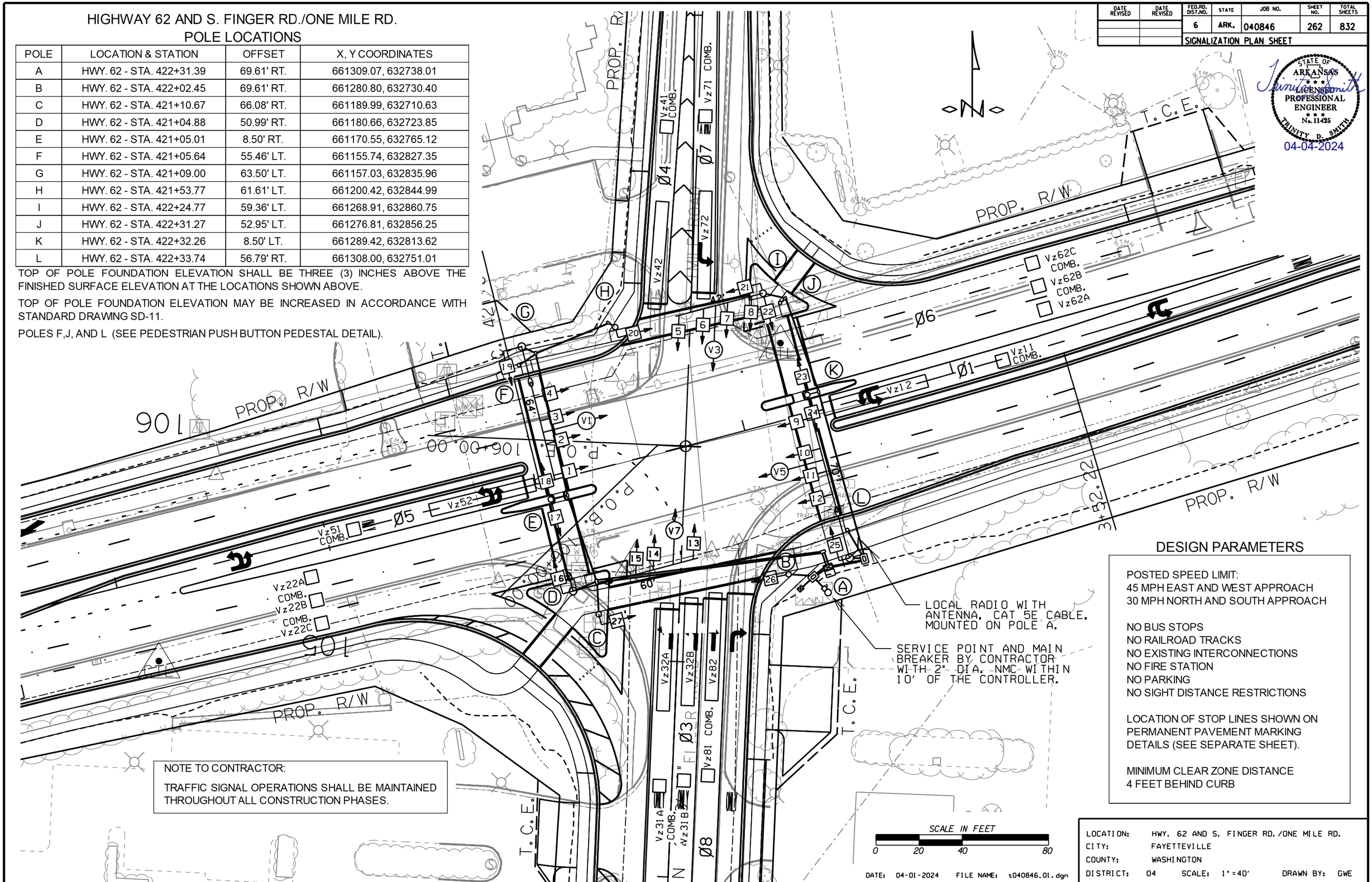
TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

POLES F,J, AND L (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	262	832
		SIGNALIZATION PLAN SHEET				

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

04-04-2024



NOTE TO CONTRACTOR:

TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

DESIGN PARAMETERS

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

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE: 04-01-2024 FILE NAME: t040846_01.dgn

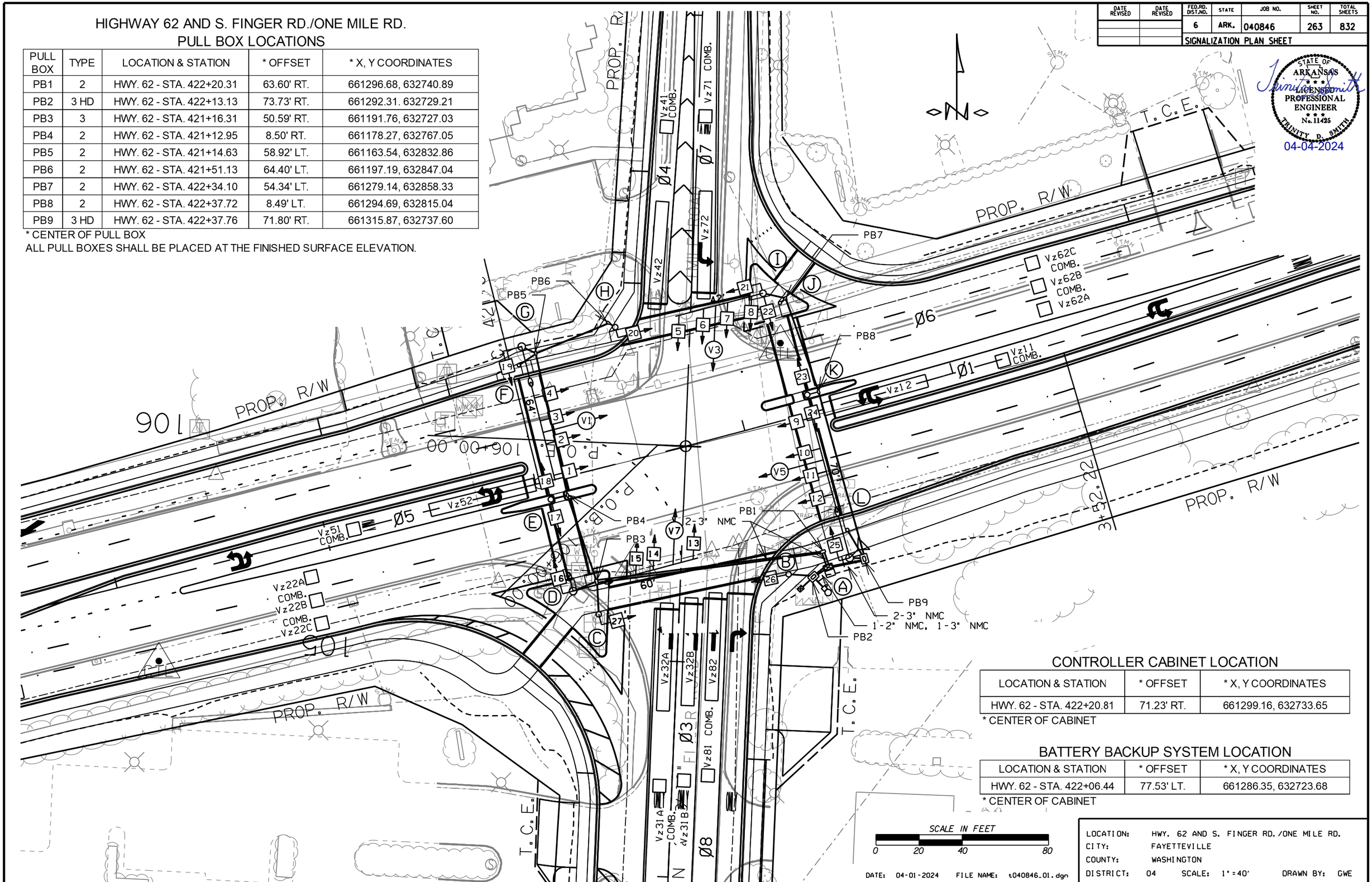
LOCATION:	HWY. 62 AND S. FINGER RD./ONE MILE RD.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	04	SCALE:	1"=40'	DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	263	832
		SIGNALIZATION PLAN SHEET				

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 62 - STA. 422+20.31	63.60' RT.	661296.68, 632740.89
PB2	3 HD	HWY. 62 - STA. 422+13.13	73.73' RT.	661292.31. 632729.21
PB3	3	HWY. 62 - STA. 421+16.31	50.59' RT.	661191.76, 632727.03
PB4	2	HWY. 62 - STA. 421+12.95	8.50' RT.	661178.27, 632767.05
PB5	2	HWY. 62 - STA. 421+14.63	58.92' LT.	661163.54, 632832.86
PB6	2	HWY. 62 - STA. 421+51.13	64.40' LT.	661197.19, 632847.04
PB7	2	HWY. 62 - STA. 422+34.10	54.34' LT.	661279.14, 632858.33
PB8	2	HWY. 62 - STA. 422+37.72	8.49' LT.	661294.69, 632815.04
PB9	3 HD	HWY. 62 - STA. 422+37.76	71.80' RT.	661315.87, 632737.60

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.



CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 62 - STA. 422+20.81	71.23' RT.	661299.16, 632733.65

* CENTER OF CABINET

BATTERY BACKUP SYSTEM LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 62 - STA. 422+06.44	77.53' LT.	661286.35, 632723.68

* CENTER OF CABINET

SCALE IN FEET
0 20 40 80

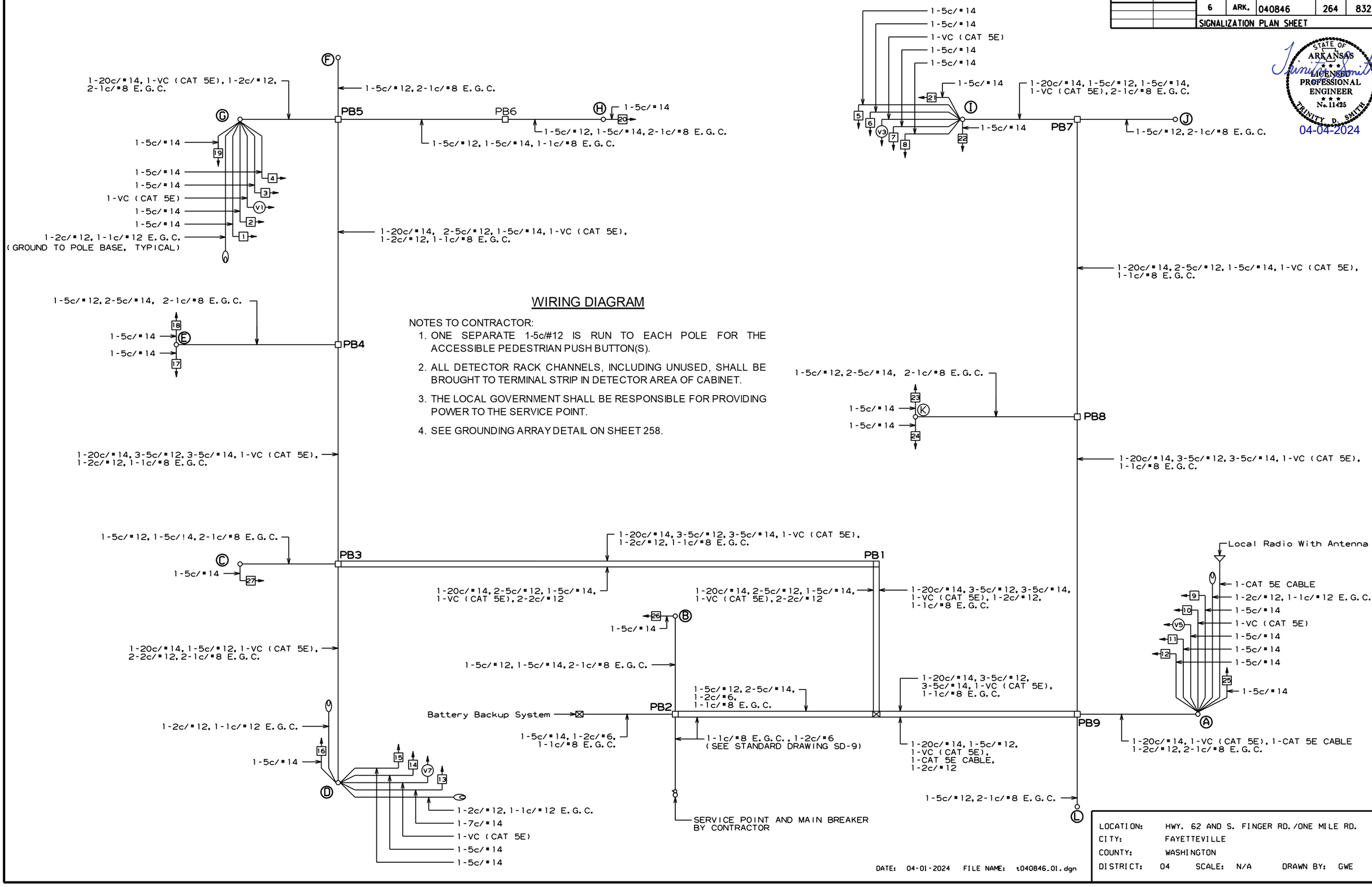
DATE: 04-01-2024 FILE NAME: t040846_01.dgn

LOCATION: HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: GWE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	264	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



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 258.

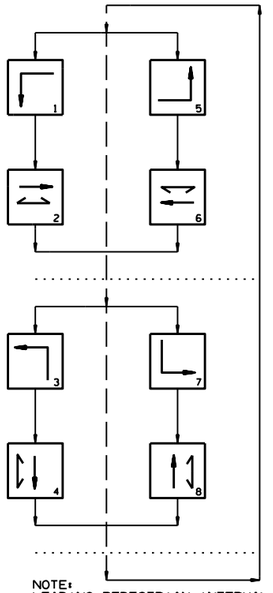
DATE: 04-01-2024 FILE NAME: t040846_01.dgn

LOCATION:	HWY. 62 AND S. FINGER RD./ONE MILE RD.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	265	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

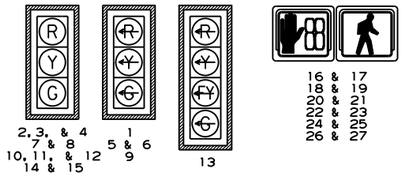
PHASING DIAGRAM



NOTE:
LEADING PEDESTRIAN INTERVAL TO BE IMPLEMENTED.

SIGNAL FACES

12" LENSES



2, 3, & 4
7 & 8
10, 11, & 12
14 & 15

1
5 & 6
9

13

ONE SECTION
(SOLID SYMBOL)

16 & 17
18 & 19
20 & 21
22 & 23
24 & 25
26 & 27

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

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846

HIGHWAY 62 AND S. FINGER RD./ONE MILE RD. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	WB LEFT TURN FAR	COMB.				V9	1	1		V1	MAST ARM
Vz12	WB LEFT TURN	LOCAL				V1	1			V1	MOUNTED
Vz21 A-C	EB ADVANCE	LOCAL				V2	2			V5	MAST ARM
Vz22 A-C	EB NEAR	COMB.				V10	2	2		V5	MOUNTED
Vz31 A&B	NB LEFT TURN FAR	COMB.				V11	3	3		V3	74"
Vz32 A&B	NB LEFT TURN	LOCAL				V3	3			V3	74"
Vz41	SB ADVANCE	COMB.				V12	4	4		V7	74"
Vz42	SB NEAR	LOCAL				V4	4			V7	74"
Vz51	EB LEFT TURN FAR	COMB.				V13	5	5		V5	MAST ARM
Vz52	EB LEFT TURN	LOCAL				V5	5			V5	MOUNTED
Vz61 A-C	WB ADVANCE	LOCAL				V6	6			V1	MAST ARM
Vz62 A-C	WB NEAR	COMB.				V14	6	6		V1	MOUNTED
Vz71	SB LEFT TURN FAR	COMB.				V15	7	7		V7	74"
Vz72	SB LEFT TURN	LOCAL				V7	7			V7	74"
Vz81	NB ADVANCE	COMB.				V16	8	8		V3	74"
Vz82	NB NEAR	LOCAL				V8	8			V3	74"
PB2 A&B	S. FINGER RD. S. LEG	PED.				P2	2				
PB4 A&B	HWY. 62 W. LEG	PED.				P4	4				
PB6 A&B	ONE MILE RD. N. LEG	PED.				P6	6				
PB8 A&B	HWY. 62 E. LEG	PED.				P8	8				
					SPARE:						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND S. FINGER RD./ONE MILE RD.																FLASH SEQUENCE
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	
1	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2, 3, & 4	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R	R
5 & 6	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~
7 & 8	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R
9	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
10, 11, & 12	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
13	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~
14 & 15	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
16 & 17	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	BLK
18 & 19	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	BLK
20 & 21	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
22 & 23	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW	BLK
24 & 25	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW	BLK
26 & 27	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	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

NOTE: LEADING PEDESTRIAN INTERVAL TO BE IMPLEMENTED.

DATE: 04-01-2024 FILE NAME: t040847_01.dgn

LOCATION: HWY. 62 (M.L.K. JR. BLVD.)/ S. FINGER RD. AND ONE MILE RD.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	266	832
		TRAFFIC SIGNAL QUANTITIES - S. OAK RD.				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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)	80	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	3	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	330	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	820	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	330	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	610	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	160	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	180	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	390	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	180	LIN. FT.
710	NON-METALLIC CONDUIT (3")	360	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	3	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	2	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	480	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH

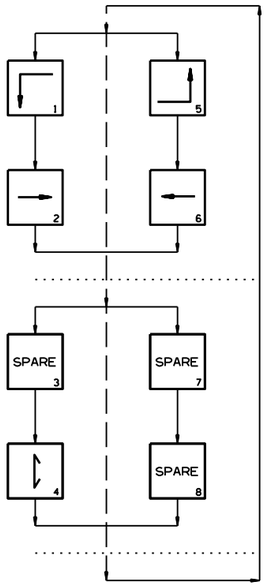
REFER TO PERMANENT TRAFFIC SIGNAL PLANS.

DATE: 04-01-2024 FILE NAME: t040846_02.dgn

LOCATION: HWY. 62 AND S. OAK RD./WAL-MART DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: GWE

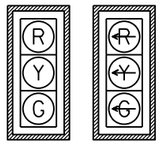
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	267	832
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



2, 3, & 4
6, 7, & 8

1 & 5

ONE SECTION
(SOLID SYMBOL)



9, 10, 11, & 12

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

DETECTOR SPACING CHART

ARDOT HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'

HIGHWAY 62 & S. OAK RD./WAL-MART DR.
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	N/A	35'	20'/10'	71°/341°
B	N/A	N/A	N/A	10'	N/A	N/A
C	50'	161°	180°	21'	N/A	N/A
D	56'	341°	180°	35'	10'	341°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

SCALE IN FEET
0 30 60 120

DATE: 04-01-2024 FILE NAME: t040846_02.dgn

LOCATION: HWY. 62 & S. OAK RD./WAL-MART DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	268	832
		SIGNALIZATION PLAN SHEET				

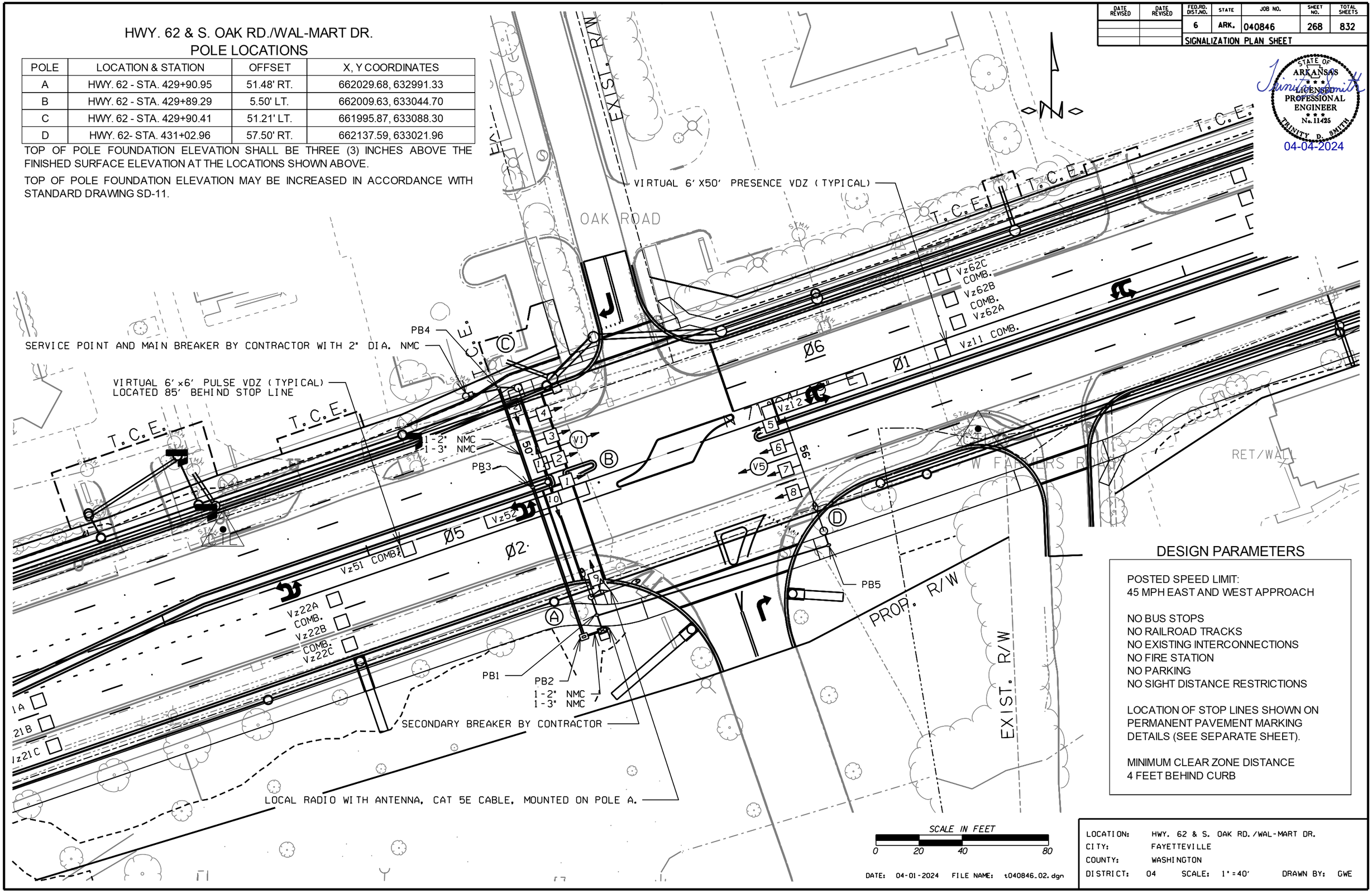
HWY. 62 & S. OAK RD./WAL-MART DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 429+90.95	51.48' RT.	662029.68, 632991.33
B	HWY. 62 - STA. 429+89.29	5.50' LT.	662009.63, 633044.70
C	HWY. 62 - STA. 429+90.41	51.21' LT.	661995.87, 633088.30
D	HWY. 62- STA. 431+02.96	57.50' RT.	662137.59, 633021.96

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

STATE OF ARKANSAS
TRINITY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11425
04-04-2024



DESIGN PARAMETERS

POSTED SPEED LIMIT:
45 MPH EAST AND WEST APPROACH

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

SCALE IN FEET
0 20 40 80

DATE: 04-01-2024 FILE NAME: t040846_02.dgn

LOCATION:	HWY. 62 & S. OAK RD./WAL-MART DR.				
CITY:	FAYETTEVILLE				
COUNTY:	WASHINGTON				
DISTRICT:	04	SCALE:	1"=40'	DRAWN BY:	GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	269	832
		SIGNALIZATION PLAN SHEET				

HWY. 62 & S. 0AK RD./WAL-MART DR.
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 62 - STA. 429+90.81	60.32' RT.	662032.41, 632982.93
PB2	2 HD	HWY. 62 - STA. 429+81.91	67.83' RT.	662026.42, 632972.94
PB3	2	HWY. 62 - STA. 429+81.93	5.49' LT.	662002.67, 633042.30
PB4	2	HWY. 62 - STA. 429+81.80	53.89' LT.	661986.85, 633088.04
PB5	2	HWY. 62 - STA. 431+02.96	64.47' RT.	662139.85, 633015.36

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 62 - STA. 429+90.97	67.83' RT.	662035.00, 623975.87

* CENTER OF CABINET

STATE OF ARKANSAS
TRINITY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11425
04-04-2024

OAK ROAD
EXIST. R/W
PROP. R/W
EXIST. R/W
EXIST. R/W
W FARMERS RD.
RET/WALL
T.C.E.
PB1
PB2
PB3
PB4
PB5
Ø1
Ø2
Ø5
Ø6
Vz62C COMB.
Vz62B COMB.
Vz62A
Vz11 COMB.
Vz12
Vz52
Vz51 COMB.
Vz22A COMB.
Vz22B COMB.
Vz22C
Vz21C
1A
21B
50'
56'

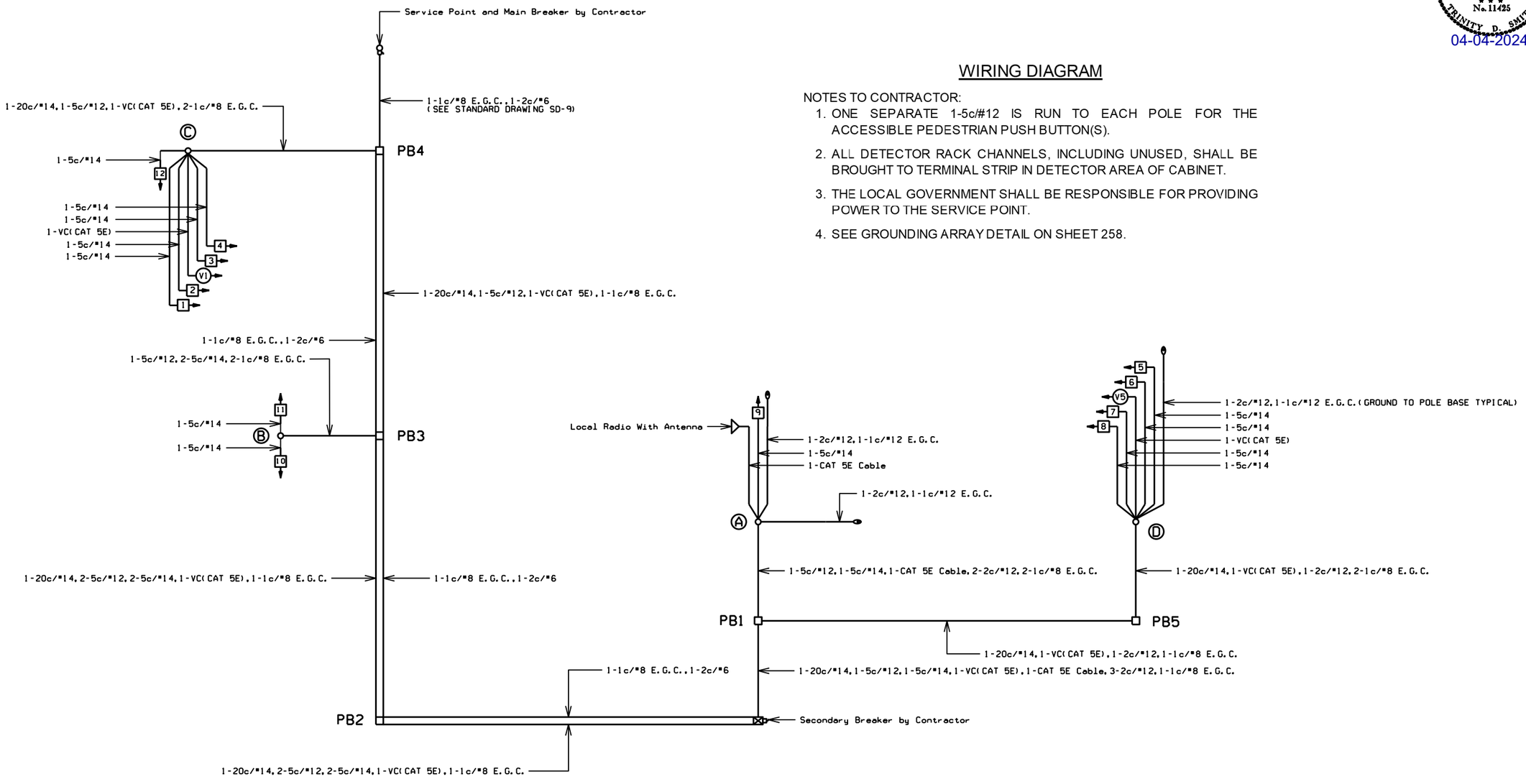
SCALE IN FEET
0 20 40 80

DATE: 04-01-2024 FILE NAME: t040846_02.dgn

LOCATION: HWY. 62 & S. OAK RD./WAL-MART DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	270	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



WIRING DIAGRAM

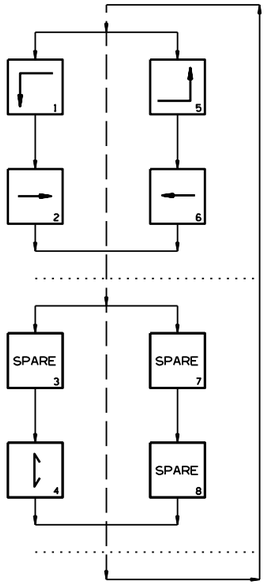
NOTES TO CONTRACTOR:

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 258.

DATE: 04-01-2024 FILE NAME: t040846_02.dgn

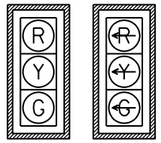
LOCATION:	HWY. 62 & S. OAK RD./WAL-MART DR.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: N/A DRAWN BY: GWE

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



2, 3, & 4
6, 7, & 8

1 & 5

ONE SECTION
(SOLID SYMBOL)



9, 10, 11, & 12

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	271	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846										
HWY. 62 & S. OAK RD./WAL-MART DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	WB LEFT TURN FAR	COMB.				V9	1	1		V1	MAST ARM
Vz12	WB LEFT TURN	LOCAL				V1	1			V1	MOUNTED
Vz21 A,B&C	EB ADVANCE	LOCAL				V2	2			V5	MAST ARM
Vz22 A,B&C	WB NEAR	COMB.				V10	2	2		V5	MOUNTED
Vz51	EB LEFT TURN FAR	COMB.				V13	5	5		V5	MAST ARM
Vz52	EB LEFT TURN	LOCAL				V5	5			V5	MOUNTED
Vz61 A,B&C	WB ADVANCE	LOCAL				V6	6			V1	MAST ARM
Vz62 A,B&C	WB NEAR	COMB.				V14	6	6		V1	MOUNTED
PB4 A&B	HWY. 62 W. LEG	PED.				P4	4				
					SPARE:						

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

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

INTERVAL CHART

SIGNAL FACES	HWY. 62 & S. OAK RD./WAL-MART DR. 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	4	CLR.		FLASH SEQUENCE
1	~~←G~~	*	~~←G~~	*	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~	~~←R~~		~~←R~~
2, 3, & 4	R	R	G	**	R	R	G	**	R	R		R
5	~~←G~~	*	~~←R~~	~~←R~~	~~←G~~	*	~~←R~~	~~←R~~	~~←R~~	~~←R~~		~~←R~~
6, 7, & 8	R	R	R	R	G	**	G	**	R	R		R
9, 10, 11, & 12	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW		BLK

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

DATE: 04-01-2024 FILE NAME: t040846_02.dgn

LOCATION: HWY. 62 & S. OAK RD./WAL-MART DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	272	832
		TRAFFIC SIGNAL QUANTITIES - SHILOH & FUTRALL				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

PERMANENT TRAFFIC SIGNAL QUANTITIES

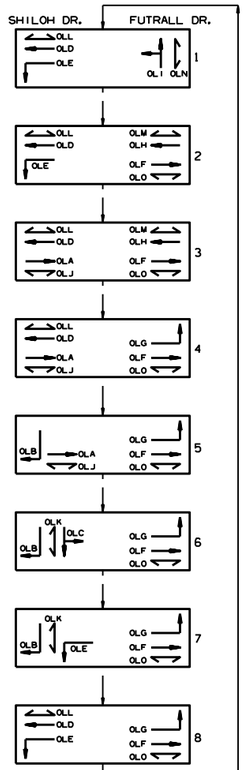
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	180	LIN. FT.
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	2	EACH
SP	BATTERY BACKUP SYSTEM	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	29	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	18	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	18	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	8150	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	9850	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	320	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	2870	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	2410	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	775	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	340	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	8030	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	310	LIN. FT.
710	NON-METALLIC CONDUIT (3")	3320	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	8	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	9	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	7	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')	2	EACH
SP	LED LUMINAIRE ASSEMBLY	15	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	6	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.18	LUMP SUM
SS & 726	STANDARD SIGN	41	SQ. FT.
SP	18" STREET NAME SIGN	6	EACH
SP & 733	VIDEO DETECTOR (IP)	3	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	4	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	3670	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	2	EACH

PERMANENT TRAFFIC SIGNAL:
THE TEMPORARY TRAFFIC SIGNAL UTILIZED IN STAGE 7 AT SHILOH DRIVE AND FUTRALL DRIVE SHALL REMAIN OPERATIONAL. INSTALL PERMANENT TRAFFIC SIGNAL AND REMOVE ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT ONCE OPERATIONAL.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION: HWY. 62 AND 180/I-49 INTERCHANGE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON COUNTY
DISTRICT: 4 SCALE: N/A DRAWN BY: GWE

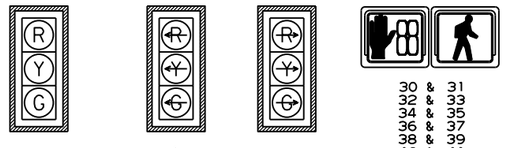
PHASING DIAGRAM



NOTE:
LEADING PEDESTRIAN INTERVAL TO BE IMPLEMENTED.

SIGNAL FACES

12" LENSES



ONE SECTION (SOLID SYMBOL)

30 & 31
32 & 33
34 & 35
36 & 37
38 & 39
40 & 41
42 & 43
44 & 45
46 & 47



3-R10-5a

2-R3-4

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

OLA-3, 4, 5
OLB-5, 6, 7
OLC-6
OLD-1, 2, 3, 4, 8
OLE-1, 2, 7, 8
OLF-2, 3, 4, 5, 6, 7, 8
OLG-4, 5, 6, 7, 8
OLH-2, 3
OLI-1
OLJ-3, 4, 5
OLK-6, 7
OLM-2, 3
OLN-1
OLO-2, 3, 4, 5, 6, 7, 8

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	273	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

SCALE IN FEET
0 40 80 160

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

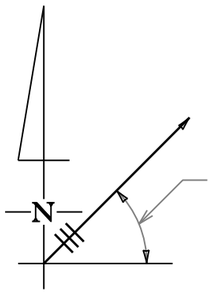
LOCATION: HWYS. 62 AND 180/I-49 INTERCHANGE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=80' DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	274	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

ANTENNA ORIENTATION

HWY. 62 (M.L.K. JR. BLVD.)/I-49 INTERCHANGE
ANTENNA ORIENTED TO THE V.A. HOSPITAL
WATER TOWER EXISTING MASTER ANTENNA.



DETECTOR SPACING CHART

ARDOT HIGHWAY 62 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
SHILOH DR./ VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	100'	N/A

HIGHWAY 62 /SHILOH DR. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	N/A	50'	N/A	N/A
K	64'	346°	180°	35'	10'	346°
L	N/A	N/A	N/A	10'	N/A	N/A
M	36'	76°	180°	35'	10'	76°
N	N/A	N/A	N/A	35'	10'	346°
O	N/A	N/A	N/A	35'	10'/10'	166°/346°
P	N/A	N/A	N/A	10'	N/A	N/A
Q	56'	166°	90°	35'	5'	76°
R	56'	109°	180°	21'	N/A	N/A
S	N/A	N/A	N/A	35'	10'	113°
T	N/A	N/A	N/A	10'	N/A	N/A
U	N/A	N/A	N/A	35'	15'	166°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

SCALE IN FEET
0 30 60 120

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION: HIGHWAY 62 /SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	275	832
		SIGNALIZATION PLAN SHEET				

DETECTOR SPACING CHART

ARDOT HIGHWAY 180 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
FUTRALL DR. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	100'	N/A

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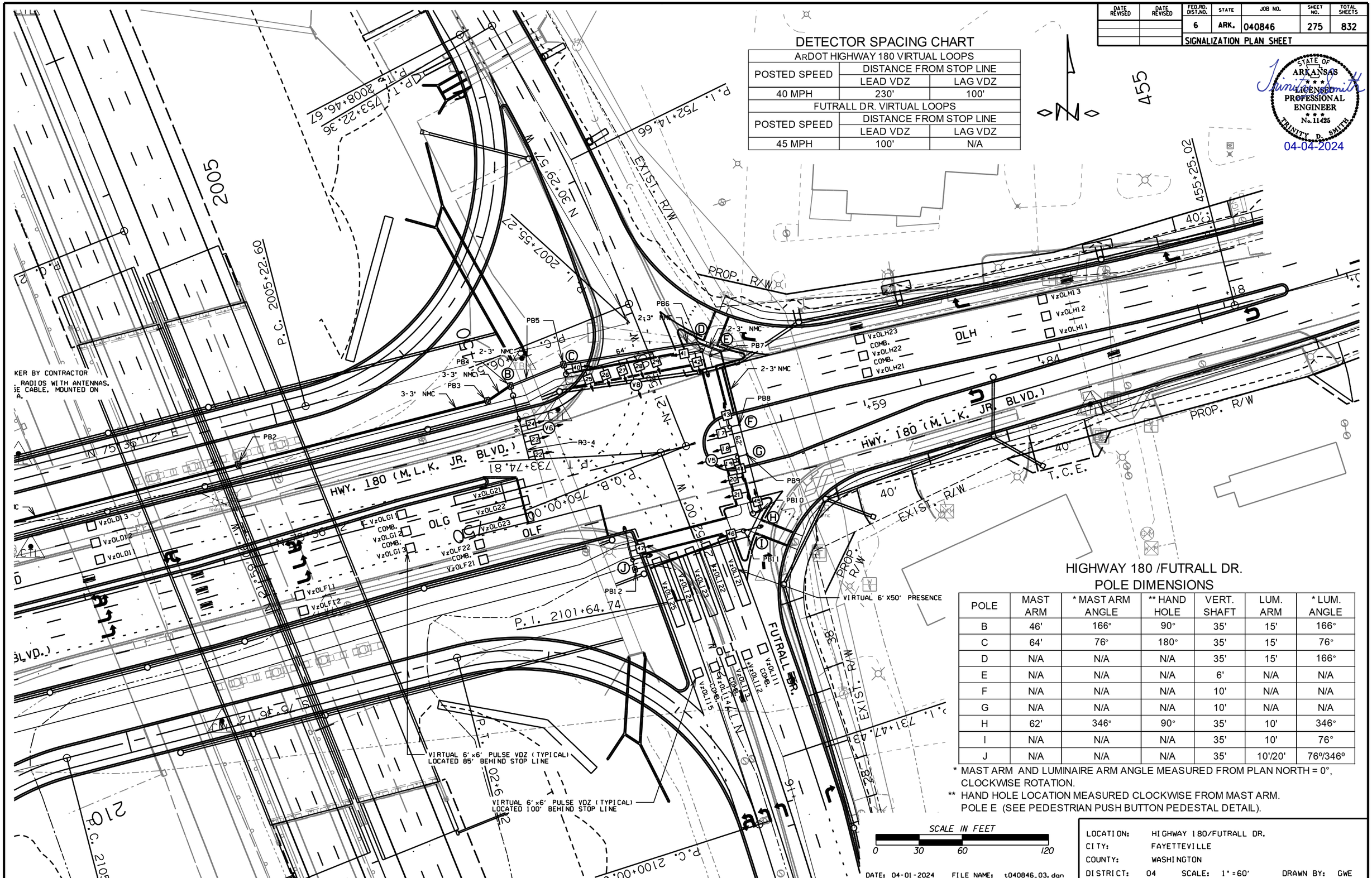

HIGHWAY 180 /FUTRALL DR.
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
B	46'	166°	90°	35'	15'	166°
C	64'	76°	180°	35'	15'	76°
D	N/A	N/A	N/A	35'	15'	166°
E	N/A	N/A	N/A	6'	N/A	N/A
F	N/A	N/A	N/A	10'	N/A	N/A
G	N/A	N/A	N/A	10'	N/A	N/A
H	62'	346°	90°	35'	10'	346°
I	N/A	N/A	N/A	35'	10'	76°
J	N/A	N/A	N/A	35'	10'/20'	76°/346°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. POLE E (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION:	HIGHWAY 180/FUTRALL DR.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: 1"=60' DRAWN BY: GWE

DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH NORTH APPROACH

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	276	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
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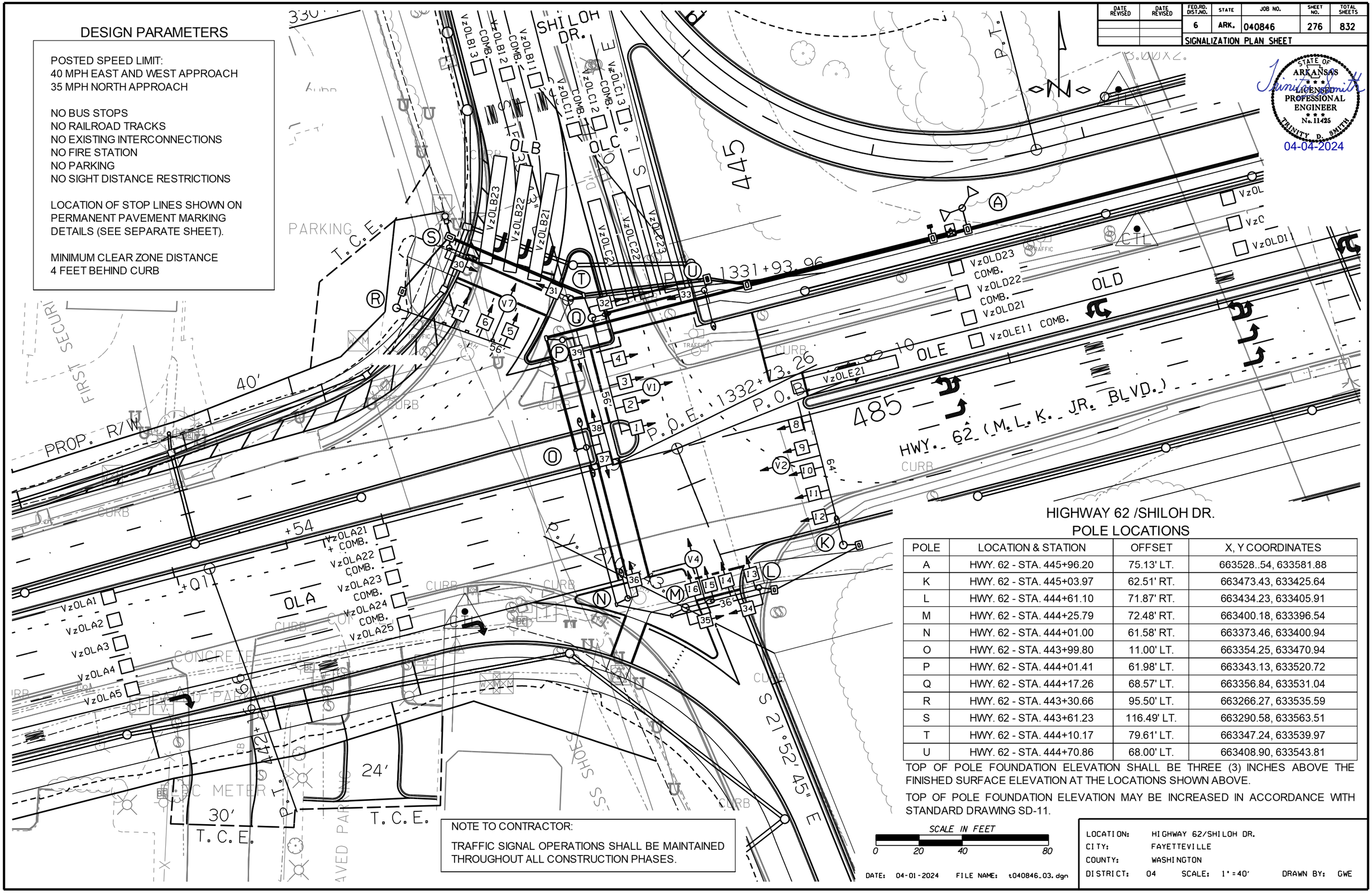


HIGHWAY 62 /SHILOH DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 445+96.20	75.13' LT.	663528..54, 633581.88
K	HWY. 62 - STA. 445+03.97	62.51' RT.	663473.43, 633425.64
L	HWY. 62 - STA. 444+61.10	71.87' RT.	663434.23, 633405.91
M	HWY. 62 - STA. 444+25.79	72.48' RT.	663400.18, 633396.54
N	HWY. 62 - STA. 444+01.00	61.58' RT.	663373.46, 633400.94
O	HWY. 62 - STA. 443+99.80	11.00' LT.	663354.25, 633470.94
P	HWY. 62 - STA. 444+01.41	61.98' LT.	663343.13, 633520.72
Q	HWY. 62 - STA. 444+17.26	68.57' LT.	663356.84, 633531.04
R	HWY. 62 - STA. 443+30.66	95.50' LT.	663266.27, 633535.59
S	HWY. 62 - STA. 443+61.23	116.49' LT.	663290.58, 633563.51
T	HWY. 62 - STA. 444+10.17	79.61' LT.	663347.24, 633539.97
U	HWY. 62 - STA. 444+70.86	68.00' LT.	663408.90, 633543.81

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

NOTE TO CONTRACTOR:

TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION: HIGHWAY 62/SHILOH DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: GWE

HIGHWAY 180 /FUTRALL DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
B	HWY. 180 - STA. 450+23.25	64.00' LT.	663944.95, 633677.28
C	HWY. 180 - STA. 450+62.63	69.22' LT.	663981.79, 633692.13
D	HWY. 180 - STA. 451+58.10	61.78' LT.	664076.11, 633708.67
E	HWY. 180 - STA. 451+63.27	56.71' LT.	664082.38, 633705.03
F	HWY. 180 - STA. 451+63.79	5.16' LT.	664095.70, 633655.23
G	HWY. 180 - STA. 451+63.80	16.16' RT.	664101.02, 633634.59
H	HWY. 180 - STA. 451+64.56	57.06' RT.	664111.92, 633595.16
I	HWY. 180 - STA. 451+55.04	67.06' RT.	664105.18, 633583.10
J	HWY. 180 - STA. 450+75.35	67.48' RT.	664028.09, 633562.89

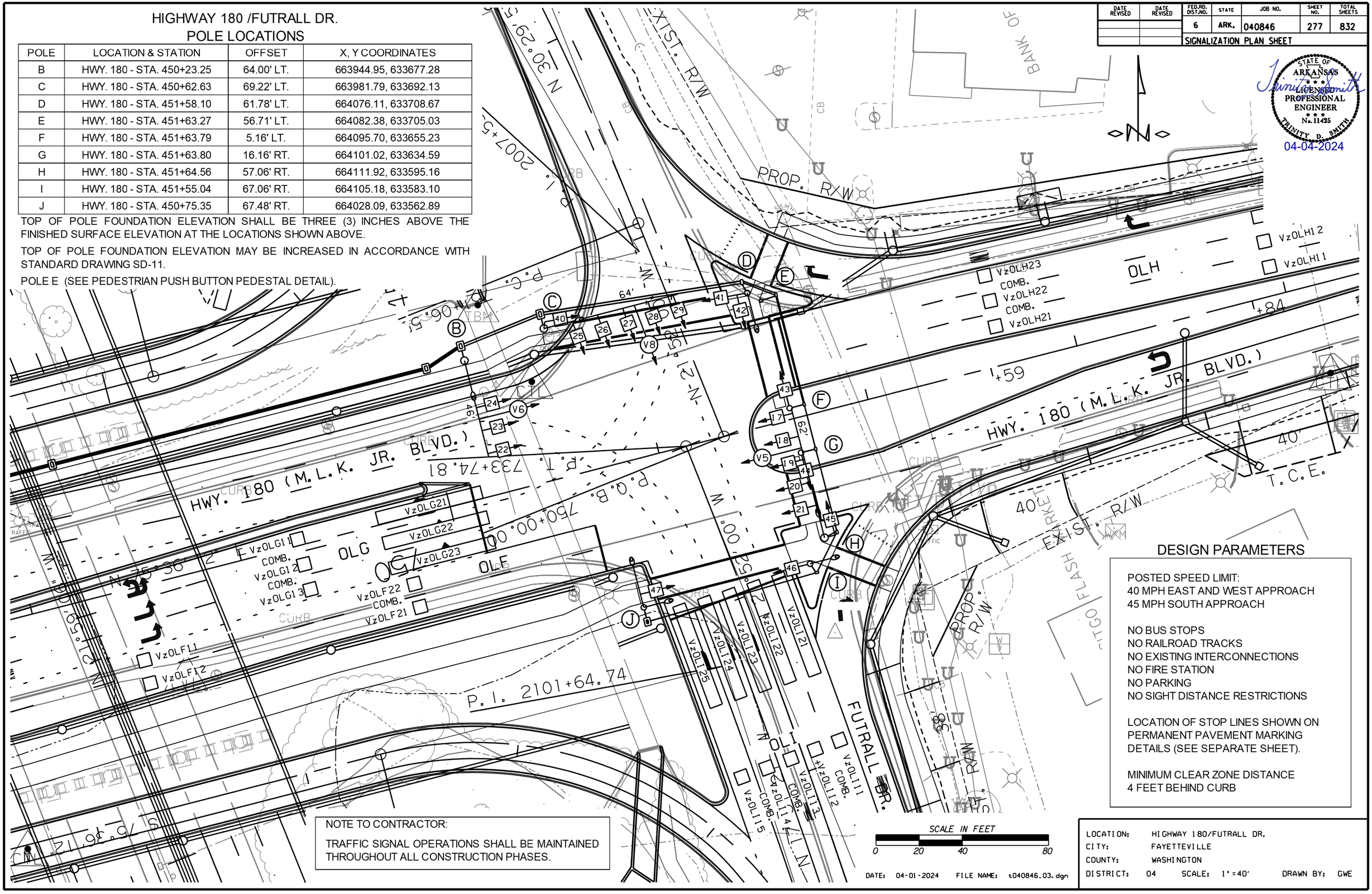
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

POLE E (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	277	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
45 MPH SOUTH APPROACH

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

NOTE TO CONTRACTOR:

TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION: HIGHWAY 180/FUTRALL DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: 1"=40' DRAWN BY: GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	278	832
		SIGNALIZATION PLAN SHEET				

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 62- STA. 445+88.33	64.94' LT.	663523.45, 633570.06

* CENTER OF CABINET

BATTERY BACKUP SYSTEM LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 62 - STA. 445+79.53	70.58' LT.	663513.52, 633573.34

* CENTER OF CABINET

STATE OF ARKANSAS
TRINITY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11425
04-04-2024

HIGHWAY 62 /SHILOH DR.
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	3 HD	HWY. 62 - STA. 445+96.20	64.95' LT.	663531.07, 633572.03
PB13	2 HD	HWY. 62 - STA. 445+10.98	64.38' RT.	663480.68, 633425.57
PB14	2 HD	HWY. 62 - STA. 444+67.79	74.67' RT.	663441.40, 633404.86
PB15	2	HWY. 62 - STA. 444+18.79	74.43' RT.	663393.89, 633392.91
PB16	2	HWY. 62 - STA. 443+95.26	63.08' RT.	663368.27, 633398.05
PB17	2	HWY. 62 - STA. 443+94.80	10.99' LT.	663349.41, 633469.69
PB18	3	HWY. 62 - STA. 443+94.40	64.57' LT.	663335.70, 633521.48
PB19	2 HD	HWY. 62 - STA. 443+35.10	102.15' LT.	663268.92, 633543.14
PB20	3 HD	HWY. 62 - STA. 443+62.75	121.05' LT.	663291.00, 633568.32
PB21	3	HWY. 62 - STA. 444+16.18	79.62' LT.	663353.05, 633541.47
PB22	3 HD	HWY. 62 - STA. 444+73.52	72.56' LT.	663410.35, 633548.89
PB23	3 HD	HWY. 62 - STA. 444+90.72	65.44' LT.	663428.78, 633546.27
PB24	3 HD	HWY. 62 - STA. 445+79.53	64.94' LT.	663514.93, 633567.87

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

SCALE IN FEET
0 20 40 80

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION:	HIGHWAY 62/SHILOH DR.				
CITY:	FAYETTEVILLE				
COUNTY:	WASHINGTON				
DISTRICT:	04	SCALE:	1"=40'	DRAWN BY:	GWE

HIGHWAY 180 /FUTRALL DR.
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB2	3 HD	HWY. 180 - STA. 448+26.16	64.87' LT.	663753.83, 633629.13
PB3	3 HD	HWY. 180 - STA. 450+05.16	64.87' LT.	663927.21, 633673.63
PB4	3 HD	HWY. 180 - STA. 450+23.26	70.87' LT.	663943.24, 633683.94
PB5	3 HD	HWY. 180 - STA. 450+62.63	76.09' LT.	663980.08, 633698.79
PB6	3	HWY. 180 - STA. 451+56.87	67.24' LT.	664073.56, 633713.65
PB7	2	HWY. 180 - STA. 451+70.77	57.59' LT.	664089.43, 633707.75
PB8	2	HWY. 180 - STA. 451+70.79	5.16' LT.	664102.48, 633656.98
PB9	2	HWY. 180 - STA. 451+70.80	16.15' RT.	664107.79, 633636.34
PB10	2	HWY. 180 - STA. 451+70.84	55.89' RT.	664117.71, 633597.85
PB11	2	HWY. 180 - STA. 451+57.09	71.80' RT.	664108.34, 633579.02
PB12	2 HD	HWY. 180 - STA. 450+75.35	74.35' RT.	664029.80, 633556.23

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

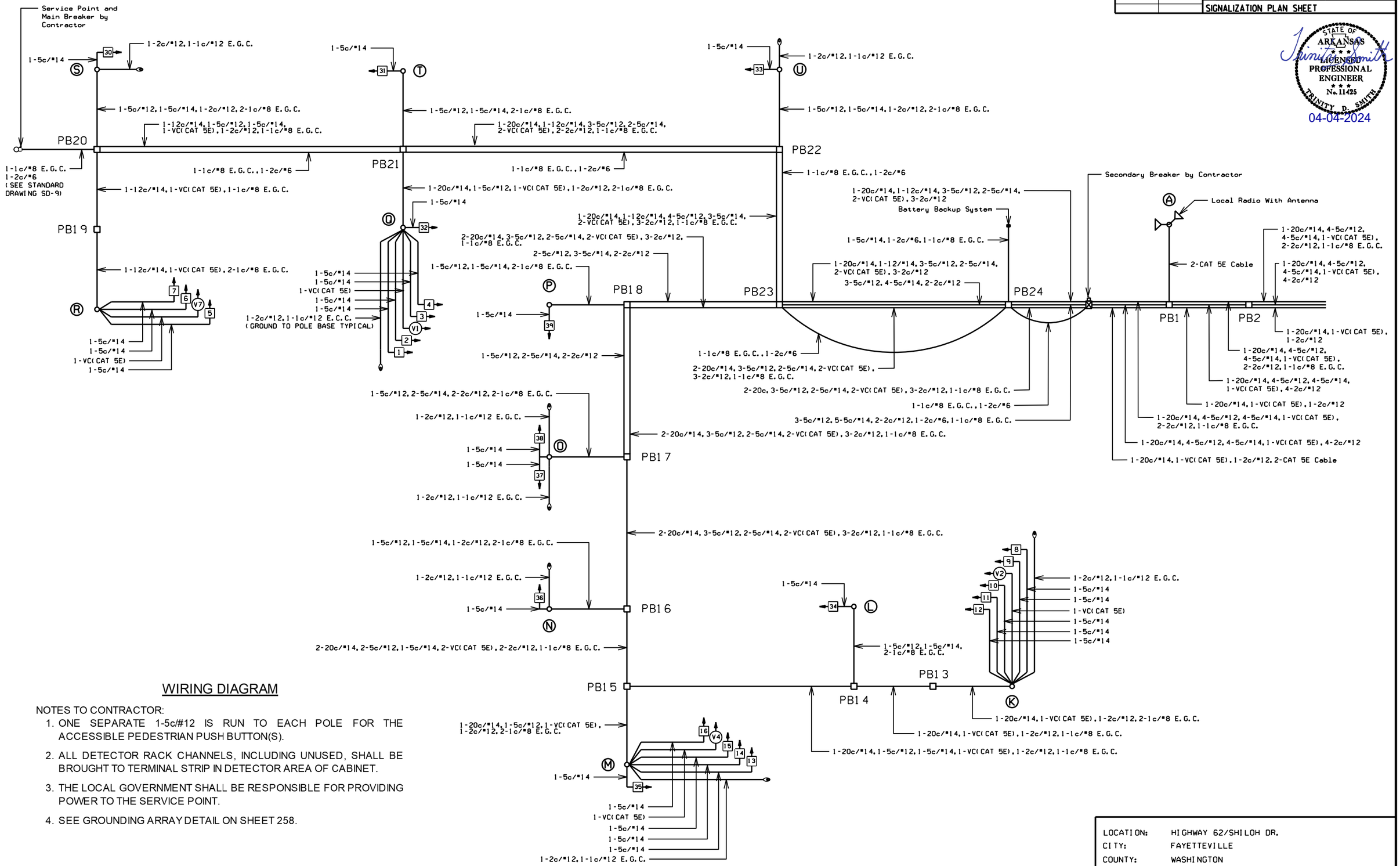
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	279	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12
HWY. 180 (M.L.K. JR. BLVD.)
FUTRALL DR.
EXIST. R/W
PROP. R/W
T.C.E.
CITGO FLASH MARKET
BANK OF
P.I. 2101+64.74
P.O.B. 750+00.00
P.T. 733+74.81
N 30°29'57" W 2007.57'
N 75°36'12" W 1265.00'
N 14°23'48" E 1265.00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	280	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



WIRING DIAGRAM

NOTES TO CONTRACTOR:

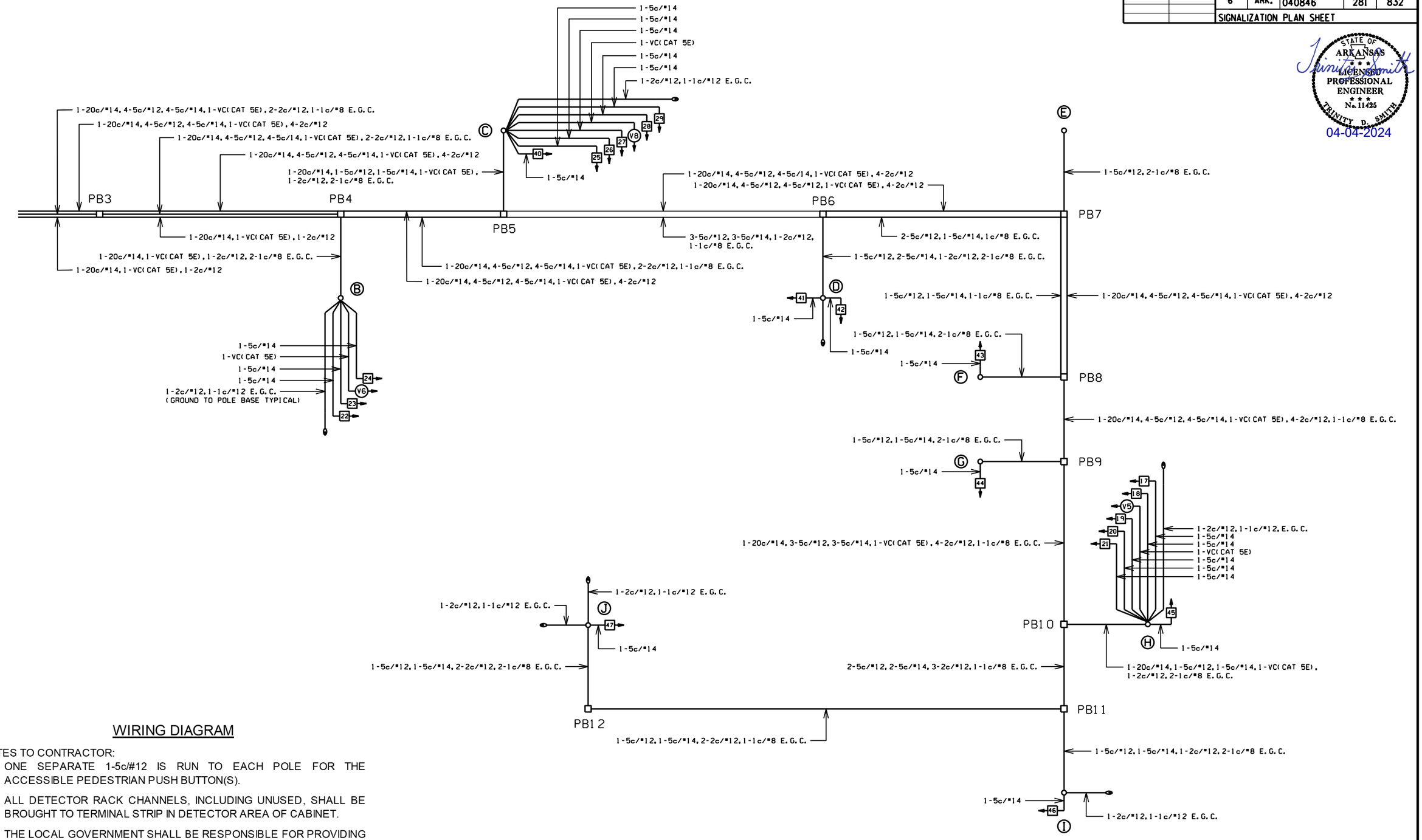
1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 258.

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

LOCATION:	HIGHWAY 62/SHILOH DR.			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	04	SCALE: N/A	DRAWN BY:	GWE

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	281	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



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 258.

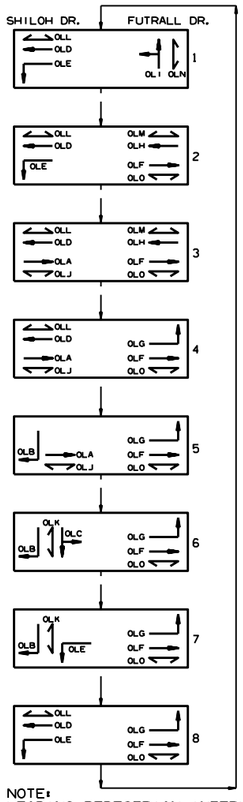
LOCATION:	HIGHWAY 180/FUTRALL DR.
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT: 04	SCALE: N/A DRAWN BY: GWE

DATE: 04-01-2024 FILE NAME: t040846_03.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	282	832
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

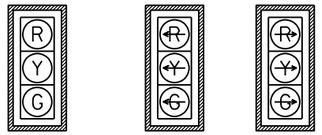
PHASING DIAGRAM



NOTE:
LEADING PEDESTRIAN INTERVAL TO BE IMPLEMENTED.

SIGNAL FACES

12" LENSES

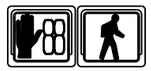


2, 3 & 4
8, 9, 10, 11 & 12
15 & 16
20 & 21
22, 23 & 24
28 & 29

1
13 & 14
17, 18 & 19
25, 26 & 27

5, 6 & 7

ONE SECTION
(SOLID SYMBOL)



30 & 31
32 & 33
34 & 35
36 & 37
38 & 39
40 & 41
42 & 43
44 & 45
46 & 47



3-R10-5a



2-R3-4

OLA=3, 4, 5
OLB=5, 6, 7
OLC=6
OLD=1, 2, 3, 4, 8
OLE=1, 2, 7, 8
OLF=2, 3, 4, 5, 6, 7, 8
OLG=4, 5, 6, 7, 8
OLH=2, 3
OLI=1
OLJ=3, 4, 5
OLK=6, 7
OLM=2, 3
OLN=1
OLO=2, 3, 4, 5, 6, 7, 8

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND HIGHWAY 180/I-49 INTERCHANGE																FLASH SEQUENCE
	1	CLR.	2	CLR.	3	CLR.	4	CLR.	5	CLR.	6	CLR.	7	CLR.	8	CLR.	
1, 2, 3, & 4	G	**	G	**	G	**	G	**	R	R	R	R	R	R	G	**	R
5, 6, & 7	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~
8, 9, 10, 11, & 12	R	R	R	R	G	**	G	**	G	**	R	R	R	R	R	R	R
13 & 14	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
15 & 16	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R
17, 18, & 19	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~G~~	*	~~G~~	*	~~G~~	*	~~R~~
20 & 21	R	R	G	**	G	**	G	**	G	**	G	**	G	**	G	**	R
22, 23, & 24	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R	R	R
25, 26, & 27	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
28 & 29	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
30 & 31	W	FDW	W	FDW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	W	FDW	BLK
32 & 33	W	FDW	W	FDW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	W	FDW	BLK
34 & 35	DW	DW	DW	DW	W	FDW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	BLK
36 & 37	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	BLK
38 & 39	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	BLK
40 & 41	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
42 & 43	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
44 & 45	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
46 & 47	DW	DW	W	FDW	W	FDW	W	FDW	W	FDW	W	FDW	W	FDW	W	FDW	BLK

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

NOTE: LEADING PEDESTRIAN INTERVAL TO BE IMPLEMENTED.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040846

HIGHWAY 62 AND HIGHWAY 180/I-49 INTERCHANGE DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
VzOLA 11-15	EB ADVANCE	LOCAL				V1	3			V2	MAST ARM
VzOLA 21-25	EB NEAR	COMB.				V10	3	3		V2	MOUNTED
VzOLB 11-13	SB RIGHT TURN FAR	COMB.				V11	5	5		V7	46"
VzOLB 21-23	SB RIGHT TURN	LOCAL				V2	5			V7	46"
VzOLC 11-13	SB THRU/LEFT FAR	COMB.				V12	6	6		V4	74"
VzOLC 21-23	SB THRU/LEFT	LOCAL				V3	6			V4	74"
VzOLD 11-13	WB ADVANCE	LOCAL				V13	3			V1	MAST ARM
VzOLD 21-23	WB NEAR	COMB.				V4	3	3		V1	MOUNTED
VzOLE 11	WB LEFT TURN FAR	COMB.				V14	2,8	2,8		V1	MAST ARM
VzOLE 21	WB LEFT TURN	LOCAL				V5	2,8			V1	MOUNTED
VzOLF 11,12	EB ADVANCE	LOCAL				V6	3			V5	MAST ARM
VzOLF 21,22	EB NEAR	COMB.				V15	3	3		V5	MOUNTED
VzOLG 11-13	EB LEFT TURN FAR	COMB.				V16	4,7	4,7		V5	MAST ARM
VzOLG 21-23	EB LEFT TURN	LOCAL				V7	4,7			V5	MOUNTED
VzOLH 11-13	WB ADVANCE	LOCAL				V8	3			V6	MAST ARM
VzOLH 21-23	WB NEAR	COMB.				V17	3	3		V6	MOUNTED
VzOLI 11-15	NB THRU/LEFT FAR	COMB.				V18	1	1		V8	74"
VzOLI 21-25	NB THRU/LEFT	LOCAL				V9	1			V8	74"
OLJ	SHILOH S. LEG	PED.				P3	3				
OLK	MLK W. LEG	PED.				P6	6				
OLH	SHILOH N. LEG	PED.				P3	3				
OLM	FUTRALL N. LEG	PED.				P3	3				
OLN	MLK E. LEG	PED.				P1	1				
OLO	FUTRALL S. LEG	PED.				P3	3				
					SPARE:						

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

LOCATION: HWYS. 62 AND 180/I-49 INTERCHANGE
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 04 SCALE: N/A DRAWN BY: GWE

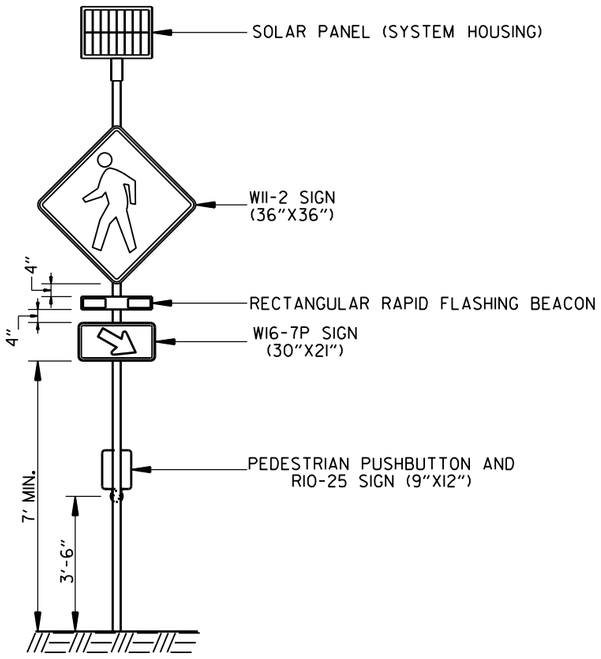
DATE: 04-01-2024 FILE NAME: t040846_03.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	283	832
		SIGNALIZATION PLAN SHEET - RRFB				

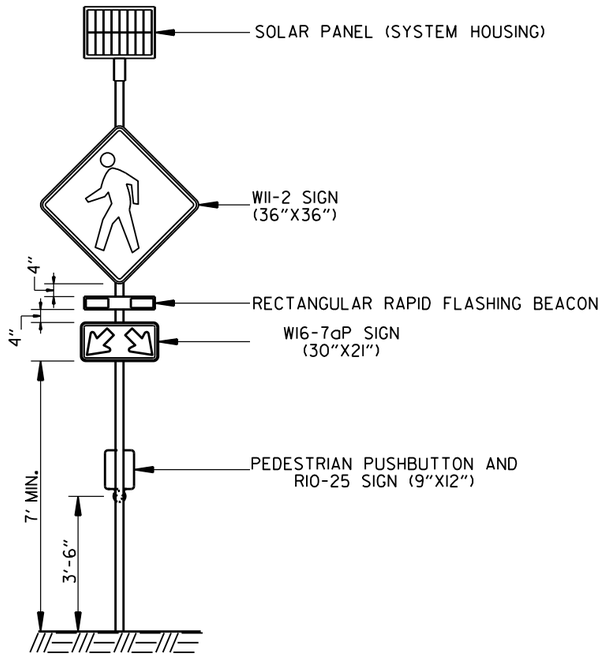
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB)	5	EACH



A & C



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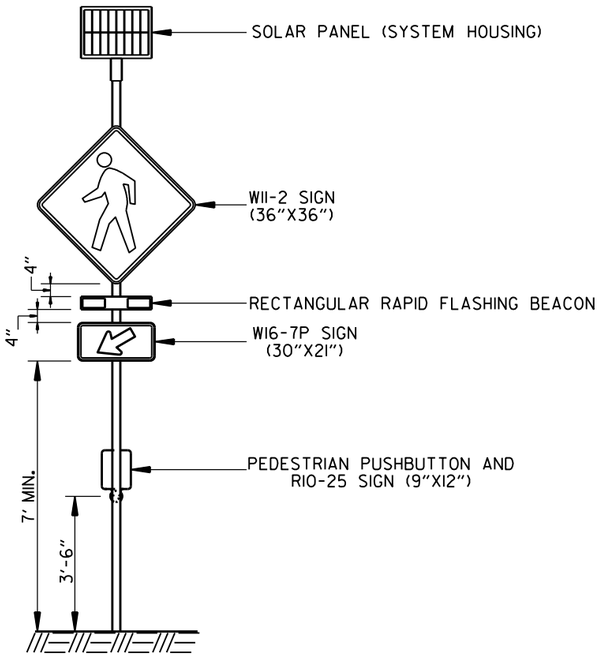


B & E

NOTE TO CONTRACTOR:

INSTALL RECTANGULAR RAPID FLASHING BEACONS AT CROSSWALK WHERE SHOWN ON THE PLANS. (SEE SPECIAL PROVISION RECTANGULAR RAPID FLASHING BEACON (RRFB).)

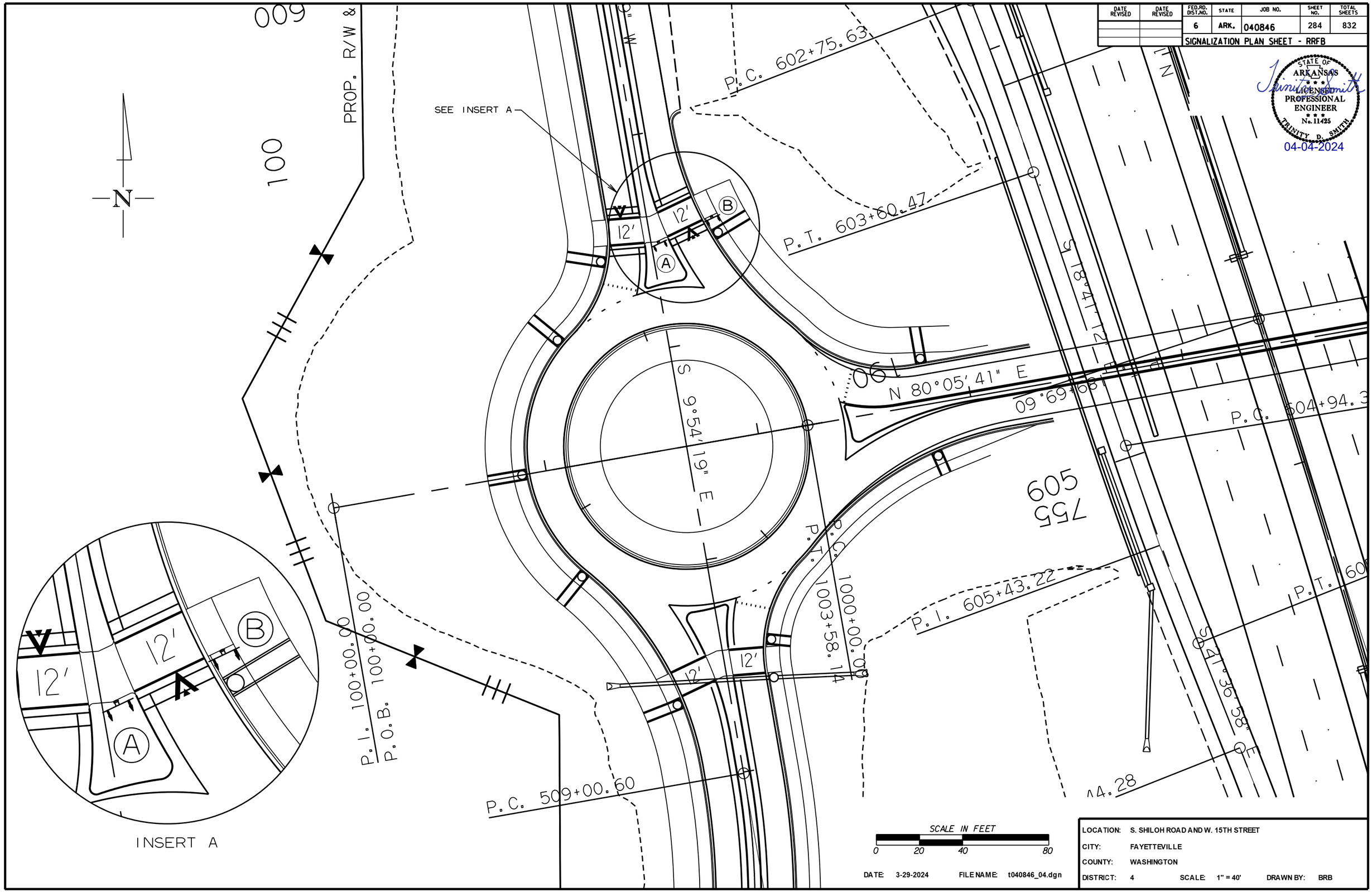
T040846_04.DGN 3/26/2024

DATE: 3-29-2024 FILE NAME: t040846_04.dgn

LOCATION:	W. 15TH STREET			
CITY:	FAYETTEVILLE			
COUNTY:	WASHINGTON			
DISTRICT:	4	SCALE: N/A	DRAWN BY:	BRB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	284	832

SIGNALIZATION PLAN SHEET - RRFB



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

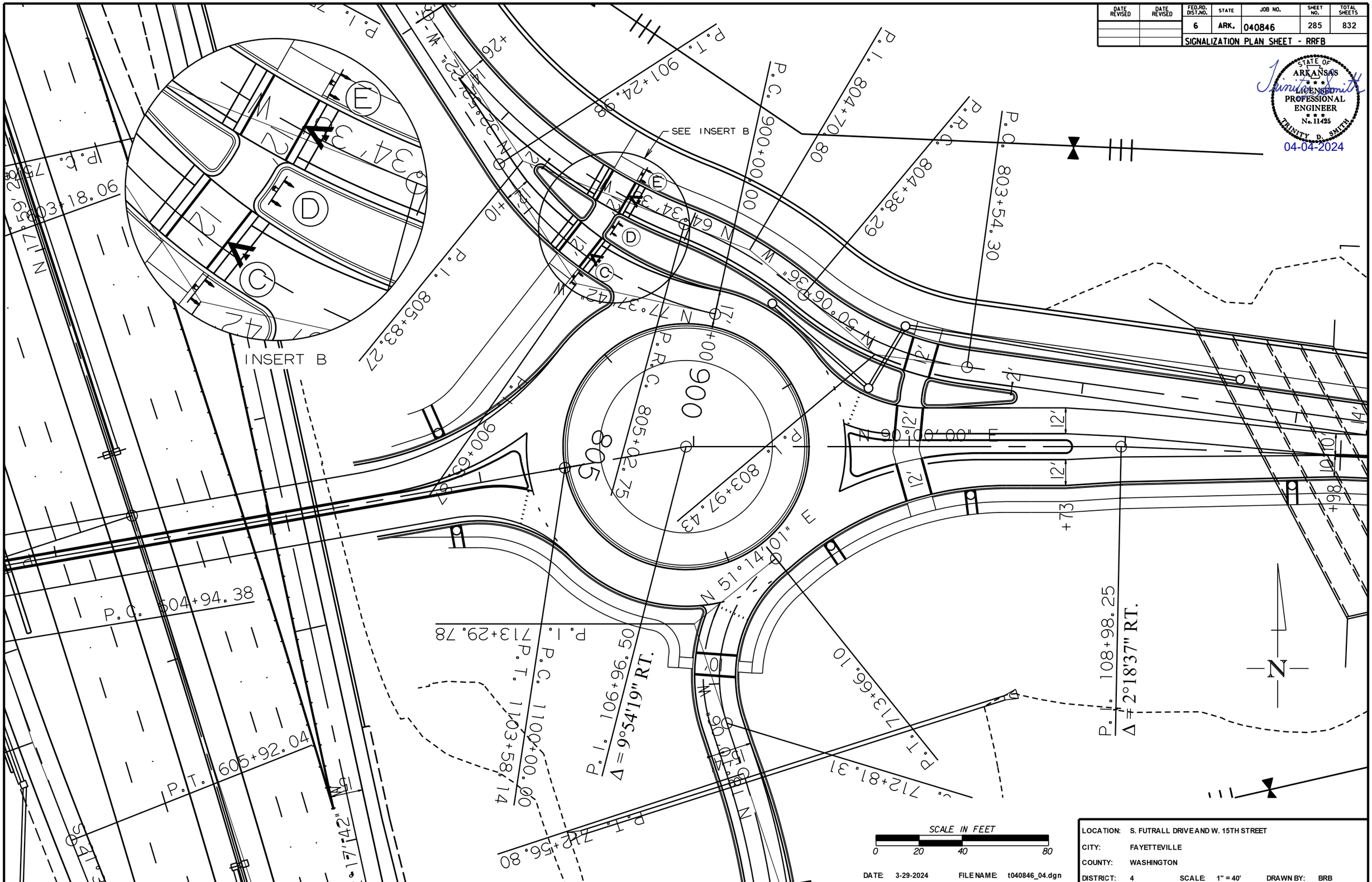
DATE: 3-29-2024 FILE NAME: t040846_04.dgn

LOCATION:	S. SHILOH ROAD AND W. 15TH STREET
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT:	4 SCALE: 1" = 40' DRAWN BY: BRB

T040846_04.DGN 3/26/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	285	832

SIGNALIZATION PLAN SHEET - RRFB



DATE: 3-29-2024 FILE NAME: t040846_04.dgn

LOCATION:	S. FUTRALL DRIVE AND W. 15TH STREET
CITY:	FAYETTEVILLE
COUNTY:	WASHINGTON
DISTRICT:	4 SCALE: 1" = 40' DRAWN BY: BRB

T040846_04.DGN 3/26/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	286	832
		ITS SUMMARY OF QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

ITS SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/2 A.W.G., E.G.C.)	700	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	665	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	5	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1	EACH
SP	REMOVAL OF TILT TOWER FOUNDATION/HELICAL SCREW	1	EACH

DATE: 04-01-2024 FILE NAME: 040846_ITS 4.dgn

LOCATION: ITS 4 (HIGHWAY 49 AND HIGHWAY 180)
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	287	832
		ITS NOTES				

ITS NOTES:

1. 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.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER TO ENSURE ARKANSAS STATE CODES (§17-28-10 ET SEQ. AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
   a. THE ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
   b. THE RATIO OF LICENSED-ELECTRICIAN-TO APPRENTICE-ELECTRICIAN.
   c. 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. A GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO THE GROUND ROD AT THE FIRST AND LAST PULL BOX TO ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER. COPPER GROUND ROD SHALL BE EXOTHERMICALLY WELDED, ALL GROUND BOXES ARE TO BE GROUNDED PER ARDOT STANDARD DRAWING SD-11, STEEL POLE WITH MAST ARM.

4. 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.

5. 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.

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

7. CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO ITS RELATED WORK. NO WORK WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.

8. 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.

9. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE ITS EQUIPMENT IS OUT OF OPERATION.

10. UNDERGROUND UTILITIES MAY EXIST WITHIN AND ADJACENT TO THE LIMIT OF CONSTRUCTION. SOME UTILITIES 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 LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.

11. ITS EQUIPMENT SHOWN ON THESE PLANS ARE IN APPROXIMATE LOCATIONS. ALL EQUIPMENT SHALL BE FIELD LOCATED BY THE CONTRACTOR WITH PROPOSED LOCATIONS APPROVED BY THE ENGINEER TO VERIFY PROPER PLACEMENT AND BEST SIGHT DISTANCE FOR EQUIPMENT, ADEQUATE ROADSIDE PROTECTION, ETC. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT, PULL BOXES, AND CONDUIT WITHIN PUBLIC RIGHT-OF-WAY.

12. FIELD LOCATION ADJUSTMENTS MAY BE REQUIRED AT TIME OF EQUIPMENT INSTALLATION DUE TO POTENTIAL CONFLICTS OR OTHER FACTORS THAT WERE UNIDENTIFIABLE DURING THE PROJECT DESIGN PHASE. ANY REQUIRED ADJUSTMENTS SHALL BE APPROVED BY THE PROJECT ENGINEER.

13. SECONDARY SERVICE DISCONNECT SHALL BE REQUIRED AT WITHIN 10' FROM THE FUTURE LOCATIONS. SECONDARY SERVICE BREAKER DISCONNECT SHALL BE CONSIDERED SUBSIDIARY TO CONTRACT UNIT PRICE BID FOR PAY ITEM "SERVICE POINT ASSEMBLY (____ CIRCUIT(S)) ".

14. THE PAYMENT OF REMOVAL OF EXISTING TILT TOWER FOUNDATION / HELICAL SCREW WILL BE COVERED BY CONTRACT UNIT PRICE BID FOR PAY ITEM "REMOVAL OF TILT TOWER FOUNDATION / HELICAL SCREW". SEE ITS PLAN SHEETS FOR PROPOSED REMOVAL OF EXISTING EQUIPMENT TO BE DELIVERED TO ARDOT MAINTENANCE DIVISION. COORDINATE DELIVERY OF REMOVED ITS EQUIPMENT WITH MAINTENANCE DIVISION PERSONNEL, A MINIMUM OF 48 HOURS BEFORE DELIVERY SHALL BE REQUIRED.

15. THE CONTRACTOR SHALL INSTALL THE PERMANENT ITS EQUIPMENT AT SITE 4 AS PER PLAN, PRIOR TO BEGINING OF CONSTRUCTION ON THE MAINLANES. THE CONTRACTOR SHALL COORDINATE ALL ITS WORK WITH THE DEPARTMENT'S TSMO GROUP-MAINTENANCE DIVISION AND THE RESIDENT ENGINEER OFFICE. LOCATIONS WHERE GUARDRAIL INSTALLATION IS REQUIRED, THE ITS EQUIPMENT SHALL BE INSTALLED AFTER THE REQUIRED GUARDRAIL IS IN PLACE.

16. ALL CONDUIT SHALL BE TWO (2") INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY SHALL HAVE A MINIMUM DEPTH OF 24" FROM THE TOP OF THE CONDUIT TO THE FINISH GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR OTHER STRUCTURES.

17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.

18. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

19. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET MINIMUM.

20. SLACK CABLES IN THE LAST PULL BOX AT THE ITS TILT TOWER LOCATED SHALL BE 30 FEET MINIMUM.

21. CONTRACTOR SHALL PROVIDE 30-DAY NOTICE PRIOR TO THE RESIDENT ENGINEER AND TSMO GROUP - MAINTENANCE DIVISION BEFORE DOING ANY TYPE OF REMOVAL WORK.

22. CONTRACTOR SHALL INSTALL A 5/8" X 10' COPPER GROUND ROD IN THE FIRST AND LAST PULL BOX, AND ARE SUBSIDIARY TO SERVICE POINT ASSEMBLY.

23. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT ANY CONDUCTORS. CONDUIT LENGTH IN PULL BOXES SHALL BE SET ACCORDINGLY. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN CONDUIT. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHED SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.

24. 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.

25. BEFORE FINAL ACCEPTANCE OF THE ITS EQUIPMENT, THE CONTRACTOR SHALL PROVIDE ONE (1) SET OF LEDGER SIZE (11” X 17”) AS-BUILT ITS PLANS TO ARDOT TSMO GROUP - MAINTENANCE DIVISION.

26. PRIOR TO THE ORDERING OF ALL ITS EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER TWO (2) PRINTED COPIES 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 ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SHCEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.
   A. REVIEW: FOR ALL ITS EQUIPMNET SUBMITTALS, THE ENGINEER'S REVIEW OF THE EQUIPMENT SUBMITTALS SHOULD BE COMPLETE WITH THIRTY (30) DAYS FROM THE DATE OF THE SUBMISSION UNLESS OTHERWISE SPECIFIED. ONCE THE ENGINEER HAS DETERMINED THAT THE EQUIPMENT SUBMITTED MEETS THE DESIGN CRITERIA, A WRITTEN APPROVAL WILL BE PROVIDED, IN WHICH NO FURTHER ACTION IS REQUIRED. IF THE EQUIPMENT SUBMITTED FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. RESUBMITTAL OF REJECTED EQUIPMENT FOR REVIEW WILL BE CONSIDERED THE STARTING POINT OF A NEW APROVAL CYCLE AS DESCRIBED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

DATE: 04-01-2024 FILE NAME: 040846_ITS 4.dgn

LOCATION: ITS 4 (HIGHWAY 49 AND HIGHWAY 180)
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	288	832
		ITS PLAN SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

ITS SERVICE POINT AND MAIN BREAKER BY CONTRACTOR.

NOTE:
CONTRACTOR SHALL INSTALL A 5/8" X 10' COPPER GROUND ROD IN PULL BOX PB_ITS_E AND IS SUBSIDIARY TO THE SERVICE POINT ASSEMBLY.

ITS 4, EXISTING LOCATION

ITS 4, FUTURE LOCATION TO BE INSTALLED BY ARDOT MAINTENANCE DIVISION.

NOTE:
CONTRACTOR SHALL INSTALL A 5/8" X 10' COPPER GROUND ROD IN PULL BOX PB_ITS_E AND IS SUBSIDIARY TO THE SERVICE POINT ASSEMBLY.

I-49 ITS 4
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB_ITS_A	2 HD	HWY. 180 - STA. 451+71.74	108.36' LT.	664077.74, 633757.17
PB_ITS_B	2 HD	HWY. 180 - STA. 452+04.98	91.36' LT.	664114.17, 633748.96
PB_ITS_C	2 HD	HWY. 180 - STA. 452+12.62	84.07' RT.	664165.19, 633580.95
PB_ITS_D	2 HD	HWY. 180 - STA. 450+35.43	111.37' RT.	664000.35, 633510.45
PB_ITS_E	2 HD	HWY. 180 - STA. 449+44.95	303.41' RT.	663960.45, 633301.94

* CENTER OF PULL BOX

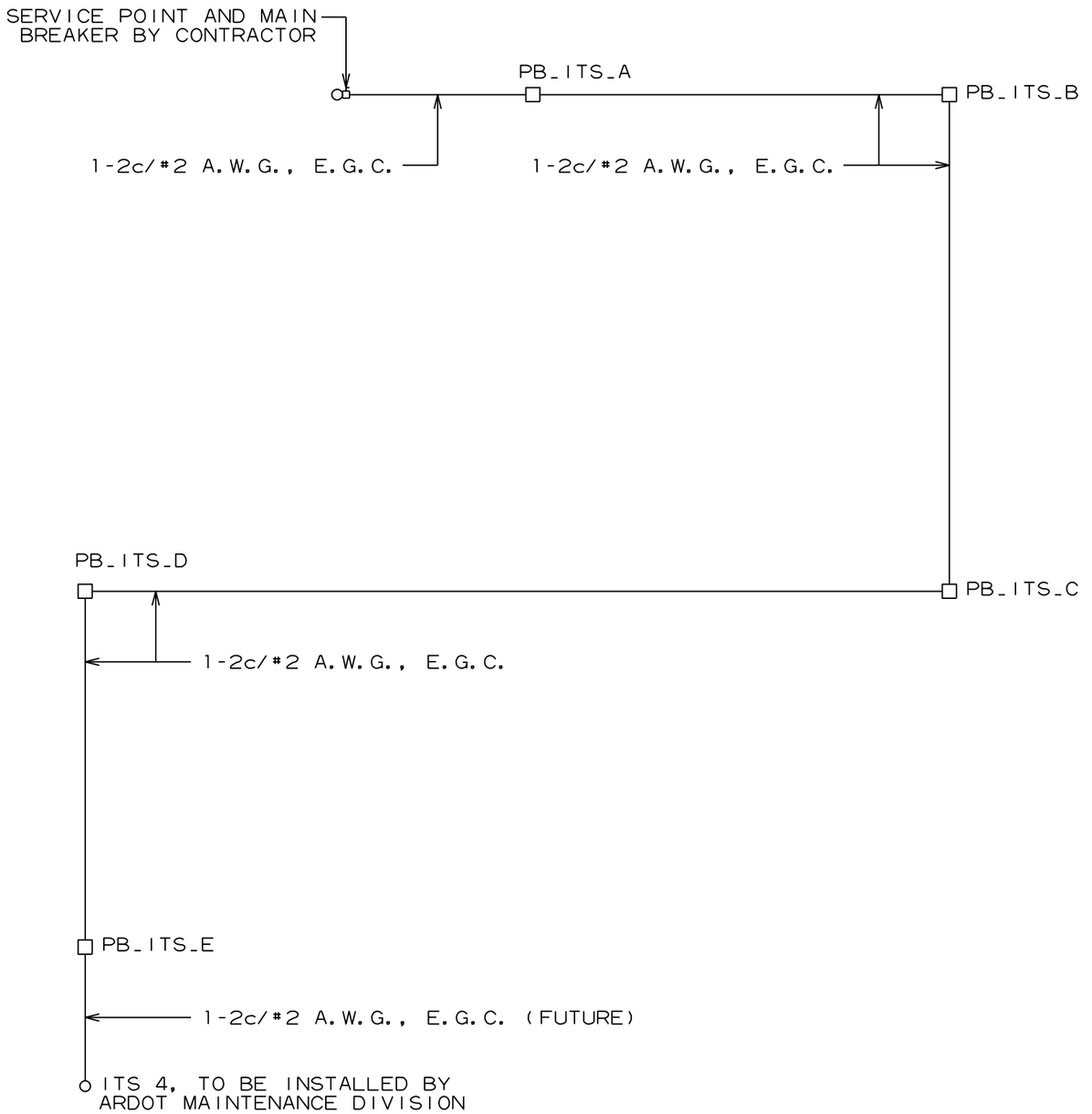
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION OR FLUSH WITH EXISTING SURFACE.

SCALE IN FEET
0 30 60 120

DATE: 04-01-2024 FILE NAME: 040846_ITS 4.dgn

LOCATION: ITS 4 (HIGHWAY 49 AND HIGHWAY 180)
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1" = 60' DRAWN BY: BRB

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	289	832
		ITS PLAN SHEET				



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

ITS WIRING DIAGRAM

CONDUIT FILL

CONDUIT SIZE	CONDUCTORS	CONDUIT FILL	MAX FILL
2"	2C/#2 A.W.G., E.G.C.	26%	40%

VOLTAGE DROP CALCULATIONS

Panel ID	Location Description	# Wire Size	One -Way Length (ft)	Line Current (Amps)	Voltage (Line-to-Line)	Phase	Power Factor (100% or 85%)	Wire Type	Conduit Type	Impedance (Ω/1000ft)	Voltage Drop (Volts)	% VD
LOC-4	Service to Site 4 PTZ Tilt Tower	2	700	20	120	1	85%	Copper	PVC	0.19	5.320	4.43%

DATE: 04-01-2024 FILE NAME: 040846_ITS 4.dgn

LOCATION: ITS 4 (HIGHWAY 49 AND HIGHWAY 180)
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE REVISED

FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	040846	290	832

ILLUMINATION NOTES AND SUMMARY OF QUANTITIES

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 LOCATION 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 HD 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 BE SUBSIDIARY 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 LOCATION 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-1)

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 SUBSIDIARY 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 THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO INDENTIFY 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 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
4-26-2024

SUMMARY OF LIGHTING QUANTITIES

ITEM NUMBER	ITEM	W. 15TH STREET	I-49 UNDERPASS	TOTAL QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)	4339	2462	6801	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1984	384	2368	LIN. FT.
SP	PVC COATED GALVANIZED STEEL CONDUIT (1.5")	93		93	LIN. FT.
SP	FIBERGLASS CONDUIT (1")		868	868	LIN. FT.
710	NON-METALLIC CONDUIT (2")	3876	1166	5042	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	36	10	46	EACH
SP	ROADWAY ILLUMINATION POLE RELOCATION	1		1	EACH
SP	LUMINAIRE ASSEMBLY - BRIDGE MOUNTED (360")	6		6	EACH
SP	SUBMERSIBLE LUMINAIRE (1,500 LUMENS, LED)	3		3	EACH
SP	UNDERPASS LUMINAIRE (6,000 LUMENS, LED)		14	14	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,000 LUMENS, PENDANT, SHOE BASE, 20')	4		4	EACH
SP	LED ROADWAY ILLUMINATION POLE (14,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	7	6	13	EACH
SP	LED ROADWAY ILLUMINATION POLE (14,000 LUMENS, COBRA HEAD, T-BASE, 40')	1		1	EACH
SP	LED ROADWAY ILLUMINATION POLE (24,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	15		15	EACH
SP	LED ROADWAY ILLUMINATION POLE (24,000 LUMENS, COBRA HEAD, SHOE BASE, 70')	1		1	EACH
SP	LED ROADWAY ILLUMINATION POLE (2 X 24,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	1		1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	2	1	3	EACH
SP	SERVICE POINT ASSEMBLY (5 CIRCUITS)	1		1	EACH
716	TREATED WOOD POLE (CLASS 2, 40')	3		3	EACH

ILLUMINATION NOTES AND SUMMARY OF QUANTITIES

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

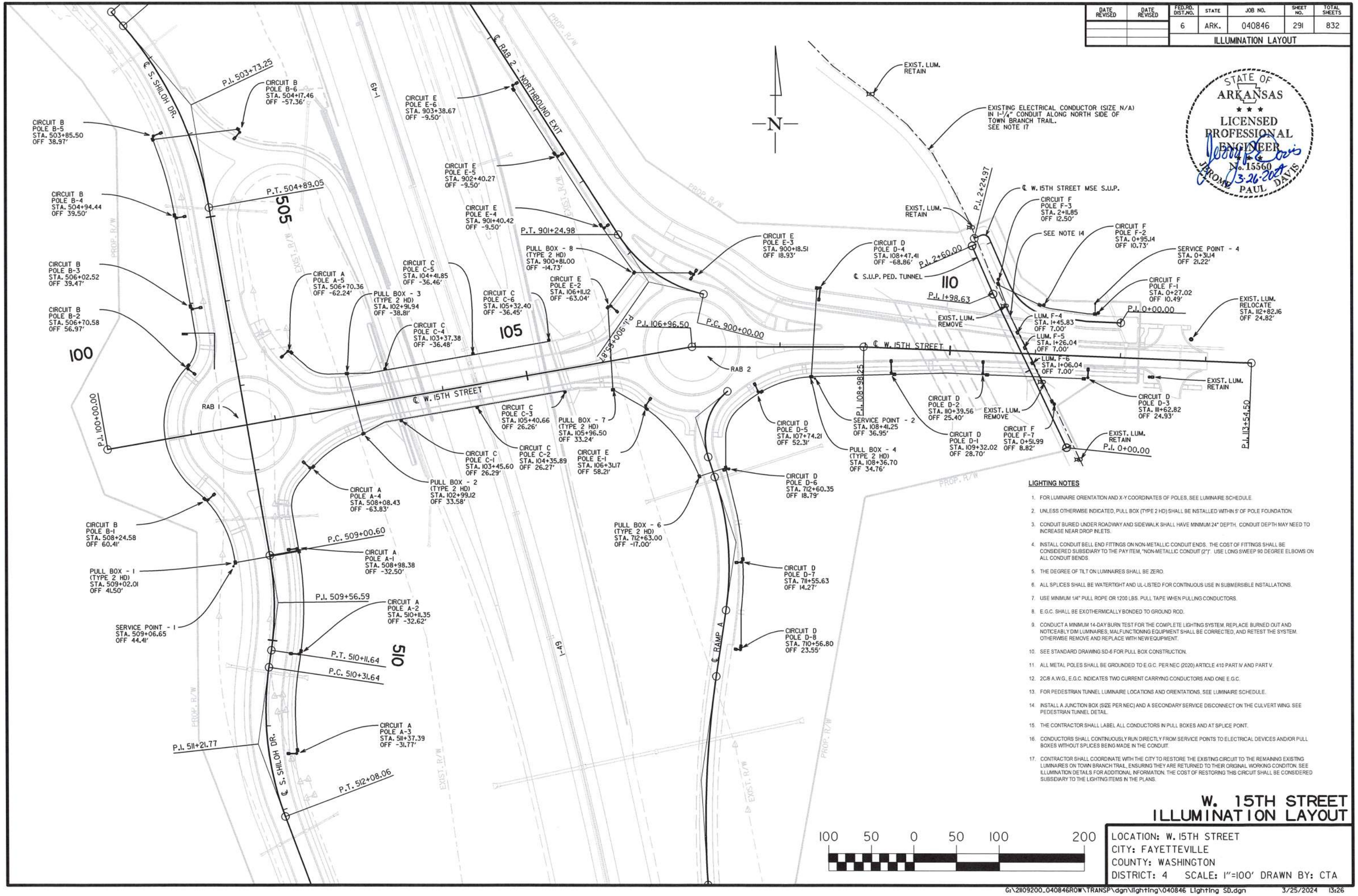
USER: jc5296
DESIGN FILE: G:\2110920_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn SCALE: 1:100
PLOTTED: 4/26/2024 09:11

G:\2110920_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn 4/26/2024 09:11

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	291	832

ILLUMINATION LAYOUT

STATE OF ARKANSAS
* * *
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



LIGHTING NOTES

1. FOR LUMINAIRE ORIENTATION AND X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.
2. UNLESS OTHERWISE INDICATED, 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. FOR PEDESTRIAN TUNNEL LUMINAIRE LOCATIONS AND ORIENTATIONS, SEE LUMINAIRE SCHEDULE.
14. INSTALL A JUNCTION BOX (SIZE PER NEC) AND A SECONDARY SERVICE DISCONNECT ON THE CULVERT WING. SEE PEDESTRIAN TUNNEL DETAIL.
15. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINT.
16. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.
17. CONTRACTOR SHALL COORDINATE WITH THE CITY TO RESTORE THE EXISTING CIRCUIT TO THE REMAINING EXISTING LUMINAIRES ON TOWN BRANCH TRAIL, ENSURING THEY ARE RETURNED TO THEIR ORIGINAL WORKING CONDITON. SEE ILLUMINATION DETAILS FOR ADDITIONAL INFORMATION. THE COST OF RESTORING THIS CIRCUIT SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHTING ITEMS IN THE PLANS.

100 50 0 50 100 200

W. 15TH STREET ILLUMINATION LAYOUT

LOCATION: W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1"=100' DRAWN BY: CTA

USER: qp5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn
PLOTTED: 3/25/2024 13:26
SCALE: 1:100

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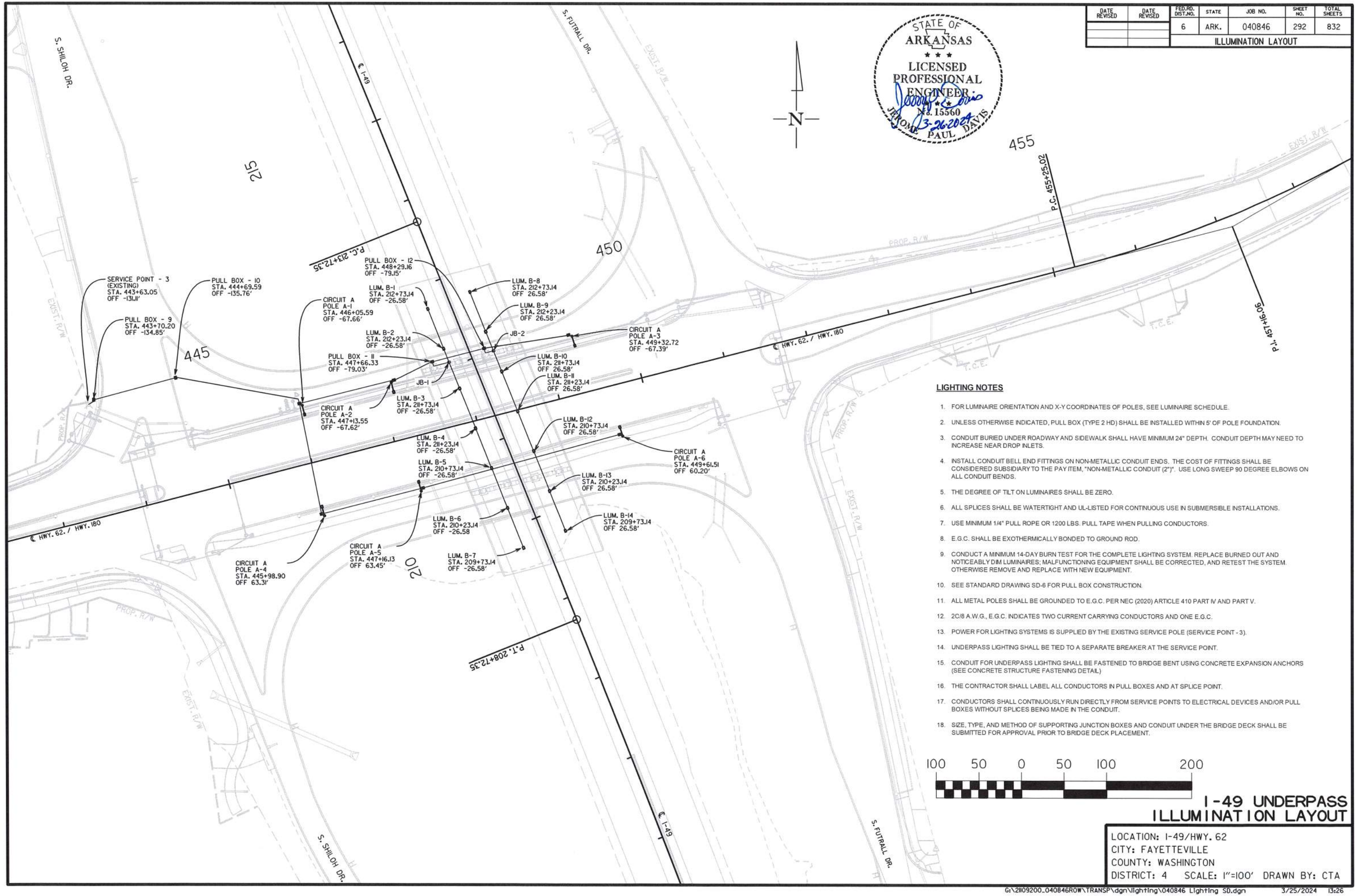
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	292	832
		ILLUMINATION LAYOUT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



LIGHTING NOTES

1. FOR LUMINAIRE ORIENTATION AND X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.
2. UNLESS OTHERWISE INDICATED, 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. POWER FOR LIGHTING SYSTEMS IS SUPPLIED BY THE EXISTING SERVICE POLE (SERVICE POINT - 3).
14. UNDERPASS LIGHTING SHALL BE TIED TO A SEPARATE BREAKER AT THE SERVICE POINT.
15. CONDUIT FOR UNDERPASS LIGHTING SHALL BE FASTENED TO BRIDGE BENT USING CONCRETE EXPANSION ANCHORS (SEE CONCRETE STRUCTURE FASTENING DETAIL)
16. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINT.
17. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.
18. SIZE, TYPE, AND METHOD OF SUPPORTING JUNCTION BOXES AND CONDUIT UNDER THE BRIDGE DECK SHALL BE SUBMITTED FOR APPROVAL PRIOR TO BRIDGE DECK PLACEMENT.

100 50 0 50 100 200

I-49 UNDERPASS ILLUMINATION LAYOUT

LOCATION: I-49/HWY. 62
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1"=100' DRAWN BY: CTA

USER: ap5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn SCALE: 1:100
PLOTTED: 3/25/2024 13:26

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	293	832
		ILLUMINATION TABLES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-26-2024

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
W. 15TH STREET																			
POLE A-1	631333.5851	664294.5703	508+98.38	-32.50	S. SHILOH DR.	40	8	SHOE BASE	159 W	0.66	240V	23,548	265°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE A-2	631210.8680	664296.8390	510+11.35	-32.62		40	8	SHOE BASE	159 W	0.66	240V	23,548	275°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE A-3	631095.0980	664293.7200	511+37.39	-31.77		40	8	SHOE BASE	159 W	0.66	240V	23,548	270°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE A-4	631427.5792	664309.9583	508+08.43	-63.83		40	8	SHOE BASE	159 W	0.66	240V	23,548	310°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE A-5	631563.3220	664284.6440	506+70.36	-62.24		40	8	SHOE BASE	159 W	0.66	240V	23,548	230°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE B-1	631390.3014	664190.3486	508+24.58	60.41		40	8	SHOE BASE	159 W	0.66	240V	23,548	50°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE B-2	631542.5960	664167.2530	506+70.58	56.97		40	8	SHOE BASE	159 W	0.66	240V	23,548	125°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE B-3	631612.6540	664172.7850	506+02.52	39.47		40	8	SHOE BASE	159 W	0.66	240V	23,548	80°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE B-4	631719.1150	664154.1614	504+94.44	39.50		40	8	SHOE BASE	102 W	0.43	240V	14,129	80°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE B-5	631814.7549	664126.7905	503+85.50	38.97		40	8	SHOE BASE	102 W	0.43	240V	14,129	70°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE B-6	631819.3070	664228.3350	504+17.46	-57.36		40	8	SHOE BASE	102 W	0.43	240V	14,129	220°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE C-1	631482.4720	664417.6972	103+45.60	26.29	W. 15TH STREET	30	N/A	SHOE BASE	139 W	0.58	240V	12,013	N/A	TYPE III	AUCL2-P50-40K-MVOLT-FC2	OFF	N/A	ON	100%
POLE C-2	631498.0192	664506.6402	104+35.89	26.27		30	N/A	SHOE BASE	139 W	0.58	240V	12,013	N/A	TYPE III	AUCL2-P50-40K-MVOLT-FC2	OFF	N/A	ON	100%
POLE C-3	631516.0498	664609.8441	105+40.66	26.26		30	N/A	SHOE BASE	139 W	0.58	240V	12,013	N/A	TYPE III	AUCL2-P50-40K-MVOLT-FC2	OFF	N/A	ON	100%
POLE C-4	631542.8883	664398.8017	103+37.38	-36.48		30	N/A	SHOE BASE	139 W	0.58	240V	12,013	N/A	TYPE III	AUCL2-P50-40K-MVOLT-FC2	OFF	N/A	ON	100%
POLE C-5	631560.8430	664501.7150	104+41.85	-36.46		30	N/A	SHOE BASE	139 W	0.58	240V	12,013	N/A	TYPE III	AUCL2-P50-40K-MVOLT-FC2	OFF	N/A	ON	100%
POLE C-6	631576.4069	664590.9208	105+32.40	-36.45		30	N/A	SHOE BASE	139 W	0.58	240V	12,013	N/A	TYPE III	AUCL2-P50-40K-MVOLT-FC2	OFF	N/A	ON	100%
POLE D-1	631538.6943	664993.1774	109+32.02	28.70		40	12	SHOE BASE	159 W	0.66	240V	23,548	0°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE D-2	631537.6570	665100.7630	110+39.56	25.40		40	12	SHOE BASE	159 W	0.66	240V	23,548	0°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE D-3	631533.1510	665223.9460	111+62.82	24.93		40	8	SHOE BASE	159 W	0.66	240V	23,548	0°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE D-4	631637.5912	664909.7507	108+47.41	-68.86		70	12	SHOE BASE	159 W	0.66	240V	23,548	185°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE D-5	631516.4145	664836.5572	107+74.21	52.31		40	8	SHOE BASE	159 W	0.66	240V	23,548	335°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE D-6	631426.4130	664802.1884	712+60.35	18.79	RAMP A	40	4	SHOE BASE	159 W	0.66	240V	23,548	255°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE D-7	631318.0353	664816.4704	711+55.63	14.27		40	4	SHOE BASE	102 W	0.43	240V	14,129	265°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE D-8	631216.1325	664815.4485	710+56.80	23.55		40	4	T-BASE	102 W	0.43	240V	14,129	275°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE E-1	631500.1433	664704.4983	106+31.17	58.21	W. 15TH STREET	40	8	SHOE BASE	159 W	0.66	240V	23,548	35°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE E-2	631616.1380	664663.8890	106+11.12	-63.04		40	8	SHOE BASE	159 W	0.66	240V	23,548	130°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE E-3	631653.1632	664760.6944	900+18.51	18.93	RAB 2 - NB EXIT	40	(2) 4	SHOE BASE	318 W	0.66	240V	47,096	35°, 215°	TYPE III	ATBO-P453-MVOLT-R3	OFF	N/A	ON	100%
POLE E-4	631707.5165	664655.8827	901+40.42	-9.50		40	4	SHOE BASE	102 W	0.43	240V	14,129	55°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE E-5	631791.3796	664601.6858	902+40.27	-9.50		40	4	SHOE BASE	102 W	0.43	240V	14,129	60°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE E-6	631874.0171	664548.2809	903+38.67	-9.50		40	4	SHOE BASE	102 W	0.43	240V	14,129	60°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE F-1	631608.6420	665236.1870	0+27.02	10.49	W. 15TH STREET MSE S.U.P.	20	N/A	SHOE BASE	95 W	0.40	240V	11,737	250°	TYPE III	GNLF3-P50-40K-MVOLT-PTH	OFF	N/A	ON	100%
POLE F-2	631617.8300	665172.2840	0+95.14	10.73		20	N/A	SHOE BASE	95 W	0.40	240V	11,737	200°	TYPE III	GNLF3-P50-40K-MVOLT-PTH	OFF	N/A	ON	100%
POLE F-3	631647.7200	665118.9610	2+11.85	12.50	S.U.P. PED. TUNNEL	20	N/A	SHOE BASE	95 W	0.40	240V	11,737	185°	TYPE III	GNLF3-P50-40K-MVOLT-PTH	OFF	N/A	ON	100%
LUM. F-4	631586.0457	665142.0156	1+45.83	7.00		9	N/A	SUBMERSIBLE	6 W	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. F-5	631568.2118	665150.5945	1+26.04	7.00		9	N/A	SUBMERSIBLE	6 W	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
LUM. F-6	631550.3780	665159.1734	1+06.25	7.00		9	N/A	SUBMERSIBLE	6 W	0.03	240V	1,366	N/A	TYPE III	HLWPC2-P10-40K-MVOLT-T3S	ON	100%	ON	100%
POLE F-7	631502.2700	665184.3360	0+51.99	8.82		20	N/A	SHOE BASE	95 W	0.40	240V	11,737	245°	TYPE III	GNLF3-P50-40K-MVOLT-PTH	OFF	N/A	ON	100%
SERVICE POINT - 1	631312.9571	664220.0591	509+06.65	44.41	S. SHILOH DR.	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
SERVICE POINT - 2	631531.7745	664903.5916	108+41.25	36.95	W. 15TH STREET	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
SERVICE POINT - 4	631619.5329	665232.4996	0+31.14	21.22	W. 15TH STREET MSE S.U.P.	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
I-49 UNDERPASS																			
POLE A-1	633576.9828	663539.4942	446+05.59	-67.66	HWY. 62 / HWY. 180	40	10	SHOE BASE	102 W	0.43	240V	14,129	165°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE A-2	633603.7909	663644.0744	447+13.55	-67.62		40	10	SHOE BASE	102 W	0.43	240V	14,129	165°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE A-3	633658.0551	663856.4138	449+32.72	-67.39		40	10	SHOE BASE	102 W	0.43	240V	14,129	165°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE A-4	633448.4670	663565.5740	445+98.90	63.31		40	10	SHOE BASE	102 W	0.43	240V	14,129	345°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE A-5	633477.4730	663679.1600	447+16.13	63.45		40	10	SHOE BASE	102 W	0.43	240V	14,129	345°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
POLE A-6	633541.6380	663916.0240	449+61.51	60.20		40	10	SHOE BASE	102 W	0.43	240V	14,129	345°	TYPE III	ATBO-P205-MVOLT-R3	OFF	N/A	ON	100%
LUM. B-1	633689.6898	663687.0674	212+73.14	-26.58	I-49 NEW	N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-2	633643.3254	663705.7856	212+23.14	-26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-3	633596.9607	663724.5040	211+73.14	-26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-4	633550.5970	663743.2220	211+23.14	-26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-5	633504.2332	663761.9400	210+73.14	-26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-6	633457.6685	663760.6585	210+23.14	-26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-7	633411.5047	663799.3765	209+73.14	-26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-8	633709.5911	663736.3616	212+73.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-9	633663.2261	663755.0801	212+23.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-10	633616.8623	663773.7981	211+73.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-11	633570.4982	663792.5163	211+23.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-12	633524.1342	663811.2344	210+73.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-13	633477.7701	663829.9525	210+23.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
LUM. B-14	633431.4055	663848.6709	209+73.14	26.58		N/A	N/A	BRIDGE MOUNT	52.1 W	0.22	240V	6,131	N/A	TYPE VS	VAL-E02-LED-E-U-SQ	OFF	N/A	ON	100%
SERVICE POINT - 3	633583.5401	663294.7894	443+63.05	-131.11		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

ILLUMINATION TABLES

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap518l
DESIGN FILE: G:\2ll09200_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn
PLOTTED: 3/25/2024 13:26
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	294	832
		ILLUMINATION TABLES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3.26.2024

W. 15TH STREET - 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	3.31	0.78	101	0.52	0.22
PB A-1 TO POLE A-1	240	1	1	12	0.66	2.00	62	0.16	0.07
PB A-1 TO PB A-2	240	1	1	8	1.32	0.78	119	0.25	0.10
PB A-2 TO POLE A-2	240	1	1	12	0.66	2.00	62	0.16	0.07
PB A-2 TO PB A-3	240	1	1	8	0.66	0.78	118	0.12	0.05
PB A-3 TO POLE A3	240	1	1	12	0.66	2.00	62	0.16	0.07
PB A-1 TO PB A-4	240	1	1	8	1.32	0.78	109	0.22	0.09
PB A-4 TO POLE A-4	240	1	1	12	0.66	2.00	62	0.16	0.07
PB A-4 TO PB A-5	240	1	1	8	0.66	0.78	226	0.23	0.10
PB A-5 TO POLE A-5	240	1	1	12	0.66	2.00	62	0.16	0.07
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	0.91

W. 15TH STREET - 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	3.27	0.78	108	0.55	0.23
PB B-1 TO POLE B-1	240	1	1	12	0.66	2.00	62	0.16	0.07
PB B-1 TO PB B-2	240	1	1	8	2.61	0.78	181	0.74	0.31
PB B-2 TO POLE B-2	240	1	1	12	0.66	2.00	62	0.16	0.07
PB B-2 TO PB B-3	240	1	1	8	1.95	0.78	74	0.22	0.09
PB B-3 TO POLE B-3	240	1	1	12	0.66	2.00	62	0.16	0.07
PB B-3 TO PB B-4	240	1	1	8	1.29	0.78	110	0.22	0.09
PB B-4 TO POLE B-4	240	1	1	12	0.43	2.00	62	0.11	0.04
PB B-4 TO PB B-5	240	1	1	8	0.87	0.78	95	0.13	0.05
PB B-5 TO POLE B-5	240	1	1	12	0.43	2.00	62	0.11	0.04
PB B-5 TO PB B-6	240	1	1	8	0.43	0.78	103	0.07	0.03
PB B-6 TO POLE B-6	240	1	1	12	0.43	2.00	62	0.11	0.04
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.13

W. 15TH STREET - VOLTAGE DROP, CIRCUIT C, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-1 TO PB-2	240	1	1	8	3.48	0.78	284	1.54	0.64
PB-2 TO PB C-1	240	1	1	8	1.74	0.78	52	0.14	0.06
PB C-1 TO POLE C-1	240	1	1	12	0.58	2.00	44	0.10	0.04
PB C-1 TO PB C-2	240	1	1	8	1.16	0.78	96	0.17	0.07
PB C-2 TO POLE C-2	240	1	1	12	0.58	2.00	44	0.10	0.04
PB C-2 TO PB C-3	240	1	1	8	0.58	0.78	110	0.10	0.04
PB C-3 TO POLE C-3	240	1	1	12	0.58	2.00	44	0.10	0.04
PB-2 TO PB C-4	240	1	1	8	1.74	0.78	126	0.34	0.14
PB C-4 TO POLE C-4	240	1	1	12	0.58	2.00	44	0.10	0.04
PB C-4 TO PB C-5	240	1	1	8	1.16	0.78	111	0.20	0.08
PB C-5 TO POLE C-5	240	1	1	12	0.58	2.00	44	0.10	0.04
PB C-5 TO PB C-6	240	1	1	8	0.58	0.78	97	0.09	0.04
PB C-6 TO POLE C-6	240	1	1	12	0.58	2.00	44	0.10	0.04
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.31

W. 15TH STREET - VOLTAGE DROP, CIRCUIT D, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-2 TO PB-4	240	1	1	8	4.83	0.78	22	0.17	0.07
PB-4 TO PB-D1	240	1	1	8	1.98	0.78	100	0.31	0.13
PB D-1 TO POLE D-1	240	1	1	12	0.66	2.00	66	0.17	0.07
PB D-1 TO PB D-2	240	1	1	8	1.32	0.78	111	0.23	0.10
PB D-2 TO POLE D-2	240	1	1	12	0.66	2.00	66	0.17	0.07
PB D-2 TO PB-D3	240	1	1	8	0.66	0.78	118	0.12	0.05
PB D-3 TO POLE D-3	240	1	1	12	0.66	2.00	62	0.16	0.07
PB-4 TO PB D-4	240	1	1	8	0.66	0.78	107	0.11	0.05
PB D-4 TO POLE D-4	240	1	1	12	0.66	2.00	96	0.25	0.11
PB-4 TO PB D-5	240	1	1	8	2.18	0.78	64	0.22	0.09
PB D-5 TO POLE D-5	240	1	1	12	0.66	2.00	62	0.16	0.07
PB D-5 TO PB D-6	240	1	1	8	1.52	0.78	109	0.26	0.11
PB D-6 TO POLE D-6	240	1	1	12	0.66	2.00	58	0.15	0.06
PB D-6 TO PB D-7	240	1	1	8	0.86	0.78	111	0.15	0.06
PB D-7 TO POLE D-7	240	1	1	12	0.43	2.00	58	0.10	0.04
PB D-7 TO PB D-8	240	1	1	8	0.43	0.78	104	0.07	0.03
PB D-8 TO POLE D-8	240	1	1	12	0.43	2.00	58	0.10	0.04
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.22

W. 15TH STREET - VOLTAGE DROP, CIRCUIT E, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-2 TO PB E-1	240	1	1	8	3.92	0.78	334	2.04	0.85
PB E-1 TO POLE E-1	240	1	1	12	0.66	2.00	62	0.16	0.07
PB E-1 TO PB E-2	240	1	1	8	3.26	0.78	146	0.74	0.31
PB E-2 TO POLE E-2	240	1	1	12	0.66	2.00	62	0.16	0.07
PB E-2 TO PB-8	240	1	1	8	2.60	0.78	53	0.21	0.09
PB-8 TO PB E-3	240	1	1	8	1.32	0.78	68	0.14	0.06
PB E-3 TO POLE E-3	240	1	1	12	1.32	2.00	62	0.33	0.14
PB-8 TO PB E-4	240	1	1	8	1.28	0.78	70	0.14	0.06
PB E-4 TO POLE E-4	240	1	1	12	0.43	2.00	58	0.10	0.04
PB E-4 TO PB E-5	240	1	1	8	0.85	0.78	102	0.14	0.06
PB E-5 TO POLE E-5	240	1	1	12	0.43	2.00	58	0.10	0.04
PB E-5 TO PB E-6	240	1	1	8	0.43	0.78	91	0.06	0.03
PB E-6 TO POLE E-6	240	1	1	12	0.43	2.00	58	0.10	0.04
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.86

W. 15TH STREET - VOLTAGE DROP, CIRCUIT F, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-4 TO PB F-1	240	1	1	8	1.69	0.78	22	0.06	0.02
PB F-1 TO POLE F-1	240	1	1	12	0.40	2.00	38	0.06	0.03
PB F-1 TO PB F-2	240	1	1	8	1.29	0.78	69	0.14	0.06
PB F-2 TO POLE F-2	240	1	1	12	0.40	2.00	38	0.06	0.03
PB F-2 TO PB F-3	240	1	1	8	0.89	0.78	58	0.08	0.03
PB F-3 TO POLE F-3	240	1	1	12	0.40	2.00	38	0.06	0.03
PB F-3 TO LUM. F-4	240	1	1	8	0.49	0.78	76	0.06	0.02
LUM. F-4 TO LUM. F-5	240	1	1	8	0.46	0.78	23	0.02	0.01
LUM. F-5 TO LUM. F-6	240	1	1	8	0.43	0.78	23	0.02	0.01
LUM. F-6 TO PB F-7	240	1	1	8	0.40	0.78	59	0.04	0.02
PB F-7 TO POLE F-7	240	1	1	12	0.40	2.00	38	0.06	0.03
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	0.29

I-49 UNDERPASS - 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	2.55	0.78	280	1.11	0.46
PB A-1 TO POLE A-1	240	1	1	12	0.43	2.00	64	0.11	0.05
PB A-1 TO PB A-2	240	1	1	8	0.85	0.78	116	0.15	0.06
PB A-2 TO POLE A-2	240	1	1	12	0.43	2.00	64	0.11	0.05
PB A-2 TO PB A-3	240	1	1	8	0.43	0.78	221	0.15	0.06
PB A-3 TO POLE A-3	240	1	1	12	0.43	2.00	64	0.11	0.05
PB A-1 TO PB A-4	240	1	1	8	1.28	0.78	134	0.27	0.11
PB A-4 TO POLE A-4	240	1	1	12	0.43	2.00	64	0.11	0.05
PB A-4 TO PB A-5	240	1	1	8	0.86	0.78	125	0.17	0.07
PB A-5 TO POLE A-5	240	1	1	12	0.43	2.00	64	0.11	0.05
PB A-5 TO PB A-6	240	1	1	8	0.43	0.78	242	0.16	0.07
PB A-6 TO POLE A-6	240	1	1	12	0.43	2.00	64	0.11	0.05
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.13

I-49 UNDERPASS - VOLTAGE DROP, CIRCUIT B, 2C/8AWG, EGC

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	SEGMENT AMP	Z/1000ft	LENGTH	VD	% VD
SP-3 TO PB-11	240	1	1	8	3.04	0.78	450	2.13	0.89
PB-11 TO JB-1	240	1	1	8	1.52	0.78	46	0.11	0.05
JB-1 TO LUM. B-2	240	1	1	8	0.44	0.78	22	0.02	0.01
LUM. B-2 TO LUM. B-1	240	1	1	8	0.22	0.78	56	0.02	0.01
JB-1 TO LUM. B-3	240	1	1	8	1.09	0.78	38	0.06	0.03
LUM. B-3 TO LUM. B-4	240	1	1	8	0.87	0.78	56	0.08	0.03
LUM. B-4 TO LUM. B-5	240	1	1	8	0.65	0.78	56	0.06	0.02
LUM. B-5 TO LUM. B-6	240	1	1	8	0.43	0.78	56	0.04	0.02
LUM. B-6 TO LUM. B-7	240	1	1	8	0.22	0.78	56	0.02	0.01
PB-11 TO PB-12	240	1	1	8	1.52	0.78	66	0.16	0.07
PB-12 TO JB-2	240	1	1	8	1.52	0.78	46	0.11	0.05
JB-2 TO LUM. B-9	240	1	1	8	0.44	0.78	22	0.02	0.01
LUM. B-9 TO LUM. B-8	240	1	1	8	0.22	0.78	56	0.02	0.01
JB-2 TO LUM. B-10	240	1	1	8	1.09	0.78	38	0.06	0.03
LUM. B-10 TO LUM. B-11	240	1	1	8	0.87	0.78	56	0.08	0.03
LUM. B-11 TO LUM. B-12	240	1	1	8	0.65	0.78	56	0.06	0.02
LUM. B-12 TO LUM. B-13	240	1	1	8	0.43	0.78	56	0.04	0.02
LUM. B-13 TO LUM. B-14	240	1	1	8	0.22	0.78	56	0.02	0.01
NOTE: NEC 230.31(B) STATES MINIMUM UNDERGROUND SERVICE CONDUCTOR SIZE TO BE 8 AWG.								TOTAL	1.32

ILLUMINATION TABLES

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: op5181
DESIGN FILE: G:\2II09200_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn
PLOTTED: 3/25/2024 13:26
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	295	832
		ILLUMINATION TABLES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-26-2024

ELECTRICAL SERVICE DATA

SERVICE POINT	CIRCUIT ID	LOCATION	SERVICE VOLTAGE	SERVICE CONDUIT SIZE	SERVICE CONDUCTORS	MAIN CIRCUIT BREAKER	BRANCH CIRCUIT BREAKER	BRANCH CIRCUIT (AMPS)	KVA LOAD
W. 15TH STREET									
SP-1	A	N - 631312.9571 E - 631531.7745	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/10A	3.31	0.80
	B							3.27	0.78
	C							3.48	0.84
SP-2	D	N - 631531.7745 E - 664903.5916	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/10A	4.83	1.16
	E							3.92	0.94
SP-4	F	N - 631619.5329	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/10A	1.69	0.41
I-49 UNDERPASS									
SP-3	A	N - 633583.5401 E - 663294.7894	240V, SINGLE PHASE	2" NMC	2C/8 A.W.G., E.G.C.	2P/100A	2P/10A	2.55	0.61
	B							3.04	0.73

ILLUMINATION DESIGN CRITERIA

DESCRIPTION	AVERAGE (FC)	AVG/MIN
ROUNDABOUT	2.2	3:1
PEDESTRIAN WALKWAY	2.0	3:1
ROADWAY - I-49	0.6	3:1
ROADWAY - HWY. 62/HWY. 180	1.2	3:1
ROADWAY - S. FUTRALL DR.	0.8	3:1
ROADWAY - S. SHILOH DR.	0.8	3:1
ROADWAY - W. 15TH ST.	0.8	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. ATBO-P453-MVOLT-R3.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
4. ATBO-P205-MVOLT-R3.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
5. AUCL2-P50-40K-MVOLT-FC2.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
6. HLWPC2-P10-40K-MVOLT-T3S.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
7. GNLF3-P50-40K-MVOLT-PTH.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.
8. VAL-E02-LED-E-U-SQ.IES DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.

ILLUMINATION STATISTICS

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
W. 15TH STREET BRIDGE	2.05	3.3	0.7	2.93:1
ROUNDABOUT 1	2.22	3.8	1.0	2.22:1
RAB 1 - (N) APPROACH	1.68	3.4	0.6	2.80:1
RAB 1 - (NE) CROSSWALK	2.24	2.3	1.9	1.18:1
RAB 1 - (NW) CROSSWALK	2.21	2.4	1.8	1.23:1
RAB 1 - (S) APPROACH	1.86	2.9	0.8	2.33:1
RAB 1 - (SE) CROSSWALK	2.24	2.5	1.6	1.40:1
RAB 2 - (SW) CROSSWALK	2.23	2.4	1.7	1.31:1
ROUNDABOUT 2	2.33	3.7	0.9	2.59:1
RAB 2 - BYPASS (E) CROSSWALK	2.62	2.9	1.9	1.38:1
RAB 2 - BYPASS (N) CROSSWALK	2.44	2.7	2.2	1.11:1
RAB 2 - (E) APPROACH	1.86	3.2	0.7	2.66:1
RAB 2 - (N) EXIT	1.54	2.3	0.8	1.93:1
RAB 2 - (N) CROSSWALK	2.52	2.7	2.3	1.10:1
RAB 2 - (NE) CROSSWALK	2.25	2.5	1.5	1.50:1
RAB 2 - (S) APPROACH	1.62	2.2	0.8	2.03:1
RAB 2 - (S) CROSSWALK	2.24	2.4	1.9	1.18:1
RAB 2 - (SE) CROSSWALK	2.30	2.5	1.8	1.28:1
RAB 2 BYPASS	1.95	3.5	0.9	2.17:1
PEDESTRIAN TUNNEL	2.74	3.6	1.5	1.83:1
PEDESTRIAN WALKWAY (S)	2.26	3.1	1.5	1.51:1
PEDESTRIAN WALKWAY (N)	2.30	3.1	1.2	1.92:1
UNDERPASS (E) APPROACH	1.45	2.0	0.9	1.61:1
UNDERPASS (W) APPROACH	1.44	1.9	0.9	1.60:1
UNDERPASS	1.93	2.6	0.7	2.76:1

NOTE:

1. CALCULATIONS WERE BASED ON 0.85 LIGHT LOSS FACTOR.

2. ILLUMINATION STATISTICS FOR CROSSWALKS ARE VERTICAL CALCULATIONS.

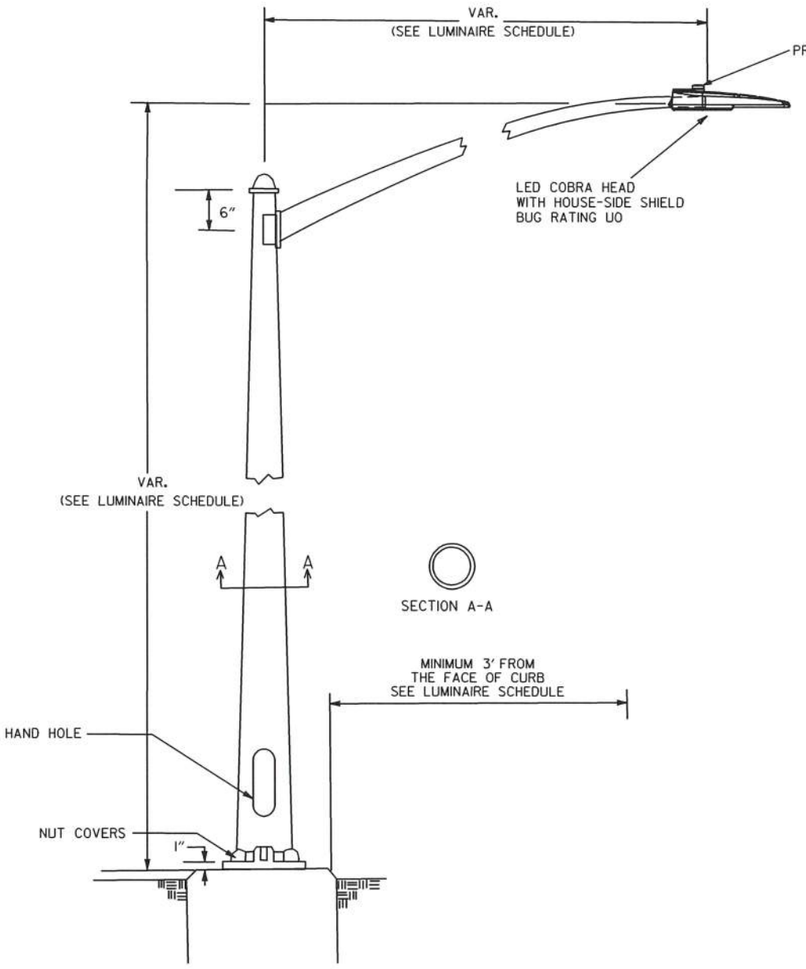
ILLUMINATION TABLES

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn
PLOTTED: 3/25/2024 13:27 SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	296	832
		ILLUMINATION DETAILS				

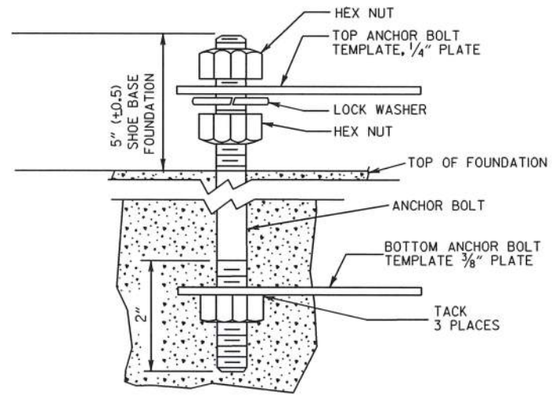
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3.26.2024



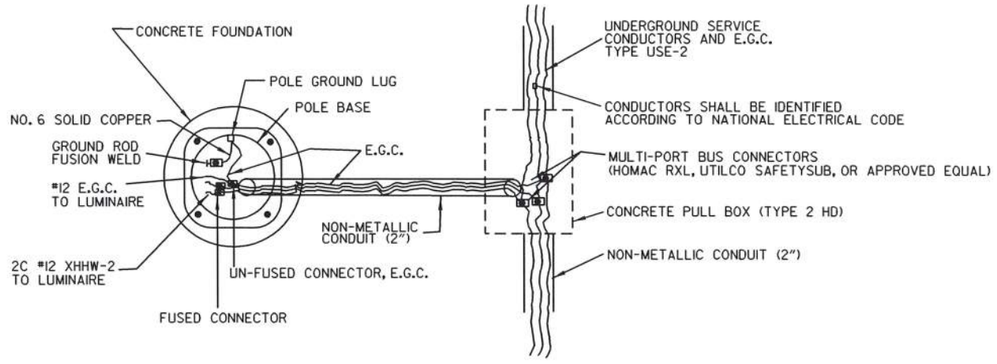
COBRA HEAD LUMINAIRE WITH SHOE BASE

NOTES:

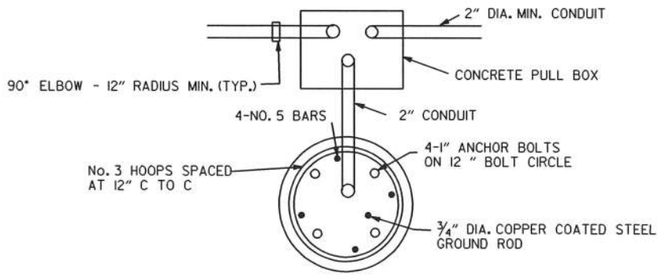
1. LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH A 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES AND TRAFFIC SIGNALS, 2001 EDITION WITH 2003 AND 2006 INTERIMS.
2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. 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.



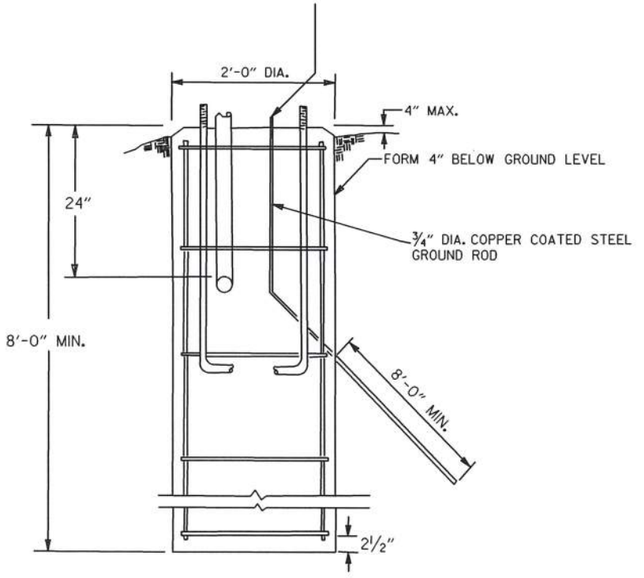
ANCHOR BOLT DETAIL



POLE FOUNDATION/PULL BOX
WIRING DETAIL



PLAN



ROADWAY LUMINAIRE
POLE FOUNDATION

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: op5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn SCALE: 1:100
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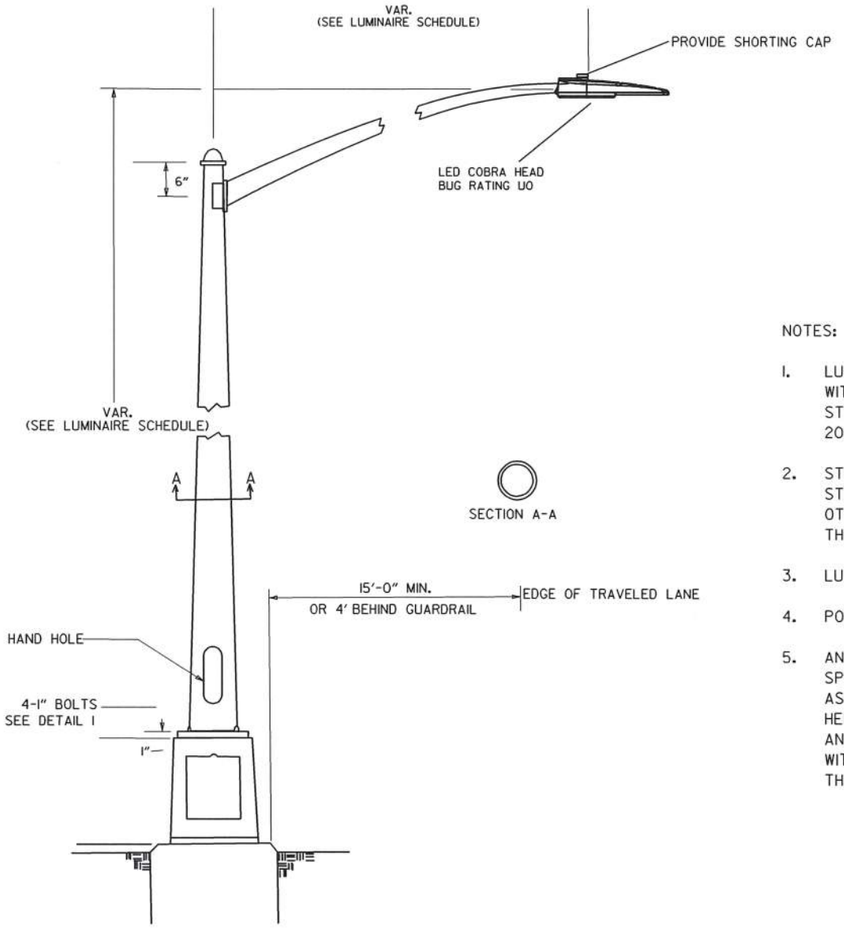
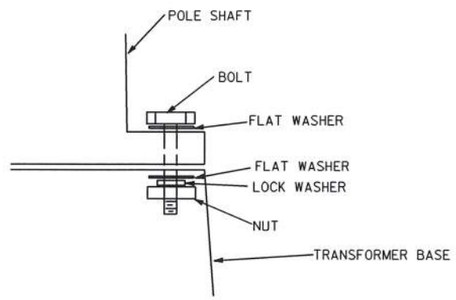
		ILLUMINATION DETAILS				



SECTION A-A

COBRA HEAD LUMINAIRE WITH BREAKAWAY TRANSFORMER BASE



DETAIL I

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.

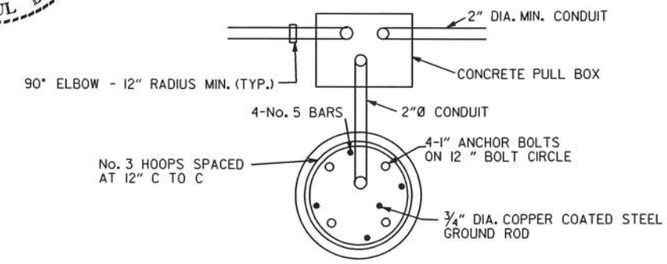
2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.

3. LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.

4. POLE CAP OR TENON CAP SHALL BE PROVIDED.

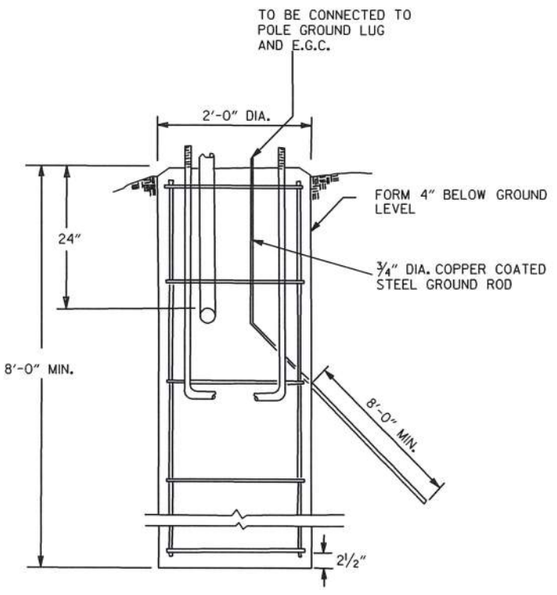
5. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS 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.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

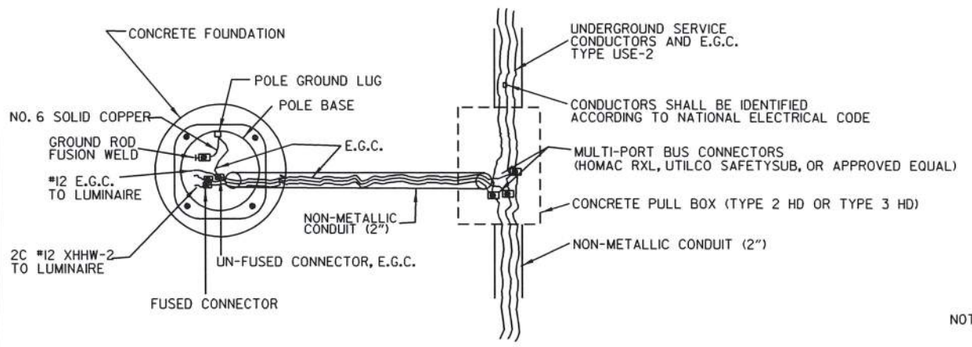


PLAN

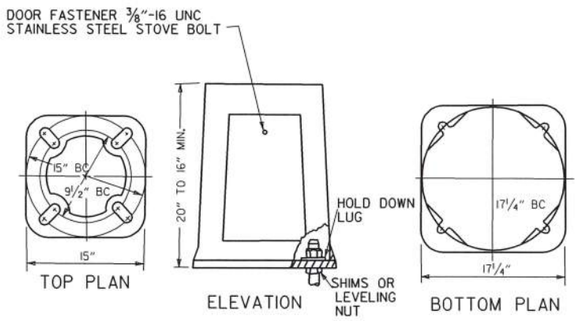
NOTE: TOP OF FOUNDATION SHALL BE FLUSH WITH LOCAL GROUND SURFACE.



ROADWAY LUMINAIRE
POLE FOUNDATION



POLE FOUNDATION/PULL BOX
WIRING DETAIL



NOTE: DOOR OPENING APPROX. 7" x 8" x 10.5"
TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS
MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

4 - HOT DIP GALVANIZED HOLD DOWN LUGS PROVIDED FOR USE UNDER ANCHOR BOLT HEX NUTS AS SHOWN.

TYPICAL BREAKAWAY TRANSFORMER BASE

NOTE: CONTRACTOR MAY SUBSTITUTE A "SLIP TYPE" BREAKAWAY BASE IN LIEU OF THE "BREAKAWAY TRANSFORMER BASE" SHOWN IN THIS DETAIL. THE SLIP BASE PROVIDED SHALL MEET BREAKAWAY CRITERIA OUTLINED IN AASHTO'S STANDARD SPECIFICATIONS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, EDITION OF 2001 WITH 2003 AND 2006 INTERIMS AND SHALL BE APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. IN ADDITION, STRUCTURAL DESIGN MUST CONFORM TO AASHTO REQUIREMENTS FOR AN 90 M.P.H. WIND ZONE AND BE CERTIFIED AS SO BY A REGISTERED ENGINEER REPRESENTING THE MANUFACTURER.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap5181
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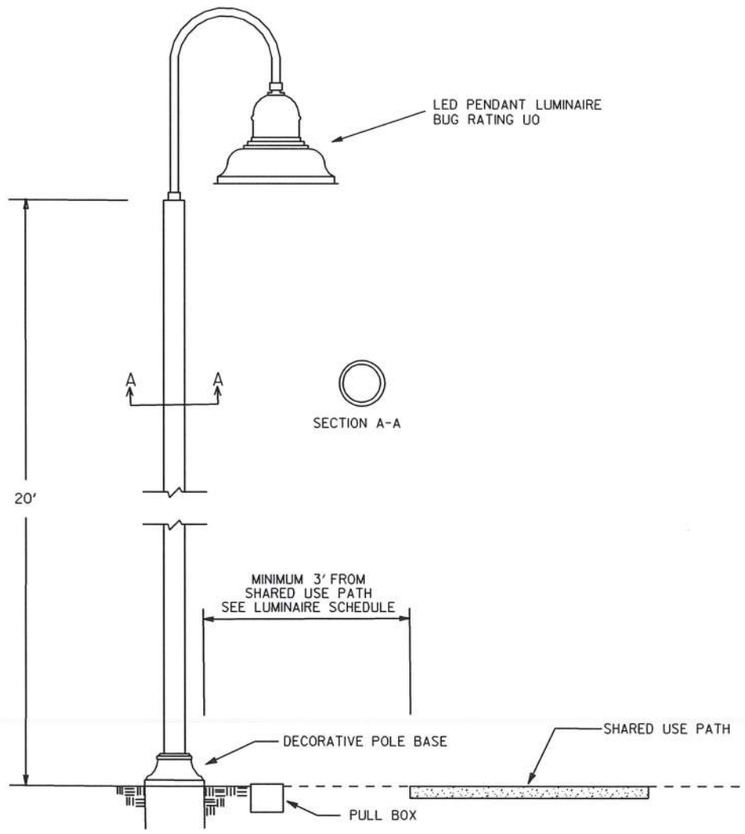
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	298	832
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
Jerome P. Davis 3.26.2024



PENDANT LUMINAIRE WITH DECORATIVE 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" AND "BRIDGE LIGHTING".

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.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

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		6	ARK.	040846	299	832
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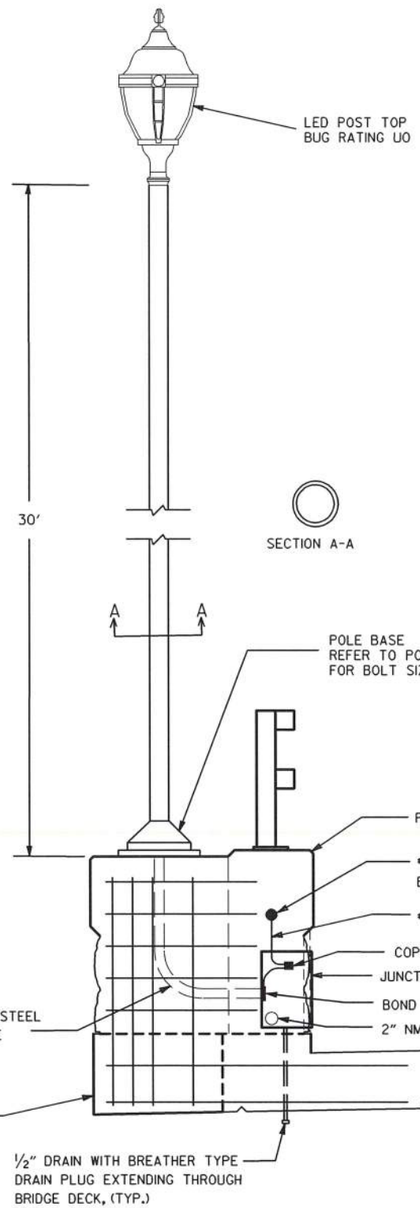

POST TOP LUMINAIRE WITH PEDESTAL
(PEDESTRIAN RAIL)
(NOT TO SCALE)

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.
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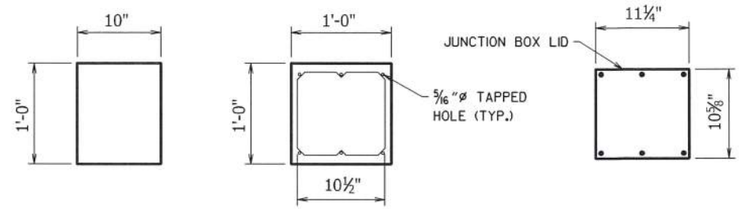
6. PAYMENT FOR LIGHTING ITEMS SHOWN ON THE PLANS AND NOT ITEMIZED FOR PAYMENT, INCLUDING JUNCTION BOXES, CONDUIT, EXPANSION FITTINGS, AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER LIGHTING BID ITEMS.

NOTE:

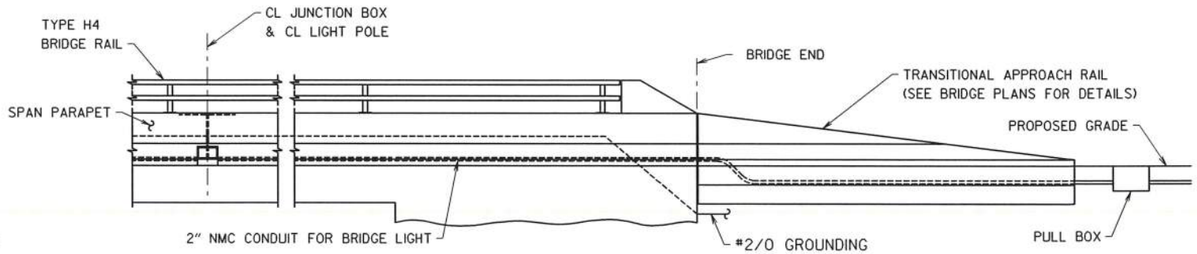
SEE BRIDGE PLANS FOR ADDITIONAL DETAILS FOR BRIDGE LIGHT SUPPORT AND PEDESTRIAN RAIL.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3.26.2024

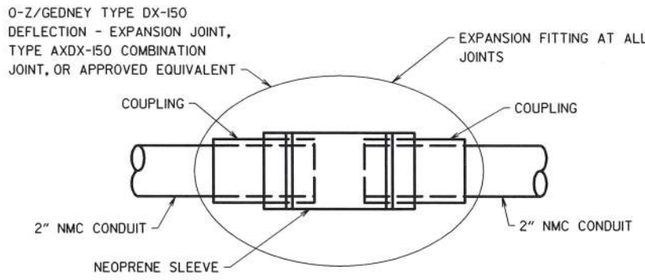


LIGHT POLE JUNCTION BOX
(PEDESTRIAN RAIL)
(NOT TO SCALE)

JUNCTION BOX AND LID MATERIAL SHALL BE NEMA 4X STAINLESS STEEL. FASTENERS SHALL BE 5/16"ø X 3/4" S.S. FH SOCKET SCREWS. POWDER COAT AFTER FABRICATION. THE JUNCTION BOXES SHALL BE ADEQUATELY ANCHORED TO THE PEDESTRIAN RAIL BY MEANS OF AN APPROVED MECHANICAL DEVICE. JUNCTION BOXES SHALL NOT INTERFERE WITH EXPANSION JOINTS. PROVIDE 1/2" MIN. DIAMETER DRAINAGE HOLE NEAR THE BOTTOM OF THE JUNCTION BOX. PROVIDE HOLES FOR CONDUITS AND CONDUCTORS AS REQUIRED.



CONDUIT DETAILS
(NOT TO SCALE)



EXPANSION FITTING DETAIL (TYP.)
(NOT TO SCALE)

NOTE:

THE MOVEMENT RANGE OF THE EXPANSION FITTING SHALL MEET OR EXCEED THE MOVEMENT RANGE OF THE BRIDGE EXPANSION JOINTS.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap5181
DESIGN FILE: G:\2110200_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn SCALE: 1:100
PLOTTED: 3/25/2024 13:27

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.

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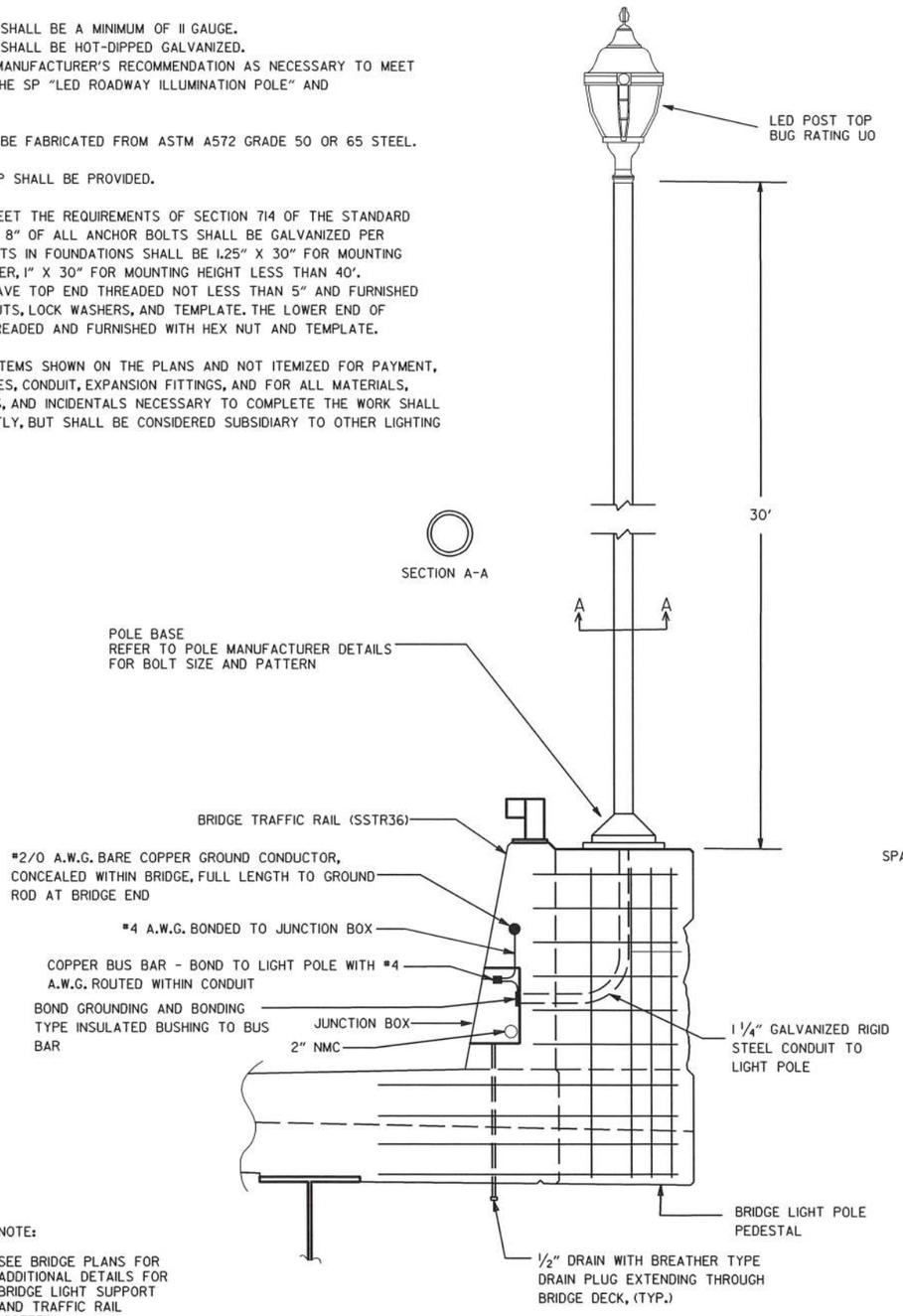
3. LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.

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.

6. PAYMENT FOR LIGHTING ITEMS SHOWN ON THE PLANS AND NOT ITEMIZED FOR PAYMENT, INCLUDING JUNCTION BOXES, CONDUIT, EXPANSION FITTINGS, AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER LIGHTING BID ITEMS.



NOTE:

SEE BRIDGE PLANS FOR ADDITIONAL DETAILS FOR BRIDGE LIGHT SUPPORT AND TRAFFIC RAIL (SSTR36).

POST TOP LUMINAIRE WITH PEDESTAL
(TRAFFIC RAIL SSTR36)
(NOT TO SCALE)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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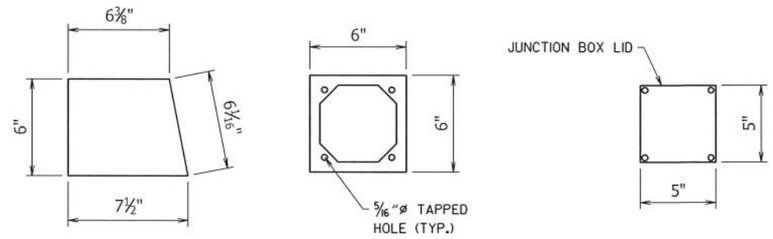
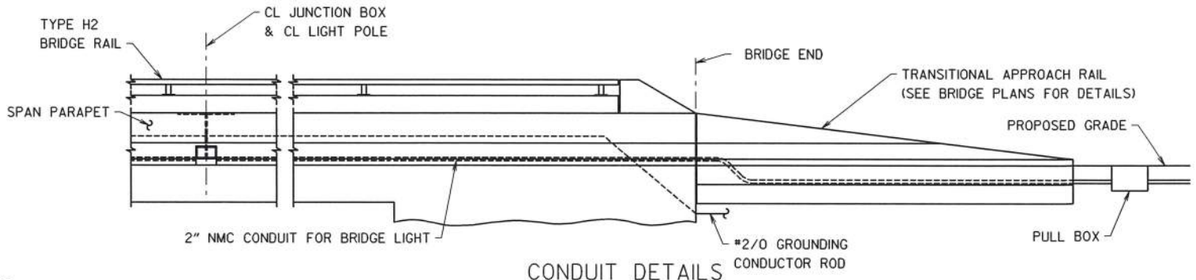
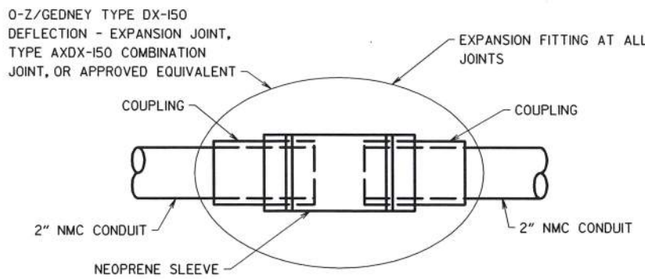


LIGHT POLE JUNCTION BOX
(TRAFFIC RAIL SSTR36)
(NOT TO SCALE)

JUNCTION BOX AND LID MATERIAL SHALL BE NEMA 4X STAINLESS STEEL. FASTENERS SHALL BE 5/16"ø X 3/4" S.S. FH SOCKET SCREWS. POWDER COAT AFTER FABRICATION. THE JUNCTION BOXES SHALL BE ADEQUATELY ANCHORED TO THE TRAFFIC RAIL BY MEANS OF AN APPROVED MECHANICAL DEVICE. JUNCTION BOXES SHALL NOT INTERFERE WITH EXPANSION JOINTS. PROVIDE 1/2" MIN. DIAMETER DRAINAGE HOLE NEAR THE BOTTOM OF THE JUNCTION BOX. PROVIDE HOLES FOR CONDUITS AND CONDUCTORS AS REQUIRED.



CONDUIT DETAILS
(NOT TO SCALE)



EXPANSION FITTING DETAIL (TYP.)
(NOT TO SCALE)

NOTE:

THE MOVEMENT RANGE OF THE EXPANSION FITTING SHALL MEET OR EXCEED THE MOVEMENT RANGE OF THE BRIDGE EXPANSION JOINTS.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
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USER: ap5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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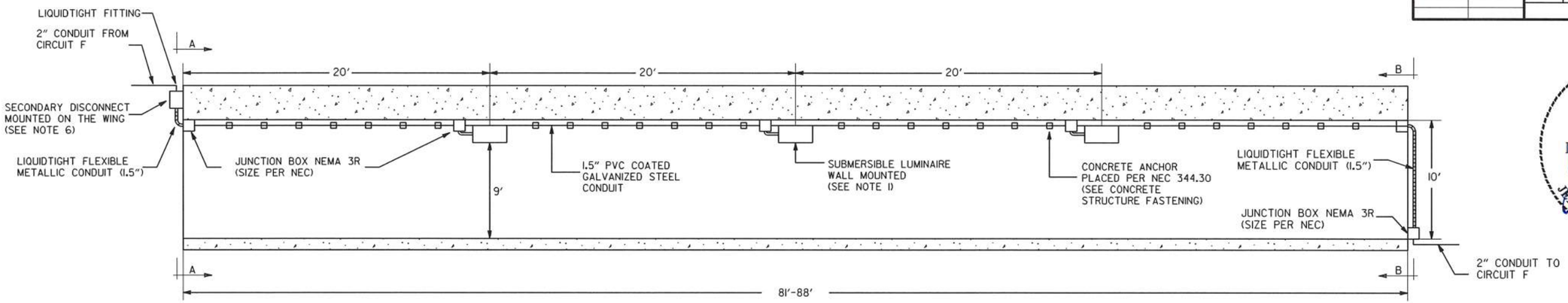
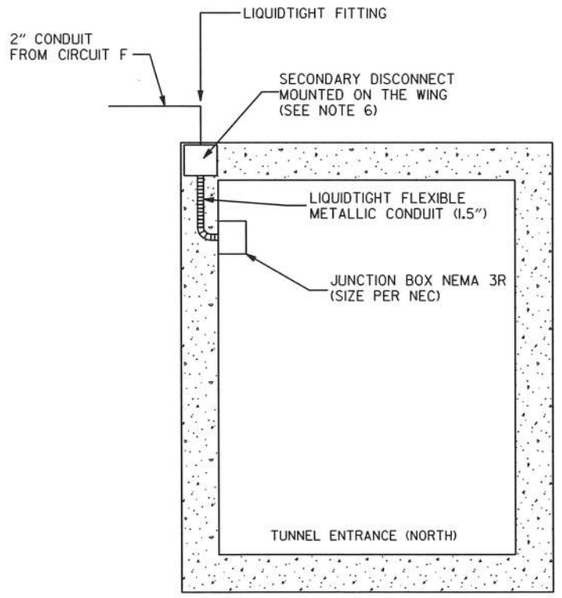


PEDESTRIAN TUNNEL - ELEVATION

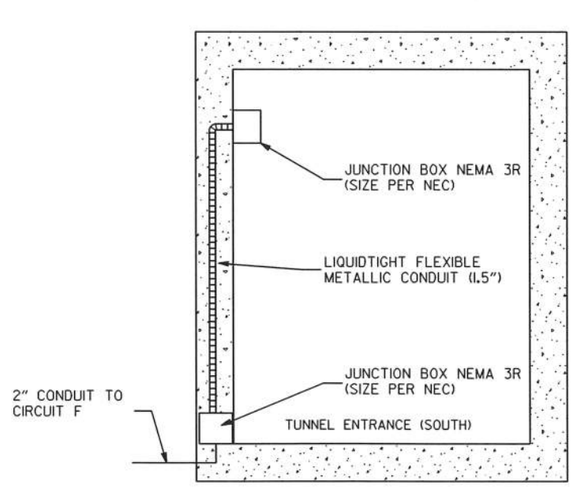
(NOT TO SCALE)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-26-2024
JEROME PAUL DAVIS



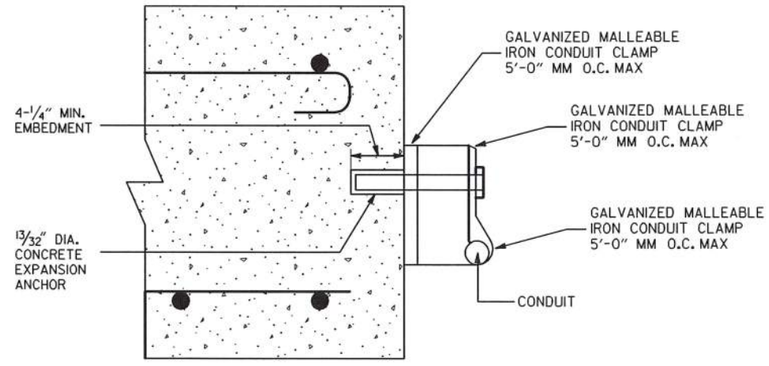
PEDESTRIAN TUNNEL - SECTION A-A

(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 (2) CIRCUITS.
7. PAYMENT FOR LIGHTING ITEMS SHOWN ON THE PLANS AND NOT ITEMIZED FOR PAYMENT, INCLUDING JUNCTION BOXES, CONDUIT, EXPANSION FITTINGS, AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER LIGHTING BID ITEMS.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: op5181
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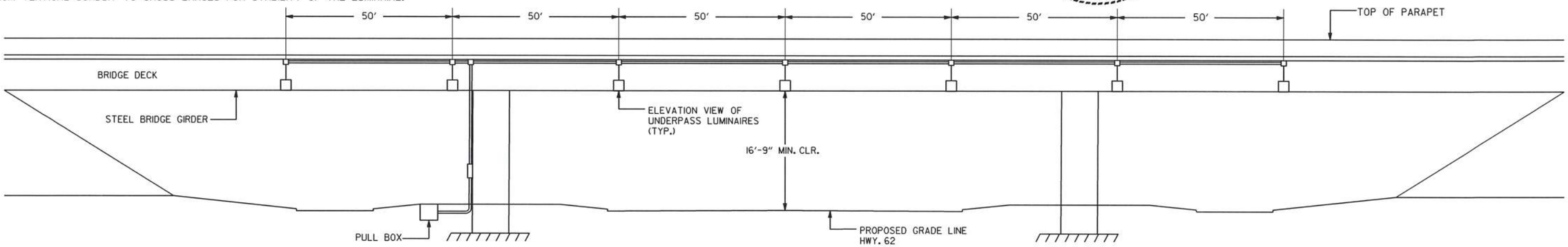
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	302	832
		ILLUMINATION DETAILS				

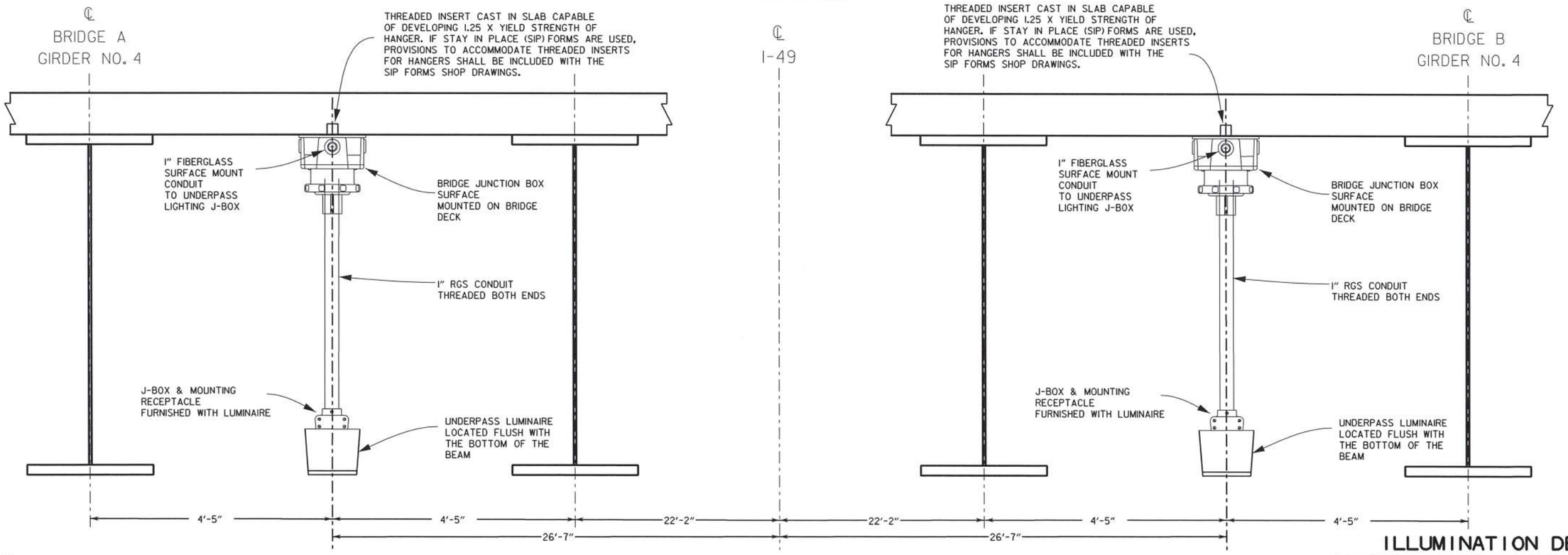
NOTES

1. THE LIGHTING CONTRACTOR SHALL COORDINATE WITH THE STRUCTURE CONTRACTOR FOR THE LOCATION OF ELECTRICAL ITEMS (CONDUITS, PULL BOXES, AND JUNCTION BOXES) REQUIRED FOR THE INSTALLATION OF UNDERPASS LIGHTING.
2. THE CONTRACTOR SHALL DESIGN AND DETAIL THE CONNECTION AND BRACING FOR THE UNDERPASS LUMINAIRE HANGING ROD TO RESIST DESIGN WIND LOAD, IN ACCORDANCE WITH THE AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 4TH EDITION WITH 2003 AND 2006 INTERIMS. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS AND CALCULATIONS, SIGNED AND SEALED BY AN ARKANSAS REGISTERED PROFESSIONAL ENGINEER, WHICH SUPPORTS THE DESIGN. USE A SWIVEL HANGER TO ACCOMMODATE FIXTURE WEIGHT. PROVIDE WIND BRACING AND CONNECTIONS FROM VERTICAL CONDUIT TO CROSS BRACES FOR STABILITY OF THE LUMINAIRE.
3. THE CONTRACTOR MAY SUBMIT ALTERNATE DETAILS FOR APPROVAL TO THE ENGINEER.
4. SEE NEC 350.30 FOR LIQUID-TIGHT FLEXIBLE METAL CONDUIT (LFMC).
5. PAYMENT FOR LIGHTING ITEMS SHOWN ON THE PLANS AND NOT ITEMIZED FOR PAYMENT, INCLUDING JUNCTION BOXES, CONDUIT, EXPANSION FITTINGS, AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER LIGHTING BID ITEMS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



I-49 UNDERPASS - ELEVATION
(NOT TO SCALE)



NOTE:
SIZE, TYPE, AND METHOD OF SUPPORTING JUNCTION BOXES AND CONDUIT UNDER THE BRIDGE DECK SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BRIDGE DECK PLACEMENT.

LUMINAIRE ATTACHMENT DETAILS
(LOOKING AHEAD)
(NOT TO SCALE)

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: op5181
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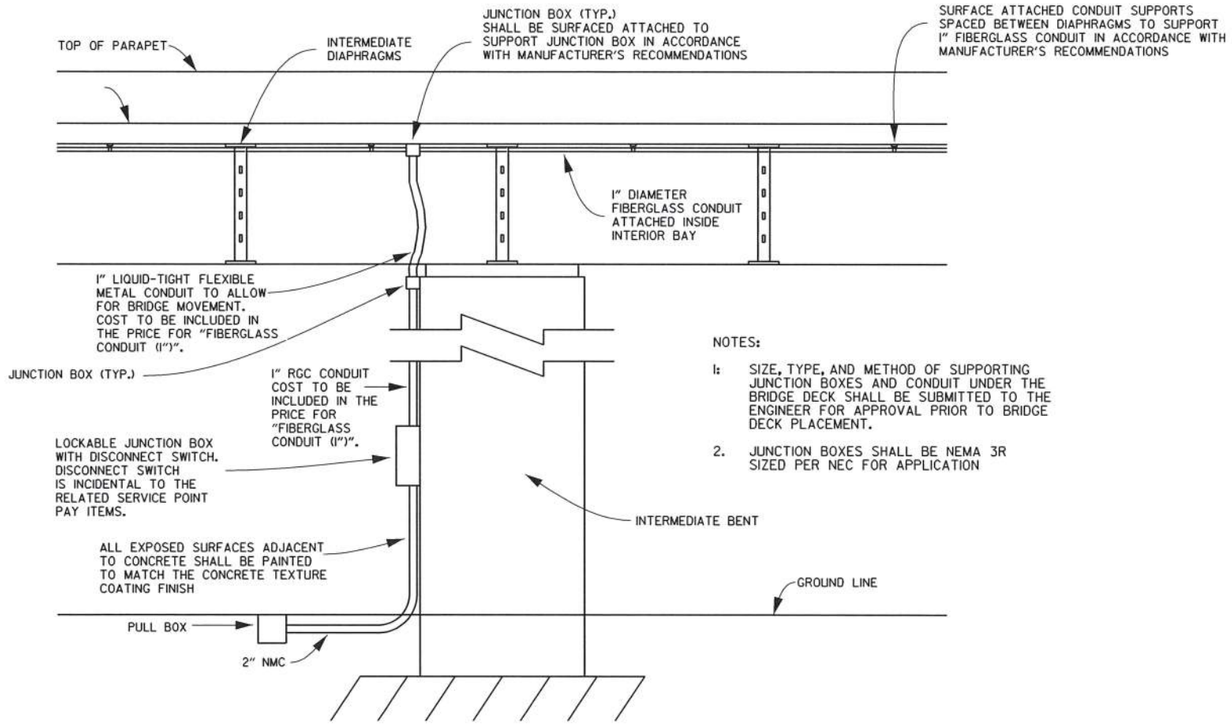
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	303	832
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



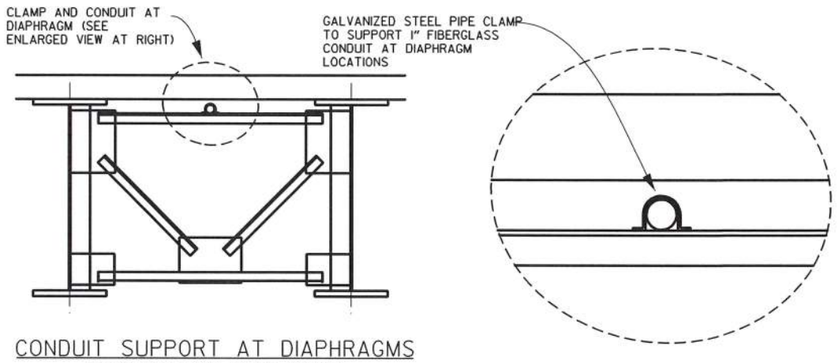
NOTES:

1. SIZE, TYPE, AND METHOD OF SUPPORTING JUNCTION BOXES AND CONDUIT UNDER THE BRIDGE DECK SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BRIDGE DECK PLACEMENT.
2. JUNCTION BOXES SHALL BE NEMA 3R SIZED PER NEC FOR APPLICATION

BENT ATTACHMENT DETAILS

(NOT TO SCALE)

NOTES

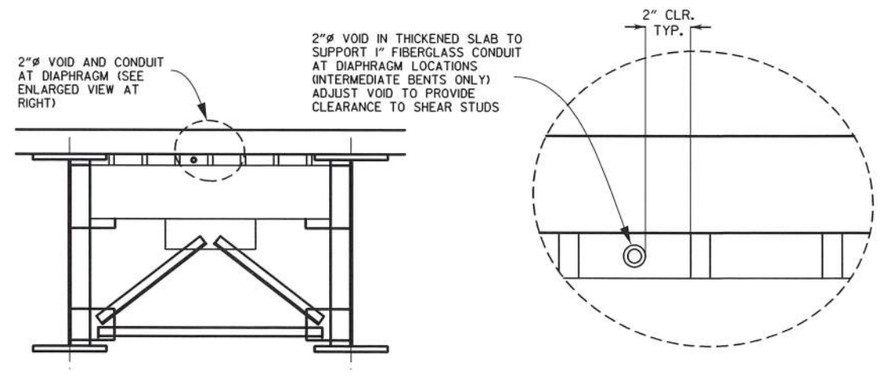


CONDUIT SUPPORT AT DIAPHRAGMS

(BRIDGE "A" SHOWN, OTHERS SIMILAR)
(NOT TO SCALE)

NOTE:

SIZE, TYPE, AND METHOD OF SUPPORTING JUNCTION BOXES AND CONDUIT UNDER THE BRIDGE DECK SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BRIDGE DECK PLACEMENT.



CONDUIT SUPPORT AT DIAPHRAGMS (INTERMEDIATE BENT)

(BRIDGE "A" SHOWN, OTHERS SIMILAR)
(NOT TO SCALE)

NOTE:

SIZE, TYPE, AND METHOD OF SUPPORTING JUNCTION BOXES AND CONDUIT UNDER THE BRIDGE DECK SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BRIDGE DECK PLACEMENT.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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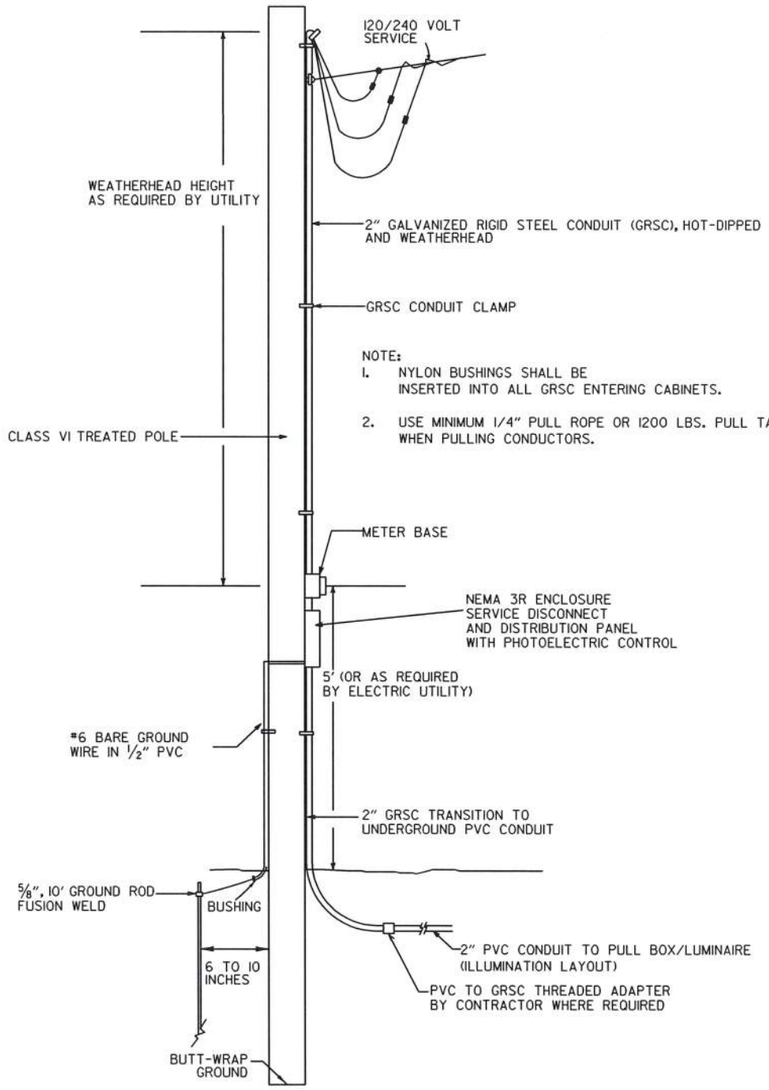
		ILLUMINATION DETAILS				



LUMINAIRE SERVICE POINT ASSEMBLY

120V/240 VAC LUMINAIRE SERVICE POINT ASSEMBLY FOR ROADWAY LIGHTING

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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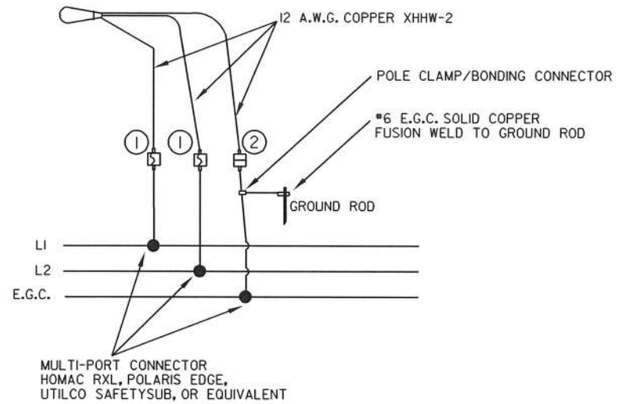
JEROME PAUL DAVIS
3-26-2024



TYPICAL WIRING FOR LUMINAIRES
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINIARES SERVED AT 240 VAC.

(120/240 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

KEYED NOTES:

1. 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

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap5181
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		6	ARK.	040846	305	832
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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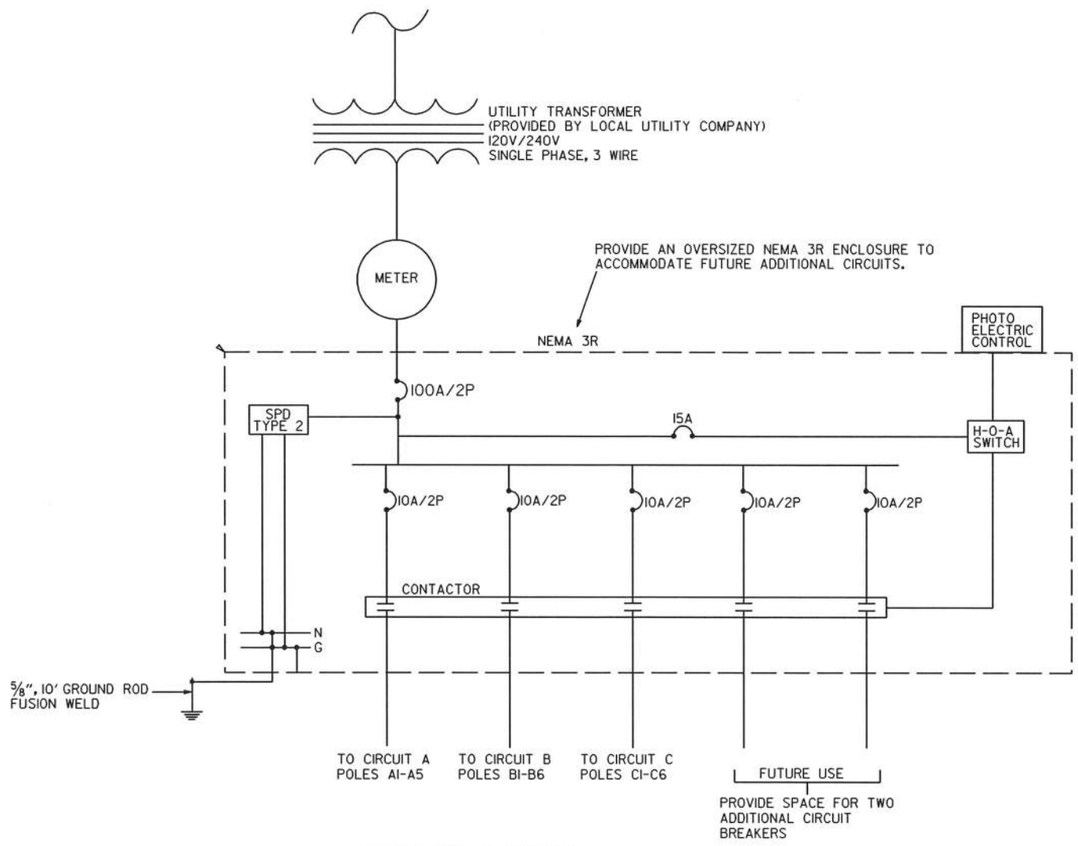
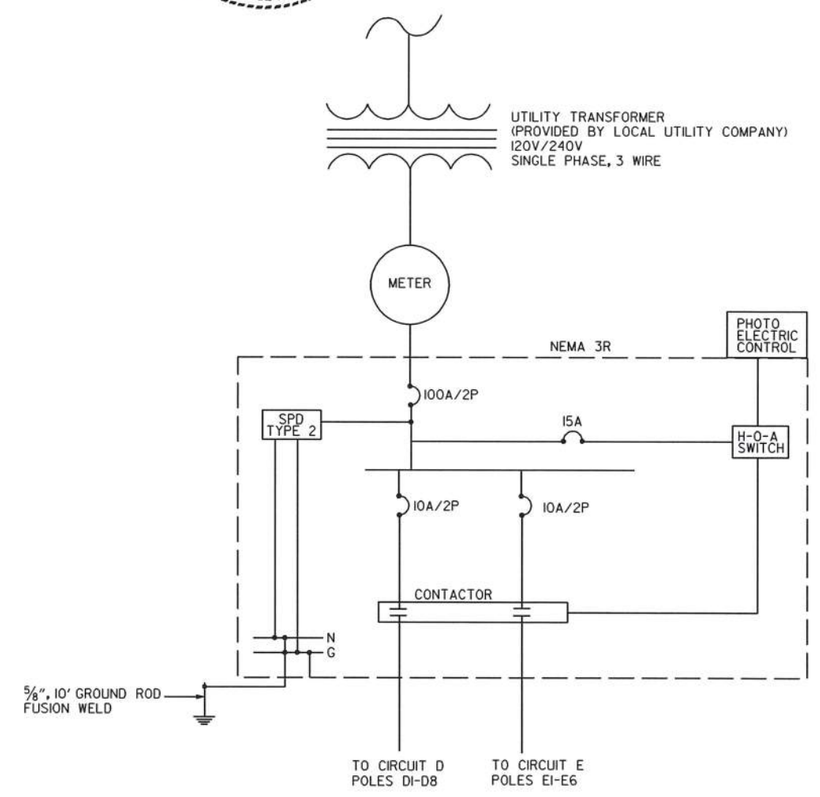
JEROME PAUL DAVIS
3-26-2024



ONE-LINE DIAGRAM

W. 15TH STREET (SERVICE POINT - 1)



ONE-LINE DIAGRAM

W. 15TH STREET (SERVICE POINT - 2)

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ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
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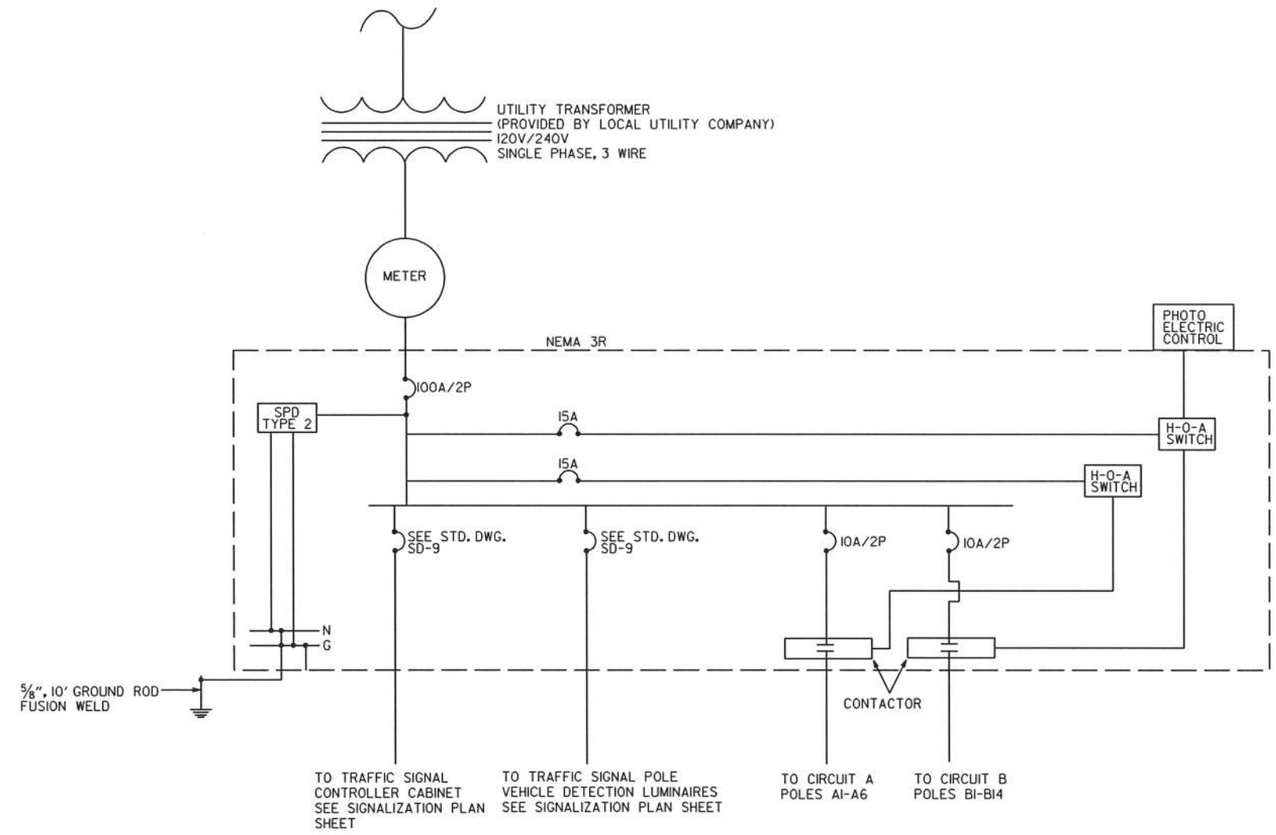
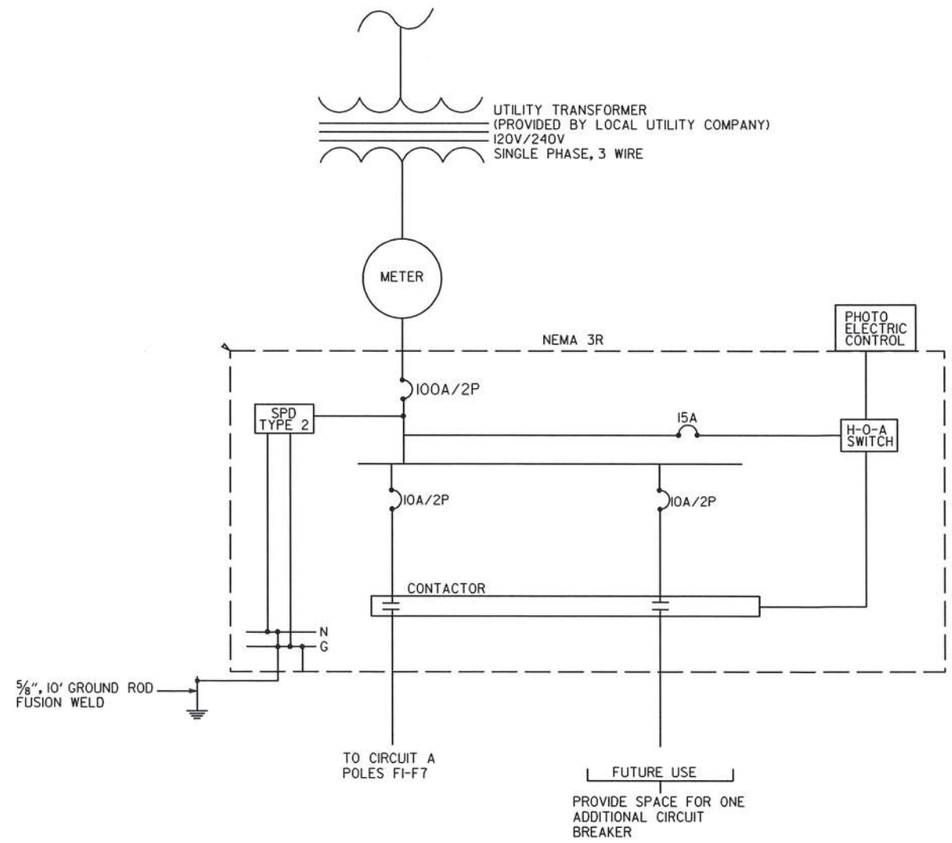
		6	ARK.	040846	306	832
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



ONE-LINE DIAGRAM

I-49 UNDERPASS (SERVICE POINT - 3)



ONE-LINE DIAGRAM

W. 15TH STREET (SERVICE POINT - 4)

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: cp5181
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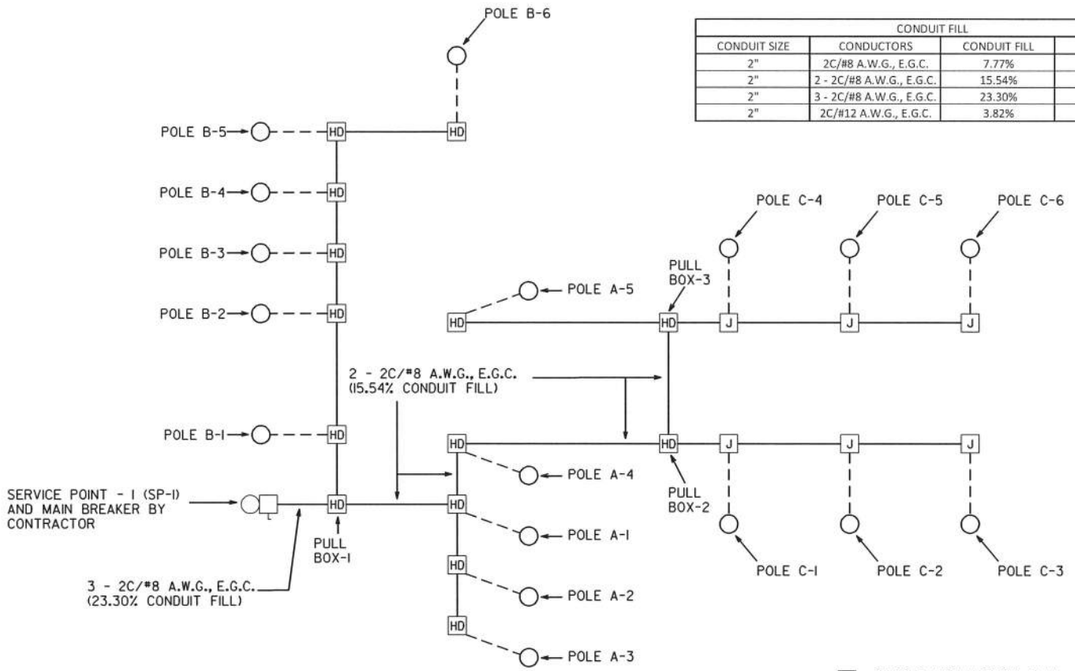
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	307	832
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-26-2024

CONDUIT FILL			
CONDUIT SIZE	CONDUCTORS	CONDUIT FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	7.77%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	15.54%	40%
2"	3 - 2C/#8 A.W.G., E.G.C.	23.30%	40%
2"	2C/#12 A.W.G., E.G.C.	3.82%	40%



HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

J JUNCTION BOX

2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING DIAGRAM

W. 15TH STREET (WEST)

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 - 1 (PB-1) TO PULL BOX A-1. CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES A-1, A-2, A-3, A-4, AND A-5. 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.

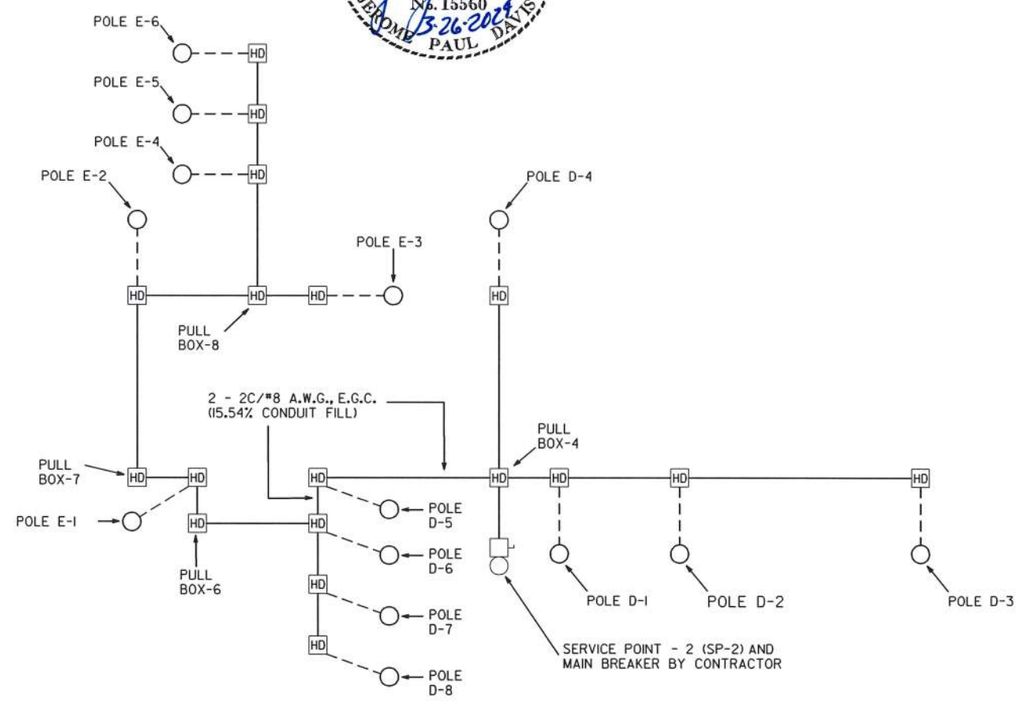
2. CIRCUIT B
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX - 1 (PB-1) TO PULL BOX B-1. CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES B-1, B-2, B-3, B-4, B-5, AND B-6. USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, 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.

3. CIRCUIT C
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX - 1 (PB-1) TO JUNCTION BOX C-1. CONDUCTOR SHALL BRANCH AT JUNCTION BOXES ASSOCIATED WITH LUMINAIRES C-1, C-2, C-3, C-4, C-5, AND C-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.

4. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

5. SEE ILLUMINATION DETAILS FOR ADDITIONAL INFORMATION ON JUNCTION BOXES IN CIRCUIT C.

6. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.



WIRING DIAGRAM

W. 15TH STREET (EAST)

WIRING NOTES:

1. CIRCUIT D
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX - 4 (PB-4) TO PULL BOX D-1. CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES D-1, D-2, D-3, D-4, D-5, D-6, D-7, AND D-8, 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 E
   1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX - 4 (PB-4) TO PULL BOX E-1. CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRES E-1, E-2, E-3, E-4, E-5, AND E-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.

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.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: qp518
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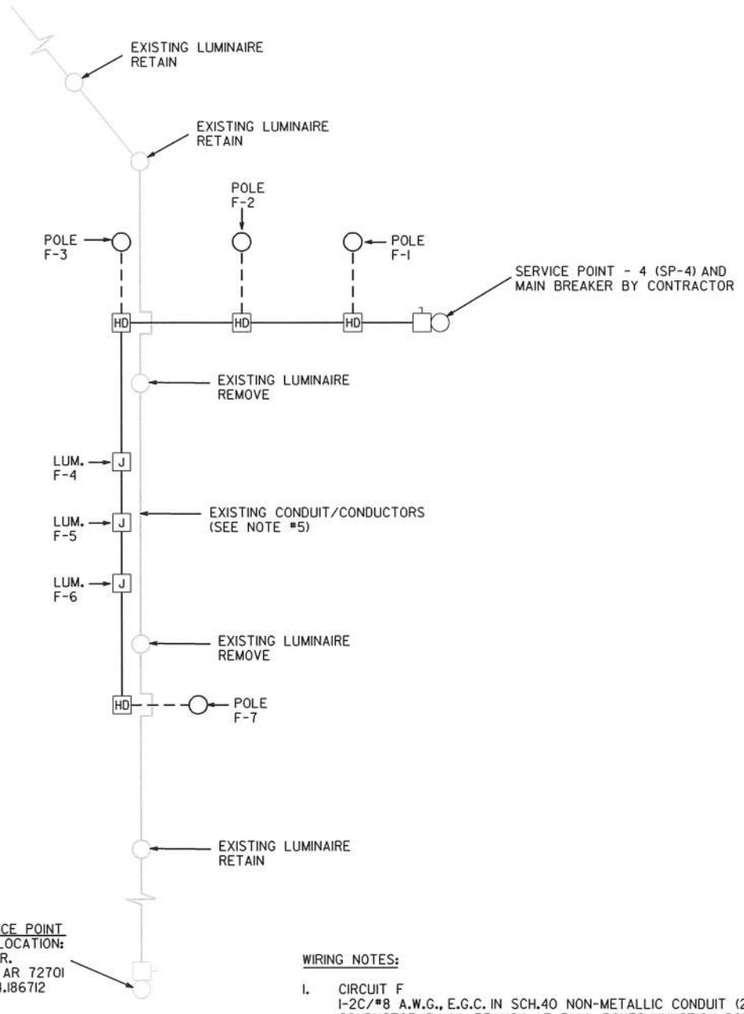
		6	ARK.	040846	308	832
		ILLUMINATION DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



WIRING DIAGRAM

W. 15TH STREET (TRAIL)

CONDUIT FILL			
CONDUIT SIZE	CONDUCTORS	CONDUIT FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	7.77%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	15.54%	40%
2"	2C/#12 A.W.G., E.G.C.	3.82%	40%

HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED

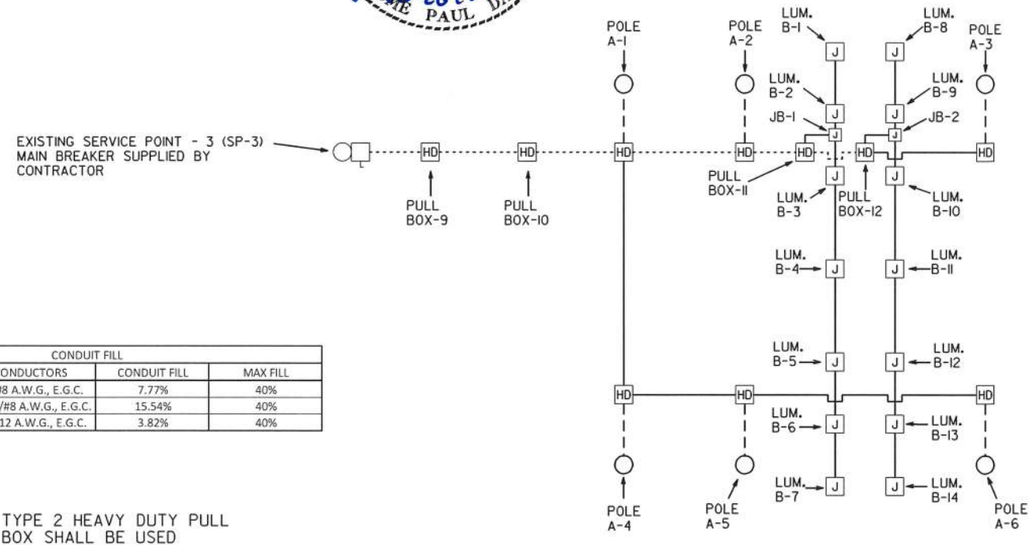
J JUNCTION BOX

..... 2 - 2C/#8 A.W.G., E.G.C. (15.54% CONDUIT FILL)

– – – – 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING NOTES:

1. CIRCUIT F
   I-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL BRANCH AT PULL BOXES/JUNCTION BOXES ASSOCIATED WITH LUMINAIRES F-1, F-2, F-3, F-4, F-5, F-6, AND F-7 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. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND I-2C/#8 A.W.G., E.G.C. SHALL BE USED.
3. CONTRACTOR SHALL COORDINATE WITH THE CITY TO RESTORE THE CIRCUIT TO THE REMAINING EXISTING LUMINAIRES ON TOWN BRANCH TRAIL, ENSURING THEY ARE RETURNED TO THEIR ORGINAL WORKING CONDITION. THE COST OF RESTORING THIS CIRCUIT SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHTING ITEMS IN THE PLANS.
4. LOCATION OF THE EXISTING SERVICE POINT FOR THE EXISTING TRAIL LIGHTING CIRCUIT IS APPROXIMATE. CONTRACTOR SHALL COORDINATE WITH THE CITY PRIOR TO ANY WORK BEING DONE TO THE EXISTING CIRCUIT TO CONFIRM THE LOCATION OF THE SERVICE POINT.
5. EXISTING CONDUIT AND CONDUCTORS FOR THE EXISTING TRAIL LIGHTING CIRCUIT SHALL BE RELOCATED AND OR REPLACED WITH APPROVED EQUIVALENT AS NECCESSARY TO RESTORE EXISTING CONDITIONS.
6. SEE PEDESTRIAN TUNNEL DETAILS FOR ADDITIONAL INFORMATION ON JUNCTION BOXES IN CIRCUIT F.
7. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.



WIRING DIAGRAM

I-49 OVERPASS

WIRING NOTES:

1. CIRCUIT A
   I-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX - 8 (PB-8) TO PULL BOX A-1. 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
   I-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2").
   CONDUCTOR SHALL CONTINUE THROUGH PULL BOX - 8 (PB-8) TO PULL BOX 11. CONDUCTOR SHALL BRANCH AT JUNCTION 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, B-12, B-13, AND B-14 USING MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFTYSUB, OR APPROVED EQUAL). FOR ADDITIONAL INFORMATION SEE THE UNDERPASS LIGHTING CONNECTION DETAILS.
3. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND I-2C/#8 A.W.G., E.G.C. SHALL BE USED.
4. SEE I-49 UNDERPASS LIGHTING DETAILS FOR ADDITIONAL INFORMATION ON JUNCTION BOXES IN CIRCUIT B.
5. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.

ILLUMINATION DETAILS

LOCATION: I-49/HWY.62/W. 15TH STREET
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: CTA

USER: ap5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\lighting\040846 Lighting SD.dgn
PLOTTED: 3/25/2024 13:27
SCALE: 1:100

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	309	832
		SIGNING SUMMARY OF QUANTITIES				

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
202	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	3	EACH
202	REMOVAL AND RELOCATION OF SIGN	5	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-34)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-35)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-37)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-38)	1	EACH
SP	MODIFICATION OF EXISTING OVERHEAD SIGN SUPPORT	1	EACH
SP	MODIFICATION OF EXISTING ROADSIDE MOUNTED SIGNS	5	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-49-72-36)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-49-72-39)	1	EACH
SP	STEEL MONOTUBE STRUCTURE WITH FOUNDATION(S) (OH-49-72-40)	1	EACH
SP	STEEL MONOTUBE STRUCTURE WITH FOUNDATION(S) (56' MAST ARM)	1	EACH
SS & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	321	SQ. FT.
SS & 725	GUIDE SIGN - OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	1889	SQ. FT.
SS & 726	STANDARD SIGN	3030	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE A)	119	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE B)	71	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE C)	31	SQ. FT.
SP, SS, & 729	CHANNEL POST SIGN SUPPORT (U-1)	9	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	2034	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	106	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	19	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	12	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	14	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	2	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-5)	4	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-6)	3	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-8)	1	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-10)	1	EACH

NOTES:

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATIONS OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NOT LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS NOT NOTED IN THE PLANS SHALL BE MAINTAINED AND LEFT INTACT FOR THE DURATION OF THE PROJECT.

THE CONTRACTOR SHOULD MAKE EVERY EFFORT TO LOCATE BURIED UTILITIES PRIOR TO EXCAVATIONS INCLUDING, BUT NOT LIMITED TO, CALLING ARKANSAS ONE CALL CENTER (800) 482-8998 FOR LOCATES. SHOULD IT BE DETERMINED A POSSIBILITY OF A UTILITY CONFLICT, CONTRACTOR SHALL CONSULT WITH THE RESIDENT ENGINEER FOR FUTHER GUIDANCE.

THE SIGNAGE ENHANCEMENT RECOMMENDATIONS PROPOSED BY THE NWA TRAILBLAZERS WILL BE REVIEWED BY MAINTENANCE DIVISION STAFF AT A TIME NEARING PROJECT SUSTAINTIAL COMPLETION AS DETERMINED BY THE RESIDENT ENGINEER.

BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H1, H2, H3 AND THE STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13846
DERIC M. WYATT

3-11-2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	310	832
		SIGNING QUANTITIES				

OVERHEAD SIGNING QUANTITIES

SIGN NO./ LOCATION	STRUCTURE TYPE: INSTALL SIGN STRUCTURE ST	OC	OH	BM	REMOVE EXISTING SIGN STRUCTURE ST	OC	OH	BM	MODIFICATION OF EXISTING SIGN SUPPORT ST	OC	OH	BM	GUIDE SIGN LENGTH LIN. FT.	HEIGHT LIN. FT.	SQ. FT.	EXIT NUMBER PANEL LEGEND	TYPE A SQ. FT.	B SQ. FT.	C SQ. FT.	OVERHEAD DMS ASSEMBLY EACH	STD. SIGN SQ. FT.	GUARDRAIL TYPE A LIN. FT.	TERM. ANCHOR POSTS TYPE 1 EACH	GUARDRAIL TERM. TYPE 2 EACH	AGG. BASE CR (CL. 7) TON	ACHM SURF. CR. 220 LBS/SY TON
OH-049-72-13											1																
OH49-62-1NB													17.00	14.00	238.00	62 A-B			31.25								
OH-49-72-35			1																								
OH49-62B-1NB													16.00	14.00	224.00	62 B		23.75									
OH49-62A-1NB													13.50	6.50	87.75	62 A		23.75									
OH-49-72-37			1																								
OH49-64-1NB													16.00	12.00	192.00	64	23.75										
OH49-62B-2NB													17.00	15.00	255.00	62 B		23.75									
OH-049-72-15							1																				
OH-049-72-16							1																				
OH-049-72-38			1																								
OH49-62-2SB													20.00	15.50	310.00	62	23.75										
OH-049-72-14							1																				
OH-049-72-34			1																								
OH49-61-2SB													14.50	11.00	159.50	61	23.75										
OC-049-72-39		1																									
OC49-62-1SB													19.50	13.50	263.25	62	23.75										
OC-49-72-36		1																									
OC49-61-1SB													14.50	11.00	159.50	61	23.75										
TOTALS:		2	4				3				1				1889.00		118.75	71.25	31.25								

MAIN LANES ROADSIDE MOUNTED SIGNING QUANTITIES

SIGN NO./ LOCATION	OMNI-DIRECTIONAL SIGN SUPPORT G1	G2	G3	I-BEAM STRUCTURE TYPE G1	G2	G3	GUIDE SIGN DEMOUNTABLE LEGEND LENGTH LIN. FT.	HEIGHT LIN. FT.	SQ. FT.	I-BEAM BREAKAWAY SIGN SUPPORT STEEL SECT. A-572 BEAM	LBS	SIGN POST LENGTH H - 1 LIN FT	H - 2 LIN FT	H - 3 LIN FT	STUB POST H - 1 LIN FT	H - 2 LIN FT	H - 3 LIN FT	FOOTINGS DIA. LIN FT	DEPTH LIN FT	EMBED. LIN FT	SIGN POST AND STUB POUND	EXIT NUMBER PANEL LEGEND	TYPE A SQ. FT.	B SQ. FT.	C SQ. FT.	SUPPLEMENTAL GUIDE SIGN DEMOUNTABLE LEGEND	SQ. FT.
EXIT62A-NB		1					9.00	5.00	45.00																		
EXIT62B-NB		1					9.00	5.00	45.00																		
LL49-RAMP62B-1NB							11.00	7.00	77.00	W8	18.00	14.00	15.00		4.33	4.33		2.00	6.00	4.00	677.88						
LF49-RAMP62B-2NB							11.00	7.00	77.00	W8	18.00	14.00	15.00		4.33	4.33		2.00	6.00	4.00	677.88						
LGA49-RAMP62B-3NB							11.00	7.00	77.00	W8	18.00	14.00	15.00		4.33	4.33		2.00	6.00	4.00	677.88						
TOTALS:		2							321.00												2033.64						

OVERHEAD STRUCTURES

TABLE OF VARIABLES			
SIGN STRUCTURE	SPAN LENGTH "S"	FOUNDATION MEDIAN	FOUNDATION OUTSIDE SHOULDER
OH-049-72-34	84'-0"	B1	A1
OH-049-72-35	72'-6"	B1	A1
OH-049-72-37	79'-0"	B1	A1
OH-049-72-38	80'-6"		A

CANTILEVER STRUCTURES

TABLE OF VARIABLES	
SIGN STRUCTURE	"X"
OC-049-72-36	28'-0"
OC-049-72-39	26'-6"

MAIN LANES SIGNING QUANTITIES
OVERHEAD MOUNTED ON
STEEL MONOTUBE STRUCTURES

POLES			
ROADWAY	STATION	MAST ARM LENGTH	VERTICAL SHAFT LENGTH
I-49 RAMP 62B NB	729+00.00NB	56'	21'-0"
I-49 RAMP 62 SB	1328+50.00SB	107'	21'-0"

STANDARD SIGNS

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET U-CHANNEL SIGN SUPPORTS TYPE U-1 EA.	U-2 EA.	U2-1 EA.	U-3 EA.	U3-1 EA.	U3-2 EA.	STANDARD SIGN SQ. FT.
SS49 STA 159+00.00SB	1						3.00
SS49 STA 160+00.00SB	1						3.00
SS49 STA 161+00.00SB	1						3.00
SS49 STA 162+00.00SB	1						3.00
SS49 STA 163+00.00SB	1						3.00
SS49 STA 164+00.00SB	1						3.00
SS49 STA 165+00.00SB	1						3.00
SS49 STA 166+00.00SB	1						3.00
SS49 STA 167+00.00SB	1						3.00
SUBTOTALS:	9	0	0	0	0	0	27.00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

3-11-2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	311	832
		SIGNING QUANTITIES				

STANDARD SIGNS (BOX 1 OF 3)

	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS												
	TYPE												STANDARD
SIGN NO./ LOCATION	G1 EA.	G2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	SIGN SQ. FT.
SS49 STA 238+00.00NB			1										16.00
SS49 STA 241+00.00NB			1										16.00
SS49 STA 252+00.00NB			1										16.00
SS62 415+00.00EB			1										16.00
SS62 428+50.00WB			1										16.00
SSRAMP62B 725+50.00NB			1										16.00
SS SH 1324+00.00SB			1										16.00
SS49 154+25.00NB			1										16.00
SS RAMP62B 759+00.00NB			1										16.00
SS SH 126+00.00SB			1										16.00
SS RAMP 2107+50.00SB			1										16.00
SS SH 487+00.00SB			1										16.00
SSRAMP62A 708+00.00NB			1										16.00
SSRAMP 752+00.00NB			1										16.00
SSRAMP 2007+00.00NB			1										16.00
SSRAMP 754+00.00NB			1										16.00
SS49 STA 231+00.00NB			1										16.00
SS49 STA176+50.00SB			1										16.00
SS49 STA 174+50.00SB			1										16.00
SSRAMP62A 710+00.00NB	1												13.00
SS SH 513+00.00NB	1												13.00
SS SH 504+00.00SB	1												13.00
SS F/15 713+00.00NB	1												12.75
SS F/15 108+00.00EB	1												12.75
SS F/15 803+75.00NB	1												12.75
SS SH 508+50.00NB	1												12.75
SS SH 508+50.00SB	1												12.75
SS SH 506+50.00SB	1												12.75
SSF/15 108+00.00WB	1												12.75
SS F/15 806+50.NB	1												9.00
SS62 420+00.00WB	1												9.00
SS F/15 904+00.00NB	1												9.00
SS62 417+00.00WB	1												9.00
SS SH 515+50.00NB	1												9.00
SS SH 500+00.00SB	1												9.00
SS SH 496+75.00SB	1												3.00
SS SH 49+25.00SB	1												3.00
SS SH 488+00.00SB	1												3.00
SS62 417+75.00WB	1												5.00
SS62 420+50.00WB	1												5.00
SS62 424+25.00WB	1												5.00
SS62 425+25.00WB	1												5.00
SS62 426+50.00WB	1												5.00
SS62 428+15.00WB	1												5.00
SS62 429+00.00WB	1												5.00
SS62 432+50.00EB	1												5.00
SS62 435+75.00EB	1												5.00
SS62 438+00.00EB	1												5.00
SS62 440+00.00WB	1												5.00
SS62 441+00.00WB	1												5.00
SS62 436+25.00WB	1												5.00
SS62 435+00.00WB	1												5.00
SS62 432+80.00WB	1												5.00
SS62 414+25.00EB	1												5.00
SS62 414+25.00EB	1												5.00
SS F/15 107+00.00EB	1												5.00
SS F/15 107+50.00NB	1												5.00
SS F/15 106+50.00EB	1												5.00
SS SH/15 102+00.00WB	1												5.00
SS SH 101+50.00SB	1												5.00
SS 15 101+75.00EB	1												5.00
SSRAMP62B 729+50.00NB		1											8.75
SS F/15 713+25.00NB					1								16.00
SS F/15 107+75.00NB					1								16.00
SS F/15 106+10.00EB					1								16.00
SUBTOTALS (BOX 1 OF 3):	**42**	**1**	**19**		**3**								**667.00**

STANDARDS SIGNS (BOX 2 OF 3)

	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS												
	TYPE												STANDARD
SIGN NO./ LOCATION	G1 EA.	G2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	SIGN SQ. FT.
SS SH/15 102+50.00WB					1								16.00
SS SH 506+75.00SB					1								16.00
SS SH 508+00.00NB					1								16.00
SS SH 485+75.00SB					1								16.00
SS180 451+50.00WB					1								16.00
SSRAMP62B 730+50.00NB		1											11.25
SS F/15 800+00.00WB		1											10.50
SSRAMP 761+00.00NB		1											10.00
SS SH 501+00.00SB	1												9.00
SS FIN 103+50.00NB		1											13.75
SS 1MI 108+75.00SB	1												7.50
SS62 408+00.00EB	1												12.00
SS62 444+20.00WB	1												12.00
SS180 455+50.00EB	1												12.00
SS F/15 108+75.00WB	1												5.00
SS62 410+25.00EB	1												5.00
SS62 430+00.00WB	1												5.00
SS62 431+00.00EB	1												5.00
SS62 430+50.00EB	1												5.00
SS WALMART DR	1												10.25
SS SH 1323+00.00SB	1												6.25
SS62 439+25.00EB	1												6.25
SS62 441+00.00EB	1												6.25
SS180 457+50.00WB	1												6.25
SS180 455+50.00WB	1												6.25
SS SH 1327+00.00SB	1												6.25
SS FIN 102+75.00WB	1												9.00
SS62 411+50.00WB	1												7.50
SS62 416+00.00EB	1												12.00
SS62 416+00.00WB	1												12.00
SS62 434+00.00WB	1												12.00
SS62 434+00.00EB	1												12.00
SS180 454+25.00EB	1												12.00
SS 1MIL 107+00.00NB	1												9.00
SS62 413+00.00EB	1												9.00
SS62 408+00.00WB	1												9.00
SS62 416+00.00WB	1												9.00
SS62 419+50.00EB	1												9.00
SS62 429+50.00EB	1												9.00
SS62 427+50.00WB	1												9.00
SS62 434+00.00EB	1												9.00
SS62 431+50.00WB	1												9.00
SS SH 498+80.00SB	1												16.00
SSRAMP62B 727+50.00NB	1												16.00
SS SH 1327+50.00SB	1												16.00
SS62 414+75.00EB	1												16.00
SS62 414+00.00WB	1												16.00
SS62 432+00.00EB	1												16.00
SS62 430+00.00WB	1												16.00
SS62 436+00.00EB	1												16.00
SS62 438+00.00WB	1												16.00
SS62 424+00.00EB	1												6.00
SS62 439+50.00WB	1												6.00
SS 180 453+25.00EB	1												7.00
SS180 460+00.00WB					1								12.38
SS180 445+00.00WB	1												8.19
SS SH/15 102+00.00WB	1												8.19
SS SH 502+50.00SB	1												8.19
SS SH 2000+00.00SB	1												8.19
SSRAMP62B 725+00.00NB	1												10.00
SSRAMP62B 731+25.00NB	1												8.19
SS SH 499+00.00SB					1								16.25
SS SH 495+00.00SB					1								16.25
SS 1MI 107+25.00NB						1							25.00
SS FIN 105+00.00SB						1							25.00
SUBTOTALS (BOX 2 OF 3):	**51**	**4**		**3**	**7**								**717.08**

STANDARDS SIGNS (BOX 3 OF 3)

	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS												
	TYPE												STANDARD
SIGN NO./ LOCATION	G1 EA.	G2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	SIGN SQ. FT.
SS180 452+00.00EB					1								25.00
SS SH 601+00.00SB					2								50.00
SS RAMP62B 732+75.00NB	1												8.19
SS180 451+00.00WB	1												8.19
SS RAMP62B 729+50.00NB	1												15.00
SSRAMP62B 731+50.00NB				1									15.44
SS180 454+00.00WB	1												8.19
SS SH 1332+00.00SB	1												9.19
SS SH 1331+00.00SB				1									14.44
SS SH 1319+00.00SB				1									47.25
SS SH 1319+00.00SB				1									45.00
SS62 431+00.00EB					1								19.00
SS62 435+00.00EB				1									13.38
SS SH 1332+00.00SB		1											17.75
SS62 444+25.00WB		1											58.25
SS62 444+75.00WB		1											58.25
SS180 450+50.00EB		1											58.25
SS180 451+50.00EB		1											58.25
SS F/15 107+50.00EB	1												4.50
SS F/15 102+00.00EB	1												4.50
SS SH 508+00.00SB	1												4.50
SSRAMP62A 709+00.00NB		1											30.00
SS SH/15 105+50.00WB		1											16.25
SS F/15 103+00.00EB		1											18.00
SS SH 1328+00.00SB						1							32.50
SS180 449+00.00WB							1						51.94
SS180 458+50.00WB								1					61.75
SS62 445+00.00EB								1					44.69
SS62 449+00.00EB				1									23.56
SS180 452+50.00WB				1									22.56
SS62 451+50.00EB	1												14.38
SS SH 1325+50.00SB							1						58.13
SSRAMP62B 728+50.00NB									1				65.56
SSRAMP62B 726+50.00NB							1						37.25
SSRAMP62B 729+50.00NB						1							34.44
SS SH 1325+50.00SB							1						58.88
SS62 438+50.00EB								1					53.75
SS62 442+50.00EB												1	47.06
SSRAMP 763+00.00NB				1									16.25
SSRAMP 1100+00.00NB				1									14.44
SSRAMP 1102+50.00NB	1												8.19
BRIDGE MOUNT SIGNS													
SSBM 447+50.00EB													66.67
MONOTUBE STRUCTURE SIGNS													
OH SSRAMP62B 729+00.00NB													103.25
OH SSRAMP62 1328+50SB													183.75
SUBTOTALS (BOX 3 OF 3):	**13**	**8**		**9**	**4**	**2**	**4**	**3**		**1**		**1**	**1619.27**

TOTALS:	**106**	**13**	**19**	**12**	**14**	**2**	**4**	**3**		**1**		**1**	**3003.35**

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

3-11-2024

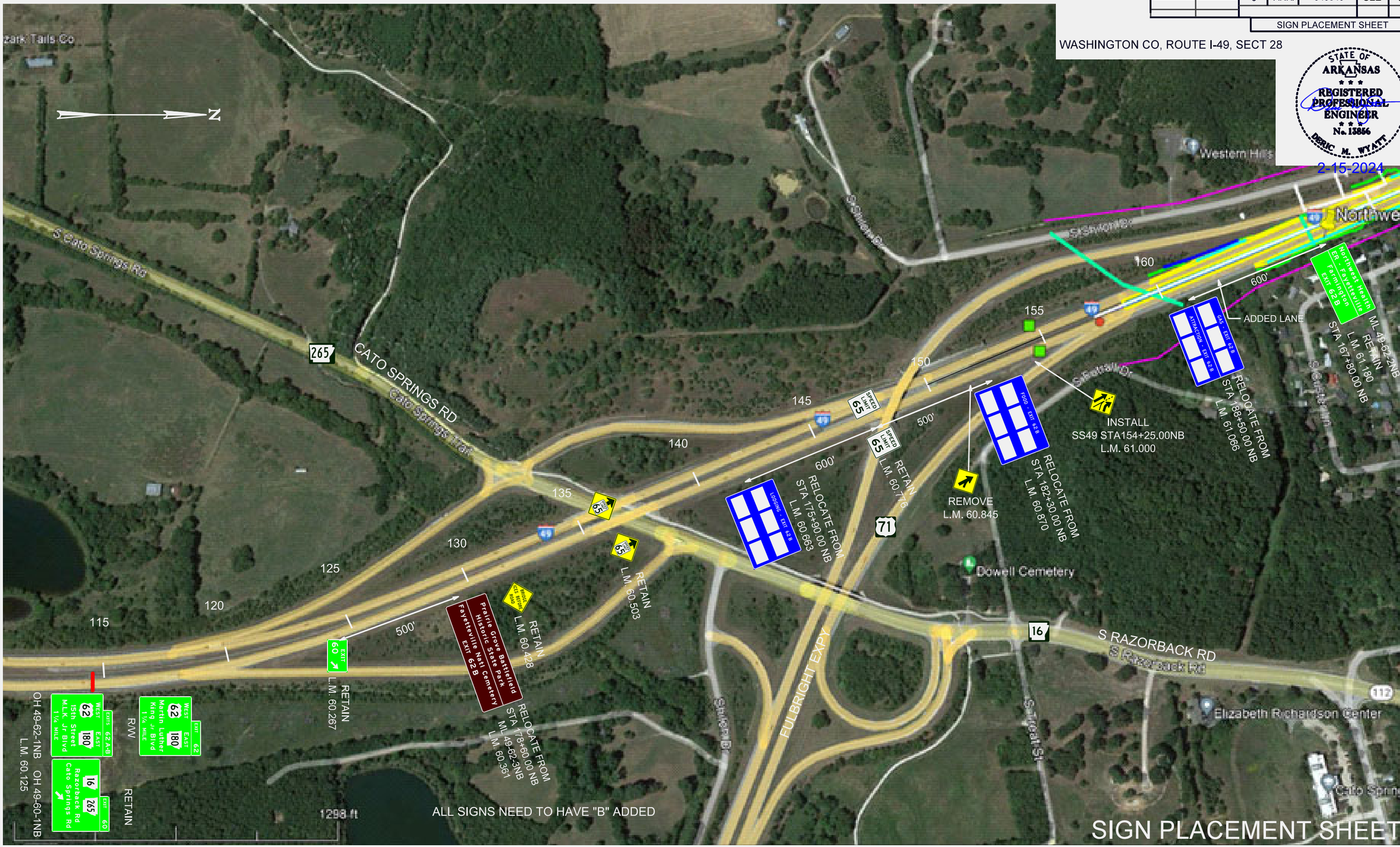
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	312	832

SIGN PLACEMENT SHEET

WASHINGTON CO, ROUTE I-49, SECT 28

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024



SIGN PLACEMENT SHEET

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	313	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERRIC M. WYATT
2-15-2024

N

RETAIN
ML 49-60-1SB
STA 157+00.00 SB

Natural State
Golf Trail
EXIT 60

INSTALL (9EA)
SS49 STA 159+00.00SB
SS49 STA 160+00.00SB
SS49 STA 161+00.00SB
SS49 STA 162+00.00SB
SS49 STA 163+00.00SB
SS49 STA 164+00.00SB
SS49 STA 165+00.00SB
SS49 STA 166+00.00SB
SS49 STA 167+00.00SB

RETAIN
STA 167+00.00 SB

EXIT 61

155 160 165 170

STA. 158+60.00
BEGIN JOB 040846
LOG MILE 61.030

P.O.E. 1303+80.76
P.I. 1301+95.28
S 38° 22' E

ATTRACTION - EXIT 62 B
GAS - EXIT 62 B

RELOCATE FROM STA 188+50.00 NB
TO STA 161+80.00 NB
MODIFY LEGEND "62B"

Northwest Health
ER - Fayetteville
Farmington
EXIT 62 B

RETAIN
STA 167+80.00 NB
MODIFY LEGEND "62B"

SIGN PLACEMENT SHEET

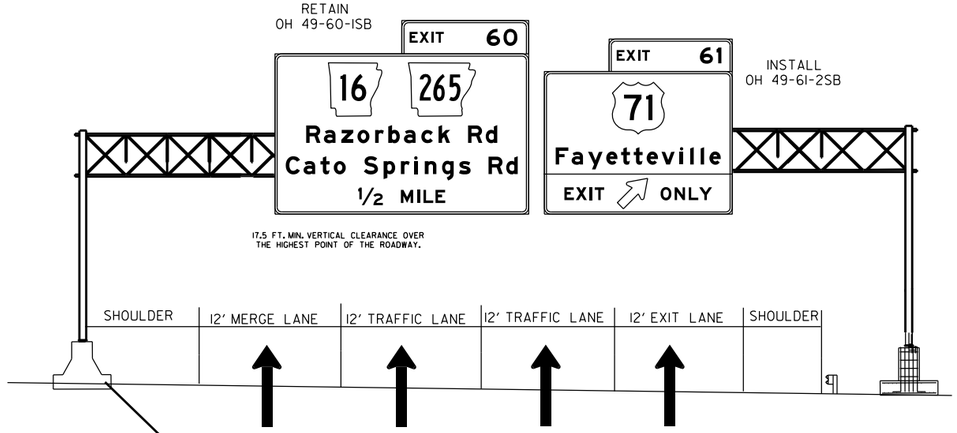
qm40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	314	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
2-15-2024

REMOVE OH STRUCTURE OH-049-72-14
REPLACE WITH OH-049-72-34
STA 172+50.00 SB

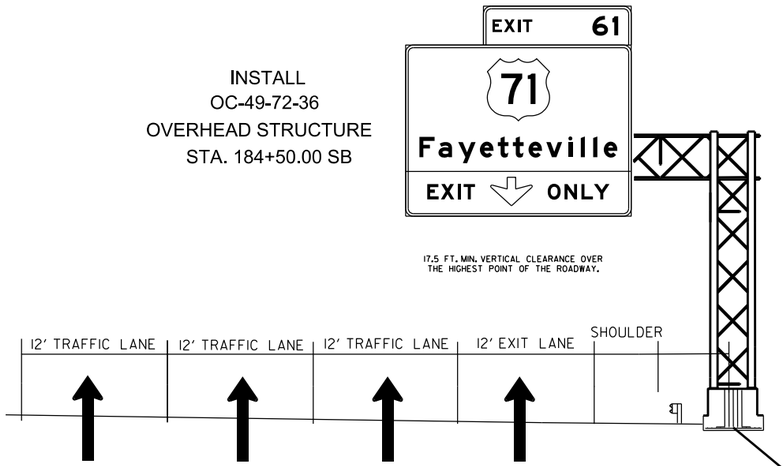
RETAIN
OH 49-60-ISB

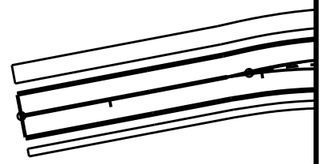


INSTALL
OH 49-61-2SB

INSTALL OC49-61-1SB

INSTALL
OC-49-72-36
OVERHEAD STRUCTURE
STA. 184+50.00 SB



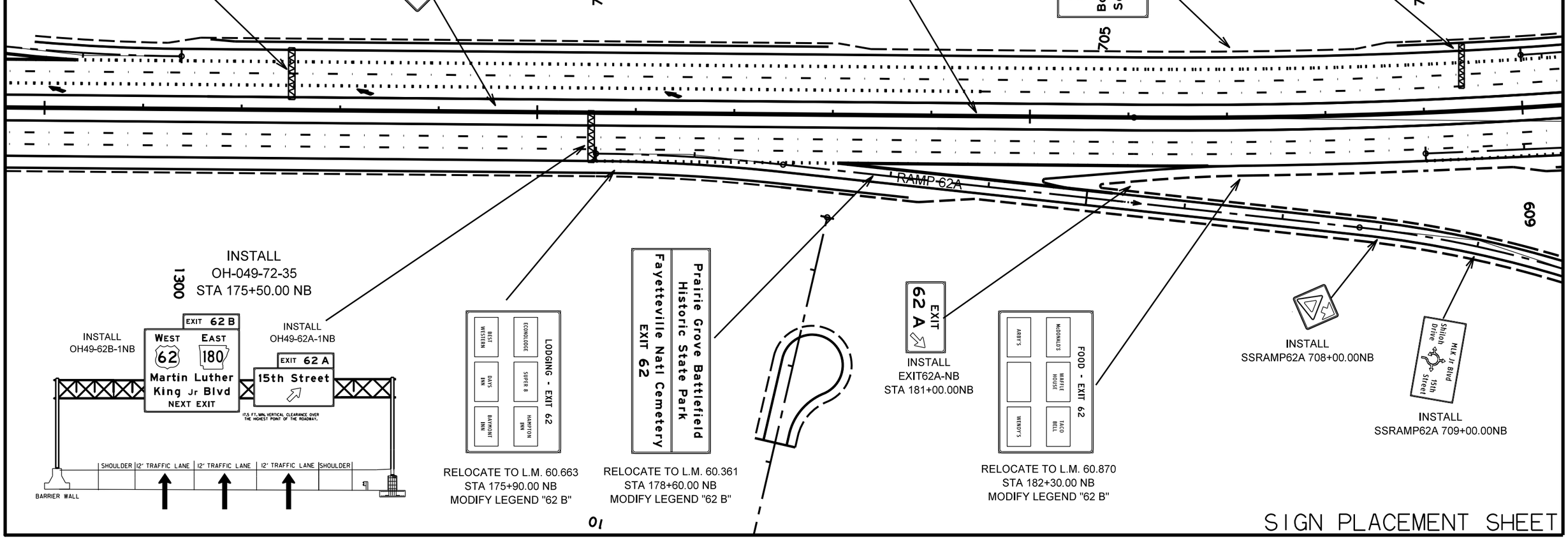


INSTALL
SS49 STA 174+50.00SB

INSTALL
SS49 STA 179+50.00SB

RELOCATE FROM STA 187+25.00 SB
TO STA 182+00.00 SB
ML49-61-1SB





INSTALL
OH-049-72-35
STA 175+50.00 NB

INSTALL
OH49-62B-1NB

INSTALL
OH49-62A-1NB

RELOCATE TO L.M. 60.663
STA 175+90.00 NB
MODIFY LEGEND "62 B"

RELOCATE TO L.M. 60.361
STA 178+60.00 NB
MODIFY LEGEND "62 B"

INSTALL
EXIT62A-NB
STA 181+00.00NB

RELOCATE TO L.M. 60.870
STA 182+30.00 NB
MODIFY LEGEND "62 B"

INSTALL
SSRAMP62A 708+00.00NB

INSTALL
SSRAMP62A 709+00.00NB

SIGN PLACEMENT SHEET

qh40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	315	832
		SIGN PLACEMENT SHEETS				

N

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
2-15-2024

RELOCATE TO STA 182+00.00 SB
ML49-61-1SB
STA 187+25.00 SB

Boston Mtns Scenic Loop EXIT 61

RAMP 62B

GAS - EXIT 62
KUM & GO | CITGO | MURPHY USA

ATTRACTION - EXIT 62
TERRA STUDIOS | CLINTON HOUSE | INFO VISITOR

RELOCATE TO STA 161+80.00 NB
STA 188+50.00 NB
MODIFY LEGEND "62 B"

EXIT 62 B
INSTALL
EXIT 62B-NB
STA 191+50.00NB

INSTALL
OH-49-72-37
STA 187+00.00 NB

INSTALL
OH49-64-1NB

EXIT 64 | WEST 16 | EAST 16S | Wedington Dr 1¾ MILE

EXIT 62 B | WEST 62 | EAST 180 | Martin Luther King Jr Blvd

17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF THE ROADWAY.

INSTALL
OH49-62B-2NB

SHOULDER | 12' TRAFFIC LANE | 12' TRAFFIC LANE | 12' TRAFFIC LANE | SHOULDER

BARRIER WALL

REMOVE EXISTING OVERHEAD STRUCTURE
OH-049-72-15
STA 193+50.00

EXIT 64 | WEST 16 | EAST 16S | Wedington Dr 1¾ MILE

EXIT 62 | WEST 62 | EAST 180 | Martin Luther King Jr Blvd

15' GRASS MEDIAN | 5' SHOULDER | 12' TRAFFIC LANE | 12' TRAFFIC LANE | 11' SHOULDER

EXIT 62
10 MPH
REMOVE
STA 199+50.00

SIGN PLACEMENT SHEET

qh40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	316	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
2-15-2024

N

INSTALL
SS SH 515+50.00NB
750' FROM INTERSECTION

INSTALL
SS SH 513+00.00NB
500' FROM INTERSECTION

INSTALL
SS SH 508+50.00SB

INSTALL
SS SH 508+00.00SB

INSTALL
SS SH 101+50.00SB

INSTALL
SS SH 506+75.00SB

INSTALL
SS SH 506+50.00SB

SEE RRFB SIGNALIZATION PLAN SHEETS

INSTALL
SS SH 504+00.00SB

INSTALL
SS SH 503+00.00SB

INSTALL
SS SH 501+00.00SB

INSTALL
SS SH 500+00.00SB

INSTALL
SS SH 508+50.00NB

INSTALL
SS SH 508+00.00NB

INSTALL
SS 15 101+75.00EB

INSTALL
SS SH/15 102+00.00WB

INSTALL
SS SH/15 102+00.00WB

INSTALL
SS SH/15 102+50.00WB

INSTALL
SS F/15 103+00.00EB

INSTALL
SS F/15 102+00.00EB

INSTALL (2EA)
SS SH 601+00.00SB

INSTALL
SS SH 502+50.00SB

INSTALL
SS SH 499+00.00SB

INSTALL
SS SH 498+80.00SB

INSTALL
SS F/15 106+10.00EB

INSTALL
SS F/15 106+50.00EB

INSTALL
SS SH/15 105+50.00WB

INSTALL
SS SH/15 106+50.00WB

INSTALL
STA 191+50.00NB

INSTALL
SSRAMP62B 759+00NB

INSTALL
SSRAMP62A 710+00.00NB

INSTALL
SS F/15 713+00.00NB

INSTALL
SS F/15 713+25.00NB

INSTALL
SS F/15 806+50.00NB

INSTALL
SS F/15 904+00.00NB

SEE RRFB SIGNALIZATION PLAN SHEETS

INSTALL
SS F/15 900+00.00NB

INSTALL
SS F/15 107+00.00EB

INSTALL
SS F/15 107+50.00EB

INSTALL
SS F/15 107+75.00NB

INSTALL
SS F/15 107+50.00NB

INSTALL
SS F/15 108+00.00EB

INSTALL
SS F/15 108+00.00WB

INSTALL
SS F/15 803+75.00NB

INSTALL
LL49-RAMP62B-1NB
STA 721+00.00 NB

INSTALL
LF49-RAMP62B-2NB
STA 722+00.00 NB

SIGN PLACEMENT SHEET

qh40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	317	832

SIGN PLACEMENT SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
3-11-2024

N

INSTALL
SS SH 487+00.00SB

INSTALL
SS SH 485+75.00SB

INSTALL
SS SH 495+00.00SB

INSTALL
SS SH 496+75.00SB

INSTALL
SS SH 490+25.00SB

INSTALL
SS SH 488+00.00SB

INSTALL
SS RAMP 2107+50.00SB

REMOVE
STA 207+00.00 SB

INSTALL
SSRAMP62B 725+00.00 NB

INSTALL
SSRAMP62B 729+50.00 NB

INSTALL
SSRAMP62B 731+25.00 NB

INSTALL
SSRAMP62B 732+75.00 NB

INSTALL
OH SS RAMP62B
729+00.00 NB - A

INSTALL
OH SS RAMP62B
729+00.00 NB - B

INSTALL
OH SS RAMP62B
729+00.00NB - C

INSTALL
OH SS RAMP62B
729+00.00NB -D

INSTALL
STEEL MONOTUBE STRUCTURE
WITH 56' MAST ARM

INSTALL
SSRAMP 752+00.00NB
SS RAMP 2007+00.00NB

INSTALL
SSRAMP 754+00.00NB

INSTALL
SS180 451+00.00 WB

INSTALL
LGARAMP62B 723+00.00 NB

INSTALL
SSRAMP62B 725+50.00 NB

INSTALL
SSRAMP62B 726+50.00 NB

INSTALL
SSRAMP62B 727+50.00 NB

INSTALL
SSRAMP62B 728+50.00 NB

INSTALL
SSRAMP62B 729+50.00NB

INSTALL
SSRAMP62B 730+50.00NB

INSTALL
SSRAMP 62B 731+50.00NB

INSTALL
SS180 451+50.00WB

P.I. 200+73.89

P.T. 209+72.35

P.C. 213+72.35

N 21°59'[illegible] W

SIGN PLACEMENT SHEET

am40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	318	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13854
DERIC M. WYATT
3-11-2024

N

440

INSTALL
OH SS RAMP62
1328+50.00 SB - G

INSTALL
OH SS RAMP62
1328+50.00 SB - F

INSTALL
OH SS RAMP62
1328+50.00 SB - E

INSTALL
OH SS RAMP62
1328+50.00 SB - D

INSTALL
OH SS RAMP62
1328+50.00 SB - C

INSTALL
OH SS RAMP62
1328+50.00 SB - B

INSTALL
OH SS RAMP62
1328+50.00 SB - A

INSTALL OH-49-72-40
STEEL MONOTUBE STRUCTURE
WITH 107' MAST ARM

INSTALL
SS SH 1331+00.00SB

INSTALL
SS SH 1328+00.00SB

INSTALL
SS SH 487+00.00SB

INSTALL
SS SH 485+75.00SB

INSTALL
SS SH 488+00.00SB

INSTALL
SS SH 490+25.00SB

INSTALL
SS RAMP 2107+50.00SB

445

INSTALL
SS SH 1332+00.00SB

INSTALL
SS SH 2000+00.00SB

INSTALL
SS SH 1327+00.00SB

490

205

REMOVE
STA 207+00.00 SB

2105

210

P.T. 208+72.35

N 21°59'00" W

485

1330 2000

215

P.C. 213+72.35

2005

730

2100

RETAIN
STA 203+00.00 NB

755

SIGN PLACEMENT SHEET

04040219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	319	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
2-15-2024

INSTALL
SS SH 1328+00.00SB

INSTALL
SS SH 1327+50.00SB

INSTALL
SS SH 1325+50.00SB

INSTALL
SS SH 1324+00.00SB

INSTALL
SS SH 1323+00.00SB

INSTALL
SS SH 1319+00.00SB

INSTALL
SS SH 1327+00.00SB

INSTALL
SS SH 1325+50.00SB

INSTALL
SS SH 1319+00.00SB

RETAIN
STA 215+50.00 SB

RETAIN
STA 218+50.00 SB

INSTALL
SSRAMP 754+00.00NB

INSTALL
SSRAMP 761+00.00NB

INSTALL
SSRAMP 763+00.00NB

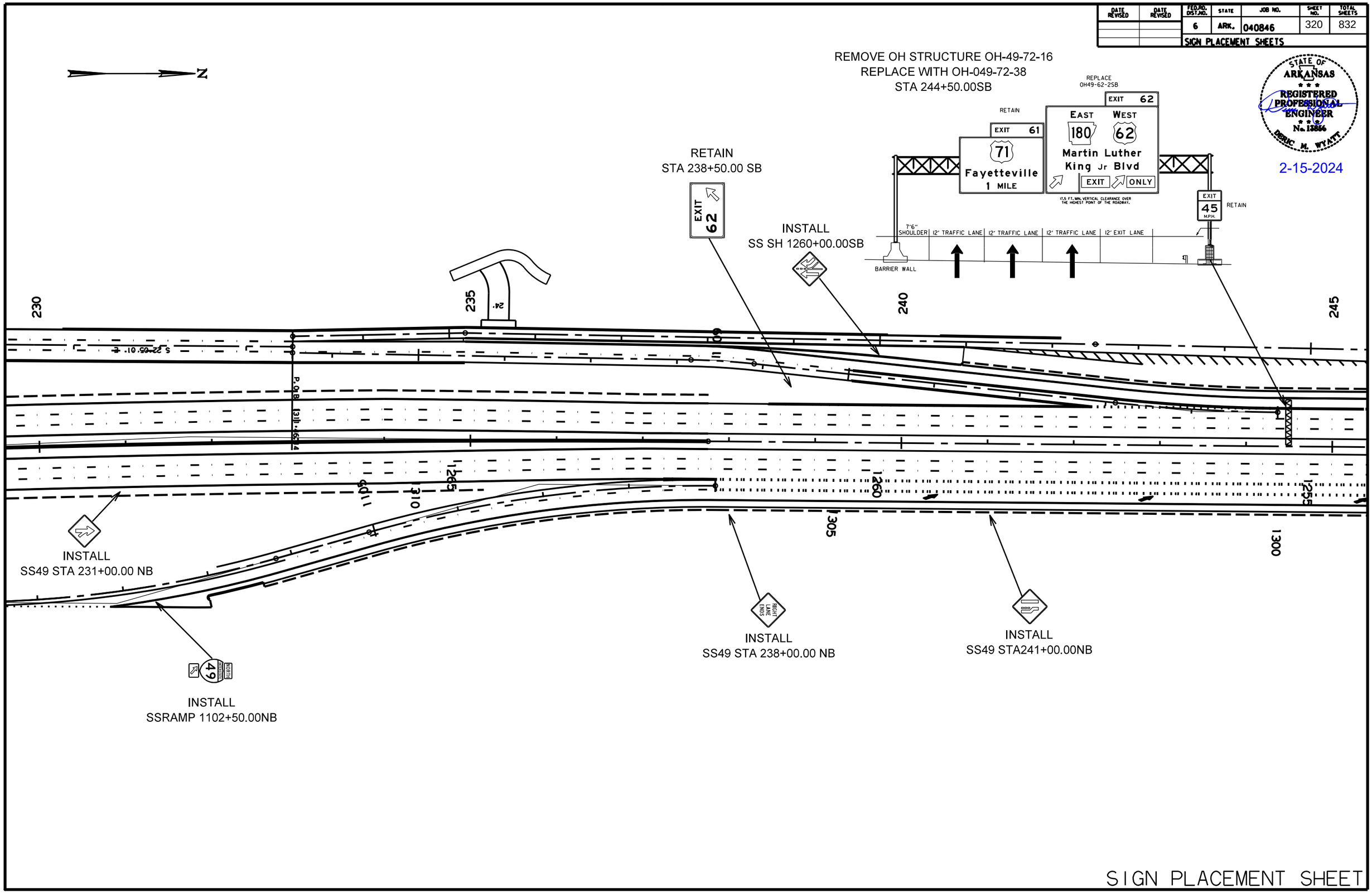
REMOVE
STA 229+00.00 NB

INSTALL
SSRAMP 1100+00.00NB

SIGN PLACEMENT SHEET

dn40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	320	832
		SIGN PLACEMENT SHEETS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN PLACEMENT SHEET

ah40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	321	832

SIGN PLACEMENT SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
2-15-2024

245 250 255 260 265 270 275

P.I. 125+50.06
P.O.B. 125+00.00
S 22°11'17" E

N 21°59'06" W

RETAIN
ML 49-62-3SB
AT L.M. 62.785
STA 252+00.00 SB

Prairie Grove Battlefield
Historic State Park
Fayetteville Natl Cemetery
EXIT 62

RETAIN
LGA 49-62SB
AT L.M. 62.908
STA 258+75.00 SB

GAS - EXIT 62
KUM & GO | CITGO | MURPHY USA

ATTRACTION - EXIT 62
TERRA STUDIOS | CLINTON HOUSE | INFO VISITOR

INSTALL
SS49 STA252+00.00NB

EXIT 64
WEST 16 | EAST 16S
Wedington Dr
3/4 MILE

RETAIN
ML 49-64-2NB
AT L.M. 62.815
STA 253+90.00NB

INSTALL
OC49-62-1SB

EXIT 62
EAST 180 | WEST 62
Martin Luther King Jr Blvd
EXIT | ONLY

12' TRAFFIC LANE | 12' TRAFFIC LANE | 12' TRAFFIC LANE | 12' EXIT LANE

INSTALL
OC-49-72-39
OVERHEAD STRUCTURE
STA 262+00.00 SB

FOOD - EXIT 62
TACO BELL | WENDY'S | WAFFLE HOUSE | | McDONALD'S | ARBY'S

RETAIN
LF 49-62 SB
AT L.M. 62.815
STA 266+00.00 SB

LODGING - EXIT 62
HAMPTON INN | BAYMONT INN | SUPER 8 | DAYS INN | ECONOLODGE | BEST WESTERN

RETAIN
LL 49-62 SB
AT L.M. 63.159
STA 272+00.00 SB

P.O.E. 265+52.44

RETAIN
ML 49-64-1NB
AT L.M. 63.020
STA 264+50.00

Lake Wedington
EXIT 64
VA Med Center
EXIT 64

RETAIN
LF 49-64 NB
AT L.M. 63.123
STA 270+00.00 NB

FOOD-EXIT 64
EUREKA PIZZA | GUSANO'S
IHOP | SONIC
CATFISH HOLE | McDONALD'S

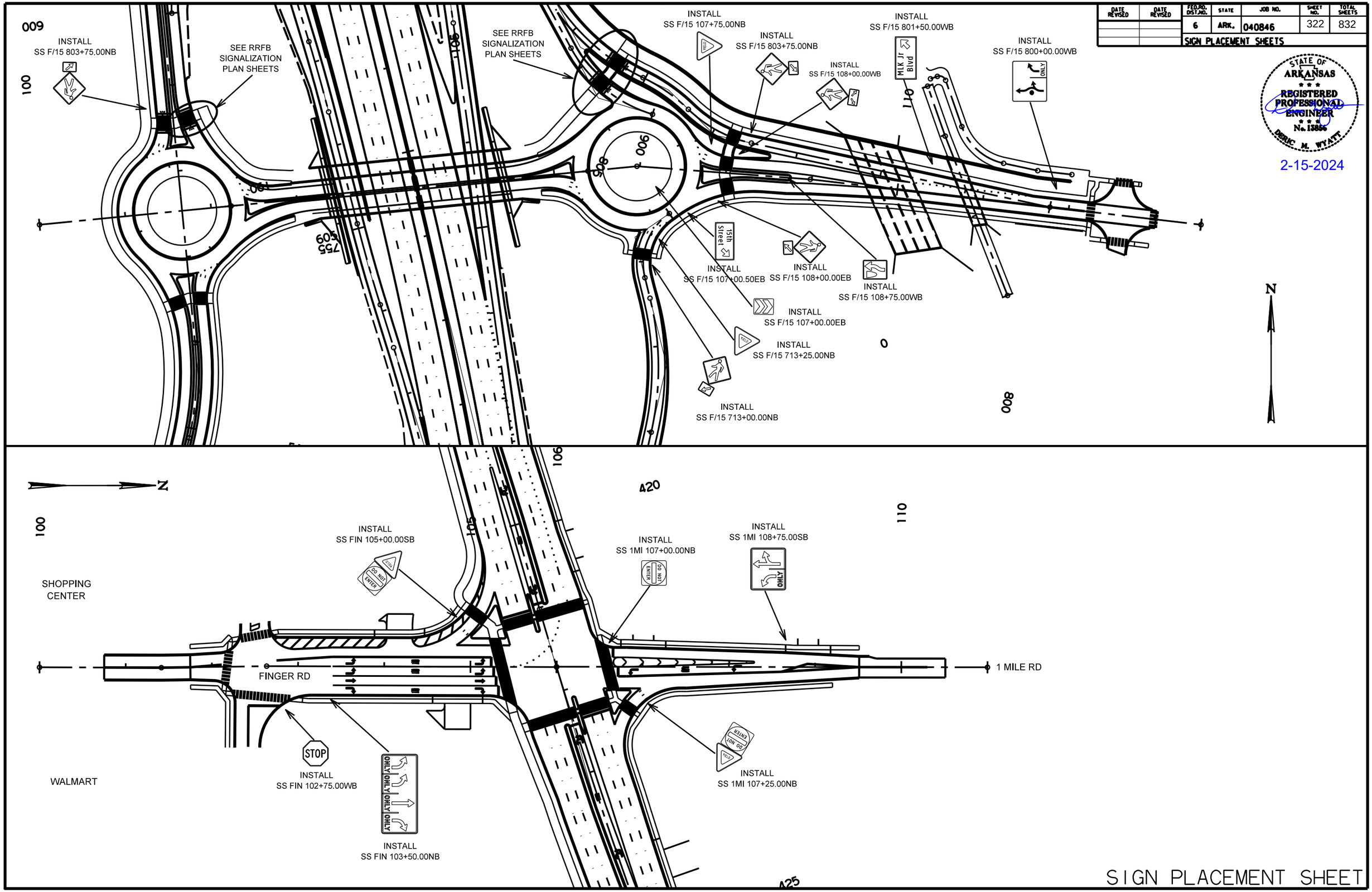
SIGN PLACEMENT SHEET

oh40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	322	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

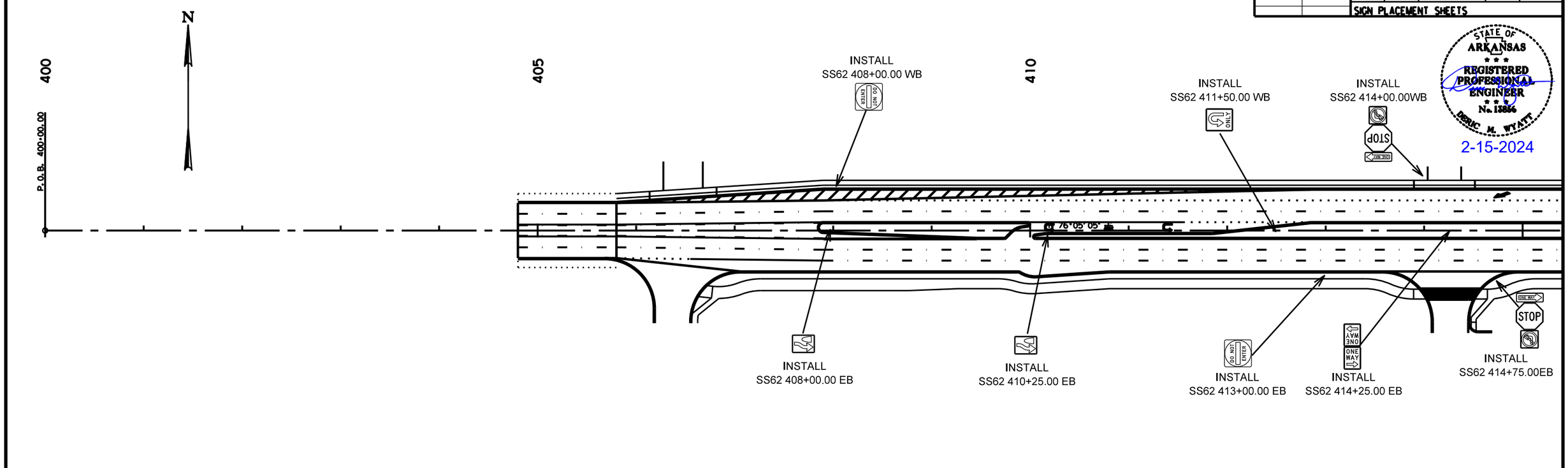
2-15-2024



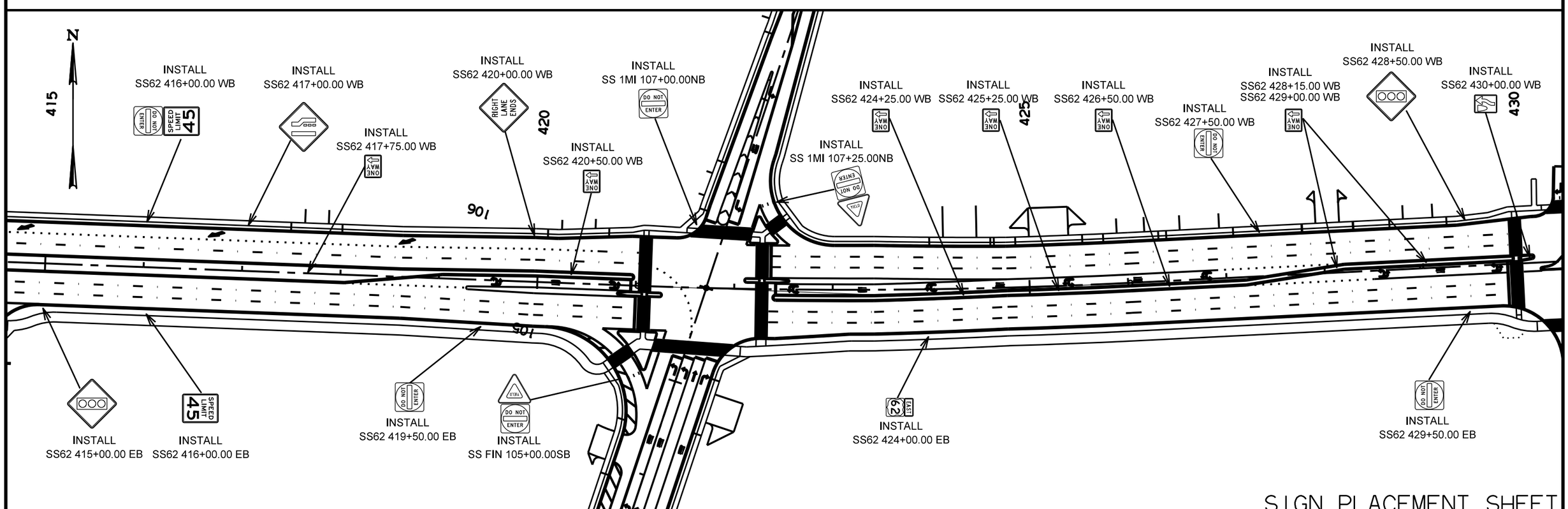
SIGN PLACEMENT SHEET

ah40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	323	832
		SIGN PLACEMENT SHEETS				



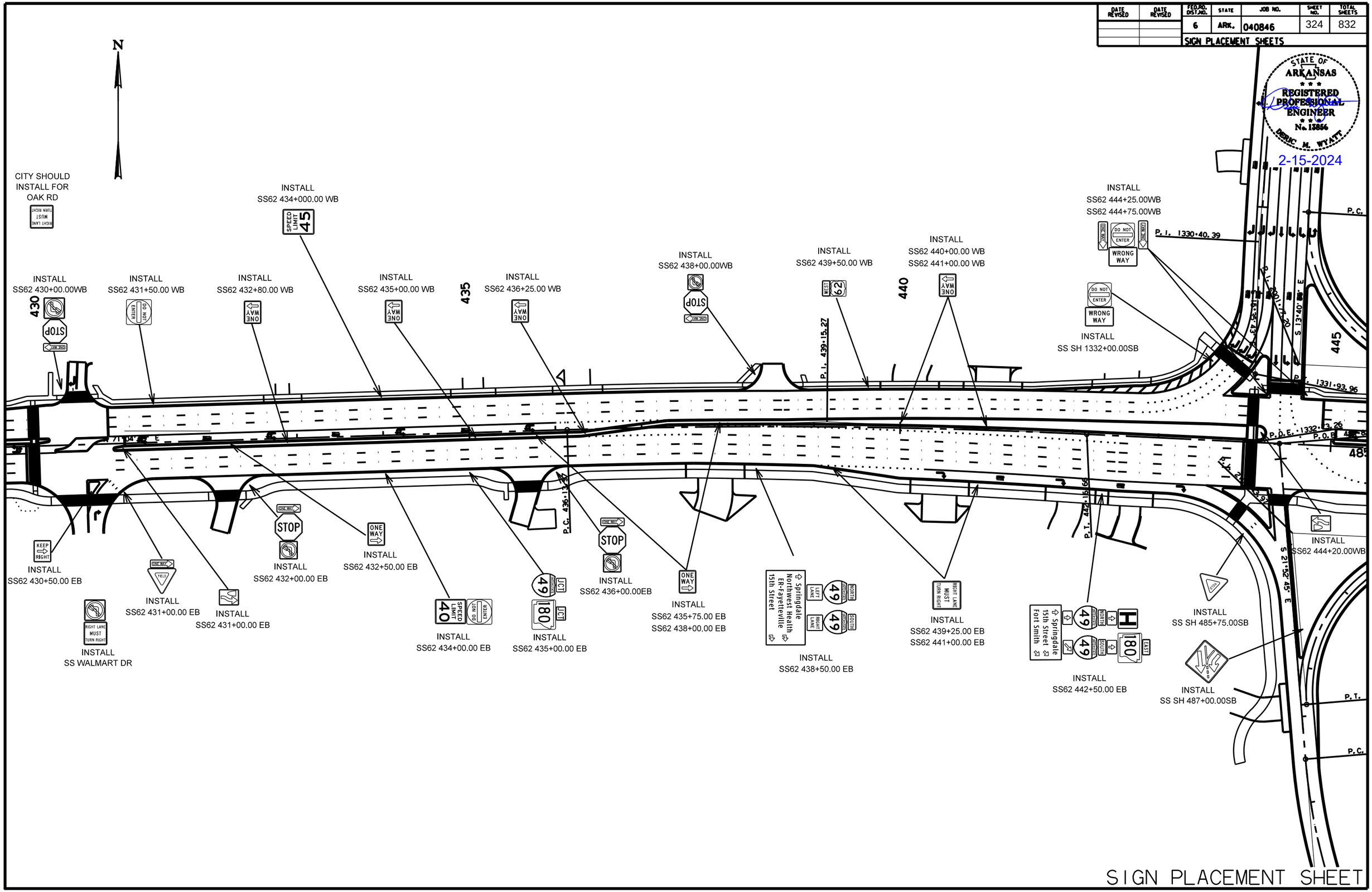
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT
2-15-2024



SIGN PLACEMENT SHEET

ah40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	324	832
		SIGN PLACEMENT SHEETS				



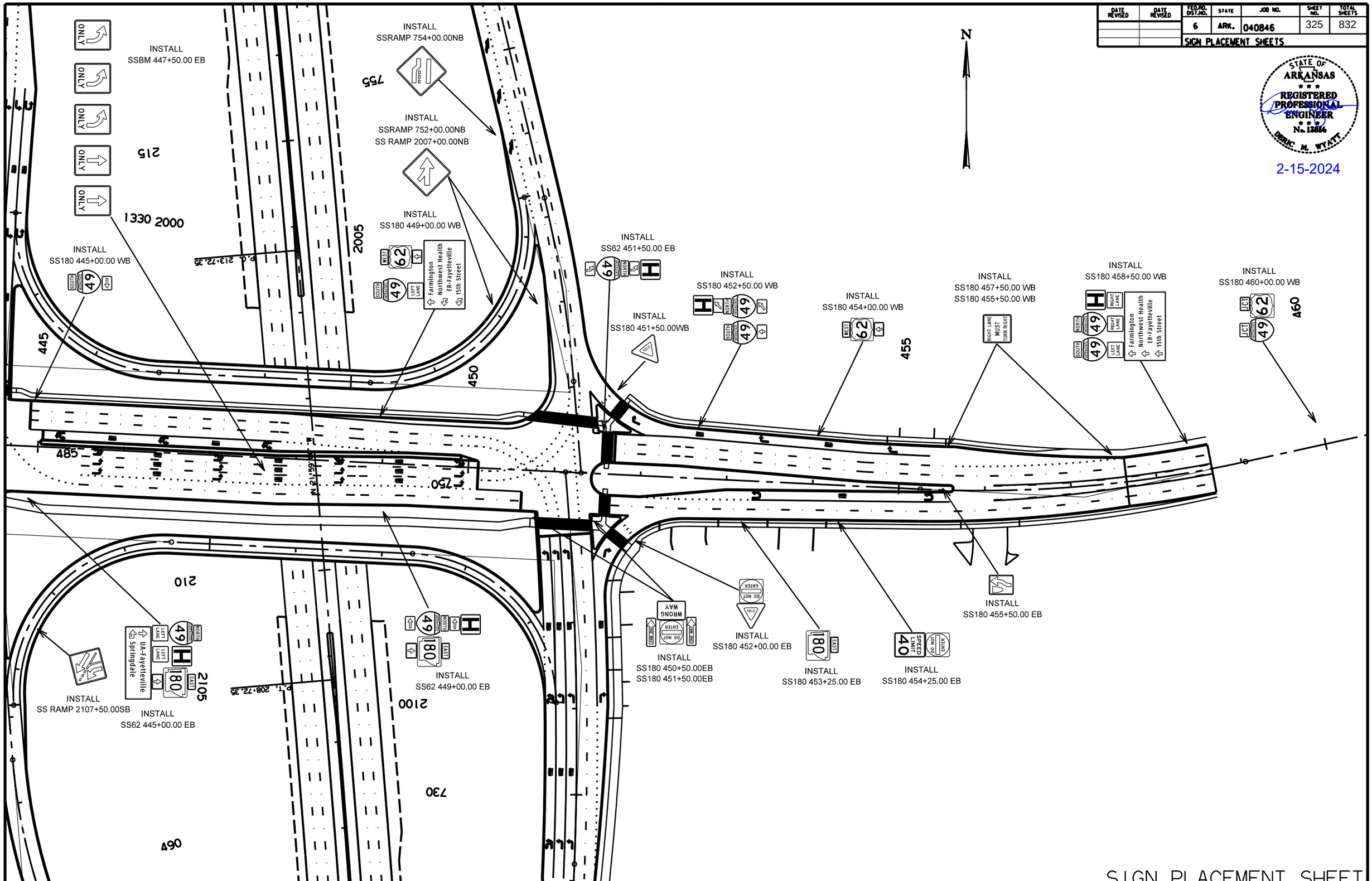
SIGN PLACEMENT SHEET

ah40219 4/5/2023
040846 SIGNING.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	325	832
		SIGN PLACEMENT SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024



SIGN PLACEMENT SHEET

ah40219 4/5/2023
040846 SIGNING.DGN

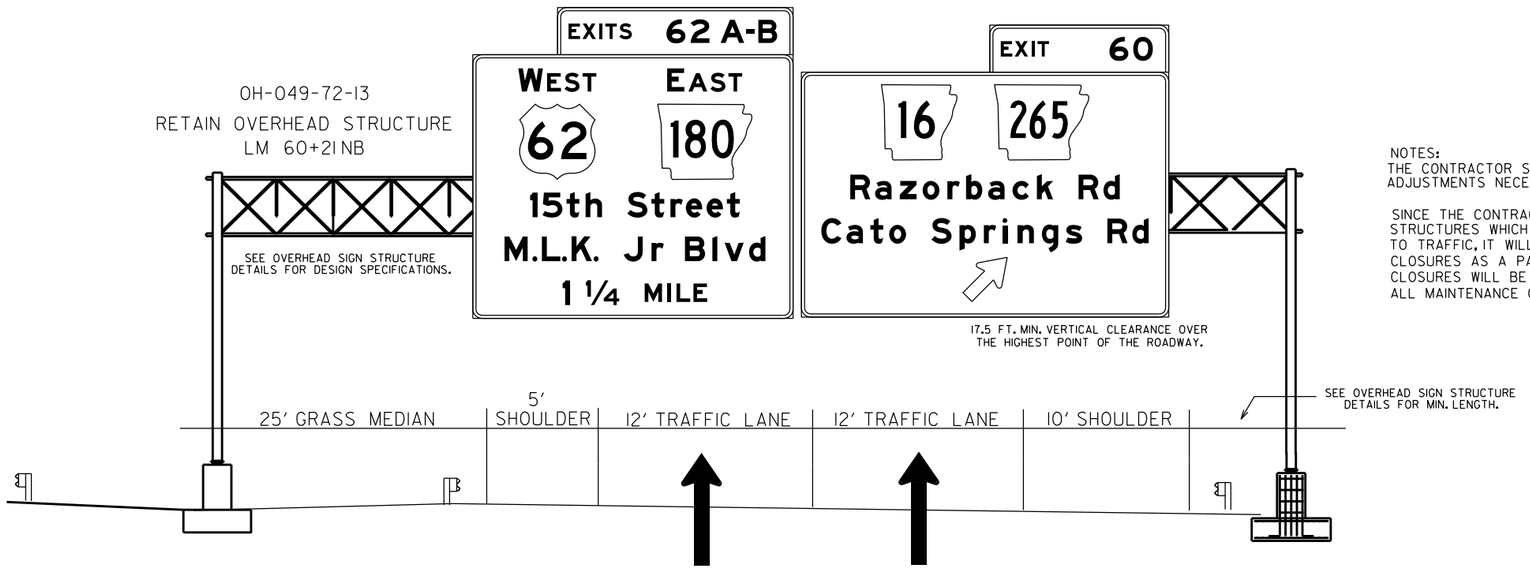
EXISTING STRUCTURE
INSTALL IN PROJECT 012215 (PAGE 121)

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	326	832
		SIGN LAYOUT SHEET				

0H-049-72-13

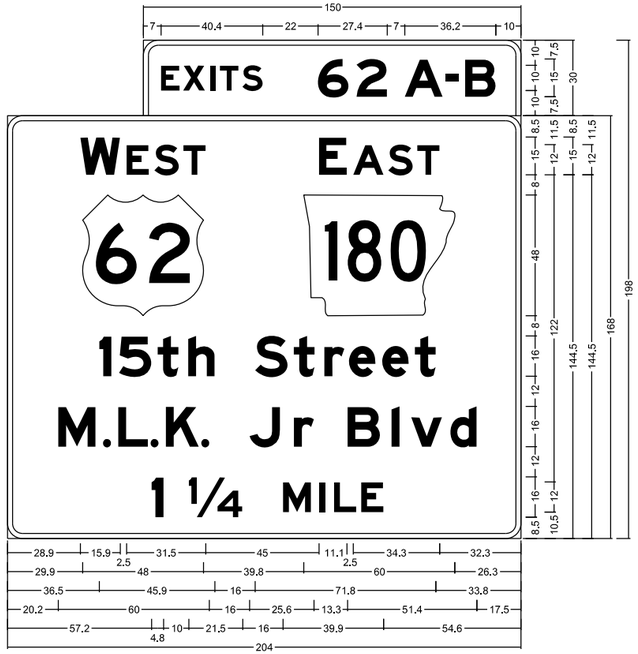
REPLACE
0H49-62-INB

RETAIN
0H49-60-INB



NOTES:
THE CONTRACTOR SHALL FIELD VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

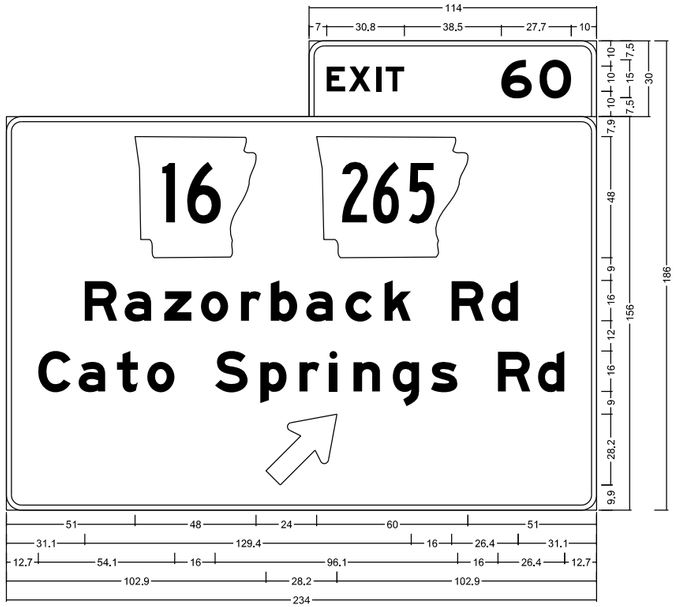
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



OH49-62-1NB;

6.0" Radius, 2.0" Border, White on Green;
"EXITS", E Mod 2K; "62", E Mod 2K; "A-B", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"W", E Mod 2K; "EST", E Mod 2K; "E", E Mod 2K; "AST", E Mod 2K;
"15th Street", E Mod 2K 75% spacing; "M.L.K.", E Mod 2K; "Jr", E Mod 2K; "Blvd", E Mod 2K;
"1", E Mod 2K; "¼", E Mod 2K; "MILE", E Mod 2K;



OH49-60-1NB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "60", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Razorback Rd", E Mod 2K; "Cato Springs Rd", E Mod 2K; Standard Arrow Custom 0.0" X 21.6" 45°;

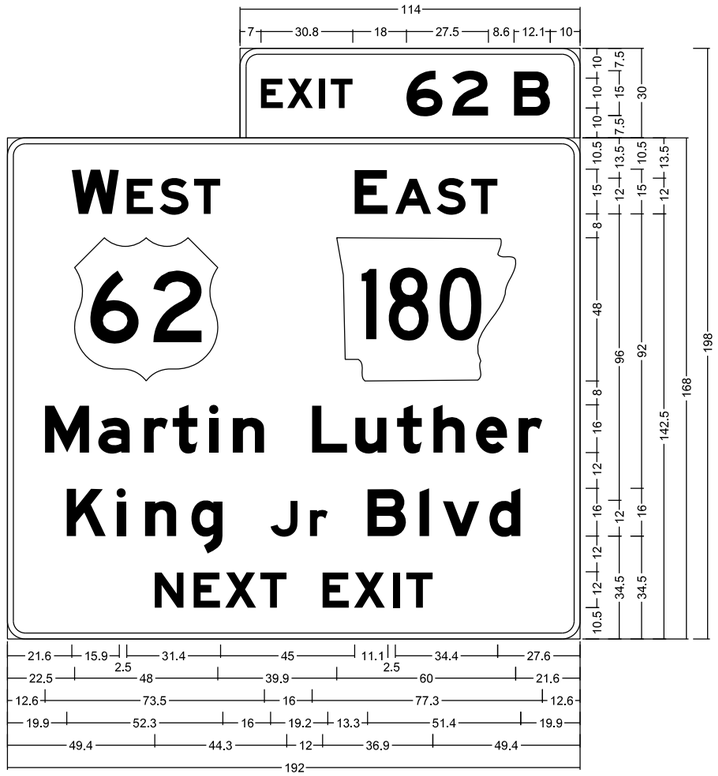
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	327	832
		SIGN LAYOUT SHEET				

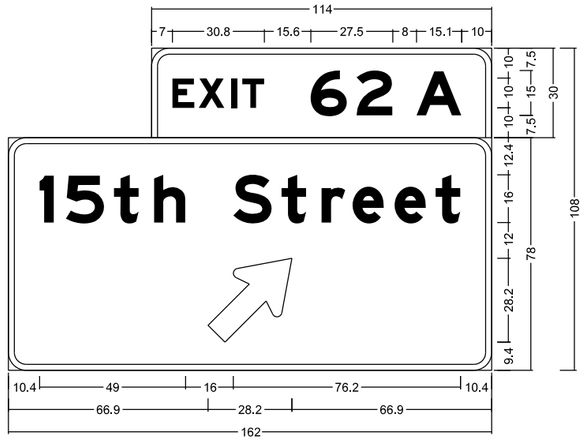
OH-49-72-35



OH49-62B-1NB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "62", E Mod 2K; "B", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"W", E Mod 2K; "EST", E Mod 2K; "E", E Mod 2K; "AST", E Mod 2K;
"Martin Luther", E Mod 2K 75% spacing; "King", E Mod 2K; "Jr", E Mod 2K;
"Blvd", E Mod 2K; "NEXT EXIT", E Mod 2K;



OH49-62A-1NB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "62", E Mod 2K; "A", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"15th Street", E Mod 2K; Standard Arrow Custom 0.0" X 21.6" 45°;

NOTES:

THE CONTRACTOR SHALL FIELD VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

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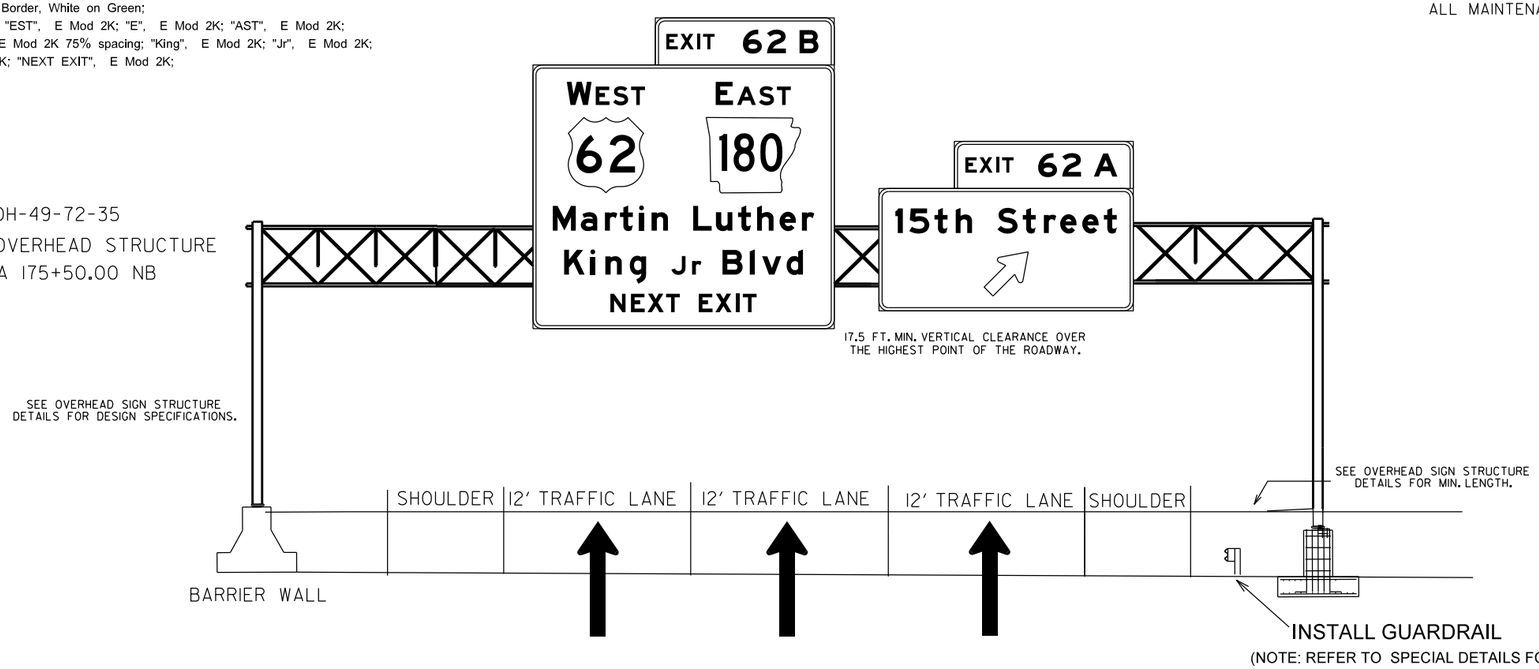
OH-49-72-35
INSTALL OVERHEAD STRUCTURE
STA 175+50.00 NB

INSTALL
OH49-62B-INB

INSTALL
OH49-62A-INB



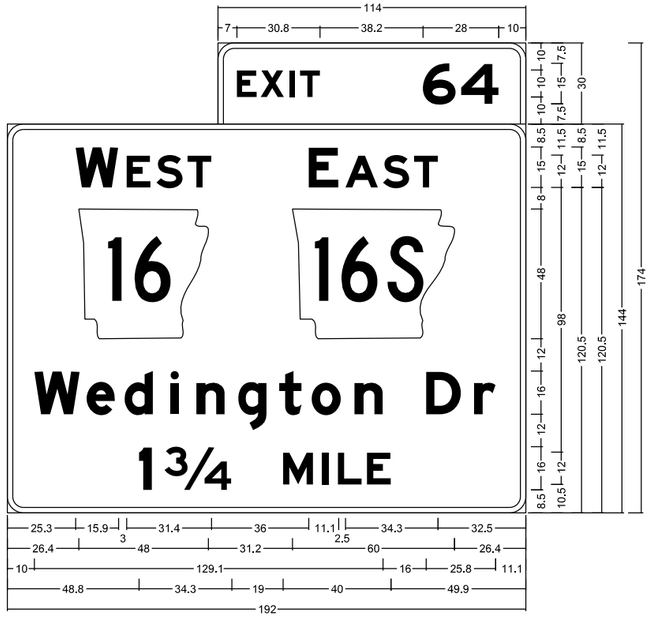
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	328	832
		SIGN LAYOUT SHEET				

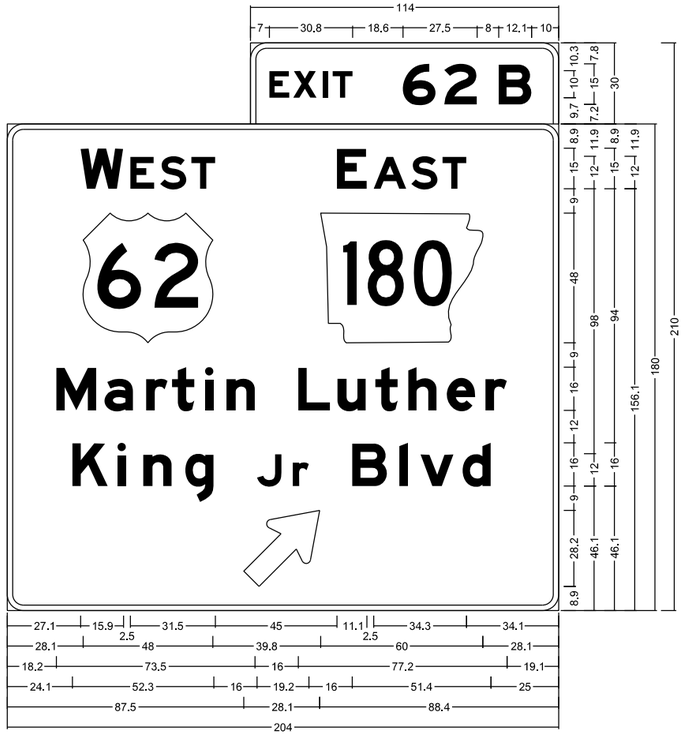
OH-49-72-37



OH49-64-1NB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "64", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"W", E Mod 2K; "EST", E Mod 2K; "E", E Mod 2K; "AST", E Mod 2K;
"Wedington Dr", E Mod 2K; "1¾ ", E Mod 2K; "MILE", E Mod 2K;



OH49-62B-2NB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "62", E Mod 2K; "B", E Mod 2K;

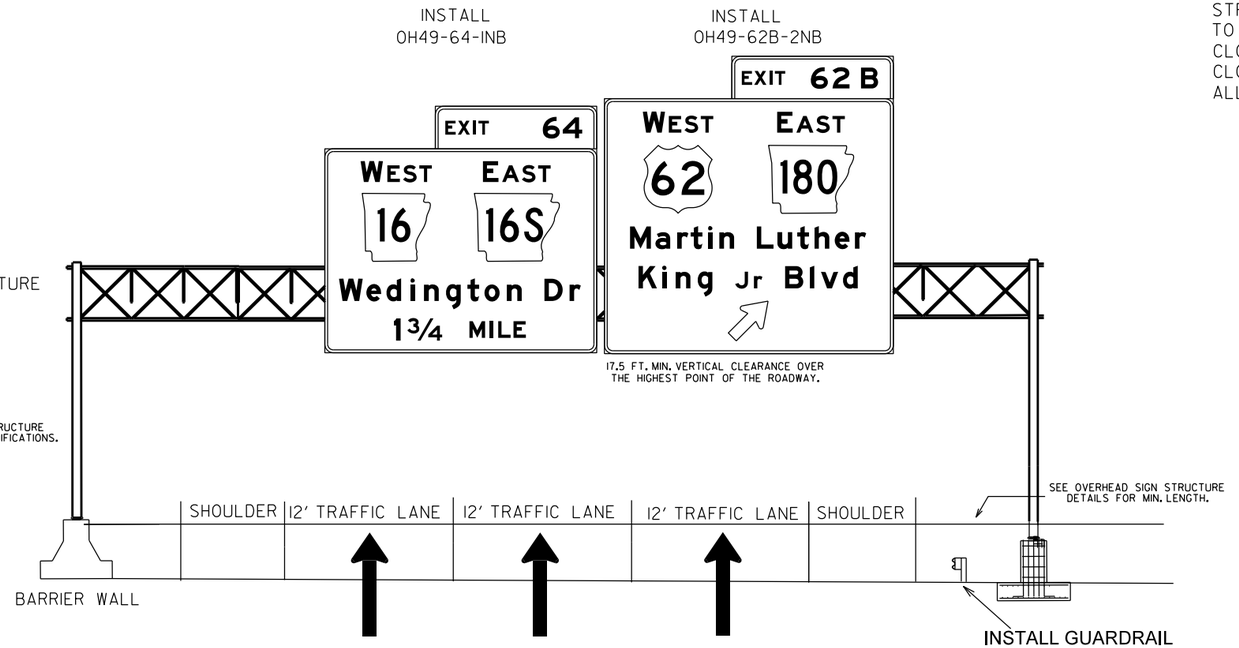
6.0" Radius, 2.0" Border, White on Green;
"W", E Mod 2K; "EST", E Mod 2K; "E", E Mod 2K; "AST", E Mod 2K;
"Martin Luther", E Mod 2K 75% spacing; "King", E Mod 2K; "Jr", E Mod 2K; "Blvd", E Mod 2K;
Standard Arrow Custom 0.0" X 21.6" 45°;

NOTES:

THE CONTRACTOR SHALL FIELD VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

OH-49-72-37
INSTALL OVERHEAD STRUCTURE
STA 187+00.00 NB



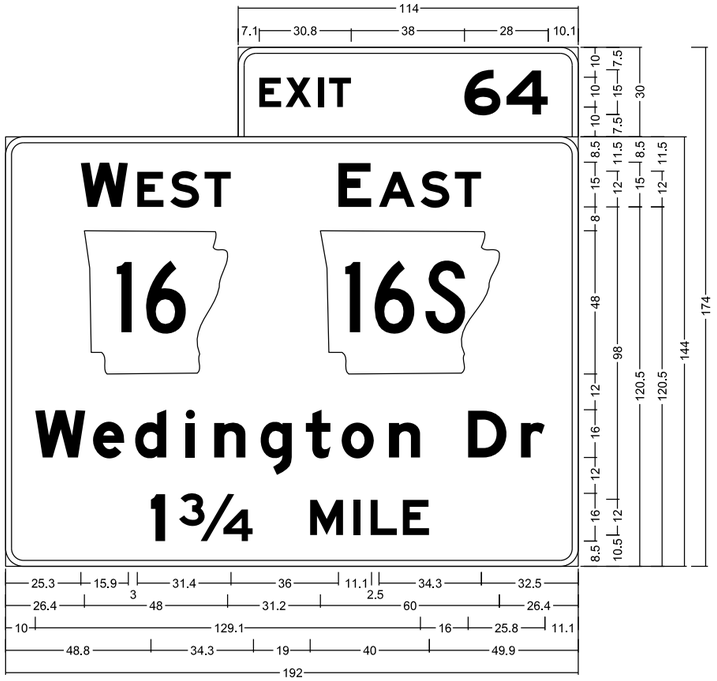
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	329	832
		SIGN LAYOUT SHEET				

OH-049-72-I5



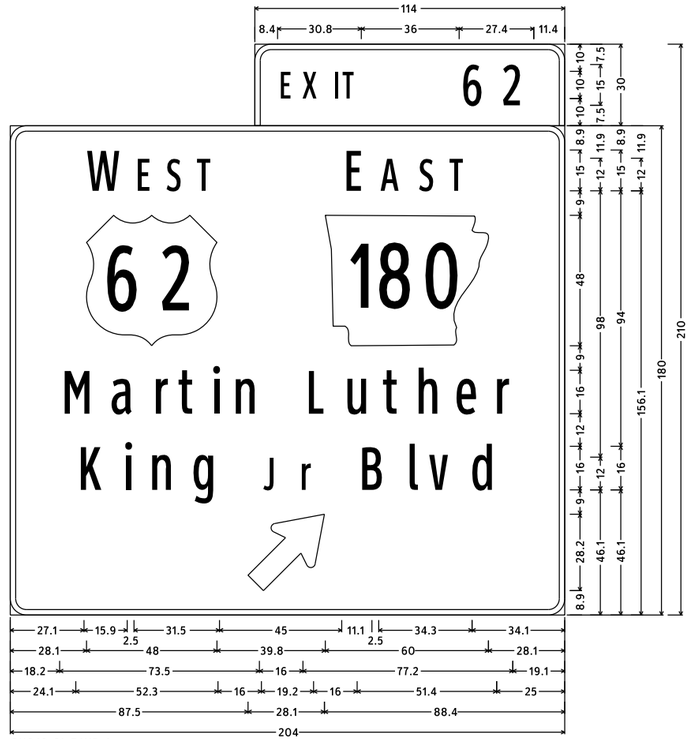
OH49-64-1NB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "64", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"W", E Mod 2K; "EST", E Mod 2K; "E", E Mod 2K; "AST", E Mod 2K;
"Wedington Dr", E Mod 2K; "1¾ ", E Mod 2K; "MILE", E Mod 2K;

REMOVE STRUCTURE

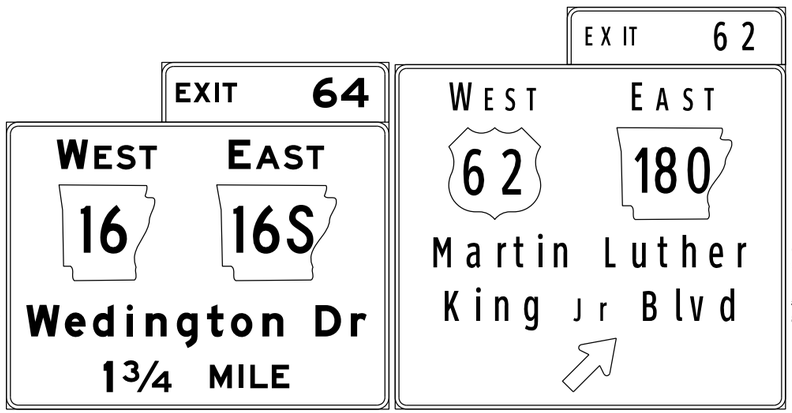
INSTALLED IN PROJECT 012215



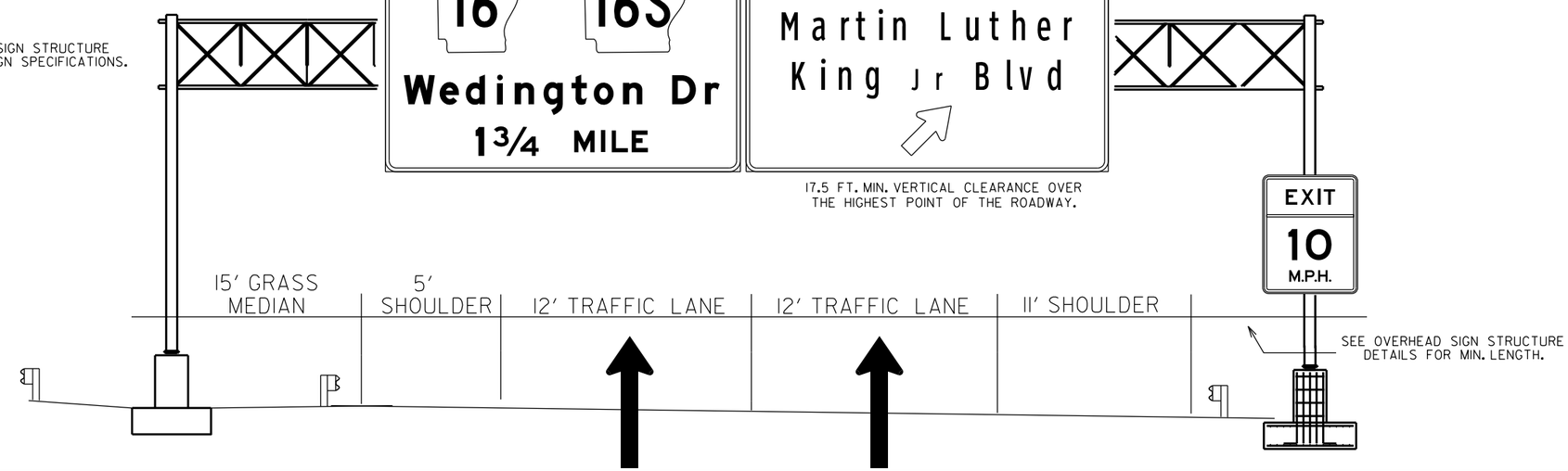
OH049-61+74NB-A;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [62] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[W] E Mod 2K; [EST] E Mod 2K; [E] E Mod 2K; [AST] E Mod 2K;
[Martin Luther] E Mod 2K 75} spacing; [King] E Mod 2K; [Jr] E Mod 2K; [Blvd] E Mod 2K;
Standard Arrow Custom 0.0" X 21.6" 45[;

OH-049-72-I5
OVERHEAD STRUCTURE
LM 6I+74 NB

SEE OVERHEAD SIGN STRUCTURE DETAILS FOR DESIGN SPECIFICATIONS.



17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF THE ROADWAY.



SEE OVERHEAD SIGN STRUCTURE DETAILS FOR MIN. LENGTH.

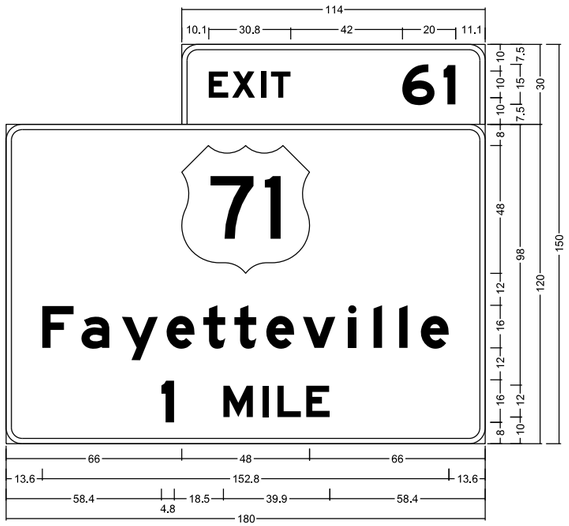


2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	330	832
		SIGN LAYOUT SHEET				

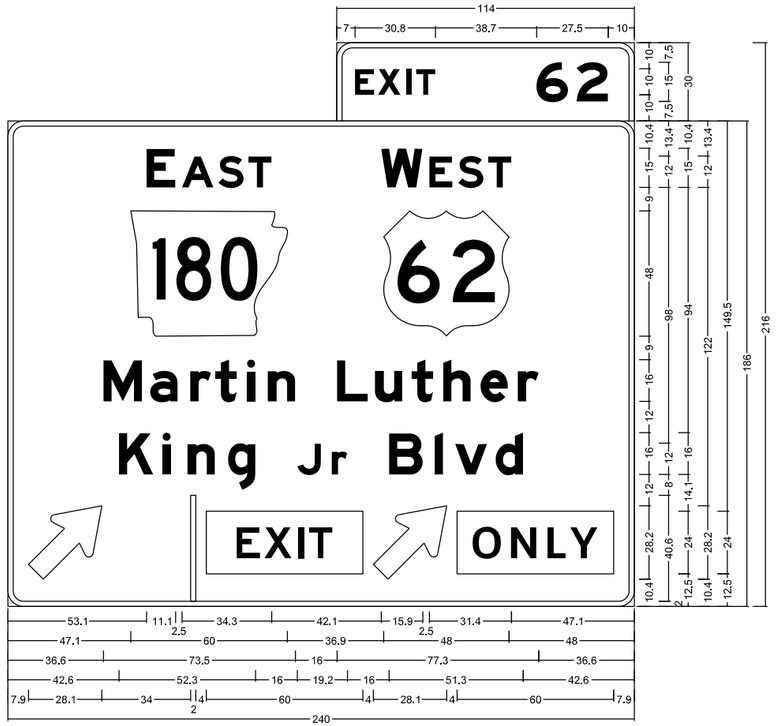
REMOVE EXISTING STRUCTURE
INSTALL IN PROJECT 012215 (PAGE 124)



OH49-61-1SB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "61", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Fayetteville", E Mod 2K; "1 ", E Mod 2K; "MILE", E Mod 2K;



OH049-72-62+68SB-A;

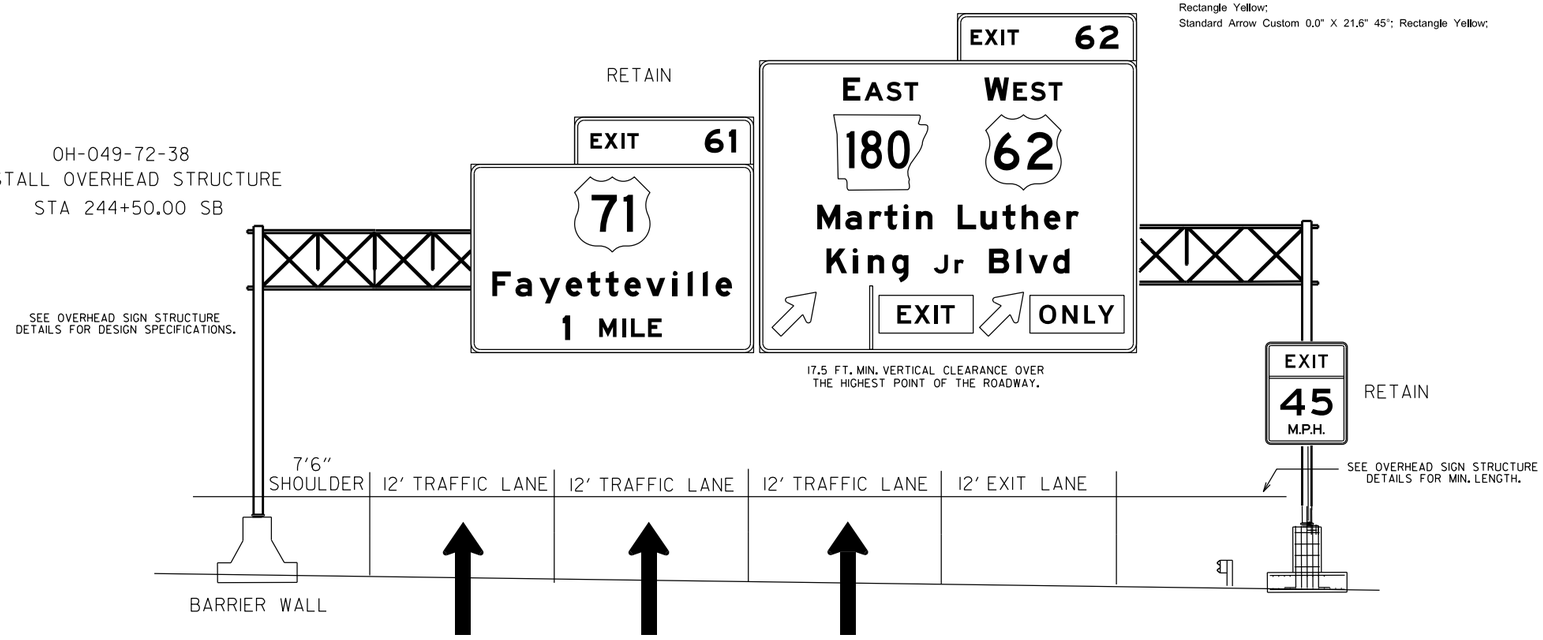
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "62", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"E", E Mod 2K; "AST", E Mod 2K; "W", E Mod 2K; "EST", E Mod 2K; "Martin Luther", E Mod 2K 75% spacing;
"King", E Mod 2K; "Jr", E Mod 2K; "Blvd", E Mod 2K; Standard Arrow Custom 0.0" X 21.6" 45°;
Rectangle Yellow;
Standard Arrow Custom 0.0" X 21.6" 45°; Rectangle Yellow;

REMOVE OH-049-72-16

REPLACE WITH OH-049-72-38

REPLACE
OH49-62-2SB



NOTES:
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SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

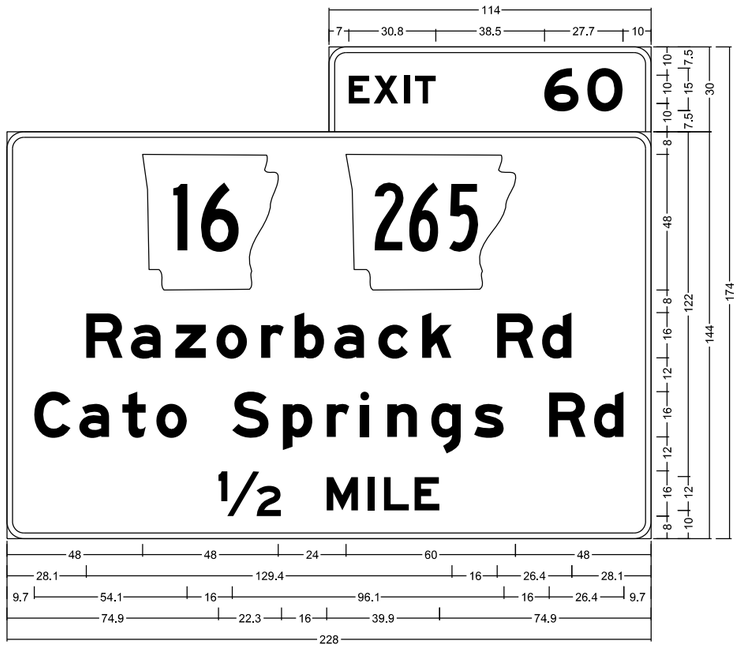
2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	331	832
		SIGN LAYOUT SHEET				

REMOVE OH-049-72-14

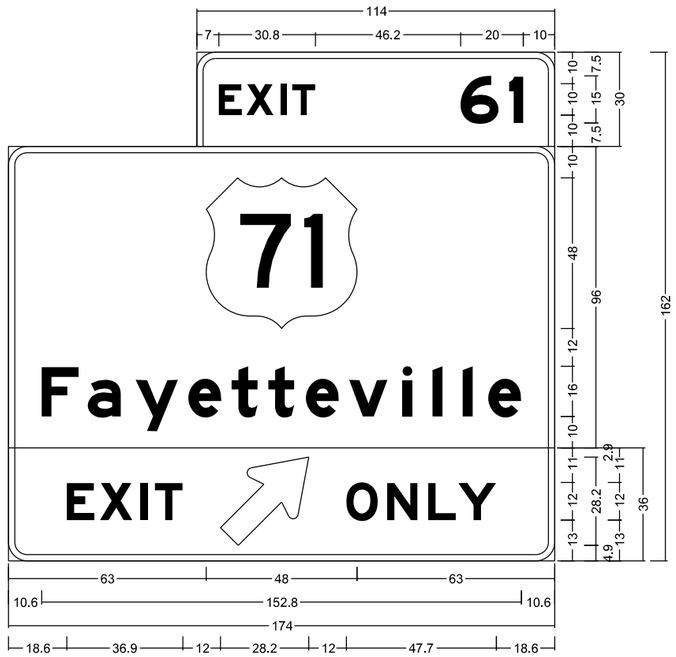
REPLACE WITH OH-049-72-34



OH 49-60-1SB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "60", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Razorback Rd", E Mod 2K; "Cato Springs Rd", E Mod 2K; "½", E Mod 2K; "MILE", E Mod 2K;

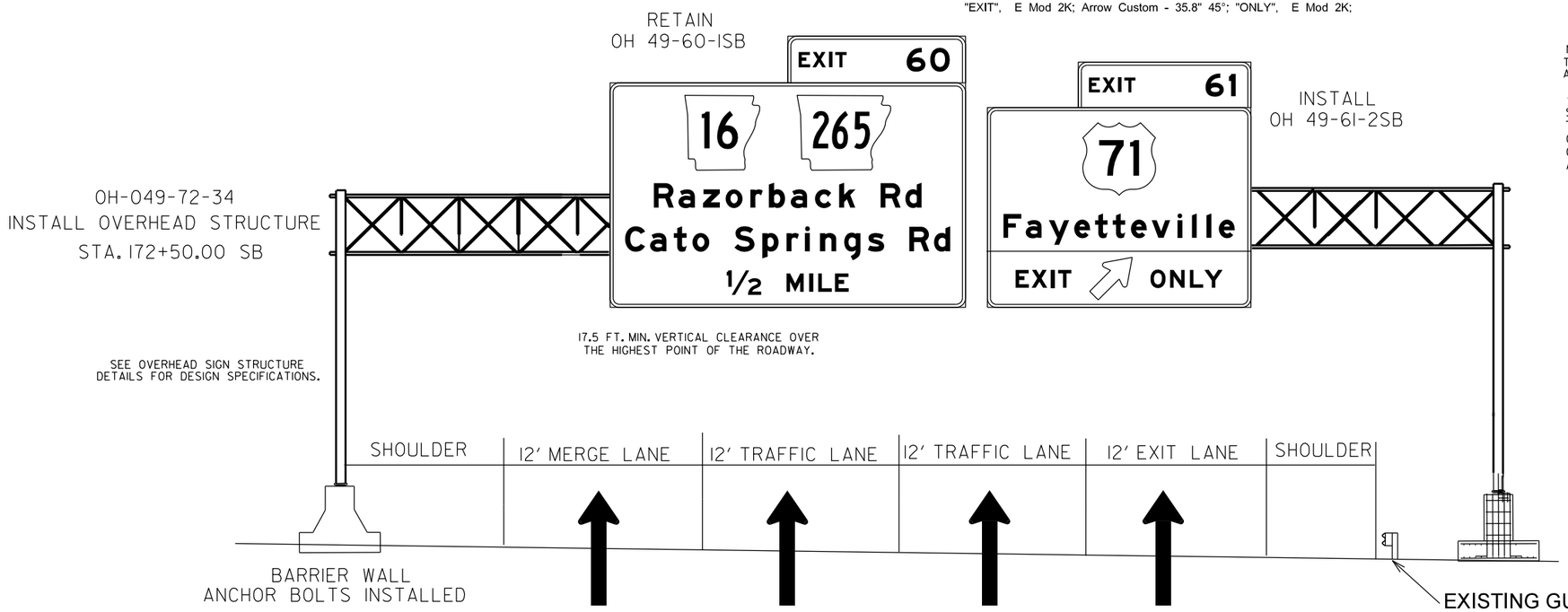


OH49-61-2SB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "61", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Fayetteville", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E Mod 2K; Arrow Custom - 35.8" 45°; "ONLY", E Mod 2K;



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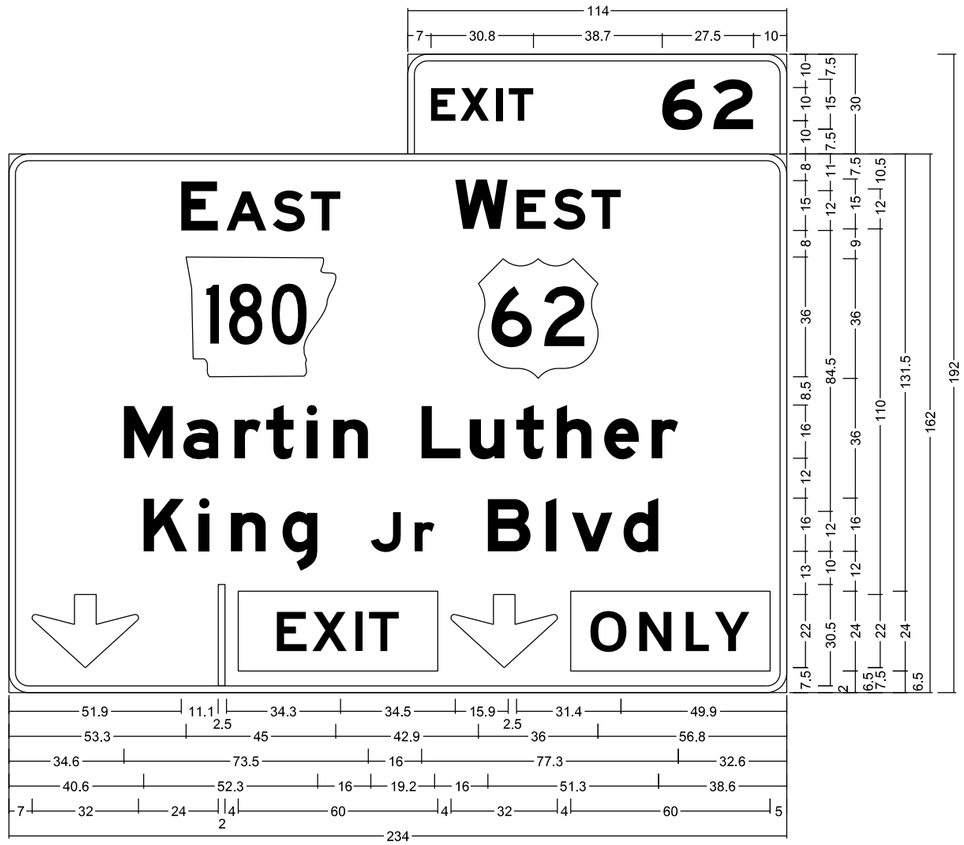
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	332	832
		SIGN LAYOUT SHEET				

OC-049-72-39



OC49-62-1SB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "62", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"E", E Mod 2K; "AST", E Mod 2K; "W", E Mod 2K; "EST", E Mod 2K;
"Martin Luther", E Mod 2K 75% spacing; "King", E Mod 2K; "Jr", E Mod 2K; "Blvd", E Mod 2K;
Down Arrow 22.0" 270°; Rectangle Yellow;
Down Arrow 22.0" 270°; Rectangle Yellow;

NOTES:
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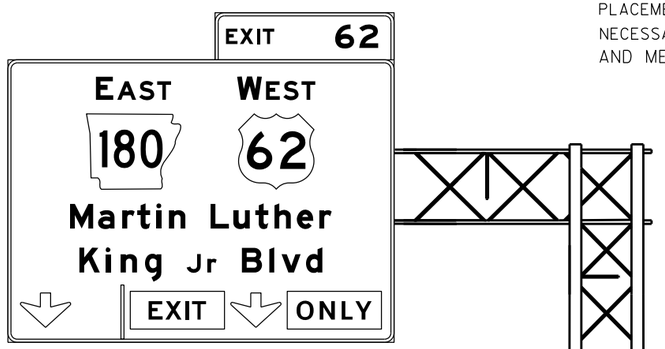
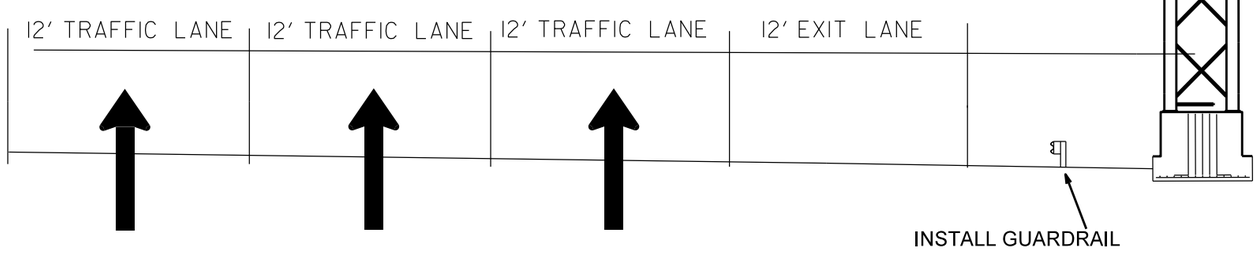
INSTALL OC49-62-1SB

THE CONTRACTOR SHALL FIELD VERIFY OVERHEAD PLACEMENT WITH RE AND MAKE ANY ADJUSTMENTS NECESSARY DUE TO OVERHEAD POWER LINES AND MEDIAN WALL BARRIER.

INSTALL
OC-49-72-39
OVERHEAD STRUCTURE
STA. 262+00.00 SB



17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF THE ROADWAY.



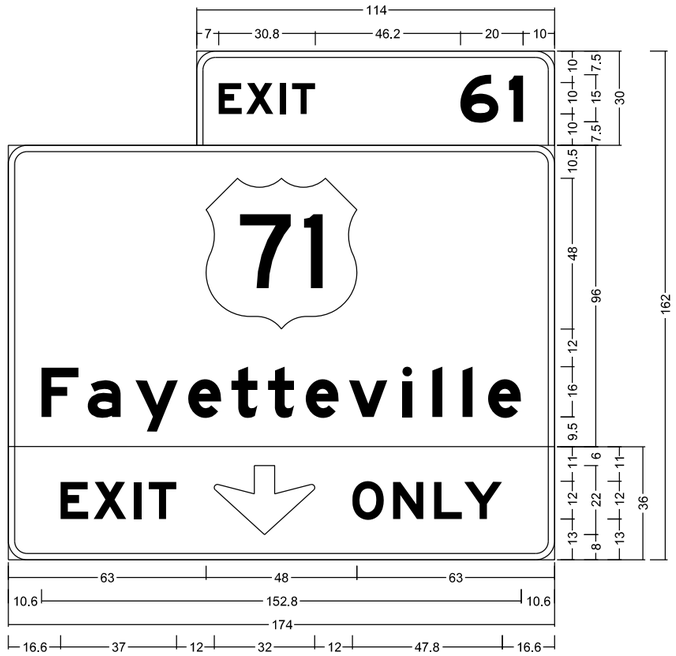
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN LAYOUT SHEET

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	333	832
		SIGN LAYOUT SHEET				

OC-49-72-36



OC49-61-1SB;

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "61", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Fayetteville", E Mod 2K;

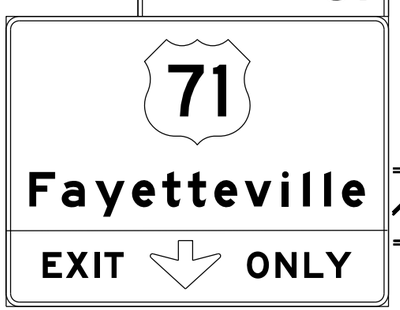
6.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E Mod 2K; Down Arrow 22.0" 270°; "ONLY", E Mod 2K;

NOTES:
THE CONTRACTOR SHALL FIELD VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

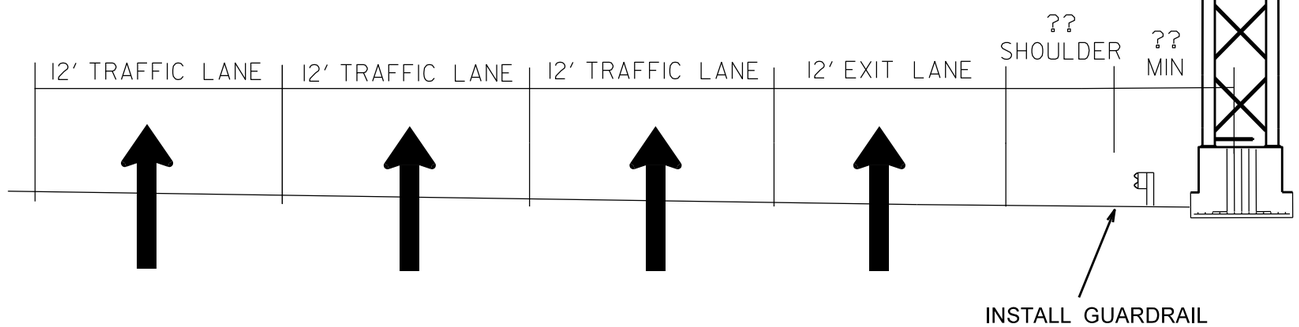
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

INSTALL OC49-61-1SB

INSTALL
OC-49-72-36
OVERHEAD STRUCTURE
STA. 184+50.00 SB



17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF THE ROADWAY.



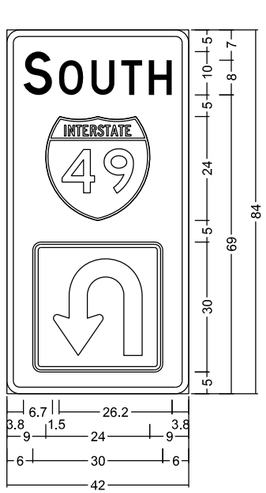
THE CONTRACTOR SHALL FIELD VERIFY OVERHEAD PLACEMENT WITH RE AND MAKE ANY ADJUSTMENTS NECESSARY DUE TO OVERHEAD POWER LINES AND MEDIAN WALL BARRIER.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

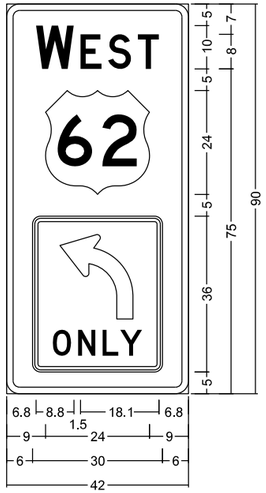
2-15-2024

SIGN LAYOUT SHEET

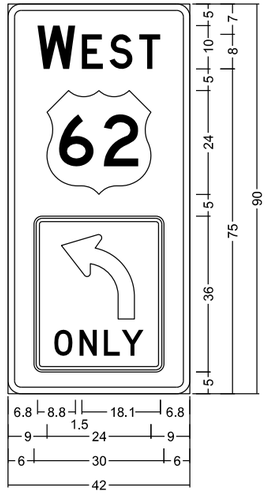
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	334	832
		S. FUTRALL DR. SIGN STRUCTURE				



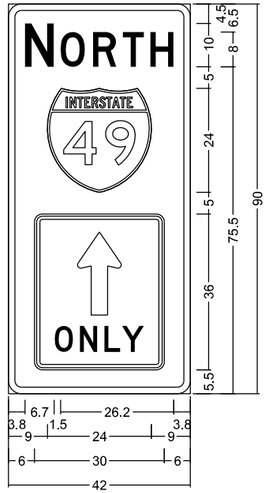
OH SS RAMP62B 729+00.00 NB - A;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"S OUTH", D; UTURN;



OH SS RAMP62B 729+00.00 NB - B;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"W EST", D;
US 62 M1-4;



OH SS RAMP62B 729+00.00 NB - C;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"W EST", D;
US 62 M1-4;



OH SS RAMP62B 729+00.00 NB - D;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"N ORTH", D;
STRAIGHT ONLY;

NOTES:

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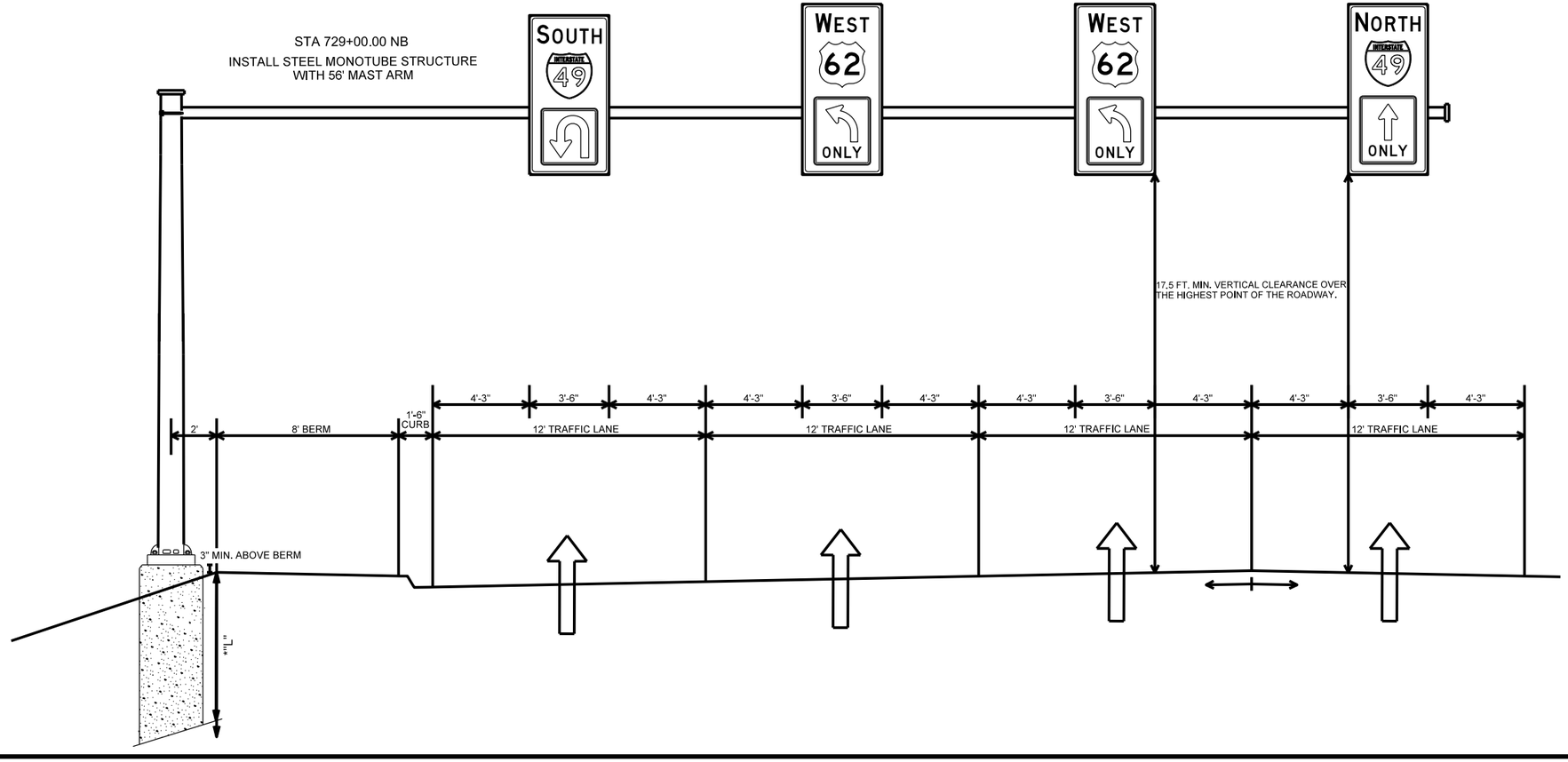
- WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGN CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. 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. REFER TO STANDARD DRAWING SD-11 FOR MORE INFORMATION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13886
DERIC M. WYATT

3-11-2024

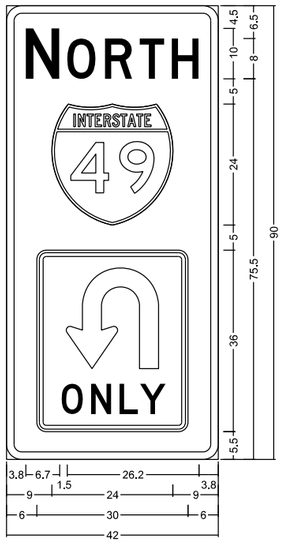
Ⓐ OH SS RAMP 62B 729+00 NB - A
Ⓑ OH SS RAMP 62B 729+00 NB - B
Ⓒ OH SS RAMP 62B 729+00 NB - C
Ⓓ OH SS RAMP 62B 729+00 NB - D

STA 729+00.00 NB
INSTALL STEEL MONOTUBE STRUCTURE WITH 56' MAST ARM

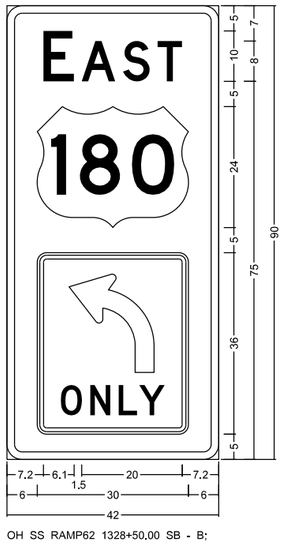


S. FUTRALL DR. SIGN STRUCTURE

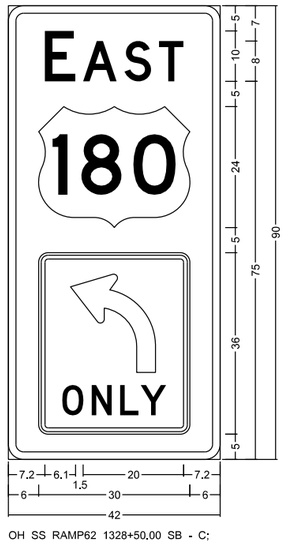
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	335	832
		S. SHILOH DR. SIGN STRUCTURE				



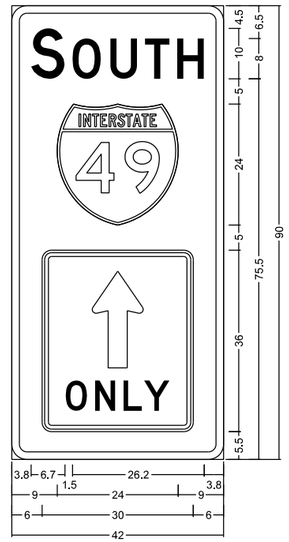
OH SS RAMP62 1328+50.00 SB - A;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"N ORTH", D; UTURN ONLY;



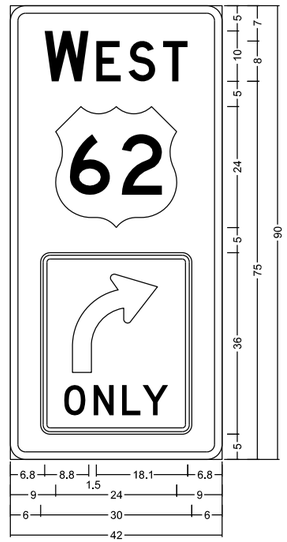
OH SS RAMP62 1328+50.00 SB - B;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"E AST", D; US 180 M1-4;



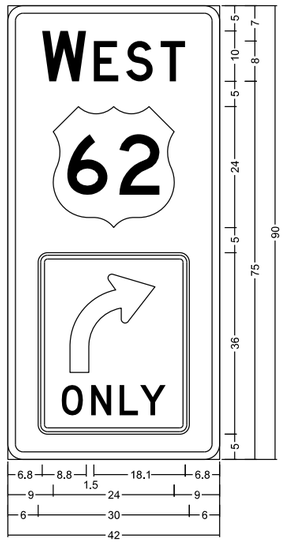
OH SS RAMP62 1328+50.00 SB - C;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"E AST", D; US 180 M1-4;



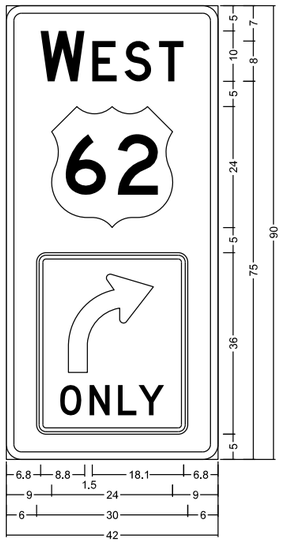
OH SS RAMP62 1328+50.00 SB - D;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"S OUTH", D; STRAIGHT ONLY;



OH SS RAMP62 1328+50.00 SB - E;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"W EST", D; US 62 M1-4;



OH SS RAMP62 1328+50.00 SB - F;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"W EST", D; US 62 M1-4;



OH SS RAMP62 1328+50.00 SB - G;
Sign # : D15-1;
3.0" Radius, 1.5" Border, White on Green;
"W EST", D; US 62 M1-4;

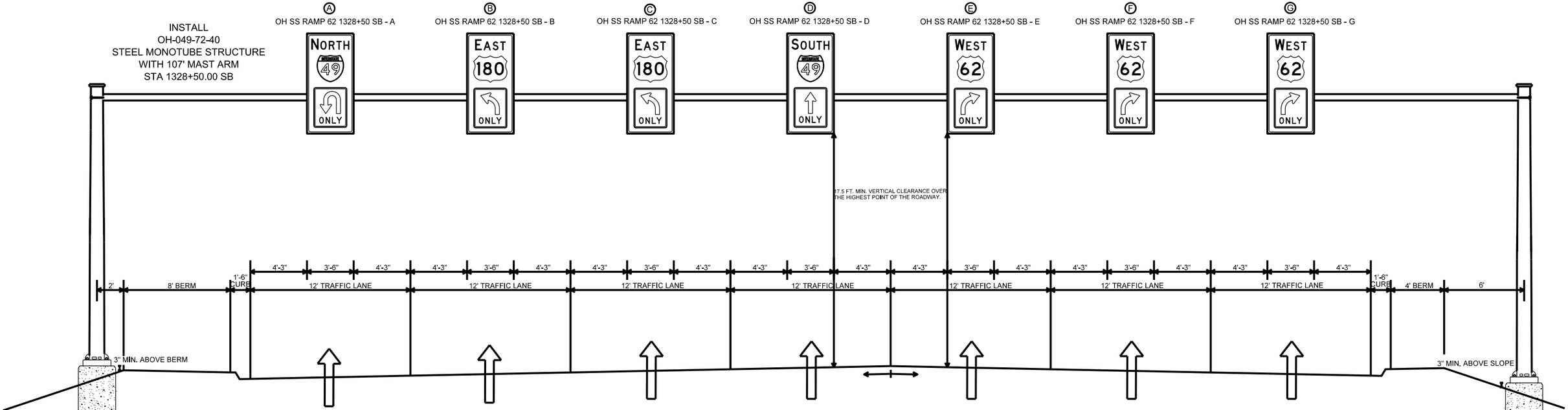
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

3-11-2024

OH-49-72-40

INSTALL
OH-049-72-40
STEEL MONOTUBE STRUCTURE
WITH 107' MAST ARM
STA 1328+50.00 SB

Ⓐ OH SS RAMP 62 1328+50 SB - A
Ⓑ OH SS RAMP 62 1328+50 SB - B
Ⓒ OH SS RAMP 62 1328+50 SB - C
Ⓓ OH SS RAMP 62 1328+50 SB - D
Ⓔ OH SS RAMP 62 1328+50 SB - E
Ⓕ OH SS RAMP 62 1328+50 SB - F
Ⓖ OH SS RAMP 62 1328+50 SB - G



NOTES:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

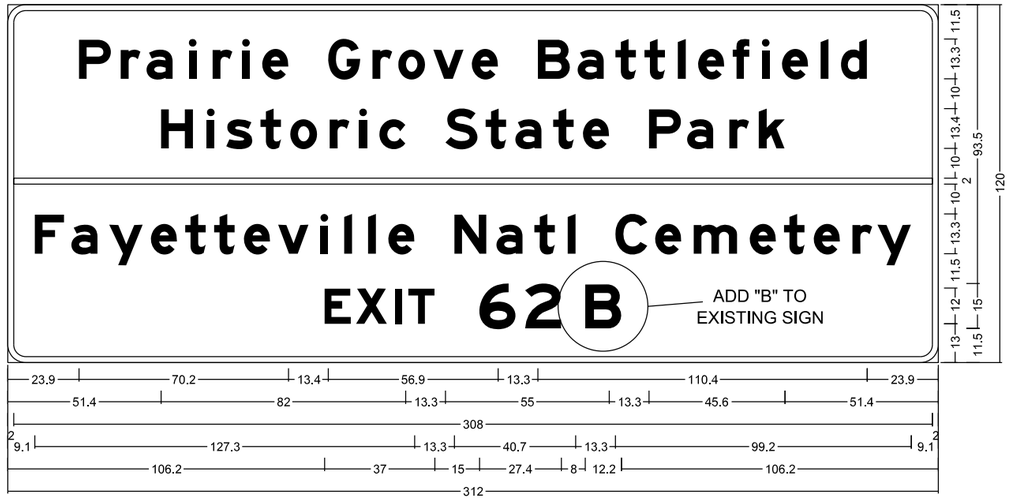
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

S. SHILOH DR. SIGN STRUCTURE

qm40219 10/11/2023
040846 SIGN STRUCTURES.DGN

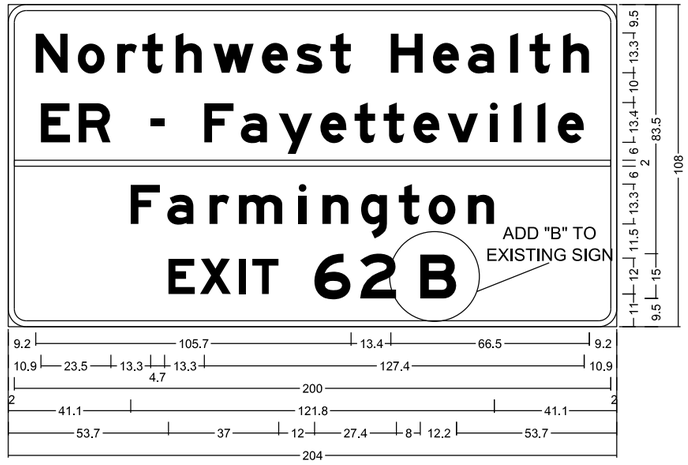
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	336	832
		SIGN LAYOUT SHEET				

RELOCATE SIGN TO STA 130+00.00NB



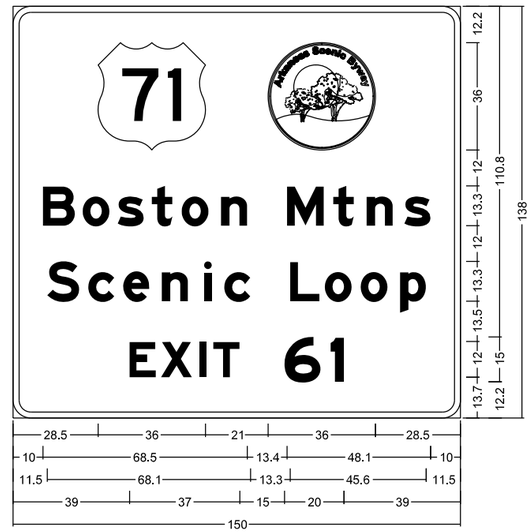
ML49-62-3NB ;
6.0" Radius, 2.0" Border, White on Brown;
"Prairie Grove Battlefield", E Mod 2K; "Historic State Park", E Mod 2K; "Fayetteville Natl Cemetery", E Mod 2K; "EXIT", E Mod 2K;
"62", E Mod 2K; "B", E Mod 2K;

RETAIN SIGN



ML49-62-2NB;
6.0" Radius, 2.0" Border, White on Green;
"Northwest Health", E Mod 2K; "ER - Fayetteville", E Mod 2K; "Farmington", E Mod 2K;
"EXIT", E Mod 2K; "62", E Mod 2K; "B", E Mod 2K;

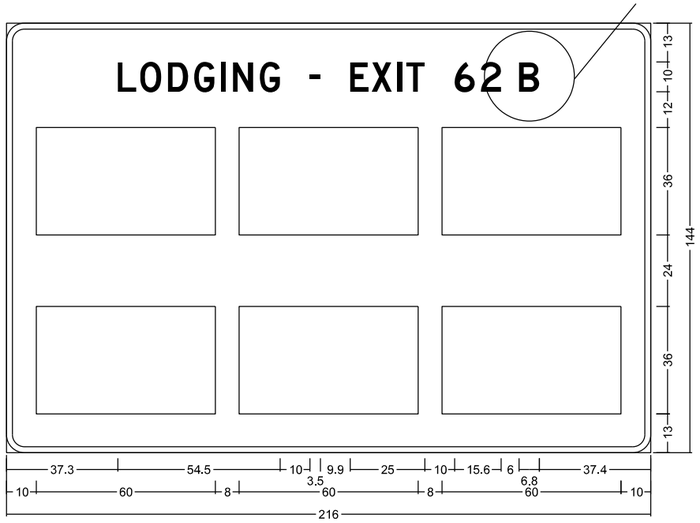
RELOCATE SIGN TO STA 182+00.00SB



ML49-61-1SB ;
6.0" Radius, 2.0" Border, White on Green;
SCENIC BYWAY; "Boston Mtns", E Mod 2K;
"Scenic Loop", E Mod 2K; "EXIT", E Mod 2K; "61", E Mod 2K;

RELOCATE SIGN TO STA 142+00.00NB

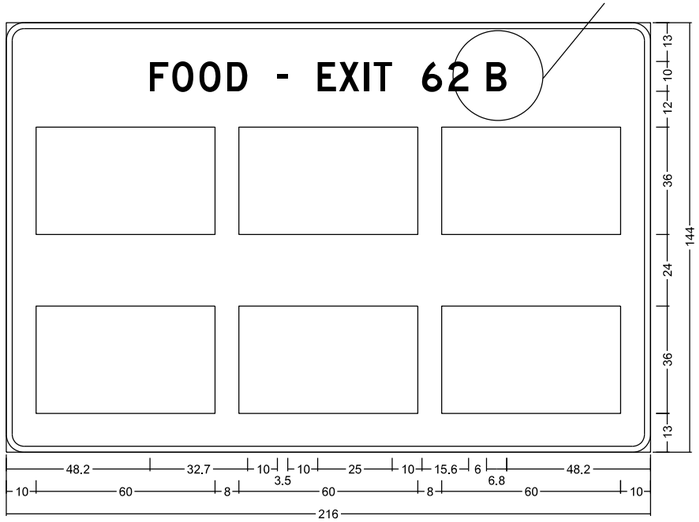
ADD "B" TO EXISTING SIGN



LL49-62NB ;
6.0" Radius, 2.0" Border, White on Blue;
"LODGING - EXIT 62", D 2K; "B", D 2K;

RELOCATE SIGN TO STA 152+50.00NB

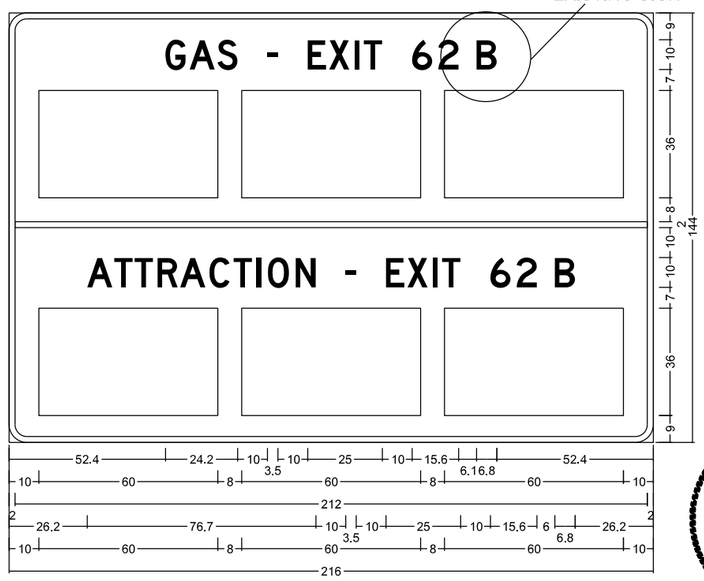
ADD "B" TO EXISTING SIGN



LF49-62NB ;
6.0" Radius, 2.0" Border, White on Blue;
"FOOD - EXIT 62", D 2K; "B", D 2K;

RELOCATE SIGN TO STA 161+00.00NB

ADD "B" TO EXISTING SIGN

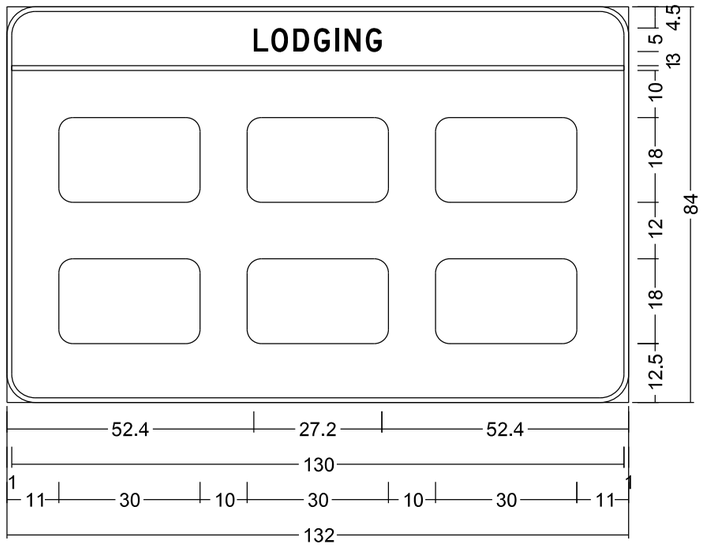


LGA49-62NB ;
6.0" Radius, 2.0" Border, White on Blue;
"GAS - EXIT 62", D 2K; "B", D 2K; "ATTRACTION - EXIT 62", D 2K; "B", D 2K;

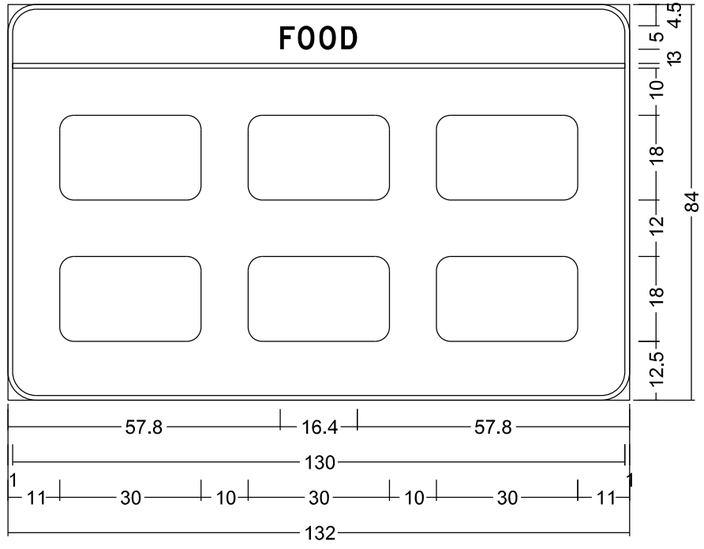
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

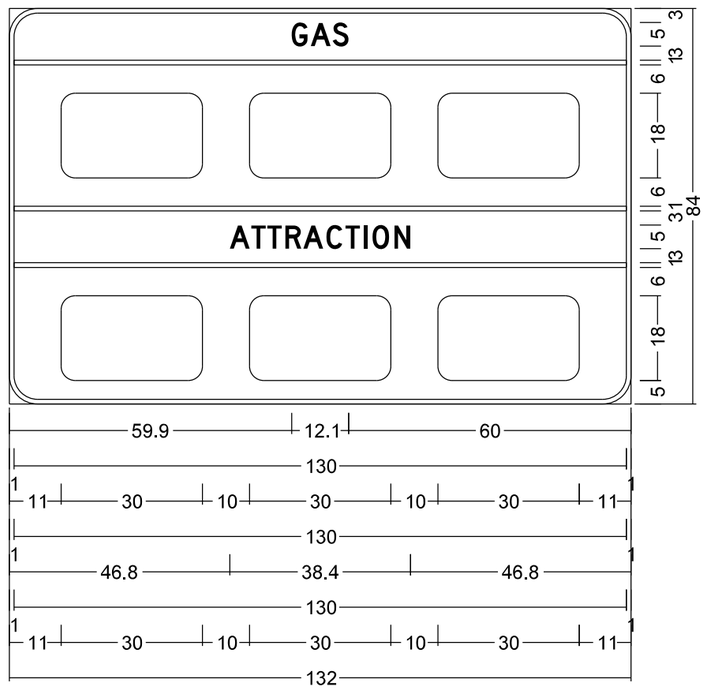
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	337	832
		SIGN LAYOUT SHEET				



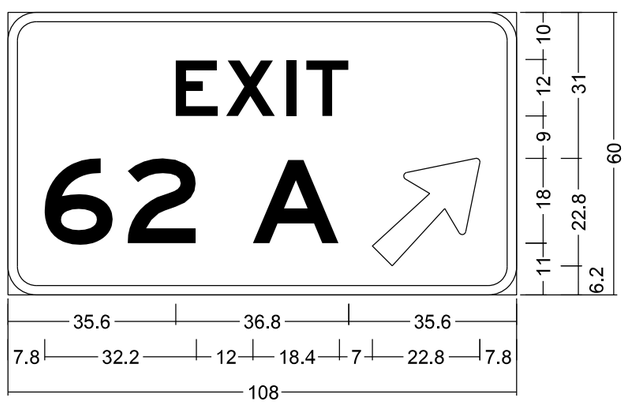
STA 721+00.00 NB;
Sign # : LL49-RAMP62B-1NB;
6.0" Radius, 1.0" Border, White on Blue;
"LODGING", D 2K; Rounded Rectangle 3.0" Radius;



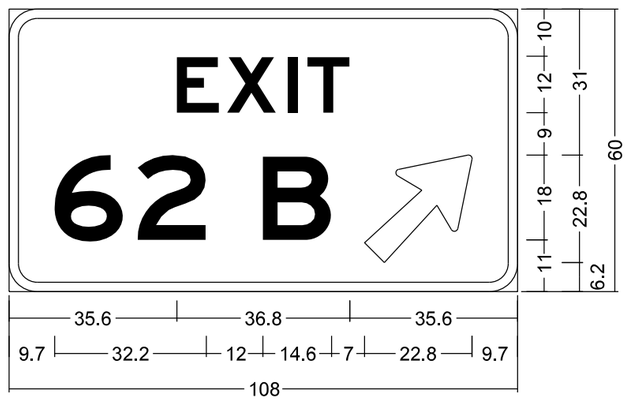
STA 722+00.00 NB;
Sign # : LF49-RAMP62B-2NB;
6.0" Radius, 1.0" Border, White on Blue;
"FOOD", D 2K; Rounded Rectangle 3.0" Radius;



STA 723+00.00 NB;
Sign # : LGA49-RAMP62B-3NB;
6.0" Radius, 1.0" Border, White on Blue;
"GAS", D 2K; "ATTRACTION", D 2K;



STA 181+00.00NB;
Sign # : EXIT62A-NB;
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K; "62", E 2K; "A", E 2K;
Arrow Custom - 29.0" 45°;



STA 191+50.00NB;
Sign # : EXIT 62B-NB;
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K; "62", E 2K; "B", E 2K;
Arrow Custom - 29.0" 45°;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

SIGN LAYOUT SHEET

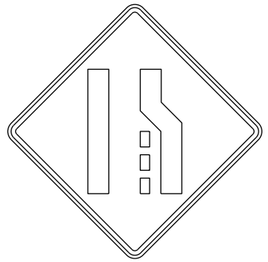
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	338	832
		STANDARD SIGN ASSEMBLIES				

W9-1R
48X48



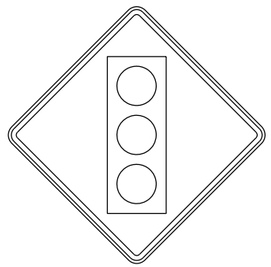
SS49 STA 238+00.00NB

W4-2R
48X48



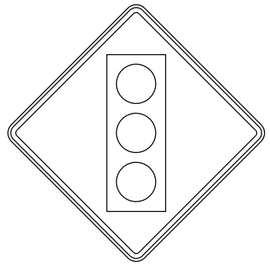
SS49 STA 241+00.00NB
SS49 STA252+00.00NB

W3-3
48X48



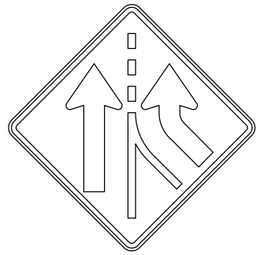
SS62 415+00.00EB
SS62 428+50.00WB

W3-3
48X48



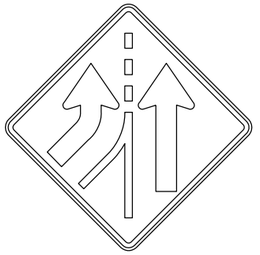
SSRAMP62B 725+50.00NB
SS SH 1324+00.00SB

W4-3R
48X48



SS49 154+25.00NB
SSRAMP62B 759+00.00NB
SS SH 1260+00.00SB

W4-3L
48X48



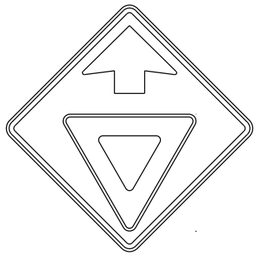
SS RAMP 2107+50.00SB
SS SH 487+00.00SB

W9-1L
48X48



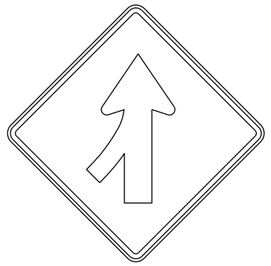
SS49 STA 179+50.00SB

W3-2
48X48



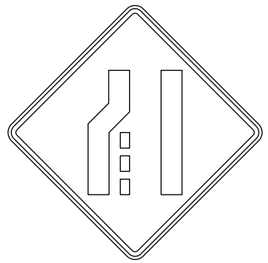
SSRAMP62A 708+00.00NB

W4-1L
48X48



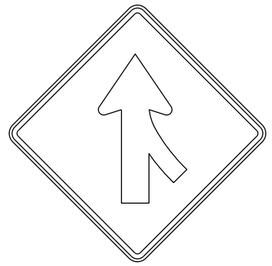
SSRAMP 752+00.00NB
SSRAMP 2007+00.00NB

W4-2L
48X48

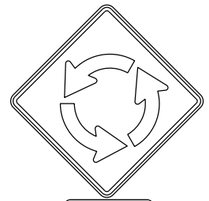


SSRAMP 754+00.00NB
SS49 STA 174+50.00SB

W4-1R
48X48



SS49 STA 231+00.00NB



W2-6
36X36

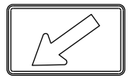


W13-1
24X24

SSRAMP62A 710+00.00NB
SS SH 513+00.00NB
SS SH 504+00.00SB



W11-2
36X36

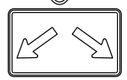


W16-7P
30X18

SS F/15 713+00.00NB
SS F/15 108+00.00EB
SS F/15 803+75.00NB
SS SH 508+50.00NB
SS SH 508+50.00SB
SS SH 506+50.00SB



W11-2
36X36



W16-7P
SPECIAL
30X18

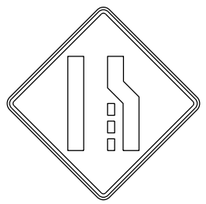
SS F/15 108+00.00WB

W9-1R
36X36



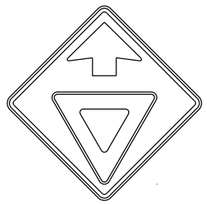
SS F/15 806+50.00NB
SS62 420+00.00WB

W4-2R
36X36



SS F/15 904+00.00NB
SS62 417+00.00WB

W3-2
36X36



SS SH 515+50.00NB
SS SH 500+00.00SB

R6-2R
18X24



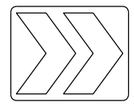
SS SH 496+75.00SB
SS SH 490+25.00SB
SS SH 488+00.00SB

R6-2R
24X30



SS62 417+75.00WB
SS62 420+50.00WB
SS62 424+25.00WB
SS62 425+25.00WB
SS62 426+50.00WB
SS62 428+15.00 WB
SS62 429+00.00WB
SS62 432+50.00EB
SS62 435+75.00EB
SS62 438+00.00EB
SS62 440+00.00WB
SS62 441+00.00WB
SS62 436+25.00WB
SS62 435+00.00WB
SS62 432+80.00WB
SS62 414+25.00EB (DS)

R6-4
30X24



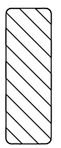
SS F/15 107+00.00EB
SS F/15 107+50.00NB
SS F/15 106+50.00EB
SS SH/15 102+00.00WB
SS SH 101+50.00SB
SS 15 101+75.00EB

R5-1A
42X30



SSRAMP62B 729+50.00NB

OM-3L
12X36



SS49 STA 159+00.00SB
SS49 STA 160+00.00SB
SS49 STA 161+00.00SB
SS49 STA 162+00.00SB
SS49 STA 163+00.00SB
SS49 STA 164+00.00SB
SS49 STA 165+00.00SB
SS49 STA 166+00.00SB
SS49 STA 167+00.00SB

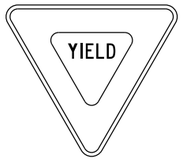
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

STANDARD SIGN ASSEMBLIES

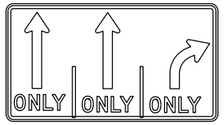
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	339	832
		STANDARD SIGN ASSEMBLIES				

R1-2
48X48X48



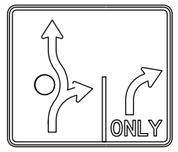
SS F/15 713+25.00NB
SS F/15 107+75.00NB
SS F/15 106+10.00EB
SS SH/15 102+50.00WB
SS SH 506+75.00SB
SS SH 508+00.00NB
SS SH 485+75.00SB
SS180 451+50.00WB

R3-8
54X30



SSRAMP62B 730+50.00NB

R3-8
42X36



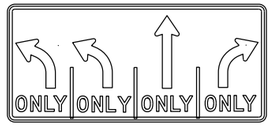
SS F/15 800+00.00WB

R3-8
36X36



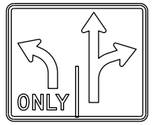
SS SH 501+00.00SB

R3-8
66X30



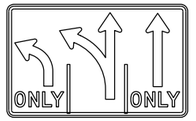
SS FIN 103+50.00NB

R3-8
36X30



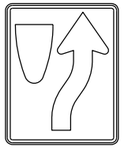
SS 1MI 108+75.00SB

R3-8
48X30



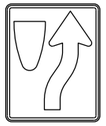
SSRAMP 761+00.00NB

R4-7
36X48



SS62 408+00.00EB
SS62 444+20.00WB
SS180 455+50.00EB

R4-7
24X30



SS F/15 108+75.00WB
SS62 410+25.00EB
SS62 430+00.00WB
SS62 431+00.00EB

R4-7A
24X30



SS62 430+50.00EB

R3-7R
30X30



SS SH 1323+00.00SB
SS62 439+25.00EB
SS62 441+00.00EB
SS180 457+50.00WB
SS180 455+50.00WB

R3-7L
30X30



SS SH 1327+00.00SB

R1-1
36X36



SS FIN 102+75.00WB

R3-5 U-TURN
30X36



SS62 411+50.00WB

R3-2
24X24





R3-7R
30X30

SS WALMART DR

R2-1
36X48



SS62 416+00.00EB
SS62 416+00.00WB
SS62 434+00.00WB

R2-1
36X48



SS62 434+00.00EB
SS180 454+25.00EB

M3-2
24X12

M1-4
24X24



SS62 424+00.00EB

M3-4
24X12

M1-4
24X24



SS62 439+50.00WB

M3-2
30X24

M1-6
30X24

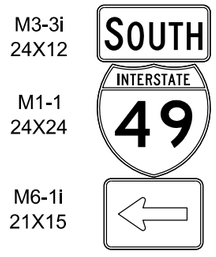


SS180 453+25.00EB

M3-3i
24X12

M1-1
24X24

M6-1i
21X15



SS180 445+00.00WB

R5-1
36X36



SS 1MI 107+00.00NB
SS62 413+00.00EB
SS62 408+00.00WB
SS62 416+00.00WB
SS62 419+50.00EB
SS62 429+50.00EB
SS62 427+50.00WB
SS62 434+00.00EB
SS62 431+50.00WB

R6-1R
36X12

R1-1
36X36

R3-2
24X24



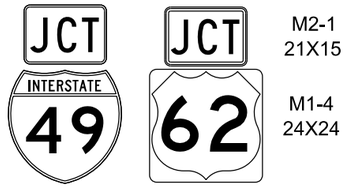
SS SH 498+80.00SB
SSRAMP62B 727+50.00NB
SS SH 1327+50.00SB
SS62 414+75.00EB
SS62 414+00.00WB
SS62 432+00.00EB
SS62 430+00.00WB
SS62 436+00.00EB
SS62 438+00.00WB

M2-1i
21X15

M1-1
24X24

M2-1
21X15

M1-4
24X24



SS180 460+00.00WB

M3-1i
24X12

M1-1
24X24

SPEC (i)
24X24

R3-7L
30X30



SSRAMP 763+00.00NB

M3-1i
24X12

M1-1
24X24

M6-2L (i)
21X15

R3-7L
30X30

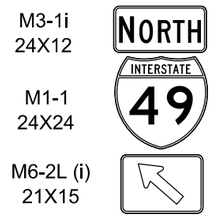


SSRAMP 1100+00.00NB

M3-1i
24X12

M1-1
24X24

M6-2L (i)
21X15



SSRAMP 1102+50.00NB



2-15-2024

STANDARD SIGN ASSEMBLIES

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	340	832
		STANDARD SIGN ASSEMBLIES				



M3-3i 24X12
M1-1 24X24
M6-2R (i) 21X15

SS SH/15 102+00.00WB



M3-3i 24X12
M1-1 24X24
M6-2L (i) 21X15

SS SH 502+50.00SB



M3-1i 24X12
M1-1 24X24
SPEC (i) 21X15

SS SH 2000+00.00SB



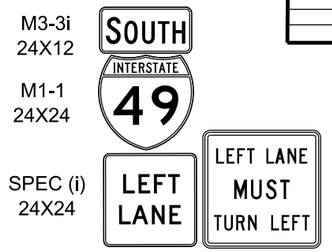
M3-3i 24X12
M1-1 24X24
SPEC (i) 24X24

SSRAMP62B 725+00.00NB



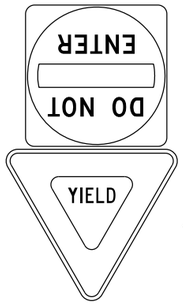
M3-3i 24X12
M1-1 24X24
SPEC (i) 21X15

SSRAMP62B 731+25.00NB



M3-3i 24X12
M1-1 24X24
SPEC (i) 24X24
R3-7L 30X30

SS SH 499+00.00SB
SS SH 495+00.00SB



R5-1 36X36
R1-2 48X48X48

SS 1MI 107+25.00NB
SS FIN 105+00.00SB
SS180 452+00.00EB
SS SH 601+00.00SB (2EA)



M3-4 24X12
M1-4 24X24
M5-1L 21X15

SSRAMP62B 732+75.00NB



M3-4 24X12
M1-4 24X24
M6-1L 21X15

SS180 451+00.00WB



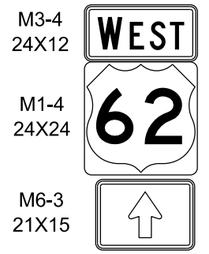
R5-1A 42X30
R3-7R 30X30

SSRAMP62B 729+50.00NB



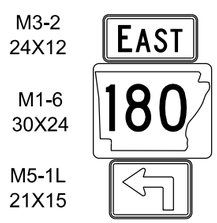
M3-2 24X12
M1-6 30X24
M6-2R 21X15
R3-7R 30X30

SSRAMP62B 731+50.00NB



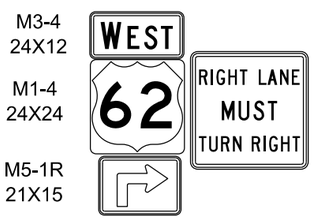
M3-4 24X12
M1-4 24X24
M6-3 21X15

SS180 454+00.00WB



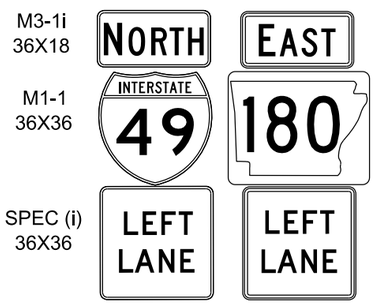
M3-2 24X12
M1-6 30X24
M5-1L 21X15

SS SH 1332+00.00SB



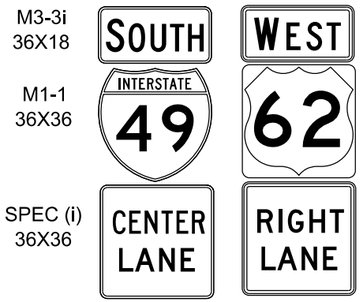
M3-4 24X12
M1-4 24X24
M5-1R 21X15
R3-7R 30X30

SS SH 1331+00.00SB



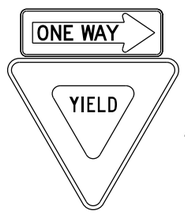
M3-1i 36X18
M1-1 36X36
SPEC (i) 36X36
M3-2 36X18
M1-6 45X36
SPEC 36X36

SS SH 1319+00.00SB



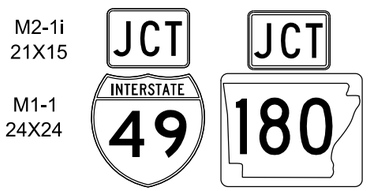
M3-3i 36X18
M1-1 36X36
SPEC (i) 36X36
M3-4 36X18
M1-4 36X36
SPEC 36X36

SS SH 1319+00.00SB



R6-1R 36X12
R1-2 48X48X48

SS62 431+00.00EB



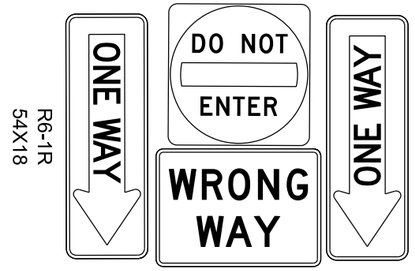
M2-1i 21X15
M1-1 24X24
M2-1 21X15
M1-6 30X24

SS62 435+00.00EB



R5-1 36X36
R5-1A 42X30

SS SH 1332+00.00SB



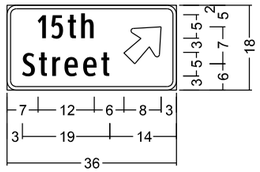
R5-1 36X36
R6-1R 54X18
R6-1L 54X18
R5-1A 42X30

SS62 444+25.00WB
SS62 444+75.00WB
SS180 450+50.00EB
SS180 451+50.00EB

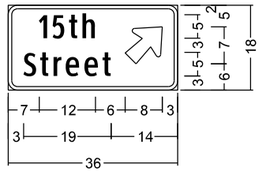
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

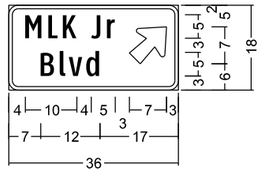
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	341	832
		STANDARD SIGN ASSEMBLIES				



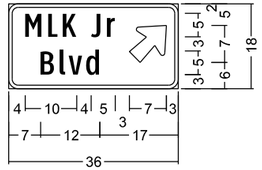
SS F/15 107+50.00EB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
"15th", ClearviewHwy-2-W;
"Street", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;



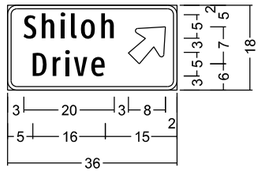
SS F/15 102+00.00EB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
"15th", ClearviewHwy-2-W;
"Street", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;



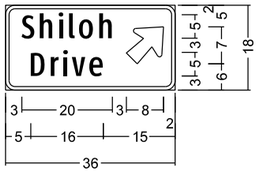
SS F/15 900+00.00NB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
"MLK Jr", ClearviewHwy-2-W;
"Blvd", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;



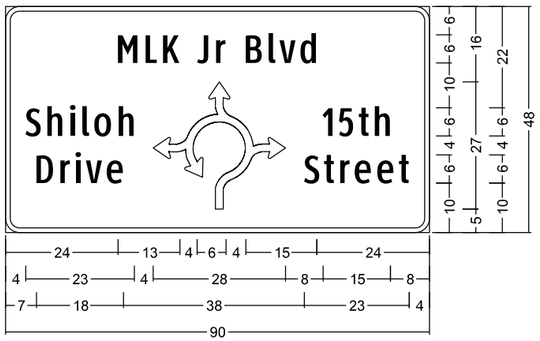
SS F/15 801+50.00WB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
"MLK Jr", ClearviewHwy-2-W;
"Blvd", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;



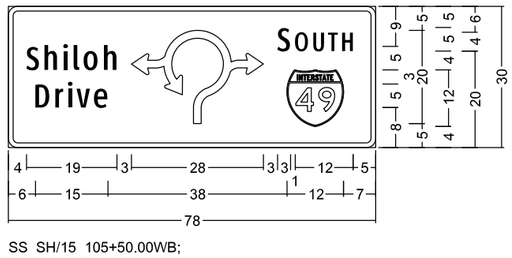
SS SH/15 106+50.00WB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
"Shiloh", ClearviewHwy-2-W;
"Drive", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;



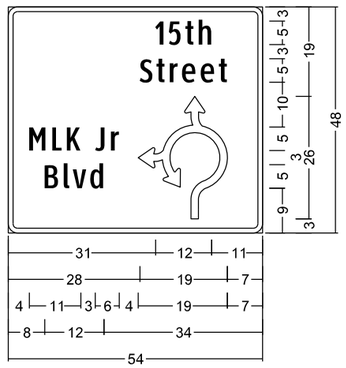
SS SH 508+00.00SB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
"Shiloh", ClearviewHwy-2-W;
"Drive", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;



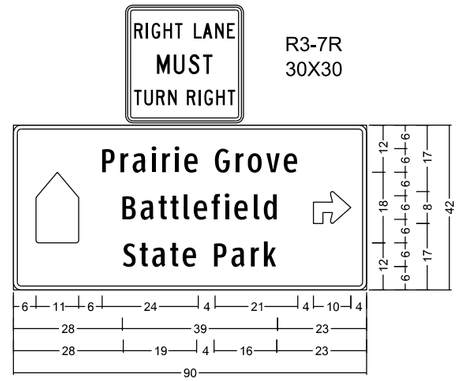
SSRAMP62A 709+00.00NB;
Sign # : D1-5;
3" Radius, 1" Border, White on Green;
"MLK Jr Blvd", ClearviewHwy-2-W;
"Shiloh", ClearviewHwy-2-W; "Drive", ClearviewHwy-2-W;
"15th", ClearviewHwy-2-W; "Street", ClearviewHwy-2-W;



SS SH/15 105+50.00WB;
Sign # : D1-5;
2" Radius, 1" Border, White on Green;
"Shiloh", ClearviewHwy-2-W;
"Drive", ClearviewHwy-2-W;
"S", ClearviewHwy-2-W;
"OUTH", ClearviewHwy-2-W; I-49;



SS F/15 103+00.00EB;
Sign # : D1-5;
2" Radius, 1" Border, White on Green;
"15th", ClearviewHwy-2-W;
"Street", ClearviewHwy-2-W;
"MLK Jr", ClearviewHwy-2-W;
"Blvd", ClearviewHwy-2-W;



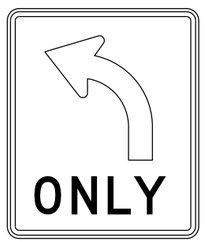
R3-7R
30X30

SS SH 1328+00.00SB;
Sign # : D7-2;
2" Radius, 1" Border, White on Brown;
"Prairie Grove", ClearviewHwy-2-W;
"Battlefield", ClearviewHwy-2-W;
"State Park", ClearviewHwy-2-W; arrow;

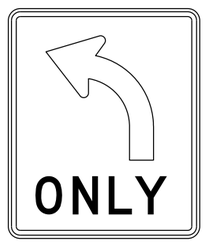
R3-5L
40X48



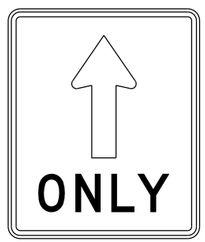
R3-5L
40X48



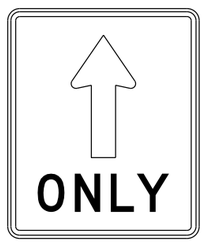
R3-5L
40X48



R3-5A
40X48



R3-5A
40X48



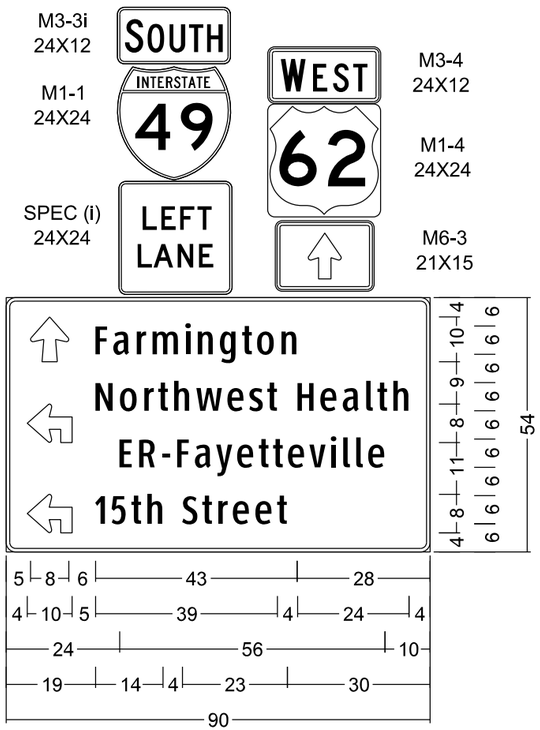
INSTALL
SSBM 447+50.00EB



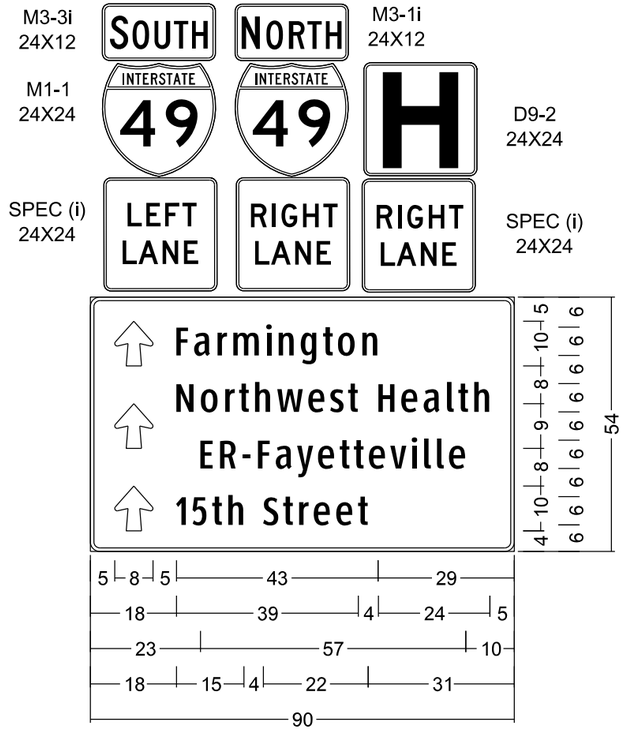
2-15-2024

STANDARD SIGN ASSEMBLIES

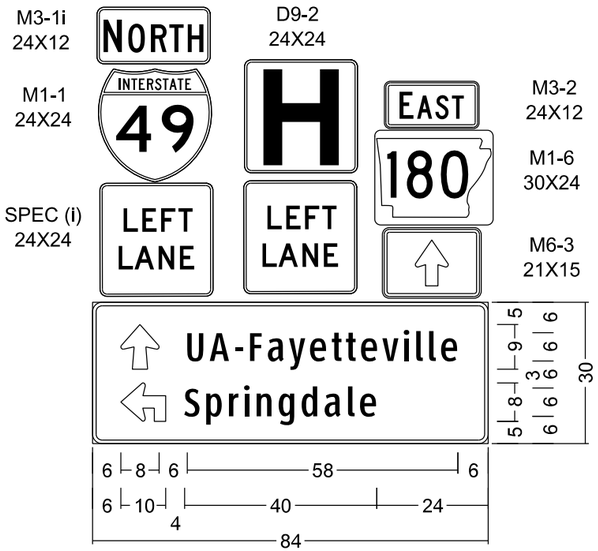
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	342	832
		STANDARD SIGN ASSEMBLIES				



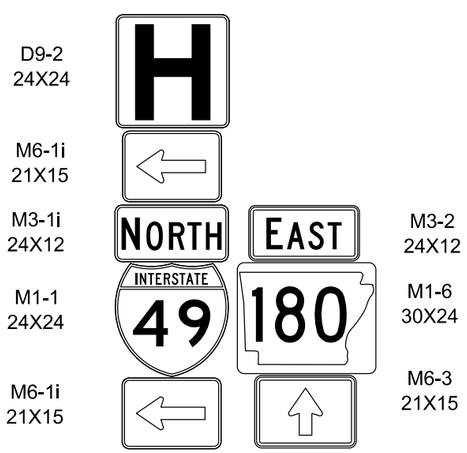
SS180 449+00.00WB;
Sign # : D1-4;
2" Radius, 1" Border, White on Green;
Arrow Custom - 10" 90°; arrow; arrow;
"Farmington", ClearviewHwy-2-W;
"Northwest Health", ClearviewHwy-2-W;
"ER-Fayetteville", ClearviewHwy-2-W;
"15th Street", ClearviewHwy-2-W;



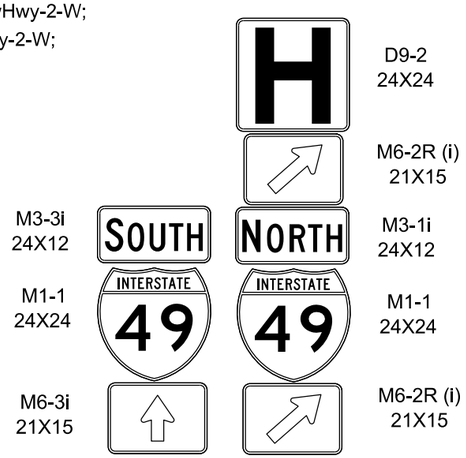
SS180 458+50.00WB;
Sign # : D1-4;
2" Radius, 1" Border, White on Green;
Arrow Custom - 10" 90°;
Arrow Custom - 10" 90°;
Arrow Custom - 10" 90°;
"Farmington", ClearviewHwy-2-W;
"Northwest Health", ClearviewHwy-2-W;
"ER-Fayetteville", ClearviewHwy-2-W;
"15th Street", ClearviewHwy-2-W;



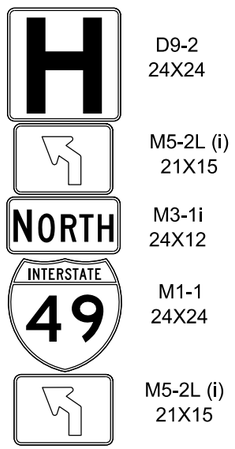
SS62 445+00.00EB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
Arrow Custom - 10" 90°;
"UA-Fayetteville", ClearviewHwy-2-W;
arrow; "Springdale", ClearviewHwy-2-W;



SS62 449+00.00EB



SS180 452+50.00WB

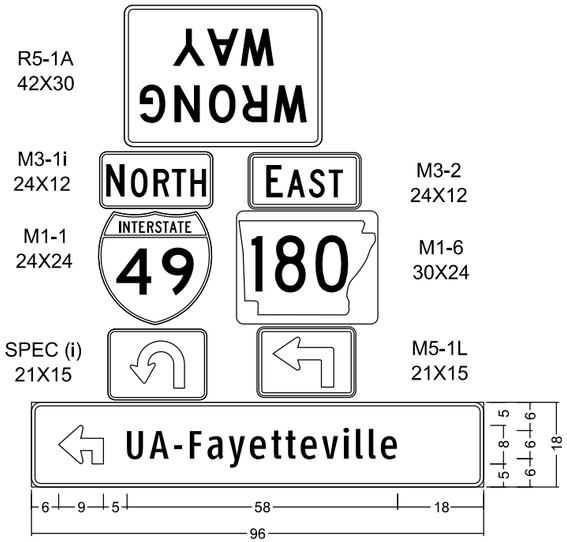


SS62 451+50.00EB

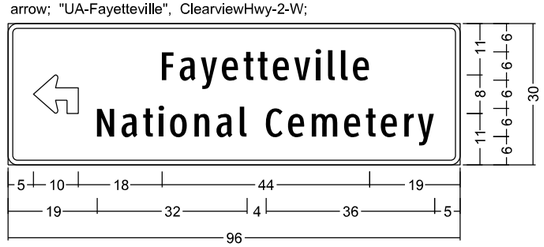


2-15-2024

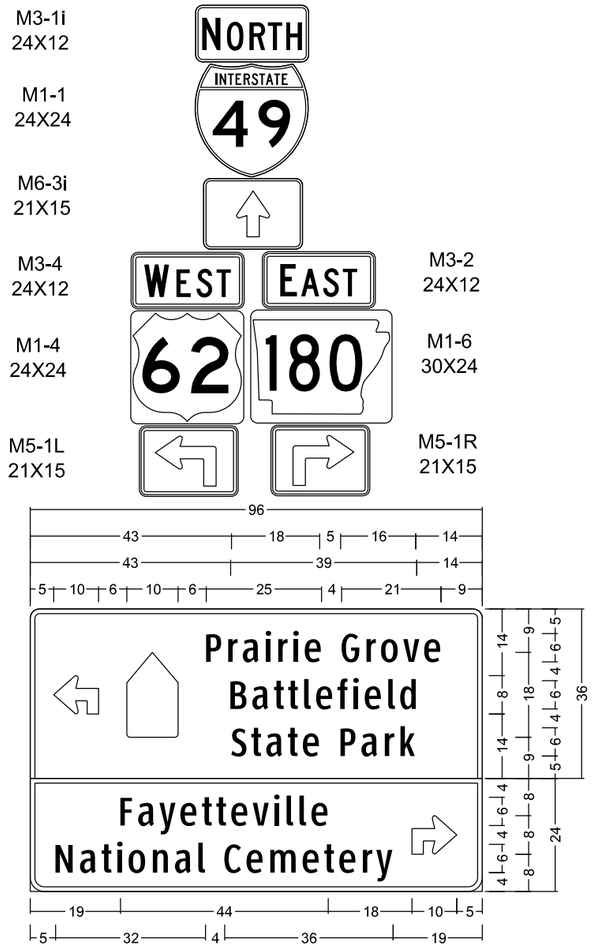
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	343	832
		STANDARD SIGN ASSEMBLIES				



SS SH 1325+50.00SB;
Sign # : D1-1;
2" Radius, 1" Border, White on Green;
arrow; "UA-Fayetteville", ClearviewHwy-2-W;

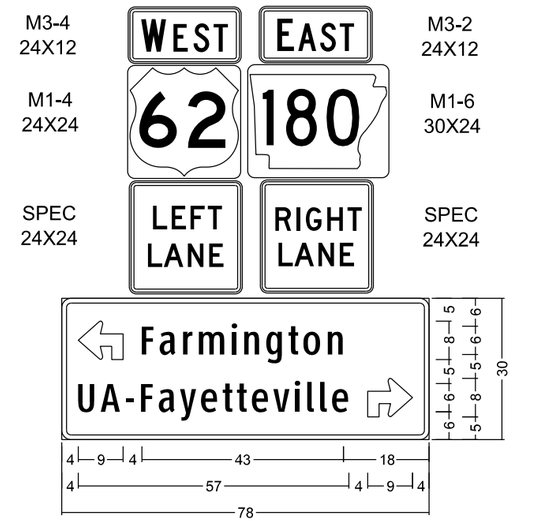


SS SH 1325+50.00SB;
2" Radius, 1" Border, White on Brown;
arrow; "Fayetteville", ClearviewHwy-2-W;
"National Cemetery", ClearviewHwy-2-W;

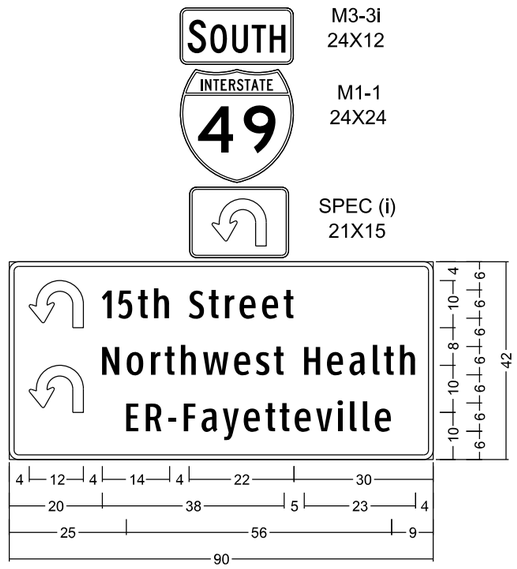


SSRAMP62B 728+50.00NB;
Sign # : D7-2;
2" Radius, 1" Border, White on Brown;
arrow; "Prairie Grove", ClearviewHwy-2-W;
"Battlefield", ClearviewHwy-2-W;
"State Park", ClearviewHwy-2-W;

3" Radius, 1" Border, White on Brown;
"Fayetteville", ClearviewHwy-2-W;
"National Cemetery", ClearviewHwy-2-W; arrow;



SSRAMP62B 726+50.00NB;
Sign # : D1-2;
2" Radius, 1" Border, White on Green;
arrow; "Farmington", ClearviewHwy-2-W;
"UA-Fayetteville", ClearviewHwy-2-W; arrow;

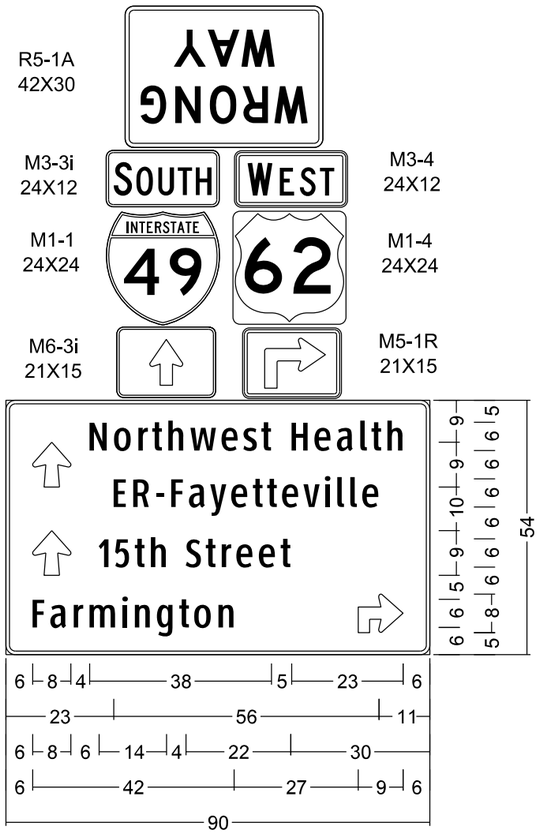


SSRAMP62B 729+50.00NB;
Sign # : D1-3;
2" Radius, 1" Border, White on Green;
Turn Arrow Custom; "15th Street", ClearviewHwy-2-W;
Turn Arrow Custom;
"Northwest Health", ClearviewHwy-2-W;
"ER-Fayetteville", ClearviewHwy-2-W;

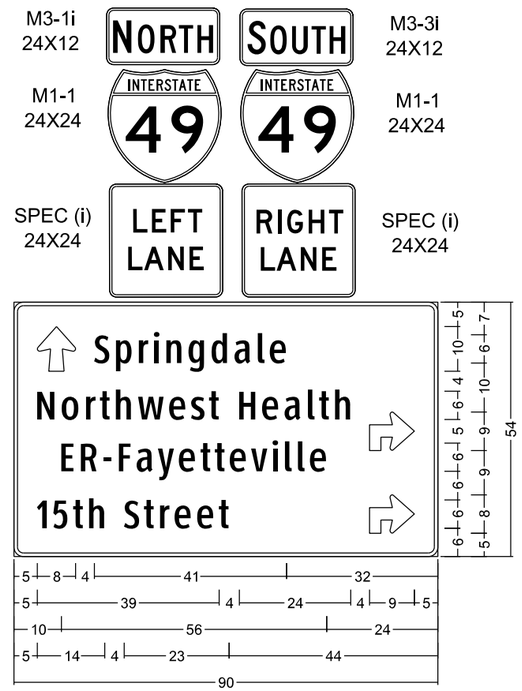
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

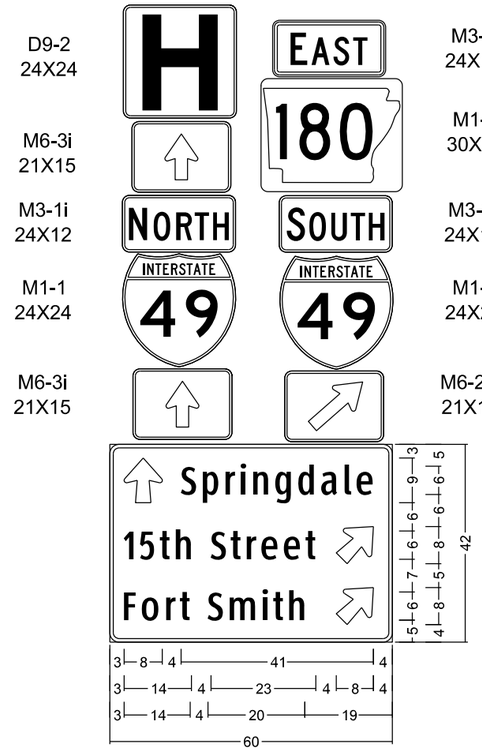
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	344	832
		STANDARD SIGN ASSEMBLIES				



SS SH 1325+50.00SB;
Sign # : D1-4;
2" Radius, 1" Border, White on Green;
Arrow Custom - 10" 90°;
"Northwest Health", ClearviewHwy-2-W;
"ER-Fayetteville", ClearviewHwy-2-W;
Arrow Custom - 10" 90°;
"15th Street", ClearviewHwy-2-W;
"Farmington", ClearviewHwy-2-W; arrow;



SS62 438+50.00EB;
Sign # : D1-4;
2" Radius, 1" Border, White on Green;
Arrow Custom - 10" 90°; "Springdale", ClearviewHwy-2-W;
"Northwest Health", ClearviewHwy-2-W;
"ER-Fayetteville", ClearviewHwy-2-W; arrow;
"15th Street", ClearviewHwy-2-W; arrow;



SS62 442+50.00EB;
Sign # : D1-3;
2" Radius, 1" Border, White on Green;
Arrow Custom - 10" 90°;
"Springdale", ClearviewHwy-2-W;
"15th Street", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;
"Fort Smith", ClearviewHwy-2-W;
Arrow Custom - 10" 45°;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13856
DERIC M. WYATT

2-15-2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	345	832
		QUANTITIES				

CONSTRUCTION PAVEMENT MARKINGS

DESCRIPTION	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D	STAGE 2A	STAGE 2B	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 7A	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS		REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
															WORDS	ARROWS		
	LIN. FT. - EACH												LIN. FT.		EACH		LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	2469	9565			5557	3303	6552	2953	16224	2282			48905					
CONSTRUCTION PAVEMENT MARKINGS	1258	19260	20660	1175	11372	13541	31738	41999	31046	32789	22610			227448				
CONSTRUCTION PAVEMENT MARKINGS (WORDS)						3		7	19	30	29				88			
CONSTRUCTION PAVEMENT MARKINGS (ARROWS)					3	3	10	7	42	47	48					160		
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		159	11542	1276		3360	7276	18817	7446	29659	14717						94252	
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS								6194			4692	1205						12091
TOTALS:													**48905**	**227448**	**88**	**160**	**94252**	**12091**

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
03-26-2024

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ALL STAGES	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D	STAGE 2A	STAGE 2B	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 7A & 7B	END OF JOB	MAXIMUM NUMBER REQUIRED
			LIN. FT. - EACH														
W20-1	ROAD WORK 1500 FT.	48"x48"	6														6
W20-1	ROAD WORK 1000 FT.	48"x48"	2														2
W20-1	ROAD WORK 500 FT.	48"x48"	2														2
W20-1	ROAD WORK 1/2 MILE	48"X48"	4														4
W20-1	ROAD WORK 1 MILE	48"x48"	4														4
W20-1	ROAD WORK AHEAD	48"x48"	13	22	18	18	18	13	13	13	13	12	12	12	12		22
W20-1	ROAD WORK 1 MILE	48"x48"	4														4
W20-3	ROAD CLOSED 500 FT.	36"X36"	2														2
W20-3	ROAD CLOSED 1000 FT.	36"X36"		3	3	3	3	2	2	2	2	2	2	2	2		3
W20-4	ONE LANE ROAD AHEAD	48"X48"		2	2												2
W20-5	RIGHT LANE CLOSED 1 MILE	48"X48"		4	4												4
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"X48"		4													4
W20-5	RIGHT LANE CLOSED 1500 FT.	48"X48"		4													4
W3-3	SIGNAL AHEAD	30"X30"		2	2												2
W5-1	ROAD NARROWS	48"X48"			4												4
W5-4	RAMP NARROWS	48"X48"		1	2	1					1						2
G20-2	END ROAD WORK	48"x24"	21	28	28	28	28	21	21	21	21	21	21	21	21		28
G20-1	ROAD WORK NEXT xx MILES	60"x24"	4														4
G20-5aP	WORK ZONE	36"X24"		4													4
R2-1	SPEED LIMIT (55)	48"x60"	5	9	5	5	5	5	5	5	5	5	5	5	5		9
R2-1	SPEED LIMIT (65)	48"x60"	4	8	4	4	4	4	4	4	4	4	4	4	4		8
W3-5	REDUCED SPEED LIMIT AHEAD (55)	48"X48"	4	8	4	4	4	4	4	4	4	4	4	4	4		8
R55-1	FINES DOUBLE IN WORK ZONES	36"X60"	4	8	4	4	4	4	4	4	4	4	4	4	4		8
W1-4bR	REVERSE CURVE RT.	48"x48"			4												4
R11-2	ROAD CLOSED	48"x30"	2	2	3	3	6	4	4	5	2	3	1				6
W1-6	LARGE ARROW	60"x30"		9													9
R4-1	DO NOT PASS	48"X60"		4													4
R4-1	DO NOT PASS	24"x30"	6														6
R9-9	SIDEWALK CLOSED	24"x12"		4	4	4	4	4	4	4		6	2				6
R9-9	CROSSWALK CLOSED	24"x12"										4	8	14	5		14
R9-10	SIDEWALK CLOSED USE OTHER SIDE	24"x12"										2	2				2
R10-6	STOP HERE ON RED	48"x60"		2	2												2
R10-19aP	PHOTO ENFORCED	48"x36"		4													4
W21-5aR	RIGHT SHOULDER CLOSED	48"x48"			4			1	1		1						4
W21-5aL	LEFT SHOULDER CLOSED	48"x48"								2							2
W8-1	BUMP	30"x30"	6														6
W24-1R	DOUBLE REVERSE CURVE RT.	48"x48"			4												4
W4-2R	MERGE NOW	48"X48"		2													2
WZ-1	NOTICE SPEED PHOTO ENFORCED	60"x84"		1													1
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"X48"	2														2
M4-10	DETOUR	48"X18"	9														9
CUSTOM	TRAIL CLOSED	48"X30"	4														4
	TRAFFIC CONES											122	137				137
	TYPE III BARRICADE-RT. (16')			3	6	5	5	6	5	6	3	1					6
	TYPE III BARRICADE-LT. (16')			3	6	5	4	3	3	4	3	3	1				6
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			686	7590			6963	800	1780							17819
	RELOCATING PRECAST CONCRETE BARRIER				686	6465			846	7673	5531						21201
	TEMPORARY IMPACT ATTENUATION BARRIER				6				2	1							9
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)					5		5	6	7	3						26
	ADVANCE WARNING ARROW PANEL			2													2
	PORTABLE CHANGEABLE MESSAGE SIGN		2														2
	VERTICAL PANELS							27	29	17	65	121	28	24	2		121
	TRAFFIC DRUMS			298	64		117	131	141	206	247	141	181	250	44		298
	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED			1	1	1	1										1
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)		2														2
TOTALS:																	

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR BOTH SIDES OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

USER: ap5181
DESIGN FILE: G:\2ll09200_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT.dgn
PLOTTED: 3/26/2024 15:56
SCALE: 1:00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	346	832
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

ADVANCE WARNING SIGNS AND DEVICES (CON'T)

SIGN NUMBER	DESCRIPTION	TOTAL SIGNS REQUIRED		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)	ADVANCE WARNING ARROW PANEL	PORTABLE CHANGEABLE MESSAGE SIGN	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
							RIGHT	LEFT								
		NO.	SQ. FT.	EACH			LIN. FT.				EACH		DAY	WEEK	WEEK	EACH
W20-1	ROAD WORK 1500 FT.	6	96.0													
W20-1	ROAD WORK 1000 FT.	2	32.0													
W20-1	ROAD WORK 500 FT.	2	32.0													
W20-1	ROAD WORK 1/2 MILE	4	64.0													
W20-1	ROAD WORK 1 MILE	4	64.0													
W20-1	ROAD WORK AHEAD	22	352.0													
W20-1	ROAD WORK 1 MILE	4	64.0													
W20-3	ROAD CLOSED 500 FT.	2	18.0													
W20-3	ROAD CLOSED 1000 FT.	3	27.0													
W20-4	ONE LANE ROAD AHEAD	2	32.0													
W20-5	RIGHT LANE CLOSED 1 MILE	4	64.0													
W20-5	RIGHT LANE CLOSED 1/2 MILE	4	64.0													
W20-5	RIGHT LANE CLOSED 1500 FT.	4	64.0													
W3-3	SIGNAL AHEAD	2	12.5													
W5-1	ROAD NARROWS	4	64.0													
W5-4	RAMP NARROWS	2	32.0													
G20-2	END ROAD WORK	28	224.0													
G20-1	ROAD WORK NEXT xx MILES	4	40.0													
G20-5aP	WORK ZONE	4	24.0													
R2-1	SPEED LIMIT (55)	9	180.0													
R2-1	SPEED LIMIT (65)	8	160.0													
W3-5	REDUCED SPEED LIMIT AHEAD (55)	8	128.0													
R55-1	FINES DOUBLE IN WORK ZONES	8	120.0													
W1-4bR	REVERSE CURVE RT.	4	64.0													
R11-2	ROAD CLOSED	6	60.0													
W1-6	LARGE ARROW	9	112.5													
R4-1	DO NOT PASS	4	80.0													
R4-1	DO NOT PASS	6	30.0													
R9-9	SIDEWALK CLOSED	6	12.0													
R9-9	CROSSWALK CLOSED	14	28.0													
R9-10	SIDEWALK CLOSED USE OTHER SIDE	2	4.0													
R10-6	STOP HERE ON RED	2	40.0													
R10-19aP	PHOTO ENFORCED	4	52.0													
W21-5aR	RIGHT SHOULDER CLOSED	4	64.0													
W21-5aL	LEFT SHOULDER CLOSED	2	32.0													
W8-1	BUMP	6	37.5													
W24-1R	DOUBLE REVERSE CURVE RT.	4	64.0													
W4-2R	MERGE NOW	2	32.0													
WZ-1	NOTICE SPEED PHOTO ENFORCED	1	35.0													
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	2	64.0													
M4-10	DETOUR	9	54.0													
CUSTOM	TRAIL CLOSED	4	40.0													
	TRAFFIC CONES					137										
	TYPE III BARRICADE-RT. (16')						96									
	TYPE III BARRICADE-LT. (16')							96								
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER								17819							
	RELOCATING PRECAST CONCRETE BARRIER									21201						
	TEMPORARY IMPACT ATTENUATION BARRIER										9					
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)											26				
	ADVANCE WARNING ARROW PANEL												2200			
	PORTABLE CHANGEABLE MESSAGE SIGN													312		
	VERTICAL PANELS			121												
	TRAFFIC DRUMS				298											
	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED														66	
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)															2
TOTALS:			2862.5	121	298	137	96	96	17819	21201	9	26	2200	312	66	2

USER: op5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\maint_of_traffic\040846 MOT.dgn
PLOTTED: 3/26/2024 15:56
SCALE: 1:00

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	347	832
		QUANTITIES				

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

Digitally signed by Trinity Smith
Date: 2024.04.04 13:30:43-05'00'

PERMANENT PAVEMENT MARKINGS

DESCRIPTION	END OF JOB	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING				THERMOPLASTIC PAVEMENT MARKING									PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM	REFLECTORIZED PAINT PAVEMENT MARKING	
		TYPE II	TYPE II	6"		12"	ARROWS	6"		8"		12"	24"	YIELD LINE	WORDS	ARROWS		10"	
		(WHITE/RED)	(YELLOW/YELLOW)	WHITE	YELLOW	WHITE		WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE					WHITE	YELLOW
	LIN. FT. - SQ. YD. - EACH	EACH		LIN. FT.			EACH	LIN. FT.						EACH			SQ. YD.	LIN. FT.	
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	1600	1600																	
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	37		37																
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	30862			30862															
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	21329				21329														
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	6019					6019													
ENHANCED THERMOPLASTIC PAVEMENT MARKING (ARROWS)	9						9												
THERMOPLASTIC PAVEMENT MARKING WHITE (6")	25408							25408											
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	10161								10161										
THERMOPLASTIC PAVEMENT MARKING WHITE (8")	3978									3978									
THERMOPLASTIC PAVEMENT MARKING YELLOW (8")	2093										2093								
THERMOPLASTIC PAVEMENT MARKING WHITE (12")	1275											1275							
THERMOPLASTIC PAVEMENT MARKING WHITE (24")	2561												2561						
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	229													229					
THERMOPLASTIC PAVEMENT MARKING (WORDS)	50														50				
THERMOPLASTIC PAVEMENT MARKING (ARROWS)	94															94			
PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM	1453																1453		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	1698																	1698	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	2512																		2512
TOTALS:		**1600**	**37**	**30862**	**21329**	**6019**	**9**	**25408**	**10161**	**3978**	**2093**	**1275**	**2561**	**229**	**50**	**94**	**1453**	**1698**	**2512**

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

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.
THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING.
CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	348	832
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL						
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	FILTER SOCK (18") (E-3)	ROCK DITCH CHECKS (E-6)	DROP INLET FILTER SOCK (12") (E-13)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	LIN. FT.	CU.YD.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING									4930	441		330
ENTIRE	PROJECT	STAGE 1	9.98	19.96	9.98	1018.0	9.98	17.56	17.56	358.2		114	2001	38
ENTIRE	PROJECT	STAGE 2	6.37	12.74	6.37	649.7	6.37	6.37	6.37	129.9	2214	132	207	126
ENTIRE	PROJECT	STAGE 3	6.09	12.18	6.09	621.2	6.09	6.39	6.39	130.4		18	713	6
ENTIRE	PROJECT	STAGE 4	4.15	8.30	4.15	423.3	4.15	4.15	4.15	84.7		126	322	42
ENTIRE	PROJECT	STAGE 5	0.51	1.02	0.51	52.0	0.51	1.39	1.39	28.4			1541	
ENTIRE	PROJECT	STAGE 6	0.65	1.30	0.65	66.3	0.65	1.74	1.74	35.5		3	966	1
ENTIRE	PROJECT	STAGE 7											276	
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.78	5.56	2.78	283.6	2.78	4.00	4.00	81.6	715	84	598	220
TOTALS:			**30.53**	**61.06**	**30.53**	**3114.1**	**30.53**	**41.60**	**41.60**	**848.7**	**7859**	**918**	**6624**	**763**

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
ROCK DITCH CHECKS.....3 CU.YD./LOCATION
FILTER SOCKS.....23 LIN. FT./ 4' DIA. INLET
27 LIN. FT. / 5' DIA. INLET
30 LIN. FT. / 6' DIA. INLET

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

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

USER: qp5181
DESIGN FILE: G:\2II09200_040846ROW\TRANSP\dgn\erosion\040846 Ec MLK.dgn
PLOTTED: 3/26/2024 16:06
SCALE: 1:100

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	349	832
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

REMOVAL AND DISPOSAL OF CURB & GUTTER

STATION	STATION	LOCATION	CURB AND GUTTER
			LIN. FT.
100+75	102+33	S FINGER RD. LT.	50
100+75	102+25	S FINGER RD. RT.	226
102+55	105+89	S FINGER RD. RT.	396
102+67	103+95	S FINGER RD. LT.	154
102+93	104+00	S FINGER RD. LT.	118
103+89	104+10	S FINGER RD. RT.	23
104+33	105+41	S FINGER RD. LT.	183
104+34	104+50	S FINGER RD. RT.	20
104+70	105+00	S FINGER RD. RT.	42
106+18	106+87	ONE MILE RD. LT.	92
106+46	109+51	ONE MILE RD. RT.	329
107+14	108+77	ONE MILE RD. LT.	178
109+07	109+63	ONE MILE RD. LT.	62
111+98	112+50	W. 15TH STREET LT.	50
111+98	112+50	W. 15TH STREET RT.	60
112+71	112+96	W. 15TH STREET LT.	40
112+71	112+96	W. 15TH STREET RT.	46
404+80	413+80	HWY. 62/HWY. 180 LT.	900
404+80	406+16	HWY. 62/HWY. 180 RT.	183
406+57	414+07	HWY. 62/HWY. 180 RT.	855
414+47	420+73	HWY. 62/HWY. 180 RT.	690
414+58	421+38	HWY. 62/HWY. 180 LT.	680
422+28	430+37	HWY. 62/HWY. 180 RT.	837
422+30	430+31	HWY. 62/HWY. 180 LT.	812
430+34	430+34	HWY. 62/HWY. 180 LT.	38
430+58	430+58	HWY. 62/HWY. 180 LT.	47
430+58	432+76	HWY. 62/HWY. 180 LT.	272
430+73	432+07	HWY. 62/HWY. 180 RT.	189
432+17	435+44	HWY. 62/HWY. 180 RT.	465
432+92	434+94	HWY. 62/HWY. 180 LT.	236
435+18	438+39	HWY. 62/HWY. 180 LT.	362
435+66	443+31	HWY. 62/HWY. 180 RT.	796
437+80	438+13	HWY. 62/HWY. 180 RT.	33
438+65	442+80	HWY. 62/HWY. 180 LT.	439
439+88	439+93	HWY. 62/HWY. 180 LT.	22
440+11	440+24	HWY. 62/HWY. 180 RT.	23
440+20	440+54	HWY. 62/HWY. 180 RT.	35
440+29	440+34	HWY. 62/HWY. 180 LT.	20
440+70	440+74	HWY. 62/HWY. 180 RT.	20
440+86	440+86	HWY. 62/HWY. 180 LT.	10
441+25	441+25	HWY. 62/HWY. 180 LT.	10
442+13	442+19	HWY. 62/HWY. 180 RT.	24
442+33	442+68	HWY. 62/HWY. 180 RT.	82
442+94	443+05	HWY. 62/HWY. 180 RT.	43
444+54	450+44	HWY. 62/HWY. 180 LT.	590
445+16	450+46	HWY. 62/HWY. 180 RT.	530
451+85	458+65	HWY. 62/HWY. 180 LT.	680
452+20	458+65	HWY. 62/HWY. 180 RT.	645
454+57	455+63	HWY. 62/HWY. 180 RT.	184
455+39	455+39	HWY. 62/HWY. 180 LT.	9
456+34	456+67	HWY. 62/HWY. 180 RT.	98
485+33	488+80	S. SHILOH DR. SOUTH LT.	471
487+88	492+30	S. SHILOH DR. SOUTH RT.	470
488+30	492+30	S. SHILOH DR. SOUTH LT.	447
502+30	513+58	S. SHILOH DR. LT.	1128
502+30	513+58	S. SHILOH DR. RT.	1128
724+37	724+60	S FUTRALL DR. SOUTH RT.	56
724+97	725+18	S FUTRALL DR. SOUTH RT.	68
727+28	733+26	S FUTRALL DR. SOUTH RT.	628
728+65	733+45	S FUTRALL DR. SOUTH LT.	601
728+67	728+69	S FUTRALL DR. SOUTH LT.	155
750+42	756+65	S FUTRALL DR. NORTH RT.	640
750+51	758+70	S FUTRALL DR. NORTH LT.	848
757+14	758+33	S FUTRALL DR. NORTH RT.	119
1102+70	1103+17	I-49 ENTRANCE RAMP RT.	83
1256+94	1259+40	N. SHILOH DR. LT.	246
1257+90	1259+34	N. SHILOH DR. RT.	144
1259+93	1266+81	N. SHILOH DR. RT.	688
1264+25	1266+81	N. SHILOH DR. LT.	257
1311+46	1332+38	S SHILOH DR. NORTH LT.	2092
1311+46	1314+13	S SHILOH DR. NORTH RT.	267
1316+45	1319+49	S SHILOH DR. NORTH RT.	304
1320+00	1322+00	S SHILOH DR. NORTH RT.	200
1322+77	1323+67	S SHILOH DR. NORTH RT.	90
1324+30	1332+29	S SHILOH DR. NORTH RT.	856
TOTAL:			24914

REMOVAL AND DISPOSAL OF BARRIER WALL

STATION	STATION	LOCATION	BARRIER WALL
			LIN. FT.
226+31	237+76	I-49 MEDIAN	1121
TOTAL:			1121

REMOVAL AND DISPOSAL OF WALKS

STATION	STATION	LOCATION	WALKS
			SQ. YD.
101+75	102+19	S FINGER RD. RT.	75
102+73	103+97	S FINGER RD. LT.	83
102+90	104+05	S FINGER RD. RT.	77
104+38	105+11	S FINGER RD. LT.	49
104+39	105+90	S FINGER RD. RT.	101
106+50	106+82	ONE MILE RD. LT.	21
106+63	109+20	ONE MILE RD. RT.	171
107+19	108+73	ONE MILE RD. LT.	103
109+11	109+51	ONE MILE RD. LT.	27
406+22	407+68	HWY. 62/HWY. 180 LT.	97
406+57	414+00	HWY. 62/HWY. 180 RT.	495
408+09	414+03	HWY. 62/HWY. 180 LT.	396
414+38	417+63	HWY. 62/HWY. 180 LT.	217
414+48	420+86	HWY. 62/HWY. 180 RT.	425
417+86	420+22	HWY. 62/HWY. 180 LT.	157
420+58	421+73	HWY. 62/HWY. 180 LT.	77
421+94	430+19	HWY. 62/HWY. 180 RT.	550
422+07	424+12	HWY. 62/HWY. 180 LT.	137
424+48	424+58	HWY. 62/HWY. 180 LT.	7
427+03	427+93	HWY. 62/HWY. 180 LT.	60
428+17	428+81	HWY. 62/HWY. 180 LT.	43
429+12	430+32	HWY. 62/HWY. 180 LT.	80
430+13	430+18	HWY. 62/HWY. 180 LT.	3
430+57	432+76	HWY. 62/HWY. 180 LT.	146
430+64	430+70	HWY. 62/HWY. 180 LT.	4
430+90	432+08	HWY. 62/HWY. 180 RT.	79
432+34	435+56	HWY. 62/HWY. 180 RT.	215
432+92	434+94	HWY. 62/HWY. 180 LT.	135
435+18	436+11	HWY. 62/HWY. 180 LT.	62
435+88	436+80	HWY. 62/HWY. 180 RT.	61
436+50	438+38	HWY. 62/HWY. 180 LT.	125
437+02	437+34	HWY. 62/HWY. 180 RT.	21
437+81	438+13	HWY. 62/HWY. 180 RT.	21
438+60	440+22	HWY. 62/HWY. 180 RT.	108
438+78	439+87	HWY. 62/HWY. 180 LT.	73
438+86	438+92	HWY. 62/HWY. 180 LT.	4
440+30	440+84	HWY. 62/HWY. 180 LT.	36
440+80	441+91	HWY. 62/HWY. 180 RT.	74
441+29	442+32	HWY. 62/HWY. 180 LT.	69
442+28	442+68	HWY. 62/HWY. 180 RT.	27
442+98	443+72	HWY. 62/HWY. 180 RT.	49
444+50	450+77	HWY. 62/HWY. 180 LT.	418
444+79	450+80	HWY. 62/HWY. 180 RT.	401
451+59	455+00	HWY. 62/HWY. 180 LT.	227
451+87	452+34	HWY. 62/HWY. 180 RT.	31
452+83	453+59	HWY. 62/HWY. 180 RT.	51
454+07	455+70	HWY. 62/HWY. 180 RT.	109
455+39	457+00	HWY. 62/HWY. 180 LT.	107
456+42	458+65	HWY. 62/HWY. 180 RT.	149
485+03	487+62	S. SHILOH DR. SOUTH RT.	173
724+97	726+92	S FUTRALL DR. SOUTH RT.	130
727+36	727+72	S FUTRALL DR. SOUTH RT.	24
728+13	731+03	S FUTRALL DR. SOUTH RT.	193
731+32	731+92	S FUTRALL DR. SOUTH RT.	40
732+33	733+06	S FUTRALL DR. SOUTH RT.	49
1263+83	1264+98	N. SHILOH DR. RT.	77
1331+47	1332+26	S SHILOH DR. NORTH RT.	53
TOTAL:			6992

REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS

STATION	STATION	LOCATION	APPROACH SLAB AND GUTTERS
			EACH
210+00	210+35	I-49 LT.	1
210+09	210+44	I-49 LT.	1
212+29	212+64	I-49 LT.	1
212+38	212+73	I-49 LT.	1
TOTAL:			4

REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS

STATION	STATION	LOCATION	CONCRETE DRIVEWAYS
			SQ. YD.
102+12	102+84	S FINGER RD. LT.	176
102+93	104+52	S FINGER RD. LT.	313
103+90	104+50	S FINGER RD. RT.	75
104+70	105+00	S FINGER RD. RT.	59
106+69	107+31	ONE MILE RD. LT.	56
108+60	109+26	ONE MILE RD. LT.	58
407+63	408+30	HWY. 62/HWY. 180 LT.	99
413+80	414+58	HWY. 62/HWY. 180 LT.	124
417+39	418+06	HWY. 62/HWY. 180 LT.	126
420+14	420+68	HWY. 62/HWY. 180 LT.	106
424+00	424+54	HWY. 62/HWY. 180 LT.	110
424+74	425+56	HWY. 62/HWY. 180 LT.	337
425+85	426+96	HWY. 62/HWY. 180 LT.	386
427+87	428+22	HWY. 62/HWY. 180 LT.	165
428+69	429+22	HWY. 62/HWY. 180 LT.	69
432+59	433+05	HWY. 62/HWY. 180 LT.	58
434+81	435+29	HWY. 62/HWY. 180 LT.	94
435+66	435+97	HWY. 62/HWY. 180 RT.	69
436+10	436+50	HWY. 62/HWY. 180 LT.	35
436+77	437+05	HWY. 62/HWY. 180 RT.	22
437+32	437+84	HWY. 62/HWY. 180 RT.	43
438+11	438+62	HWY. 62/HWY. 180 RT.	44
439+82	440+33	HWY. 62/HWY. 180 LT.	42
440+20	440+79	HWY. 62/HWY. 180 RT.	52
440+80	441+31	HWY. 62/HWY. 180 LT.	43
441+89	442+29	HWY. 62/HWY. 180 RT.	33
442+29	442+80	HWY. 62/HWY. 180 LT.	168
442+67	443+02	HWY. 62/HWY. 180 RT.	28
452+34	452+85	HWY. 62/HWY. 180 RT.	41
453+60	454+06	HWY. 62/HWY. 180 RT.	41
454+92	455+44	HWY. 62/HWY. 180 LT.	90
487+34	488+23	S. SHILOH DR. SOUTH RT.	84
727+72	728+13	S FUTRALL DR. SOUTH RT.	23
731+03	731+32	S FUTRALL DR. SOUTH RT.	16
731+92	732+33	S FUTRALL DR. SOUTH RT.	23
1264+43	1264+43	N. SHILOH DR. RT.	194
1329+32	1329+67	S SHILOH DR. NORTH RT.	101
TOTAL:			3603

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	350	832
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE
			LIN. FT.
11+69	11+90	CUL-DE-SAC 15TH STREET RT.	21
110+20	112+17	W. 15TH STREET LT. & RT.	581
177+54	198+04	I-49 RT.	2067
188+34	192+72	I-49 LT.	434
418+00	418+16	HWY. 62/HWY. 180 RT.	27
441+73	441+77	HWY. 62/HWY. 180 RT.	14
442+16	442+19	HWY. 62/HWY. 180 LT.	14
442+31	442+35	HWY. 62/HWY. 180 RT.	16
488+47	488+47	S. SHILOH DR. SOUTH RT.	10
493+80	493+80	S. SHILOH DR. SOUTH RT.	10
TOTAL:			3194

REMOVAL AND DISPOSAL OF CONCRETE ISLANDS

STATION	STATION	LOCATION	CONCRETE ISLANDS
			SQ. YD.
105+33	105+61	S FINGER RD. LT.	39
106+96	107+04	ONE MILE RD. LT.	4
420+34	420+45	HWY. 62/HWY. 180 LT.	15
424+25	424+35	HWY. 62/HWY. 180 LT.	4
440+39	440+50	HWY. 62/HWY. 180 RT.	15
443+75	444+06	HWY. 62/HWY. 180 LT.	43
TOTAL:			120

REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS

STATION	STATION	LOCATION	SIGN FOUNDATIONS
			EACH
253+84	253+84	I-49 RT.	1
258+75	258+75	I-49 LT.	1
414+03	414+03	HWY. 62/HWY. 180 RT.	1
427+85	427+85	HWY. 62/HWY. 180 LT.	1
430+05	430+05	HWY. 62/HWY. 180 LT.	1
430+20	430+20	HWY. 62/HWY. 180 RT.	1
440+69	440+69	HWY. 62/HWY. 180 LT.	1
441+83	441+83	HWY. 62/HWY. 180 RT.	1
442+55	442+55	HWY. 62/HWY. 180 RT.	1
443+67	443+67	HWY. 62/HWY. 180 RT.	1
452+15	452+15	HWY. 62/HWY. 180 LT.	1
455+49	455+49	HWY. 62/HWY. 180 LT.	1
1328+73	1328+73	S SHILOH DR. NORTH RT.	1
TOTAL:			13

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			ACRE	
164+50	170+50	I-49 RT.	0.4	0.4
174+00	203+50	I-49 LT. & S SHILOH DR. LT. & RT.	8.2	8.2
182+00	210+00	I-49 RT., W. 15TH ST. LT. & RT., & S FUTRALL DR. RT.	7.4	7.4
203+00	216+00	I-49 RT.	1.2	1.2
208+50	215+00	I-49 LT.	0.8	0.8
406+50	435+50	HWY. 62/HWY. 180 LT. & RT.	3.0	3.0
TOTALS:			21.0	21.0

REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE
			LIN. FT.
158+35	208+98	I-49 MEDIAN	5063
214+30	225+56	I-49 MEDIAN	1126
TOTAL:			6189

REMOVAL AND DISPOSAL OF HEADWALLS

STATION	STATION	LOCATION	HEADWALLS
			EACH
227+42	227+73	I-49 RT.	1
450+06	450+45	HWY. 62/HWY. 180 LT.	1
450+32	450+72	HWY. 62/HWY. 180 RT.	1
752+88	753+10	S FUTRALL DR. NORTH LT.	1
TOTAL:			4

REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING

STATION	STATION	LOCATION	CONCRETE DITCH PAVING
			SQ. YD.
220+16	220+51	I-49 RT.	56
227+34	228+07	I-49 RT.	120
435+40	435+40	HWY. 62/HWY. 180 LT.	8
442+13	442+13	HWY. 62/HWY. 180 LT.	8
454+42	454+49	HWY. 62/HWY. 180 LT.	6
730+36	703+36	S FUTRALL DR. SOUTH LT.	21
751+23	754+08	S FUTRALL DR. NORTH LT.	612
TOTAL:			831

REMOVAL AND DISPOSAL OF FLARED END SECTIONS

STATION	STATION	LOCATION	FLARED END SECTIONS
			EACH
184+92	184+92	I-49 RT.	1
197+97	197+97	I-49 RT.	1
753+16	753+16	S FUTRALL DR. NORTH LT.	1
756+55	756+55	S FUTRALL DR. NORTH LT.	1
TOTAL:			4

REMOVAL AND DISPOSAL OF GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL
			LIN. FT.
12+46	12+93	CUL-DE-SAC 15TH STREET LT.	50
168+74	173+74	I-49 RT.	500
171+22	176+23	I-49 LT.	501
171+67	174+93	I-49 LT.	326
189+76	194+75	I-49 RT.	499
191+08	194+33	I-49 RT.	325
192+25	197+25	I-49 RT.	500
207+48	210+31	I-49 LT.	283
207+53	210+39	I-49 LT.	286
208+12	210+39	I-49 LT.	227
212+34	214+64	I-49 LT.	230
212+34	215+16	I-49 LT.	282
212+40	215+22	I-49 LT.	282
243+64	246+90	I-49 LT.	326
TOTAL:			4617

REMOVAL AND DISPOSAL OF CRASH CUSHIONS

STATION	STATION	LOCATION	CRASH CUSHIONS
			EACH
226+31	237+76	I-49 MEDIAN	1
TOTAL:			1

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	351	832
		QUANTITIES				

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 1 OF 2)

STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS
		LIN. FT.	EACH	EACH	EACH
101+82	S. FINGER RD. RT.	18			1
101+84	S. FINGER RD. LT.	25			
105+29	S. FINGER RD. LT.	23			1
106+66	ONE MILE RD. LT.	33			1
107+26	ONE MILE RD. RT.	83			1
108+13	ONE MILE RD. LT.	292			
108+83	ONE MILE RD. RT.	311			
112+06	W. 15TH STREET LT. & RT.				2
112+35	W. 15TH STREET LT. & RT.	64			
159+87	I-49 MEDIAN				1
162+57	I-49 LT.	350			
164+35	I-49 LT. & MEDIAN	66		1	2
174+56	I-49 LT.	69			
176+00	I-49 LT.	29			
176+38	I-49 LT.	30			
184+95	I-49 LT. & MEDIAN	80			1
189+51	I-49 LT.				1
189+88	I-49 MEDIAN				1
190+30	I-49 RT.				1
197+90	I-49 LT.	85			1
204+27	I-49 LT.				1
204+55	I-49 LT.		1		
205+17	I-49 RT.	82			
210+00	I-49 RT.	74			1
210+12	I-49 LT.	72			1
212+73	I-49 LT.	72			1
220+89	I-49 MEDIAN				1
405+80	HWY. 62/HWY. 180 LT.	55			
405+84	HWY. 62/HWY. 180 RT.	329			1
406+14	HWY. 62/HWY. 180 RT.	55			1
406+35	HWY. 62/HWY. 180 LT.				1
406+59	HWY. 62/HWY. 180 RT.	40			1
408+36	HWY. 62/HWY. 180 LT.	199			1
409+31	HWY. 62/HWY. 180 RT.	343			1
411+08	HWY. 62/HWY. 180 LT.	267			1
412+45	HWY. 62/HWY. 180 LT.	133			1
412+85	HWY. 62/HWY. 180 RT.	350			1
412+85	HWY. 62/HWY. 180 RT.	33			
414+77	HWY. 62/HWY. 180 LT.	227			1
415+15	HWY. 62/HWY. 180 LT.	72			
416+37	HWY. 62/HWY. 180 RT.	345			1
417+37	HWY. 62/HWY. 180 LT.	254			1
418+83	HWY. 62/HWY. 180 RT.	243			1
418+85	HWY. 62/HWY. 180 LT.	143			1
420+04	HWY. 62/HWY. 180 RT.	116			1
420+04	HWY. 62/HWY. 180 RT.	16			
420+40	HWY. 62/HWY. 180 LT.	146			1
420+40	HWY. 62/HWY. 180 LT.	22			
421+18	HWY. 62/HWY. 180 RT.	110		1	
421+35	HWY. 62/HWY. 180 LT.	108			1
421+66	HWY. 62/HWY. 180 LT.	28			1
421+98	HWY. 62/HWY. 180 RT.	77		1	
422+00	HWY. 62/HWY. 180 RT.	7			1
422+40	HWY. 62/HWY. 180 LT.	68			1
422+63	HWY. 62/HWY. 180 LT.	38			
423+92	HWY. 62/HWY. 180 LT.	145			1
423+92	HWY. 62/HWY. 180 LT.	14			
425+75	HWY. 62/HWY. 180 LT.	159			1
426+82	HWY. 62/HWY. 180 RT.	152			1
427+30	HWY. 62/HWY. 180 LT.	95			1
427+89	HWY. 62/HWY. 180 LT.	42			1
428+30	HWY. 62/HWY. 180 LT.	130			1
428+34	HWY. 62/HWY. 180 RT.	342			1
429+34	HWY. 62/HWY. 180 LT.	91			1
430+15	HWY. 62/HWY. 180 RT.	67			1
430+28	HWY. 62/HWY. 180 LT.	28			1
430+31	HWY. 62/HWY. 180 LT.	30			1
430+59	HWY. 62/HWY. 180 LT.	73			1
430+85	HWY. 62/HWY. 180 RT.	11			1
431+34	HWY. 62/HWY. 180 LT.	224			1
431+34	HWY. 62/HWY. 180 LT.	16			
431+80	HWY. 62/HWY. 180 RT.	174			1
433+60	HWY. 62/HWY. 180 LT.	82			2
433+60	HWY. 62/HWY. 180 RT.	180			2
435+19	HWY. 62/HWY. 180 RT.				1
SUBTOTALS (BOX 1 OF 2)		**7737**	**1**	**3**	**59**

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

STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	JUNCTION BOXES	DROP INLETS
		LIN. FT.	EACH	EACH	EACH
435+35	HWY. 62/HWY. 180 RT.	169			1
435+40	HWY. 62/HWY. 180 LT.	182			1
436+00	HWY. 62/HWY. 180 LT.	60			1
436+63	HWY. 62/HWY. 180 LT.	236			1
437+98	HWY. 62/HWY. 180 RT.	182			1
438+36	HWY. 62/HWY. 180 LT.	28			1
438+67	HWY. 62/HWY. 180 LT.	43			1
439+00	HWY. 62/HWY. 180 LT.	78			1
439+82	HWY. 62/HWY. 180 LT.	164		1	
439+82	HWY. 62/HWY. 180 LT.	5			
439+84	HWY. 62/HWY. 180 RT.	158			1
441+47	HWY. 62/HWY. 180 RT.	188			1
441+49	HWY. 62/HWY. 180 LT.	62			1
442+13	HWY. 62/HWY. 180 LT.	134			1
447+30	HWY. 62/HWY. 180 LT.	17			1
447+30	HWY. 62/HWY. 180 RT.	17			1
447+50	HWY. 62/HWY. 180 LT.	288			1
447+50	HWY. 62/HWY. 180 RT.	81			1
452+00	HWY. 62/HWY. 180 LT.	116			1
453+69	HWY. 62/HWY. 180 RT.	159			1
454+40	HWY. 62/HWY. 180 LT.	237			1
457+36	HWY. 62/HWY. 180 LT.	290			1
457+36	HWY. 62/HWY. 180 LT.	4			
485+07	S. SHILOH DR. SOUTH RT.	59			1
485+42	S. SHILOH DR. SOUTH RT.	120			1
488+77	S. SHILOH DR. SOUTH LT.	9			1
502+88	S. SHILOH DR.	35			
502+88	S. SHILOH DR. LT.	2			1
504+76	S. SHILOH DR.	75			1
506+63	S. SHILOH DR.	49			1
508+55	S. SHILOH DR.	55			1
510+68	S. SHILOH DR.	76			
512+26	S. SHILOH DR.	57			
723+62	S. FUTRALL DR. SOUTH		1		
724+73	S. FUTRALL DR. SOUTH RT.	76			
727+45	S. FUTRALL DR. SOUTH RT.	81			1
728+30	S. FUTRALL DR. SOUTH RT.	90			1
729+30	S. FUTRALL DR. SOUTH LT.		1		
730+36	S. FUTRALL DR. SOUTH LT.				1
730+85	S. FUTRALL DR. SOUTH RT.	256			1
732+64	S. FUTRALL DR. SOUTH RT.	179			1
733+22	S. FUTRALL DR. SOUTH RT.	66			1
750+69	S. FUTRALL DR. NORTH RT.	67			1
750+97	S. FUTRALL DR. NORTH LT.	18			1
752+28	S. FUTRALL DR. NORTH LT.				1
753+03	S. FUTRALL DR. NORTH LT. & RT.				2
753+57	S. FUTRALL DR. NORTH LT.				1
756+55	S. FUTRALL DR. NORTH LT. & RT.	60			2
1102+75	I-49 ENTRANCE RAMP RT.				1
1259+44	N SHILOH DR. LT. & RT.	35			2
1262+94	N SHILOH DR. RT.				1
1264+43	N SHILOH DR. RT.	102			
1266+45	N SHILOH DR. LT. & RT.				2
1305+28	I-49 OFFRAMP TO S. SHILOH DR.	341			
1314+03	N SHILOH DR. RT.	14			1
1317+83	N SHILOH DR. RT.	12			1
1320+24	N SHILOH DR. RT.	11			1
1323+60	N SHILOH DR. LT. & RT.	45			2
1326+70	N SHILOH DR. RT.				1
1327+03	N. SHILOH RD. LT.				1
1327+21	N. SHILOH RD. LT.				1
1329+20	N SHILOH DR. LT.	48			1
1329+20	N SHILOH DR. RT.	250			1
1330+73	N SHILOH DR. RT.	151			1
1331+44	N SHILOH DR. LT.	61			1
1331+44	N SHILOH DR. RT.	71			1
1331+97	N SHILOH DR. RT.	58			1
SUBTOTALS (BOX 2 OF 2)		**5527**	**2**	**1**	**61**
SUBTOTALS (BOX 1 OF 2)		**7737**	**1**	**3**	**59**
TOTALS:		**13264**	**3**	**4**	**120**

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

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

04-04-2024

CD41256 2/23/2024
R040846B.DGN

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	352	832
		QUANTITIES				

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

04-04-2024

REMOVAL AND DISPOSAL OF SIGNS (BOX 1 OF 3)

STATION	STATION	LOCATION	SIGNS EACH
12+75	12+75	CUL-DE-SAC 15TH STREET LT.	1
101+89	101+89	S FINGER RD. LT.	2
102+04	102+04	S FINGER RD. RT.	1
102+31	102+31	S FINGER RD. LT.	1
102+78	102+78	S FINGER RD. RT.	1
102+83	102+83	S FINGER RD. RT.	1
103+02	103+02	S FINGER RD. LT.	1
103+82	103+82	S FINGER RD. LT.	1
103+95	103+95	S FINGER RD. LT.	1
104+36	104+36	S FINGER RD. LT.	1
105+08	105+08	S FINGER RD. LT.	1
106+87	106+87	ONE MILE RD. LT.	1
107+16	107+16	ONE MILE RD. LT.	1
108+75	108+75	ONE MILE RD. LT.	1
112+45	112+45	W 15TH ST. LT.	1
167+82	167+82	I-49 RT.	1
171+71	171+71	I-49 RT.	1
173+52	173+52	I-49 RT.	1
175+79	175+79	I-49 RT.	1
178+21	178+21	I-49 RT.	1
178+61	178+61	I-49 RT.	1
179+02	179+02	I-49 RT.	1
182+14	182+14	I-49 RT.	1
185+50	185+50	I-49 LT.	1
185+54	185+54	I-49 LT.	1
185+54	185+54	I-49 RT.	1
187+21	187+21	I-49 LT.	1
188+49	188+49	I-49 RT.	1
189+58	189+58	I-49 LT.	1
189+58	189+58	I-49 RT.	1
190+06	190+06	I-49 RT.	1
190+54	190+54	I-49 LT.	1
193+15	193+15	I-49 RT.	1
199+42	199+42	I-49 RT.	1
200+84	200+84	I-49 RT.	1
200+84	200+84	I-49 RT.	1
202+31	202+31	I-49 RT.	1
203+08	203+08	I-49 RT.	1
203+82	203+82	I-49 RT.	1
203+87	203+87	I-49 RT.	1
204+28	204+28	I-49 RT.	1
205+79	205+79	I-49 RT.	1
206+14	206+14	I-49 RT.	1
206+67	206+67	I-49 RT.	1
206+93	206+93	I-49 LT.	1
215+52	215+52	I-49 LT.	1
218+34	218+34	I-49 LT.	1
229+72	229+72	I-49 RT.	1
253+84	253+84	I-49 RT.	1
258+75	258+75	I-49 LT.	1
414+03	414+03	HWY. 62/HWY. 180 RT.	1
414+52	414+52	HWY. 62/HWY. 180 RT.	1
414+65	414+65	HWY. 62/HWY. 180 RT.	1
415+24	415+24	HWY. 62/HWY. 180 RT.	1
416+43	416+43	HWY. 62/HWY. 180 RT.	1
416+44	416+44	HWY. 62/HWY. 180 LT.	1
418+16	418+16	HWY. 62/HWY. 180 LT.	1
420+38	420+38	HWY. 62/HWY. 180 LT.	1
420+60	420+60	HWY. 62/HWY. 180 LT.	1
424+08	424+08	HWY. 62/HWY. 180 LT.	1
424+51	424+51	HWY. 62/HWY. 180 LT.	1
424+83	424+83	HWY. 62/HWY. 180 RT.	1
425+71	425+71	HWY. 62/HWY. 180 LT.	1
427+11	427+11	HWY. 62/HWY. 180 LT.	1
427+85	427+85	HWY. 62/HWY. 180 LT.	1
430+05	430+05	HWY. 62/HWY. 180 LT.	1
430+20	430+20	HWY. 62/HWY. 180 RT.	1
430+28	430+28	HWY. 62/HWY. 180 LT.	1
430+62	430+62	HWY. 62/HWY. 180 LT.	1
430+83	430+83	HWY. 62/HWY. 180 RT.	1
432+35	432+35	HWY. 62/HWY. 180 RT.	1
435+02	435+02	HWY. 62/HWY. 180 RT.	1
435+41	435+41	HWY. 62/HWY. 180 RT.	1
435+72	435+72	HWY. 62/HWY. 180 LT.	1
435+90	435+90	HWY. 62/HWY. 180 RT.	1
SUBTOTAL (BOX 1 OF 3)			**76**

REMOVAL AND DISPOSAL OF SIGNS (BOX 2 OF 3)

STATION	STATION	LOCATION	SIGNS EACH
435+99	435+99	HWY. 62/HWY. 180 RT.	1
436+07	436+07	HWY. 62/HWY. 180 LT.	1
437+19	437+19	HWY. 62/HWY. 180 RT.	1
437+26	437+26	HWY. 62/HWY. 180 RT.	1
438+31	438+31	HWY. 62/HWY. 180 LT.	1
439+80	439+80	HWY. 62/HWY. 180 RT.	1
440+69	440+69	HWY. 62/HWY. 180 LT.	1
440+81	440+81	HWY. 62/HWY. 180 LT.	1
441+83	441+83	HWY. 62/HWY. 180 RT.	1
442+24	442+24	HWY. 62/HWY. 180 RT.	1
442+55	442+55	HWY. 62/HWY. 180 RT.	1
442+65	442+65	HWY. 62/HWY. 180 RT.	1
442+94	442+94	HWY. 62/HWY. 180 RT.	1
443+47	443+47	HWY. 62/HWY. 180 RT.	1
443+67	443+67	HWY. 62/HWY. 180 RT.	1
444+94	444+94	HWY. 62/HWY. 180 LT.	1
445+50	445+50	HWY. 62/HWY. 180 RT.	1
446+22	446+22	HWY. 62/HWY. 180 LT.	1
448+51	448+51	HWY. 62/HWY. 180 LT.	1
448+76	448+76	HWY. 62/HWY. 180 RT.	1
449+54	449+54	HWY. 62/HWY. 180 LT.	1
450+46	450+46	HWY. 62/HWY. 180 RT.	1
451+86	451+86	HWY. 62/HWY. 180 LT.	1
452+15	452+15	HWY. 62/HWY. 180 LT.	1
453+10	453+10	HWY. 62/HWY. 180 RT.	1
453+67	453+67	HWY. 62/HWY. 180 LT.	1
454+39	454+39	HWY. 62/HWY. 180 RT.	1
454+44	454+44	HWY. 62/HWY. 180 LT.	1
454+93	454+93	HWY. 62/HWY. 180 RT.	1
455+49	455+49	HWY. 62/HWY. 180 LT.	1
455+49	455+49	HWY. 62/HWY. 180 LT.	1
456+26	456+26	HWY. 62/HWY. 180 RT.	1
457+29	457+29	HWY. 62/HWY. 180 LT.	1
458+41	458+41	HWY. 62/HWY. 180 LT.	1
485+70	485+70	S SHILOH DR. SOUTH LT.	1
487+35	487+35	S SHILOH DR. SOUTH RT.	1
488+70	488+70	S SHILOH DR. SOUTH LT.	1
489+19	489+19	S SHILOH DR. SOUTH RT.	1
489+43	489+43	S SHILOH DR. SOUTH LT.	1
490+06	490+06	S SHILOH DR. SOUTH RT.	1
490+44	490+44	S SHILOH DR. SOUTH RT.	1
492+08	492+08	S SHILOH DR. SOUTH LT.	1
492+08	492+08	S SHILOH DR. SOUTH RT.	1
510+34	510+34	S SHILOH DR. SOUTH RT.	1
511+78	511+78	S SHILOH DR. SOUTH LT.	1
511+78	511+78	S SHILOH DR. SOUTH RT.	1
726+09	726+09	S FUTRALL DR. SOUTH RT.	1
728+24	728+24	S FUTRALL DR. SOUTH LT.	1
728+63	728+63	S FUTRALL DR. SOUTH RT.	1
729+10	729+10	S FUTRALL DR. SOUTH LT.	1
729+24	729+24	S FUTRALL DR. SOUTH RT.	1
729+28	729+28	S FUTRALL DR. SOUTH RT.	1
729+55	729+55	S FUTRALL DR. SOUTH LT.	1
729+96	729+96	S FUTRALL DR. SOUTH RT.	1
731+08	731+08	S FUTRALL DR. SOUTH LT.	1
731+53	731+53	S FUTRALL DR. SOUTH LT.	1
731+65	731+65	S FUTRALL DR. SOUTH RT.	1
732+84	732+84	S FUTRALL DR. SOUTH RT.	1
757+00	757+00	S FUTRALL DR. NORTH LT.	1
758+15	758+15	S FUTRALL DR. NORTH LT.	1
758+15	758+15	S FUTRALL DR. NORTH RT.	1
758+43	758+43	S FUTRALL DR. NORTH RT.	1
1256+45	1256+45	N. SHILOH DR. LT.	1
1303+57	1303+57	I-49 TRANSITION RT.	1
1304+24	1304+24	I-49 TRANSITION RT.	1
1305+96	1305+96	I-49 TRANSITION LT.	1
1307+08	1307+08	I-49 TRANSITION RT.	1
1312+80	1312+80	S SHILOH DR. NORTH LT.	1
1312+80	1312+80	S SHILOH DR. NORTH RT.	1
1314+88	1314+88	S SHILOH DR. NORTH LT.	1
1316+21	1316+21	S SHILOH DR. NORTH LT.	1
1316+38	1316+38	S SHILOH DR. NORTH RT.	1
1318+53	1318+53	S SHILOH DR. NORTH RT.	1
1319+83	1319+83	S SHILOH DR. NORTH LT.	1
SUBTOTAL (BOX 2 OF 3)			**74**
SUBTOTAL (BOX 1 OF 3)			**76**

REMOVAL AND DISPOSAL OF SIGNS (BOX 3 OF 3)

STATION	STATION	LOCATION	SIGNS EACH
1321+70	1321+70	S SHILOH DR. NORTH LT.	1
1321+70	1321+70	S SHILOH DR. NORTH RT.	1
1322+53	1322+53	S SHILOH DR. NORTH LT.	1
1322+54	1322+54	S SHILOH DR. NORTH LT.	1
1323+99	1323+99	S SHILOH DR. NORTH LT.	1
1324+28	1324+28	S SHILOH DR. NORTH LT.	1
1324+28	1324+28	S SHILOH DR. NORTH RT.	1
1326+10	1326+10	S SHILOH DR. NORTH LT.	1
1326+10	1326+10	S SHILOH DR. NORTH RT.	1
1327+13	1327+13	S SHILOH DR. NORTH LT.	1
1327+47	1327+47	S SHILOH DR. NORTH RT.	1
1327+73	1327+73	S SHILOH DR. NORTH RT.	1
1327+73	1327+73	S SHILOH DR. NORTH RT.	1
1327+95	1327+95	S SHILOH DR. NORTH LT.	1
1328+73	1328+73	S SHILOH DR. NORTH RT.	1
1329+59	1329+59	S SHILOH DR. NORTH LT.	1
1329+72	1329+72	S SHILOH DR. NORTH LT.	1
1329+72	1329+72	S SHILOH DR. NORTH RT.	1
1330+17	1330+17	S SHILOH DR. NORTH LT.	1
1330+48	1330+48	S SHILOH DR. NORTH RT.	1
1330+92	1330+92	S SHILOH DR. NORTH LT.	1
1331+30	1331+30	S SHILOH DR. NORTH LT.	1
1331+86	1331+86	S SHILOH DR. NORTH LT.	1
1331+99	1331+99	S SHILOH DR. NORTH RT.	1
1332+13	1332+13	S SHILOH DR. NORTH LT.	1
SUBTOTAL (BOX 3 OF 3)			**25**
SUBTOTAL (BOX 1 OF 3)			**76**
SUBTOTAL (BOX 2 OF 3)			**74**
TOTAL:			**175**

REMOVAL AND DISPOSAL OF LIGHT POLES

STATION	STATION	LOCATION	LIGHT POLE EACH
102+28	102+28	S FINGER RD. LT.	1
103+63	103+63	S FINGER RD. LT.	1
407+17	407+17	HWY. 62/HWY. 180 RT.	1
411+59	411+59	HWY. 62/HWY. 180 RT.	1
414+56	414+56	HWY. 62/HWY. 180 RT.	1
414+82	414+82	HWY. 62/HWY. 180 RT.	1
418+05	418+05	HWY. 62/HWY. 180 RT.	1
432+58	432+58	HWY. 62/HWY. 180 LT.	1
433+69	433+69	HWY. 62/HWY. 180 LT.	1
434+25	434+25	HWY. 62/HWY. 180 LT.	1
439+78	439+78	HWY. 62/HWY. 180 RT.	1
442+92	442+92	HWY. 62/HWY. 180 RT.	1
443+24	443+24	HWY. 62/HWY. 180 LT.	1
454+52	454+52	HWY. 62/HWY. 180 RT.	1
455+66	455+66	HWY. 62/HWY. 180 RT.	1
456+30	456+30	HWY. 62/HWY. 180 RT.	1
TOTAL:			**16**

C041256 2/23/2024
R040846B.DGN

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	353	832
		QUANTITIES				

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

04-04-2024

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.
182+85.00	184+96.43	I-49 LT.	211.43	6.00	140.95	93.97	1.18
191+13.63	199+95.67	I-49 RT. - FORESLOPE & BACKSLOPE	882.04	VAR.	2308.31		
197+89.00	198+40.00	I-49 LT.	51.00	6.00	34.00	22.67	0.29
202+30.00	204+30.00	I-49 LT.	200.00	6.00	133.33	88.89	1.12
711+00.00	711+00.00	RAMP A RT. - EMBANKMENT SLOPE	84.00	4.00	37.33	37.33	0.47
712+00.00	712+00.00	RAMP A RT. - EMBANKMENT SLOPE	95.00	4.00	42.22	42.22	0.53
750+00.00	750+94.00	RAMP B RT.	94.00	6.00	62.67	41.78	0.53
756+58.62	758+09.00	RAMP B RT.	150.38	6.00	100.25	66.84	0.84
1001+30.00	1001+30.00	ROUNDABOUT 1 RT. - EMBANKMENT SLOPE	9.00	4.00	4.00	4.00	0.05
1001+79.00	1001+79.00	ROUNDABOUT 1 RT. - EMBANKMENT SLOPE	4.00	4.00	1.78	1.78	0.02
1002+20.00	1002+20.00	ROUNDABOUT 1 RT. - EMBANKMENT SLOPE	5.00	4.00	2.22	2.22	0.03
502+30.00	502+88.00	S. SHILOH DR. RT.	58.00	6.00	38.67	25.78	0.32
506+50.00	506+50.00	S. SHILOH DR. LT. - EMBANKMENT SLOPE	50.00	4.00	22.22	22.22	0.28
506+52.00	506+52.00	S. SHILOH DR. RT. - EMBANKMENT SLOPE	12.00	4.00	5.33	5.33	0.07
508+41.00	508+41.00	S. SHILOH DR. LT. - EMBANKMENT SLOPE	59.00	4.00	26.22	26.22	0.33
508+64.00	508+64.00	S. SHILOH DR. RT. - EMBANKMENT SLOPE	8.00	4.00	3.56	3.56	0.04
511+90.00	512+40.00	S. SHILOH DR. RT.	50.00	6.00	33.33	22.22	0.28
601+00.00	602+08.66	ROUNDABOUT 1 EXIT RT.	108.66	6.00	72.44	48.29	0.61
102+80.00	102+80.00	W. 15TH STREET LT. - EMBANKMENT SLOPE	53.00	4.00	23.56	23.56	0.30
102+80.00	102+80.00	W. 15TH STREET RT. - EMBANKMENT SLOPE	55.00	4.00	24.44	24.44	0.31
105+85.00	105+85.00	W. 15TH STREET LT. - EMBANKMENT SLOPE	71.00	4.00	31.56	31.56	0.40
105+85.00	105+85.00	W. 15TH STREET RT. - EMBANKMENT SLOPE	66.00	4.00	29.33	29.33	0.37
107+62.00	107+62.00	W. 15TH STREET RT. - EMBANKMENT SLOPE	49.00	4.00	21.78	21.78	0.27
108+28.00	108+28.00	W. 15TH STREET RT. - EMBANKMENT SLOPE	96.00	4.00	42.67	42.67	0.54
109+78.00	109+78.00	W. 15TH STREET RT. - EMBANKMENT SLOPE	86.00	4.00	38.22	38.22	0.48
108+50.00	110+05.00	W. 15TH STREET RT.	155.00	6.00	103.33	68.89	0.87
108+60.00	109+05.00	W. 15TH STREET LT.	45.00	6.00	30.00	20.00	0.25
109+90.00	110+50.00	W. 15TH STREET LT.	60.00	6.00	40.00	26.67	0.34
435+30.00	435+50.00	HWY.62/HWY. 180 LT.	20.00	6.00	13.33	8.89	0.11
452+90.00	453+10.00	HWY.62/HWY. 180 LT.	20.00	6.00	13.33	8.89	0.11
454+33.00	454+53.00	HWY.62/HWY. 180 LT.	20.00	6.00	13.33	8.89	0.11
1312+44.00	1312+44.00	S. SHILOH DR. NORTH LT. - EMBANKMENT SLOPE	16.00	4.00	7.11	7.11	0.09
1317+00.00	1317+00.00	S. SHILOH DR. NORTH RT. - EMBANKMENT SLOPE	15.00	4.00	6.67	6.67	0.08
1319+40.00	1319+40.00	S. SHILOH DR. NORTH RT. - EMBANKMENT SLOPE	11.00	4.00	4.89	4.89	0.06
1322+00.00	1322+00.00	S. SHILOH DR. NORTH RT. - EMBANKMENT SLOPE	11.00	4.00	4.89	4.89	0.06
1323+60.00	1323+60.00	S. SHILOH DR. NORTH LT. - EMBANKMENT SLOPE	17.00	4.00	7.56	7.56	0.10
1323+60.00	1323+60.00	S. SHILOH DR. NORTH RT. - EMBANKMENT SLOPE	13.00	4.00	5.78	5.78	0.07
1326+25.00	1326+25.00	S. SHILOH DR. NORTH RT. - EMBANKMENT SLOPE	25.00	4.00	11.11	11.11	0.14
1326+60.00	1326+60.00	S. SHILOH DR. NORTH LT. - EMBANKMENT SLOPE	15.00	4.00	6.67	6.67	0.08
1329+00.00	1329+00.00	S. SHILOH DR. NORTH LT. - EMBANKMENT SLOPE	14.00	4.00	6.22	6.22	0.08
489+57.00	489+57.00	S. SHILOH DR. SOUTH LT. - EMBANKMENT SLOPE	37.00	4.00	16.44	16.44	0.21
490+05.00	490+05.00	S. SHILOH DR. SOUTH LT. - EMBANKMENT SLOPE	39.00	4.00	17.33	17.33	0.22
490+52.00	490+52.00	S. SHILOH DR. SOUTH LT. - EMBANKMENT SLOPE	38.00	4.00	16.89	16.89	0.21
722+50.00	722+75.00	S. FUTRALL DR. SOUTH RT.	25.00	6.00	16.67	11.11	0.14
723+45.00	723+85.00	S. FUTRALL DR. SOUTH RT.	40.00	6.00	26.67	17.78	0.22
723+60.00	723+90.00	S. FUTRALL DR. SOUTH LT.	30.00	6.00	20.00	13.33	0.17
723+85.00	725+10.00	S. FUTRALL DR. SOUTH RT.	125.00	6.00	83.33	55.56	0.70
727+45.00	727+45.00	S. FUTRALL DR. SOUTH LT. - EMBANKMENT SLOPE	40.00	4.00	17.78	17.78	0.22
730+50.00	730+50.00	S. FUTRALL DR. SOUTH LT. - EMBANKMENT SLOPE	46.00	4.00	20.44	20.44	0.26
752+20.00	752+20.00	S. FUTRALL DR. NORTH RT. - EMBANKMENT SLOPE	13.00	4.00	5.78	5.78	0.07
752+86.00	752+86.00	S. FUTRALL DR. NORTH RT. - EMBANKMENT SLOPE	16.00	4.00	7.11	7.11	0.09
753+55.00	753+55.00	S. FUTRALL DR. NORTH RT. - EMBANKMENT SLOPE	13.00	4.00	5.78	5.78	0.07
753+57.00	753+57.00	S. FUTRALL DR. NORTH LT. - EMBANKMENT SLOPE	43.00	4.00	19.11	19.11	0.24
755+00.00	755+00.00	S. FUTRALL DR. NORTH LT. - EMBANKMENT SLOPE	40.00	4.00	17.78	17.78	0.22
756+55.00	756+55.00	S. FUTRALL DR. NORTH LT. - EMBANKMENT SLOPE	29.00	4.00	12.89	12.89	0.16
2000+90.00	2000+90.00	U-TURN NORTH LT. - EMBANKMENT SLOPE	8.00	4.00	3.56	3.56	0.04
2005+60.00	2006+90.00	U-TURN NORTH LT.	130.00	6.00	86.67	57.78	0.73
2101+30.00	2101+95.00	U-TURN SOUTH LT.	65.00	6.00	43.33	28.89	0.36
2108+35.00	2108+35.00	U-TURN SOUTH LT. - EMBANKMENT SLOPE	15.00	4.00	6.67	6.67	0.08
2101+95.00	2102+85.00	U-TURN SOUTH LT.	90.00	6.00	60.00	40.00	0.50
TOTALS:					**4058.84**	**1362.02**	**17.12**

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

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE) EACH	MAILBOX SUPPORTS (DOUBLE) EACH
ENTIRE PROJECT	11	9	1
TOTALS:	**11**	**9**	**1**

EROSION CONTROL MATTING

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
504+77.00	507+50.00	S. SHILOH DR. RT.	273.00	242.67
509+50.00	510+36.00	S. SHILOH DR. RT.	86.00	76.44
512+40.00	513+58.07	S. SHILOH DR. RT.	118.07	104.95
758+09.00	759+50.00	RAMP B RT.	141.00	125.33
TOTAL:				**549.39**

NOTE: AVERAGE WIDTH = 8'-0"

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	LENGTH
			STA.
157+68	193+77	I-49 OUTSIDE NORTHBOUND SHOULDER	36
155+00	198+54	I-49 OUTSIDE SOUTHBOUND SHOULDER	44
191+00	198+90	I-49 INSIDE NORTHBOUND SHOULDER	8
223+70	226+50	I-49 INSIDE NORTHBOUND SHOULDER	3
TOTAL:			**91**

NATIVE STONE AND FILTER BLANKET

STATION	STATION	LOCATION	NATIVE STONE	FILTER BLANKET
			TON	SQ. YD.
447+50	448+76	HWY. 62/180 LT.	220	336
447+68	448+96	HWY. 62/180 RT.	283	433
TOTALS:			**503**	**769**

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

CD41256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	354	832
		QUANTITIES				

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

04-04-2024

CONCRETE WALKS AND SOLID SODDING

STATION	STATION	LOCATION	LENGTH	SOLID SODDING*	WATER	CONCRETE WALKS (NHPP-NHFP-9142(51))	CONCRETE WALKS (TAPLC-9142(51))
			LIN. FT.	SQ. YDS.	M. GAL.	SQ.YD.	SQ. YD.
502+30	513+58	S. SHILOH DR. RT.	1149	766	9.65	1532	
506+28	507+26	S. SHILOH DR. LT.	181	89	1.12	241	
507+65	513+58	S. SHILOH DR. LT.	703	469	5.91	390	
105+41	106+57	W. 15TH ST. LT.	140	137	1.73	187	
105+48	106+77	W. 15TH ST. RT.	178	100	1.26	99	
107+27	111+40	W. 15TH ST. RT.	445	297	3.74	247	
108+50	111+99	W. 15TH ST. LT.	349	233	2.94	232	
111+99	112+19	W. 15TH ST. LT.	30	20	1.00	67	
112+19	112+43	W. 15TH ST. LT.	42	45	0.57	23	
112+20	112+41	W. 15TH ST. RT.	27	23	1.00	15	
112+77	112+81	W. 15TH ST. LT.	3			2	
112+80	112+97	W. 15TH ST. RT.	16			9	
803+29	806+59	ROUNDABOUT 2 BYPASS RAMP	330	267	3.36	138	
00+00	02+25	SHARED USE PATH	225			340	
00+00	00+89	SHARED USE PATH PEDESTRIAN TUNNEL	89			116	
01+68	02+60	SHARED USE PATH PEDESTRIAN TUNNEL	92			118	
101+75	102+18	S. FINGER RD. RT	104	59	0.74	58	
101+75	102+22	S. FINGER RD. LT	51	33	0.42	28	
102+77	103+89	S. FINGER RD. LT	112	38	0.48	62	
104+47	104+87	S. FINGER RD. LT	51	19	0.24	28	
105+14	105+46	S. FINGER RD. RT	40	18	0.23	22	
106+51	106+75	ONE MILE LT.	27	15	0.19	15	
106+98	109+20	ONE MILE RT.	233	81	1.02	129	
107+27	108+66	ONE MILE LT.	139	46	0.58	77	
109+18	109+51	ONE MILE LT.	33	21	0.26	18	
405+80	406+14	HWY. 62/180 LT.	34	11	0.14	19	
406+82	413+90	HWY. 62/180 LT.	708	236	2.97	393	
409+00	413+89	HWY. 62/180 RT.	491	512	6.45	548	
414+50	420+73	HWY. 62/180 RT.	649	485	6.11	705	
414+52	417+48	HWY. 62/180 LT.	297	99	1.25	165	
418+00	420+09	HWY. 62/180 LT.	209	70	0.88	116	
420+71	421+50	HWY. 62/180 LT.	79	38	0.48	44	
422+07	430+13	HWY. 62/180 RT.	811	549	6.92	904	
422+56	423+99	HWY. 62/180 LT.	150	53	0.67	83	
424+61	424+87	HWY. 62/180 LT.	25	8	0.10	14	
425+55	425+77	HWY. 62/180 LT.	21	7	0.09	12	
426+33	426+41	HWY. 62/180 LT.	8	3	0.04	4	
427+09	427+79	HWY. 62/180 LT.	70	23	0.29	39	
428+31	428+68	HWY. 62/180 LT.	37	12	0.15	21	
429+26	429+36	HWY. 62/180 LT.	10	3	0.04	6	
430+13	430+23	HWY. 62/180 LT.	37	6	0.08	21	
430+68	432+63	HWY. 62/180 LT.	206	70	0.88	114	
430+97	431+95	HWY. 62/180 RT.	98	163	2.05	109	
432+33	435+43	HWY. 62/180 RT.	320	277	3.49	354	
433+07	434+80	HWY. 62/180 LT.	173	58	0.73	96	
435+32	435+98	HWY. 62/180 LT.	66	22	0.28	37	
435+89	436+69	HWY. 62/180 LT.	79	77	0.97	89	
436+56	438+35	HWY. 62/180 LT.	193	73	0.92	107	
437+13	437+51	I HWY. 62/180 RT.	38	25	0.32	42	
438+19	440+13	HWY. 62/180 RT.	193	129	1.63	214	
438+87	439+76	HWY. 62/180 LT.	99	30	0.38	55	
440+44	440+72	HWY. 62/180 LT.	28	9	0.11	16	
440+82	441+72	HWY. 62/180 RT.	89	59	0.74	99	
441+40	442+20	HWY. 62/180 LT.	81	27	0.34	45	
442+30	442+45	HWY. 62/180 RT.	15	10	0.13	17	
442+88	443+39	HWY. 62/180 LT.	56	38	0.48	31	
442+97	443+88	HWY. 62/180 RT.	97	39	0.49	108	
444+64	450+75	HWY. 62/180 RT.	612	679	8.56	680	
444+72	450+60	HWY. 62/180 LT.	590	173	2.18	328	
451+82	454+84	HWY. 62/180 LT.	309	106	1.34	172	
452+04	452+25	HWY. 62/180 RT.	25	16	0.20	14	
452+93	453+50	HWY. 62/180 RT.	57	19	0.24	32	
454+18	455+73	HWY. 62/180 RT.	156	52	0.66	87	
455+53	458+65	HWY. 62/180 LT.	142	202	2.55	67	
456+39	458+65	HWY. 62/180 RT.	232	60	0.76	129	
485+77	487+74	S. SHILOH DR. SOUTH RT.	208	210	2.65		265
487+98	488+48	S. SHILOH DR. SOUTH RT.	53				71
493+72	496+45	S. SHILOH DR. SOUTH RT.	254	294	3.70		339
497+00	498+37	S. SHILOH DR. SOUTH RT.	146	156	1.97		195
498+80	502+04	S. SHILOH DR. SOUTH RT.	336	357	4.50		448
727+45	727+60	S. FUTRALL DR. SOUTH RT.	29	16	0.20		34
728+24	730+89	S. FUTRALL DR. SOUTH RT.	267	178	2.24		297
731+44	731+81	S. FUTRALL DR. SOUTH RT.	38	25	0.32		42
732+46	732+93	S. FUTRALL DR. SOUTH RT.	57	26	0.33		59
1263+86	1264+96	N. SHILOH DR.	127			169	
1331+51	1331+82	S. SHILOH DR. NORTH RT.	43	19	0.24	43	
TOTALS:				**8585**	**109.68**	**10541**	**1750**

*NOTE: TO BE PLACED BETWEEN BACK OF CURB AND SIDEWALK. WIDTH VARIES BY LOCATION.

DUMPED RIPRAP AND FILTER BLANKET

STATION	LOCATION	DUMPED RIPRAP	FILTER BLANKET
		CU. YD.	SQ. YD.
102+80	W. 15TH ST. - TOE OF SLOPE LT.	2	4
102+80	W. 15TH ST. - TOE OF SLOPE RT.	2	4
105+90	W. 15TH ST. - TOE OF SLOPE LT.	2	4
105+90	W. 15TH ST. - TOE OF SLOPE RT.	2	4
506+50	S. SHILOH DR. - TOE OF SLOPE LT.	2	4
508+41	S. SHILOH DR. - TOE OF SLOPE LT.	2	4
108+28	W. 15TH ST. - TOE OF SLOPE LT.	2	4
109+78	W. 15TH ST. - TOE OF SLOPE RT.	2	4
711+00	RAMP A - TOE OF SLOPE RT.	2	4
712+00	RAMP A - TOE OF SLOPE RT.	2	4
428+80	HWY. 62 / HWY. 180 - TOE OF SLOPE RT.	2	4
430+30	HWY. 62 / HWY. 180 - TOE OF SLOPE RT.	2	4
1323+60	S. SHILOH Dr. NORTH - TOE OF SLOPE LT.	2	4
1323+60	S. SHILOH Dr. NORTH - TOE OF SLOPE RT.	2	4
1326+25	S. SHILOH Dr. NORTH - TOE OF SLOPE RT.	2	4
1326+60	S. SHILOH Dr. NORTH - TOE OF SLOPE LT.	2	4
1329+00	S. SHILOH Dr. NORTH - TOE OF SLOPE LT.	2	4
489+57	S. SHILOH DR. SOUTH - TOE OF SLOPE LT.	2	4
490+05	S. SHILOH DR. SOUTH - TOE OF SLOPE LT.	2	4
490+52	S. SHILOH DR. SOUTH - TOE OF SLOPE LT.	2	4
727+45	S. FUTRALL DR. SOUTH - TOE OF SLOPE LT.	2	4
730+50	S. FUTRALL DR. SOUTH - TOE OF SLOPE LT.	2	4
752+86	S. FUTRALL DR. NORTH - TOE OF SLOPE RT.	2	4
753+55	S. FUTRALL DR. NORTH - TOE OF SLOPE RT.	2	4
753+57	S. FUTRALL DR. NORTH - TOE OF SLOPE LT.	2	4
755+00	S. FUTRALL DR. NORTH - TOE OF SLOPE LT.	2	4
2008+07	U-TURN NORTH - TOE OF SLOPE LT.	2	4
2108+35	U-TURN SOUTH - TOE OF SLOPE LT.	2	4
TOTALS:		**56**	**112**

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
162+30.00	164+70.00	I-49 LT.	190		1	1
165+05.00	703+20.00	I-49 RT. & RAMP A	1325		1	1
171+68.00	177+95.00	I-49 LT.	577		1	1
751+31.25	754+50.00	RAMP B RT.	250	1	1	
183+75.00	607+74.00	I-49 LT. & ROUNDABOUT 1 EXIT	225		1	1
192+87.33	195+12.33	I-49 LT.	175		1	1
206+90.87	209+34.62	I-49 RT.	175	1	1	
213+13.38	215+57.13	I-49 LT.	175	1	1	
1103+60.00	261+84.64	I-49 RT. & I-49 ENTRANCE RAMP	2890		1	1
1303+70.00	264+09.13	I-49 LT. & I-49 OFFRAMP TO S. SHILOH DR.	2290		1	1
550+00.00	601+87.19	S. SHILOH DR. EXIT LT. & ROUNDABOUT 1 EXIT	165		1	1
602+29.56	603+48.31	ROUNDABOUT 1 EXIT RT.	50	1	1	
TOTALS:			**8487**	**4**	**12**	**8**

CD41256 2/23/2024
R040846B.DGN

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	355	832
		QUANTITIES				

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

04-04-2024

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")	TYPE E-1 (2'-0")	TYPE SPECIAL
			LIN. FT.	LIN. FT.	LIN. FT.
502+30	506+87	S. SHILOH DR. RT.	457		
502+30	503+51	S. SHILOH DR. LT.	128		
505+92	506+98	S. SHILOH DR. LT.	119		
507+95	513+58	S. SHILOH DR. RT.	575		
508+07	513+58	S. SHILOH DR. LT.	557		
1000+00	1003+58	ROUNDABOUT 1 LT.		358	
1000+36	1000+41	ROUNDABOUT 1 RT.	8		
1001+25	1002+20	ROUNDABOUT 1 RT.	124		
1003+04	1003+10	ROUNDABOUT 1 RT.	8		
102+16	102+96	W. 15TH ST. RT.	89		
102+26	102+96	W. 15TH ST. LT.	77		
105+83	106+36	W. 15TH ST. RT.	60		
105+83	106+48	W. 15TH ST. LT.	73		
107+45	113+02	W. 15TH ST. RT.	584		
108+53	113+02	W. 15TH ST. LT.	467		
1100+00	1103+58	ROUNDABOUT 2 LT.		358	
1100+35	1100+86	ROUNDABOUT 2 RT.	68		
1101+18	1101+21	ROUNDABOUT 2 RT.	4		
1102+05	1102+46	ROUNDABOUT 2 RT.	54		
1102+84	1103+10	ROUNDABOUT 2 RT.	28		
803+29	806+59	ROUNDABOUT 2 BYPASS RAMP RT.	323		
803+29	805+75	ROUNDABOUT 2 BYPASS RAMP LT. (ISLAND)	505		
900+51	904+13	ROUNDABOUT 2 NORTHBOUND EXIT LT.	374		
902+01	904+13	ROUNDABOUT 2 NORTHBOUND EXIT RT.	217		
710+61	713+66	RAMP A RT.	301		
710+61	713+31	RAMP A LT.	274		
1102+94	1103+60	I-49 ENTRANCE RAMP RT.	73		
1257+90	1259+30	N. SHILOH DR. RT.	140		
1259+92	1266+82	N. SHILOH DR. RT.	690		
1256+94	1259+02	N. SHILOH DR. LT.	209		
1309+46	1311+47	I-49 TRANSITION TC S. SHILOH DR. LT.	200		
100+75	102+26	S. FINGER RD. RT.	218		
100+75	102+34	S. FINGER RD. LT.	181		
102+55	105+69	S. FINGER RD. RT.	362		
102+67	105+14	S. FINGER RD. LT.	333		
106+39	109+63	ONE MILE LT.	334		
106+79	109+51	ONE MILE RT.	330		
404+80	406+18	HWY. 62/180 RT.	181		
404+80	421+40	HWY. 62/180 LT.	1660		
406+56	414+08	HWY. 62/180 RT.	823		
407+86	409+99	HWY. 62/180 MEDIAN	437		
410+04	420+97	HWY. 62/180 MEDIAN	2191		
414+46	420+10	HWY. 62/180 RT.	622		
422+28	430+37	HWY. 62/180 RT.	848		
422+40	429+91	HWY. 62/180 MEDIAN	1510		
423+02	430+37	HWY. 62/180 LT.	772		
429+98	430+12	HWY. 62/180 LT.	32		
430+58	438+39	HWY. 62/180 LT.	833		
430+73	432+04	HWY. 62/180 RT.	215		
430+88	444+02	HWY. 62/180 MEDIAN	2647		
432+18	435+52	HWY. 62/180 RT.	427		
435+74	443+11	HWY. 62/180 RT.	759		
438+65	442+71	HWY. 62/180 LT.	426		
442+32	442+58	HWY. 62/180 RT.	44		
442+77	442+92	HWY. 62/180 RT.	48		
444+14	444+24	HWY. 62/180 LT.	42		
444+68	450+40	HWY. 62/180 LT.	572		50
444+73	450+78	HWY. 62/180 RT.	605		65
445+03	449+91	HWY. 62/180 MEDIAN	980		
451+44	455+63	HWY. 62/180 MEDIAN	864		
452+50	458+65	HWY. 62/180 LT.	607		
452+53	458+65	HWY. 62/180 RT.	620		
485+29	493+10	S. SHILOH DR. SOUTH RT.	851		
485+39	487+29	S. SHILOH DR. SOUTH LT.	204		
487+86	502+05	S. SHILOH DR. SOUTH LT.	1414		
493+96	498+48	S. SHILOH DR. SOUTH RT.	466		
498+68	502+05	S. SHILOH DR. SOUTH RT.	358		
724+32	724+60	S. FUTRALL DR. SOUTH RT.	62		
724+95	725+23	S. FUTRALL DR. SOUTH RT.	54		
726+66	726+96	S. FUTRALL DR. SOUTH RT.	47		
727+02	731+07	S. FUTRALL DR. SOUTH LT.	404		
727+28	733+12	S. FUTRALL DR. SOUTH RT.	664		
732+19	733+31	S. FUTRALL DR. SOUTH LT.	112		
750+43	756+65	S. FUTRALL DR. NORTH RT.	680		
750+64	752+67	S. FUTRALL DR. NORTH LT.	236		
753+28	759+70	S. FUTRALL DR. NORTH LT.	642		
757+14	758+33	S. FUTRALL DR. NORTH RT.	120		
759+31	759+70	S. FUTRALL DR. NORTH RT.	39		
1311+46	1314+13	S. SHILOH DR. NORTH RT.	267		
1311+46	1330+03	S. SHILOH DR. NORTH LT.	1861		
1316+45	1319+49	S. SHILOH DR. NORTH RT.	302		
1320+00	1322+00	S. SHILOH DR. NORTH RT.	201		
1322+77	1323+67	S. SHILOH DR. NORTH RT.	90		
1324+30	1327+05	S. SHILOH DR. NORTH RT.	292		
1327+39	1332+11	S. SHILOH DR. NORTH RT.	558		
1330+93	1332+21	S. SHILOH DR. NORTH LT.	128		
1331+73	1332+18	S. SHILOH DR. NORTH	145		
2000+00	2008+47	U-TURN NORTH LT.	800		
2000+82	2007+91	U-TURN NORTH RT.	743		
2100+00	2108+42	U-TURN SOUTH LT.	799		
2101+05	2107+89	U-TURN SOUTH RT.	716		
TOTALS:			40564	716	115

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 2	TYPE 3
		SQ.YD.	
506+34	S. SHILOH DR. LT.		8.7
506+42	S. SHILOH DR. RT.		8.7
508+51	S. SHILOH DR. LT.		8.7
508+56	S. SHILOH DR. RT.		8.7
713+09	RAMP A LT.		3.6
713+09	RAMP A RT.		3.6
108+06	W. 15TH ST. RT.		8.7
112+26	W. 15TH ST. RT.		3.7
112+26	W. 15TH ST. LT.		3.7
112+48	W. 15TH ST. RT.		3.9
112+49	W. 15TH ST. LT.		3.5
112+73	W. 15TH ST. RT.		3.9
112+71	W. 15TH ST. LT.		3.5
803+76	ROUNDABOUT 2 BYPASS RAMP RT.		8.7
805+38	ROUNDABOUT 2 BYPASS RAMP RT.		8.7
900+71	ROUNDABOUT 2 NORTHBOUND EXIT LT.		8.0
102+15	S. FINGER RD. RT.	9.9	
102+25	S. FINGER RD. LT.	10.7	
406+70	HWY. 62/180 RT.		13.7
413+95	HWY. 62/180 RT.		10.8
414+60	HWY. 62/180 RT.		10.8
420+75	HWY. 62/180 RT.		6.8
421+10	HWY. 62/180 LT.		3.3
421+55	HWY. 62/180 LT.		5.0
422+00	HWY. 62/180 RT.		13.0
422+30	HWY. 62/180 RT.		8.2
422+50	HWY. 62/180 LT.		3.4
422+95	HWY. 62/180 LT.		3.7
422+95	HWY. 62/180 RT.		3.8
430+20	HWY. 62/180 RT.		11.6
430+25	HWY. 62/180 LT.		4.5
430+65	HWY. 62/180 LT.		4.4
430+90	HWY. 62/180 RT.		11.6
432+00	HWY. 62/180 RT.		8.6
432+35	HWY. 62/180 RT.		8.7
435+35	HWY. 62/180 RT.		8.6
435+85	HWY. 62/180 RT.		8.7
438+20	HWY. 62/180 LT.		5.4
438+80	HWY. 62/180 LT.		5.4
443+60	HWY. 62/180 LT.		6.7
443+90	HWY. 62/180 RT.		7.2
444+00	HWY. 62/180 LT.		6.7
444+10	HWY. 62/180 LT.		6.7
444+20	HWY. 62/180 LT.		3.4
444+60	HWY. 62/180 RT.		9.8
444+70	HWY. 62/180 LT.		3.4
450+65	HWY. 62/180 LT.		5.6
450+77	HWY. 62/180 RT.		7.3
451+60	HWY. 62/180 LT.		3.6
451+60	HWY. 62/180 RT.		3.6
451+80	HWY. 62/180 LT.		3.3
451+90	HWY. 62/180 RT.		7.1
498+40	S. SHILOH DR. SOUTH		12.6
498+75	S. SHILOH DR. SOUTH		12.6
727+35	S. FUTRALL DR. SOUTH		4.1
TOTALS:		20.6	362.0

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
103+40	W 15TH. STREET W PARAPET WALL	1
110+32	W 15TH. STREET S HEADWALL	1
212+06	I-49 NW PARAPET WALL	1
450+44	HWY. 62/HWY. 180 SE HEADWALL	1
724+07	S. FUTRALL DR. SOUTH NW HEADWALL	1
752+99	S. FUTRALL DR. NORTH SW HEADWALL	1
TOTAL:		6

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

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ.YD.
505+00	S. SHILOH DR. MEDIAN	C	374
509+50	S. SHILOH DR. MEDIAN	C	214
102+70	W. 15TH ST. MEDIAN	C	50
106+00	W. 15TH ST. MEDIAN	C	42
108+20	W. 15TH ST. MEDIAN	C	97
304+50	ROUNDABOUT 2 BYPASS RAMP LT.	A	257
259+02	N. SHILOH DR. LT.	C	463
408+95	HWY. 62/180 MEDIAN	A	252
415+45	HWY. 62/180 MEDIAN	A	1116
421+00	HWY. 62/180 RT.	C	19
421+05	HWY. 62/180 RT.	C	56
422+30	HWY. 62/180 LT.	C	33
422+35	HWY. 62/180 LT.	C	19
426+15	HWY. 62/180 MEDIAN	A	257
430+50	HWY. 62/180 MEDIAN	B	54
430+60	HWY. 62/180 RT.	B	14
437+45	HWY. 62/180 MEDIAN	A	820
444+05	HWY. 62/180 LT.	A	93
444+05	HWY. 62/180 RT.	C	84
447+45	HWY. 62/180 MEDIAN	A	162
448+08	HWY. 62/180 LT.	A	500
448+38	HWY. 62/180 RT.	A	559
451+65	HWY. 62/180 RT.	C	48
451+65	HWY. 62/180 LT.	C	54
453+55	HWY. 62/180 MEDIAN	A	873
327+20	S. SHILOH DR. NORTH RT.	B	17
TOTAL:			6527

CONCRETE WALKS (TYPE SPECIAL) AND SOLID SODDING

STATION	STATION	LOCATION	CONCRETE WALKS (TYPE SPECIAL)	SOLID SODDING*	WATER	HAND RAILING	ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			SQ. YD.	SQ. YD.	M. GAL.	LIN. FT.	SQ. FT.	SQ. YD.
110+92	111+25	W. 15TH ST. RT.				59		
111+40	112+20	W. 15TH ST. RT.	44	53	0.67	80	217	24
103+05	104+56	S. FINGER RD. RT.	84	50	0.63		272	30
406+60	409+00	HWY. 62/180 RT.	318	178	2.24		540	60
427+09	427+79	HWY. 62/180 LT.	39	13	0.16		105	12
429+36	430+13	HWY. 62/180 LT.	43	14	0.18		126	14
TOTALS:			528	308	3.88	139	1260	140

*NOTE: TO BE PLACED BETWEEN BACK OF CURB AND SIDEWALK. WIDTH VARIES BY LOCATION.

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QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	356	832
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

CULVERT CLEAN OUT

STATION	LOCATION	EACH
159+87	I-49	1
167+31	I-49 LT. & RT.	2
176+20	I-49	1
184+95	I-49 RT.	1
197+92	I-49	1
203+95	I-49	1
215+54	I-49	1
228+16	I-49	1
234+87	I-49	1
242+93	I-49	1
255+88	I-49	1
264+43	I-49	1
402+53	HWY.62/HWY. 180	1
404+80	HWY.62/HWY. 180 LT.	1
412+85	HWY.62/HWY. 180 RT.	1
420+05	HWY.62/HWY. 180 RT.	1
420+39	HWY.62/HWY. 180 LT.	1
422+63	HWY.62/HWY. 180 LT.	1
424+08	HWY.62/HWY. 180 LT.	1
431+35	HWY.62/HWY. 180 LT.	1
435+18	HWY.62/HWY. 180 RT.	1
438+25	HWY.62/HWY. 180 LT.	1
438+65	HWY.62/HWY. 180 LT.	1
439+85	HWY.62/HWY. 180 LT.	1
450+45	HWY.62/HWY. 180	1
457+37	HWY.62/HWY. 180 LT.	1
487+81	S. SHILOH DR. SOUTH	1
487+90	S. SHILOH DR. SOUTH	1
490+26	S. SHILOH DR. SOUTH RT.	1
492+87	S. SHILOH DR. SOUTH	1
493+82	S. SHILOH DR. SOUTH RT.	1
495+39	S. SHILOH DR. SOUTH	1
496+88	S. SHILOH DR. SOUTH LT.	1
497+87	S. SHILOH DR. SOUTH RT.	1
500+64	S. SHILOH DR. SOUTH LT.	1
502+88	S. SHILOH DR. LT.	1
709+47	RAMP A	1
752+99	S. FUTRALL DR. NORTH	1
753+17	S. FUTRALL DR. NORTH	1
756+94	S. FUTRALL DR. NORTH RT.	1
1104+45	I-49 ENTRANCE RAMP	1
1262+95	N. SHILOH DR.	1
1308+54	I-49 OFFRAMP TO S. SHILOH DR. LT.	1
1314+70	S. SHILOH DR. NORTH RT.	1
1315+95	S. SHILOH DR. NORTH RT.	1
1319+74	S. SHILOH DR. NORTH RT.	1
1322+08	S. SHILOH DR. NORTH RT.	1
1322+44	S. SHILOH DR. NORTH RT.	1
1323+96	S. SHILOH DR. NORTH RT.	1
1326+88	S. SHILOH DR. NORTH	1
1327+20	S. SHILOH DR. NORTH RT.	1
TOTAL:		52

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
158+60	208+99	I-49 NORTHBOUND INSIDE SHOULDER	5039
158+60	208+99	I-49 NORTHBOUND OUTSIDE SHOULDER	5039
158+60	209+07	I-49 SOUTHBOUND INSIDE SHOULDER	5047
158+60	209+07	I-49 SOUTHBOUND OUTSIDE SHOULDER	5047
213+39	237+76	I-49 NORTHBOUND INSIDE SHOULDER	2437
213+39	261+85	I-49 NORTHBOUND OUTSIDE SHOULDER	4846
213+47	237+76	I-49 SOUTHBOUND INSIDE SHOULDER	2429
213+47	237+76	I-49 SOUTHBOUND OUTSIDE SHOULDER	2429
241+97	265+24	I-49 SOUTHBOUND OUTSIDE SHOULDER	2327
TOTAL:			34640

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
420+37	HWY. 62/180 LT.	7.92	18.74	14
421+90	HWY. 62/180 LT.	9.08	33.23	28
425+70	HWY. 62/180 LT.	7.92	31.73	23
435+30	HWY. 62/180	9.67	57.55	51
442+13	HWY. 62/180 LT.	7.92	23.50	17
451+12	HWY. 62/180 LT.	8.50	52.16	41
451+67	HWY. 62/180 LT.	8.50	24.01	19
453+47	HWY. 62/180 RT.	7.92	23.08	17
487+91	S. SHILOH DR. SOUTH RT.	7.92	9.30	7
499+00	S. SHILOH DR. SOUTH	7.92	29.57	21
756+55	S. FUTRALL DR. NORTH	7.92	35.14	26
1331+66	S. SHILOH DR. NORTH	7.92	40.09	29
1331+83	S. SHILOH DR. NORTH LT.	7.92	24.12	18
101+80	S. FINGER RD.	7.92	28.20	20
105+23	S. FINGER RD.	7.92	50.59	37
1103+05	I-49 ENTRANCE RAMP	7.92	15.42	13
1259+00	N. SHILOH DR.	7.92	24.91	18
TOTAL:				399

AVG. DEPTH = 15"

WIRE ROPE SAFETY FENCE

STATION	LOCATION	END TERMINAL
		EACH
158+00	I-49 MEDIAN	1
TOTAL:		1

TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE

STATION	LOCATION	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE
		EACH
192+00	I-49 MEDIAN	1
TOTAL:		1

NOTE: LOCATION APPROXIMATE.

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
158+60	208+24	I-49 INSIDE SHOULDERS	11008	
158+60	208+95	I-49 OUTSIDE SHOULDERS	11750	40
213+50	237+76	I-49 LT. OUTSIDE SHOULDER	2866	10
213+40	261+85	I-49 RT. OUTSIDE SHOULDER	5685	20
240+75	265+24	I-49 LT. OUTSIDE SHOULDER	2869	10
447+50	448+76	HWY. 62/180 LT.	127	
447+68	448+96	HWY. 62/180 RT.	123	
TOTALS:			34428	80

NOTE: 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.

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE A)
			LIN. FT.
109+07	110+04	W. 15TH STREET RT.	100
500+57	502+05	S. SHILOH DR. SOUTH RT.	167
502+30	513+58	S. SHILOH DR. RT.	1243
700+55	712+05	RAMP A RT.	1362
717+78	722+48	S. FUTRALL COMBINED LANES RT.	450
722+48	723+87	S. FUTRALL DR. SOUTH RT.	160
801+88	806+59	ROUNDABOUT 2 BYPASS RAMP RT.	409
902+00	905+93	ROUNDABOUT 2 NORTHBOUND EXIT RT.	379
TOTAL:			4270

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE F)	APPROACH GUTTER (TYPE 3 OR 4 SPECIAL)	APPROACH GUTTER (TYPE 1 SPECIAL)	APPROACH GUTTER (TYPE 2 SPECIAL)	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)	DROP INLET (TYPE N-I)	CONCRETE SPILLWAY (TYPE A)	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)
			CU.YD.					POUND	TON	EACH		LIN. FT.
208+97.88	209+37.81	I-49 RT.	4.20				121.40	14420	65.53	1	1	69
209+06.04	209+45.97	I-49 LT.		7.00			121.40	14600	65.53	1	1	69
213+00.03	213+39.96	I-49 RT.		7.00			121.40	14600	65.53			
213+08.19	213+48.12	I-49 LT.	4.20				121.40	14420	65.53			
102+95.90	103+33.74	W. 15TH. ST.			10.60		69.70	9370	54.47			
105+45.76	105+83.29	W. 15TH. ST.				13.90	69.80	9684	56.09			
TOTALS:			8.40	14.00	10.60	13.90	625.10	77094	372.68	2	2	138

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	357	832
		QUANTITIES				

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

04-04-2024

RETAINING WALL

STATION	STATION	LOCATION	UNCLASSIFIED EXCAVATION	CONCRETE DITCH PAVING (TYPE B)	SELECT GRANULAR BACKFILL	RETAINING WALL	TEXTURED COATING FINISH	ARCHITECTURAL FINISH	AGGREGATE BASE COURSE (CLASS 7)	STONE BACKFILL	CONCRETE BARRIER WALL			METAL BRIDGE RAILING (TYPE H3)
											PARAPET TYPE SPECIAL 1	PARAPET TYPE SPECIAL 2	PARAPET TYPE SPECIAL 3	
			CU. YD.	SQ. YD.	CU. YD.	SQ. FT.	SQ. YD.	SQ. FT.	CU. YD.	TON	LIN. FT.			
0+00.00	1+73.00	WALL A	915	80	1378	2778	288		1581					
0+00.00	1+90.32	WALL B		29	786	2194	303	188		1191			125	
0+00.00	1+66.00	WALL C	1093	76	1012	2308	236		2008					
0+00.00	9+42.55	WALL D			24919	27510	3036	1414		10535	550	393		560
TOTALS:			**2008**	**185**	**28095**	**34790**	**3863**	**1602**	**3589**	**11726**	**550**	**393**	**125**	**560**

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	STAGE 1A UNCLASSIFIED EXCAVATION	STAGE 1A COMPACTED EMBANKMENT	STAGE 1B UNCLASSIFIED EXCAVATION	STAGE 1B COMPACTED EMBANKMENT	STAGE 1C UNCLASSIFIED EXCAVATION	STAGE 1C COMPACTED EMBANKMENT	STAGE 2A UNCLASSIFIED EXCAVATION	STAGE 2A COMPACTED EMBANKMENT	STAGE 2B UNCLASSIFIED EXCAVATION	STAGE 2B COMPACTED EMBANKMENT	STAGE 3 UNCLASSIFIED EXCAVATION	STAGE 3 COMPACTED EMBANKMENT	STAGE 4 UNCLASSIFIED EXCAVATION	STAGE 4 COMPACTED EMBANKMENT	STAGE 5 UNCLASSIFIED EXCAVATION	STAGE 5 COMPACTED EMBANKMENT	STAGE 6 UNCLASSIFIED EXCAVATION	STAGE 6 COMPACTED EMBANKMENT	TOTAL UNCLASSIFIED EXCAVATION	TOTAL COMPACTED EMBANKMENT
			CU. YD.																			
158+60.00	265+24.13	I-49			7144		12171	736	3484	66680	2125	14441	1589	18915	50309	952					76822	101724
1102+00.00	1109+00.00	I-49 ENTRANCE RAMP							732	219											732	219
1300+00.00	1311+46.00	I-49 OFFRAMP TO S. SHILOH DR.													1299	51					1299	51
1257+90.00	1266+80.00	N. SHILOH DR.											248	20							248	20
102+50.00	103+20.00	W. 15TH ST.		5899																		5899
105+55.00	106+10.00	W. 15TH ST.		7105																		7105
107+80.00	112+83.00	W. 15TH ST.	1008	29170																	1008	29170
502+30.00	506+52.00	S. SHILOH DR. NORTH	268	375	3552	382															3820	757
508+41.00	513+58.06	S. SHILOH DR. SOUTH	132	2554	741	460															873	3014
1000+00.00	1003+58.14	ROUNDABOUT 1		1409	3575	619															3575	2028
600+00.00	609+21.17	ROUNDABOUT 1 EXIT	53	1060			5916	3281													5969	4341
550+00.00	551+50.00	S. SHILOH DR. EXIT	176	1646																	176	1646
1100+00.00	1103+58.14	ROUNDABOUT 2		33923																		33923
803+35.00	806+58.54	ROUNDABOUT 2 BYPASS RAMP		8597																		8597
900+80.00	905+92.99	ROUNDABOUT 2 NORTHBOUND EXIT	29	17317																	29	17317
717+78.24	722+48.42	S. FUTRALL DR. COMBINED LANES	454	3760																	454	3760
700+00.00	713+35.46	RAMP A		28132			2703	12801													2703	41033
750+00.00	761+33.58	RAMP B					2805	262													2805	202
11+20.00	12+30.00	18TH ST. CUL-DE-SAC			209		26														235	
0+00.00	2+60.00	SHARED USE PATH PEDESTRIAN TUNNEL	256																		256	
0+00.00	2+24.96	SHARED USE PATH	8	133																	8	133
404+80.00	458+65.00	HWY. 62/HWY. 180															4270	395	4313	3274	8583	3669
1311+46.14	1332+19.13	S. SHILOH DR. NORTH											27	41	468	5105	226	379			721	5525
485+37.00	502+04.93	S. SHILOH DR. SOUTH											1873	561	248	526	95	298			2216	1385
750+50.86	759+70.00	S. FUTRALL DR. NORTH							139	815							177	163			316	978
722+48.43	733+25.43	S. FUTRALL DR. SOUTH	421	149			1027	522	2247	1805	3130	1084							95	369	6920	3929
2000+00.00	2008+46.67	U-TURN NORTH							4811	5423			3446		5836	973					14093	6396
2100+00.00	2108+42.23	U-TURN SOUTH							4879	3145			4999		5351	1269					15229	4414
100+75.00	105+52.25	S. FINGER RD.																	551	279	551	279
106+49.56	109+51.12	ONE MILE RD.															399	35			399	35
ENTIRE	PROJECT	DRIVEWAYS & TURNOUTS																			395	940
109+93.00	109+93.00	CHANNEL CHANGE - W. 15TH ST. R.C. BOX CULVERT	1749																		1749	
450+44	450+44	CHANNEL CHANGE - HWY. 62/HWY. 180 R.C. BOX CULVERT RT.															98				98	
450+44	450+44	CHANNEL CHANGE - HWY. 62/HWY. 180 R.C. BOX CULVERT LT.																	242		242	
723+67	723+67	CHANNEL CHANGE - S. FUTRALL DR. R.C. BOX CULVERT							2667												2667	
426+36	427+16	CHANNEL CHANGE - WALMART DETENTION POND EXCAVATION																			182	
TOTALS:			**5469**	**141229**	**15221**	**1461**	**25741**	**17642**	**18959**	**78087**	**5255**	**15525**	**12182**	**19537**	**63511**	**8876**	**5265**	**1270**	**5201**	**3922**	**155373**	**288489**

CD41256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	358	832
		QUANTITIES				

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

Digitally signed by Trinity Smith
Date: 2024.04.10 16:33:24-05'00'

DRIVEWAYS

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 18"	STANDARD DRAWINGS
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.	
406+48	LT.	HWY. 62/180	40	406+14	406+82	185.55					
414+21	LT.	HWY. 62/180	34	413+90	414+52	55.11	52.89	5.82	21.60		
417+74	LT.	HWY. 62/180	24	417+48	418+00	83.55					
420+40	LT.	HWY. 62/180	34	420+09	420+71	55.11	36.76	4.04	15.01		
424+30	LT.	HWY. 62/180	34	423+99	424+61	55.11	120.85	13.29	49.35		
425+21	LT.	HWY. 62/180	40	424+87	425+55	189.33					
426+05	LT.	HWY. 62/180	28	425+77	426+33	96.51					
426+75	LT.	HWY. 62/180	40	426+41	427+09	127.15					
428+05	LT.	HWY. 62/180	24	427+79	428+31	134.22					
428+97	LT.	HWY. 62/180	30	428+68	429+26	51.56	46.67	5.13	19.06		
432+85	LT.	HWY. 62/180	18	432+63	433+07	39.11	23.11	2.54	9.44		
435+06	LT.	HWY. 62/180	24	434+80	435+32	46.22	34.67	3.81	14.16		
436+27	LT.	HWY. 62/180	30	435+98	436+56	51.56	63.27	6.96	25.84		
436+91	RT.	HWY. 62/180	18	436+69	437+13	78.22	62.24	6.85	25.41		
437+85	RT.	HWY. 62/180	40	437+51	438+19	120.89	194.49	21.39	79.42		
440+10	LT.	HWY. 62/180	40	439+76	440+44	60.44	87.69	9.65	35.81		
440+48	RT.	HWY. 62/180	40	440+14	440+82	120.89	140.53	15.46	57.38		
441+06	LT.	HWY. 62/180	40	440+72	441+40	60.44	76.62	8.43	31.29		
442+01	RT.	HWY. 62/180	30	441+72	442+30	103.11	127.87	14.07	52.21		
442+54	LT.	HWY. 62/180	40	442+20	442+88	95.15					
442+71	RT.	HWY. 62/180	24	442+45	442+97	92.44	113.57	12.49	46.37		
452+59	RT.	HWY. 62/180	40	452+25	452+93	171.73					
453+84	RT.	HWY. 62/180	40	453+50	454+18	178.53					
455+18	LT.	HWY. 62/180	40	454+84	455+52	60.44	50.44	5.55	20.60		
456+06	RT.	HWY. 62/180	40	455+72	456+40	60.44	193.29	21.26	78.93		
487+88	RT.	S. SHILOH DR. SOUTH	28	487+60	488+16	234.55					
490+26	RT.	S. SHILOH DR. SOUTH	28	489+99	490+53	93.82					
496+73	RT.	S. SHILOH DR. SOUTH	28	496+45	497+01	235.17				50	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
727+92	RT.	S. FUTRALL DR. SOUTH	38	727+60	728+24	228.04					
731+16	RT.	S. FUTRALL DR. SOUTH	28	730+88	731+44	136.89	24.92	2.74	10.18		
732+14	RT.	S. FUTRALL DR. SOUTH	38	731+81	732+47	227.53					
1329+49	RT.	S. SHILOH DR.NORTH	24	1329+23	1329+75	123.93					
104+18	LT.	S. FINGER RD.	30	103+89	104+47	113.23					
104+85	RT.	S. FINGER RD.	30	104+56	105+14	151.56					
107+01	LT.	ONE MILE RD.	24	106+75	107+27	46.22	16.67	1.83	6.81		
108+92	LT.	ONE MILE RD.	24	108+66	109+18	46.22	20.51	2.26	8.37		
1264+43	RT.	N. SHILOH DR.	24	1264+23	1264+63	209.72					
12+05	RT.	18TH. ST.	30				142.89	15.72	58.35		
12+30	LT.	18TH. ST.	24				46.22	5.08	18.87		
TOTALS:						**4219.69**	**1676.17**	**184.37**	**684.46**	**50**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% 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.

** 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.

CD41256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	359	832
		QUANTITIES				

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

04-04-2024

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
155+00.00	210+00.00	I-49 NORTHBOUND EXIST. SKIP LINE JOINT	2.00	1222.22
158+60.00	164+50.00	I-49 NORTHBOUND LANES AND OUTSIDE SHOULDER	47.00	3081.11
164+50.00	166+70.00	I-49 NORTHBOUND LANES (TAPER SECTION)	24.00	586.67
166+70.00	178+50.00	I-49 NORTHBOUND LANES (EXIST. CROWN SECTION)	18.00	2360.00
178+50.00	194+00.00	I-49 NORTHBOUND LANES (SUPERELEVATION SECTION)	24.00	4133.33
236+00.00	237+75.83	I-49 NORTHBOUND LANES (TRANSITION TO EXIST. GRADE)	53.00	1035.44
237+84.64	261+84.64	I-49 NORTHBOUND OUTSIDE LANE (P.C.C.B.)	2.00	533.33
155+00.00	210+00.00	I-49 SOUTHBOUND EXIST. SKIP LINE JOINT	2.00	1222.22
158+60.00	160+00.00	I-49 SOUTHBOUND LANES AND OUTSIDE SHOULDER	34.00	528.89
160+00.00	170+63.00	I-49 SOUTHBOUND LANES	24.00	2834.67
170+63.00	172+50.00	I-49 SOUTHBOUND LANES (OFF-RAMP SECTION)	31.50	654.50
172+50.00	190+00.00	I-49 SOUTHBOUND LANES	24.00	4666.67
236+00.00	237+75.83	I-49 SOUTHBOUND LANES (TRANSITION TO EXIST. GRADE)	43.00	840.08
244+36.37	265+24.13	I-49 SOUTHBOUND OUTSIDE LANE (P.C.C.B.)	2.00	463.95
404+80.00	405+80.00	HWY. 62/180 MAIN LANES	56.00	622.22
457+65.00	458+65.00	HWY. 62/180 MAIN LANES	56.00	622.22
1311+46.14	1312+46.14	S. SHILOH DR. NORTH MAIN LANES	28.00	311.11
758+70.00	759+70.00	S. FUTRALL DR. NORTH MAIN LANES	36.00	400.00
101+75.00	102+75.00	S. FINGER RD. MAIN LANES	28.00	311.11
109+51.12	110+51.12	ONE MILE RD. MAIN LANES	VAR.	247.97
407+86	409+99	HWY. 62/180 MEDIAN	1.50	72.83
410+04	420+97	HWY. 62/180 MEDIAN	1.50	365.17
422+40	429+91	HWY. 62/180 MEDIAN	1.50	251.67
430+88	444+02	HWY. 62/180 MEDIAN	1.50	441.17
445+03	449+91	HWY. 62/180 MEDIAN	1.50	163.33
451+44	455+63	HWY. 62/180 MEDIAN	1.50	144.00
1101+82.83	1109+00.21	I-49 ENTRANCE RAMP (P.C.C.B.)	2.00	159.42
1300+00.00	1309+48.00	I-49 OFFRAMP TO S. SHILOH DR. (P.C.C.B.)	2.00	210.67
TOTAL:				**28485.97**

NOTE: COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FURTHER THAN FIVE MILES FROM EACH SITE.

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	MEDIAN							SIDE		ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			TYPE A	TYPE B	TYPE C	TYPE SP-1	TYPE SP-2	TYPE SP-3	TYPE SP-4	TYPE A	TYPE A-1		
			LIN. FT.									SQ. FT.	SQ. YD.
158+60.00	164+40.00	I-49 MEDIAN	580										
164+40.00	171+41.00	I-49 MEDIAN		701									
171+41.00	172+41.00	I-49 MEDIAN				100							
172+59.00	173+59.00	I-49 MEDIAN				100							
173+59.00	174+41.00	I-49 MEDIAN		82									
174+41.00	175+41.00	I-49 MEDIAN				100							
175+59.00	176+59.00	I-49 MEDIAN				100							
176+59.00	185+91.00	I-49 MEDIAN		932									
185+91.00	186+91.00	I-49 MEDIAN				100							
187+09.00	188+09.00	I-49 MEDIAN				100							
188+09.00	188+31.93	I-49 MEDIAN		23									
188+31.93	189+31.93	I-49 MEDIAN					100						
189+91.93	190+91.93	I-49 MEDIAN						100					
190+91.93	208+24.38	I-49 MEDIAN	1732										
208+24.38	209+26.79	I-49 MEDIAN							102				
213+19.21	214+21.62	I-49 MEDIAN							102				
214+21.62	237+75.83	I-49 MEDIAN	2354										
189+32.16	189+87.00	I-49 LT.		55								96	22
189+87.00	191+28.27	I-49 LT.			141							247	56
191+28.27	193+18.58	I-49 LT.									190		
754+50.00	760+10.00	RAMP B RT.								560			
603+48.00	605+53.00	ROUNDABOUT 1 EXIT RT.									205		
TOTALS:			**4666**	**1793**	**141**	**600**	**100**	**100**	**204**	**560**	**395**	**343**	**78**

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	360	832
		QUANTITIES				

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

04-10-2024

STRUCTURES (BOX 1 OF 3)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 30"	(CLASS III) 36"	(CLASS III) 42"	(CLASS III) 48"	(CLASS IV) 18"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	SIDE DRAIN 12"	SIDE DRAIN 18"	SIDE DRAIN 24"	JACK AND BORE (CLASS V) 42"	JACK AND BORE (CLASS V) 72"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	36"	42"	72"	DROP INLETS TYPE C	E	MO	ST	SPECIA...	ADJUST TO GRADE	EXT. 4'	8'	JUNCT. BOXES (TYPE E)	(TYPE ST)	YARD DRAINS	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.																			EACH																										
502+88	S. SHILOH DR. CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT & F.E.S.	18						31													1								2				1													FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
504+86	S. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT	104																			2								1				1													FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
506+54	S. SHILOH DR. CONSTRUCT D.I. ON LT. & RT.																													2				1											FPC-9E, SPECIAL DETAIL
508+41	S. SHILOH DR. CONSTRUCT D.I. ON LT.																													1															SPECIAL DETAIL
508+59	S. SHILOH DR. CONSTRUCT D.I. ON LT. W/ PIPE CULVERT & F.E.S.	35						70													2								1				1											FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
508+64	S. SHILOH DR. CONSTRUCT D.I. ON RT.																													1															SPECIAL DETAIL
510+37	S. SHILOH DR. CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT & F.E.S.			39										40									2						2															FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
512+34	S. SHILOH DR. CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT & F.E.S.	84																			2								2															FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
1001+30	ROUNDABOUT 1 CONSTRUCT D.I. ON RT.																													1															SPECIAL DETAIL
1001+79	ROUNDABOUT 1 CONSTRUCT D.I. ON RT.																													1															SPECIAL DETAIL
1002+20	ROUNDABOUT 1 CONSTRUCT D.I. ON RT.																													1															SPECIAL DETAIL
102+80	W. 15TH. STREET CONSTRUCT D.I. ON LT. & RT.																													2				2											FPC-9E, SPECIAL DETAIL
105+90	W. 15TH. STREET CONSTRUCT D.I. ON LT. & RT.																													2				2											FPC-9E, SPECIAL DETAIL
107+62	W. 15TH. STREET CONSTRUCT D.I. ON RT																													1															SPECIAL DETAIL
107+80	W. 15TH. STREET CONSTRUCT D.I. ON LT. W/ PIPE CULVERT							29																					1				1											FPC-9E, FPC-9M, PCC-1
108+28	W. 15TH. STREET CONSTRUCT D.I. ON RT																													1				1											FPC-9E, SPECIAL DETAIL
109+52	W. 15TH. STREET CONSTRUCT D.I. ON LT.																													1					1										FPC-9E, FPC-9M
109+78	W. 15TH. STREET CONSTRUCT D.I. ON RT																													1															SPECIAL DETAIL
110+84	W. 15TH ST. CONSTRUCT 14' X 10' X 84' RC. BOX																																					14	10	84	226.15	46441	83	14	0.18	RCB-3, R-130X-0, W-X303-2
111+10	W. 15TH. STREET CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT	184																			2								2				1	1										FPC-9E, FPC-9M, PCC-1
112+06	W. 15TH. STREET CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT																										1		1															FPC-9E, FPC-9M
112+70	W. 15TH. STREET CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT	82																											2															FPC-9S, PCC-1
1102+28	ROUNDABOUT 2 CONSTRUCT D.I. ON RT. W/ PIPE CULVERT	55																											1															FPC-9E, FPC-9M, PCC-1
803+88	ROUNDABOUT 2 BYPASS RAMP CONSTRUCT D.I. ON RT. W/ PIPE CULVERT	153																											1				1											FPC-9E, FPC-9M, PCC-1
601+52	ROUNDABOUT 1 EXIT CONSTRUCT PIPE CULVERT W/ F.E.S.								116													2																								FES-1, FES-2, PCC-1
604+93	ROUNDABOUT 1 EXIT CONSTRUCT D.I. ON RT. W/ PIPE CULVERT							64																						1															FPC-9S, PCC-1
605+60	ROUNDABOUT 1 EXIT CONSTRUCT D.I. ON RT. W/ PIPE CULVERT & F.E.S.	69																			1								1															FES-1, FES-2, FPC-9S, PCC-1
711+00	RAMP A CONSTRUCT D.I. ON RT.																													1															SPECIAL DETAIL
712+00	RAMP A CONSTRUCT D.I. ON RT.																													1															SPECIAL DETAIL
712+53	RAMP A CONSTRUCT PIPE CULVERT W/ F.E.S.												206								2																								FES-1, FES-2, PCC-1
750+94	RAMP B RETAN AND EXTEND PIPE CULVERT W/ F.E.S. AND CONSTRUCT D.I. ON RT.																													1															FPC-9S
158+65	I-49 MEDIAN CONSTRUCT D.I. ON RT. W/ PIPE CULVERT & F.E.S.		177																		1								1															FES-1, FES-2, FPC-9S, PCC-1
159+87	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		2																											2															FPC-9S, PCC-1
161+80	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		189																											2															FPC-9S, PCC-1
162+30	I-49 CONSTRUCT D.I. ON LT. W. PIPE CULVERT		143																								1																			FPC-9, PCC-1
162+90	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		109																											2															FPC-9S, PCC-1
163+76	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		85																											2															FPC-9S, PCC-1
164+35	I-49 CONSTRUCT D.I. ON LT. W/ PIPE CULVERT		202																								1																			FPC-9, PCC-1
165+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		123																											2															FPC-9S, PCC-1
165+50	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		49																											2															FPC-9S, PCC-1
166+40	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		89																											2															FPC-9S, PCC-1
167+31	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT								2																					2															FPC-9S, PCC-1
168+50	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		89																											2															FPC-9S, PCC-1
170+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		149																											2															FPC-9S, PCC-1
171+50	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		149																											2															FPC-9S, PCC-1
172+50	I-49 MEDIAN CONSTRUCT J.B. ON RT. W/ PIPE CULVERT		97																																1										FPC-9S, PCC-1
173+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		50																											2															FPC-9S, PCC-1
174+20	I-49 CONSTRUCT D.I. ON LT. W/ PIPE CULVERT		157																								1																			FPC-9, PCC-1
175+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
175+80	I-49 CONSTRUCT D.I. ON LT. W/ PIPE CULVERT		35																								1																			FPC-9, PCC-1
179+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
181+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
183+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		193																											2															FPC-9S, PCC-1
184+95	I-49 MEDIAN RETAIN AND EXTEND PIPE CULVERT W/ F.E.S. AND CONSTRUCT D.I. ON LT. & RT.					94														89					1					2															FES-1, FES-2, FPC-9S, PCC-1
186+50	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		153																											2															FPC-9S, PCC-1
187+00	I-49 MEDIAN CONSTRUCT J.B. ON LT. W/ PIPE CULVERT		48																																1										FPC-9S, PCC-1
188+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		99																											2															FPC-9S, PCC-1
190+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
191+00	I-49 CONSTRUCT D.I. ON LT. W/ PIPE CULVERT		212																											1															FPC-9S, PCC-1
192+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
192+00	I-49 CONSTRUCT D.I. ON RT. W/ PIPE CULVERT & F.E.S.		348																			1								1															FES-1, FES-2, FPC-9S, PCC-1
193+15	I-49 CONSTRUCT D.I. ON LT. W/ PIPE CULVERT & F.E.S.		30																			1								1															FES-1, FES-2, FPC-9S, PCC-1
194+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
195+00	I-49 CONSTRUCT D.I. ON RT. W/ PIPE CULVERT		292																											1															FPC-9S, PCC-1
196+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		119																											2															FPC-9S, PCC-1
197+20	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		71																											2															FPC-9S, PCC-1
197+92	I-49 MEDIAN RETAIN AND EXTEND PIPE CULVERT W/ F.E.S. AND CONSTRUCT D.I. ON LT. & RT.				50																				1					2															FES-1, FES-2, FPC-9S, PCC-1
197+92	I-49 RETAIN AND EXTEND PIPE CULVERTW/ F.E.S. AND CONSTRUCT D.I. ON RT.				23																				1					1															FES-1, FES-2, FPC-9S, PCC-1
198+70	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		72																											2															FPC-9S, PCC-1
200+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		129																											2															FPC-9S, PCC-1
202+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
203+66	I-49 CONSTRUCT PIPE CULVERT W/ F.E.S.																				297					2																			FES-1, FES-2, PCC-1
203+95	I-49 MEDIAN CONSTRUCT HEADWALL ON EXIST. R.C. BOX AND D.I. ON LT. & RT. W/ PIPE CULVERT		2																											2								6	5		7.99	230	8	12	0.15	FPC-9S, PCC-1, W-X303-1
205+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		104																											2															FPC-9S, PCC-1
207+00	I-49 MEDIAN CONSTRUCT D.I. ON LT. & RT. W/ PIPE CULVERT		199																											2															FPC-9S, PCC-1
228+16	I-49 RT. R.C. BOX EXT.																																					4	5	24	16.75	1205	11	10	0.13	RCB-3, R-130X-1, W-X303-1
228+64	I-49 CONSTRUCT D.I. ON LT.																													1															FPC-9S
261+88	I-49 CONSTRUCT D.I. AND JUNCTION BOX ON LT. W/ PIPE CULVERT	263																									1								1										FPC-9, PCC-1
1103+05	I-49 ENTRANCE RAMP CONSTRUCT D.I. ON RT. W/ PIPE CULVERT	58																										1																	FPC-9E, FPC-9M, PCC-1
1258+00	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT	96																										1																	FPC-9E, FPC-9M, PCC-1
1259+00	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT	146																										1																	FPC-9E, FPC-9M, PCC-1
1260+50	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT	146																										1																	FPC-9E, FPC-9M, PCC-1
1262+00	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT	91																										1																	FPC-9E, FPC-9M, PCC-1
1262+95	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT										5																	1																	FPC-9E, FPC-9M, PCC-1
1264+17	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT & F.E.S.		4		230																	2						1																	FES-1, FES-2, FPC-9E, PCC-1
1266+50	N. SHILOH DR. CONSTRUCT D.I. ON RT. W. PIPE CULVERT				264																							1																	FPC-9E, FPC-9M, PCC-1
1303+61	I-49 TRANS. TO S. SHILOH DR. CONSTRUCT D.I. ON RT. W/ PIPE CULVERT	28																										1																	FPC-9S, PCC-1
405+60	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET			301																												1													FPC-9E, FPC-9M, PCC-1
405+80	HWY. 62/180 CONST. DROP INLET ON LT.																											1																	FPC-9E, FPC-9M
406+15	HWY. 62/180 CONST. JUNCTION BOX ON RT. AND PIPE OUTLET			51																													1											FPC-9, PCC-1
406+17	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	32																										1						1											FPC-9E, FPC-9M, PCC-1
406+57	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	42																										1						1											FPC-9E, FPC-9M, PCC-1, PCM-1
406+73	HWY. 62/180 CONST. YARD DRAIN ON LT. AND PIPE OUTLET															20												1											1							FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
406+90	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET				105																							1																	FPC-9E, FPC-9M, PCC-1
407+20	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET		102																									1						1											FPC-9E, FPC-9M, PCC-1
408+20	HWY. 62/180 CONST. DROP INLET ON LT. W/OPENING IN BACK W/EXT. AND PIPE OUTLET				125																							1						1											FPC-9E, FPC-9M, PCC-1
SUBTOTALS (BOX 1 OF 3)		1686	5464	391	817	94	2	194	116			5	206	40		20			89	297	8	9	2	2	1	2	2	5	29	75	16			15	4	2	2	1				250.89	47876	102	36	0.46	

CD41256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	361	832
		QUANTITIES				

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

04-04-2024

STRUCTURES (BOX 2 OF 3)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	(CLASS IV) 18"	24"	30"	36"	(CLASS V) 18"	24"	30"	36"	SIDE DRAIN 12"	18"	24"	JACK AND BORE (CLASS V) 42"	(CLASS V) 72"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	36"	42"	72"	DROP INLETS TYPE C	E	MO	ST	SPECIAL	ADJUST TO GRADE	EXT. 4"	8"	JUNCT. BOXES (TYPE E)	(TYPE ST)	YARD DRAINS	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.																			EACH																										
409+50	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET				125																							1					1													FPC-9E, FPC-9M, PCC-1, PCM-1
409+91	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET		267																								1																		FPC-9E, FPC-9M, PCC-1
411+65	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET		170																								1						1													FPC-9E, FPC-9M, PCC-1
412+00	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET				245																						1						1													FPC-9E, FPC-9M, PCC-1
412+85	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET		116																								1							1												FPC-9E, FPC-9M, PCC-1
414+75	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET				270																						1																		FPC-9E, FPC-9M, PCC-1
415+25	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	236																									1						1													FPC-9E, FPC-9M, PCC-1
415+52	HWY. 62/180 CONST. DROP INLET ON LT. W/PIPE INLET AND PIPE OUTLET	10			72																						1						1													FPC-9E, FPC-9M, PCC-1
417+35	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET				178																						1						1													FPC-9E, FPC-9M, PCC-1
418+00	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	271																									1						1													FPC-9E, FPC-9M, PCC-1
420+00	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET				260																						1						1													FPC-9E, FPC-9M, PCC-1
420+05	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	201																									1						1													FPC-9E, FPC-9M, PCC-1
420+35	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	41																									1																		FPC-9, PCC-1
420+39	HWY. 62/180 CONST. JUNCTION BOX ON LT. AND PIPE OUTLET				35																														1											FPC-9, PCC-1
420+69	HWY. 62/180 CONST. DROP INLET ON RT. W/PIPE INLET W/FES W/EXT. AND PIPE OUTLET	84																			1							1					1									5		0.06	FES-1, FES-2, FPC-9C, FPC-9M, PCC-1
421+60	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET										117																	1																		FPC-9S, PCC-1
421+89	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET							117																				1																		FPC-9E, FPC-9M, PCC-1
422+39	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET									75																			1																	FPC-9S, PCC-1
422+63	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET									26																		1																		FPC-9E, FPC-9M, PCC-1
423+05	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	40																										1						1													FPC-9E, FPC-9M, PCC-1
423+75	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	191																									1						1													FPC-9E, PCC-1
423+95	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	85																										1																		FPC-9E, FPC-9M, PCC-1
425+70	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	146														6												1						1													FPC-9E, FPC-9M, PCC-1, PCM-1
425+70	HWY. 62/180 CONST. YARD DRAIN ON LT. AND PIPE OUTLET																																				1										FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
425+70	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET												47														1						1													FPC-9E, PCC-1
427+20	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	116																										1						1													FPC-9E, FPC-9M, PCC-1
427+81	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	46																										1																		FPC-9E, FPC-9M, PCC-1
428+40	HWY. 62/180 CONST. DROP INLET ON LT. W/PIPE INLET W/EXT. AND PIPE OUTLET	16						163																				1						1													FPC-9E, FPC-9M, PCC-1
428+80	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET							251																				1						1													FPC-9E, SPECIAL DETAIL
430+07	HWY. 62/180 CONST. JUNCTION BOX ON LT. AND PIPE OUTLET															2																			1											FPC-9, PCC-1
430+07	HWY. 62/180 CONST. DROP INLET ON LT. W/PIPE INLET W/EXT. AND PIPE OUTLET	20		22																								1						1													FPC-9E, FPC-9M, PCC-1
430+30	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET							46																				1																		SPECIAL DETAIL
430+31	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET			54																								1						1													FPC-9E, FPC-9M, PCC-1
430+78	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET	18																			1							1																		SPECIAL DETAIL
430+88	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET			42																								1						1													FPC-9E, FPC-9M, PCC-1
431+35	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET			92																								1						1													FPC-9E, FPC-9M, PCC-1
431+35	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	221																										1						1													FPC-9E, FPC-9M, PCC-1
432+32	HWY. 62/180 CONST. DROP INLET ON LT. W/PIPE INLET W/EXT. AND PIPE OUTLET	20		123																								1						1													FPC-9E, FPC-9M, PCC-1
433+60	HWY. 62/180 CONST. DROP INLET ON LT. W/PIPE INLET AND PIPE OUTLET	12		175																								1																		FPC-9E, FPC-9M, PCC-1
433+60	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	155														16												1						1													FPC-9E, FPC-9M, PCC-1, PCM-1
433+60	HWY. 62/180 CONST. YARD DRAIN ON RT. AND PIPE OUTLET																																		1										FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
435+18	HWY. 62/180 CONST. JUNCTION BOX ON RT.																																		1										FPC-9
435+20	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET				12																							1						1													FPC-9E, FPC-9M, PCC-1
435+40	HWY. 62/180 CONST. DROP INLET ON LT. W/PIPE INLET AND PIPE OUTLET	8														88	57				1							1															5		0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
435+99	HWY. 62/180 CONST. YARD DRAIN ON LT. AND PIPE OUTLET																																		1										FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
436+15	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET	117																									1																		FPC-9, PCC-1, PCM-1
436+60	HWY. 62/180 CONST. YARD DRAIN ON LT. AND PIPE OUTLET															60																					1										FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
437+35	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	260																									1						1													FPC-9E, FPC-9M, PCC-1
437+35	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	127																									1																		FPC-9, PCC-1
438+36	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	28																									1							1												FPC-9E, FPC-9M, PCC-1
438+65	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	100																									1						1													FPC-9, PCC-1
438+67	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	39																										1						1													FPC-9E, FPC-9M, PCC-1
439+00	HWY. 62/180 CONST. JUNCTION BOX ON LT. AND PIPE OUTLET	82																																	1										FPC-9, PCC-1
439+69	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	158																										1																		FPC-9E, FPC-9M, PCC-1
439+85	HWY. 62/180 CONST. JUNCTION BOX ON LT. AND PIPE OUTLET	227																																	1										FPC-9, PCC-1
440+00	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	155																										1							1												FPC-9E, FPC-9M, PCC-1
441+31	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	78																										1						1													FPC-9E, FPC-9M, PCC-1
441+60	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	205																										1						1													FPC-9E, FPC-9M, PCC-1
442+13	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	40																										1																		FPC-9E, FPC-9M, PCC-1
442+13	HWY. 62/180 CONST. JUNCTION BOX ON LT. AND PIPE OUTLET		94																																1										FPC-9, PCC-1, PCM-1
442+14	HWY. 62/180 CONST. YARD DRAIN ON LT. AND PIPE OUTLET															7																					1										FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
442+93	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	76																										1																		FPC-9E, FPC-9M, PCC-1
445+16	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	140																										1						1													FPC-9E, FPC-9M, PCC-1
445+70	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	86																										1						1													FPC-9E, FPC-9M, PCC-1
446+60	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	66																										1						1													FPC-9E, FPC-9M, PCC-1
446+60	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	66																										1						1													FPC-9E, FPC-9M, PCC-1
447+30	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	66																										1						2													FPC-9E, FPC-9M, PCC-1
447+30	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	66																										1						2													FPC-9E, FPC-9M, PCC-1
448+00	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	156																										1						1													FPC-9E, FPC-9M, PCC-1
448+00	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	126																										1						1													FPC-9E, FPC-9M, PCC-1
449+30	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	115																										1						1													FPC-9E, FPC-9M, PCC-1
449+60	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	71																										1							1												FPC-9E, FPC-9M, PCC-1
450+44	HWY. 62/180 IN PLACE 10' X 10' X 222' R.C. BOX CULVERT EXTEND LT. & RT.																																								10	10	178	299.70	31973	173	38	0.48	RCB-3, R-130X-0, W-X303-2, W-X453-2, R-145X-0
450+55	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET		11																									1							1												FPC-9E, FPC-9M, PCC-1
450+65	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	7																										1						1													FPC-9E, FPC-9M, PCC-1
451+53	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET		95																										1																		FPC-9S, PCC-1
451+80	HWY. 62/180 CONST. JUNCTION BOX ON LT. AND PIPE OUTLET		24																																1										FPC-9, PCC-1
452+28	HWY. 62/180 CONST. DROP INLET ON LT. W/OPENING IN BACK W/EXT. AND PIPE OUTLET												48															1						1													FPC-9E, FPC-9M, PCC-1
452+45	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET	31																											1																		FPC-9S, PCC-1
453+00	HWY. 62/180 CONST. DROP INLET ON LT. W/OPENING IN BACK W/EXT. AND PIPE OUTLET		68																									1						1													FPC-9E, FPC-9M, PCC-1
453+40	HWY. 62/180 CONST. JUNCTION BOX ON RT. AND PIPE OUTLET	121																																	1										FPC-9, PCC-1
453+50	HWY. 62/180 CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET												35															1						1													FPC-9E, FPC-9M, PCC-1
453+68	HWY. 62/180 CONST. DROP INLET ON RT. AND PIPE OUTLET	37																										1																		FPC-9E, FPC-9M, PCC-1
454+43	HWY. 62/180 CONST. DROP INLET ON LT. W/OPENING IN BACK W/EXT. AND PIPE OUTLET		139																									1						1													FPC-9E, FPC-9M, PCC-1
456+00	HWY. 62/180 CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET		150																									1						1													FPC-9E, FPC-9M, PCC-1
457+37	HWY. 62/180 CONST. DROP INLET ON LT. W/OPENING IN BACK AND PIPE OUTLET		129																									1																		FPC-9E, FPC-9M, PCC-1
458+60	HWY. 62/180 CONST. DROP INLET ON LT. AND PIPE OUTLET	115																										1																		FPC-9E, FPC-9M, PCC-1
485+52	S. SHILOH DR. SOUTH CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	122																										1							1												FPC-9E, FPC-9M, PCC-1
486+60	S. SHILOH DR. SOUTH CONST. DROP INLET ON RT. AND PIPE OUTLET W/FES		36																			1						1															8		0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
487+73	S. SHILOH DR. SOUTH CONST. 72" X 169' R.C. PIPE CULVERT (JACK AND BORE) W/FES																169						2																			64		0.81	FES-1, FES-2, PCC-1
487+91	S. SHILOH DR. SOUTH CONST. DROP INLET ON RT. AND PIPE OUTLET	9																											1																		FPC-9S, PCC-1, PCM-1
488+22	S. SHILOH DR. SOUTH CONST. SIDE DRAIN ON RT.																32																														PCC-1, PCP-1, PCCP-2, PCP-3
489+57	S. SHILOH DR. SOUTH CONST. DROP INLET ON LT. W/EXT.																													1					1												FPC-9E, SPECIAL DETAIL
490+05	S. SHILOH DR. SOUTH CONST. DROP INLET ON LT.																													1																		SPECIAL DETAIL
490+52	S. SHILOH DR. SOUTH CONST. DROP INLET ON LT.																													1																		SPECIAL DETAIL
492+29	S. SHILOH DR. SOUTH RETAIN IN PLACE DROP INLET ON RT.																														1																		FPC-9E
SUBTOTALS (BOX 2 OF 3):		5029	1299	508	1197			577		101	117	82	48		90	145	32				169	3	1			2	6	65	5	3		1	48	6	8		5				299.70	31973	173	120	1.51	

CD41256 2/23/2024
R040846B.DGN

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	362	832
		QUANTITIES				

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

Trinity D. Smith

04-10-2024

STRUCTURES (BOX 3 OF 3)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	42"	48"	(CLASS IV) 18"	24"	30"	36"	(CLASS V) 18"	24"	30"	36"	SIDE DRAIN 12"	18"	24"	JACK AND BORE (CLASS V) 42"	(CLASS V) 72"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	36"	42"	72"	DROP INLETS TYPE C	E	MO	ST	SPECIAL	ADJUST TO GRADE	EXT. 4'	8'	JUNCT. BOXES (TYPE E)	(TYPE ST)	YARD DRAINS	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.																			EACH											EACH							LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	
493+65	S. SHILOH DR. SOUTH RETAIN IN PLACE DROP INLET ON RT.																													1															FPC-9S
494+03	S. SHILOH DR. SOUTH RETAIN IN PLACE DROP INLET ON RT. CONSTRUCT OPENING IN BACK																													1															FPC-9E
495+93	S. SHILOH DR. SOUTH RETAIN IN PLACE DROP INLET ON LT.																													1															FPC-9E
497+86	S. SHILOH DR. SOUTH RETAIN IN PLACE 18" X 41' R.C. PIPE CULVERT W/FES REMOVE FES LT. & EXTEND R.C. PIPE LT. W/FES	17																			1									1														5	0.06	FES-1, FES-2, FPC-9, PCC-1
499+00	S. SHILOH DR. SOUTH CONST. DROP INLET ON LT. AND PIPE OUTLET W/FES	10																			1								1														5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
499+00	S. SHILOH DR. SOUTH CONST. JUNCTION BOX ON RT. W/PIPE INLET W/FES AND PIPE OUTLET	19										31									1														1								5	0.06	FES-1, FES-2, FPC-9, PCC-1
500+64	S. SHILOH DR. SOUTH RETAIN IN PLACE DROP INLET ON LT.																													1															FPC-9E
724+77	S. FUTRALL DR. SOUTH CONST. SIDE DRAIN ON RT.																80																													PCC-1, PCM-1, PCP-1, PCCP-2, PCP-3
727+45	S. FUTRALL DR. SOUTH CONST. DROP INLET ON LT. W/EXT.																													1			1												FPC-9E, SPECIAL DETAIL
727+45	S. FUTRALL DR. SOUTH CONST. DROP INLET ON RT. AND PIPE OUTLET W/FES		82													14						1						1														8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
728+30	S. FUTRALL DR. SOUTH CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	80																												1			1												FPC-9E, FPC-9M, PCC-1, PCM-1
728+30	S. FUTRALL DR. SOUTH CONST. YARD DRAIN ON RT. AND PIPE OUTLET															17																					1									FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
728+80	S. FUTRALL DR. SOUTH CONST. YARD DRAIN ON RT. AND PIPE OUTLET															49																					1									FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
729+67	S. FUTRALL DR. SOUTH CONST. YARD DRAIN ON RT. AND PIPE OUTLET															86																					1									FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
730+50	S. FUTRALL DR. SOUTH CONST. DROP INLET ON LT. W/EXT.																															1		1											FPC-9E, SPECIAL DETAIL
730+85	S. FUTRALL DR. SOUTH CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	253																												1			1												FPC-9E, FPC-9M, PCC-1
732+59	S. FUTRALL DR. SOUTH CONST. DROP INLET ON RT. AND PIPE OUTLET	172																												1															FPC-9E, FPC-9M, PCC-1
733+00	S. FUTRALL DR. SOUTH CONST. DROP INLET ON LT. AND PIPE OUTLE"	19																												1															FPC-9E, FPC-9M, PCC-1
752+20	S. FUTRALL DR. NORTH CONST. DROP INLET ON RT.																														1															SPECIAL DETAIL
752+28	S. FUTRALL DR. NORTH CONST. DROP INLET ON LT. AND PIPE OUTLE" W/FES							69													1								1														5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
752+86	S. FUTRALL DR. NORTH CONST. DROP INLET ON RT.																														1															SPECIAL DETAIL
752+99	S. FUTRALL DR. NORTH IN PLACE DBL. 5' X 3' X 61' R.C. BOX CULVERT EXTEND LT.																																						5	3	24	19.92	3094	17	8	0.10	RCB-3, W-X003-1, R-200X-0
753+17	S. FUTRALL DR. NORTH IN PLACE 36" X 66' R.C. PIPE CULVERT W/FES REMOVE FES LT. & EXTEND R.C. PIPE LT. W/FES			22																				1																			5	0.06	FES-1, FES-2, PCC-1
753+55	S. FUTRALL DR. NORTH CONST. DROP INLET ON RT. W/EXT.																														1		1												FPC-9E, SPECIAL DETAIL
753+57	S. FUTRALL DR. NORTH CONST. DROP INLET ON LT. W/EXT.																														1		1												FPC-9E, SPECIAL DETAIL
755+00	S. FUTRALL DR. NORTH CONST. DROP INLET ON LT. W/EXT.																														1															FPC-9E, SPECIAL DETAIL
756+55	S. FUTRALL DR. NORTH CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	6																												1															FPC-9E, FPC-9M, PCC-1
756+55	S. FUTRALL DR. NORTH CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET W/FES											48									1								1														5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
757+54	S. FUTRALL DR. NORTH CONST. YARD DRAIN ON RT. AND PIPE OUTLET																																				1									FPC-9, PCC-1, PFM-1, PCP-1, PCCP-2, PCP-3
1312+44	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET W/FES																							1						1														17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
1314+03	S. SHILOH DR. NORTH CONST. DROP INLET ON LT.				11																									1			1												FPC-9E, SPECIAL DETAIL
1317+00	S. SHILOH DR. NORTH CONST. DROP INLET ON RT.																													1															SPECIAL DETAIL
1319+40	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. W/EXT.																													1			1												FPC-9E, SPECIAL DETAIL
1322+00	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. W/EXT.																													1			1												FPC-9E, SPECIAL DETAIL
1323+60	S. SHILOH DR. NORTH CONST. DROP INLET ON LT.																													1															SPECIAL DETAIL
1323+60	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. W/EXT.																													1			1												FPC-9E, SPECIAL DETAIL
1326+25	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. W/EXT.																													1			1												FPC-9E, SPECIAL DETAIL
1326+60	S. SHILOH DR. NORTH CONST. DROP INLET ON LT. W/EXT.																													1			1												FPC-9E, SPECIAL DETAIL
1327+33	S. SHILOH DR. NORTH CONST. DROP INLET ON LT.																												1															FPC-9
1328+50	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET			174																										1			1												FPC-9E, FPC-9M, PCC-1
1329+00	S. SHILOH DR. NORTH CONST. DROP INLET ON LT. W/EXT.																														1		1												FPC-9E, SPECIAL DETAIL
1330+60	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. AND PIPE OUTLET			206																										1															FPC-9E, FPC-9M, PCC-1
1330+97	S. SHILOH DR. NORTH CONST. DROP INLET ON RT. AND PIPE OUTLET			32																										1															FPC-9E, FPC-9M, PCC-1
1331+50	S. SHILOH DR. NORTH CONST. JUNCTION BOX ON RT. AND PIPE OUTLET			50																														1											FPC-9, PCC-1
1331+75	S. SHILOH DR. NORTH CONST. JUNCTION BOX ON RT. AND PIPE OUTLET		28																															1											FPC-9, PCC-1
1331+79	S. SHILOH DR. NORTH CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	48																												1			1												FPC-9E, FPC-9M, PCC-1
1331+93	S. SHILOH DR. NORTH CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET											51																		1			1												FPC-9E, FPC-9M, PCC-1
1332+02	S. SHILOH DR. NORTH CONST. JUNCTION BOX ON RT. AND PIPE OUTLET		50																															1											FPC-9, PCC-1
2000+90	U-TURN NORTH CONST. DROP INLET ON LT.																																												SPECIAL DETAIL
2003+14	U-TURN NORTH CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	67																												1			1												FPC-9E, FPC-9M, PCC-1
2003+85	U-TURN NORTH CONST. DROP INLET ON LT. AND PIPE OUTLET	68																												1															FPC-9E, FPC-9M, PCC-1
2004+57	U-TURN NORTH CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	205																												1			1												FPC-9E, FPC-9M, PCC-1
2008+07	U-TURN NORTH CONST. DROP INLET ON LT.																															1														SPECIAL DETAIL
2103+63	U-TURN SOUTH CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	212																												1			1												FPC-9E, FPC-9M, PCC-1
2104+15	U-TURN SOUTH CONST. DROP INLET ON LT. AND PIPE OUTLET	48																												1															FPC-9E, FPC-9M, PCC-1
2104+67	U-TURN SOUTH CONST. DROP INLET ON LT. AND PIPE OUTLET	48																												1															FPC-9E, FPC-9M, PCC-1
2108+35	U-TURN SOUTH CONST. DROP INLET ON LT.																															1														SPECIAL DETAIL
101+80	S. FINGER RD. CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	31																												1			1												FPC-9E, FPC-9M, PCC-1
101+80	S. FINGER RD. CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	14																												1			1												FPC-9E, FPC-9M, PCC-1
104+40	S. FINGER RD. CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET	90																												1			1												FPC-9E, FPC-9M, PCC-1
104+60	S. FINGER RD. CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET	50																												1			1												FPC-9E, FPC-9M, PCC-1
106+59	ONE MILE RD. CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET											12																		1			1												FPC-9E, FPC-9M, PCC-1
107+35	ONE MILE RD. CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET			58																										1			1												FPC-9E, FPC-9M, PCC-1
109+60	ONE MILE RD. N PLACE DROP INLET LT. RETAIN & CONST. PIPE OUTLET			257																																									PCC-1
110+41	ONE MILE RD. N PLACE DROP INLET RT. RETAIN & CONST. PIPE OUTLET			302																																									PCC-1
SUBTOTALS (BOX 3 OF 3):		**1457**	**160**	**822**	**330**			**69**			**12**	**130**				**166**	**80**			**5**	**1**		**2**			**1**	**27**		**19**	**5**	**25**	**3**	**4**		**4**						**19.92**	**3094**	**17**	**63**	**0.77**	
SUBTOTALS (BOX 1 OF 3):		**1686**	**5464**	**391**	**817**	**94**	**2**	**194**	**116**			**5**	**206**	**40**		**20**			**89**	**297**	**8**	**9**	**2**	**2**	**1**	**2**	**2**	**5**	**29**	**75**	**16**		**15**	**4**	**2**	**2**	**1**						**250.89**	**47876**	**102**	**36**	**0.46**	
SUBTOTALS (BOX 2 OF 3):		**5029**	**1299**	**508**	**1197**			**577**		**101**	**117**	**82**	**48**		**90**	**146**	**32**			**169**	**3**	**1**			**2**	**6**		**65**	**5**	**3**	**1**	**48**	**6**	**8**		**5**						**299.70**	**31973**	**173**	**120**	**1.51**	
TOTALS:		**8172**	**6923**	**1721**	**2344**	**94**	**2**	**840**	**116**	**101**	**129**	**217**	**254**	**40**	**90**	**332**	**32**	**80**	**89**	**466**	**16**	**11**	**2**	**4**	**1**	**4**	**8**	**6**	**121**	**80**	**38**	**6**	**88**	**13**	**14**	**2**	**10**						**570.51**	**82943**	**292**	**219**	**2.74**	
STRUCTURES OVER 20' - 0" SPAN																																													
109+93	W. 15TH ST. CONSTRUCT QUAD. 12' X 10' X 141' R.C. BOX																																					12	10	141	1205.86	182794	332	30	0.45	
723+67	S. FUTRALL DR. SOUTH CONSTRUCT DBL. '2' X 8' X 122' R.C. BOX CULVERT ON 45° LT. FWD. SKEW																																					12	8	122	365.26	61961	165	40	0.50	
SUBTOTALS																																									**1631.12**	**244755**	**497**	**76**	**0.95**	
TOTALS:		**8172**	**6923**	**1721**	**2344**	**94**	**2**	**840**	**116**	**101**	**129**	**217**	**254**	**40**	**90**	**332**	**32**	**80**	**89**	**466**	**16**	**11**	**2**	**4**	**1**	**4**	**8**	**6**	**121**	**80**	**38**	**6**	**88**	**13**	**14**	**2**	**10**						**2201.63**	**327698**	**789**	**295**	**3.69**	

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.

C041256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	363	832
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

BASE AND SURFACING (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE		TACK COAT							PORTLAND CEMENT CONCRETE BASE						ACHM BASE COURSE (1 1/2")						ACHM BINDER COURSE (1")						ACHM SURFACE COURSE (1/2")									PORTLAND CEMENT CONCRETE PAVEMENT		
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.) TOTAL WID.	SQ.YD.	GALLON	(0.17 GAL. PER SQ. YD.) TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WIDTH	5" U.T.	AVG. WIDTH	6" U.T.	AVG. WIDTH	8" U.T.	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	TOTAL PG 64-22	TOTAL PG 70-22	TOTAL PG 76-22	AVG. WID.	11" U.T.
			FEET			FEET			FEET					SQ. YD.		SQ. YD.		SQ. YD.	FEET			TON	TON	TON	FEET			TON	TON	TON	FEET			TON	TON	TON	FEET			TON	TON	TON				FEET	SQ. YD.
MAIN LANES																																													
502+30.00	502+98.77	S. SHILOH DR. NORTH	68.77	171.00	117.60	122.00	932.22	46.61				46.61							33.00	252.16	880.00			110.95	28.00	213.95	495.00			52.95	28.00	213.95	220.00			23.53	28.00	213.95	220.00			47.06				
502+98.77	503+51.05	S. SHILOH DR. NORTH	52.28	VAR.	92.78	VAR.	736.38	36.82				36.82							VAR.	198.81	880.00			87.48	VAR.	169.38	495.00			41.92	VAR.	169.38	220.00			18.63	VAR.	169.38	220.00			37.26				
503+51.05	503+98.77	S. SHILOH DR. NORTH	47.72	VAR.	41.38	VAR.	177.22	8.86				8.86													VAR.	88.61	330.00	14.62			VAR.	88.61	220.00			9.75	VAR.	88.61	220.00			19.50				
503+98.77	505+17.19	S. SHILOH DR. NORTH	118.42	79.50	94.14	30.00	394.73	19.74				19.74													15.00	197.37	330.00	32.57			15.00	197.37	220.00			21.71	15.00	197.37	220.00			43.42				
505+17.19	505+92.06	S. SHILOH DR. NORTH	74.87	257.00	192.42	72.36	601.95	30.10				30.10							36.23	301.39	330.00	49.73			36.13	300.56	220.00				33.06		38.25	318.20	220.00			35.00					68.06				
505+92.06	506+72.60	S. SHILOH DR. NORTH	80.54	VAR.	21.81	VAR.	841.04	42.05				42.05							VAR.	420.52	330.00	69.39			VAR.	420.52	220.00				46.26		39.43	220.00			37.34						83.60				
506+33.64	506+65.64	S. SHILOH DR. NORTH RAISED CROSSWALK	22.00			VAR.	81.29	4.06				4.06													VAR.	58.90	330.00				9.72		22.39	165.00			1.85						11.57				
508+20.60	508+95.14	S. SHILOH DR. SOUTH	74.54	VAR.	20.52	VAR.	791.32	39.57				39.57							VAR.	395.66	330.00	65.28			VAR.	395.66	220.00				43.52		VAR.	318.57	220.00			35.04					78.56				
508+95.14	510+97.57	S. SHILOH DR. SOUTH	202.43	186.00	376.52	72.00	1619.44	80.97				80.97							36.00	809.72	330.00	133.60			36.00	809.72	220.00				89.07		30.00	674.77	220.00			74.22					163.29				
510+97.57	512+22.57	S. SHILOH DR. SOUTH	125.00	167.75	209.69	64.00	888.89	44.44				44.44							32.00	444.44	330.00	73.33			32.00	444.44	220.00				48.89		32.00	444.44	220.00			43.89					97.78				
512+22.57	513+58.06	S. SHILOH DR. SOUTH	135.49	149.75	202.90	56.00	843.05	42.15				42.15							28.00	421.52	330.00	69.55			28.00	421.52	220.00				46.37		28.00	421.52	220.00			46.37					92.74				
1000+00.00	1003+58.14	ROUNDABOUT 1	358.14																																									15.00	596.90
1000+00.00	1000+35.63	ROUNDABOUT 1	35.63	154.25	54.96	34.00	134.60	6.73				6.73							17.00	67.30	330.00	11.10			17.00	67.30	220.00				7.40		17.00	67.30	220.00			7.40					14.80				
1000+35.63	1000+41.10	ROUNDABOUT 1	5.47	165.50	9.05	34.00	20.66	1.03				1.03							17.00	10.33	330.00	1.70			17.00	10.33	220.00				1.14		17.00	10.33	220.00			1.14					2.28				
1000+41.10	1001+25.17	ROUNDABOUT 1	84.07	154.25	129.68	34.00	317.60	15.88				15.88							17.00	158.80	330.00	26.20			17.00	158.80	220.00				17.47		17.00	158.80	220.00			17.47					34.94				
1001+25.17	1002+20.17	ROUNDABOUT 1	95.00	165.50	157.23	34.00	358.89	17.94				17.94							17.00	179.44	330.00	29.61			17.00	179.44	220.00				19.74		17.00	179.44	220.00			19.74					39.48				
1002+20.17	1003+04.24	ROUNDABOUT 1	84.07	154.25	129.68	34.00	317.60	15.88				15.88							17.00	158.80	330.00	26.20			17.00	158.80	220.00				17.47		17.00	158.80	220.00			17.47					34.94				
1003+04.24	1003+10.28	ROUNDABOUT 1	6.04	165.50	10.00	34.00	22.82	1.14				1.14							17.00	11.41	330.00	1.88			17.00	11.41	220.00				1.26		17.00	11.41	220.00			1.26					2.52				
1003+10.28	1003+58.14	ROUNDABOUT 1	47.86	154.25	73.82	34.00	180.80	9.04				9.04							17.00	90.40	330.00	14.92			17.00	90.40	220.00				9.94		17.00	90.40	220.00			9.94					19.88				
102+40.20	102+97.27	W. 15TH ST.	57.07	VAR.	149.13	VAR.	636.88	31.84				31.84							VAR.	318.44	330.00	52.54			VAR.	318.44	220.00				35.03		VAR.	267.86	220.00			29.46					64.49				
105+82.78	106+22.50	W. 15TH ST.	39.72	VAR.	115.29	VAR.	490.58	24.53				24.53							VAR.	245.29	330.00	40.47			VAR.	245.29	220.00				26.98		VAR.	203.16	220.00			22.35					49.33				
107+70.50	111+57.64	W. 15TH ST.	387.14	VAR.	773.10	VAR.	3382.00	169.10				169.10							VAR.	1691.00	330.00	279.02			VAR.	1691.00	220.00				186.01		VAR.	1594.09	220.00			175.35					361.36				
111+57.64	112+19.03	W. 15TH ST.	61.39	113.50	69.68	40.00	272.84	13.64				13.64							20.00	136.42	330.00	22.51			20.00	136.42	220.00				15.01		20.00	136.42	220.00			15.01					30.02				
112+19.03	113+01.84	W. 15TH ST.	82.81	VAR.	192.16	VAR.	835.12	41.76				41.76							VAR.	417.56	330.00	68.90			VAR.	417.56	220.00				45.93		VAR.	417.56	220.00			45.93					91.86				
1100+00.00	1103+58.14	ROUNDABOUT 2	358.14																																									15.00	596.90
1100+00.00	1100+34.85	ROUNDABOUT 2	34.85	154.25	53.76	34.00	131.66	6.58				6.58							17.00	65.83	330.00	10.86			17.00	65.83	220.00				7.24		17.00	65.83	220.00			7.24					14.48				
1100+34.85	1100+84.39	ROUNDABOUT 2	49.54	165.50	81.99	34.00	187.15	9.36				9.36							17.00	93.58	330.00	15.44			17.00	93.58	220.00				10.29		17.00	93.58	220.00			10.29					20.58				
1100+84.39	1101+18.25	ROUNDABOUT 2	33.86	154.25	52.23	34.00	127.92	6.40				6.40							17.00	63.96	330.00	10.55			17.00	63.96	220.00				7.04		17.00	63.96	220.00			7.04					14.08				
1101+18.25	1101+20.78	ROUNDABOUT 2	2.53	165.50	4.19	34.00	9.56	0.48				0.48							17.00	4.78	330.00	0.79			17.00	4.78	220.00				0.53		17.00	4.78	220.00			0.53					1.06				
1101+20.78	1102+88.16	ROUNDABOUT 2	167.38	154.25	258.18	34.00	632.32	31.62				31.62							17.00	316.16	330.00	52.17			17.00	316.16	220.00				34.78		17.00	316.16	220.00			34.78					69.56				
1102+88.16	1103+09.71	ROUNDABOUT 2	21.55	165.50	35.67	34.00	81.41	4.07				4.07							17.00	40.71	330.00	6.72			17.00	40.71	220.00				4.48		17.00	40.71	220.00			4.48					8.96				
1103+09.71	1103+58.14	ROUNDABOUT 2	48.43	154.25	74.70	34.00	182.96	9.15				9.15							17.00	91.48	330.00	15.09			17.00	91.48	220.00				10.06		17.00	91.48	220.00			10.06					20.12				
550+00.00	550+43.28	S. SHILOH DR. EXIT	43.28	VAR.	109.71	VAR.	341.39	17.07				17.07							VAR.	86.09	880.00			37.88	VAR.	84.91	495.00			21.02	VAR.	84.30	220.00			9.27	VAR.	125.42	220.00			13.80			23.07	
550+43.28	550+99.25	S. SHILOH DR. EXIT	55.97	283.50	158.67	VAR.	531.28	26.56				26.56							21.52	133.83	880.00			58.89	21.26	132.21	495.00			32.72	21.13	131.41	220.00			14.46	30.50	189.68	220.00			20.86			35.32	
550+99.25	551+12.56	S. SHILOH DR. EXIT	53.31	VAR.	117.86	VAR.	251.22	12.56				12.56							VAR.	63.73	880.00			28.04	VAR.	62.27	495.00				15.41	VAR.	61.49	220.00			6.76	VAR.	112.16	220.00			12.34			19.10	
600+00.00	600+50.42	ROUNDABOUT 1 EXIT	50.42	VAR.	94.72	VAR.	212.90	10.65				10.65													VAR.	106.70	330.00			17.61	VAR.	106.20	220.00			11.68	VAR.	158.62	220.00			17.45			29.13	
600+50.42	600+73.57	ROUNDABOUT 1 EXIT	23.15	198.50	45.95	42.36	108.96	5.45				5.45													21.23	54.61	330.00			9.01	21.13	54.35	220.00			5.98	33.00	84.88	220.00			9.34			15.32	
600+73.57	601+25.19	ROUNDABOUT 1 EXIT	51.62	306.50	158.22	61.45	352.45	17.62				17.62							15.53	89.07	880.00			39.19	15.26	87.52	495.00			21.66	15.13	86.78	220.00			9.55	27.00	154.86	220.00			17.03			26.58	
601+25.19	601+86.56	ROUNDABOUT 1 EXIT	61.37	532.00	326.49	62.85	428.57	21.43				21.43							16.04	109.37	880.00			48.12	15.52	105.83	495.00			26.19	15.25	103.99	220.00			11.44	30.50	248.89	220.00			27.38			38.82	
601+86.56	603+48.31	ROUNDABOUT 1 EXIT	161.75	VAR.	536.80	62.85	1129.55	56.48				56.48							16.04	288.27	880.00			126.84	15.52	278.93	495.00			69.04	15.25	274.08	220.00			30.15	VAR.	644.30	220.00			70.87			101.02	
603+48.31	604+94.64	ROUNDABOUT 1 EXIT	146.33	228.00	333.63	62.85	1021.87	51.09				51.09							16.04	260.79	880.00			114.75	15.52	252.34	495.00			62.45	15.25	247.95	220.00			27.27	27.69	450.21	220.00			49.52			76.79	
604+94.64	605+52.90	ROUNDABOUT 1 EXIT	58.26	115.75	67.44	62.85	406.85	20.34				20.34							16.04	103.83	880.00			45.69	15.52	100.47	495.00			24.87	15.25	98.72	220.00			10.86	21.00	135.94	220.00			14.95			25.81	
605+52.90	607+31.00	ROUNDABOUT 1 EXIT	178.10	259.50	462.17	62.85	1243.73	62.19				62.19							16.04	317.41	880.00			139.66	15.52	307.12	495.00			76.01	15.25	301.78	220.00			33.20	21.00	415.57	220.00			45.71			78.91	
607+31.00	607+64.00	ROUNDABOUT 1 EXIT	33.00	292.00	96.36	62.85	230.45	11.52				11.52							16.04	58.81	880.00			25.88	15.52	56.91	495.00			14.09	15.25	55.92	220.00			6.15	23.75	87.08	220.00			9.58			15.73	
607+64.00	607+89.91	ROUNDABOUT 1 EXIT	25.91	321.50	83.30	62.85	180.94	9.05				9.05							16.04	46.18	880.00			20.32	15.52	44.68	495.00			11.06	15.25	43.90	220.00			4.83	26.50	76.29	220.00			8.39			13.22	
607+89.91	609+21.17	ROUNDABOUT 1 EXIT	131.26	251.75	330.45	55.43	808.42	40.42				40.42							14.02	204.47	880.00			89.97	13.76	200.68	495.00			49.67	13.63	198.79	220.00			21.87	25.00	364.61	220.00			40.11			61.98	
803+29.44	805+75.00	ROUNDABOUT 2 BYPASS RAMP	245.56	95.25	233.90	32.00	873.10	43.66				43.66													16.00	436.55	330.00	72.03			48.02		16.00	436.55	220.00			48.02			96.04				
805+26.98	805+48.98	ROUNDABOUT 2 BYPASS RAMP RAISED CROSSWALK	22.00			16.00	39.11	1.96				1.96													VAR.	28.44	330.00				4.69		VAR.	10.67	165.00			0.88			5.57				
805+75.00	806+27.27	ROUNDABOUT 2 BYPASS RAMP	52.27	84.00	43.91	28.00	162.62	8.13				8.13													14.00	81.31	330.00	13.42			8.94		14.00	81.31	220.00			8.94			17.88				
806+27.27	806+58.54	ROUNDABOUT 2 BYPASS RAMP	31.27	70.25	21.97	26.00	90.34	4.52				4.52													13.00	45.17	330.00	7.45			4.97		13.00	45.17	220.00			4.97			9.94				
900+00.00	900+50.56	ROUNDABOUT 2 NORTHBOUND EXIT	50.56	VAR.	28.65	VAR.	239.92	12.00				12.00													VAR.	45.67	330.00	7.54			VAR.	45.67	220.00			5.02		VAR.	45.67	220.00			10.04			26.40	
900+50.56	901+14.07	ROUNDABOUT 2 NORTHBOUND EXIT	63.51	99.75	63.35	34.00	239.93	12.00				12.00													17.00	119.96	330.00	19.79			13.20		17.00	119.96	220.00			13.20			26.40				
900+60.40	900+82.40	ROUNDABOUT 2 NORTHBOUND EXIT RAISED CROSSWALK	22.00			17.00	41.56	2.08				2.08													VAR.	30.22	330.00				4.99		VAR.	11.33	165.00			0.93			5.92				
901+14.07	901+70.00	ROUNDABOUT 2 NORTHBOUND EXIT	55.93	VAR.	57.07	VAR.	82.34	4.12				4.12													VAR.	106.62	330.00	17.59			11.73		VAR.	106.62	220.00			11.73			23.46				
901+70.00	902+00.88	ROUNDABOUT 2 NORTHBOUND EXIT	30.88	88.50	27.33	24.00	82.35	4.12				4.12													12.00	41.17	330.00	6.79			4.53		12.00	41.17	220.00			4.53			9.06				
902+00.88	904+12.99	ROUNDABOUT 2 NORTHBOUND EXIT	212.11	131.50	278.92	48.00	1131.25	56.56				56.56													24.00	565.63	330.00	93.33			62.22		24.00	565.63	220.00			62.22			124.44				
904+12.99	905+92.99	ROUNDABOUT 2 NORTHBOUND EXIT	180.00	VAR.	356.28	36.71	734.20	36.71				36.71													18.46	369.20	330.00	60.92			40.15		VAR.	265.48	220.00			23.20			69.35				
704+55.72	704+92.38	RAMP A	36.66	VAR.	105.24	VAR.	272.88	13.64				13.64							VAR.	69.56	880.00			30.61	VAR.	67.43	495.00			16.69	VAR.	66.33	220.00			7.30	VAR.	107.17	220.00			11.79			19.09	
704+92.38	705+14.85	RAMP A	22.27	VAR.	64.23	62.85	155.52	7.78				7.78							16.04	39.69	880.00			17.46	15.52	38.40	495.00			9.50	15.25	37.74	220.00			4.15	VAR.	65.75	220.00			7.23			11.38	
705+14.85	710+61.06	RAMP A	546.41	417.50	2281.26	62.85	3815.76	190.79				190.79							16.04	972.82	880.00			428.48	15.52	942.25	495.00			233.21	15.25	925.86	220.00			101.84	25.00	1517.81	220.00			166.96			268.80	
710+61.06	713+28.84	RAMP A	267.58	124.50	333.14	86.00	2556.88	127.84				127.84							24.00	713.55	880.00			313.96	19.00	564.89	495.00			139.81	19.00	564.89	220.00			62.14	19.00	564.89	220.00			62.14			124.28	
713+28.84	713+66.10	RAMP A	37.46	VAR.	39.03	VAR.	135.96	6.80				6.80							VAR.	39.03	880.00			17.17	VAR.	28.95	495.00			7.17	VAR.	28.95	220.00			3.18	VAR.	28.95	220.00			3.18			6.36	
754+50.00	756+47.20	RAMP B	197.20																																										
756+47.20	756+85.20	RAMP B	38.00			VAR.	116.61	VAR.	278.49	13.92									VAR.	70.33	880.00			30.95	VAR.	69.21	495.00			17.13	VAR.	68.62	220.00			7.55	VAR.	89.53	220.00			9.85			17.40	
756+85.20	757+20.63	RAMP B	35.43	301.00	106.64	61.43	241.83	12.09				12.09							15.52	61.10	880.00			26.88	15.26	60.07	495.00			14.87	15.13	59.56	220.00			6.55	VAR.	93.10	220.00			10.24			16.79	
757+20.63	757+60.00	RAMP B	39.37	301.00	118.50	61.43	268.72	13.44				13.44							15.52	67.89	880.00			29.87	15.26	66.75	495.00			16.52	15.13	66.19	220.00			7.28	23.00	100.61	220.00			11.07			18.35	
757+60.00	759+40.00	RAMP B	180.00	293.25	527.85	53.43	1068.60	53.43				53.43							13.52	270.40	880.00			118.98	13.26	265.20	495.00			65.64	13.13	262.60	220.00			28.89	21.50	430.00	220.00			47.30			76.19	
759+40.00	760+10.00	RAMP B	70.00	285.50	199.85	49.43	384.46	19.22				19.22							12.52	97.38	880.00			42.85	12.26	95.36	495.00			23.60	12.13	94.34	220.00			10.38	20.00	155.56	220.00			17.11			27.49	
760+10.00	760+26.96	RAMP B	16.96	282.25	47.87	50.85	95.82	4.79				4.79							13.04	24.57	880.00			10.81	12.52	23.59	495.00			5.84	12.25	23.08	220.00			2.54	26.00	49.00	220.00			5.39			7.93	
760+26.96	761+33.58	RAMP B	106.62	VAR.	272.74	VAR.	624.52	31.23				31.23							VAR.	159.02	880.00			69.97	VAR.	154.43	495.00			38.22	VAR.	152.05	220.00			16.73	VAR.	272.43	220.00			29.97			46.70	
717+78.24	718+19.79	S. FUTRALL DR. COMBINED LANES	41.55	156.75	65.13	98.55	454.97	22.75				22.75							24.92	115.05	880.00	50.62			24.46	112.92	330.00	18.63				24.25	111.95	220.00			12.31		40.00	184.67	220.00		23.31		32.62		
718+19.79	722+48.43	S. FUTRALL DR. COMBINED LANES	428.64	VAR.	1083.92	98.55	4693.61	234.68				234.68							24.92	1186.86	880.00	522.22			24.46	1164.95	330.00	192.22				24.25	1154.95	220.00			127.04		40.00	1905.07	220.00		269.56		336.60		
1257+89.76	1266+81.50	N. SHILOH DR.	891.74			530.61	VAR.	1627.02	81.35				81.35						VAR.	530.61	880.00	233.47			VAR.	282.90	330.00	46.68				VAR.	282.90	220.00			31.12		VAR.	282.90	220.00		31.12		62.24		
11+20.49	12+30.00	18TH STREET CUL-DE-SAC	109.51	VAR.	431.75	VAR.	1071.65	53.58				53.58													VAR.	537.45	330.00	88.68				VAR.	534.20	220.00			58.76		VAR.	824.52	220.00		93.70		149.46		
1300+00.00	1303+70.00	I-49 OFFRAMP TO S. SHILOH DR.	370.00	244.50	904.65	37.43	1538.79	76.94				76.94							9.52	391.38	880.00			172.21	9.26	380.69	495.00			94.22	9.13	375.34	220.00			41.29	20.50	842.78	220.00			92.71			134.00	
1303+70.00	1309+46.21	I-49 OFFRAMP TO S. SHILOH DR.	576.21	VAR.	509.85	37.43	2396.39	119.82				119.82							9.52	609.50	880.00			268.18	9.26	592.86	495.00			146.73	9.13	584.53	220.00			64.30	VAR.	775.74	220.00			85.33			149.63	
1309+46.21	1311+46.14	I-49 OFFRAMP TO S. SHILOH DR.	199.93			VAR.	480.92	24.05				24.05							VAR.	148.00	880.00	65.12			VAR.	92.46	330.00	15.26				VAR.	92.46	220.00			10.17	VAR.	92.46	220.00		13.17		20.34		
1102+94.22	1103+60.00	I-49 ENTRANCE RAMP	65.78	59.75	39.30	41.00	299.66	14.98				14.98							11.50	84.05	880.00			36.98	9.00	65.78	495.00			16.28	9.00	65.78	220.00			7.24	9.00	65.78	220.00			7.24			14.48	
1103+60.00	1109+00.21	I-49 ENTRANCE RAMP	540.21	VAR.	1291.51	37.43	2246.67	112.33				112.33							9.52	571.42	880.00			251.42	9.26	555.82	495.00			137.57	9.13	548.01	220.00			60.28	20.50	1230.48	220.00			135.35			195.63	
1300+00.00	1301+73.00	I-49 OFFRAMP SOUTH	150.00	VAR.	431.14	VAR.	310.82	15.54				15.54							VAR.	80.42	880.00			35.38	VAR.	76.11	495.00			18.84	VAR.	73.87	220.00			8.13	VAR.	173.06	220.00			19.04			27.17	
158+60.00	189+69.60	I-49 OVERLAY	3109.60						VAR.	18775.53	3191.84	3191.84																																2065.31		2065.31	
158+60.00	189+69.60	I-49	3109.60	VAR.	2125.172	VAR.	42524.32	2126.22				2126.22							VAR.	10835.93	880.00			4767.81	VAR.	10510.24	495.00			2601.28	VAR.	10342.22	220.00			1137.64	VAR.	24637.85	220.00			2710.16			3847.80	
189+69.60	193+19.00	I-49	349.40	VAR.	2662.81	VAR.	5342.57	267.13				267.13							VAR.	1354.93	880.00			596.17	VAR.	1324.04	495.00			327.70	VAR.	1308.67	220.00			143.95	VAR.	4752.87	220.00			522.82			666.77	
193+19.00	195+22.13	I-49	203.33	VAR.	1125.87	VAR.	4046.72	202.34				202.34							VAR.	1019.03	880.00			448.37	VAR.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	364	832
		QUANTITIES				



BASE AND SURFACING (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE		TACK COAT						PORTLAND CEMENT CONCRETE BASE						ACHM BASE COURSE (1 1/2")						ACHM BINDER COURSE (1")						ACHM SURFACE COURSE (1/2")									PORTLAND CEMENT CONCRETE PAVEMENT	
				TON / STATION	TON	(0.05 GAL. PER SQ.YD.) TOTAL WID.			(0.17 GAL. PER SQ.YD.) TOTAL WID.			TOTAL GALLONS	AVG. WIDTH	5" U.T.	AVG. WIDTH	6" U.T.	AVG. WIDTH	8" U.T.	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 70-22	PG 76-22	TOTAL PG 64-22	TOTAL PG 70-22	TOTAL PG 76-22	AVG. WID.	11" U.T.
			FEET			FEET	SQ.YD.	GALLON	FEET	SQ.YD.	GALLON	GALLONS		SQ. YD.		SQ. YD.		SQ. YD.	FEET			TON	TON	TON	FEET			TON	TON	TON	FEET			TON	TON	TON	FEET			TON	TON	TON	TON	TON	TON	FEET	SQ.YD.
MAIN LANES																																												
424+77.00	429+36.10	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	459.10			118.00	6019.31	300.97				300.97							32.00	1632.36	880.00			718.24	27.00	1377.30	330.00			227.25	27.00	1377.30	220.00			151.50	77.00	3927.86	220.00			432.06			583.56		
429+36.10	431+00.00	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	163.90			VAR.	2162.44	108.12				108.12							VAR.	557.26	880.00			245.19	VAR.	523.96	330.00			86.45	VAR.	523.96	220.00			57.64	VAR.	1443.06	220.00			158.74			216.38		
431+00.00	442+71.00	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	1171.00			VAR.	8563.06	428.15				428.15							VAR.	2306.97	880.00			1015.07	VAR.	1974.56	330.00			325.80	VAR.	1974.56	220.00			217.20	VAR.	6248.54	220.00			687.34			904.54		
442+71.00	445+02.28	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	231.28			VAR.	4074.62	203.73				203.73							VAR.	1033.00	880.00			454.52	VAR.	1004.31	330.00			165.71	VAR.	1004.31	220.00			110.47	VAR.	2598.73	220.00			285.86			396.33		
445+02.28	449+91.66	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	489.38			VAR.	7610.46	1697.68				1697.68							VAR.	2038.57	880.00			896.97	VAR.	1766.66	330.00			291.50	VAR.	1766.66	220.00			194.33	VAR.	5300.52	220.00			583.06			777.39		
449+91.66	451+42.55	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	150.89			VAR.	1697.68	4771.56				4771.56							VAR.	443.08	880.00			194.96	VAR.	405.76	330.00			66.95	VAR.	405.76	220.00			44.63	VAR.	1656.33	220.00			182.20			226.83		
451+42.55	455+63.71	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	421.16			VAR.	4771.56	238.58				238.58							VAR.	1279.58	880.00			563.02	VAR.	1106.20	330.00			182.52	VAR.	1106.20	220.00			121.68	VAR.	3434.12	220.00			377.75			499.43		
455+63.71	456+51.74	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	88.03			VAR.	977.30	48.87				48.87							VAR.	268.76	880.00			118.25	VAR.	219.89	330.00			36.28	VAR.	219.89	220.00			24.19	VAR.	770.04	220.00			84.70			108.89		
456+51.74	457+65.00	HWY. 62/180 - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	113.26			VAR.	107.13	5.36				5.36	VAR.	107.13			VAR.	170.17																			VAR.	807.91	220.00			88.87			88.87		
457+65.00	458+65.00	HWY. 62/180 - TRANSITION	100.00						56.00	622.22	105.78	105.78					5.00	55.56																			VAR.	622.22	220.00			68.44			68.44		
485+38.43	485+80.97	S. SHILOH DR. SOUTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	42.54			VAR.	639.58	31.98				31.98			VAR.	15.38			VAR.	174.79	880.00	76.91			VAR.	145.00	330.00	23.93			VAR.	145.00	220.00			15.95	VAR.	437.23	220.00			48.10		64.05			
485+80.97	487+32.35	S. SHILOH DR. SOUTH - NOTCH & OVERLAY.C.C.C. & G. LT. & RT.	151.38			VAR.	33.83	1.69				1.69	VAR.	33.83	VAR.	40.78	VAR.	79.76																			VAR.	361.69	220.00			39.79		39.79			
487+32.35	490+24.34	S. SHILOH DR. SOUTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	291.99			VAR.	1213.26	60.66				60.66				2.50	81.11		VAR.	335.83	880.00	147.77			VAR.	270.80	330.00	44.68			VAR.	270.80	220.00			29.79	VAR.	857.73	220.00			94.35		124.14			
490+24.34	492+30.00	S. SHILOH DR. SOUTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	205.66			VAR.	37.06	1.85				1.85	VAR.	37.06	2.50	57.13	VAR.	93.28																								28.00	639.83	220.00			70.38		70.38			
492+30.00	502+04.93	S. SHILOH DR. SOUTH - OVERLAY	974.93												5.00	541.63																								28.00	3033.12	220.00			333.64		333.64			
722+48.43	724+75.00	S. FUTRALL DR. SOUTH - FULL DEPTH OPEN SHOULDER	226.57	188.50	427.08	98.55	2480.94	124.05				124.05							24.92	627.35	880.00	276.03			24.46	615.77	330.00	101.60			24.25	610.48	220.00			67.15		40.00	1006.98	220.00			110.77		177.92			
724+75.00	727+02.31	S. FUTRALL DR. SOUTH - NOTCH & OVERLAY OPEN SHOULDER	227.31	188.50	428.48																																			40.00	1010.27	220.00			111.13		111.13			
727+02.31	732+65.65	S. FUTRALL DR. SOUTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	563.34			VAR.	5923.62	296.18				296.18				2.50	156.48		VAR.	1537.05	880.00	676.30			VAR.	1424.76	330.00	235.09			VAR.	1424.76	220.00			156.72	VAR.	3776.89	220.00			415.44		572.16			
732+65.65	733+25.43	S. FUTRALL DR. SOUTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	59.78			VAR.	1061.32	53.07				53.07							VAR.	287.84	880.00	126.65			VAR.	242.82	330.00	40.07			VAR.	242.82	220.00			26.71	VAR.	716.72	220.00			78.84		105.55			
750+50.86	751+28.03	S. FUTRALL DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	77.17			VAR.	1426.48	71.32				71.32							VAR.	389.47	880.00	171.37			VAR.	323.77	330.00	53.42			VAR.	323.77	220.00			35.61	VAR.	816.25	220.00			89.79		125.40			
751+28.03	753+28.40	S. FUTRALL DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	200.37			VAR.	34.08	1.70				1.70	VAR.	34.08	2.50	55.66	VAR.	70.53																								VAR.	853.65	220.00			93.90		93.90			
753+28.40	754+05.76	S. FUTRALL DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	77.36			63.00	541.52	27.08				27.08				2.50	21.49								17.00	146.12	880.00	64.29			14.50	124.64	330.00	20.57			14.50	124.64	220.00			13.71		50.50	434.08	220.00			47.75		61.46			
754+05.76	755+70.00	S. FUTRALL DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	164.24			53.00	967.19	48.36				48.36				2.50	45.62								14.50	264.61	880.00	116.43			12.00	218.99	330.00	36.13			12.00	218.99	220.00			24.09		48.00	875.95	220.00			96.35		120.44			
755+70.00	757+70.00	S. FUTRALL DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	200.00			37.00	822.22	41.11				41.11				2.50	55.56								10.50	233.33	880.00	102.67			8.00	177.78	330.00	29.33			8.00	177.78	220.00			19.56		44.00	977.78	220.00			107.56		127.12			
757+70.00	758+70.00	S. FUTRALL DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	100.00			2.00	22.22	1.11				1.11	2.00	22.22	2.50	27.78	4.50	50.00																								38.00	422.22	220.00			46.44		46.44			
758+70.00	759+70.00	S. FUTRALL DR. NORTH - TRANSITION	100.00						36.00	400.00	68.00	68.00				5.00	55.56																								36.00	400.00	220.00			44.00		44.00			
1311+46.14	1322+16.75	S. SHILOH DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	1070.61			37.00	4401.40	220.07				220.07				2.50	297.39		10.50	1249.05	880.00	549.58			8.00	951.65	330.00	157.02			8.00	951.65	220.00			104.68	36.00	4282.44	220.00			471.07		575.75			
1322+16.75	1326+56.75	S. SHILOH DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	440.00			70.00	3422.22	171.11				171.11				2.50	122.22		18.75	916.67	880.00	403.33			16.25	794.44	330.00	131.08			16.25	794.44	220.00			87.39	44.25	2163.33	220.00			237.97		325.36			
1326+56.75	1328+56.75	S. SHILOH DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	200.00			VAR.	3214.72	160.74				160.74				2.50	55.56		VAR.	831.80	880.00	365.99			VAR.	775.56	330.00	127.97			VAR.	775.56	220.00			85.31	68.25	1516.67	220.00			166.83		252.14			
1328+56.75	1330+02.65	S. SHILOH DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	145.90			VAR.	2932.30	146.62				146.62				2.50	40.53		VAR.	753.15	880.00	331.39			VAR.	713.00	330.00	117.65			VAR.	713.00	220.00			78.43	84.00	1361.73	220.00			149.79		228.22			
1330+02.65	1331+05.42	S. SHILOH DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. RT.	102.77			VAR.	1484.52	74.23				74.23				2.50	28.55		VAR.	374.55	880.00	164.80			VAR.	367.71	330.00	60.67			VAR.	367.71	220.00			40.45	VAR.	842.64	220.00			92.69		133.14			
1331+05.42	1332+19.13	S. SHILOH DR. NORTH - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	113.71			VAR.	2078.56	103.93				103.93							VAR.	559.76	880.00	246.29			VAR.	479.52	330.00	79.12			VAR.	479.52	220.00			52.75	VAR.	1190.29	220.00			130.93		183.68			
2000+00.00	2000+52.85	U-TURN NORTH - FULL DEPTH C.C.C. & G. LT.	52.85			VAR.	360.86	18.04				18.04							VAR.	96.98	880.00	42.67			VAR.	83.45	330.00	13.77			VAR.	83.45	220.00			9.18	VAR.	83.45	220.00			9.18		18.36			
2000+52.85	2008+13.42	U-TURN NORTH - FULL DEPTH C.C.C. & G. LT. & RT.	760.57			90.00	7605.70	380.29				380.29							25.00	2112.69	880.00	929.58			20.00	1690.16	330.00	278.88			20.00	1690.16	220.00			185.92	20.00	1690.16	220.00			185.92		371.84			
2008+13.42	2008+46.67	U-TURN NORTH - FULL DEPTH C.C.C. & G. LT.	33.25			VAR.	277.86	13.89				13.89							VAR.	73.72	880.00	32.44			VAR.	65.21	330.00	10.76			VAR.	65.21	220.00			7.17	VAR.	65.21	220.00			7.17		14.34			
2100+00.00	2100+84.68	U-TURN SOUTH - FULL DEPTH C.C.C. & G. LT.	84.68			VAR.	269.82	13.49				13.49							VAR.	78.29	880.00	34.45			VAR	56.62	330.00	9.34			VAR.	56.62	220.00			6.23	VAR.	56.62	220.00			6.23		12.46			
2100+84.68	2108+23.90	U-TURN SOUTH - FULL DEPTH C.C.C. & G. LT. & RT.	739.22			90.00	7392.20	369.61				369.61							25.00	2053.39	880.00	903.49			20.00	1642.71	330.00	271.05			20.00	1642.71	220.00			180.70	20.00	1642.71	220.00			180.70		361.40			
2108+23.90	2108+42.23	U-TURN SOUTH - FULL DEPTH C.C.C. & G. LT.	18.33			VAR.	164.34	8.22				8.22							VAR.	43.43	880.00	19.11			VAR.	38.74	220.00				VAR.	38.74	220.00			4.26	VAR.	37.74	220.00			4.15		8.41			
100+75.00	101+75.00	S. FINGER RD. - TRANSITION	100.00						28.00	311.11	52.89	52.89					5.00	55.56																								28.00	311.11	220.00			34.22		34.22			
101+75.00	103+16.31	S. FINGER RD. - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	141.31			VAR.	891.98	44.60				44.60	VAR.	16.82			VAR.	37.49	VAR.	224.15	880.00	98.63			VAR.	213.43	330.00	35.22			VAR.	213.43	220.00			23.48	VAR.	735.34	220.00			80.89		104.37			
103+16.31	104+28.79	S. FINGER RD. - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	112.48			142.00	1774.68	88.73				88.73							38.00	474.92	880.00	208.96			33.00	412.43	330.00	68.05			33.00	412.43	220.00			45.37	66.00	824.85	220.00			90.73		136.10			
104+28.79	105+52.25	S. FINGER RD. - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	123.46			VAR.	2887.34	144.37				144.37							VAR.	763.50	880.00	335.94			VAR.	680.17	330.00	112.23			VAR.	680.17	220.00			74.82	VAR.	1184.40	220.00			130.28		205.10			
106+49.56	108+71.38	ONE MILE RD. - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	221.82			VAR.	2829.68	141.48				141.48							VAR.	775.21	880.00	341.09			VAR.	639.63	330.00	105.54			VAR.	639.63	220.00			70.36	VAR.	1190.87	220.00			131.00		201.36			
108+71.38	109+51.12	ONE MILE RD. - NOTCH, WIDEN, & OVERLAY.C.C.C. & G. LT. & RT.	79.74			VAR.	41.31	2.07				2.07	VAR.	41.31			VAR.	85.66																								VAR.	251.48	220.00			27.66		27.66			
109+51.12	110+51.12	ONE MILE RD. - TRANSITION	100.00						22.00	244.44	41.55	41.55					5.00	55.56																								22.00	244.44	220.00			26.89		26.89			
ADDITIONAL FOR LEVELING																																												
189+69.60	200+00.00	I-49 RT MAIN LANES	1030.40			VAR.	3069.99	153.50	VAR.	3069.99	521.90	675.40																																1013.10			
189+69.60	200+00.00	I-49 LT MAIN LANES	1030.40			VAR.	2606.48	130.32	VAR.	2606.48	443.10	573.42																																286.71			
227+00.00	237+75.83	I-49 RT MAIN LANES	1075.83			VAR.	3995.60	199.78	VAR.	3995.60	679.25	879.03																																1758.06			
227+00.00	237+75.83	I-49 LT MAIN LANES	1075.83			VAR.	6696.90	334.85	VAR.	6696.90	1138.47	1473.32																																2946.64			
405+80.00	436+30.00	HWY. 62/180 - LEVELING	3050.00			56.00	18977.78	948.89	56.00	18977.78	3226.22	4175.11																														56.00	18977.78	VAR.			2122.19			2122.19		
436+30.00	457+65.00	HWY. 62/180 - LEVELING	2135.00			VAR.	17112.04	855.60	VAR.	17112.04	2909.05	3764.65																																VAR.	17122.04	VAR.			4066.39			4066.39		
485+38.43	491+30.00	S. SHILOH DR. SOUTH - LEVELING	591.57			VAR.	2331.68	116.58	VAR.	2331.68	396.39	512.97																																VAR.	2331.68	VAR.	353.38					353.38		
492+30.00	502+04.93	S. SHILOH DR. SOUTH - LEVELING	974.93			28.00	3033.12	151.66	28.00	3033.12	515.63	667.29																														28.00	3033.12	VAR.	281.70					281.70		
724+75.00	733+25.43	S. FUTRALL DR. SOUTH - LEVELING	850.43			VAR.	7294.40	360.22	VAR.	3602.20	612.37	972.59																														VAR.	3602.20	VAR.	822.33					822.33		
750+50.86	752+25.00	S. FUTRALL DR. NORTH - LEVELING	174.14			VAR.	1812.40	90.62	VAR.	906.20	154.05	244.67																														VAR.	906.20	VAR.	281.84					281.84		
752+25.00	758+70.00	S. FUTRALL DR. NORTH - LEVELING	645.00			72.00	5160.00	258.00	36.00	2580.00	438.60	696.60																														36.00	5160.00	VAR.	802.75					802.75		
1312+46.14	1326+90.00	S. SHILOH DR. NORTH - LEVELING	1443.86			28.00	4492.01	224.60	28.00	4492.01	763.64	988.24																														28.00	4492.01	VAR.	621.87					621.87		
1326+90.00	1332+19.13	S. SHILOH DR. NORTH - LEVELING	529.13			VAR.	5428.00	271.40	VAR.	2714.00	461.38	732.78																														VAR.	2714.00	VAR.	684.23					684.23		
101+75.00	104+75.00	S. FINGER RD. - LEVELING	300.00			66.00	2200.00	110.00	33.00	1100.00	187.00	297.00																														33.00	1100.00	VAR.	337.61					337.61		
104+75.00	105+52.25	S. FINGER RD. - LEVELING	77.25			VAR.	838.42	41.92	VAR.	419.21	71.27	113.19																														VAR.	419.21	VAR.	124.67					124.67		
106+49.56	106+75.00	ONE MILE RD. - LEVELING	25.44			VAR.	75.07	3.75	VAR.	75.07	12.76	16.51																														VAR.	75.07	VAR.	1.78					1.78		
106+75.00	109+51.12	ONE MILE RD. - LEVELING	276.12			24.00	736.32	36.82	24.00	736.32	125.17	161.99																														24.00	736.32	VAR.	64.10					64.10		
ADDITIONAL FOR SUPERELEVATION																																												
722+74.88	724+28.60	S. FUTRALL DR. SOUTH	153.72	54.75	84.16																																								
724+28.60	725+46.28	S. FUTRALL DR. SOUTH	117.68	109.50	128.86																																								
725+46.28	727+00.00	S. FUTRALL DR. SOUTH	153.72	54.75	84.16																																								
ADDITIONAL FOR TURNOUTS																																												
406+37.00	406+37.00	HWY. 62/180 RT. - S. LEFLAR WAY				VAR.	1538.50	76.93				76.93							VAR.	406.42	880.00	178.82			VAR.	362.83	330.00	59.87			VAR.	362.83	220.00	39.91			VAR.	362.83	220.00	39.91			79.82					
414+27.00	414+27.00	HWY. 62/180 RT. - LOWE'S ACCESS				VAR.	1595.76	79.79				79.79							VAR.	423.84	880.00	186.49			VAR.	374.04	330.00	61.72			VAR.	374.04	220.00	41.14			VAR.	374.04	220.00	41.14			82.28					
430+41.00	430+41.00	HWY. 62/180 LT. - S. OAK RD.				VAR.	663.58	33.18				33.18							VAR.	183.92	880.00	80.92			VAR.	147.87	330.00	24.40			VAR.	147.87	220.00	16.27			VAR.	147.87	220.00	16.27			32.54					
430+55.00	430+55.00	HWY. 62/180 RT. - WALMART ACCESS				VAR.	1760.20	88.01				88.01							VAR.	466.54	880.00	205.28			VAR.	413.56	330.00	68.24			VAR.	413.56	220.00	45.49			VAR.	413.56	220.00	45.49			90.98					
432+39.00	432+39.00	HWY. 62/180 RT. - W FARMERS DR.				VAR.	901.72	45.09				45.09							VAR.	247.91	880.00	109.08			VAR.	202.95	330.00	33.49			VAR.	202.95	220.00	22.32			VAR.	202.95	220.00	22.32			44.64					
435+89.00	435+89.00	HWY. 62/180 RT. - FARMERS RD.				VAR.	1002.92	50.15				50.15							VAR.	274.08	880.00	120.60			VAR.	227.38	330.00	37.52			VAR.	227.38	220.00	25.01			VAR.	227.38	220.00	25.01			50.02					
438+52.00	438+52.00	HWY. 62/180 LT. - KRUPA DR.				VAR.	575.24	28.76				28.76							VAR.	156.93	880.00	69.05			VAR.	130.69	330.00	21.56			VAR.	130.69	220.00	14.38			VAR.	130.69	220.00	14.38			28.76					
498+58.00	498+58.00	S. SHILOH DR. SOUTH RT. - W. 15TH ST.				VAR.	498.70	24.94				24.94							VAR.	137.96	880.00	60.70			VAR.	111.39	330.00	18.38			VAR.	111.39	220.00	12.25			VAR.	111.39	220.00	12.25			24.50					
724+77.00	724+77.00	S. FUTRALL DR. SOUTH RT. - BEST WESTERN ACCESS				VAR.	903.04	45.15				45.15							VAR.	241.76	880.00	106.37			VAR.	209.76	330.00	34.61			VAR.	209.76	220.00	23.07			VAR.	209.76	220.00	23.07			46.14					
727+12.00	727+12.00	S. FUTRALL DR. SOUTH RT. - W. BEST WAY ST.				VAR.	948.48	47.42				47.42							VAR.	251.82	880.00	110.80			VAR.	222.42	330.00	36.70			VAR.	222.42	220.00	24.47			VAR.	222.42	220.00	24.47			48.94					
1327+22.00	1327+22.00	S. SHILOH DR. NORTH RT. - KRUPA DR.				VAR.	1427.22	71.36				71.36							VAR.	381.53	880.00	167.87			VAR.	332.08	330.00	54.79			VAR.	332.08	220.00	36.53			VAR.	332.08	220.00	36.53			73.06					
102+42.00	102+42.00	S. FINGER RD RT. - WALMART ACCESS				VAR.	1495.72	74.79				74.79							VAR.	396.64	880.00	174.52			VAR.	351.22	330.00	57.95			VAR.	351.22	220.00	38.63			VAR.	351.22	220.00	38.63			77.26					
102+49.00	102+49.00	S. FINGER RD LT. - ACCESS				VAR.	2110.80	105.54				105.54							VAR.	120.17	880.00	52.87			VAR.	935.23	330.00	154.31			VAR.	935.23	220.00	102.88			VAR.	935.23	220.00	102.88			205.76					
ADDITIONAL FOR TRENCHING AND SHOULDER PREPERATION																										

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 040846

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SP, SS, & 802	SP, SS, & 802	SP & 803	SS & 804	SS & 804	SS & 805	SS & 805	SS & 806	SS & 806	SS & 806	SS & 806	SP, SS, & 807	SS & 807	SS & 808
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. _)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS 2 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	① STEEL PILING (HP 12X53)	① STEEL PILING (HP 14X117)	METAL BRIDGE RAILING (TYPE H2)	METAL BRIDGE RAILING (TYPE H3)	METAL BRIDGE RAILING (TYPE H4)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 50)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	SQ. YD.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	TON	CU. IN.
07666	15TH STREET OVER INTERSTATE 49																		
		BENT 1				24.27			3,300	640		280				2			
		BENT 2			69	115.66			21,080										6,450.0
		BENT 3				24.27			3,300	640		287				2			
		210'-0" CONT. PLATE GIRDER UNIT					511.50	1,539.1		118,630			206	201	201		379,090	187.8	
TOTALS FOR BRIDGE NO. 07666					69	164.20	511.50	1,539.1	27,680	119,910		567	206	201	201	4	379,090	187.8	6,450.0
A7667	INTERSTATE 49 OVER HIGHWAY 62																		
		BENT 1			145	83.50		22.0	11,540	720	354						1,180		4,284.0
		BENT 2			14	97.40			25,300										4,778.0
		BENT 3			14	98.20			25,530										4,778.0
		BENT 4			129	83.60		21.6	11,520	710	374						1,180		4,284.0
		360'-0" CONT. PLATE GIRDER UNIT					656.00	2,583.6		164,970							715,710	354.5	
		SITE NO. 1 (BR. NO. 05074)		1															
TOTALS FOR BRIDGE NO. A7667					302	362.70	656.00	2,627.2	73,890	166,400	728						718,070	354.5	18,124.0
B7667	INTERSTATE 49 OVER HIGHWAY 62																		
		BENT 1			29	83.40		21.6	11,430	710	354						1,180		4,284.0
		BENT 2			14	97.50			25,300										4,778.0
		BENT 3			14	98.20			25,530										4,778.0
		BENT 4			23	83.60		22.0	11,480	720	374						1,180		4,284.0
		360'-0" CONT. PLATE GIRDER UNIT					656.00	2,583.6		164,970							715,710	354.5	
		SITE NO. 1 (BR. NO. 05820)		1															
TOTALS FOR BRIDGE NO. B7667					80	362.70	656.00	2,627.2	73,740	166,400	728						718,070	354.5	18,124.0
TOTALS FOR JOB NO. 040846					451	889.60	1,823.50	6,793.5	175,310	452,710	1,456	567	206	201	201	4	1,815,230	896.8	42,698.0

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	SS & 809	812	SS & 816	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846
			ITEM	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	CONCRETE RIPRAP	ARCHITECTURAL FINISH	TEXTURED COATING FINISH	DRILLED SHAFT (72" DIA.)	PERMANENT STEEL CASING (84" DIA.)	CROSSHOLE SONIC LOGGING (72" DIA.)	DRILLED SHAFT (84" DIA.)	PERMANENT STEEL CASING (96" DIA.)	CROSSHOLE SONIC LOGGING (84" DIA.)	② CORING DRILLED SHAFT	SHORING (SITE NO. _)
			UNIT	LIN. FT.	EACH	CU. YD.	SQ. FT.	SQ. YD.	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LUMP SUM
07666	15TH STREET OVER INTERSTATE 49															
		BENT 1				13		13								
		BENT 2					405	142	81	45	3				28	
		BENT 3				13		13								
		210'-0" CONT. PLATE GIRDER UNIT			1		1,566	551								
TOTALS FOR BRIDGE NO. 07666					1	26	1,971	719	81	45	3				28	
A7667	INTERSTATE 49 OVER HIGHWAY 62															
		BENT 1				110	20	54								
		BENT 2					816	187				58	30	2		
		BENT 3					823	189				60	32	2	31	
		BENT 4			1	127	20	50								
		360'-0" CONT. PLATE GIRDER UNIT		120			640	542								
		SITE NO. 1 (BR. NO. 05074)														1
TOTALS FOR BRIDGE NO. A7667				120	1	237	2,319	1,022				118	62	4	31	
B7667	INTERSTATE 49 OVER HIGHWAY 62															
		BENT 1			1		20	52								
		BENT 2					817	187				58	30	2		
		BENT 3					824	189				64	36	2	33	
		BENT 4					20	50								
		360'-0" CONT. PLATE GIRDER UNIT		120			640	542								
		SITE NO. 1 (BR. NO. 05820)														1
TOTALS FOR BRIDGE NO. B7667				120	1		2,321	1,020				122	66	4	33	
TOTALS FOR JOB NO. 040846				240	3	263	6,611	2,761	81	45	3	240	128	8	92	

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	365	832
		SEE TABLE - QUANTITIES - 67234				

① All steel piling shall be Grade 50 and are required to have QPL-approved driving points, which will not be paid for directly but will be considered subsidiary to the item "STEEL PILING (HP_x_)".

② Quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.

Note: Concrete Riprap quantities for Bridge No. B7667 are included in Concrete Riprap quantities for Bridge No. A7667.

BRIDGE NUMBERS

07666
A7667
B7667

JIM POOL
DESIGN SECTION SUPERVISOR

TABLE OF APPROACH SLAB QUANTITIES

(FOR INFORMATION ONLY)

BRIDGE NO.	ITEM	REINFORCING STEEL	CONCRETE
	UNIT	LB.	CU. YDS.
07666	Begin Bridge	8,460	69.70
	End Bridge	8,500	69.80
A7667	Begin Bridge	14,210	121.40
	End Bridge	14,210	121.40
B7667	Begin Bridge	14,210	121.40
	End Bridge	14,210	121.40

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JYP DATE: 11/20/2023 FILENAME: b040846_q1.dgn
CHECKED BY: DKS DATE: 2/8/2024 SCALE: No Scale
DESIGNED BY: - DATE: -

BRIDGE NO. SEE TABLE DRAWING NO. 67234

PRINT DATE: 4/1/2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	366	832
		SUMMARY OF QUANTITIES AND REVISIONS				

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

04-04-2024

SUMMARY OF QUANTITIES (BOX 1 OF 4)

ITEM NUMBER	ITEM	QUANTITY (NHPP-NHFP-9142(51))	QUANTITY (TAPLC-9142(51))	TOTAL QUANTITY	UNIT
SP & 201	CLEARING	21.00		21.00	ACRE
SP & 201	GRUBBING	21.00		21.00	ACRE
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	24914		24914	LIN. FT.
202	REMOVAL AND DISPOSAL OF FENCE	3194		3194	LIN. FT.
202	REMOVAL AND DISPOSAL OF BARRIER WALL	1121		1121	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	120		120	SQ. YD.
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	13264		13264	LIN. FT.
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS	4		4	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	3603		3603	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS	6992		6992	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS	13		13	EACH
202	REMOVAL AND DISPOSAL OF JUNCTION BOXES	4		4	EACH
202	REMOVAL AND DISPOSAL OF DROP INLETS	120		120	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS	3		3	EACH
202	REMOVAL AND DISPOSAL OF FLARED END SECTIONS	4		4	EACH
202	REMOVAL AND DISPOSAL OF HEADWALLS	4		4	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	831		831	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	6189		6189	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	4617		4617	LIN. FT.
202	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	3		3	EACH
202	REMOVAL AND DISPOSAL OF SIGNS	175		175	EACH
202	REMOVAL AND DISPOSAL OF CRASH CUSHIONS	1		1	EACH
202	REMOVAL AND DISPOSAL OF LIGHT POLE	18		18	EACH
202	REMOVAL AND RELOCATION OF SIGN	5		5	EACH
SP & 207	STONE BACKFILL	11726		11726	TON
SP, SS, & 210	UNCLASSIFIED EXCAVATION	157381		157381	CU. YD.
SP	SELECT GRANULAR BACKFILL	28095		28095	CU. YD.
SP & 210	COMPACTED EMBANKMENT	288489		288489	CU. YD.
SP & 215	TRENCHING AND SHOULDER PREPARATION	91		91	STATION
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	90584		90584	TON
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	336		336	SQ. YD.
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS)	1698		1698	SQ. YD.
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (8" UNIFORM THICKNESS)	872		872	SQ. YD.
SS & 401	TACK COAT	45392		45392	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	37857		37857	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")	352		352	TON
SP, SS, & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")	267		267	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	876		876	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	19797		19797	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	234		234	TON
SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")	101		101	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	576		576	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	49176		49176	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	57		57	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	655		655	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	2040		2040	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	28486		28486	SQ. YD.
SP, SS, & 501	PORTLAND CEMENT CONCRETE PAVEMENT (11" UNIFORM THICKNESS)	1194		1194	SQ. YD.
SP, SS, & 504	APPROACH SLABS	625.10		625.10	CU. YD.
SP, SS, & 504	APPROACH GUTTERS	46.90		46.90	CU. YD.
SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	4219.69		4219.69	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	TRAFFIC CONTROL SUPERVISOR	1.00		1.00	LUMP SUM
SS & 604	SIGNS	2863		2863	SQ. FT.
SS & 604	BARRICADES	192		192	LIN. FT.
SS & 604	TRAFFIC DRUMS	298		298	EACH
SS & 604	TRAFFIC CONE	137		137	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	17819		17819	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	21201		21201	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	227448		227448	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS (WORDS)	88		88	EACH
604	CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	160		160	EACH
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	12091		12091	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	94252		94252	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	48905		48905	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	2200		2200	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	312		312	WEEK
SS & 604	VERTICAL PANELS	121		121	EACH
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	2		2	EACH
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)	4244		4244	SQ. YD.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	8172		8172	LIN. FT.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	840		840	LIN. FT.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	217		217	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	6923		6923	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	116		116	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	254		254	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1721		1721	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	101		101	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	40		40	LIN. FT.

CD41256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	367	832
		SUMMARY OF QUANTITIES AND REVISIONS				

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

04-04-2024

SUMMARY OF QUANTITIES (BOX 2 OF 4)

ITEM NUMBER	ITEM	QUANTITY (NHPP-NHFP-9142(51))	QUANTITY (TAPLC-9142(51))	TOTAL QUANTITY	UNIT
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	2344		2344	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	129		129	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	90		90	LIN. FT.
SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	94		94	LIN. FT.
SP, SS, & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	89		89	LIN. FT.
SS & 606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	2		2	LIN. FT.
SP, SS, & 606	72" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	466		466	LIN. FT.
SS & 606	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	138		138	LIN. FT.
SS & 606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	16		16	EACH
SS & 606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	11		11	EACH
SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2		2	EACH
SS & 606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4		4	EACH
SS & 606	42" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	1		1	EACH
SS & 606	72" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4		4	EACH
SP	CULVERT CLEAN OUT	52		52	EACH
SS & 606	12" SIDE DRAIN	332		332	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN	82		82	LIN. FT.
SP, SS, & 606	24" SIDE DRAIN	80		80	LIN. FT.
SS & 609	DROP INLETS (TYPE C)	8		8	EACH
SS & 609	DROP INLETS (TYPE E)	6		6	EACH
SS & 609	DROP INLETS (TYPE N1)	2		2	EACH
SS & 609	DROP INLETS (TYPE MO)	121		121	EACH
SS & 609	DROP INLETS (TYPE ST)	80		80	EACH
SS & 609	DROP INLETS (TYPE SPECIAL)	38		38	EACH
SS & 609	JUNCTION BOXES (TYPE E)	14		14	EACH
SS & 609	JUNCTION BOXES (TYPE ST)	2		2	EACH
SS & 609	DROP INLET EXTENSIONS (4')	88		88	EACH
SS & 609	DROP INLET EXTENSIONS (8')	13		13	EACH
SS & 609	YARD DRAINS	10		10	EACH
SP & 610	DROP INLETS ADJUSTED TO GRADE	6		6	EACH
SS & 611	4" PIPE UNDERDRAINS	34428		34428	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	80		80	EACH
614	CONCRETE SPILLWAY (TYPE A)	2		2	EACH
SS & 615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)	399		399	TON
SS & 617	GUARDRAIL (TYPE A)	8487		8487	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	8		8	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	12		12	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	4		4	EACH
SP	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE	1		1	EACH
SP	WIRE ROPE SAFETY FENCE END TERMINAL	1		1	EACH
SS & 619	WIRE FENCE (TYPE A)	4270		4270	LIN. FT.
620	LIME	61		61	TON
620	SEEDING	30.53		30.53	ACRE
SS & 620	MULCH COVER	72.13		72.13	ACRE
620	WATER	4097.2		4097.2	M. GAL.
621	TEMPORARY SEEDING	41.60		41.60	ACRE
621	SEDIMENT REMOVAL AND DISPOSAL	763		763	CU. YD.
621	ROCK DITCH CHECKS	918		918	CU. YD.
SS & 621	FILTER SOCK (12")	6624		6624	LIN. FT.
SS & 621	FILTER SOCK (18")	7859		7859	LIN. FT.
623	SECOND SEEDING APPLICATION	30.53		30.53	ACRE
624	SOLID SODDING	10550		10550	SQ. YD.
626	EROSION CONTROL MATTING (CLASS 3)	549		549	SQ. YD.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE A)	4666		4666	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE B)	1793		1793	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE C)	141		141	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-1)	600		600	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-2)	100		100	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-3)	100		100	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-4)	204		204	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE A-1)	395		395	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE A)	560		560	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL 1)	550		550	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL 2)	393		393	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL 3)	125		125	LIN. FT.
SP, SS, & 632	CONCRETE ISLAND	6527		6527	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	10541	1750	12291	SQ. YD.
SP, SS, & 633	CONCRETE WALKS (TYPE SPECIAL)	528		528	SQ. YD.
SP, SS, & 633	HAND RAILING	139		139	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	40564		40564	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE SPECIAL)	115		115	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE E-1) (2' 0")	716		716	LIN. FT.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00		1.00	LUMP SUM
637	MAILBOXES	11		11	EACH
637	MAILBOX SUPPORTS (SINGLE)	9		9	EACH
637	MAILBOX SUPPORTS (DOUBLE)	1		1	EACH
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 2)	21		21	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)	362		362	SQ. YD.
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	34640		34640	LIN. FT.
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	6		6	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	6		6	EACH

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	368	832
		SUMMARY OF QUANTITIES AND REVISIONS				

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

04-04-2024

SUMMARY OF QUANTITIES (BOX 3 OF 4)

ITEM NUMBER	ITEM	QUANTITY (NHPP-NHFP-9142(51))	QUANTITY (TAPLC-9142(51))	TOTAL QUANTITY	UNIT
SP	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED	66		66	WEEK
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	6		6	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	535		535	LIN. FT.
SP	ANTENNA SUPPORT (SHOE BASE, 50' HT.)	1		1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	8		8	EACH
SP	BATTERY BACKUP SYSTEM	2		2	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB)	5		5	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	83		83	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	6		6	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	45		45	EACH
SP & 707	CENTRAL CONTROL UNIT	6		6	EACH
SP & 707	POLE MOUNTED ASSEMBLY	37		37	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	5		5	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	34		34	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	12148		12148	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	16735		16735	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	5047		5047	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	320		320	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	3830		3830	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	4085		4085	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	1150		1150	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G., E.G.C.)	6801		6801	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	735		735	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/2 A.W.G., E.G.C.)	700		700	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	11598		11598	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	150		150	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	204		204	LIN. FT.
SP	PVC COATED GALVANIZED STEEL CONDUIT (1.5")	93		93	LIN. FT.
SP	FIBERGLASS CONDUIT (1")	868		868	LIN. FT.
710	NON-METALLIC CONDUIT (2")	6377		6377	LIN. FT.
710	NON-METALLIC CONDUIT (3")	5176		5176	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	18		18	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	4		4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	14		14	EACH
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	46		46	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	11		11	EACH
SS & 713	SPAN WIRE ASSEMBLY	3		3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	8		8	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')	3		3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (60')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (64')	3		3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (70')	1		1	EACH
SP	ROADWAY ILLUMINATION POLE RELOCATION	1		1	EACH
SP	LED LUMINAIRE ASSEMBLY	22		22	EACH
SP	LUMINAIRE ASSEMBLY - BRIDGE MOUNTED (360")	6		6	EACH
SP	SUBMERSIBLE LUMINAIRE (1,500 LUMENS, LED)	3		3	EACH
SP	UNDERPASS LUMINAIRE (6,000 LUMENS, LED)	14		14	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,000 LUMENS, PENDANT, SHOE BASE, 20')	4		4	EACH
SP	LED ROADWAY ILLUMINATION POLE (14,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	13		13	EACH
SP	LED ROADWAY ILLUMINATION POLE (14,000 LUMENS, COBRA HEAD, T-BASE, 40')	1		1	EACH
SP	LED ROADWAY ILLUMINATION POLE (24,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	15		15	EACH
SP	LED ROADWAY ILLUMINATION POLE (24,000 LUMENS, COBRA HEAD, SHOE BASE, 70')	1		1	EACH
SP	LED ROADWAY ILLUMINATION POLE (2 X 24,000 LUMENS, COBRA HEAD, SHOE BASE, 40')	1		1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	15		15	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1		1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	9		9	EACH
SP	SERVICE POINT ASSEMBLY (5 CIRCUITS)	1		1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00		1.00	LUMP SUM
SP	REMOVAL OF TILT TOWER FOUNDATION/HELICAL SCREW	1		1	EACH
716	TREATED WOOD POLE (CLASS 2, 40')	8		8	EACH
716	TREATED WOOD POLE (CLASS 2, 45')	15		15	EACH
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	1698		1698	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	2512		2512	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	25408		25408	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")	3978		3978	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	1275		1275	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (24")	2561		2561	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	10161		10161	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (8")	2093		2093	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	50		50	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	94		94	EACH
SP & 719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	229		229	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	30862		30862	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	6019		6019	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	21329		21329	LIN. FT.
SP	PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM	1453		1453	SQ. YD.

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SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	369	832
		SUMMARY OF QUANTITIES AND REVISIONS				

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

04-10-2024

SUMMARY OF QUANTITIES (BOX 4 OF 4)

ITEM NUMBER	ITEM	QUANTITY (NHPP-NHFP-9142(51))	QUANTITY (TAPLC-9142(51))	TOTAL QUANTITY	UNIT
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING (ARROWS)	9		9	EACH
721	RAISED PAVEMENT MARKERS (TYPE II)	1637		1637	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-34)	1		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-35)	1		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-37)	1		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-49-72-38)	1		1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-49-72-36)	1		1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-49-72-39)	1		1	EACH
SP	MODIFICATION OF EXISTING OVERHEAD SIGN STRUCTURE	1		1	EACH
SP	MODIFICATION OF EXISTING ROADSIDE MOUNTED SIGNS	5		5	EACH
SP	STEEL MONOTUBE STRUCTURE WITH FOUNDATION(S)(OH-49-72-40)	1		1	EACH
SP	STEEL MONOTUBE STRUCTURE WITH FOUNDATION(S)(56' MAST ARM)	1		1	EACH
SS & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	321		321	SQ. FT.
SS & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	1889		1889	SQ. FT.
SS & 726	STANDARD SIGN	3071		3071	SQ. FT.
SP	18" STREET NAME SIGN	14		14	EACH
SS & 727	EXIT NUMBER PANEL (TYPE A)	119		119	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE B)	71		71	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE C)	31		31	SQ. FT.
SP, SS, & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	9		9	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	2034		2034	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	106		106	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	15		15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	19		19	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	12		12	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	14		14	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	2		2	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-5)	4		4	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-6)	3		3	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-8)	1		1	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-10)	1		1	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	26		26	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	9		9	EACH
SS & 732	CRASH CUSHION	1		1	EACH
733	VIDEO DETECTOR RELOCATION	7		7	EACH
SP	VIDEO DETECTOR ROTATION	11		11	EACH
SP & 733	VIDEO DETECTOR (IP)	17		17	EACH
SP & 733	HYBRID VIDEO / RADAR DETECTOR	8		8	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	11140		11140	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	6		6	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	8		8	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	292		292	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	570.51		570.51	CU. YD.
SP	ARCHITECTURAL FINISH	3205		3205	SQ. FT.
SP	RETAINING WALL	34790		34790	SQ. FT.
SP	TEXTURED COATING FINISH	4081		4081	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	160037		160037	POUND
SS & 816	FILTER BLANKET	881		881	SQ. YD.
SS & 816	DUMPED RIPRAP	56		56	CU. YD.
SP	NATIVE STONE	503		503	TON
	STRUCTURES OVER 20' SPAN				
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO 1)	1.00		1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO 2)	1.00		1.00	LUMP SUM
636	BRIDGE CONSTRUCTION CONTROL	1.00		1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	451		451	CU. YD.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	497		497	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	1631.12		1631.12	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-BRIDGE	889.60		889.60	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE	1823.50		1823.50	CU. YD.
SP	ARCHITECTURAL FINISH	6611		6611	SQ. FT.
SP	TEXTURED COATING FINISH	2761		2761	SQ. YD.
SP & 803	CLASS 2 PROTECTIVE SURFACE TREATMENT	6793.5		6793.5	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	244755		244755	POUND
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	175310		175310	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	452710		452710	POUND
SS & 805	STEEL PILING (HP 12X53)	1456		1456	LIN. FT.
SS & 805	STEEL PILING (HP 14X117)	567		567	LIN. FT.
SP	CORING DRILLED SHAFT	92		92	LIN. FT.
SP	DRILLED SHAFT (72" DIAMETER)	81		81	LIN. FT.
SP	DRILLED SHAFT (84" DIAMETER)	240		240	LIN. FT.
SP	PERMANENT STEEL CASING (84" DIAMETER)	45		45	LIN. FT.
SP	PERMANENT STEEL CASING (96" DIAMETER)	128		128	LIN. FT.
SP	CROSSHOLE SONIC LOGGING (72" DIAMETER)	3		3	EACH
SP	CROSSHOLE SONIC LOGGING (84" DIAMETER)	8		8	EACH
SS & 806	METAL BRIDGE RAILING (TYPE H4)	201		201	LIN. FT.
SS & 806	METAL BRIDGE RAILING (TYPE H2)	206		206	LIN. FT.
SS & 806	METAL BRIDGE RAILING (TYPE H3)	761		761	LIN. FT.
SS & 806	TRANSITIONAL APPROACH RAILING	4		4	EACH
SP, SS, & 807	STRUCTURAL STEEL INPLATE GIRDER SPANS (A709, GR. 50)	1815230		1815230	POUND
SS & 807	PAINTING STRUCTURAL STEEL	896.8		896.8	TON
SS & 808	ELASTOMERIC BEARINGS	42698.0		42698.0	CU. IN.
SS & 809	SILICONE JOINT SEALANT	240		240	LIN. FT.
812	BRIDGE NAME PLATE (TYPE D)	3		3	EACH
SS & 816	CONCRETE RIPRAP	263		263	CU. YD.
SP	SHORING (SITE NO. 1)	1.00		1.00	LUMP SUM
SP	SHORING (SITE NO. 2)	1.00		1.00	LUMP SUM

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
06-12-24		6	ARK.	040846	370	832
		SUMMARY OF QUANTITIES AND REVISIONS				

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

06-13-2024

REVISIONS

DATE	REVISION	SHEET NUMBER
6/12/2024	REVISED THE STORM WATER POLLUTION PREVENTION PLAN SPECIAL PROVISION AND ADDED THE DELAY IN RIGHT OF WAY OCCUPANCY SPECIAL PROVISION.	4 & 370

CD41256 2/23/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	371	832
		SURVEY CONTROL DETAILS				

SURVEY CONTROL COORDINATES

Project Name: sbb0410
Date: 6/15/2018
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	630410.4160	664812.6808	1269.28	CTL	ARDOT STD. MON. STAMPED PN:1
2	631656.0754	664523.4066	1262.84	CTL	ARDOT STD. MON. STAMPED PN:2
3	632478.4899	664202.6791	1257.81	CTL	ARDOT STD. MON. STAMPED PN:3
4	633450.8945	663742.5237	1279.30	CTL	ARDOT STD. MON. STAMPED PN:4
5	633899.0594	664910.7106	1270.71	CTL	ARDOT STD. MON. STAMPED PN:5
8	633234.3108	662465.1657	1272.58	CTL	ARDOT STD. MON. STAMPED PN:8
9	634622.8936	663200.1063	1272.17	CTL	ARDOT STD. MON. STAMPED PN:9
10	635419.1196	662884.6495	1285.00	CTL	ARDOT STD. MON. STAMPED PN:10
11	636118.8335	662598.4723	1297.31	CTL	ARDOT STD. MON. STAMPED PN:11
12	624898.0753	665552.3408	1290.49	CTL	ARDOT STD. MON. STAMPED PN:12
13	625364.1154	664695.3603	1270.36	CTL	ARDOT STD. MON. STAMPED PN:13
14	625757.4279	665234.5458	1266.19	CTL	ARDOT STD. MON. STAMPED PN:14
15	626538.3613	665411.2490	1268.28	CTL	ARDOT STD. MON. STAMPED PN:15
16	626362.9256	665411.2490	1285.05	CTL	ARDOT STD. MON. STAMPED PN:16
17	626362.2900	665077.2798	1286.37	CTL	ARDOT STD. MON. STAMPED PN:17
18	627040.3335	665244.1894	1278.73	CTL	ARDOT STD. MON. STAMPED PN:18
19	627374.2226	665367.4719	1296.15	CTL	ARDOT STD. MON. STAMPED PN:19
20	627876.5824	664885.0049	1312.05	CTL	ARDOT STD. MON. STAMPED PN:20
21	627966.1046	665217.4156	1272.03	CTL	ARDOT STD. MON. STAMPED PN:21
22	628628.1311	664860.3122	1292.12	CTL	ARDOT STD. MON. STAMPED PN:22
23	628949.9717	665065.3264	1266.48	CTL	ARDOT STD. MON. STAMPED PN:23
24	630380.7389	665774.3586	1237.29	CTL	ARDOT STD. MON. STAMPED PN:24
25	629689.8434	664931.4205	1268.02	CTL	ARDOT STD. MON. STAMPED PN:25
26	634444.2543	665805.6980	1289.52	CTL	ARDOT STD. MON. STAMPED PN:26
27	634228.3728	665488.1483	1284.06	CTL	ARDOT STD. MON. STAMPED PN:27
28	634133.8416	665163.3316	1273.12	CTL	ARDOT STD. MON. STAMPED PN:28
29	633826.0009	664594.0326	1269.96	CTL	ARDOT STD. MON. STAMPED PN:29
30	633671.4879	664346.5263	1268.38	CTL	ARDOT STD. MON. STAMPED PN:30
31	633667.5254	663976.1700	1263.08	CTL	ARDOT STD. MON. STAMPED PN:31
32	633532.4239	663816.0433	1261.02	CTL	ARDOT STD. MON. STAMPED PN:32
33	633572.2403	663609.5816	1260.38	CTL	ARDOT STD. MON. STAMPED PN:33
34	633394.8169	663297.9506	1263.39	CTL	ARDOT STD. MON. STAMPED PN:34
35	633419.4386	662988.7134	1267.91	CTL	ARDOT STD. MON. STAMPED PN:35
36	633251.2572	662775.1197	1268.35	CTL	ARDOT STD. MON. STAMPED PN:36
37	633069.3103	662209.1374	1273.33	CTL	ARDOT STD. MON. STAMPED PN:37
38	633022.6963	661859.0902	1276.93	CTL	ARDOT STD. MON. STAMPED PN:38
39	632861.0025	661592.4019	1280.66	CTL	ARDOT STD. MON. STAMPED PN:39
40	632837.5866	661277.0033	1280.63	CTL	ARDOT STD. MON. STAMPED PN:40
41	632690.1747	660988.8245	1280.65	CTL	ARDOT STD. MON. STAMPED PN:41
42	633636.8170	663600.9959	1279.63	CTL	ARDOT STD. MON. STAMPED PN:42
43	633949.7606	663605.9401	1277.14	CTL	ARDOT STD. MON. STAMPED PN:43
44	634170.2186	663391.4785	1272.34	CTL	ARDOT STD. MON. STAMPED PN:44
45	634470.3556	663395.7482	1271.21	CTL	ARDOT STD. MON. STAMPED PN:45
46	634867.3374	663234.4110	1276.14	CTL	ARDOT STD. MON. STAMPED PN:46
47	635036.4528	663040.6540	1279.41	CTL	ARDOT STD. MON. STAMPED PN:47
48	635242.0980	663082.4664	1282.37	CTL	ARDOT STD. MON. STAMPED PN:48
49	635614.8185	662934.0454	1288.26	CTL	ARDOT STD. MON. STAMPED PN:49
50	635792.5794	662736.0535	1291.63	CTL	ARDOT STD. MON. STAMPED PN:50
51	635992.3778	662791.1138	1293.98	CTL	ARDOT STD. MON. STAMPED PN:51
52	636372.8512	662638.0362	1299.79	CTL	ARDOT STD. MON. STAMPED PN:52
53	636471.4978	662458.6828	1302.73	CTL	ARDOT STD. MON. STAMPED PN:53
54	636735.7176	662489.6032	1306.14	CTL	ARDOT STD. MON. STAMPED PN:54
55	629954.4135	664720.9318	1272.14	CTL	ARDOT STD. MON. STAMPED PN:55
56	630570.7890	664430.0907	1284.16	CTL	ARDOT STD. MON. STAMPED PN:56
57	631098.1198	664756.2824	1266.71	CTL	ARDOT STD. MON. STAMPED PN:57
58	631167.8311	664218.3762	1286.23	CTL	ARDOT STD. MON. STAMPED PN:58
59	632089.4071	664430.5121	1259.84	CTL	ARDOT STD. MON. STAMPED PN:59
60	631759.3649	664205.2085	1281.39	CTL	ARDOT STD. MON. STAMPED PN:60
61	633168.8909	664129.9298	1259.50	CTL	ARDOT STD. MON. STAMPED PN:61
62	632355.8098	663860.5807	1263.99	CTL	ARDOT STD. MON. STAMPED PN:62
63	627811.8566	664665.9316	1288.62	CTL	ARDOT STD. MON. STAMPED PN:63
64	633063.7207	663694.8447	1260.28	CTL	ARDOT STD. MON. STAMPED PN:64
65	628746.4496	664706.5889	1281.91	CTL	ARDOT STD. MON. STAMPED PN:65
66	627211.5689	664908.4704	1360.32	CTL	ARDOT STD. MON. STAMPED PN:66
67	626640.1180	664781.7959	1402.09	CTL	ARDOT STD. MON. STAMPED PN:67
69	636838.9029	662516.9308	1309.51	CTL	ARDOT STD. MON. STAMPED PN:69
70	637439.9134	662274.0607	1319.31	CTL	ARDOT STD. MON. STAMPED PN:70
71	638203.8355	661964.8923	1326.89	CTL	ARDOT STD. MON. STAMPED PN:71
72	638704.4630	661763.9252	1324.63	CTL	ARDOT STD. MON. STAMPED PN:72
73	639412.7317	661554.3694	1296.17	CTL	ARDOT STD. MON. STAMPED PN:73
74	632178.7858	665324.1744	1253.23	CTL	ARDOT STD. MON. STAMPED PN:74
75	631572.7728	665293.6073	1247.54	CTL	ARDOT STD. MON. STAMPED PN:75
76	631555.8322	665857.8456	1248.94	CTL	ARDOT STD. MON. STAMPED PN:76
77	631833.9983	665008.2257	1246.47	CTL	ARDOT STD. MON. STAMPED PN:77
78	631323.1332	665272.2436	1240.78	CTL	ARDOT STD. MON. STAMPED PN:78
101	642492.8038	662000.3683	1275.90	GPS	ARDOT GPS MON.720034
103	633341.4840	667878.9163	1259.23	GPS	ARDOT GPS MON.720032
906	633921.2469	664934.3061	1271.16	TBM	SQUARE CUT IN CATCH BASIN OF
909	633249.3511	662523.2762	1271.35	TBM	SQUARE CUT IN BACK OF CATCH BAS
919	626430.6602	665408.9124	1282.00	TBM	SQUARE CUT CENTER DI I-49
920	627497.7761	665144.4206	1311.65	TBM	ARDOT CAP SW CORNER BR I-49
921	628764.6029	664708.2195	1281.86	TBM	ARDOT CAP SW CORNER CA I-49
922	630189.4007	664607.9732	1269.28	TBM	SQUARE CUT CENTER W HW I-49
923	631080.7214	664628.4215	1265.04	TBM	SQUARE CUT CENT DI I-49 FAYETTEVILLE
924	632305.2960	664208.5475	1256.36	TBM	SQUARE CUT CENT OF DI I-49
953	634348.1715	665758.9826	1286.07	TBM	SQ CUT BACK OF S CA
954	633703.0616	663951.1492	1259.98	TBM	ALUM ARDOT CAP CNTR N HW
955	633367.8718	662863.2827	1268.98	TBM	ALUM ARDOT CAP IN CA
956	632737.5851	661210.3250	1282.26	TBM	SQ CUT BASE OF SIGNAL POL
957	635855.2255	662902.8101	1287.22	TBM	ALUM ARDOT CAP CNTR HW
999	628903.3355	667682.9274	1241.41	BM	NGS MON Q310 SS ROD IN SLEEVE I-49

*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 sBB410gi.CTL
HORIZONTAL DATUM: NAD 83 (1997)
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: 720032 – 720034
CONVERGENCE ANGLE: 01 16 38.08 LEFT AT LAT N 36–03–14.26 LON W094–11–41.85
GRID AZIMUTH = ASTRONOMICAL AZIMUTH – CONVERGENCE ANGLE.

Alignment Name: CL Const. I-49 NEW

8000	P.O.B.	100+00.00	622734.7153	665207.7198
8001	P.C.	105+88.27	623285.7925	665413.5793
8002	P.T.	125+77.29	625243.1468	665604.3243
8003	P.C.	181+05.67	630698.0433	664705.9912
8004	P.T.	189+69.60	631536.7007	664501.9920
8005	P.C.	192+74.79	631826.9676	664407.7287
8006	P.T.	208+72.35	633327.9957	663861.7552
8007	P.C.	213+72.35	633791.6367	663674.5737
8008	P.R.C.	225+74.09	634893.6879	663195.6824
8009	P.T.	237+75.83	635995.7391	662716.7912
8010	P.O.E.	265+52.44	638570.4370	661677.3322

Alignment Name: CL Const. Ramp A

8011	P.C.	700+00.00	630166.3722	664835.6078
8012	P.T.	701+90.28	630355.3496	664814.0846
8013	P.C.	707+78.79	630942.6754	664776.6864
8014	P.T.	710+21.95	631185.1597	664787.0003
8015	P.C.	710+99.85	631262.1944	664798.5333
8016	P.T.	712+56.80	631417.1862	664785.4450
8017	P.C.	712+81.31	631440.4714	664777.8035
8018	P.T.	713+66.10	631516.8774	664800.4833

Alignment Name: CL Const. Ramp B

8019	P.O.B.	750+00.00	630995.9459	664691.2748
8020	P.C.	757+39.59	631718.5692	664533.7824
8021	P.T.	759+49.83	631921.1171	664477.8059
8022	P.O.E.	761+33.58	632095.2615	664419.1914

Alignment Name: CL Const. Roundabout 1 Exit

8023	P.C.	600+00.00	631705.3075	664207.3291
8024	P.T.	602+11.96	631743.7671	664345.3686
8025	P.C.	602+75.63	631684.4212	664368.4253
8026	P.T.	603+60.47	631604.6816	664397.3838
8027	P.C.	604+94.38	631477.8269	664440.2886
8028	P.T.	605+92.04	631386.1638	664473.9257
8029	P.C.	606+44.28	631337.5962	664493.1707
8030	P.T.	609+21.17	631073.6984	664576.1886

Alignment Name: CL Const. Roundabout 1 NEW

8031	P.C.	1000+00.00	631487.3114	664292.5995
8031	P.T.	1003+58.14	631487.3114	664292.5995

Alignment Name: CL Const. Roundabout 2 Bypass Ramp NEW

8032	P.O.B.	800+00.00	631557.4494	665240.1476
8033	P.C.	803+54.30	631605.5969	664889.1328
8034	P.R.C.	804+38.29	631639.1138	664813.3195
8035	P.R.C.	805+02.75	631671.8406	664758.1055
8036	P.T.	806+58.54	631768.8746	664639.4474

Alignment Name: CL Const. Roundabout 2 NEW

8037	P.C.	1100+00.00	631558.9227	664702.6942
8037	P.T.	1103+58.14	631558.9227	664702.6942

Alignment Name: CL Const. Roundabout 2 Northbound Exit NEW

8038	P.C.	900+00.00	631630.2649	664772.3423
8039	P.T.	901+24.98	631699.7054	664672.2418
8040	P.C.	904+93.36	632009.1010	664472.2935
8041	P.T.	905+92.99	632098.6110	664429.1428

Alignment Name: CL Const. S. Futrall Dr. Combined Lanes

8042	P.O.B.	717+78.24	632096.6970	664423.4563
8043	P.C.	720+44.79	632349.3188	664338.4275
8044	P.T.	722+48.43	632549.8548	664310.5607

Alignment Name: CL Const. S. Shiloh Dr. Exit NEW

8045	P.C.	550+00.00	631864.2985	664153.4314
8046	P.T.	551+52.56	631789.6920	664277.9044

Alignment Name: CL Const. S. Shiloh Dr. NEW

8047	P.O.B.	502+30.00	631959.5927	664077.6343
8048	P.C.	502+51.52	631943.2987	664091.6913
8049	P.T.	504+89.05	631731.2161	664192.1460
8050	P.C.	509+00.60	631325.8019	664262.9400
8051	P.T.	510+11.64	631215.2397	664264.5158
8052	P.C.	510+31.64	631195.4478	664261.6383
8053	P.T.	512+08.06	631021.8999	664280.3940
8054	P.O.E.	513+58.06	630881.4986	664333.1906

Alignment Name: CL Const. Shared Use Path Pedestrian Tunnel

8055	P.O.B.	0+00.00	631451.5958	665198.9243
8056	P.I.	1+98.63	631630.5936	665112.8182
8057	P.O.E.	2+60.00	631686.8045	665088.1927

Alignment Name: CL Const. W. 15th Street

8058	P.O.B.	100+00.00	631448.9170	664072.7271
8059	P.I.	106+96.50	631568.7278	664758.8446
8060	P.I.	108+98.25	631568.7278	664960.5962
8061	P.O.E.	113+54.50	631550.3354	665416.4784

Alignment Name: CL Const. W. 15th Street MSE Wall Shared Use Path

8062	P.O.B.	0+00.00	631597.0700	665262.7620
8063	P.I.	0+39.92	631598.6793	665222.8741
8064	P.C.	0+80.43	631604.1838	665182.7438
8065	P.T.	1+47.85	631643.0882	665131.2592
8066	P.C.	2+04.69	631695.1537	665108.4505
8067	P.T.	2+16.47	631699.0140	665098.5713
8068	P.O.E.	2+24.97	631695.6032	665090.7856

Alignment Name: CL Const. Cul-de-sac 15th Street

8069	P.O.B.	10+00.00	630388.9357	665213.7211
8070	P.O.E.	13+55.13	630408.6589	664859.1372

Alignment Name: CL Const. I-49 Offramp South

8071	P.C.	1300+00.00	629735.1728	664810.3397
8072	P.T.	1301+96.28	629540.2028	664832.2350
8073	P.O.E.	1303+80.76	629356.0662	664843.3789

Alignment Name: CL Const. I-49 Entrance Ramp

8103	P.C.	1100+00.00	635255.8487	663224.9919
8132	P.T.	1103+81.28	635584.4525	663034.1232
8133	P.C.	1104+93.52	635672.5908	662964.6348
8135	P.T.	1109+00.21	636023.1879	662761.2483

Alignment Name: CL Const. N. Shiloh Dr.

8142	P.O.B.	1250+00.00	637065.6420	662165.8285
8143	P.I.	1251+50.06	636926.6912	662222.4997
8144	P.I.	1257+50.05	636367.8469	662440.8415
8145	P.I.	1264+81.36	635687.2502	662708.4318
8146	P.O.E.	1266+81.50	635503.8543	662788.5677

Alignment Name: CL Const. I - 49 Transition to S. Shiloh Dr.

8147	P.C.	1300+00.00	636593.4583	662432.8820
8149	P.T.	1301+88.67	636415.3106	662494.7626
8150	P.C.	1306+10.28	636010.6944	662613.2722
8152	P.T.	1306+83.68	635941.2687	662637.0340
8153	P.O.E.	1311+46.14	635510.8870	662806.2472

Alignment Name: CL Const. HWY. 62/HWY. 180

8154	P.O.B.	400+00.00	632267.1453	659125.2736
8155	P.C.	421+01.85	632772.6142	661165.4361
8157	P.T.	426+02.28	632914.0097	661645.3150
8158	P.C.	436+13.57	633241.9129	662601.9685
8160	P.T.	442+16.66	633414.7487	663179.5938
8161	P.C.	455+25.02	633740.0490	664446.8709
8163	P.T.	459+04.87	633881.8852	664798.0432
8164	P.O.E.	465+65.98	634208.3421	665372.9355

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

Alignment Name : CL Const. S. Shiloh Dr. North

8123	P.O.B.	1311+46.14	635508.3057	662799.7120
8124	P.C.	1314+95.60	635184.4805	662931.0964
8126	P.T.	1319+73.63	634728.6201	663073.1112
8127	P.C.	1328+86.75	633837.2254	663271.1075
8129	P.T.	1331+93.96	633539.2534	663345.7277
8130	P.O.E.	1332+73.26	633462.8669	663367.0484

Alignment Name : CL Const. S Finger Rd.

8165	P.O.B.	100+00.00	632190.3015	661210.3786
8166	P.I.	101+41.40	632331.5763	661216.2665
8167	P.I.	102+63.54	632453.6852	661219.2220
8168	P.O.E.	106+00.00	632789.8512	661233.2322

Alignment Name : CL Const. One Mile Rd.

8169	P.O.B.	106+00.00	632789.7602	661232.8828
8170	P.O.E.	111+00.00	633289.3627	661252.8160

Alignment Name : CL Const. S. Futrall Dr. North

8171	P.O.B.	750+00.00	633642.0969	664065.2776
8172	P.C.	751+06.55	633740.9781	664025.5946
8174	P.T.	753+22.36	633934.4657	663930.4585
8175	P.O.E.	758+72.68	634408.6394	663651.1574

Alignment Name : CL Const. U-Turn North

8176	P.C.	2000+00.00	633736.9974	663349.3636
8178	P.T.	2002+77.07	633608.8867	663562.9080
8179	P.C.	2005+22.60	633669.9332	663800.7279
8181	P.T.	2008+46.67	633928.2551	663908.0036

Alignment Name : CL Const. U-Turn South

8182	P.C.	2100+00.00	633378.9449	664116.1504
8184	P.T.	2102+64.32	633494.7907	663906.0694
8185	P.C.	2105+44.49	633425.1336	663634.7049
8187	P.T.	2108+42.23	633190.4149	663515.8204

Alignment Name : CL Const. South Shiloh Dr. South

8104	P.O.B.	484+82.10	633470.3965	663396.3819
8105	P.C.	488+49.63	633129.3351	663533.3441
8107	P.T.	491+67.82	632872.3800	663715.9674
8108	P.C.	493+22.40	632770.8160	663832.4957
8110	P.T.	494+82.75	632627.9767	663892.1722
8111	P.C.	496+90.14	632420.9939	663879.2369
8113	P.T.	499+42.04	632178.2250	663932.8821
8114	P.C.	499+95.31	632131.4099	663958.2975
8116	P.T.	502+00.11	631963.2422	664074.4858
8047	P.O.E.	502+04.93	631959.5927	664077.6343

Alignment Name: CL Const. South. Futrall Dr. South

8044	P.O.B.	722+48.43	632549.8548	664310.5607
8117	P.C.	723+01.33	632602.6891	664313.1263
8119	P.T.	725+55.86	632854.7467	664286.0619
8120	P.C.	729+19.51	633205.9484	664191.7136
8122	P.T.	733+74.81	633637.5832	664047.6936

USER: qb5181
DESIGN FILE: G:\2110920O_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
PLOTTED: 3/25/2024 13:28
SCALE: 1:100

SURVEY CONTROL DETAILS

G:\2110920O_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn 3/25/2024 13:28

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	372	832
		SURVEY CONTROL DETAILS				

P. O. B. 100+00.00

8000

N20°29'01"E
588.27'

P.C. 105+88.27

8001

110

115

120

C.L. I-49
PI = 116+05.88
Δ = 29°50'07" LT.
D = 1°30'00"
T = 1017.61'
L = 1989.02'
PC = 105+88.27
PT = 125+77.29
e = 0.056'/'
Ls = 350'

℄ I-49

N20°29'01"E
1017.61'

N9°21'06"W
1017.61'

P.I. 116+05.88

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

8159

120

125

130

135

C.L. I-49
PI = 116+05.88
Δ = 29°50'07" LT.
D = 1°30'00"
T = 1017.61'
L = 1989.02'
PC = 105+88.27
PT = 125+77.29
e = 0.056'/'
Ls = 350'

SURVEY BASELINE N20°17'41"W
916.23'

PN12
PD:AHTD STD. MON. STAMPED PN12 I-49

P.T. 125+77.29

8002

PN14
PD:AHTD STD. MON. STAMPED PN14 I-49

SURVEY BASELINE N16°16'08"E
630.75'

℄ I-49

N9°21'06"W
5528.37'

N9°21'06"W
1017.61'

SURVEY CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
PLOTTED: 3/25/2024 13:28
SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	373	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

135 140 145 150

PN:17 PD:AHTD STD. MON. STAMPED PN:17 I-49

SURVEY BASELINE N6°16'08"E 630.75'

PN:16 PD:AHTD STD. MON. STAMPED PN:16 I-49

PN:919 PD:SQUARE CUT CENTER DI I-49

SURVEY BASELINE N13°51'13"W 697.70'

N9°21'06"W 5528.37'

℄ I-49

PN:15 PD:AHTD STD. MON. STAMPED PN:15 I-49

PN:18 PD:AHTD STD. MON. STAMPED PN:18 I-49

PN:920 PD:AHTD CAP SW CORNER BR I-49

SURVEY BASELINE N20°15'57"E 355.92'

PN:19 PD:AHTD STD. MON. STAMPED PN:19 I-49

150 155 160 165

PN:21 PD:AHTD STD. MON. STAMPED PN:21 I-49

SURVEY BASELINE N14°13'34"W 610.61'

N9°21'06"W 5528.37'

SURVEY BASELINE N28°20'34"W 752.20'

℄ I-49

STA. 158+60.00
BEGIN CONSTRUCTION
℄ I-49.

PN:22 PD:AHTD STD. MON. STAMPED PN:22 I-49

PN:921 PD:AHTD CAP SW CORNER CA I-49

PN:65 PD:AHTD STD. MON. STAMPED PN65 I-49

SURVEY BASELINE N32°28'50"E 361.59'

PN:23 PD:AHTD STD. MON. STAMPED PN:23 I-49

SURVEY BASELINE N10°15'31"W 751.89'

SURVEY CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\2119200_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
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SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	374	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024



PN:56
PD:AHTD STD. MON. STAMPED PN:56 I-49

SURVEY BASELINE N3°44'23"E
620.06'

180

C.L. I-49
PI = 185+38.45
Δ = 08°38'22" LT.
D = 1°00'00"
T = 432.78'
L = 863.93'
PC = 181+05.67
PT = 189+69.60
e = 0.038'/'
Ls = 420'

P.C. 181+05.67

8003

SURVEY BASELINE N6°15'28"W
414.84'

N9°21'06"W
432.79'

N3°38'36"W
588.52'

1300

170

C.L. I-49 (S) RAMP
PI = 1300+98.23
Δ = 05°53'19" RT.
D = 3°00'00"
T = 98.23'
L = 196.28'
PC = 1300+00.00
PT = 1301+96.28
MATCH EXIST. SUPER

P.C. 1300+00.00

8071

P.T. 1301+96.28

8072

P.O.E. 1303+80.76

8073

℄ I-49 (S) OFFRAMP
S3°27'47"E
184.48'

S3°27'47"E
98.23'

S9°21'06"E
98.23'
P.I. 1300+98.23

PN:55
PD:AHTD STD. MON. STAMPED PN:55 I-49

SURVEY BASELINE N11°22'34"E
465.14'

SURVEY BASELINE N38°30'19"W
338.09'

℄ I-49
N9°21'06"W
5528.37'

PN:922
PD:SQUARE CUT CENTER W HW I-49

175

P.I. 700+95.22
N9°21'06"W
95.22'

N3°38'36"W
95.22'

8012

8011

P.C. 700+00.00

P.T. 701+90.28

C.L. I-49 (N) - RAMP A
PI = 700+95.22
Δ = 05°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 700+00.00
PT = 701+90.28
NO SUPERELEVATION

700

℄ I-49 (N) - RAMP A

PN:24
PD:AHTD STD. MON. STAMPED PN:24 I-49

8070

P.O.E. 13+55.13

705

℄ CUL-DE-SAC 15TH ST.
N86°48'59"W
355.13'

P.O.B. 10+00.00

6908

10

PN:25
PD:AHTD STD. MON. STAMPED PN:25 I-49

SURVEY BASELINE N10°15'31"W
751.89'

SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	375	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

STA. 502+30.00
BEGIN CONSTRUCTION
℄ S. SHILOH DR.
C.L. S. SHILOH DR.
PI= 503+73.25
Δ = 30°52'46" RT.
D = 13°00'00"
T = 121.73'
L = 237.53'
PC = 502+51.52
PT = 504+89.05
NO SUPERELEVATION

C.L. S. SHILOH DR.
PI= 509+56.59
Δ = 18°10'38" RT.
R = 350'
T = 55.99'
L = 111.04'
PC = 509+00.60
PT = 510+11.64
NO SUPERELEVATION

C.L. ROUNDABOUT 1
PI= N/A
Δ = 360°00'00" LT.
R = 57'
T = N/A
L = 358.14'
PC = 1000+00.00
PT = 1003+58.14

C.L. S. SHILOH DR.
PI= 511+21.77
Δ = 28°52'49" LT.
R = 350'
T = 90.13'
L = 176.42'
PC = 510+31.64
PT = 512+08.06
NO SUPERELEVATION

C.L. I-49 (S) - RAB I EXIT
PI= 603+18.06
Δ = 02°32'43" RT.
D = 03°00'00"
T = 42.43'
L = 84.84'
PC = 602+75.63
PT = 603+60.47
NO SUPERELEVATION

C.L. I-49 (S) - RAB I EXIT
PI= 605+43.22
Δ = 02°55'46" LT.
D = 03°00'00"
T = 48.84'
L = 97.66'
PC = 604+94.38
PT = 605+92.04
NO SUPERELEVATION

C.L. I-49 (S) - RAB I EXIT
PI= 607+82.97
Δ = 18°18'24" RT.
D = 03°00'00"
T = 138.69'
L = 276.89'
PC = 606+44.28
PT = 609+21.17
NO SUPERELEVATION

C.L. I-49
PI= 185+38.45
Δ = 08°38'22" LT.
D = 1°00'00"
T = 432.78'
L = 863.93'
PC = 181+05.67
PT = 189+69.60
e = 0.038'/'
Ls = 420'

C.L. I-49 (S) - RAB I EXIT
PI= 607+26.05
Δ = 168°40'24" RT.
R = 72'
T = 726.05'
L = 211.96'
PC = 600+00.00
PT = 602+11.96
NO SUPERELEVATION

C.L. I-49
PI= 200+73.89
Δ = 03°59'38" LT.
D = 0°15'00"
T = 799.10'
L = 1597.56'
PC = 192+74.79
PT = 208+72.35
NO SUPERELEVATION

C.L. S. SHILOH DR. EXIT - I-49 (S)
PI= 550+84.84
Δ = 62°26'04" LT.
R = 140'
T = 84.84'
L = 152.56'
PC = 550+00.00
PT = 551+52.56
NO SUPERELEVATION

C.L. I-49 (N) - RAMP B
PI= 758+44.82
Δ = 06°18'27" LT.
D = 3°00'00"
T = 105.23'
L = 210.24'
PC = 757+39.59
PT = 759+49.83
NO SUPERELEVATION

C.L. RAB 2 - NB EXIT
PI= 905+43.43
Δ = 14°16'13" RT.
R = 400'
T = 50.07'
L = 99.63'
PC = 904+93.36
PT = 905+92.99
NO SUPERELEVATION

C.L. RAB 2 - NB EXIT
PI= 900+65.87
Δ = 44°45'20" RT.
R = 160'
T = 65.87'
L = 124.98'
PC = 900+00.00
PT = 901+24.98
NO SUPERELEVATION

C.L. RAB 2 BYPASS RAMP
PI= 805+83.27
Δ = 35°42'16" RT.
R = 250'
T = 80.52'
L = 155.79'
PRC = 805+02.75
PT = 806+58.54
NO SUPERELEVATION

C.L. RAB 2 BYPASS RAMP
PI= 804+70.80
Δ = 18°28'02" LT.
R = 200'
T = 32.51'
L = 64.46'
PRC = 804+38.29
PRC = 805+02.75
NO SUPERELEVATION

C.L. RAB 2 BYPASS RAMP
PI= 803+97.43
Δ = 32°04'47" RT.
R = 150'
T = 43.13'
L = 83.99'
PC = 803+54.30
PRC = 804+38.29
NO SUPERELEVATION

C.L. I-49 (N) - RAMP A
PI= 709+00.83
Δ = 12°09'28" RT.
D = 5°00'00"
T = 122.04'
L = 243.16'
PC = 707+78.79
PT = 710+21.95
NO SUPERELEVATION

C.L. I-49 (N) - RAMP A
PI= 711+79.77
Δ = 17°00'00" LT.
D = 17°00'00"
T = 79.92'
L = 156.95'
PC = 710+99.85
PT = 712+56.80
NO SUPERELEVATION

C.L. I-49 (N) - RAMP A
PI= 713+29.78
Δ = 69°24'07" RT.
R = 70'
T = 48.47'
L = 84.79'
PC = 712+81.31
PT = 713+66.10
NO SUPERELEVATION

C.L. ROUNDABOUT 2
PI= N/A
Δ = 360°00'00" LT.
R = 57'
T = N/A
L = 358.14'
PC = 1100+00.00
PT = 1103+58.14

P.I. 108+98.25
Δ = 2°18'37" RT.

C.L. W. 15TH ST. MSE WALL S.U.P.
PI= 02+12.19
Δ = 90°00'00" LT.
R = 7.50'
T = 7.50'
L = 11.78'
PC = 02+04.69
PT = 02+16.47

C.L. 15TH ST. MSE WALL S.U.P.
PI= 01+17.41
Δ = 58°31'57" RT.
R = 66'
T = 36.98'
L = 67.42'
PC = 00+80.43
PT = 01+47.85

SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	376	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
3-26-2024

C.L. SHILOH DR. SOUTH
PI= 500+98.10
Δ = 12°17'16" LT.
D = 06°00'00"
T = 102.79'
L = 204.80'
PC = 499+95.31
PT = 502+00.11
MATCH SUPERELEVATION

C.L. SHILOH DR. SOUTH
PI= 498+19.49
Δ = 32°04'23" LT.
R = 450'
T = 129.35'
L = 251.90'
PC = 496+90.14
PT = 499+42.04
MATCH SUPERELEVATION

C.L. SHILOH DR. SOUTH
PI= 494+08.70
Δ = 52°30'05" RT.
R = 175'
T = 86.30'
L = 160.35'
PC = 493+22.40
PT = 494+82.75
MATCH SUPERELEVATION

C.L. SHILOH DR. SOUTH
PI= 490+11.75
Δ = 27°02'46" LT.
D = 08°30'00"
T = 162.12'
L = 318.19'
PC = 488+49.63
PT = 491+67.82
e = 0.060'/'
Ls = 200'

℄ SHILOH DR. SOUTH

C.L. U-TURN SOUTH
PI= 2107+43.97
Δ = 97°28'57" LT.
R = 175'
T = 199.48'
L = 297.74'
PC = 2105+44.49
PT = 2108+42.23
NO SUPERELEVATION

℄ U-TURN SOUTH

C.L. I-49
PI= 200+73.89
Δ = 03°59'38" LT.
D = 0°15'00"
T = 799.10'
L = 1597.56'
PC = 192+74.79
PT = 208+72.35
NO SUPERELEVATION

℄ I-49

C.L. S. FUTRALL DR.
PI= 721+47.81
Δ = 21°22'57" RT.
D = 10°30'00"
T = 103.02'
L = 203.64'
PC = 720+44.79
PT = 722+48.43
e = 0.100'/'
Ls = 300'

℄ S. FUTRALL DR.

C.L. SOUTH FUTRALL DR.
PI= 724+29.63
Δ = 17°49'02" LT.
D = 07°00'00"
T = 128.30'
L = 254.53'
PC = 723+01.33
PT = 725+55.86
e = 0.090'/'
Ls = 250'

℄ SOUTH FUTRALL DR.

C.L. SOUTH FUTRALL DR.
PI= 731+47.43
Δ = 06°49'46" LT.
D = 01°30'00"
T = 227.92'
L = 455.30'
PC = 729+19.51
PT = 733+74.81
NO SUPERELEVATION

C.L. U-TURN SOUTH
PI= 2101+64.74
Δ = 86°32'27" LT.
R = 175'
T = 164.74'
L = 264.32'
PC = 2100+00.00
PT = 2102+64.32
NO SUPERELEVATION

STA. 205+00.00
BEGIN CONSTRUCTION
℄ I-49.

STA. 722+48.43
END CONSTRUCTION
℄ S. FUTRALL DR.

PN:62 PD:AHTD STD. MON. STAMPED PN:62 I-49
PN:64 PD:AHTD STD. MON. STAMPED PN:64 I-49
PN:924 PD:SQUARE CUT CENT OF DII-49
PN:3 PD:AHTD STD. MON. STAMPED PN:3
PN:61 PD:AHTD STD. MON. STAMPED PN:61 I-49
PN:4 PD:AHTD STD. MON. STAMPED PN:4
PN:32 PD:AHTD STD. MON. STAMPED PN:32
PN:59 PD:AHTD STD. MON. STAMPED PN:59 I-49

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	377	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

C.L. SHILOH DR. NORTH
PI = 1330+40.39
Δ = 03°04'19" LT.
D = 01°00'00"
T = 153.64'
L = 307.21'
PC = 1328+86.75
PT = 1331+93.96
NO SUPERELEVATION

C.L. U-TURN NORTH
PI = 2001+77.20
Δ = 90°42'52" LT.
R = 175'
T = 177.20'
L = 277.07'
PC = 2000+00.00
PT = 2002+77.07
NO SUPERELEVATION

C.L. I-49
PI = 219+73.36
Δ = 03°00'16" LT.
D = 0°15'00"
T = 601.01'
L = 1201.74'
PC = 213+72.35
PRC = 225+74.09
NO SUPERELEVATION

C.L. U-TURN NORTH
PI = 2007+55.27
Δ = 106°06'09" LT.
R = 175'
T = 232.67'
L = 324.07'
PC = 2005+22.60
PT = 2008+46.67
NO SUPERELEVATION

C.L. S. FUTRALL DRIVE NORTH
PI = 752+14.66
Δ = 08°37'57" LT.
D = 04°00'00"
T = 108.11'
L = 215.81'
PC = 751+06.55
PT = 753+22.36
NO SUPERELEVATION

STA. 758+72.68
END CONSTRUCTION
℄ FUTRALL DR.

℄ SHILOH DR. NORTH
℄ HWY. 62/HWY. 180
℄ U-TURN NORTH
℄ I-49
℄ S. FUTRALL DRIVE NORTH

SURVEY CONTROL DETAILS

USER: op5181
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	378	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

C.L. SHILOH DR. NORTH
PI = 1317+35.17
Δ = 09°33'37" RT.
D = 02°00'00"
T = 239.57'
L = 478.03'
PC = 1314+95.60
PT = 1319+73.63
NO SUPERELEVATION

P.T. 1319+73.63
8126
239.57'
S12°31'24"E
℄ SHILOH DR. NORTH
P.C. 1314+95.60
8124
239.57'
S22°05'01"E
349.46'
P.O.B. 1311+46.14
P.O.E. 1266+81.50
8146
S23°36'11"E
200.14'
P.I. 1264+81.36
Δ =02°08'24" LT.
8145
℄ N. SHILOH DR.
S21°27'48"E
731.31'

1315
1265
1260

C.L. I-49 TRANS. TO SHILOH DR.
PI = 1306+47.01
Δ = 05°08'18" RT.
D = 07°00'00"
T = 36.73'
L = 73.40'
PC = 1306+10.28
PT = 1306+83.68
MATCH EXIST. SUPER

P.I. 1306+47.01
S21°27'48"E
462.45'
S21°27'48"E
36.73'
S16°19'30"E
36.73'
S16°19'30"E
421.61'

1310
235
℄ I-49 TRANSITION TO SHILOH DR.
8152
P.T. 1306+83.68
8009
P.C. 1301+60.07
8150
PN:50
PD:AHTD STD. MON. STAMPED PN:50
PN:11
PD:AHTD STD. MON. STAMPED PN:11
1305
240
SURVEY BASELINE N65°51'04"E 230.44'
SURVEY BASELINE N65°51'10"E 251.08'

225
P.R.C. 225+74.09
P.I. 1317+35.17
PN:47
PD:AHTD STD. MON. STAMPED PN:47
SURVEY BASELINE N48°53'05"W 257.18'
SURVEY BASELINE N11°29'47"E 209.85'
230
C.L. I-49
PI = 231+75.10
Δ = 03°00'16" LT.
D = 0°15'00"
T = 601.01'
L = 1201.74'
PRC = 225+74.09
PT = 237+75.83
NO SUPERELEVATION
PN:10
PD:AHTD STD. MON. STAMPED PN:10
SURVEY BASELINE N48°10'31"W 265.46'
SURVEY BASELINE N41°09'58"E 201.84'
8123
8153
P.O.E. 1311+46.14
N21°59'06"W
601.01'

N24°59'22"W
601.01'
8008
℄ I-49
N24°59'22"W
601.01'
N21°59'06"W
2776.61'

PN:46
PD:AHTD STD. MON. STAMPED PN:46
C.L. I-49
PI = 219+73.36
Δ = 03°00'16" LT.
D = 00°15'00"
T = 601.01'
L = 1201.74'
PC = 213+72.35
PRC = 225+74.09
NO SUPERELEVATION

C.L. ENTRANCE RAMP
PI = 1101+91.92
Δ = 16°12'16" LT.
D = 04°15'00"
T = 191.22'
L = 381.28'
PC = 1100+00.00
PT = 1103+81.28
MATCH EXIST. SUPER
P.I. 1103+81.28
P.I. 1106+98.24
N 21°59'06" W
204.72'
N 38°15'08" W
204.72'
SURVEY BASELINE N24°59'06"E 201.25'
8135
P.T. 1109+00.21
PN:48
PD:AHTD STD. MON. STAMPED PN:48
P.I. 1103+75.10
P.C. 1100+00.00
8103
SURVEY BASELINE N48°04'55"W 266.08'
PN:49
PD:AHTD STD. MON. STAMPED PN:49
1105
PN:51
PD:AHTD STD. MON. STAMPED PN:51
PN:957
PD:ALUM AHTD CAP CNTR HW
STA. 1101+00.00
BEGIN CONSTRUCTION
℄ I-49 ENTRANCE RAMP.
P.T. 1103+81.28
8132
N 38°15'08" W
112.24'
8133
P.C. 1104+93.52
℄ ENTRANCE RAMP
N 22°02'52" W
381.28'
N 38°15'08" W
381.28'
P.I. 1101+91.92
C.L. ENTRANCE RAMP
PI = 1106.98.24
Δ = 16°16'02" RT.
D = 04°00'00"
T = 204.72'
L = 406.69'
PC = 1104+93.52
PT = 1109+00.21
MATCH EXIST. SUPER

1260
1255
1300
1250
C.L. I-49 TRANS. TO SHILOH DR.
PI = 1300+94.41
Δ = 05°39'36" RT.
D = 03°00'00"
T = 94.41'
L = 188.67'
PC = 1300+00.00
PT = 1301+88.67
MATCH EXIST. SUPER
P.I. 1257+50.05
Δ =00°07'21" LT.
P.I. 1251+50.06
Δ =00°50'51" RT.
S21°27'48"E
731.31'
8144
P.T. 1301+88.67
8149
℄ I-49 TRANSITION TO SHILOH DR.
S16°19'30"E
421.61'
PN:53
PD:AHTD STD. MON. STAMPED PN:53
P.C. 1300+00.00
8147
S21°20'27"E
599.98'
℄ N. SHILOH DR.
8143
S22°11'17"E
150.06'
P.O.B. 1250+00.00
8142
STA. 1250+00.00
BEGIN CONSTRUCTION
℄ N. SHILOH DR.
S16°19'30"E
94.41'
S21°59'06"E
94.41'
P.I. 1300+94.41
240
245
250
255
℄ I-49
N21°59'06"W
2776.61'
SURVEY BASELINE N65°51'10"E 257.08'
SURVEY BASELINE N65°19'19"W 204.69'
SURVEY BASELINE N65°40'23"E 266.02'
SURVEY BASELINE N11°20'19"E 106.14'
SURVEY BASELINE N22°00'14"W 648.23'
SURVEY BASELINE N22°02'02"W 824.11'
PN:52
PD:AHTD STD. MON. STAMPED PN:52
PN:54
PD:AHTD STD. MON. STAMPED PN:54
PN:69
PD:ARDOT STD. MON. STAMPED PN:69
PN:70
PD:ARDOT STD. MON. STAMPED PN:70

SURVEY CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\2109200_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
PLOTTED: 3/25/2024 13:28
SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	379	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
* * *
LICENSED PROFESSIONAL ENGINEER
No. 15560
3-26-2024
JEROME PAUL DAVIS

255 260 265

P.O.E. 265+52.44

N21°59'06"W 2776.61'

℄ I-49

BOIO

STA. 265+21.32
END JOB 040846

SURVEY BASELINE N22°02'02"W 824.11'

PN:71
PD:ARDOT STD. MON. STAMPED PN:71

SURVEY BASELINE N21°52'19"W 539.46'

PN:72
PD:ARDOT STD. MON. STAMPED PN:72

SURVEY BASELINE N16°28'55"W 738.62'

PN:73
PD:ARDOT STD. MON. STAMPED PN:73

400 415 420 425

P.O.B. 400+00.00

8154

N76°05'05"E 2101.85'

℄ HWY. 62/HWY. 180

STA. 401+00.00
BEGIN CONSTRUCTION
℄ HWY. 62/HWY. 180

P.C. 421+01.85

8155

323.69'

SURVEY BASELINE N62°54'32"E

PN:41
PD:AHTD STD. MON. STAMPED PN:41

105

PN:856
PD:50 CUT BASE OF SIGNAL POL

℄ ONE MILE RD.
N02°17'05"E 500.00'

℄ S. FINGER RD.
N02°23'11"E 336.46'

P.O.B. 106+00.00

8169

8168

P.O.E. 106+00.00

N76°05'05"E 250.37'

N71°04'49"E 250.37'

P.I. 423+52.22

C.L. HWY. 62/HWY. 180
PI = 423+52.22
Δ = 05°00'16" LT.
D = 01°00'00"
T = 250.37'
L = 500.43'
PC = 421+01.85
PT = 426+02.28
℮ = R.C.
Ls = 325'

STA. 421+71.44 ℄ HWY. 62/HWY. 180 =
STA. 106+00.00 ℄ I MILE RD.
Δ = 73°47'59"

PN:40
PD:AHTD STD. MON. STAMPED PN:40

SURVEY BASELINE N85°45'14"E 316.27'

P.T. 426+02.28

8157

℄ HWY. 62/HWY. 180

N71°04'49"E 1011.29'

SURVEY BASELINE N58°46'17"E 311.88'

PN:39
PD:AHTD STD. MON. STAMPED PN:39

STA. 421+71.80 ℄ HWY. 62/HWY. 180 =
STA. 106+00.00 ℄ S. FINGER RD.
Δ = 73°41'53"

SURVEY CONTROL DETAILS

USER: ap5181
DESIGN FILE: G:\2119200_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
PLOTTED: 3/25/2024 13:28
SCALE: 1:100

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	380	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

430 435 440

PN:38 PD:AHTD STD. MON. STAMPED PN:38
SURVEY BASELINE N58°46'17"E 311.88'
SURVEY BASELINE N82°24'53"E 353.14'
N71°04'49"E 1011.29'
PN:37 PD:AHTD STD. MON. STAMPED PN:37
PN:8 PD:AHTD STD. MON. STAMPED PN:8
PN:909 PD:SQUARE CUT IN BACK OF CATCH BAS
SURVEY BASELINE N57°11'59"E 304.59'
P.C. 436+13.57
C.L. HWY. 62/HWY. 180
PI = 439+15.27
Δ = 04°31'23" RT.
D = 0°45'00"
T = 301.70'
L = 603.09'
PC = 436+13.57
PT = 442+16.66
e = R.C.
Ls = 350'
℄ HWY. 62/HWY. 180
8158
SURVEY BASELINE N86°52'14"E 310.42'
8173
PN:36 PD:AHTD STD. MON. STAMPED PN:36
SURVEY BASELINE N51°47'01"E 271.86'
PN:955 PD:ALUM AHTD CAP IN CA
P.I. 439+15.27
N71°04'49"E 301.70'
PN:35 PD:AHTD STD. MON. STAMPED PN:35
N75°36'12"E 301.70'
SURVEY BASELINE S85°26'52"E 310.22'
P.T. 442+16.66
N75°36'12"E 1308.36'
8160
PN:34 PD:AHTD

1330
S12°31'24"E 153.64'
P.I. 1330+40.39
℄ NORTH SHILOH DR.
S15°35'43"E 153.64'
8176
P.C. 2000+00.00
C.L. U-TURN NORTH
PI = 2001+77.20
Δ = 90°42'52" LT.
R = 175'
T = 177.20'
L = 277.07'
PC = 2000+00.00
PT = 2002+77.07
NO SUPERELEVATION
S13°40'56"E 177.20'
P.I. 2001+77.20
P.T. 2002+77.07
PN:42 PD:AHTD STD. MON. STAMPED PN:42
P.C. 213+72.35
8007
℄ U-TURN NORTH
S75°36'12"W 177.20'
8178
N75°36'12"E 245.53'
8179
S75°36'12"W 232.67'
℄ I-49
SURVEY BASELINE N26°43'21"W 461.24'
2005
P.C. 2005+22.60
C.L. U-TURN NORTH
PI = 2007+55.27
Δ = 106°06'09" LT.
R = 175'
T = 232.67'
L = 324.07'
PC = 2005+22.60
PT = 2008+46.67
NO SUPERELEVATION
P.T. 2008+46.67
8181
P.T. 753+22.36
8174
P.I. 2007+55.27
S30°29'51"E 232.67'
N30°29'51"W 108.11'
P.I. 752+14.66
℄ NORTH FUTRALL DR.
N00°25'12"W 108.11'
P.C. 751+06.55
8172
PN:954 PD:ALUM AHTD CAP CNTR N HW
445
PN:33 PD:AHTD STD. MON. STAMPED PN:33
2005
450
PN:31 PD:AHTD STD. MON. STAMPED PN:31
SURVEY BASELINE N75°25'48"E 378.77'
P.O.B. 750+00.00
P.T. 733+74.81
8122
8171
S21°00'00"W 106.56'
SURVEY BASELINE N89°23'13"E 370.38'
P.I. 731+47.43
N21°52'00"W 227.92'
℄ SOUTH FUTRALL DR.
N21°52'00"W 227.92'
455
P.C. 455+25.02
C.L. HWY. 62/HWY. 180
PI = 457+16.06
Δ = 15°11'37" LT.
D = 04°00'00"
T = 191.04'
L = 379.85'
PC = 455+25.02
PT = 459+04.87
e = 0.034'/'
Ls = 375'
P.I. 457+16.06
PN:29 PD:AHTD STD. MON. STAMPED PN:29
SURVEY BASELINE N77°00'32"E 325.00'
8161
SURVEY BASELINE N58°01'28"E 291.78'
N75°36'12"E 191.04'
N60°24'35"E 191.04'
PN:30 PD:AHTD STD. MON. STAMPED PN:30
P.I. 1331+93.96
8129
S15°35'43"E 79.31'
P.O.B. 484+82.10
P.O.E. 1332+73.26
8104
8130
485
SURVEY BASELINE N60°20'44"E 358.60'
N75°36'12"E 1308.36'
PN:34 PD:AHTD STD. MON. STAMPED PN:34
℄ SHILOH DR. SOUTH
S21°52'45"E 367.53'
℄ U-TURN SOUTH
S75°36'12"W 199.48'
8185
P.I. 2107+43.97
199.48' S21°52'45"E
PC 2105+44.49
C.L. U-TURN SOUTH
PI = 2107+43.97
Δ = 97°28'57" LT.
R = 175'
T = 199.48'
L = 297.74'
PC = 2105+44.49
PT = 2108+42.23
NO SUPERELEVATION
2105
210
P.T. 2108+42.23
8187
PN:4 PD:AHTD STD. MON. STAMPED PN:4
S75°36'12"W 280.16'
8184
S75°36'12"W 164.74'
P.I. 2101+64.74
PT 2102+64.32
N75°12'W 164.74'
C.L. U-TURN SOUTH
PI = 2101+64.74
Δ = 87°08'27" LT.
R = 175'
T = 164.74'
L = 264.32'
PC = 2100+00.00
PT = 2102+64.32
NO SUPERELEVATION
P.C. 2100+00.00
8182
P.T. 2081+12.35
8006
N00°00'00"W 90.65'
SURVEY BASELINE N40°48'30"W 460.25'
PN:32 PD:AHTD STD. MON. STAMPED PN:32

SURVEY CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
PLOTTED: 3/25/2024 13:28
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	381	832
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
3-26-2024

C.L. HWY. 62/HWY. 180
PI = 457+16.03
Δ = 15°11'37" LT.
D = 04°00'00"
T = 191.04'
L = 379.85'
PC = 455+25.02
PT = 459+04.87
e = 0.034'/'
Ls = 375'

STA. 458+65.00
END CONSTRUCTION
℄ HWY. 62/HWY. 180

460

465

P.T. 459+04.87

P.O.E. 465+65.98

PN:29
PD:AHTD STD. MON. STAMPED PN:29

8163

℄ HWY. 62/HWY. 180

8164

N60°24'35"E
191.04'

P.I. 457+16.06

SURVEY BASELINE N77°00'32"E
325.00'

PN:5
PD:AHTD STD. MON. STAMPED PN:5

PN:906
PD:SQUARE CUT IN CATCH BASIN OF

SURVEY BASELINE N47°05'46"E
344.88'

PN:28
PD:AHTD STD. MON. STAMPED PN:28

N60°24'35"E
661.12'

SURVEY BASELINE N73°46'24"E
338.29'

PN:27
PD:AHTD STD. MON. STAMPED PN:27

SURVEY BASELINE N55°47'27"E
383.98'

PN:953
PD:SQ CUT BACK OF S CA

PN:26
PD:AHTD STD. MON. STAMPED PN:26

℄ HWY. 62/HWY. 180

420

105

110

SURVEY BASELINE N62°54'32"E
327.69'

PN:41
PD:AHTD STD. MON. STAMPED PN:41

P.C. 421+01.85

P.O.B. 106+00.00

8155

8169

PN:956
PD:SQ CUT BASE OF SIGNAL POL

℄ S. FINGER RD.

N02°23'11"E
336.46'

℄ ONE MILE RD.

N02°17'05"E
500.00'

P.I. 100+00.00

N02°23'11"E
141.40'

P.I. 101+41.40
Δ =01°00'00" LT.

N01°23'11"E
122.14'

P.I. 102+63.54
Δ =01°00'00" RT.

8165

8166

8167

8170

P.I. 111+00.00

STA. 111+48.88
END CONSTRUCTION
℄ ONE MILE RD.

STA. 100+75.00
BEGIN CONSTRUCTION
℄ S. FINGER RD.

STA. 421+71.80 ℄ HWY. 62/HWY. 180 =
STA. 106+00.00 ℄ S. FINGER RD.
Δ = 73°41'53"

8168

P.O.E. 106+00.00

PN:40
PD:AHTD STD. MON. STAMPED PN:40

SURVEY BASELINE N85°45'14"E
346.27'

N16°05'05"E
250.37'

N71°04'49"
250.37'

P.I. 423+52.22

STA. 421+71.44 ℄ HWY. 62/HWY. 180 =
STA. 106+00.00 ℄ 1MILE RD.
Δ = 73°47'59"

C.L. HWY. 62/HWY. 180
PI = 423+52.22
Δ = 05°00'16" LT.
D = 01°00'00"
T = 250.37'
L = 500.43'
PC = 421+01.85
PT = 426+02.28
e = R.C.
Ls = 325'

SURVEY CONTROL DETAILS

USER: op5181
DESIGN FILE: G:\21109200_040846ROW\TRANSP\dgn\survey_ctl\040846_survey_ctl.dgn
PLOTTED: 3/25/2024 13:28
SCALE: 1:100

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	382	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
162+30.00	164+70.00	LT.	190	1	1
165+05.00	703+20.00 (RAMP A)	RT.	1325	1	1

STA. 161+80 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 161+80 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 162+90 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 162+90 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 164+35 - CONSTRUCT
D.I. ON LT.
& 24" X 202' PIPE OUTLET
CONNECT TO D.I. @ STA. 162+30 LT.
H = 4' 6"
TYPE E = 3' X 3'
24" R.C. PIPE = 202'

STA. 165+50 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+50 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 166+40 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 166+40 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 168+50 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 168+50 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 159+87 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 159+87 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 162+30 - CONSTRUCT
D.I. ON LT.
& 24" X 143' PIPE OUTLET
CONNECT TO EXIST. D.I. @ STA. 160+83 LT.
H = 5' 2"
TYPE E = 3' X 3'
24" R.C. PIPE = 143'

STA. 163+76 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 163+76 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 165+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 167+31 - CONSTRUCT
D.I. IN MEDIAN LT.
& 48" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 167+31RT.
H = 7' 1"
TYPE ST = 5' X 3'
24" R.C. PIPE = 2'

STA. 170+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 170+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 158+60.00
BEGIN JOB 040846
AND I-49
LOG MILE 61.20

155 +60.00 160 +00.00 165 +00.00 170

700' TAPER
840' TAPER
490' TAPER

PROP. CONST. LIMITS

P.O.E. 1303+80.76
P.I. 1301+96.28
S 3°27'48" E

CRASH CUSHION
I-49
N 9°21'06" W

26' 10' 15.5' 15.5' 10' 36' 12' 19' 19' 36' 12' 19' 19' 36' 12'

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
158+60.00	164+40.00	MEDIAN	MEDIAN TYPE A
164+40.00	171+41.00	MEDIAN	MEDIAN TYPE B

STA. 159+87 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 76' PIPE OUTLET
CONNECT TO EXIST. R.C. BOX @ STA. 159+87 RT.
H = 8' 9"
TYPE ST = 3' X 3'
24" R.C. PIPE = 76'
Q50 = 260 CFS; D.A. = 54.5 AC.

STA. 162+90 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 107' PIPE OUTLET
CONNECT TO D.I. @ STA. 160+21RT.
H = 6' 2"
TYPE ST = 3' X 3'
24" R.C. PIPE = 107'

STA. 165+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 121' PIPE OUTLET
CONNECT TO D.I. @ STA. 163+76 RT.
H = 5' 7"
TYPE ST = 3' X 3'
24" R.C. PIPE = 121'

STA. 166+40 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 87' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+50 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 87'

STA. 168+50 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 87' PIPE OUTLET
CONNECT TO D.I. @ STA. 167+31RT.
H = 6' 1"
TYPE ST = 3' X 3'
24" R.C. PIPE = 87'

STA. 158+65 - CONSTRUCT
D.I. IN MEDIAN
& 24" X 58' PIPE OUTLET w/ F.E.S.
& 24" X 119' PIPE OUTLET
CONNECT TO D.I. @ STA. 159+87 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 177'
24" F.E.S. = 1EACH

STA. 161+80 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 187' PIPE OUTLET
CONNECT TO EXIST. R.C. BOX @ STA. 159+87 RT.
H = 7' 1"
TYPE ST = 3' X 3'
24" R.C. PIPE = 187'

STA. 163+76 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 83' PIPE OUTLET
CONNECT TO D.I. @ STA. 162+90 LT.
H = 5' 8"
TYPE ST = 3' X 3'
24" R.C. PIPE = 83'

STA. 165+50 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 47' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 47'

STA. 167+31 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 192' PIPE OUTLET
CONNECT TO EXIST. CROSS DRAIN @ STA. 167+31
H = 7' 6"
TYPE ST = 5' X 3'
24" R.C. PIPE = 192'
Q50= 107 CFS; D.A. = 18.0 AC.

STA. 170+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 147' PIPE OUTLET
CONNECT TO D.I. @ STA. 168+50 LT.
H = 6' 0"
TYPE ST = 3' X 3'
24" R.C. PIPE = 147'

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

CD41256 2/27/2023
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	383	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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

STA. 158+60.00
BEGIN JOB 040846
AND I-49
LOG MILE 61.20

STA. 158+65
TOP ELEV. =1269.98
F.L. ELEV. =1264.48
F.L. INLET=1268.94

STA. 159+87
TOP ELEV. =1269.12
F.L. ELEV. =1264.62

STA. 161+80
TOP ELEV. =1268.15
F.L. ELEV. =1263.65

STA. 162+90
TOP ELEV. =1267.59
F.L. ELEV. =1263.09

STA. 164+35
TOP ELEV. =1265.43
F.L. ELEV. =1260.93

STA. 165+00
TOP ELEV. =1267.30
F.L. ELEV. =1262.80

STA. 165+50
TOP ELEV. =1267.48
F.L. ELEV. =1262.98

STA. 166+40
TOP ELEV. =1267.66
F.L. ELEV. =1263.16

STA. 167+31
TOP ELEV. =1267.83
F.L. ELEV. =1260.74
F.L. EXIST. INLET=1262.19

STA. 168+50
TOP ELEV. =1268.06
F.L. ELEV. =1263.56

STA. 170+00
TOP ELEV. =1268.36
F.L. ELEV. =1263.86

24" x 58' @ 7.02%
24" x 119' @ 0.72%
24" x 143' @ 1.23%
24" x 187' @ 2.46%
24" x 202' @ 0.30%
24" x 107' @ 0.30%
24" x 83' @ 0.30%
24" x 121' @ 0.30%
24" x 47' @ 0.30%
24" x 87' @ 0.30%
24" x 115' @ 0.30%
24" x 147' @ 0.30%

STA. 162+30
TOP ELEV. =1265.45
F.L. ELEV. =1260.32
F.L. OUTLET=1258.57

STA. 161+80
TOP ELEV. =1268.15
F.L. ELEV. =1261.10
F.L. OUTLET=1256.50

STA. 162+90
TOP ELEV. =1267.59
F.L. ELEV. =1261.43

STA. 163+76
TOP ELEV. =1267.39
F.L. ELEV. =1261.67

STA. 165+00
TOP ELEV. =1267.59
F.L. ELEV. =1262.04

STA. 165+50
TOP ELEV. =1267.72
F.L. ELEV. =1262.18

STA. 166+40
TOP ELEV. =1267.94
F.L. ELEV. =1262.44

STA. 167+31
TOP ELEV. =1268.24
F.L. ELEV. =1260.74
F.L. EXIST. OUTLET=1259.20

STA. 168+50
TOP ELEV. =1268.58
F.L. ELEV. =1262.49

STA. 170+00
TOP ELEV. =1268.95
F.L. ELEV. =1262.93

1310 1300 1290 1280 1270 1260 1250 1240

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	384	832
		PLAN AND PROFILE SHEETS				

GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
171+68.00	177+95.00	LT.	577'	1	1
165+05.00	703+20.00 (RAMP A)	RT.	1325'	1	1
183+75.00	607+74.00 (ROUNDABOUT 1 EXIT)	LT.	225'	1	1

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
164+40.00	171+41.00	MEDIAN	MEDIAN TYPE B
171+41.00	172+41.00	MEDIAN	MEDIAN TYPE SP-1
172+59.00	173+59.00	MEDIAN	MEDIAN TYPE SP-1
173+59.00	174+41.00	MEDIAN	MEDIAN TYPE B
174+41.00	175+41.00	MEDIAN	MEDIAN TYPE SP-1
175+59.00	176+59.00	MEDIAN	MEDIAN TYPE SP-1
176+59.00	185+91.00	MEDIAN	MEDIAN TYPE B

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STA. 171+50 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 171+50 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 173+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 173+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 174+20 - CONSTRUCT
D.I. ON LT.
& 24" X 157' PIPE OUTLET
CONNECT TO D.I. @ STA. 175+80 LT.
H = 3' 6"
TYPE E = 3' X 3'
24" R.C. PIPE = 157'

STA. 175+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 172+76 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 175+80 - CONSTRUCT
D.I. ON LT.
& 24" X 35' PIPE OUTLET
CONNECT TO EXIST. R.C. BOX @ STA. 176+20
H = 3' 6"
TYPE E = 3' X 3'
24" R.C. PIPE = 35'

STA. 176+20 - EXIST.
5' X 5' X 276' R.C. BOX CULVERT
RETAIN
Q50 = 143 CFS; D.A. = 38 AC.

STA. 179+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 181+00 LT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 181+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 183+00 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 183+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 191' PIPE OUTLET
CONNECT TO R.C. BOX @ STA. 184+95 LT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 191'

STA. 184+95 - CONSTRUCT
D.I. IN MEDIAN LT.
& 42" X 89' PIPE INLET
& 42" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 184+95 RT.
H = 11' 7"
TYPE ST = 5' X 3'
42" R.C. PIPE = 91'

STA. 172+50 - CONSTRUCT
J.B. IN MEDIAN RT.
& 24" X 97' PIPE OUTLET
CONNECT TO D.I. @ STA. 171+50 RT.
H = 3' 2"
TYPE ST = 3' X 3'
24" R.C. PIPE = 97'

STA. 171+50 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 147' PIPE OUTLET
CONNECT TO D.I. @ STA. 170+00 RT.
H = 5' 10"
TYPE ST = 3' X 3'
24" R.C. PIPE = 147'

STA. 173+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 48' PIPE OUTLET
CONNECT TO D.I. @ STA. 172+50 RT.
H = 5' 8"
TYPE ST = 3' X 3'
24" R.C. PIPE = 48'

STA. 175+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 173+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 179+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 179+00 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 181+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 181+00 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 183+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 183+00 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 184+95 - CONSTRUCT
D.I. IN MEDIAN RT.
CONNECT TO EXIST. CROSS DRAIN @ STA. 184+95
H = 11' 10"
TYPE ST = 5' X 3'
& 24" X 2' PIPE OUTLET

STA. 184+95 IN PLACE
42" X 165' R.C. PIPE CULVERT
WITH HDWLS LT. & RT.
REMOVE HDWLS LT. & RT. AND
EXTEND R.C. PIPE
0' LT. AND 92' RT.
1° LTFWD SKEW
(CLASS III) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 120 CFS; D.A. = 29.0 AC.
42" R.C. PIPE = 92 LIN. FT.
42" FES = 1EA.

PI = 185+38.45
Δ = 8°38'22"LT.
D = 1°00'00"
T = 432.78'
L = 863.93'
PC = 181+05.67
PT = 189+69.60
e = 0.038 '/'
Ls = 420'

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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		6	ARK.	040846	385	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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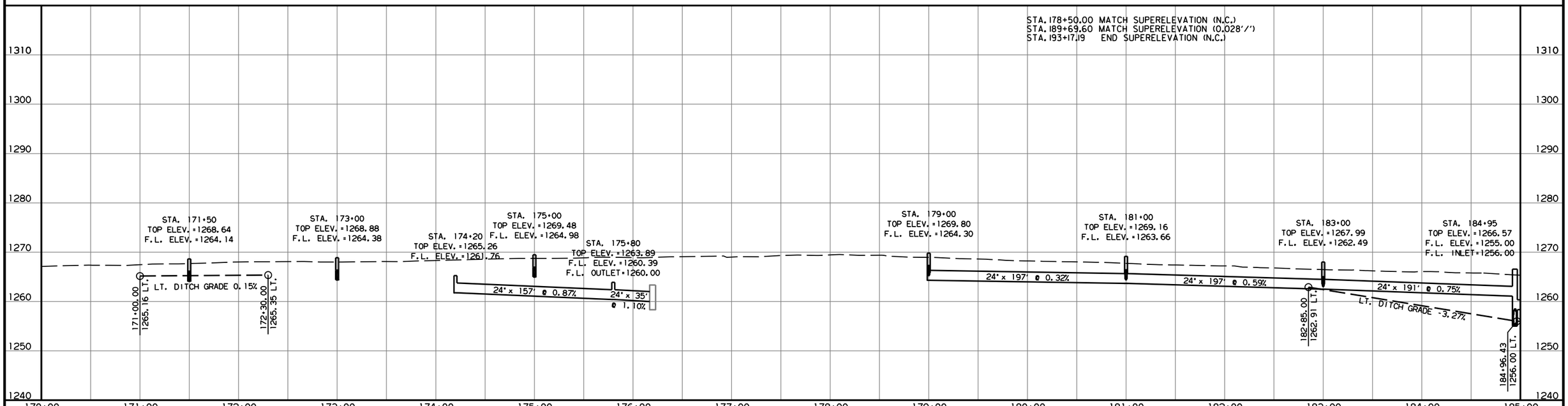
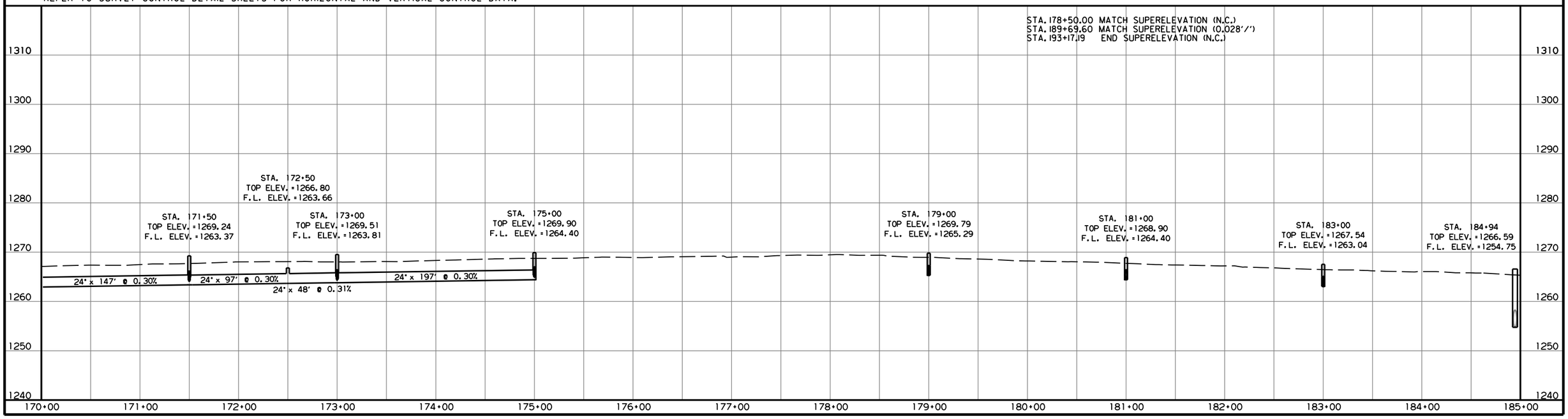
TRINITY D. SMITH
04-04-2024



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



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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	386	832
		PLAN AND PROFILE SHEETS				

STA. 186+50 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 151' PIPE OUTLET
CONNECT TO D.I. @ STA. 184+95 LT.
H = 6' 11"
TYPE ST = 3' X 3'
24" R.C. PIPE = 151'

STA. 188+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 97' PIPE OUTLET
CONNECT TO D.I. @ STA. 187+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 97'

STA. 190+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 190+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 191+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 212' PIPE OUTLET
CONNECT TO D.I. @ STA. 193+15 LT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 212'

STA. 192+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 192+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 193+15 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 30' PIPE OUTLET W/ F.E.S.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 30'
24" F.E.S. = 1EACH

STA. 194+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 194+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 196+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 196+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 197+20 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 197+20 RT.
H = 4' 6"
TYPE ST. = 3' X 3'
24" R.C. PIPE = 2'

STA. 197+92 - CONSTRUCT
D.I. IN MEDIAN LT.
& 36" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 197+92 RT.
H = 8' 5"
TYPE ST = 5' X 3'
36" R.C. PIPE = 2'

PI = 200+73.89
Δ = 3°59'38"LT.
D = 0°15'00"
T = 799.10'
L = 1597.56'
PC = 192+74.79
PT = 208+72.35
NO SUPERELEVATION

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PI = 185+38.45
Δ = 8°38'22"LT.
D = 1°00'00"
T = 432.78'
L = 863.93'
PC = 181+05.67
PT = 189+69.60
e = 0.038 '/'
Ls = 420'

STA. 187+00 - CONSTRUCT
J.B. IN MEDIAN LT.
& 24" X 48' PIPE OUTLET
CONNECT TO D.I. @ STA. 186+50 LT.
H = 4' 1"
TYPE ST = 3' X 3'
24" R.C. PIPE = 48'

STA. 197+92 IN PLACE
36" X 163' R.C. PIPE CULVERT
WITH HDWLS LT. & R.T
REMOVE HDWLS LT. & RT. AND
EXTEND R.C. PIPE
48' LT. AND 23' RT.
2° RTFWD SKEW
(CLASS III) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50= 76 CFS; D.A. = 17.6 AC.
36" R.C. PIPE = 71 LIN. FT.
36" FES = 2 EA.

STA. 198+70 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 198+70 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 200+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 200+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
183+75.00	607+74.00 (ROUNDABOUT 1 EXIT)	RT.	225'	1	1
192+87.33	195+12.33	LT.	175'	1	1

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
176+59.00	185+91.00	MEDIAN	MEDIAN TYPE B
185+91.00	186+91.00	MEDIAN	MEDIAN TYPE SP-1
187+09.00	188+09.00	MEDIAN	MEDIAN TYPE SP-1
188+09.00	188+31.93	MEDIAN	MEDIAN TYPE B
188+31.93	189+31.93	MEDIAN	MEDIAN TYPE SP-2
189+91.93	190+91.93	MEDIAN	MEDIAN TYPE SP-3
190+91.93	208+24.38	MEDIAN	MEDIAN TYPE A
189+32.16	189+87.00	LT.	MEDIAN TYPE B
189+87.00	191+28.27	LT.	MEDIAN TYPE C
191+28.27	193+18.58	LT.	SIDE TYPE A-1

STA. 186+50 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 186+50 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 188+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 188+00 LT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 190+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 192+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 192+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 194+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 192+00 - CONSTRUCT
D.I. ON RT.
& 24" X 50' PIPE INLET W/ F.E.S.
& 24" X 298' PIPE OUTLET
CONNECT TO D.I. @ STA. 195+00 RT.
H = 4' 6"
TYPE E = 3' X 3'
24" R.C. PIPE = 348'
24" F.E.S. = 1EACH

STA. 194+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 196+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 196+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 117' PIPE OUTLET
CONNECT TO D.I. @ STA. 197+20 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 117'

STA. 195+00 - CONSTRUCT
D.I. ON RT.
& 24" X 292' PIPE OUTLET
CONNECT TO D.I. @ STA. 188+00 RT.
H = 4' 6"
TYPE E = 3' X 3'
24" R.C. PIPE = 292'

STA. 197+20 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 69' PIPE OUTLET
CONNECT TO D.I. @ STA. 197+92 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 69'

STA. 197+95 - CONSTRUCT
D.I. IN MEDIAN RT.
CONNECT TO EXIST. CROSS DRAIN @ STA. 197+95
H = 7' 2"
TYPE E = 3' X 3'

STA. 197+92 - CONSTRUCT
D.I. IN MEDIAN RT.
CONNECT TO CROSS DRAIN @ STA. 197+92
H = 8' 5"
TYPE ST = 4' X 3'

STA. 198+70 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 70' PIPE OUTLET
CONNECT TO D.I. @ STA. 197+92 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 70'

STA. 200+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 127' PIPE OUTLET
CONNECT TO D.I. @ STA. 198+70 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 127'

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		6	ARK.	040846	387	832
		PLAN AND PROFILE SHEETS				

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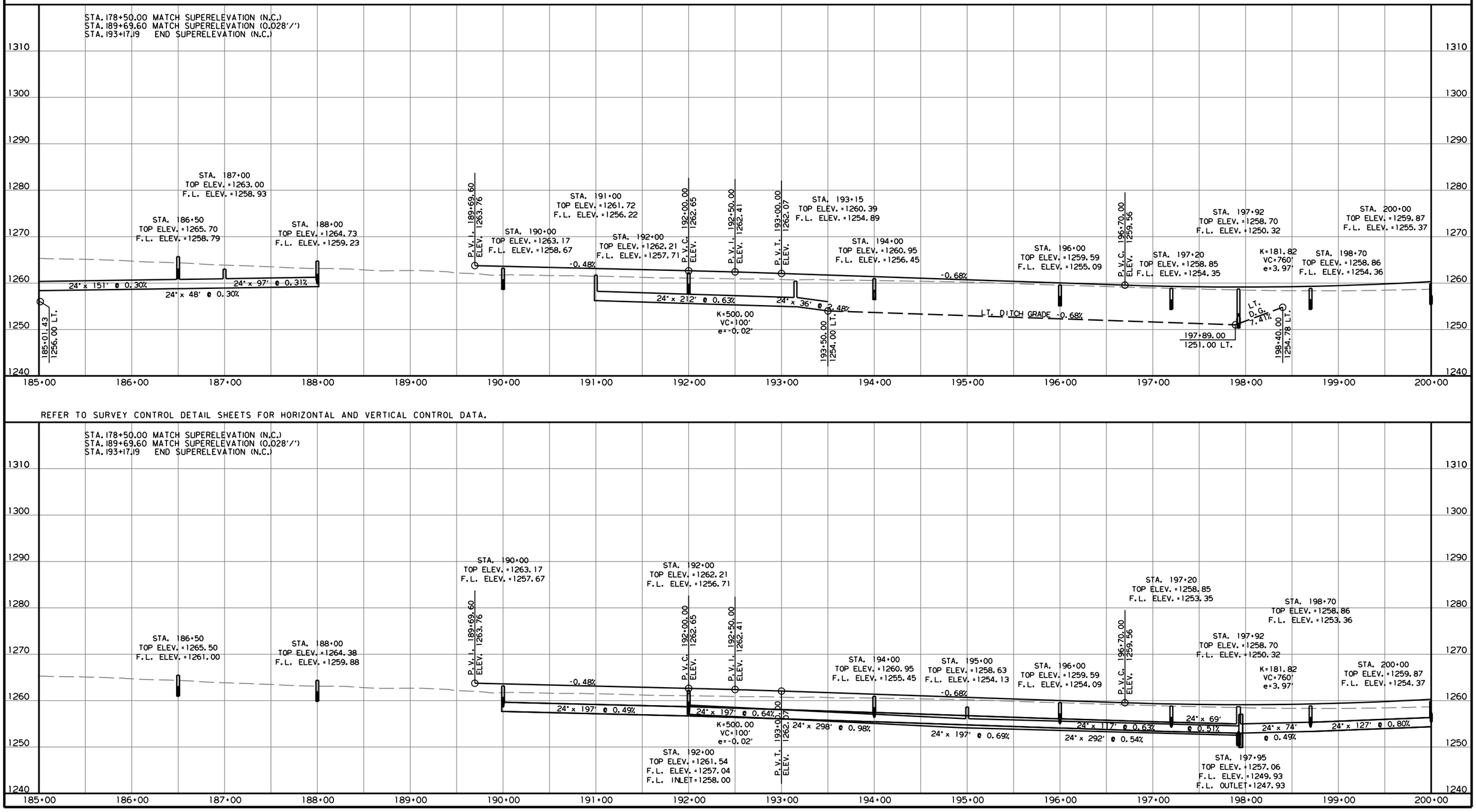
04-04-2024



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

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	388	832

PLAN AND PROFILE SHEETS

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STA. 202+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 202+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 203+95 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 203+95 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
190+91.93	208+24.38	MEDIAN	MEDIAN TYPE A
208+24.38	209+26.79	MEDIAN	MEDIAN TYPE SP-4
213+19.21	214+21.62	MEDIAN	MEDIAN TYPE SP-4
214+21.62	237+75.83	MEDIAN	MEDIAN TYPE A

PI = 200+73.89
Δ = 3°59'38" LT.
D = 0°15'00"
T = 799.10'
L = 1597.56'
PC = 192+74.79
PT = 208+72.35
NO SUPERELEVATION

STA. 205+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 205+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 207+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 207+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 209+12 - CONSTRUCT
TYPE N-1DROP INLET LT.
(H = 3'0") WITH 12" X 69' Z.C.C.S.P. CULVERT
TO CONRETE SPILLWAY (TYPE A)
TYPE 2 BEDDING

PI = 219+73.36
Δ = 3°00'16" LT.
D = 0°15'00"
T = 601.01'
L = 1201.74'
PC = 213+72.35
PRC = 225+74.09
NO SUPERELEVATION

STA. 202+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 200+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 203+66 CONSTRUCT
72" X 297" R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 670 CFS D.A. = 199 ACRES

STA. 203+95 - CONSTRUCT
D.I. IN MEDIAN RT.
CONNECT TO EXIST. R.C. BOX @ STA. 203+95
H = 17' 5"
TYPE ST = 3' X 3'

STA. 205+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 102' PIPE OUTLET
CONNECT TO D.I. @ STA. 201+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 102'

STA. 207+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 197' PIPE OUTLET
CONNECT TO D.I. @ STA. 205+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 197'

STA. 208+97 - CONSTRUCT
TYPE N-1DROP INLET RT.
(H = 3'0") WITH 12" X 69' Z.C.C.S.P. CULVERT
TO CONRETE SPILLWAY (TYPE A)
TYPE 2 BEDDING

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 211+28.23 I-49 =
STA. 448+22.04 HWY. 62 / HWY. 180
Δ = 82°24'42" RT.

GUARDRAIL					
STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	THRIE BEAM GUARDRAIL TERMINAL EACH
206+90.87	209+34.62	RT.	175'	1	1
213+13.38	215+57.13	LT.	175'	1	1

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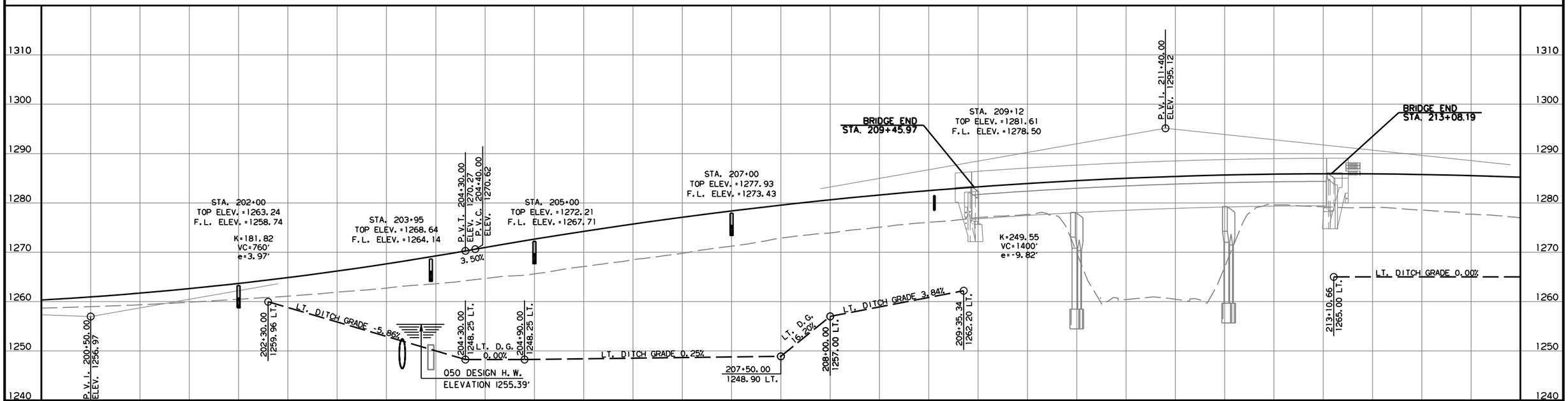
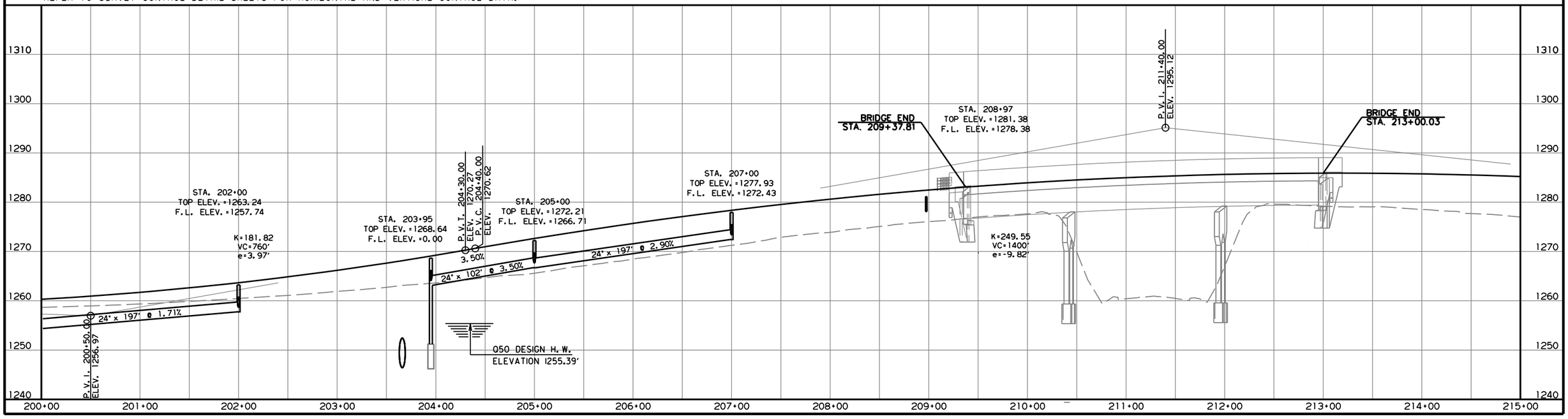
		6	ARK.	040846	389	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



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



sise641 5/26/2021
ZBORDER.CEL MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	390	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

PI = 219+73.36
Δ = 3°00'16"LT.
D = 0°15'00"
T = 601.01'
L = 1201.74'
PC = 213+72.35
PRC = 225+74.09
NO SUPERELEVATION

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
214+21.62	237+75.83	MEDIAN	MEDIAN TYPE A

STA. 228+64 - CONSTRUCT D.I. ON LT. CONNECT TO EXIST. R.C. BOX @ STA. 228+64
H = 2'0"
TYPE E = 3' X 3'

PI = 231+75.10
Δ = 3°00'16"RT.
D = 0°15'00"
T = 601.01'
L = 1201.74'
PRC = 225+74.09
PT = 237+75.83
NO SUPERELEVATION

STA. 227+60 IN PLACE 4' X 5' X 20' R.C. BOX CULVERT WITH 3:1 WINGS LT. & RT. RETAIN AND EXTEND 0' L.T. AND 20' RT
Q50 = 93 CFS D.A. = 20.1 ACRES

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

I-49

K=249.55
VC=1400'
e=-9.82'

P.V.C. 218+45.00
ELEV. 1280.25

-2.11%

P.V.I. 218+40.00
ELEV. 1280.35

LT. DITCH GRADE 0.00%

217+00.00
1265.00 LT.

K=183.62
VC=650'
e=2.87'

LT. DITCH GRADE 1.26%

P.V.I. 221+70.00
ELEV. 1273.39

222+35.00
1271.74 LT.

P.V.T. 224+95.00
ELEV. 1278.03

1.43%

STA. 228+64
TOP ELEV. = 1278.88
F.L. ELEV. = 1276.88

F.L. EXIST. INLET=1273.55

F.L. EXIST. OUTLET=1268.69

EXIST. 48" x 60" x 273' BOX CULVERT @ 1.78%

F.L. OUTLET=1267.81

215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

1320 1310 1300 1290 1280 1270 1260 1250 1240 1230

CD41256 2/27/2023
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	391	832
		PLAN AND PROFILE SHEETS				

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

STA.	STA.	SIDE	TYPE
214+21.62	237+75.83	MEDIAN	MEDIAN TYPE A

300' TAPER

PROP. CONST. LIMITS

PI = 231+75.10
Δ = 3°00'16"RT.
D = 0°15'00"
T = 601.01'
L = 1201.74'
PRC = 225+74.09
PT = 237+75.83
NO SUPERELEVATION

GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
1303+60.00 (I-49 ENTRANCE RAMP)	261+84.64	RT.	2890'	1	
1303+70.00 (I-49 OFFRAMP TO S. SHILOH DR.)	264+09.13	LT.	2290'	1	1

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

I-49

P.V.I. 237+75.83
ELEV. 1296.30

1.43%

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	392	832
		PLAN AND PROFILE SHEETS				

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
1103+60.00 (I-49 ENTRANCE RAMP)	261+84.64	RT.	2890'	1	1
1303+70.00 (I-49 OFFRAMP TO S. SHILOH DR.)	264+09.13	LT.	2290'	1	1

STATE OF ARKANSAS
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P.I. 1251+50.96
P.O.B. 1250+00.00
S 22°11'17" E
PROP. CONST. LIMITS
I-49
N 21°59'06" W
300' TAPER
+84.64
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

I-49

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		6	ARK.	040846	393	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

260

STA. 261+88 - CONSTRUCT
JUNCTION BOX ON LT.
& 18" X 254' PIPE OUTLET
CONNECT TO EXIST. D.I. @ STA. 264+43 LT.
H = 5' 0"
TYPE E = 3' X 3'
18" R.C. PIPE = 254'

300' TAPER

+24.13

265

+24.13

PROP. CONST. LIMITS

11.5'

56'

67.50'

44'

10'

P.O.E. 265+52.44

I-49

44'

11.5'

PROP. CONST. LIMITS

300' TAPER

+84.64

STA. 261+88 - CONSTRUCT
D.I. ON LT.
& 18" X 9' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 261+88 LT.
H = 2' 6"
TYPE E = 3' X 3'
18" R.C. PIPE = 9'

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
1103+60.00 (I-49 ENTRANCE RAMP)	261+84.64	RT.	2890'	1	1
1303+70.00 (I-49 OFFRAMP TO S. SHILOH DR.)	264+09.13	LT.	2290'	1	1

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

I-49

STA. 265+24.13
END JOB 040846
AND I-49

STA. 261+88
TOP ELEV. =1315.77
F.L. ELEV. =1310.76

STA. 261+88
TOP ELEV. =1313.29
F.L. ELEV. =1310.79

18" x 254' @ 0.30%

F.L. OUTLET=1310.00

1350 1340 1330 1320 1310 1300 1290 1280 1270 1260

260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00 275+00

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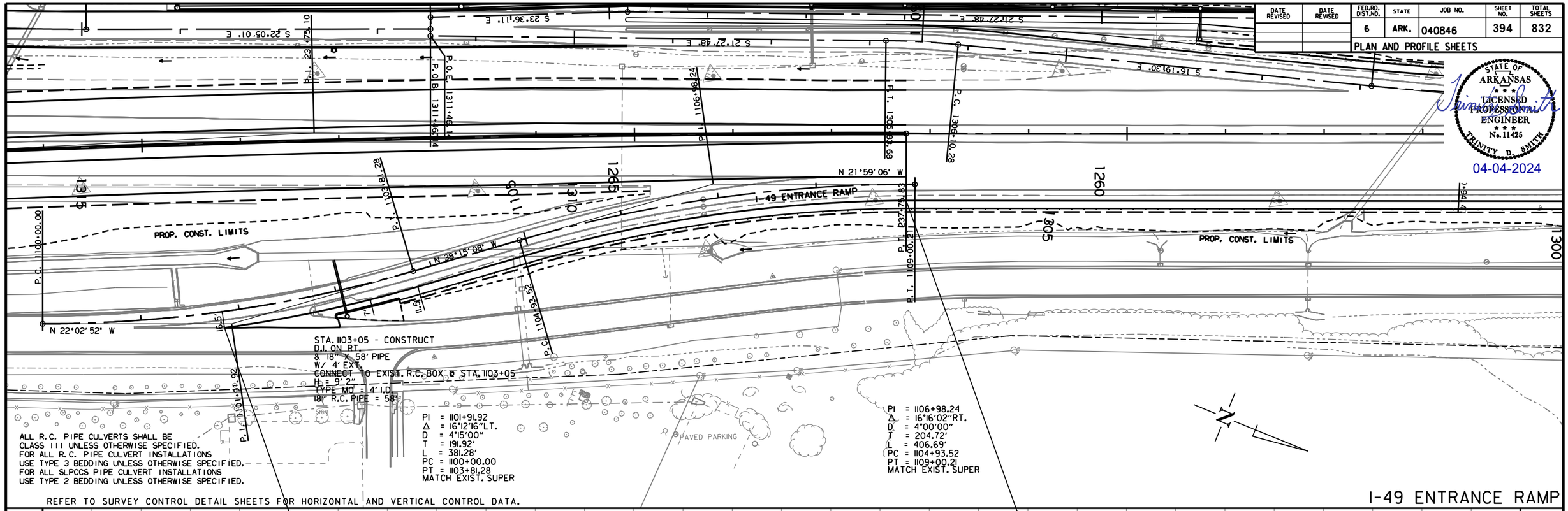
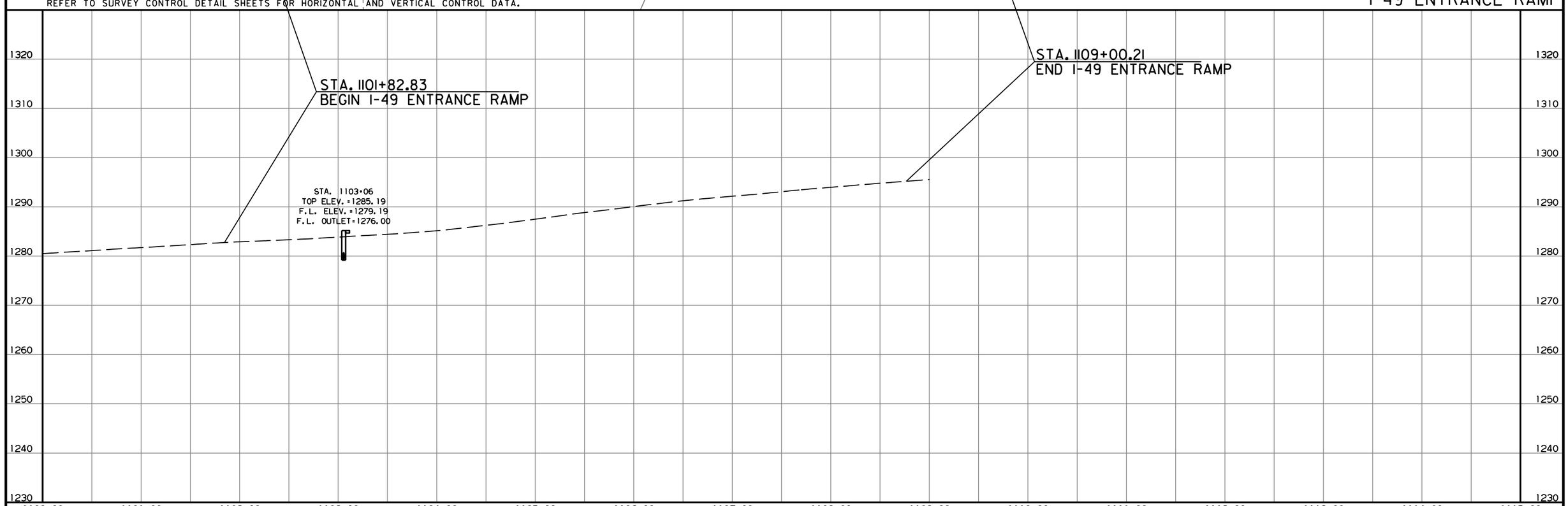
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	394	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



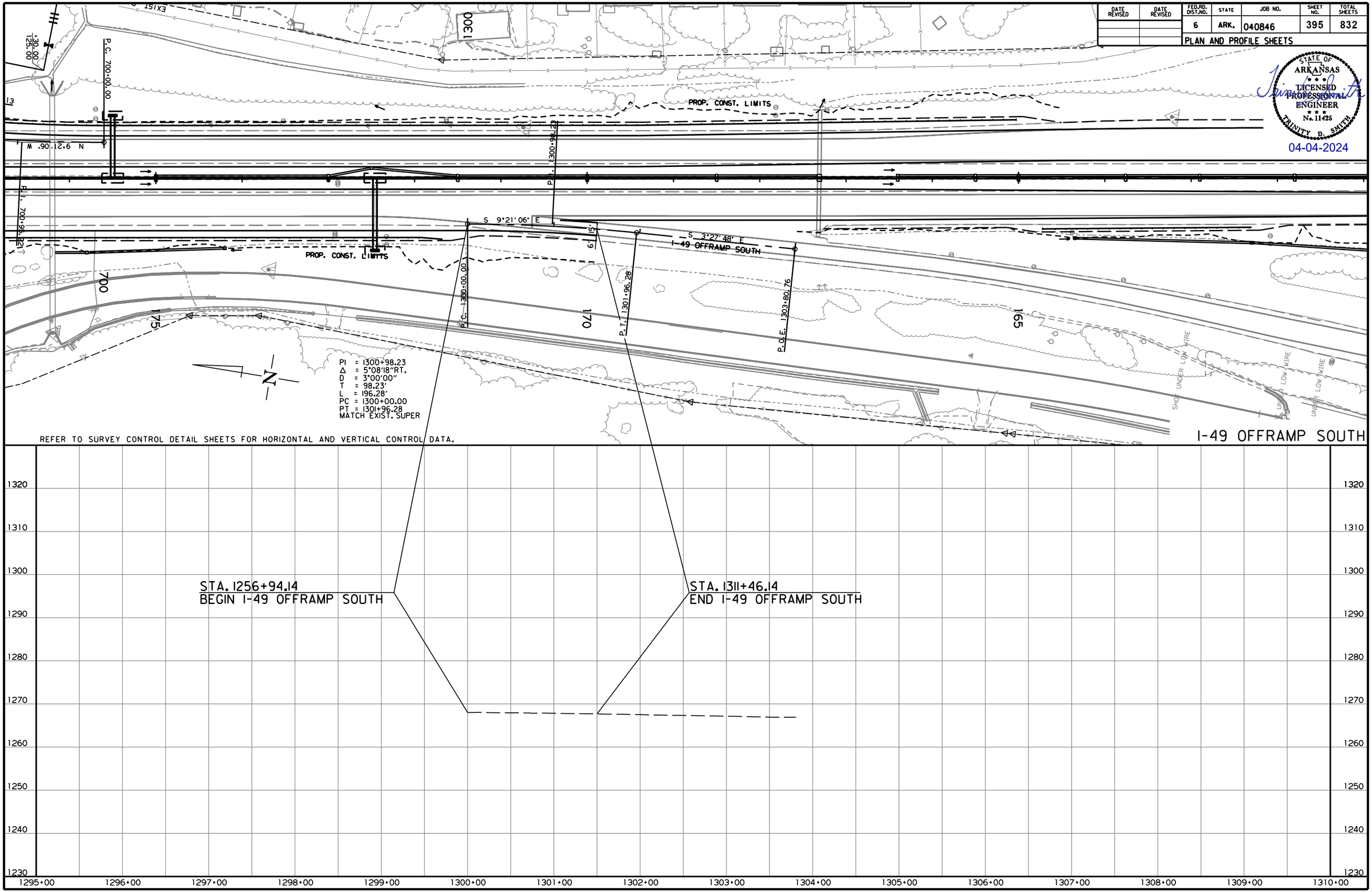


CD41256 2/27/2023
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	395	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



CD41256 2/27/2023
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	396	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

RAMP A

PI = 700+95.22
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22
L = 190.28
PC = 700+00.00
PT = 701+90.28
NO SUPERELEVATION

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
165+05.00	703+20.00 (RAMP A)	RT.	1325'	1	1

PI = 709+00.83
Δ = 12°09'28" RT.
D = 5°00'00"
T = 122.04'
L = 243.16'
PC = 707+78.79
PT = 710+21.95
NO SUPERELEVATION

PI = 711+79.77
Δ = 26°40'58" LT.
D = 17°00'00"
T = 79.92'
L = 156.95
PC = 710+99.85
PT = 712+56.80
NO SUPERELEVATION

PI = 713+29.78
Δ = 69°24'07" RT.
R = 70'
T = 48.47'
L = 84.79'
PC = 712+81.31
PT = 713+66.10
NO SUPERELEVATION

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

STA. 700+00.00
BEGIN RAMP A

STA. 704+55.72 RAMP A =
STA. 184+15.63 I-49
ELEV. = 1269.76

P.V.I. 704+55.72
ELEV. 1269.76

P.V.C. 705+06.98
ELEV. 1269.69

-0.13%

K=228.14
VC=600'
e=1.97'

P.V.I. 708+06.98
ELEV. 1269.30

F.L. OUTLET=1245.81

STA. 711+00
TOP ELEV.=1276.71
F.L. ELEV.=1249.51

P.V.T. 711+06.98
ELEV. 1276.80

P.V.C. 711+28.19
ELEV. 1277.33

2.50%

STA. 711+00 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

P.V.I. 711+90.69
ELEV. 1278.90

K=62.50
VC=125'
e=-0.31'

STA. 712+00
TOP ELEV.=1278.86
F.L. ELEV.=1248.20

P.V.T. 712+53.19
ELEV. 1279.21

0.50%

STA. 712+00 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

F.L. INLET=1258.25
F.L. OUTLET=1246.27

STA. 712+53 CONSTRUCT
24" X 206' R.C. PIPE CULVERT
(CLASS V)(TYPE 3 BEDDING)
WITH FES LT. & RT.
050 = 17 CFS; D.A. = 2.2 AC.

P.V.I. 713+35.46
ELEV. 1279.62

STA. 713+35.46
END RAMP A

1320 1310 1300 1290 1280 1270 1260 1250 1240 1230

700+00 701+00 702+00 703+00 704+00 705+00 706+00 707+00 708+00 709+00 710+00 711+00 712+00 713+00 714+00 715+00

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		6	ARK.	040846	397	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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TRINITY D. SMITH
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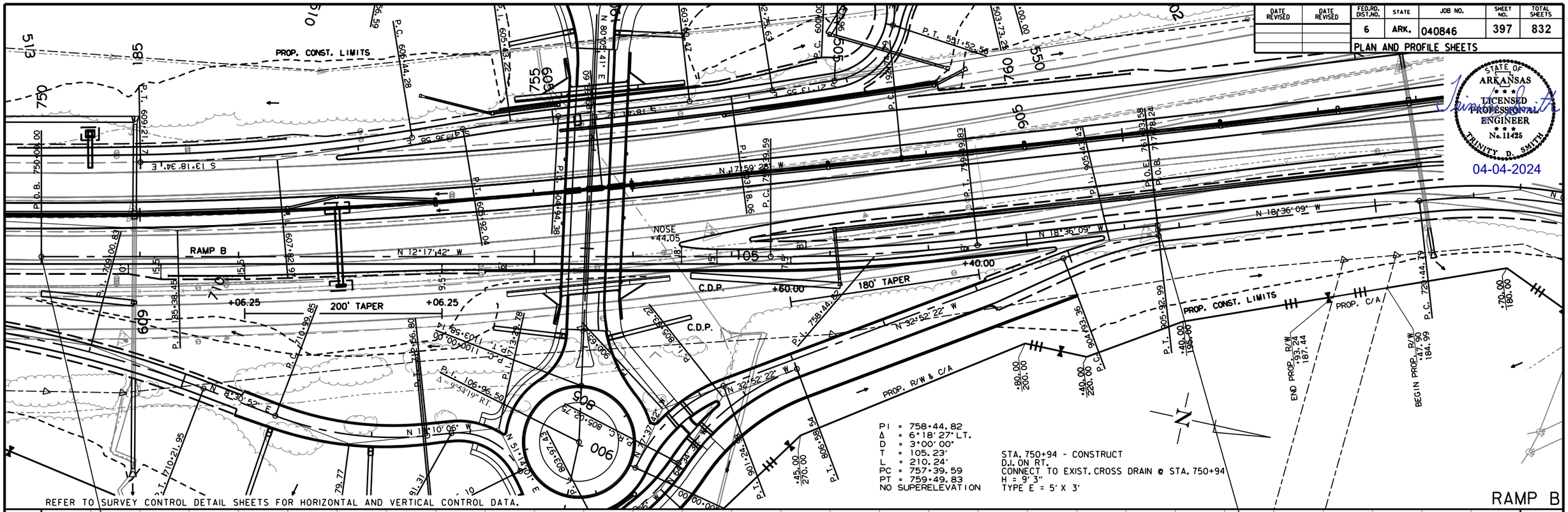
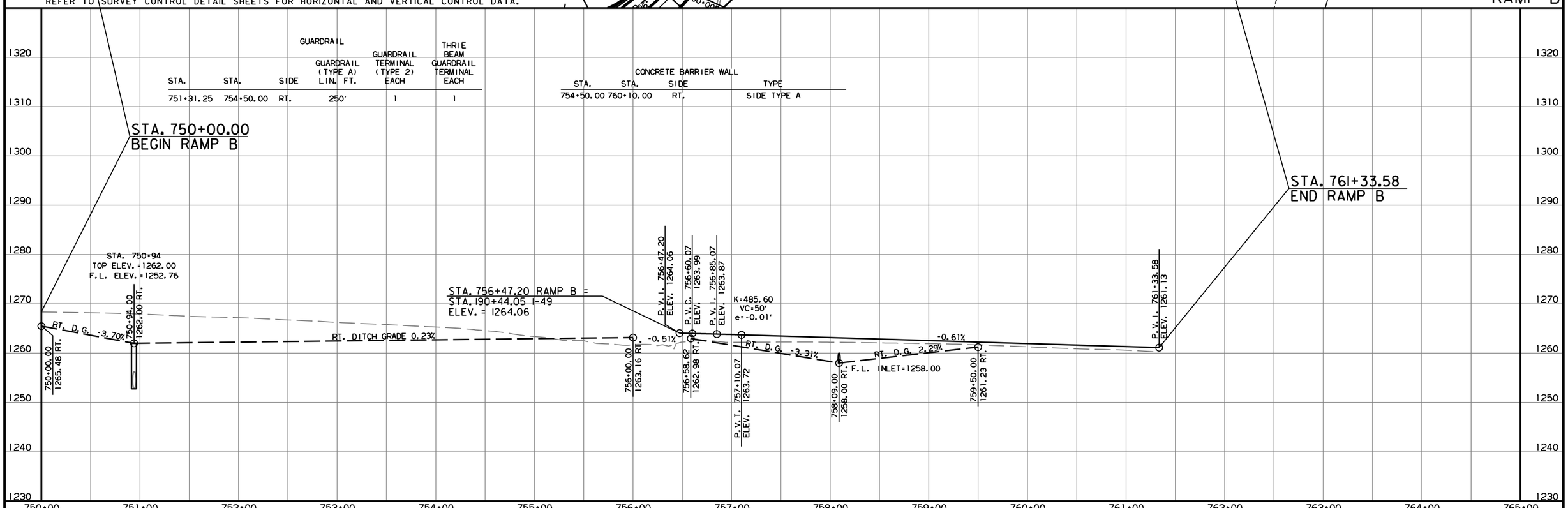


GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	THRIE BEAM GUARDRAIL TERMINAL EACH
751+31.25	754+50.00	RT.	250'	1	1

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
754+50.00	760+10.00	RT.	SIDE TYPE A



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R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	398	832

PLAN AND PROFILE SHEETS

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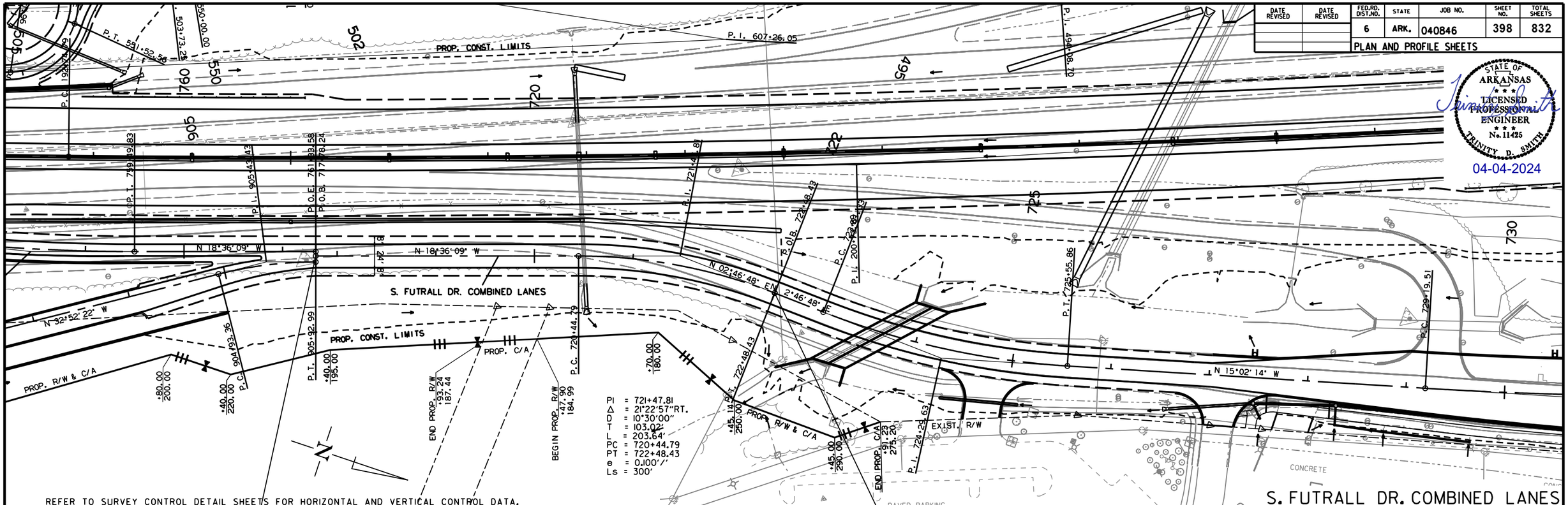
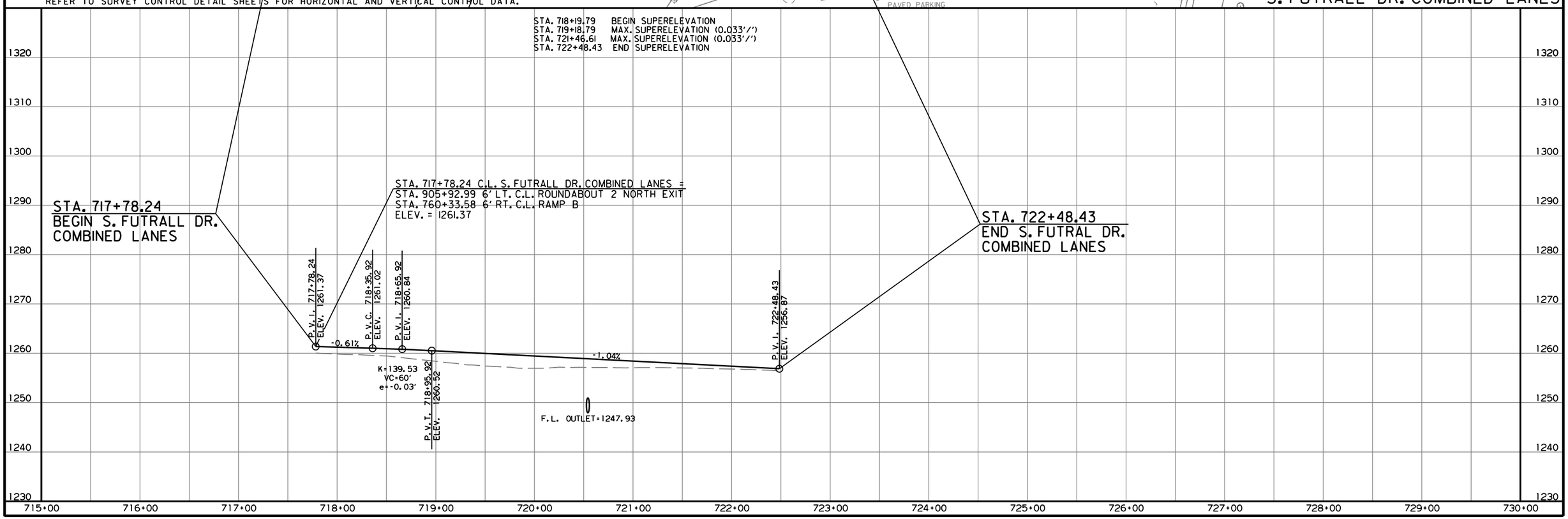


REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

S. FUTRALL DR. COMBINED LANES



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R040846B.DGN

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		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
04-04-2024

PROP. CONST. LIMITS

S 21°59'06" E

+94.14

208' TAPER

+02.14

CONC. ISLAND (TYPE C FACE)

S 16°19'30" E

TYPE D CURB

N. SHILOH DR.

S 21°20'27" E

P.C. 1300+00.00

P.I. 1300+94.14

P.T. 1301+88.67

Δ =40°07'21" LT.

P.I. 1257+50.05

STA. 1259+29.77
END CURB & GUTTER

STA. 1259+91.90
BEGIN CURB & GUTTER

S 21°27'48" E

P.I. 1306+47.01

P.C. 1306+10.28

P.T. 1305+81.68

P.I. 1106+98.24

N 21°59'06" W

P.I. 1103+81.28

P.I. 1311+46.14

P.O.B. 1311+46.14

P.I. 2327+79.83

P.I. 2327+00.69

S 23°36'11" E

P.I. 2325+10.75

S 22°05'01" E

P.C. 1314+95.60

PROP. CONST. LIMITS

24'

42'

38'

43'

13'

P.I. 1264+81.96

Δ =02°08'23" RT.

P.O.E. 1266+81.50

60'R

30'R

235.00

+50.00

180.00

187.17

STA. 1262+00 - CONSTRUCT
D.I. ON RT.
& 18" X 91' PIPE OUTLET
CONNECT TO D.I. @ STA. 1262+95 RT.
H = 4' 3"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 91'

STA. 1262+95 - CONSTRUCT
D.I. ON RT.
& 18" X 5' PIPE OUTLET
CONNECT TO EXIST. CROSS DRAIN @ STA. 1262+95 RT.
H = 4' 1"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE (CLASS V) = 5'

STA. 1264+43
UNCLASSIFIED EXCAVATION
ON RT. = 90 CU. YD.

STA. 1264+17 - CONSTRUCT
D.I. ON RT.
& 24" X 2' PIPE INLET
& 24" X 2' PIPE INLET
& 36" X 230' PIPE OUTLET
CONNECT TO D.I. @ STA. 1266+50 RT.
H = 6' 0"
TYPE C = 15' X 4'
24" R.C. PIPE = 4'
36" R.C. PIPE = 230'
24" F.E.S. = 2 EACH

STA. 1266+50 - CONSTRUCT
D.I. ON RT.
& 36" X 284' PIPE OUTLET
CONNECT TO D.I. @ STA. 1314+03 RT.
H = 5' 0"
TYPE MO = 5' I.D.
TYPE C = 4' X 3'
36" R.C. PIPE = 284'

STA. 1259+00 - CONSTRUCT
D.I. ON RT.
& 18" X 146' PIPE OUTLET
CONNECT TO D.I. @ STA. 1260+50 RT.
H = 7' 9"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 146'

STA. 1258+00 - CONSTRUCT
D.I. ON RT.
& 18" X 96' PIPE OUTLET
CONNECT TO D.I. @ STA. 1259+00 RT.
H = 3' 5"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 96'

STA. 1260+50 - CONSTRUCT
D.I. ON RT.
& 18" X 146' PIPE OUTLET
CONNECT TO D.I. @ STA. 1262+00 RT.
H = 6' 0"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 146'

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

N. SHILOH DR.

STA. 1256+94.14
BEGIN N. SHILOH DR.

STA. 1266+81.50
END N. SHILOH DR.

STA. 1258+00
TOP ELEV. = 1302.84
F.L. ELEV. = 1299.42

STA. 1259+00
TOP ELEV. = 1301.75
F.L. ELEV. = 1294.00

STA. 1260+50
TOP ELEV. = 1299.34
F.L. ELEV. = 1293.34

STA. 1262+00
TOP ELEV. = 1296.93
F.L. ELEV. = 1292.68

STA. 1262+95
TOP ELEV. = 1295.48
F.L. ELEV. = 1291.41
F.L. OUTLET = 1291.21

STA. 1264+17
TOP ELEV. = 1293.33
F.L. ELEV. = 1287.33
F.L. INLET = 1291.40

STA. 1266+50
TOP ELEV. = 1289.67
F.L. ELEV. = 1284.67

18" x 96' @ 1.14%
18" x 146' @ 0.45%
18" x 146' @ 0.45%
18" x 91' @ 1.40%
DBL. 24" x 2' @ 13.17%
36" x 229' @ 1.16%
36" x 284' @ 1.52%

1330 1320 1310 1300 1290 1280 1270 1260 1250 1240

1255+00 1256+00 1257+00 1258+00 1259+00 1260+00 1261+00 1262+00 1263+00 1264+00 1265+00 1266+00 1267+00 1268+00 1269+00 1270+00

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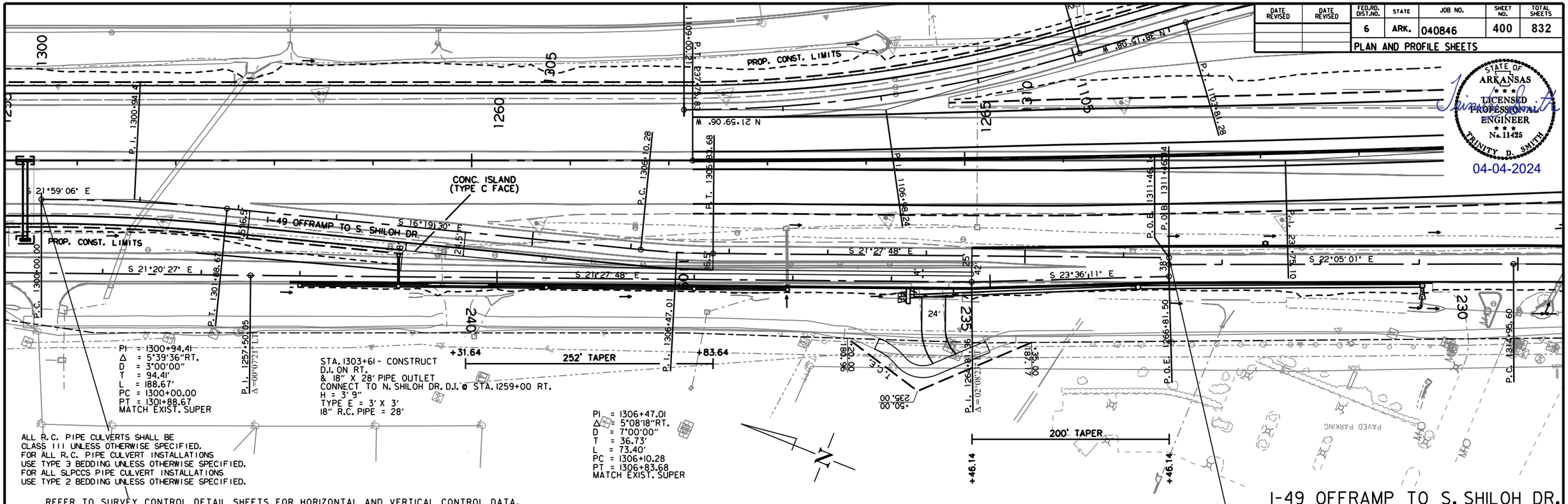
		6	ARK.	040846	400	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



PI = 1300+94.41
Δ = 5°39'36"RT.
D = 3°00'00"
T = 94.41'
L = 188.67'
PC = 1300+00.00
PT = 1301+88.67
MATCH EXIST. SUPER

STA. 1303+61 - CONSTRUCT
D.I. ON RT.
& 18" X 28' PIPE OUTLET
CONNECT TO N. SHILOH DR. D.I. @ STA. 1259+00 RT.
H = 3' 9"
TYPE E = 3' X 3'
18" R.C. PIPE = 28'

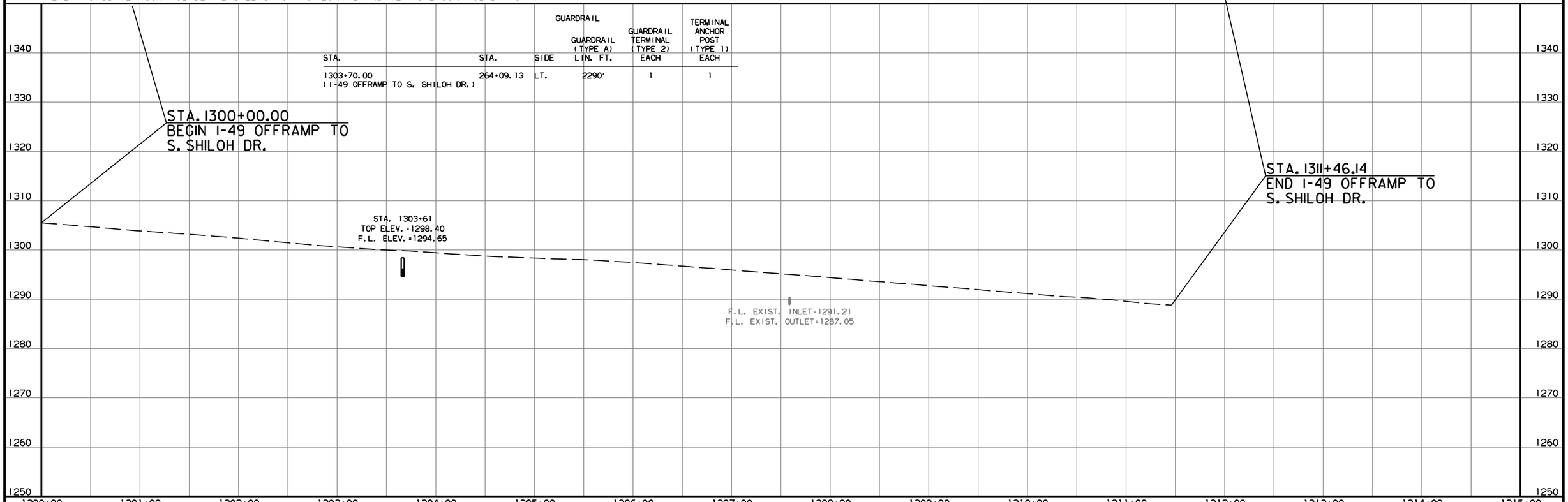
PI = 1306+47.01
Δ = 5°08'18"RT.
D = 7°00'00"
T = 36.73'
L = 73.40'
PC = 1306+10.28
PT = 1306+83.68
MATCH EXIST. SUPER

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

I-49 OFFRAMP TO S. SHILOH DR.

STA.	STA.	SIDE	GUARDRAIL GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
1303+70.00 (I-49 OFFRAMP TO S. SHILOH DR.)	264+09.13	LT.	2290'	1	1



CD41256 2/27/2023
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	401	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

PI = N.A.
Δ = 360°00'00"RT.
R = 57'
T = N.A.
L = 358.14'
PC = 1000+00.00
PT = 1003+58.14

STA. 1001+30 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

STA. 1001+79 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

STA. 1002+20 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

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

STA. 1000+00.00 MAX. SUPERELEVATION (R.C.)
STA. 1001+79.07 END/BEGIN SUPERELEVATION (N.C.)
STA. 1003+58.14 MAX. SUPERELEVATION (R.C.)

STA. 1000+00.00
BEGIN ROUNDABOUT 1

STA. 1003+58.14
END ROUNDABOUT 1

P.V.I. 1000+00.00 ELEV. 1286.00
P.V.C. 1001+50.61 ELEV. 1284.49
P.V.T. 1002+00.61 ELEV. 1283.99
P.V.C. 1002+94.99 ELEV. 1285.88
P.V.I. 1003+19.99 ELEV. 1286.38
P.V.I. 1003+58.14 ELEV. 1286.00

-1.00%
K=33.33
VC=100'
e=0.38'
2.00%
K=16.67
VC=50'
1.00%

STA. 1001+30
TOP ELEV. =1285.03
F.L. ELEV. =1281.83

STA. 1001+79
TOP ELEV. =1284.47
F.L. ELEV. =1282.98

STA. 1002+20 e=-0.19'
TOP ELEV. =1284.82
F.L. ELEV. =1282.83

1330 1320 1310 1300 1290 1280 1270 1260 1250 1240

995+00 996+00 997+00 998+00 999+00 1000+00 1001+00 1002+00 1003+00 1004+00 1005+00 1006+00 1007+00 1008+00 1009+00 1010+00

ROUNDABOUT 1

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		6	ARK.	040846	402	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA. 502+30.00
BEGIN S. SHILOH DR.

STA. 513+58.06
END S. SHILOH DR.

PI = 511+21.77
Δ = 28°52'49" LT.
R = 350'
T = 90.13'
L = 176.42'
PC = 510+31.64
PT = 512+08.06
NO SUPERELEVATION

PI = 503+73.25
Δ = 30°52'46" RT.
D = 13°00'00"
T = 121.73'
L = 237.53'
PC = 502+51.52
PT = 504+89.05
NO SUPERELEVATION

PI = 509+56.59
Δ = 18°10'38" RT.
R = 350'
T = 55.99'
L = 111.04'
PC = 509+00.60
PT = 510+11.64
NO SUPERELEVATION

STA. 1000+89.54 ROUNDABOUT I=
STA. 506+89.60 S. SHILOH DR.
Δ = 90°00'00"

STA. 1002+68.61 ROUNDABOUT I=
STA. 508+03.60 S. SHILOH DR.
Δ = 90°00'00"

+98.77 100' TAPER +98.77

+97.57 125' TAPER +22.57

STA. 502+88 - CONSTRUCT
D.I. ON LT.
CONNECT TO EXIST. CROSS DRAIN @ STA. 502+88
H = 7' 11"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'

STA. 502+88 - CONSTRUCT
D.I. ON RT.
& 18" X 18' PIPE INLET WITH F.E.S.
& 18" X 31' PIPE OUTLET (TYPE IV)
CONNECT TO EXIST. CROSS DRAIN @ STA. 502+88
H = 4' 3"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 49'
18" F.E.S. = 1EACH
Q50 = 5 CFS; D.A. = 1.1AC.

STA. 502+88 IN PLACE
18" X 65' R.C. PIPE CULVERT
REMOVE HDWLS RT.

STA. 504+86 - CONSTRUCT
D.I. ON RT.
& 18" X 22' PIPE INLET WITH F.E.S.
& 18" X 79' PIPE OUTLET WITH F.E.S.
W/ 4' EXT.
H = 6' 0"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 101'
18" F.E.S. = 2 EACH
Q50 = 9 CFS; D.A. = 2.1AC.

STA. 506+52 - CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

STA. 506+56 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

STA. 508+41 - CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 11'

STA. 508+64 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

STA. 508+59 - CONSTRUCT
D.I. ON LT.
& 18" X 70' PIPE INLET (TYPE IV) WITH F.E.S.
& 18" X 35' PIPE OUTLET WITH F.E.S.
H = 8' 4"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 105'
18" F.E.S. = 1EACH
Q50 = 11CFS; D.A. = 2.3 AC.

STA. 510+37 - CONSTRUCT
D.I. ON LT.
& 30" X 18' PIPE OUTLET WITH F.E.S.
H = 5' 2"
TYPE MO = 5' I.D.
TYPE C = 4' X 3'
30" R.C. PIPE = 18'
30" F.E.S. = 1EACH

STA. 510+37 - CONSTRUCT
D.I. ON RT.
& 30" X 21' PIPE INLET WITH F.E.S.
& 30" X 40' PIPE OUTLET (TYPE V)
CONNECT TO D.I. @ STA. 510+37 LT.
H = 4' 10"
TYPE MO = 5' I.D.
TYPE C = 4' X 3'
30" R.C. PIPE = 61'
30" F.E.S. = 1EACH
Q50 = 55 CFS; D.A. = 11.7 AC.

STA. 512+32 - CONSTRUCT
D.I. ON LT.
& 18" X 34' PIPE OUTLET WITH F.E.S.
H = 7' 8"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 34'
18" F.E.S. = 1EACH
Q50 = 23 CFS; D.A. = 4.8 AC.

STA. 512+36 - CONSTRUCT
D.I. ON RT.
& 18" X 18' PIPE INLET WITH F.E.S.
& 18" X 32' PIPE OUTLET
CONNECT TO D.I. @ STA. 512+32 LT.
H = 5' 4"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 50'
18" F.E.S. = 1EACH

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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S. SHILOH DR.

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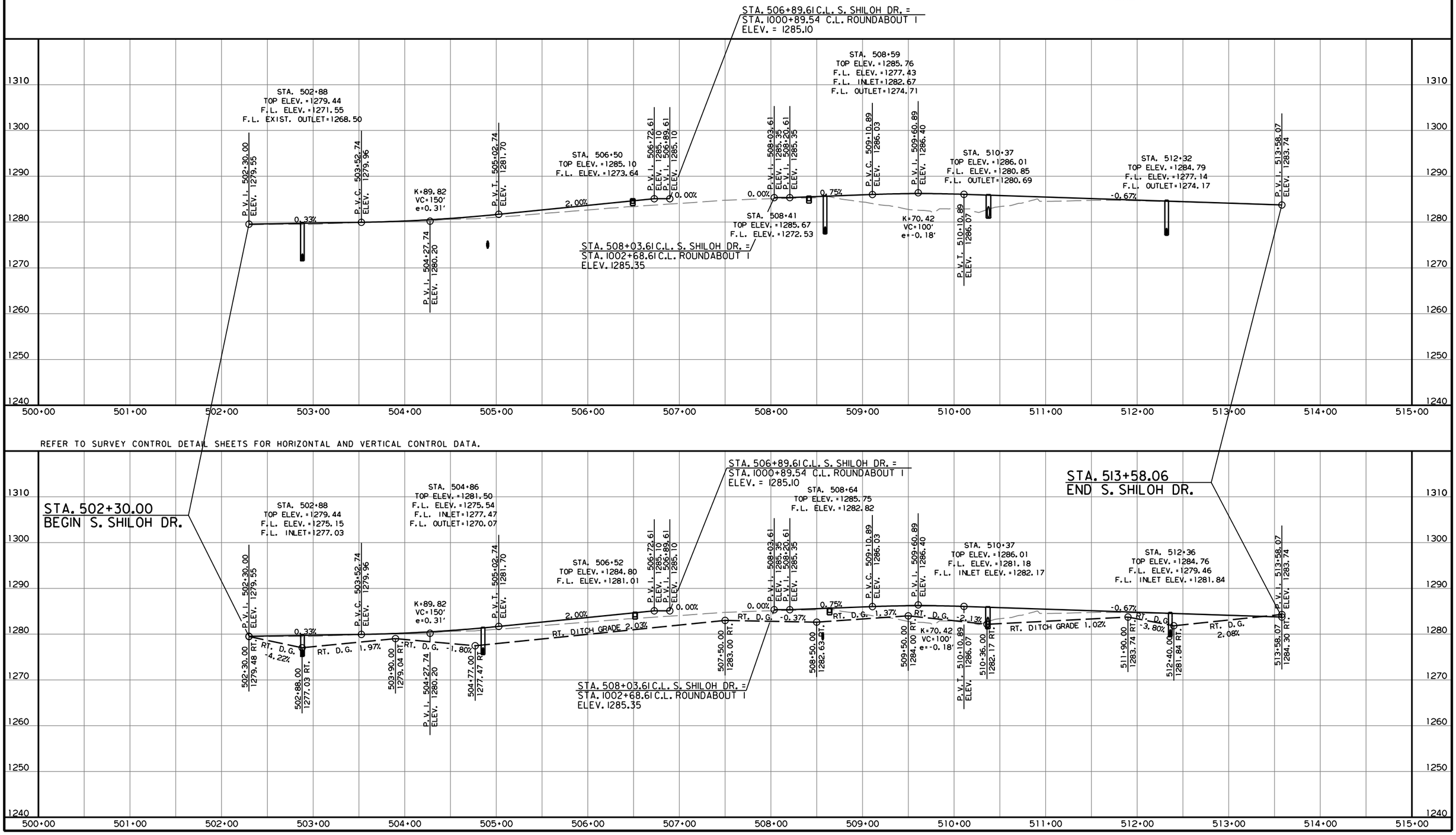
		6	ARK.	040846	403	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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



s1se641 5/26/2021
ZBORDER.CEL MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	404	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

ROUNDABOUT 1EXIT

PI = 607+26.05
Δ = 168°40'24" RT.
R = 72'
T = 726.05'
L = 211.96'
PC = 600+00.00
PT = 602+11.96
NO SUPERELEVATION

PI = 603+18.06
Δ = 2°32'43" RT.
D = 3°00'00"
T = 42.43'
L = 84.84'
PC = 602+75.63
PT = 603+60.47
NO SUPERELEVATION

PI = 605+43.22
Δ = 2°55'46" LT.
D = 3°00'00"
T = 48.84'
L = 97.66'
PC = 604+94.38
PT = 605+92.04
NO SUPERELEVATION

PI = 607+82.97
Δ = 18°18'24" RT.
D = 3°00'00"
T = 138.69'
L = 276.89'
PC = 606+44.28
PT = 609+21.17
NO SUPERELEVATION

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

STA. 600+00.00
BEGIN ROUNDABOUT 1EXIT

STA. 600+00.00 10.50' RT. ROUNDABOUT 1EXIT =
STA. 505+17.19 C.L. S. SHILOH DR
ELEV. = 1281.93

STA. 609+21.17
END W. ROUNDABOUT 1EXIT

STA. 607+20.73 7.5' ROUNDABOUT 1EXIT =
STA. 187+04.35 49' LT. I-49
ELEV. = 1264.41

P.V.I. 600+00.00 ELEV. 1281.93
-2.00%
P.V.C. 600+50.52 ELEV. 1280.92
K=8.62
VC=50'
e=-0.36'
P.V.I. 600+75.52 ELEV. 1280.42
P.V.T. 601+00.52 ELEV. 1278.47
-7.80%
P.V.C. 601+10.00 ELEV. 1277.73

STA. 601+51 CONSTRUCT
24" X 116' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
WITH FES LT. & RT.
050 = 50 CFS D.A. = 10.7 AC.

F.L. OUTLET =1270.07

601+00.00 1268.16 RT.
RT. D.G. -5.67%
F.L. INLET=1262.00
F.L. OUTLET=1258.32

RT. DITCH GRADE 0.90%

602+08.66 1262.00 RT.

STA. 604+93 - CONSTRUCT
D.I. ON RT.
& 18" X 64' PIPE OUTLET (TYPE IV)
H = 3'9"
TYPE ST = 3' x 3'
18" R.C. PIPE = 64'

603+20.00 P.V.I. ELEV. 1261.35
603+48.31 1263.25 RT.

K=49.07
VC=420'
e=4.50'

STA. 604+93
TOP ELEV. =1262.27
F.L. ELEV. =1258.52

STA. 605+60 - CONSTRUCT
D.I. ON RT.
& 18" X 69' PIPE OUTLET
H = 4'4"
TYPE ST = 3' x 3'
18" R.C. PIPE = 69'
18" F.E.S. = 1EACH

605+30.00 P.V.T. ELEV. 1262.95

STA. 605+60
TOP ELEV. =1262.64
F.L. ELEV. =1258.33
F.L. OUTLET=1258.05

0.76%

18" x 64' @ 0.30%
18" x 69' @ 0.37%

605+50.00 1258.61 RT.

RT. DITCH GRADE -0.70%

607+20.73 P.V.I. ELEV. 1264.41

609+21.17 1256.00 RT.

STA.	STA.	SIDE	GUARDRAIL GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	THRIE BEAM GUARDRAIL TERMINAL EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
550+00.00 (S. SHILOH DR. EXIT)	601+87.19	LT.	165	1		1
602+29.56	603+48.31	RT.	50	1	1	

CONCRETE BARRIER WALL

STA.	STA.	SIDE	TYPE
603+48.31	605+52.90	RT.	SIDE TYPE A-1

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		6	ARK.	040846	405	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

PI = 550+84.84
Δ = 62°26'04" LT.
R = 140'
T = 84.84'
L = 152.56'
PC = 550+00.00
PT = 551+52.56
NO SUPERELEVATION

STA.	STA.	SIDE	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL TERMINAL (TYPE 2) EACH	THRIE BEAM GUARDRAIL TERMINAL EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
550+00.00 (S. SHILOH DR. EXIT)	601+87.19	LT.	165	1		1
602+29.56	603+48.31	RT.	50	1	1	

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

S. SHILOH DR. EXIT

STA. 550+00.00
BEGIN S. SHILOH DR. EXIT

STA. 551+52.56
END S. SHILOH DR. EXIT

P.V.I. 550+14.12
ELEV. 1280.01

0.48%

P.V.C. 550+73.79
ELEV. 1280.30

P.V.I. 550+93.79
ELEV. 1280.39

P.V.I. 551+15.65
ELEV. 1279.30

-5.00%

K=7.30
VC=40'
e=-0.27'

P.V.T. 551+13.79
ELEV. 1279.39

STA. 550+14.12 7.50' RT. C.L. S. SHILOH DR. EXIT =
STA. 503+65.91 C.L. S. SHILOH DR.
ELEV. = 1280.01

STA. 551+15.65 7.50' LT. C.L. S. SHILOH DR. EXIT =
STA. 601+25.19 7.50' LT. C.L. ROUNDABOUT EXIT
ELEV. = 1279.30

1310 1300 1290 1280 1270 1260 1250 1240 1230 1220

545+00 546+00 547+00 548+00 549+00 550+00 551+00 552+00 553+00 554+00 555+00 556+00 557+00 558+00 559+00 560+00

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		6	ARK.	040846	406	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

PI = N.A.
Δ = 360°00'00"RT.
R = 57'
T = N.A.
L = 358.14'
PC = 1100+00.00
PT = 1103+58.14

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

ROUNDABOUT 2

STA. 1100+00.00 MAX. SUPERELEVATION (0.040'/')
STA. 1101+79.07 END/BEGIN SUPERELEVATION (-0.040'/')
STA. 1103+58.14 MAX. SUPERELEVATION (0.040'/')

STA. 1100+00.00
BEGIN ROUNDABOUT 2

STA. 1103+58.14
END ROUNDABOUT 2

P.V.C. 1100+00.00 ELEV. 1282.26
P.V.I. 1100+25.00 ELEV. 1282.26
P.V.C. 1100+74.07 ELEV. 1280.30
P.V.T. 1100+50.00 ELEV. 1281.26
0.00%
-4.00%
K=12.50 VC=50' e=-0.25'

STA. 1102+28
TOP ELEV. =1278.83
F.L. ELEV. =1274.57
K=26.25 VC=210' e=2.10'
P.V.I. 1101+79.07 ELEV. 1276.10
18" x 55' @ 2.28%

P.V.T. 1102+84.07 ELEV. 1280.30
P.V.C. 1103+08.14 ELEV. 1281.26
P.V.I. 1103+33.14 ELEV. 1282.26
P.V.I. 1103+58.14 ELEV. 1282.26
P.V.T. 1103+58.14 ELEV. 1282.26
4.00%
0.00%
K=12.50 VC=50' e=-0.25'

STA. 1102+28 - CONSTRUCT
D.I. ON RT.
& 18" X 55' PIPE OUTLET
W/ 4' EXT.
CONNECT TO D.I. @ STA. 107+80 LT.
H = 4' 3"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 55'

1310 1300 1290 1280 1270 1260 1250 1240 1230 1220

1095+00 1096+00 1097+00 1098+00 1099+00 1100+00 1101+00 1102+00 1103+00 1104+00 1105+00 1106+00 1107+00 1108+00 1109+00 1110+00

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		6	ARK.	040846	407	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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TRINITY D. SMITH
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STA. 102+80 - CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 18'

STA. 105+90 - CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 15'

STA. 107+80 - CONSTRUCT
D.I. ON LT.
& 18" X 29' PIPE OUTLET (TYPE IV)
CONNECT TO D.I. @ ROUNDABOUT 2
BYPASS RAMP STA. 803+88 RT.
H = 4' 2"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 29'

STA. 109+52 - CONSTRUCT
D.I. ON LT.
CONNECT TO R.C.B. @ STA. 109+93
H = 21' 8"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'

STA. 111+10 - CONSTRUCT
D.I. ON LT.
& 18" X 92' PIPE OUTLET
CONNECT TO D.I. @ STA. 112+06 LT.
H = 3' 9"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 92'

STA. 112+06 - CONSTRUCT
D.I. ON LT.
CONNECT TO EXIST. PIPE INLET AND OUTLET
H = 7' 3"
TYPE C = 7' X 4'

STA. 112+70 - CONSTRUCT
D.I. ON LT.
CONNECT TO EXIST. 30" PIPE INLET
& 30" X 60' PIPE OUTLET
CONNECT TO D.I. @ STA. 112+06 LT.
H = 5' 8"
TYPE ST = 3' X 4'
30" R.C. PIPE = 60'

STA. 111+10 - CONSTRUCT
D.I. ON RT.
& 18" X 96' PIPE OUTLET
W/ 4' EXT.
CONNECT TO D.I. @ STA. 112+06 RT.
H = 3' 9"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 92'

STA. 102+80 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 11'

STA. 105+90 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 11'

STA. 107+62 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 11'

STA. 108+28 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 11'

STA. 109+78 - CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
W/ 4' EXT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 11'

STA. 109+93 CONSTRUCT
QUAD 12' X 10' X 141' R.C. BOX
ON 30° RT. FWD. SKEW
WITH 3:1 WINGS LT. AND RT.
Q50 = 2550 CFS D.A. = 792 ACRES
SPAN = 60'-9"

STA. 110+84 CONSTRUCT
14' X 10' X 84' R.C. BOX
ON 28° RT. FWD. SKEW
WITH WINGS RT.

STA. 112+06 - CONSTRUCT
D.I. ON RT.
CONNECT TO EXIST. CROSS DRAIN @ STA. 112+06
H = 6' 3"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'

STA. 112+70 - CONSTRUCT
D.I. ON RT.
& 24" X 22' PIPE OUTLET
CONNECT TO D.I. @ STA. 112+70 LT.
H = 3' 9"
TYPE ST = 3' X 3'
24" R.C. PIPE = 22'

STA. 100+00.00 ROUNDABOUT 1 =
STA. 101+09.20 W. 15TH STREET
Δ = 90°00'00"

STA. 102+23.20 ROUNDABOUT 1 =
STA. 102+23.20 W. 15TH STREET
Δ = 90°00'00"

STA. 100+00.00 ROUNDABOUT 2 =
STA. 106+39.50 W. 15TH STREET
Δ = 90°00'00"

STA. 101+69.22 ROUNDABOUT 2 =
STA. 107+53.50 W. 15TH STREET
Δ = 90°00'00"

STA. 102+23.20
BEGIN W. 15TH STREET

STA. 112+83.00
END W. 15TH STREET

STA. 111+40.00
BEGIN RETAINING WALL
& HAND RAIL

STA. 112+19.54
END RETAINING WALL
& HAND RAIL

BRIDGE END
STA. 105+45.26

BRIDGE END
STA. 103+34.25

CONC. ISLAND (TYPE A CCC&G)

CONC. ISLAND (TYPE C FACE)

30' TAPER

125' TAPER

PROP. CONST. LIMITS

PROP. R/W & C/A

TOWN BRANCH

W. 15TH STREET

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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		6	ARK.	040846	408	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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

STA. 102+23.20
BEGIN W. 15TH STREET

P.V.I. 102+23.20 ELEV. 1286.00
P.V.I. 102+40.20 ELEV. 1286.34
2.00%
2.00%
STA. 102+80
TOP ELEV. =1287.26
F.L. ELEV. =1269.94
P.V.C. 103+78.33 ELEV. 1289.10
P.V.I. 104+38.33 ELEV. 1290.30
K=20.00
VC=120'
e=-0.90'
P.V.T. 104+98.33 ELEV. 1287.90
-4.00%
-4.00%
STA. 105+90
TOP ELEV. =1284.46
F.L. ELEV. =1260.70
P.V.I. 106+22.50 ELEV. 1282.94
P.V.I. 106+39.50 ELEV. 1282.26
BRIDGE END
STA. 103+34.25
BRIDGE END
STA. 105+45.26

STA. 106+39.50 C.L. W. 15TH ST. =
STA. 1100+00.00 C.L. RT. ROUNDABOUT 2
ELEV. = 1282.26

STA. 107+53.50 C.L. W. 15TH STREET =
STA. 1101+69.22 C.L. ROUNDABOUT 2
ELEV. 1278.22

P.V.I. 107+53.50 ELEV. 1278.22
P.V.I. 107+70.50 ELEV. 1277.61
-3.56%
18" x 29' @ 1.19%
STA. 107+80
TOP ELEV. =1277.46
F.L. ELEV. =1273.31
K=12.22
VC=55'
e=-0.31'
P.V.C. 108+16.47 ELEV. 1275.77
P.V.I. 108+43.97 ELEV. 1274.67
-4.00%
P.V.T. 108+71.47 ELEV. 1272.33
18" x 153' @ 7.40%
-8.50%
STA. 109+52
TOP ELEV. =1265.37
F.L. ELEV. =1243.68
P.V.C. 110+45.79 ELEV. 1257.52
+84
K=26.44
VC=230'
e=2.50'
STA. 111+10
TOP ELEV. =1253.03
F.L. ELEV. =1249.28
STA. 112+06
TOP ELEV. =1249.03
F.L. ELEV. =1241.62
18" x 92' @ 4.36%
P.V.T. 112+75.79 ELEV. 1247.97
P.V.I. 112+83.00 ELEV. 1247.99
0.20%
STA. 112+70
TOP ELEV. =1247.66
F.L. ELEV. =1242.00
EXIST. 30" PIPE
30" x 60' @ 0.64%

050 DESIGN H. W.
ELEVATION 1243.01'

108+60.00 1241.36 LT.
109+05.00 1233.70 LT.
LT. D.G. 0.00%
+93
109+90.00 1233.70 LT.
F.L. INLET=1233.70
110+50.00 1241.75 LT.
LT. D.G. 13.42%
F.L. INLET =1241.70
P.V.I. 111+60.79 ELEV. 1247.74

NOTE: FOR ALL THE CONSTUCTION OF TEMPORARY WORK RAMPS OR HAUL ROADS. THIS STREAM IS CLASSIFIED AS AN PERENNIAL STREAM. THE STREAMBANK ELEVATION IS 1240.00 FT. M.L.S. BETWEEN STA. 109+50 AND STA. 110+25 REFER TO SECTION 110.05 (C) OF THE 2014 STANDARD SPECIFICATIONS

STA. 102+23.20
BEGIN W. 15TH STREET

P.V.I. 102+23.20 ELEV. 1286.00
P.V.I. 102+40.20 ELEV. 1286.34
2.00%
2.00%
STA. 102+80
TOP ELEV. =1287.43
F.L. ELEV. =1269.00
P.V.C. 103+78.33 ELEV. 1289.10
P.V.I. 104+38.33 ELEV. 1290.30
K=20.00
VC=120'
e=-0.90'
P.V.T. 104+98.33 ELEV. 1287.90
-4.00%
-4.00%
STA. 105+90
TOP ELEV. =1284.39
F.L. ELEV. =1263.28
P.V.I. 106+22.50 ELEV. 1282.94
P.V.I. 106+39.50 ELEV. 1282.26
BRIDGE END
STA. 103+34.25
BRIDGE END
STA. 105+45.26

STA. 106+39.50 C.L. W. 15TH ST. =
STA. 1100+00.00 C.L. ROUNDABOUT 2
ELEV. = 1282.26

STA. 107+53.50 C.L. W. 15TH STREET =
STA. 1101+69.22 C.L. ROUNDABOUT 2
ELEV. 1278.22

P.V.I. 107+53.50 ELEV. 1278.22
P.V.I. 107+70.50 ELEV. 1277.61
-3.56%
STA. 107+62
TOP ELEV. =1278.05
F.L. ELEV. =1247.42
P.V.C. 108+16.47 ELEV. 1275.77
P.V.I. 108+43.97 ELEV. 1274.67
-4.00%
K=12.22
VC=55'
e=-0.31'
P.V.T. 108+71.47 ELEV. 1272.33
STA. 108+28
TOP ELEV. =1275.45
F.L. ELEV. =1246.27
-8.50%
STA. 109+78
TOP ELEV. =1263.53
F.L. ELEV. =1235.72
P.V.C. 110+45.79 ELEV. 1257.52
+84
K=26.44
VC=230'
e=2.50'
STA. 111+10
TOP ELEV. =1253.12
F.L. ELEV. =1248.37
STA. 112+06
TOP ELEV. =1249.03
F.L. ELEV. =1242.76
18" x 92' @ 4.36%
P.V.T. 112+75.79 ELEV. 1247.97
P.V.I. 112+83.00 ELEV. 1247.99
0.20%
STA. 112+70
TOP ELEV. =1247.77
F.L. ELEV. =1244.02

050 DESIGN H. W.
ELEVATION 1243.01'

108+50.00 1246.27 RT.
RT. DITCH GRADE -8.24%
110+05.00 1233.50 RT.
+93
110+50.00 1233.50 RT.
RT. D.G. 0.00%
F.L. OUTLET=1233.50
F.L. OUTLET =1240.86
P.V.I. 111+60.79 ELEV. 1247.74

STA. 112+83.00
END W. 15TH STREET

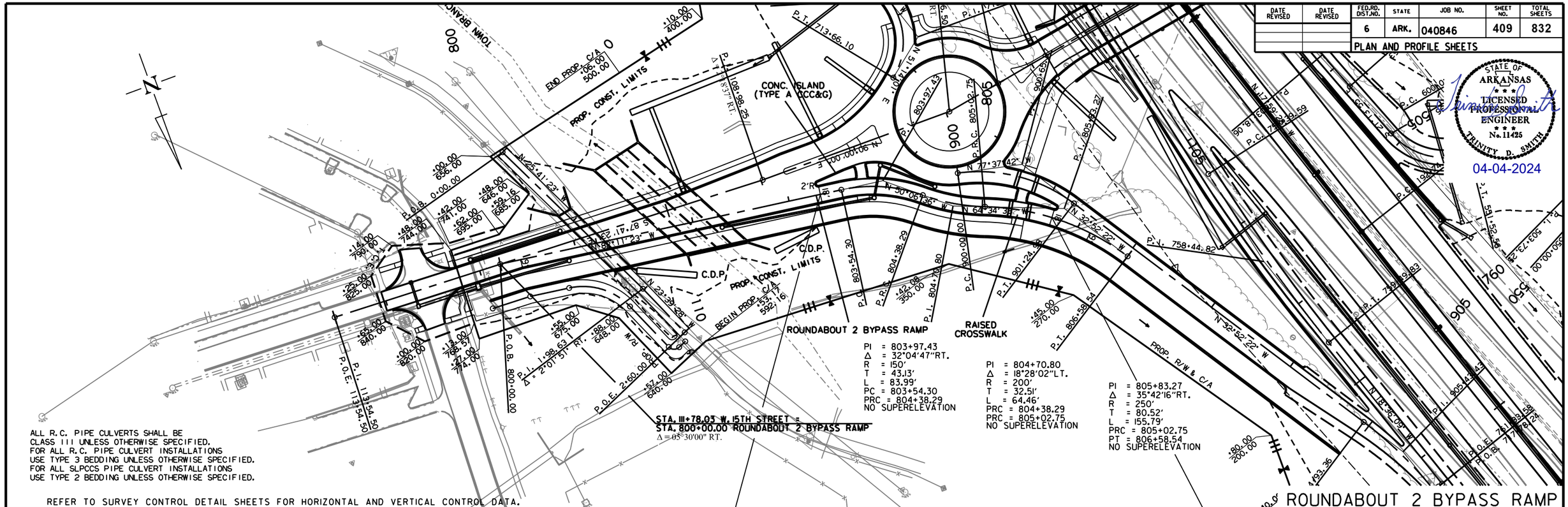
100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00
1300 1290 1280 1270 1260 1250 1240 1230

s1se641 5/26/2021
ZBORDER.CEL MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	409	832

PLAN AND PROFILE SHEETS

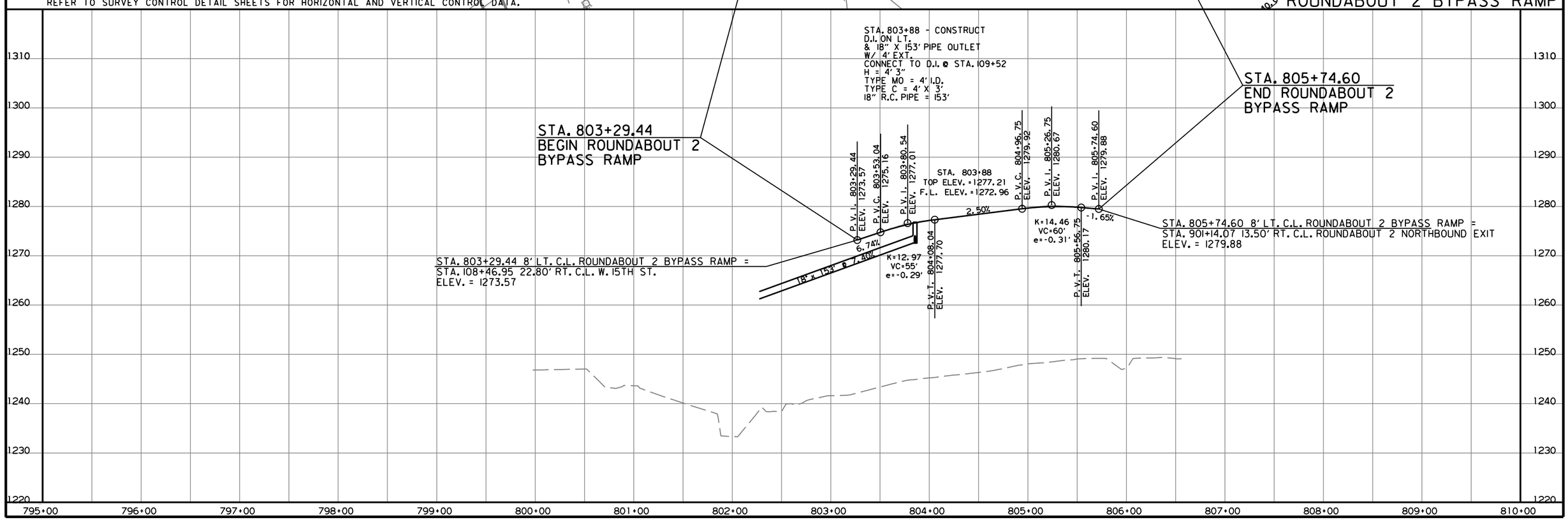
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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

ROUNDABOUT 2 BYPASS RAMP



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STATE OF ARKANSAS
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04-04-2024

PROP. R/W & C/A
P.I. 711+79.77
P.C. 712+81.31
P.T. 713+66.10
CONC. ISLAND (TYPE A CCC&G)
PROP. CONST. LIMITS
END PROP. C/A
P.I. 806+58.27
C.D.P.
RAISED CROSSWALK
P.I. 805+82.27
P.C. 804+73.29
P.T. 806+58.54
P.I. 758+44.82
ROUNDABOUT 2 NORTHBOUND EXIT
N 32°52'22" W
N 18°36'09" W
P.I. 901+24.98
P.I. 905+43.43
P.C. 904+93.36
P.T. 905+92.99
PROP. R/W & C/A
PROP. C/A
PROP. R/W
PROP. CONST. LIMITS
BEGIN PROP. C/A
N 25°41'23" W
N 23°39'28" W
N 18°10'06" W
N 51°49'01" E
N 50°05'36" W
N 64°34'38" W
N 77°31'22" W
N 17°59'23" W
N 00°00'00" E
N 00°00'06" E
P.I. 803+97.43
P.I. 806+39.59
P.I. 749+09.83
P.I. 905+14.43
P.I. 721+48.81
P.I. 499+95.31
P.I. 502+04.93
P.I. 503+73.28
P.I. 591+52.56
P.I. 502+30.00
P.I. 502+00.11
P.C. 503+00.00
P.C. 499+95.31
P.C. 502+04.93
P.T. 502+00.11
P.T. 502+30.00
P.T. 503+73.28
P.T. 591+52.56
P.I. 106+96.50
P.I. 671+49.78
P.I. 108+98.25
Δ = 90°54'19" RT.
Δ = 93°37'41" RT.
5°R
2°R
2°R
2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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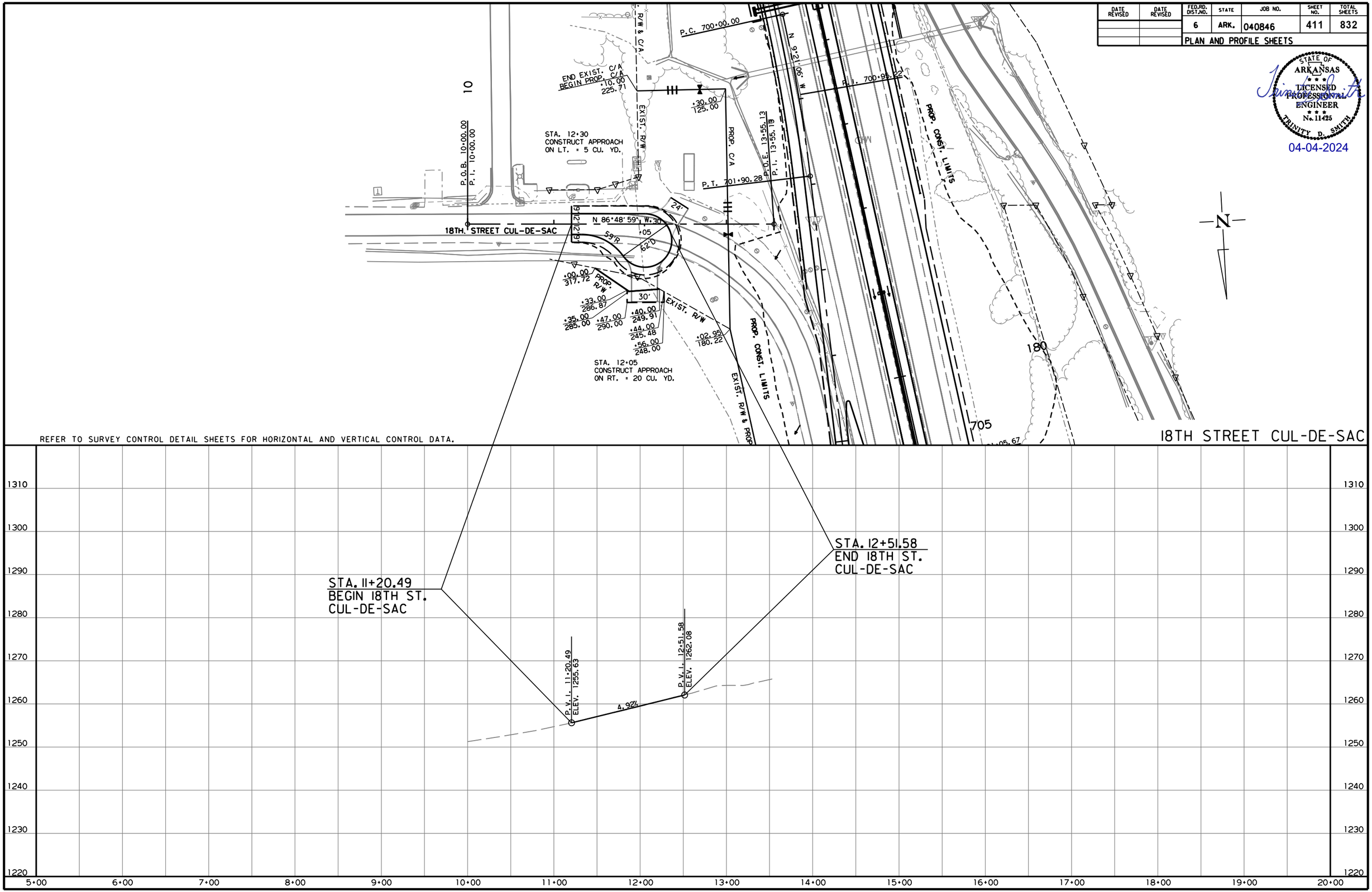

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

18TH STREET CUL-DE-SAC

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		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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TRINITY D. SMITH

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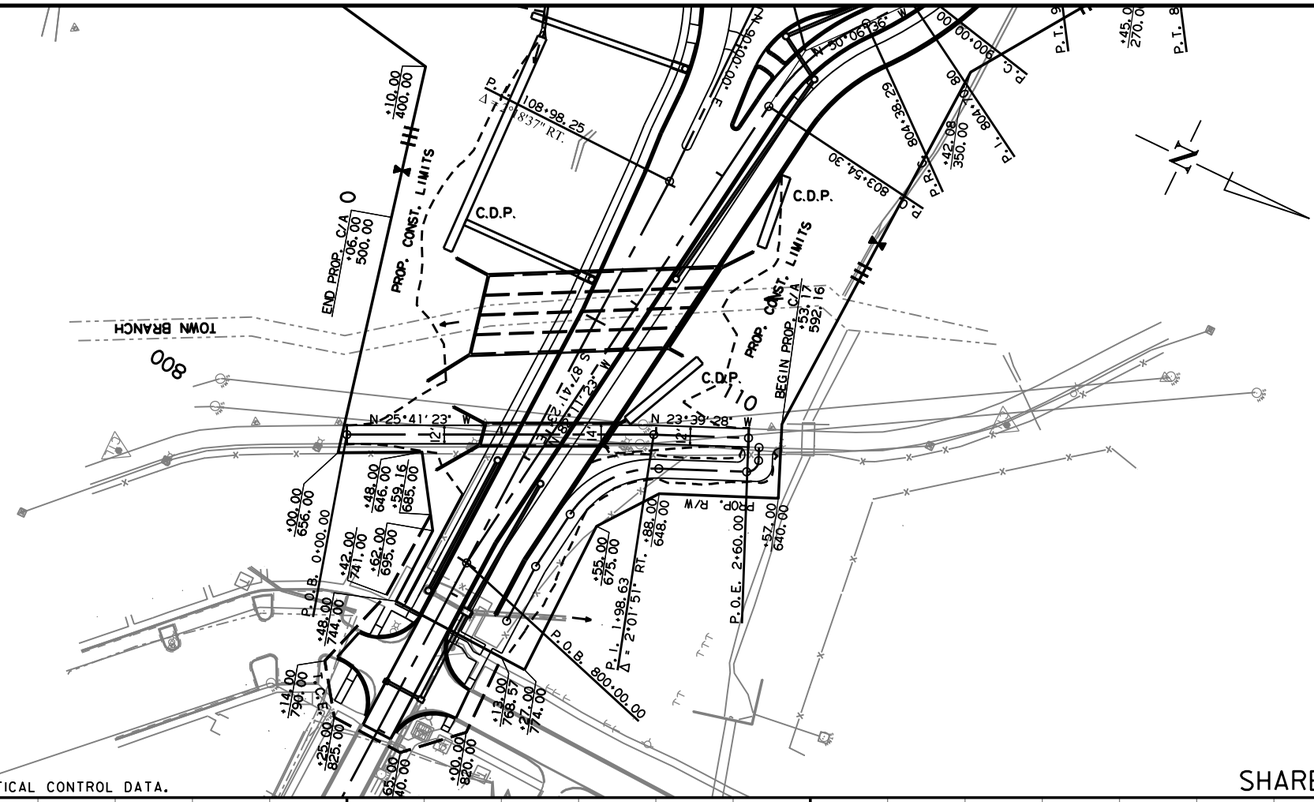

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		PLAN AND PROFILE SHEETS				

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

SHARED USE PATH

P.O.E. 113+54.50
P.I. 113+54.50

PI = 01+17.41
Δ = 58°31'57" RT.
R = 66'
T = 36.98'
L = 67.42'
PC = 00+80.43
PT = 01+47.85

P.O.B. 0+00.00

P.I. 1+98.63
Δ = 2°01'51" RT.

P.O.E. 2+60.00

PI = 02+12.19
Δ = 90°00'00" LT.
R = 7.5'
T = 7.5'
L = 11.78'
PC = 02+04.69
PT = 02+16.47

BEGIN PROP. C/A 592.16

END PROP. C/A 500.00

PROP. CONST. LIMITS

C.D.P.

P.C. 712+81.31
P.T. 713+66.10
P.I. 713+29.78
P.C. 803+54.30
P.I. 805+53.21
P.C. 758+44.82
P.T. 806+58.54
P.C. 901+24.98
P.I. 804+70.80
P.C. 804+38.29
P.I. 803+97.43
P.R.C. 805+02.75
P.C. 75+39.59
P.I. 75+94.38
P.C. 1+03.59
P.I. 1+06.96.50
P.C. 1100+00.00
P.I. 1103+59.14
P.C. 19+66.80
P.I. 19+04.94.38

N 25°41'23" W
N 87°41'23" W
N 23°39'28" W
N 64°34'38" W
N 32°52'22" W
N 77°37'42" W
N 30°06'36" W
N 51°10'30" W
N 90°00'00" E
N 12°39'31" W

P.I. 108+98.25
Δ = 7°58'37" RT.

P.I. 1100+00.00
Δ = 9°54'19" RT.

900
905
110
105

STA. 0+00.00 MAX. SUPERELEVATION (R.C.)
STA. 0+50.00 END SUPERELEVATION (N.C.)

P.V.I. 0+00.00 ELEV. 1249.61
P.V.C. 0+05.00 ELEV. 1249.74
P.V.I. 0+30.00 ELEV. 1250.42
2.70%
K=6.49
VC=50'
e=-0.48'
P.V.T. 0+55.00 ELEV. 1249.17
-5.00%
P.V.C. 1+35.00 ELEV. 1245.17
K=6.71
VC=50'
e=0.47'
P.V.I. 1+60.00 ELEV. 1243.92
P.V.T. 1+85.00 ELEV. 1244.53
P.V.C. 2+00.00 ELEV. 1244.90
P.V.I. 2+10.00 ELEV. 1245.15
P.V.I. 2+24.96 ELEV. 1245.00
2.45%
K=5.79
VC=20'
e=-0.09'
P.V.T. 2+20.00 ELEV. 1245.05

1290 1280 1270 1260 1250 1240 1230 1220 1210 1200

-6+00 -5+00 -4+00 -3+00 -2+00 -1+00 0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00

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		6	ARK.	040846	414	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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04-04-2024

STA. 405+80 CONSTRUCT
DROP INLET ON LT.
CONNECT TO EXISTING 36" X 192' PIPE
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 406+90 CONSTRUCT
DROP INLET ON LT.
AND 36" X 105' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+80 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 105 LIN. FT.

STA. 409+50 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 125' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 408+20 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 125 LIN. FT.

STA. 406+73 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 20' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 406+90 LT.
YARD DRAIN H = 2'-1"
YARD DRAIN = 3'-6" X 3'-6"
12" SIDE DRAIN = 20 LIN FT.

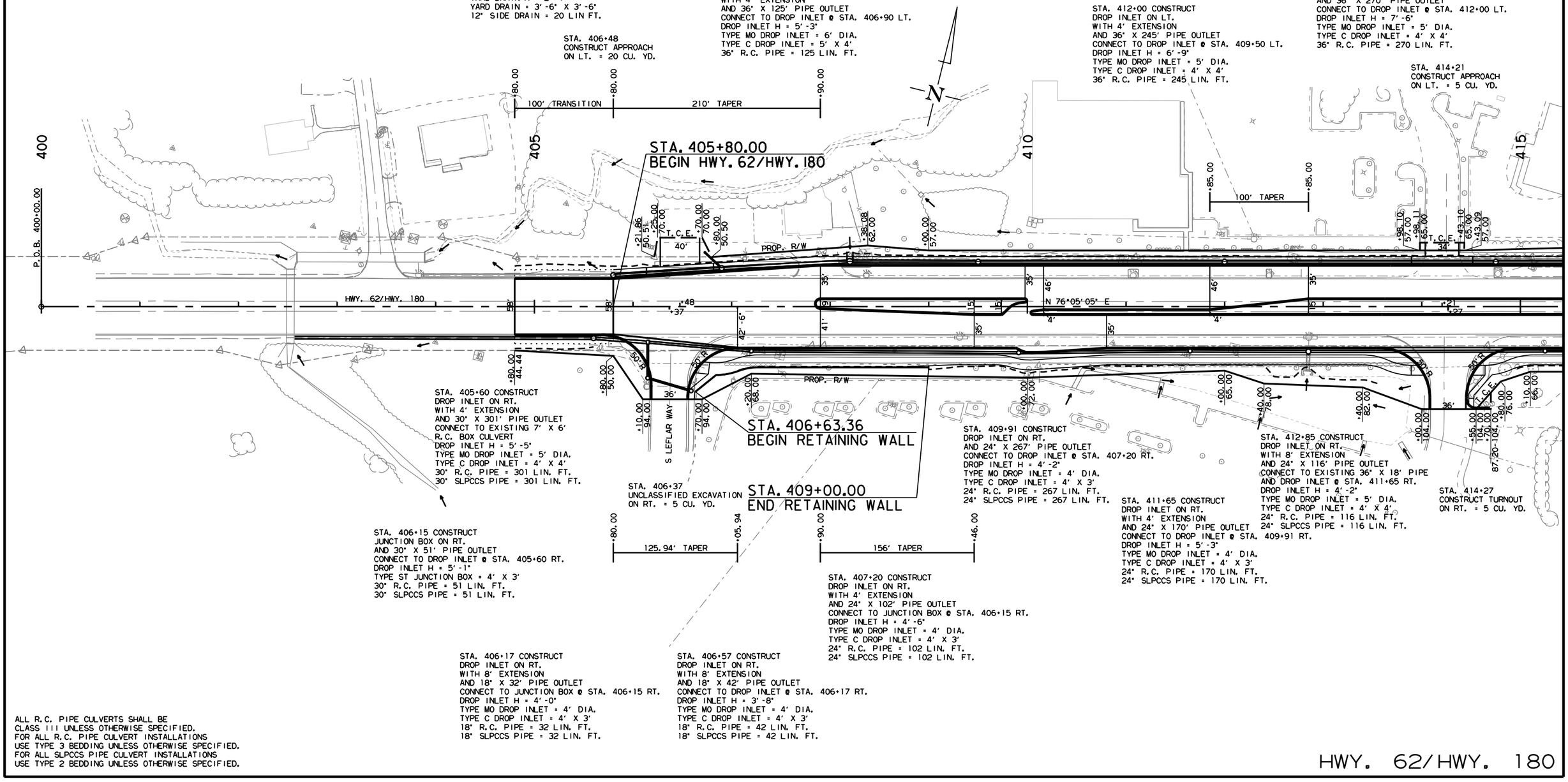
STA. 406+48
CONSTRUCT APPROACH
ON LT. = 20 CU. YD.

STA. 408+20 CONSTRUCT
DROP INLET ON LT.
WITH OPENING IN BACK
WITH 4' EXTENSION
AND 36" X 125' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 406+90 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5' X 4'
36" R.C. PIPE = 125 LIN. FT.

STA. 412+00 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 245' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 409+50 LT.
DROP INLET H = 6'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 245 LIN. FT.

STA. 414+75 CONSTRUCT
DROP INLET ON LT.
AND 36" X 270' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 412+00 LT.
DROP INLET H = 7'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 270 LIN. FT.

STA. 414+21
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.



STA. 405+60 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 30" X 301' PIPE OUTLET
CONNECT TO EXISTING 7' X 6'
R.C. BOX CULVERT
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 301 LIN. FT.
30" SLPCCS PIPE = 301 LIN. FT.

STA. 406+37
UNCLASSIFIED EXCAVATION
ON RT. = 5 CU. YD.

STA. 406+15 CONSTRUCT
JUNCTION BOX ON RT.
AND 30" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+60 RT.
DROP INLET H = 5'-1"
TYPE ST JUNCTION BOX = 4' X 3'
30" R.C. PIPE = 51 LIN. FT.
30" SLPCCS PIPE = 51 LIN. FT.

STA. 406+17 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 32' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 406+15 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 32 LIN. FT.
18" SLPCCS PIPE = 32 LIN. FT.

STA. 406+57 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 42' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 406+17 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 42 LIN. FT.
18" SLPCCS PIPE = 42 LIN. FT.

STA. 407+20 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 24" X 102' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 406+15 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 102 LIN. FT.
24" SLPCCS PIPE = 102 LIN. FT.

STA. 409+91 CONSTRUCT
DROP INLET ON RT.
AND 24" X 267' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 407+20 RT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 267 LIN. FT.
24" SLPCCS PIPE = 267 LIN. FT.

STA. 411+65 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 24" X 170' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 409+91 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 170 LIN. FT.
24" SLPCCS PIPE = 170 LIN. FT.

STA. 412+85 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 24" X 116' PIPE OUTLET
CONNECT TO EXISTING 36" X 18' PIPE
AND DROP INLET @ STA. 411+65 RT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
24" R.C. PIPE = 116 LIN. FT.
24" SLPCCS PIPE = 116 LIN. FT.

STA. 414+27
CONSTRUCT TURNOUT
ON RT. = 5 CU. YD.

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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HWY. 62/HWY. 180

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		6	ARK.	040846	415	832
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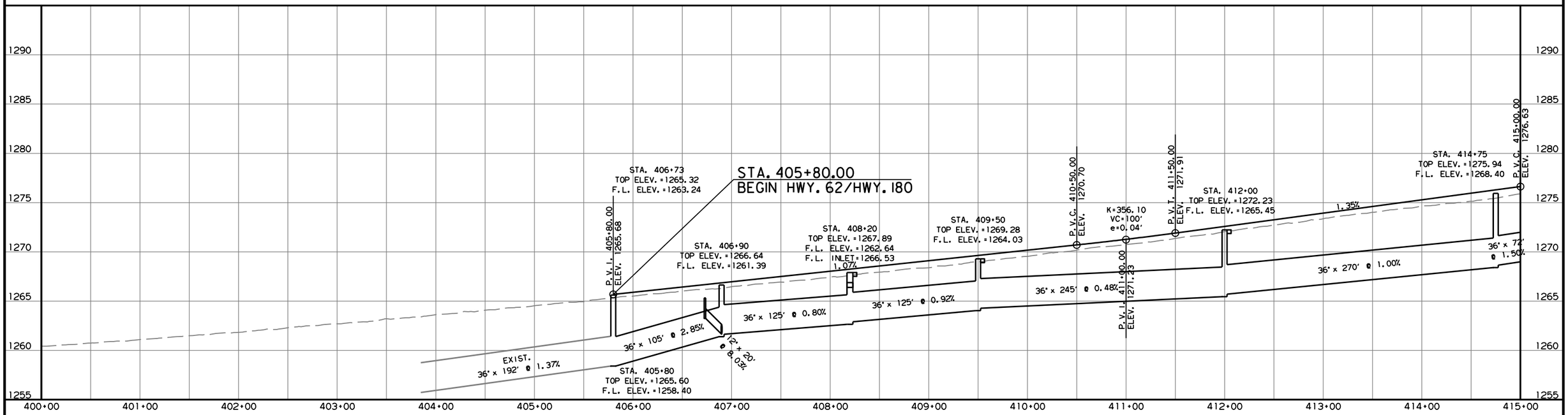
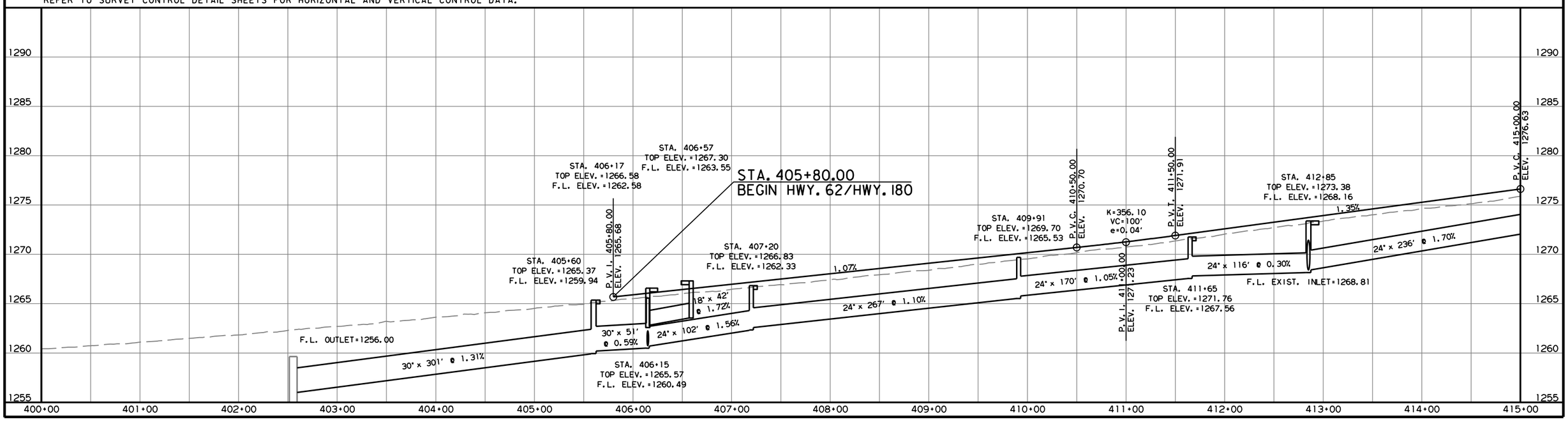
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

HWY. 62/HWY. 180 LT.



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

HWY. 62/HWY. 180 RT.



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STATE OF ARKANSAS
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STA. 415+52 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 10' PIPE INLET
AND 36" X 72' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 414+75 LT.
DROP INLET H = 7'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 10 LIN. FT.
36" R.C. PIPE = 72 LIN. FT.

STA. 417+35 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 178' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 415+52 LT.
DROP INLET H = 6'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 178 LIN. FT.

STA. 420+00 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 260' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 417+35 LT.
DROP INLET H = 7'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 260 LIN. FT.

STA. 420+35 CONSTRUCT
DROP INLET ON LT.
AND 18" X 41' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 420+39 LT.
DROP INLET H = 6'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 41 LIN. FT.

STA. 420+39 CONSTRUCT
JUNCTION BOX ON LT.
AND 36" X 35' PIPE OUTLET
CONNECT TO EXISTING 18" X 36' PIPE
AND TO DROP INLET @ STA. 420+00 LT.
JUNCTION BOX H = 7'-6"
TYPE ST JUNCTION BOX = 4' X 3'
36" R.C. PIPE = 35 LIN. FT.

STA. 421+60 CONSTRUCT
DROP INLET ON LT.
AND 36" X 117' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 420+39 LT.
DROP INLET H = 6'-0"
TYPE ST DROP INLET = 3' X 3'
36" R.C. PIPE (CLASS IV) = 117 LIN. FT.

STA. 422+39 CONSTRUCT
DROP INLET ON LT.
AND 30" X 75' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 421+60 LT.
DROP INLET H = 5'-1"
TYPE ST DROP INLET = 5' X 3'
30" R.C. PIPE (CLASS IV) = 75 LIN. FT.

STA. 422+63 CONSTRUCT
DROP INLET ON LT.
AND 30" X 26' PIPE OUTLET
CONNECT TO EXIST. 18" X 22' PIPE
AND DROP INLET @ STA. 422+39 LT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS IV) = 26 LIN. FT.

STA. 423+05 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 40' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 422+63 LT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 40 LIN. FT.

STA. 423+95 CONSTRUCT
DROP INLET ON LT.
AND 18" X 85' PIPE OUTLET
CONNECT TO EXIST. 18" X 44' PIPE
DROP INLET @ STA. 423+05 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 85 LIN. FT.

STA. 425+70 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 427+20 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 146 LIN. FT.

STA. 427+20 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 116' PIPE OUTLET
CONNECT TO EXIST. UNDERGROUND RESERVIOR
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 116 LIN. FT.

STA. 427+81 CONSTRUCT
DROP INLET ON LT.
AND 18" X 46' PIPE OUTLET
CONNECT TO EXIST. DROP INLET @ 428+30 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 46 LIN. FT.

STA. 428+40 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 16' PIPE INLET
AND 18" X 163' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 430+07 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 16 LIN. FT.
18" R.C. PIPE (CLASS IV) = 163 LIN. FT.

HWY. 62/HWY. 180
P.I. = 423+52.22
Δ = 5°00'16" LT.
D = 1°00'00"
T = 250.37'
L = 500.43'
P.C. = 421+01.85
P.T. = 426+02.28
e = R.C.
Ls = 325'

STA. 425+70 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 6' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 425+70 LT.
DROP INLET H = 3'-3"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 6 LIN. FT.

STA. 417+74
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 420+40
UNCLASSIFIED EXCAVATION
ON LT. = 5 CU. YD.

STA. 424+30
UNCLASSIFIED EXCAVATION
ON LT. = 15 CU. YD.

STA. 425+21
UNCLASSIFIED EXCAVATION
ON LT. = 15 CU. YD.

STA. 426+05
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 426+75
UNCLASSIFIED EXCAVATION
ON LT. = 5 CU. YD.

STA. 427+79.00
END RETAINING WALL

STA. 427+09.00
BEGIN RETAINING WALL

STA. 428+05
UNCLASSIFIED EXCAVATION
ON LT. = 15 CU. YD.

STA. 428+97
UNCLASSIFIED EXCAVATION
ON LT. = 5 CU. YD.

STA. 429+36.06
BEGIN RETAINING WALL

STA. 415+25 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 24" X 236' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 412+85 RT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 236 LIN. FT.

STA. 418+00 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 271' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 415+25 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 271 LIN. FT.

STA. 420+05 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 201' PIPE OUTLET
CONNECT TO EXIST. 12" X 28' PIPE
AND DROP INLET @ STA. 418+00 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 201 LIN. FT.

STA. 420+69 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 20' PIPE INLET WITH F.E.S.
AND 18" X 64' PIPE OUTLET
AND DROP INLET @ STA. 420+05 RT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 84 LIN. FT.
18" F.E.S. = 1 EACH

STA. 421+89 CONSTRUCT
DROP INLET ON RT.
AND 18" X 117' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 420+69 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IV) = 117 LIN. FT.

STA. 423+75 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 191' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 425+70 RT.
DROP INLET H = 3'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 191 LIN. FT.

STA. 425+70 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 47' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 425+70 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V) = 47 LIN. FT.

STA. 426+36 TO STA. 427+16
CHANNEL CHANGE = 182 CU. YD. UNCL. EXC.

STA. 428+80 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 251' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 431+35 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IV) = 251 LIN. FT.

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

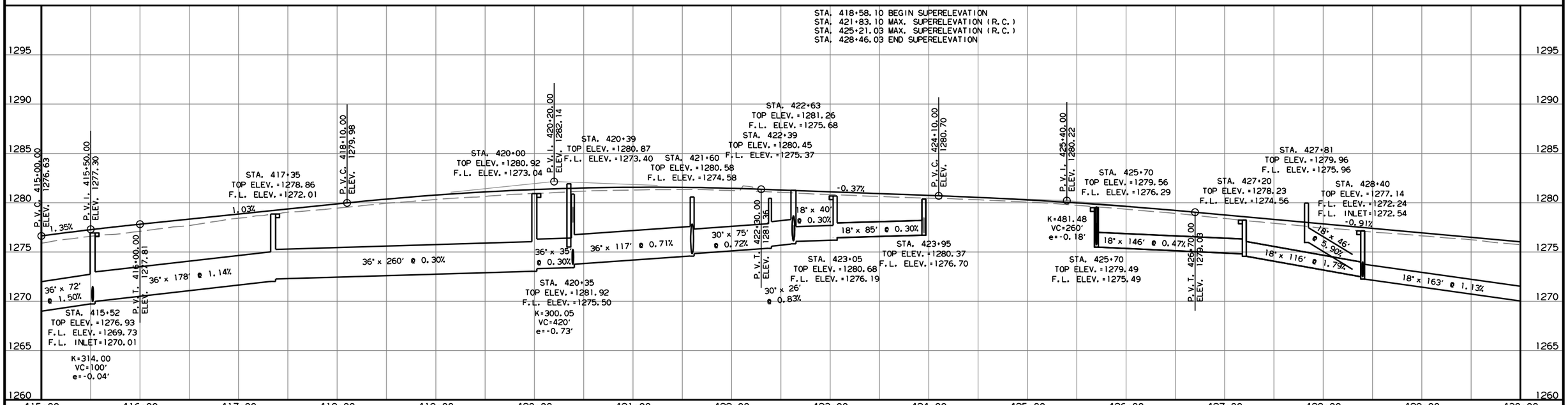
HWY. 62/HWY. 180

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	417	832
		PLAN AND PROFILE SHEETS				

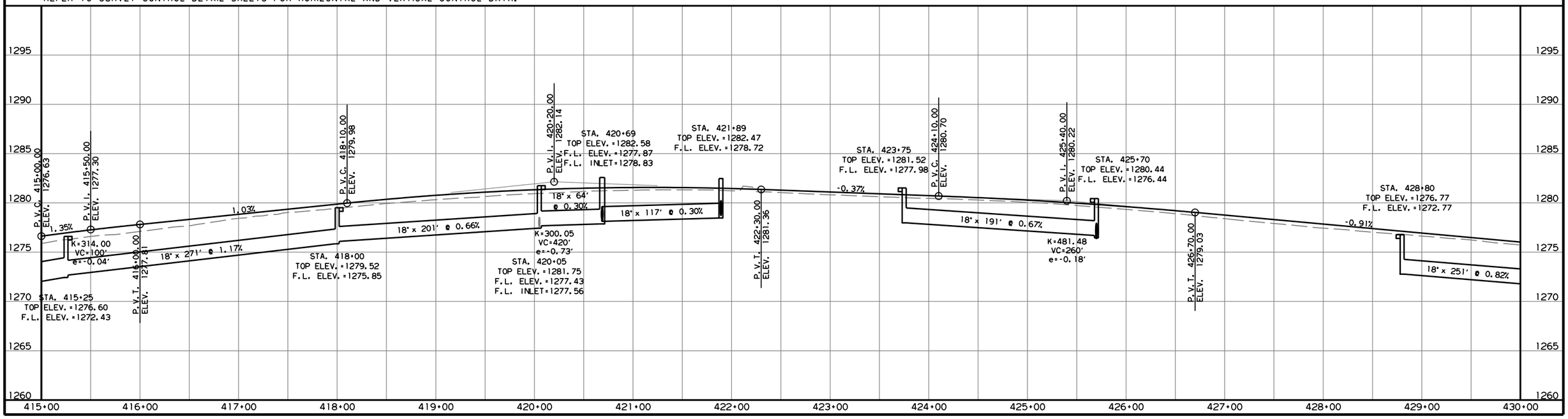
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

HWY. 62/HWY. 180 LT.



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

HWY. 62/HWY. 180 RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	418	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA. 430+41
UNCLASSIFIED EXCAVATION
ON LT. = 25 CU. YD.

STA. 430+13.13
END RETAINING WALL

STA. 430+55
CONSTRUCT TURNOUT
ON RT. = 80 CU. YD.

STA. 432+85
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 432+39
CONSTRUCT TURNOUT
ON RT. = 5 CU. YD.

STA. 435+06
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 438+52
CONSTRUCT TURNOUT
ON LT. = 5 CU. YD.

STA. 435+89
CONSTRUCT TURNOUT
ON RT. = 5 CU. YD.

STA. 436+27
CONSTRUCT APPROACH
ON LT. = 20 CU. YD.

STA. 436+91
CONSTRUCT APPROACH
ON RT. = 45 CU. YD.

STA. 437+85
CONSTRUCT APPROACH
ON RT. = 20 CU. YD.

STA. 440+10
CONSTRUCT APPROACH
ON LT. = 15 CU. YD.

STA. 441+06
CONSTRUCT APPROACH
ON LT. = 10 CU. YD.

STA. 442+54
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 440+48
CONSTRUCT APPROACH
ON RT. = 105 CU. YD.

STA. 442+01
CONSTRUCT APPROACH
ON RT. = 70 CU. YD.

STA. 442+71
CONSTRUCT APPROACH
ON RT. = 65 CU. YD.

HWY. 62/HWY. 180
P.I. = 439+15.27
Δ = 4°31'23" RT.
D = 0°45'00"
T = 301.70'
L = 603.09'
P.C. = 436+13.57
P.T. = 442+16.66
e = R.C.
Ls = 350'

HWY. 62/HWY. 180

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	419	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA. 430+07 CONSTRUCT
JUNCTION BOX ON LT.
AND 36" X 2' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 430+07 LT.
JUNCTION BOX H = 4'-1"
TYPE ST JUNCTION BOX = 4' X 3'
36" R.C. PIPE (CLASS V)= 2 LIN. FT.

STA. 430+07 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 20' PIPE INLET
AND 30" X 22' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 430+31 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 20 LIN. FT.
30" R.C. PIPE = 22 LIN. FT.

STA. 430+30 CONSTRUCT
DROP INLET ON RT.
AND 18" X 46' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 430+78 RT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IV)= 46 LIN. FT.

STA. 430+31 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 30" X 54' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 430+88 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 54 LIN. FT.

STA. 430+78 CONSTRUCT
DROP INLET ON RT.
AND 18" X 18' PIPE OUTLET W/ F.E.S.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 18 LIN. FT.
18" F.E.S. = 1 EACH

STA. 430+88 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 30" X 42' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 431+35 LT.
DROP INLET H = 6'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 42 LIN. FT.

STA. 431+35 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 30" X 92' PIPE OUTLET
CONNECT TO EXIST. 18" X 27' PIPE
AND DROP INLET @ STA. 432+32 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 92 LIN. FT.

STA. 431+35 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 221' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 433+60 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 221 LIN. FT.

STA. 432+32 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 20' PIPE INLET
AND 30" X 123' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 433+60 LT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 20 LIN. FT.
30" R.C. PIPE = 123 LIN. FT.

STA. 433+60 CONSTRUCT
YARD DRAIN ON RT.
AND 12" X 16' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 433+60 RT.
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 16 LIN.

STA. 433+60 CONSTRUCT
DROP INLET ON LT.
AND 18" X 12' PIPE INLET
AND 30" X 175' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+40 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 12 LIN. FT.
30" R.C. PIPE = 175 LIN. FT.

STA. 433+60 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 155' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+20 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 155 LIN.

STA. 435+18 CONSTRUCT
JUNCTION BOX ON RT.
CONNECT TO EXISTING
48" X 36" X 55' ARCH PIPE
JUNCTION BOX H = 8'-4"
TYPE E JUNCTION BOX = 5' X 3'

STA. 435+20 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 36" X 12' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 435+18 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 12 LIN.

STA. 435+40 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' PIPE INLET WITH F.E.S.
AND 36" X 88' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+20 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 8 LIN. FT.
36" R.C. PIPE (CLASS V)= 88 LIN. FT.
18" F.E.S. = 1 EACH
Q50 = 61 CFS, D.A. = 7.4 AC.

STA. 435+99 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 57' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+40 LT.
DROP INLET H = 2'-10"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 57 LIN. FT.

STA. 436+15 CONSTRUCT
DROP INLET ON RT.
AND 18" X 117' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 437+35 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 117 LIN. FT

STA. 436+60 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 60' PIPE OUTLET
CONNECT TO YARD DRAIN @ STA. 435+99 LT.
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 60 LIN. FT.

STA. 437+35 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 260' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 440+00 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 260 LIN. FT.

STA. 437+35 CONSTRUCT
DROP INLET ON LT.
AND 18" X 127' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 438+65 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 127 LIN. FT.

STA. 438+36 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 18" X 28' PIPE OUTLET
CONNECT TO EXIST. 18" X 24' PIPE
AND DROP INLET @ STA. 438+67 LT.
DROP INLET H = 4'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 28 LIN. FT.

STA. 438+65 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 100' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 439+69 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 100 LIN. FT.

STA. 438+67 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 39' PIPE OUTLET
CONNECT TO EXIST. 18" X 59' PIPE
JUNCTION BOX @ STA. 439+00 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 39 LIN. FT.

STA. 439+00 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 82' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 439+85 LT.
DROP INLET H = 3'-8"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 82 LIN. FT.

STA. 439+69 CONSTRUCT
DROP INLET ON LT.
AND 18" X 158' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 441+31 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 158 LIN. FT.

STA. 439+85 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 227' PIPE OUTLET
CONNECT TO EXISTING 18" X 62' PIPE
AND JUNCTION BOX @ STA. 442+13 LT.
DROP INLET H = 4'-9"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 227 LIN. FT.

STA. 440+00 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 155' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 441+60 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 155 LIN. FT.

STA. 441+31 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 78' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 442+13 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 78 LIN. FT.

STA. 441+60 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 205' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 485+52 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 205 LIN. FT

STA. 442+13 CONSTRUCT
DROP INLET ON LT.
AND 18" X 40' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 442+13 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 40 LIN. FT.

STA. 442+13 CONSTRUCT
JUNCTION BOX ON LT.
AND 24" X 94' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 1332+02 LT.
JUNCTION BOX H = 5'-10"
TYPE E JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 94 LIN. FT.

STA. 442+14 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 7' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 442+13 LT.
YARD DRAIN H = 2'-7"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 7 LIN. FT.

STA. 442+93 CONSTRUCT
DROP INLET ON LT.
AND 18" X 76' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 442+13 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 76 LIN. FT.

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

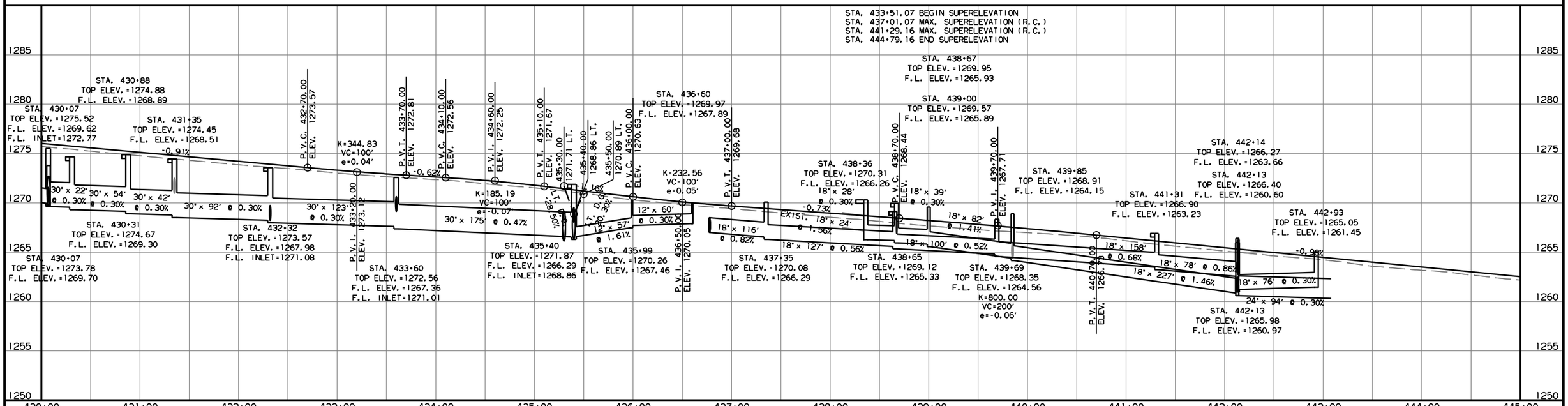
CD41256 2/21/2024
R040846ALDGN

HWY. 62/HWY. 180
STRUCTURE CALLOUTS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	420	832
		PLAN AND PROFILE SHEETS				

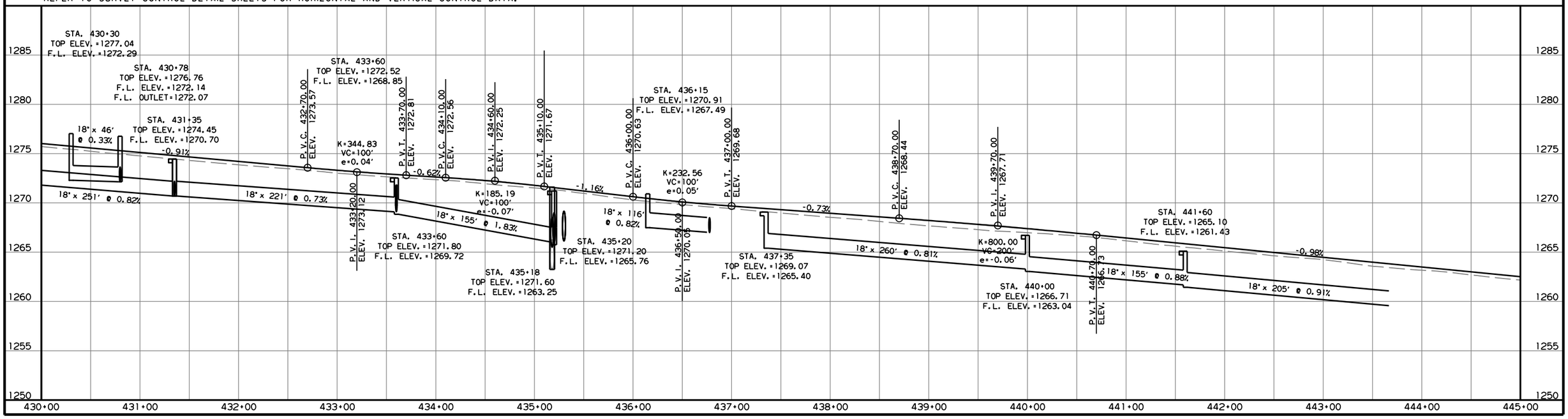
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

HWY. 62/HWY. 180 LT.



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

HWY. 62/HWY. 180 RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	421	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA. 445+16 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 140' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 446+60 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 140 LIN. FT.

STA. 446+60 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 66' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 447+30 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 66 LIN. FT.

STA. 447+30 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSIONS LT. & RT.
AND 18" X 66' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 448+00 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 66 LIN. FT.

STA. 448+00 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 156' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 449+60 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 156 LIN. FT.

STA. 449+60 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 18" X 71' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 8'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 71 LIN. FT.

STA. 450+55 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 24" X 11' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 8'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 11 LIN. FT.

STA. 451+53 CONSTRUCT
DROP INLET ON LT.
AND 24" X 95' PIPE OUTLET
CONNECT TO DROP INLET @ 450+55 LT.
DROP INLET H = 6'-4"
TYPE ST DROP INLET = 3' X 3'
24" R.C. PIPE = 95 LIN. FT.
Q50 = 30 CFS; D.A. = 3.3 AC.

STA. 451+80 CONSTRUCT
JUNCTION BOX ON LT.
AND 24" X 24' PIPE OUTLET
CONNECT TO DROP INLET @ 451+53 LT.
JUNCTION BOX H = 4'-5"
TYPE ST JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 24 LIN. FT.

STA. 452+28 CONSTRUCT
DROP INLET ON LT.
WITH OPENING IN BACK
WITH 4' EXTENSION
AND 24" X 48' PIPE OUTLET
CONNECT TO JUNCTION BOX @ 451+80
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS V) = 48 LIN. FT.
Q50 = 29 CFS; D.A. = 3.1 AC.

STA. 453+00 CONSTRUCT
DROP INLET ON LT.
WITH OPENING IN BACK
WITH 4' EXTENSION
AND 24" X 68' PIPE OUTLET
CONNECT TO DROP INLET @ 452+28
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 68 LIN. FT.

STA. 454+43 CONSTRUCT
DROP INLET ON LT.
WITH OPENING IN BACK
WITH 4' EXTENSION
AND 24" X 139' PIPE OUTLET
CONNECT TO DROP INLET @ 453+00
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 139 LIN. FT.

STA. 455+18
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 456+00 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 24" X 150' PIPE OUTLET
CONNECT TO DROP INLET @ 454+43
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 150 LIN. FT.

HWY. 62/HWY. 180
P. I. = 457+16.06
Δ = 15°11'37" LT.
D = 4°00'00"
T = 191.04'
L = 379.85'
P.C. = 455+25.02
P.T. = 459+04.87
e = 0.034'/'
Ls = 375'

STA. 457+37 CONSTRUCT
DROP INLET ON LT.
WITH OPENENING IN BACK
AND 24" X 129' PIPE OUTLET
CONNECT TO EXISTING 18" X 26' PIPE
AND DROP INLET @ 456+00
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 129 LIN. FT.

STA. 458+60 CONSTRUCT
DROP INLET ON LT.
AND 18" X 115' PIPE OUTLET
AND DROP INLET @ 457+37
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 115 LIN. FT.

STA. 457+65.00
END HWY. 62/HWY. 180

STA. 452+59
CONSTRUCT APPROACH
ON RT. = 25 CU. YD.

STA. 453+84
CONSTRUCT APPROACH
ON RT. = 60 CU. YD.

STA. 456+06
CONSTRUCT APPROACH
ON RT. = 115 CU. YD.

STA. 447+30 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSIONS LT. & RT.
AND 18" X 66' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 448+00 RT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 66 LIN. FT.

STA. 450+44 IN PLACE
10' X 10' X 222' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 112' LT. AND 58' RT.
WITH 3:1 WINGS LT. & RT.
TO A COMPLETED LENGTH OF 392'
Q50 = 1170 CFS; D.A. = 341 ACRES

STA. 453+40 CONSTRUCT
JUNCTION BOX ON RT.
AND 18" X 121' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 733+04 RT.
JUNCTION BOX H = 4'-0"
TYPE E JUNCTION BOX = 4' X 3'
18" R.C. PIPE = 121 LIN. FT

STA. 453+50 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 35' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 453+40 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V) = 35 LIN. FT

STA. 445+70 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 86' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 446+60 RT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 86 LIN. FT

STA. 446+60 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 66' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 447+30 RT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 66 LIN. FT

STA. 448+00 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 126' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 449+30 RT.
DROP INLET H = 3'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 126 LIN. FT

STA. 449+30 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 115' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 6'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 115 LIN. FT

STA. 450+65 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 7' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 7'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 7 LIN. FT

STA. 452+45 CONSTRUCT
DROP INLET ON RT.
AND 18" X 31' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 733+04 RT.
DROP INLET H = 3'-5"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 31 LIN. FT

STA. 453+68 CONSTRUCT
DROP INLET ON RT.
AND 18" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 453+40 RT.
DROP INLET H = 3'-5"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 37 LIN. FT

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HWY. 62/HWY. 180

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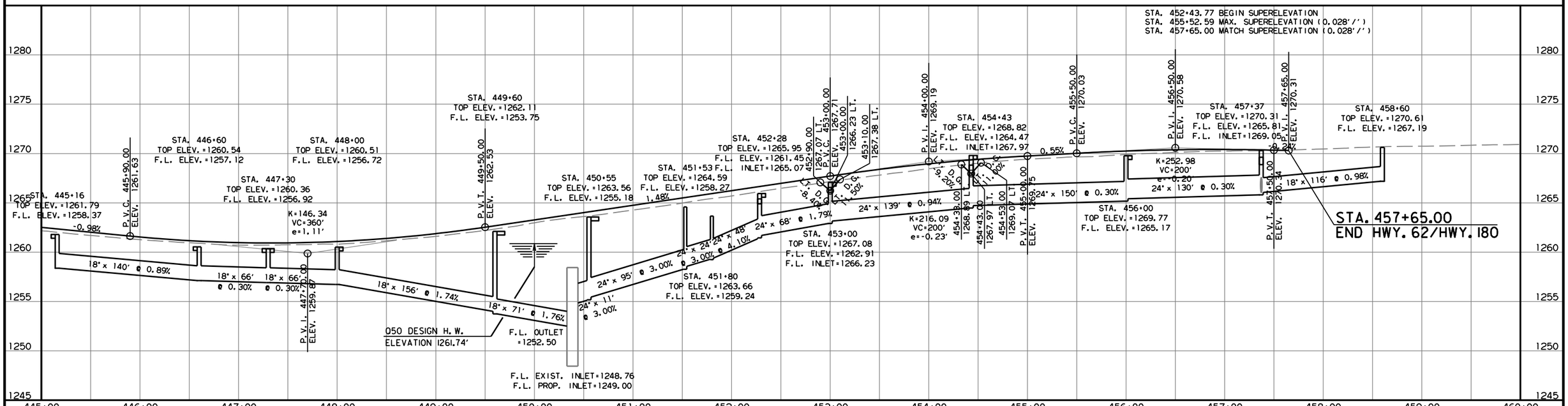
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	422	832
		PLAN AND PROFILE SHEETS				

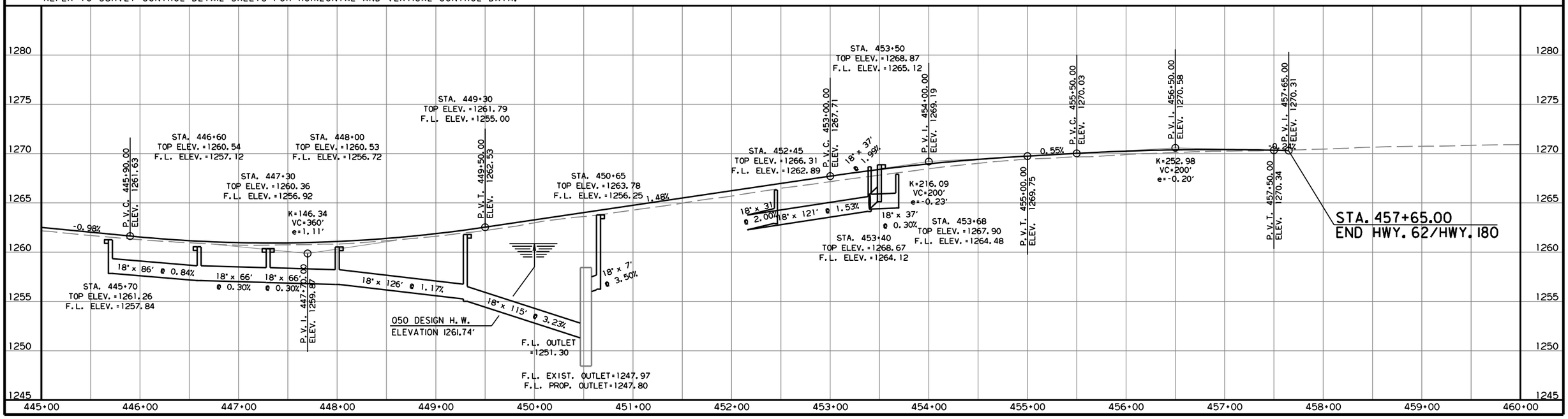
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

HWY. 62/HWY. 180 LT.



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

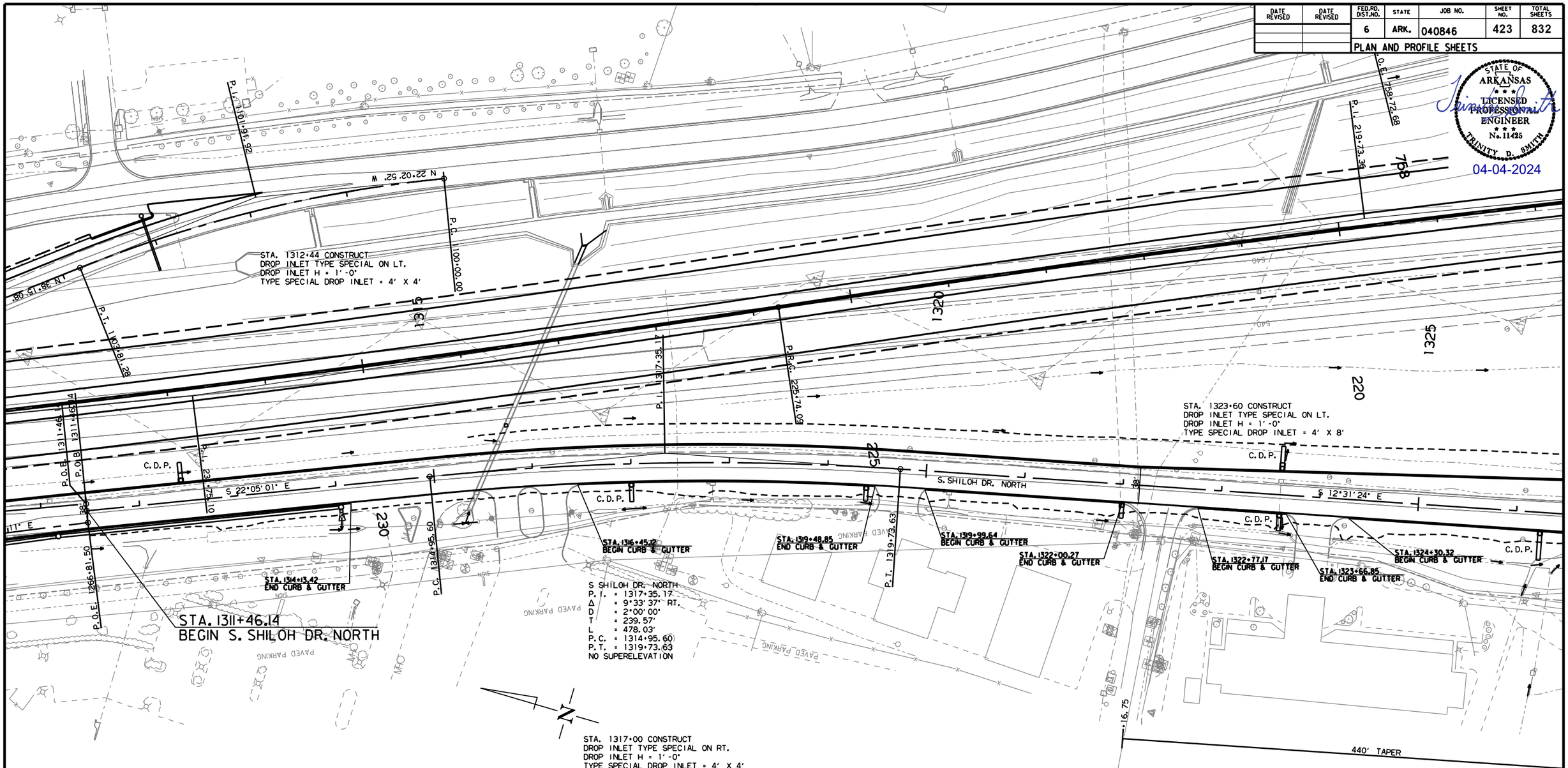
HWY. 62/HWY. 180 RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	423	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024



STA. 1317+00 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 1314+03 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 36" X 11' PIPE OUTLET WITH F.E.S.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 11 LIN. FT.
36' F.E.S. = 1 EACH

STA. 1315+53 IN PLACE
5' X 4' X 272' R.C. BOX CULVERT
RETAIN

STA. 1319+40 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 1322+00 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 1323+60 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 1323+60 IN PLACE
18" X 33' R.C. PIPE CULVERT
18" X 11' R.C. PIPE CULVERT
PLUG AND ABANDON

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

S. SHILOH DR. NORTH

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	424	832
		PLAN AND PROFILE SHEETS				

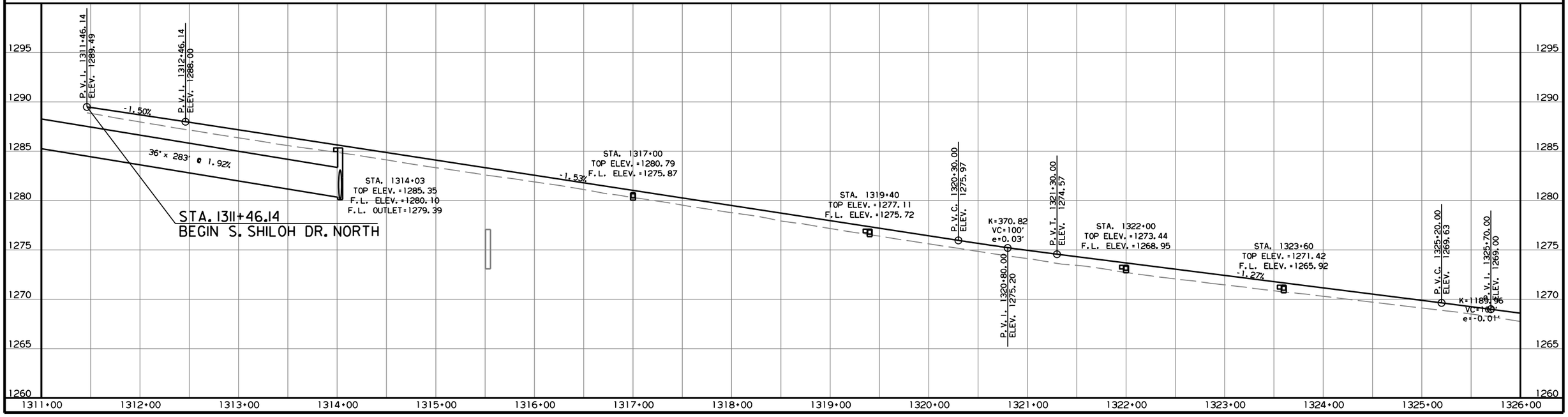
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

S. SHILOH DR. NORTH LT.



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

S. SHILOH DR. NORTH RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	425	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
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TRINITY D. SMITH
04-04-2024

STA. 1329+00 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 1331+79 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 48' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 1331+50 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 48 LIN. FT.
Q50 = 4 CFS, D.A. = 0.4 AC.

STA. 1331+93 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 51' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 1331+79 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V) = 51 LIN. FT.
Q50 = 2 CFS, D.A. = 0.2 AC.

STA. 1326+60 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 1327+33 CONSTRUCT
DROP INLET ON LT.
CONNECT TO EXIST. 6' X 6' X 640'
R.C. BOX CULVERT
DROP INLET H = 5'-6"
TYPE E DROP INLET = 3' X 3'

S SHILOH DR. NORTH
P.I. = 1330+40.39
Δ = 3°04'19" LT
D = 1°00'00"
T = 153.64'
L = 307.21'
P.C. = 1328+86.75
P.T. = 1331+93.96
NO SUPERELEVATION

STA. 1332+19.13
END S. SHILOH DR. NORTH

STA. 1326+25 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 1328+50 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 30" X 174' PIPE OUTLET
CONNECT TO EXIST. 6' X 7'
R.C. BOX CULVERT
DROP INLET H = 8'-8"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 174 LIN. FT.

STA. 1330+60 CONSTRUCT
DROP INLET ON RT.
AND 30" X 206' PIPE OUTLET
CONNECT TO DROP INLET @ 1328+50 RT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 206 LIN. FT.

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIP CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 1330+97 CONSTRUCT
DROP INLET ON RT.
AND 30" X 32' PIPE OUTLET
CONNECT TO DROP INLET @ 1328+50 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 32 LIN. FT.

STA. 1331+50 CONSTRUCT
JUNCTION BOX ON RT.
AND 30" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ 1330+97 RT.
DROP INLET H = 5'-8"
TYPE E JUNCTION BOX = 4' X 3'
30" R.C. PIPE = 50 LIN. FT.

STA. 1331+75 CONSTRUCT
JUNCTION BOX ON RT.
AND 24" X 28' PIPE OUTLET
CONNECT TO JUNCTION BOX @ 1331+50 RT.
DROP INLET H = 5'-3"
TYPE E JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 28 LIN. FT.

STA. 1332+02 CONSTRUCT
JUNCTION BOX ON RT.
AND 24" X 50' PIPE OUTLET
CONNECT TO JUNCTION BOX @ 1331+75 RT.
DROP INLET H = 4'-9"
TYPE E JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 50 LIN. FT.

CONC. ISLAND (TYPE B)
CONC. ISLAND (TYPE A CCC&G)
STA. 1329+49 CONSTRUCT APPROACH ON RT. = 5 CU. YD.
STA. 1327+22 CONSTRUCT TURNOUT ON RT. = 5 CU. YD.
200' TAPER
KRUPA DR.
TOWN BRANCH
PAVED PARKING
PROP. R/W
EXIST. R/W

S. SHILOH DR. NORTH

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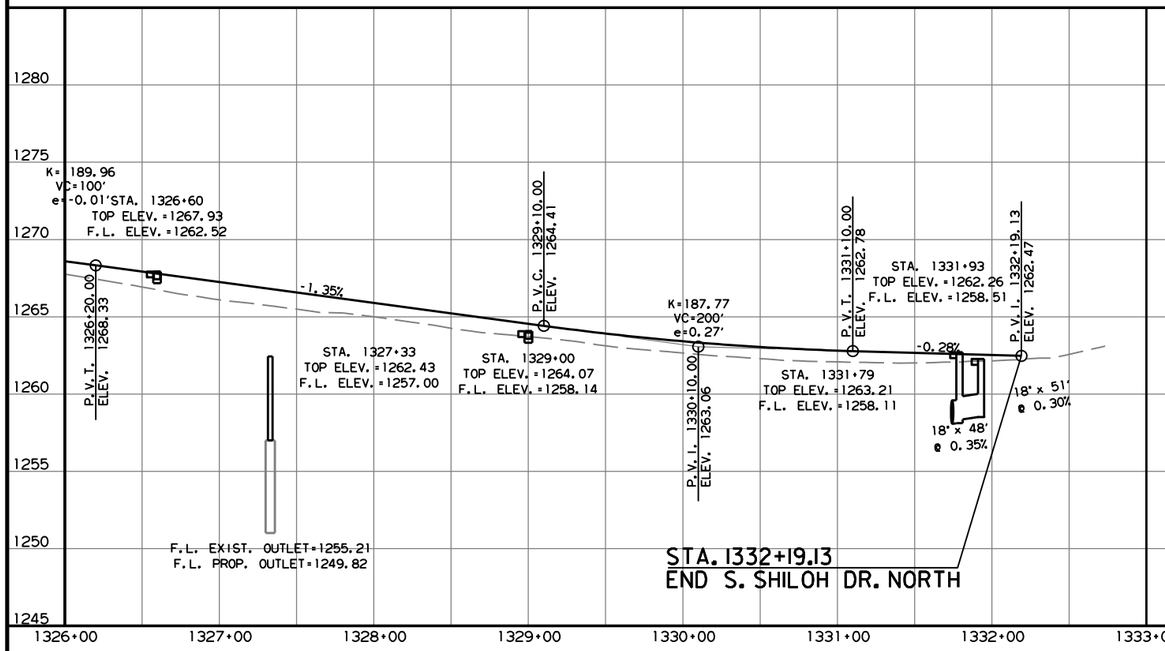
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	426	832
		PLAN AND PROFILE SHEETS				

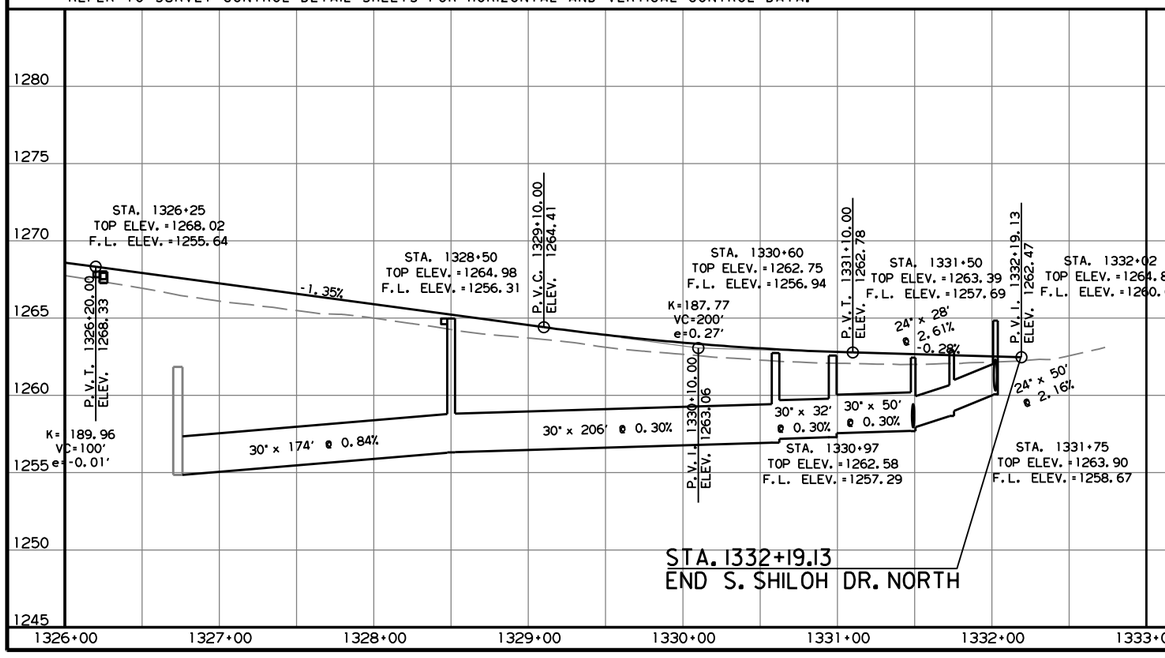
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

S. SHILOH DR. NORTH LT.



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

S. SHILOH DR. NORTH RT.



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		6	ARK.	040846	427	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

P.T. 2102+64.32

S 21°52'45" E 1332+73.26 P.O.E.

P.O.B. 484+82.10

N 21°52'45" W 208.69

S 75°36'12" W 208.72

P.I. 208+72.35

P.I. 2107+42.23

2105

P.C. 2105+44.49

S SHILOH DR. SOUTH
P.I. = 490+11.75
Δ = 27°02'46" LT.
D = 8°30'00"
T = 162.12'
L = 318.19'
P.C. = 488+49.63
P.T. = 491+67.82
e = 0.060'/'
Ls = 200'

STA. 492+29 IN PLACE
DROP INLET ON LT.
RETAIN AND ADJUST TO GRADE

75' TAPER

STA. 489+57 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

TOWN BRANCH

C.D.P.

P.C. 488+49.63

P.I. 488+16.16

S 48°55'31" E

S. SHILOH DR. SOUTH

STA. 493+09.91
END CURB & GUTTER

STA. 490+05 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 490+26
CONSTRUCT APPROACH
ON RT. = 5 CU. YD.

STA. 490+52 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

P.I. 490+11.75

PAVED PARKING

P.I. 494+08.70

S SHILOH DR. SOUTH
P.I. = 494+08.70
Δ = 52°30'04" RT.
R = 175'
T = 86.30'
L = 160.35'
P.C. = 493+22.40
P.T. = 494+82.75
MATCH SUPERELEVATION

STA. 494+03 IN PLACE
DROP INLET ON RT.
WITH 4' EXTENSION
RETAIN AND ADJUST TO GRADE
CONSTRUCT OPENING IN BACK

STA. 493+65 IN PLACE
DROP INLET ON RT.
RETAIN AND ADJUST TO GRADE

STA. 495+93 IN PLACE
DROP INLET ON LT.
RETAIN AND ADJUST TO GRADE

STA. 496+73 IN PLACE
18" X 40' PIPE CULVERT
RT. SIDE DRAIN
REMOVE & INSTALL
18" X 50' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 40 CU. YD.

STA. 497+86 IN PLACE
18" X 41' R.C. PIPE CULVERT
WITH F.E.S. LT. & RT.
RETAIN AND ADJUST TO GRADE
REMOVE F.E.S. RT. AND EXTEND R.C. PIPE
17' RT. WITH F.E.S. RT.
18" R.C. PIPE = 17 LIN. FT.
18" F.E.S. = 1 EACH
Q50 = 5 CFS; D.A. = 0.6 AC.

STA. 498+58
CONSTRUCT TURNOUT
ON RT. = 5 CU. YD.

STA. 499+00 CONSTRUCT
JUNCTION BOX ON RT.
AND 18" X 19' PIPE INLET WITH F.E.S.
AND 18" X 31' PIPE OUTLET
CONNECT TO DROP INLET @ 499+00 LT.
JUNCTION BOX H = 4'-0"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 19 LIN. FT.
18" R.C. PIPE = (CLASS V) = 31 LIN. FT.
18" F.E.S. = 1 EACH

STA. 499+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 10' PIPE OUTLET WITH F.E.S.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 10 LIN. FT.
18" F.E.S. = 1 EACH
Q50 = 8 CFS; D.A. = 1.0 AC.

S SHILOH DR. SOUTH
P.I. = 498+19.49
Δ = 32°04'23" LT.
R = 450'
T = 129.35'
L = 251.90'
P.C. = 496+90.14
P.T. = 499+42.04
MATCH SUPERELEVATION

P.C. 496+90.14

P.I. 494+42.75

S 3°34'34" W

1,730'

P.T. 499+42.04

P.C. 499+95.31

S 28°29'49" E

P.I. 498+19.49

W. 15TH ST.

PROP. R/W

STA. 485+37.07
BEGIN S. SHILOH DR. SOUTH

STA. 485+52 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 122' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 486+60 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 122 LIN. FT.

STA. 486+60 CONSTRUCT
DROP INLET ON RT.
AND 24" X 36' PIPE OUTLET WITH F.E.S.
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 36 LIN. FT.
24' F.E.S. = 1 EACH

STA. 487+88
CONSTRUCT APPROACH
ON RT. = 10 CU. YD.

STA. 487+73 CONSTRUCT
72" X 169' R.C. PIPE CULVERT
(CLASS IV)(TYPE 3) BEDDING WITH
F.E.S. LT. & RT.
Q50= 670 CFS D.A. = 199 ACRES

STA. 487+85 IN PLACE
DBL. 6' X 5' X 155' R.C. BOX CULVERT
RETAIN

STA. 487+91 CONSTRUCT
DROP INLET ON RT.
AND 18" X 9' PIPE OUTLET
CONNECT TO EXIST. DBL. 6' X 5'
R.C. BOX CULVERT
DROP INLET H = 6'-2"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 9 LIN. FT.

STA. 488+22 CONSTRUCT
18" X 32' SIDE DRAIN

CONC. ISLAND
(TYPE C FACE)

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

S. SHILOH DR. SOUTH

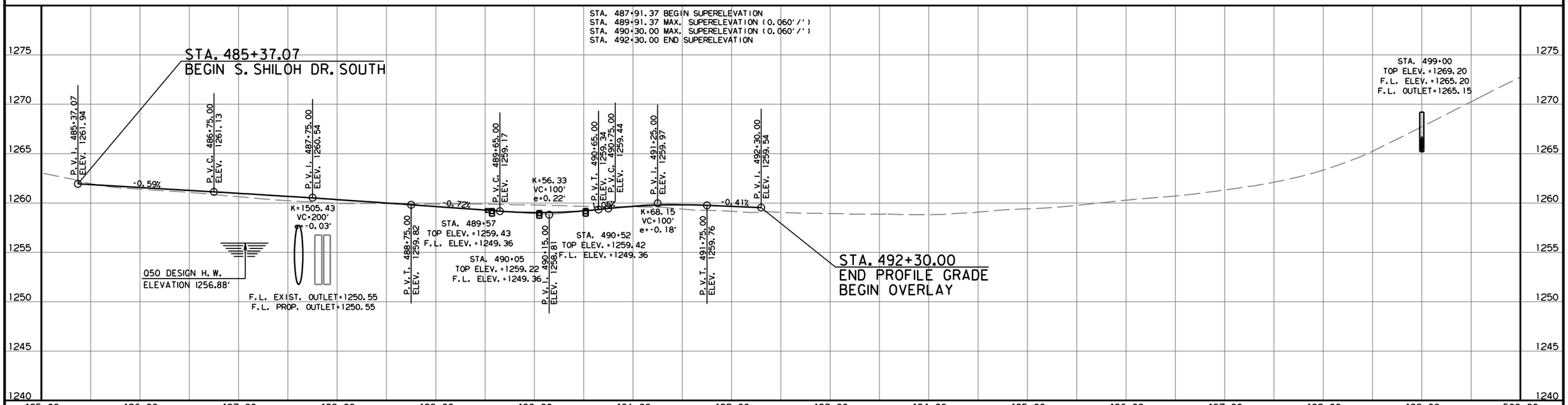
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	428	832
		PLAN AND PROFILE SHEETS				

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

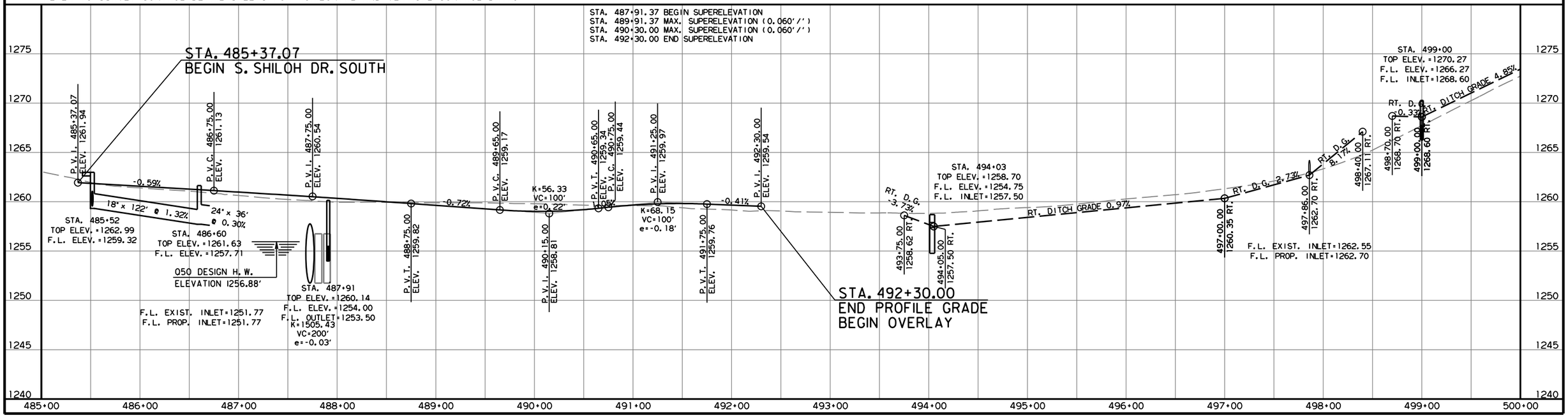
04-04-2024

S. SHILOH DR. SOUTH LT.



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

S. SHILOH DR. SOUTH RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	429	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

S SHILOH DR. SOUTH
P.I. = 500+98.10
Δ = 12°17'15" LT.
R = 6°00'00"
T = 102.79'
L = 204.80'
P.C. = 499+95.31
P.T. = 502+00.11
MATCH SUPERELEVATION

STA. 502+04.93
END S. SHILOH DR. SOUTH

STA. 500+64 IN PLACE
DROP INLET ON LT.
WITH 8' EXTENSION
RETAIN AND ADJUST TO GRADE

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

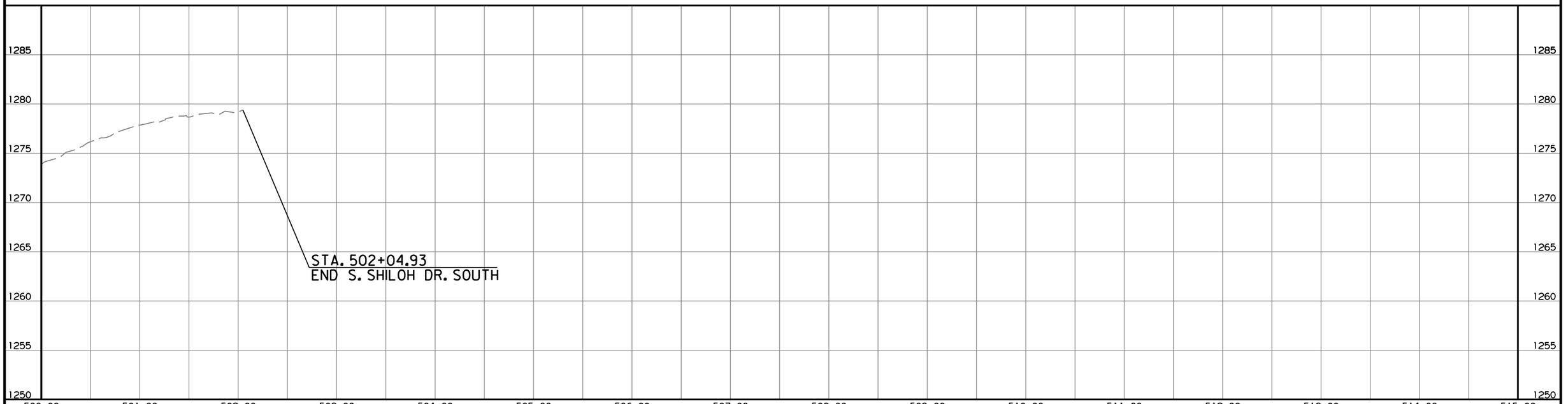
S. SHILOH DR. SOUTH

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	430	832
		PLAN AND PROFILE SHEETS				

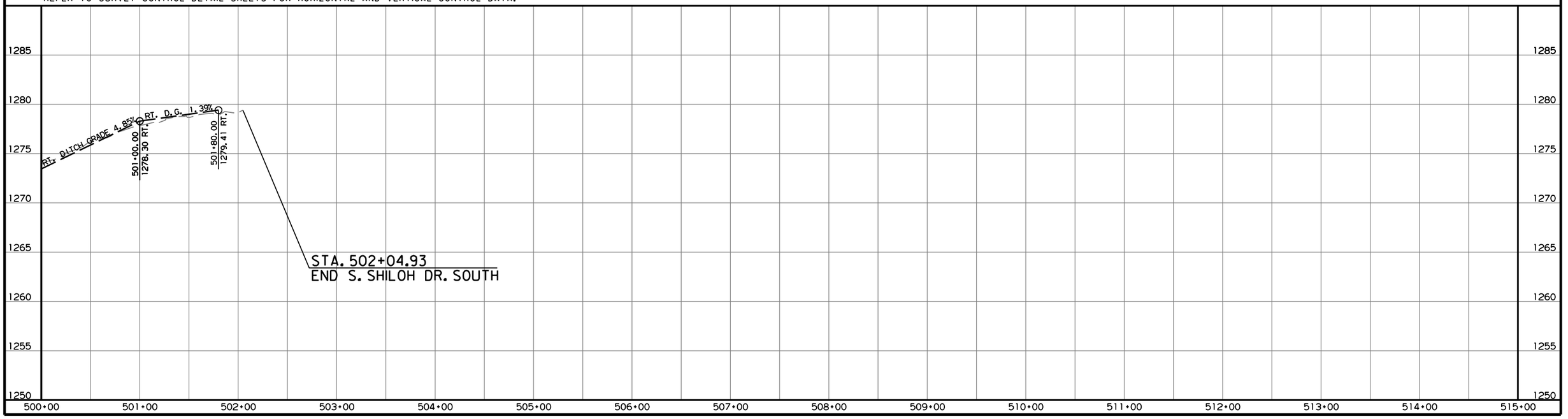
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

S. SHILOH DR. SOUTH LT.



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

S. SHILOH DR. SOUTH RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	431	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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R040846ALDGN

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED. FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED. FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 722+48.43
BEGIN S. FUTRALL DR. SOUTH

STA. 723+67 CONSTRUCT
DBL. 12' x 8' x 122' R.C. BOX CULVERT
ON 45° LT. FWD. SKEW
WITH 3:1 WINGS LT. AND RT.
Q50 = 1860 CFS, D.A. = 558 ACRES
SPAN = 36'-11"

STA. 727+45 CONSTRUCT
DROP INLET ON RT.
AND 24' X 82' PIPE OUTLET WITH F.E.S.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 82 LIN. FT.
24" F.E.S. = 1 EACH

STA. 727+54 CONSTRUCT
YARD DRAIN ON RT.
AND 12" X 14' PIPE OUTLET
DROP INLET H = 2'-1"
YARD DRAIN = 3'-6" X 3'-6"
12" SIDE DRAIN = 14 LIN. FT.

STA. 728+30 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 80' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 727+46 RT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 80 LIN. FT.

STA. 728+30 CONSTRUCT
YARD DRAIN ON RT.
AND 12" X 17' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 728+30 RT.
DROP INLET H = 2'-4"
YARD DRAIN = 3'-6" X 3'-6"
12" SIDE DRAIN = 17 LIN. FT.

STA. 728+80 CONSTRUCT
YARD DRAIN ON RT.
AND 12" X 49' PIPE OUTLET
CONNECT TO YARD DRAIN @ STA. 728+30 RT.
DROP INLET H = 2'-4"
YARD DRAIN = 3'-6" X 3'-6"
12" SIDE DRAIN = 49 LIN. FT.

STA. 729+67 CONSTRUCT
YARD DRAIN ON RT.
AND 12" X 86' PIPE OUTLET
CONNECT TO YARD DRAIN @ STA. 728+80 RT.
DROP INLET H = 2'-1"
YARD DRAIN = 3'-6" X 3'-6"
12" SIDE DRAIN = 86 LIN. FT.

STA. 730+85 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 253' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 728+30 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 253 LIN. FT.

STA. 732+59 CONSTRUCT
DROP INLET ON RT.
AND 18" X 172' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 730+85 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 172 LIN. FT.

STA. 724+77 CONSTRUCT
24" X 80' R.C. SIDE DRAIN
CONSTRUCT TURNOUT
ON RT. = 65 CU. YD.

STA. 727+92
CONSTRUCT APPROACH
ON RT. = 15 CU. YD.

STA. 727+12
CONSTRUCT TURNOUT
ON RT. = 5 CU. YD.

STA. 731+16
CONSTRUCT APPROACH
ON RT. = 15 CU. YD.

STA. 732+14
CONSTRUCT APPROACH
ON RT. = 30 CU. YD.

STA. 730+50 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 727+45 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 733+00 CONSTRUCT
DROP INLET ON LT.
AND 18' X 19' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT C.D.P.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 19 LIN. FT.
18" SLPCCS PIPE = 8 LIN. FT.

S FUTRALL DR.
P.I. = 724+29.63
Δ = 17°49'02" LT.
D = 7°00'00"
T = 128.30'
L = 254.53'
P.C. = 723+01.33
P.T. = 725+55.86
e = 0.090'/'
Ls = 250'

S FUTRALL DR.
P.I. = 731+47.43
Δ = 6°49'46" LT.
D = 1°30'00"
T = 227.92'
L = 455.30'
P.C. = 729+19.51
P.T. = 733+74.81
NO SUPERELEVATION

STA. 733+25.43
END S. FUTRALL DR. SOUTH

S. FUTRALL DR. SOUTH

TOWN BRANCH

PAVED PARKING

CONCRETE

CONC. ISLAND (TYPE C FACE)

PROP. R/W

P.O.B. 721+48.81

P.O.B. 724+38.43

P.C. 723+89.33

P.I. 200

P.C. 720+44.79

P.T. 722+48.43

P.I. 724+29.63

P.T. 725+55.86

P.C. 729+19.51

P.I. 731+47.43

P.T. 733+74.81

P.O.B. 750+00.00

P.C. 2100+00.00

P.I. 2101+64.74

P.C. 2105+44.49

P.I. 208+72.35

P.C. 2005+06.55

P.I. 2007+55.3

P.C. 455+25.02

P.I. 499+42.04

P.C. 496+90.14

P.I. 494+08.70

P.I. 491+67.82

P.C. 493+22.40

P.I. 607+26.05

P.C. 262+75.71

P.I. 262+34.78

P.C. 485+00.00

P.I. 720+81.81

S 48°55'31" E

S 3°34'34" W

N 02°46'48" E

N 2°46'48" E

N 15°02'14" W

N 17°51'21" W

N 21°52'00" W

S 75°36'12" W

N 21°59'[illegible] W

200' TAPER

200' TAPER

C.D.P.

30' R

36'

28'

38'

40'

65'

5' R

2' R

+02.31

+99.42
123.00

+30.00
86.88

+45.00
64.04

+60.00
78.00

+07.00
78.00

+20.00
62.83

+25.00
85.00

+68.31
114.00

+12.33
67.00

+60.00
61.00

+80.00
87.00

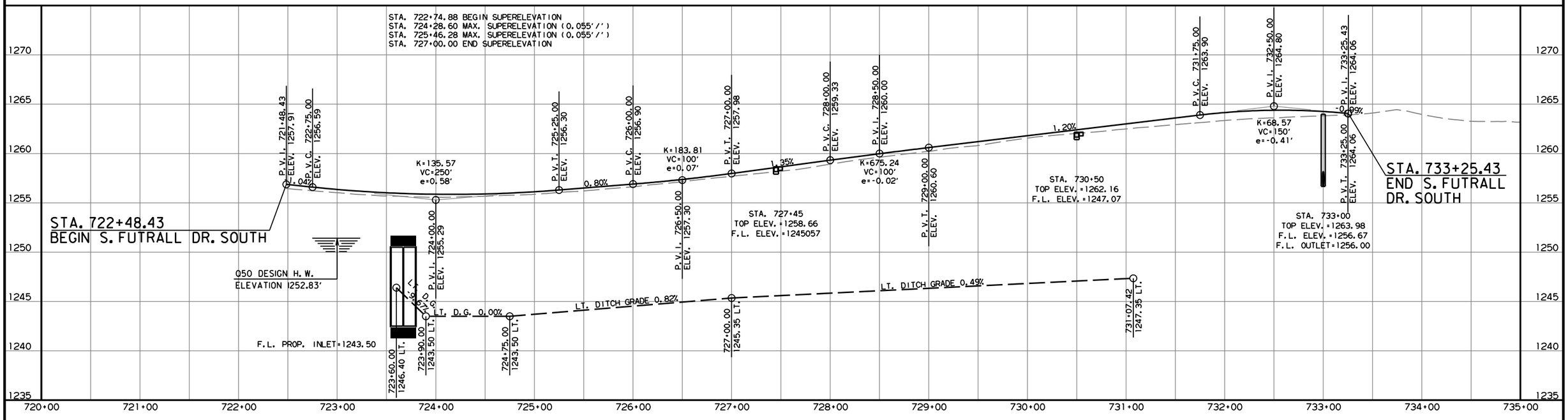
+80.00
72.00

455+25.02

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	432	832
		PLAN AND PROFILE SHEETS				

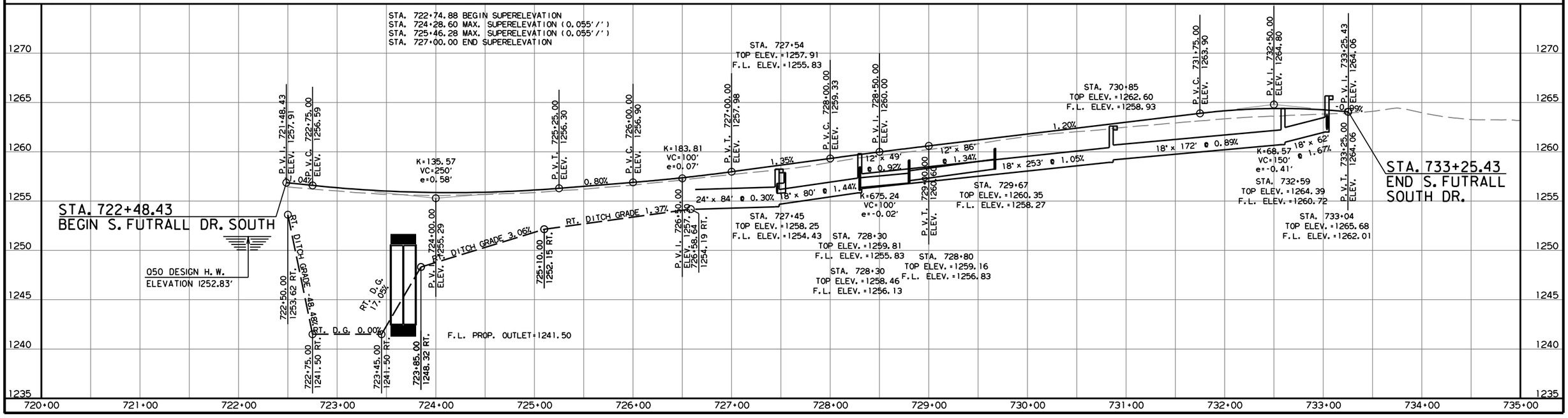
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

S. FUTRALL DR. SOUTH LT.



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

S. FUTRALL DR. SOUTH RT.



CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	433	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA. 753+57 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 8' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 752+28 CONSTRUCT
DROP INLET ON LT.
AND 18" X 69' PIPE OUTLET WITH F.E.S.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IV)= 69 LIN. FT.
18" F.E.S. = 1 EACH

STA. 755+00 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

S FUTRALL DR.
P.I. = 752+14.66
Δ = 8°37'57" LT.
D = 4°00'00"
T = 108.11'
L = 215.81'
P.C. = 751+06.55
P.T. = 753+22.36
NO SUPERELEVATION

STA. 756+55 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 6' PIPE OUTLET WITH F.E.S.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 6 LIN. FT.
18" F.E.S. = 1 EACH

STA. 750+50.86
BEGIN S. FUTRALL DR. NORTH

STA. 758+70.00
END S. FUTRALL DR. NORTH

STA. 752+20 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 3'

STA. 752+86 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 1'-6"

STA. 753+55 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 8' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 1'-6"

STA. 756+55 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 756+55 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V)= 48 LIN. FT.
Q50 = 1 CFS; D.A. = 0.1 AC.

STA. 752+99 IN PLACE
DBL. 5' X 3' X 61' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 20' LT.
WITH 3:1 WINGS LT. & RT.
TO COMPLETED LENGTH OF 81'
Q50 = 219 CFS; D.A. = 0.15 SQ. MI.

STA. 753+17 IN PLACE
36" X 66' R.C. PIPE CULVERT
WITH F.E.S. LT. & RT.
REMOVE F.E.S. LT. AND EXTEND R.C. PIPE
22' LT. WITH F.E.S. LT.
36" R.C. PIPE = 22 LIN. FT.
36" F.E.S. = 1 EACH

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

S. FUTRALL DR. NORTH

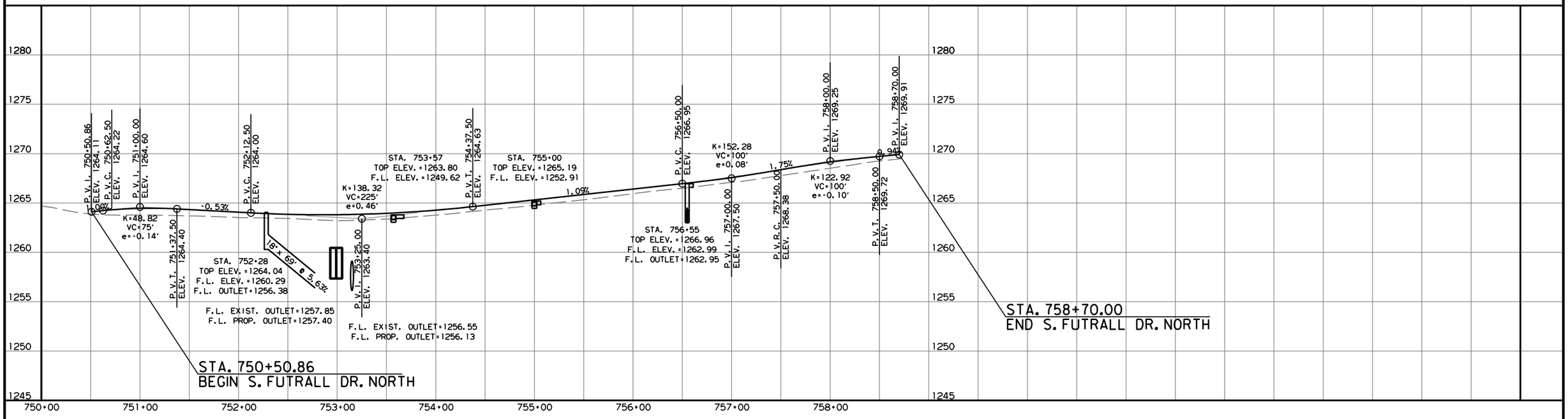
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	434	832
		PLAN AND PROFILE SHEETS				

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

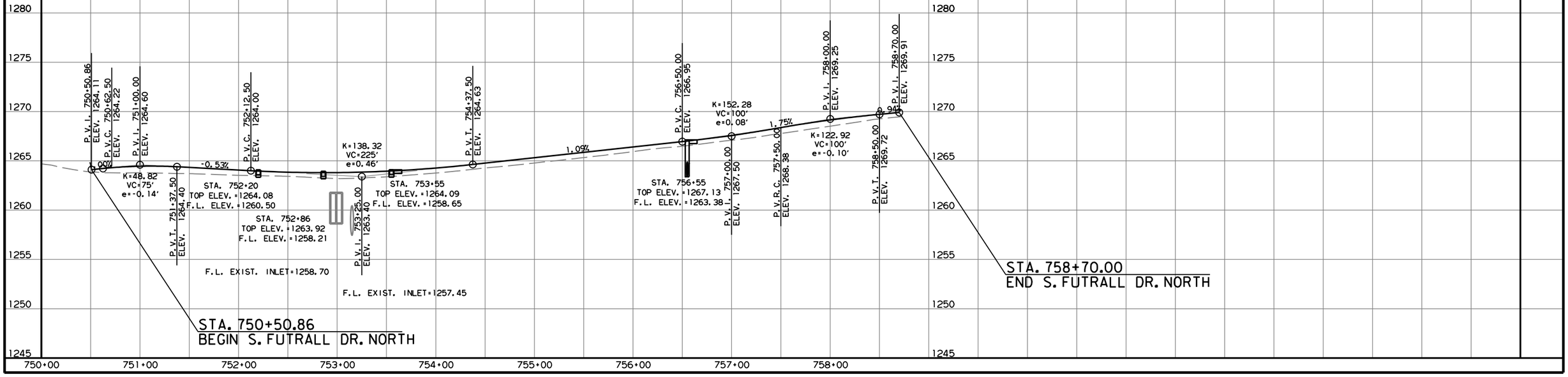
04-04-2024

S. FUTRALL DR. NORTH LT.



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

S. FUTRALL DR. NORTH RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	435	832
		PLAN AND PROFILE SHEETS				

ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 2000+90 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 2003+14 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 67' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 2003+85 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 67 LIN. FT.

STA. 2003+85 CONSTRUCT
DROP INLET ON LT.
AND 18" X 68' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 2004+57 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 68 LIN. FT.

STA. 2004+57 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 205' PIPE OUTLET
CONNECT TO PROP. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 205 LIN. FT.

STA. 2008+07 CONSTRUCT
DROP INLET TYPE SPECIAL ON
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

P.C. 2000+00.00
1330 2000
U-TURN NORTH
P.I. = 2001+77.20
Δ = 90°42'52" LT.
R = 175'
T = 177.20'
L = 277.07'
P.C. = 2000+00.00
P.T. = 2002+77.07
e = NO SUPER

U-TURN NORTH
P.I. = 2007+55.27
Δ = 106°06'09" LT.
R = 175'
T = 232.67'
L = 324.07'
P.C. = 2095+22.60
P.T. = 2008+46.67
e = NO SUPER

P.O.E. 1332+73.26
P.O.B. 484+82.10
P.I. 1331+93.96
P.I. 2107+43.97
P.I. 2101+64.74
N 75°36'12" E
N 29°30'12" E
S 76°18'12" W
S 13°40'56" E
S 15°39'43" E
S 21°52'00" E
N 21°52'00" W
U-TURN NORTH

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

STA. 2000+86.79
BEGIN U-TURN NORTH

STA. 2007+88.84
END U-TURN NORTH

STA. 2000+90
TOP ELEV. = 1262.16
F.L. ELEV. = 1259.13

STA. 2003+14
TOP ELEV. = 1260.58
F.L. ELEV. = 1257.16

STA. 2003+85
TOP ELEV. = 1260.33
F.L. ELEV. = 1256.66

STA. 2004+57
TOP ELEV. = 1260.58
F.L. ELEV. = 1256.21

STA. 2008+07
TOP ELEV. = 1263.52
F.L. ELEV. = 1249.26

P.V.I. 2000+86.79 ELEV. 1262.09
P.V.C. 2001+50.00 ELEV. 1261.85
P.V.I. 2002+00.00 ELEV. 1261.66
P.V.C. 2002+75.00 ELEV. 1260.85
P.V.T. 2002+50.00 ELEV. 1261.12
P.V.I. 2004+00.00 ELEV. 1259.50
P.V.T. 2005+25.00 ELEV. 1261.20
2005+60.00 ELEV. 1261.77 LT.
P.V.C. 2006+50.00 ELEV. 1262.91
P.V.I. 2007+00.00 ELEV. 1263.59
P.V.T. 2007+50.00 ELEV. 1263.52
P.V.I. 2007+88.84 ELEV. 1263.46

-0.38%
1.08%
1.36%
-0.14%
K=142.86
VC=100'
e=-0.09'
K=102.46
VC=250'
e=0.76'
K=66.67
VC=100'
e=-0.19'
18" x 67' @ 0.37%
18" x 68' @ 0.30%
18" x 205' @ 1.81%
LT. DITCH GRADE -9.82%
F.L. OUTLET = 1252.50
F.L. EXIST. INLET = 1248.76
F.L. PROP. INLET = 1249.00
2006+90.00 1249.00 LT.
LT. D.G. 0.00%
2007+75.00 1249.00 LT.
LT. D.G. 0.80%
2008+25.00 1249.40 LT.

1285 1280 1275 1270 1265 1260 1255 1250 1245 1240

1995+00 1996+00 1997+00 1998+00 1999+00 2000+00 2001+00 2002+00 2003+00 2004+00 2005+00 2006+00 2007+00 2008+00 2009+00 2010+00

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

CD41256 2/21/2024
R040846A.DGN

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 2103+63 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 212' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 212 LIN. FT.

STA. 2104+15 CONSTRUCT
DROP INLET ON LT.
AND 18" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 2103+63 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 48 LIN. FT.

STA. 2104+67 CONSTRUCT
DROP INLET ON LT.
AND 18" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 2104+15 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 48 LIN. FT.

STA. 2108+35 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	436	832

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

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

U-TURN SOUTH

STA. 2101+09.34
BEGIN U-TURN SOUTH

STA. 2107+87.49
END U-TURN SOUTH

P.V.I. 2101+09.34 ELEV. 1263.51
P.V.C. 2101+12.50 ELEV. 1263.53
P.V.I. 2101+75.00 ELEV. 1263.86
K=40.05 VC=125' e=-0.49'
P.V.T. 2102+37.50 ELEV. 1262.25
-2.58%
P.V.C. 2102+75.00 ELEV. 1261.28
K=54.49 VC=200' e=0.92'
P.V.T. 2104+75.00 ELEV. 1259.79
1.09%
P.V.C. 2105+50.00 ELEV. 1260.60
K=117.09 VC=200' e=-0.43'
P.V.I. 2106+50.00 ELEV. 1261.69
-0.62%
P.V.I. 2107+87.49 ELEV. 1260.84
P.V.T. 2107+50.00 ELEV. 1261.07

STA. 2103+63
TOP ELEV. =1259.80
F.L. ELEV. =1255.49

STA. 2104+67
TOP ELEV. =1259.79
F.L. ELEV. =1256.37

STA. 2104+15
TOP ELEV. =1259.55
F.L. ELEV. =1255.88

STA. 2108+35
TOP ELEV. =1260.58
F.L. ELEV. =1254.91

F.L. OUTLET =1251.30
LT. D.G. 5.74%
DITCH GRADE 5.78%
18" x 212' @ 1.98%
18" x 48' @ 0.30%
18" x 48' @ 0.50%
LT. D.G. 0.82%
LT. D.G. 0.00%
F.L. EXIST. OUTLET=1247.97
F.L. PROP. OUTLET=1247.80

2100+00.00 1247.35 LT.
2100+55.00 1247.80 LT.
2101+30.00 1247.80 LT.
2101+95.00 1254.00 LT.
2102+85.00 1254.20 LT.

1285 1280 1275 1270 1265 1260 1255 1250 1245 1240

2095+00 2096+00 2097+00 2098+00 2099+00 2100+00 2101+00 2102+00 2103+00 2104+00 2105+00 2106+00 2107+00 2108+00 2109+00 2110+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	437	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
04-04-2024

STA. 101+80 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 31' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 101+80 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 31 LIN. FT.

STA. 104+60 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 105+00 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 50 LIN. FT.

STA. 104+18
CONSTRUCT APPROACH
ON LT. = 10 CU. YD.

STA. 107+01
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

STA. 106+59 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 12' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 421+60 LT.
DROP INLET H = 6'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS IV) = 12 LIN. FT.

STA. 109+60 IN PLACE
DROP INLET ON LT.
RETAIN AND CONSTRUCT
36" X 297' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 106+59 LT.
DROP INLET H = 5'-4"
EXIST. TYPE MO DROP INLET = 5' DIA.
EXIST. TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 297 LIN. FT.

STA. 102+49
CONSTRUCT TURNOUT
ON LT. = 5 CU. YD.

75.00 100' TRANSITION 75.00

STA. 104+56.23
END RETAINING WALL

STA. 102+89.10
BEGIN RETAINING WALL

STA. 106+49.56
BEGIN ONE MILE RD.

STA. 108+92
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

81.12 180' TAPER 61.12 90' TAPER 51.12 100' TRANSITION 51.12

STA. 109+51.12
END ONE MILE RD.

STA. 110+41 IN PLACE
DROP INLET ON RT.
RETAIN AND CONSTRUCT
30" X 302' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 107+35 RT.
DROP INLET H = 4'-5"
EXIST. TYPE C DROP INLET = 4' X 3'
30" R.C. PIPE = 302 LIN. FT.

STA. 107+35 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 30" X 58' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 422+63 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 58 LIN. FT.

STA. 105+52.25
END S. FINGER RD.

STA. 101+75.00
BEGIN S. FINGER RD.

STA. 104+85
UNCLASSIFIED EXCAVATION
ON RT. = 25 CU. YD.

STA. 104+40 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 90' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 421+89 RT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 90 LIN. FT.

STA. 101+80 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 14' PIPE OUTLET
CONNECT TO EXIST. JUNCTION BOX @ STA. 101+80 RT.
DROP INLET H = 7'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 14 LIN. FT.

STA. 102+42
UNCLASSIFIED EXCAVATION
ON RT. = 20 CU. YD.

ALL R.C. PIPE CULVERTS SHALL BE
CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS
USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

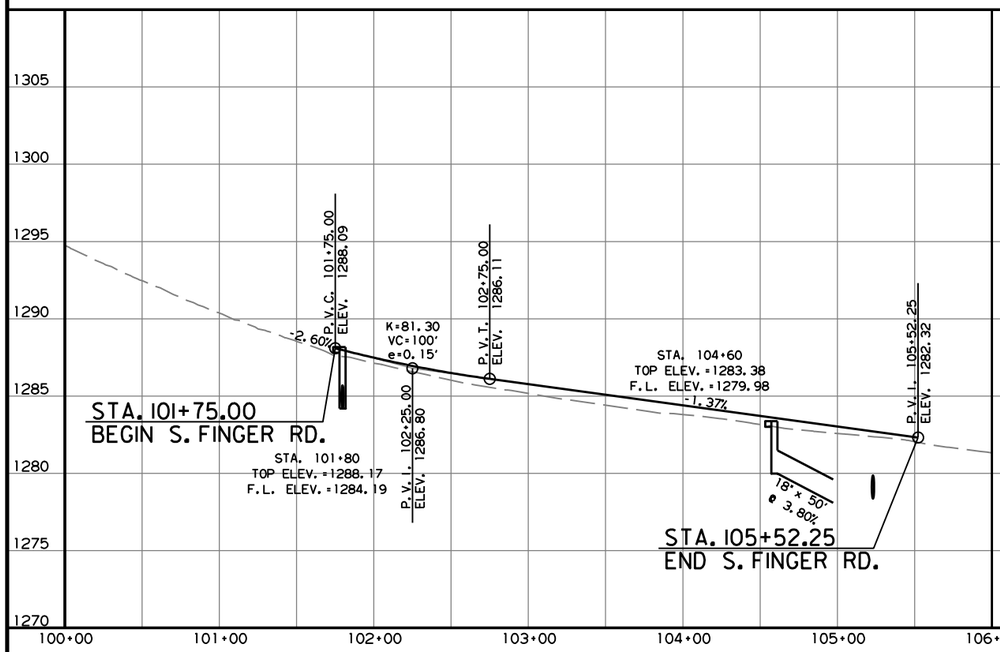
CD41256 2/21/2024
R040846A.DGN

S. FINGER RD. & ONE MILE RD.

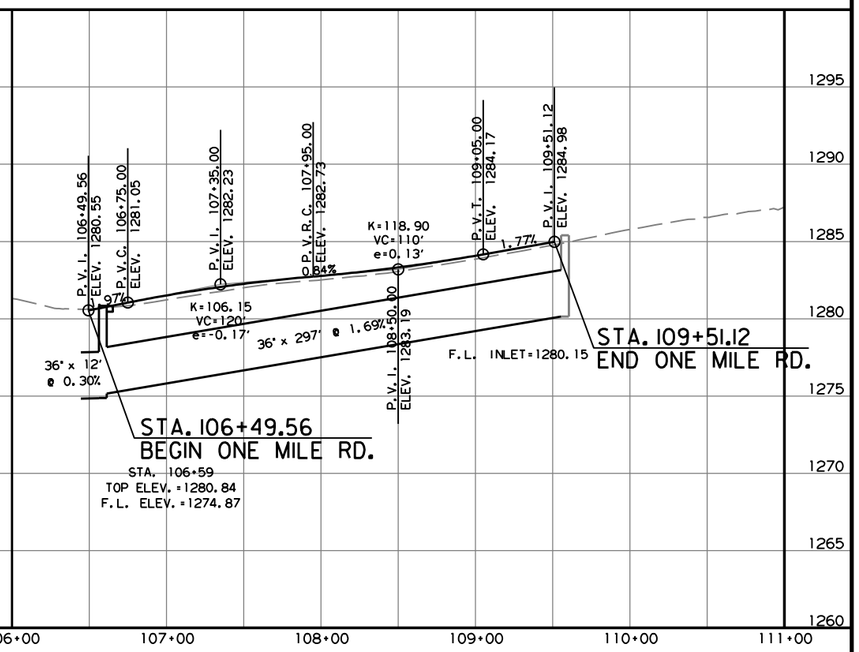
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	438	832
		PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Trinity D. Smith
04-04-2024

S. FINGER RD. LT.

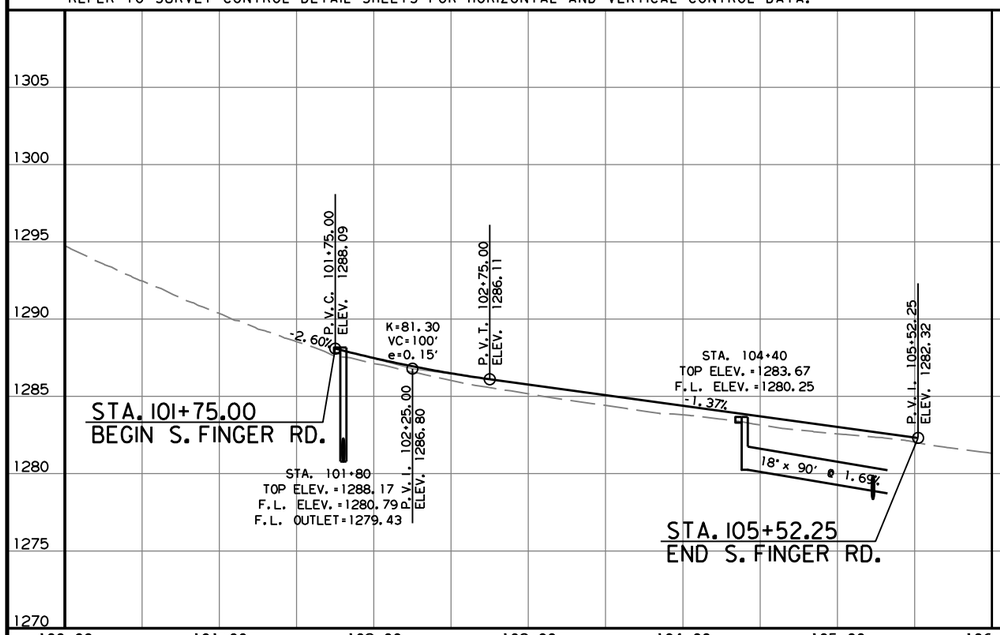


ONE MILE RD. LT.

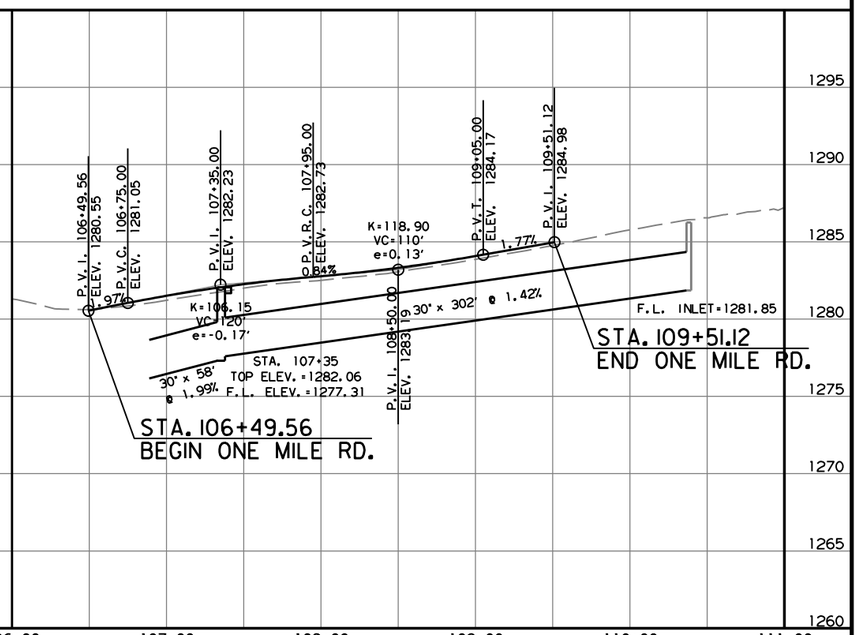


S. FINGER RD. RT.

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



ONE MILE RD. RT.



CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	439	832
			07666 -	LAYOUT	- 67235	

GENERAL NOTES

BENCHMARK: Vertical Control Data are shown on the Survey Control Data Sheets.

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, Ninth Edition (2020).

LIVE LOADING: HL-93

SEISMIC ZONE: 1 SD1: 0.089 SITE CLASS: C

SEISMIC OPERATIONAL CLASSIFICATION: Essential

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M 31 or M 322, Type A)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50)	Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING: All piling shall be HP14x117 (Grade 50) steel piling and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 215 tons per pile and into the material designated as Moderately Weathered Shale on the boring legend. Minimum penetration shall be 10' below natural ground for all piles in Bents 1 and 3. Piling in end bents shall be driven after embankment to bottom of cap is in place. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. The Contractor shall use approved steel H-Pile driving points on all piles.

PILE CASINGS: Pile casings are required for piling within retaining walls at end bents. Casings shall be installed prior to or during the embankment construction and shall extend from bottom of undercut to 1" below bottom of cap as shown on Dwg. No. 67246. Pile casing material shall be of sufficient strength to retain its original form free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be at least 29". Piles shall be driven through the open casings after embankment to bottom of cap is in place. After driving is complete, the pile casings shall be filled with Class S Concrete to within 10' of the bottom of the cap, and the remaining 10' shall be backfilled with sand or pea gravel. Pile casings and any related cost for backfilling will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP14x117)".

DRILLED SHAFTS: Drilled shafts at Bent 2 shall be constructed in accordance with Special Provision "Drilled Shaft Foundations". Drilled shafts shall be socketed into material designated as Moderately Weathered Shale on the boring legend and to the mininum rock penetrations and tip elevations shown in the plans. No adjustment to plan tip elevations shall be made without prior approval from the Engineer.

NONDESTRUCTIVE TESTING: Crosshole Sonic Logging (CSL) shall be performed on each drilled shaft. Testing shall be performed in accordance with Special Provision "Nondestructive Testing of Drilled Shafts".

PAINTING: All Grade 50 structural steel, except galvanized members and surfaces in contact with concrete, shall be painted as specified in Section 807. The color of paint shall be Brown and shall match Federal Standard 595B, Color Chip No. 30070.

POWDER COATING: All metal bridge railing shall receive a powder coating finish. The color of paint shall be Black equal or close to Federal Std. 595B, Color Chip No. 27038 and as approved by the Engineer. See Std. Dwg. No. 55015 and Dwg. Nos. 67255-67256 for additional information.

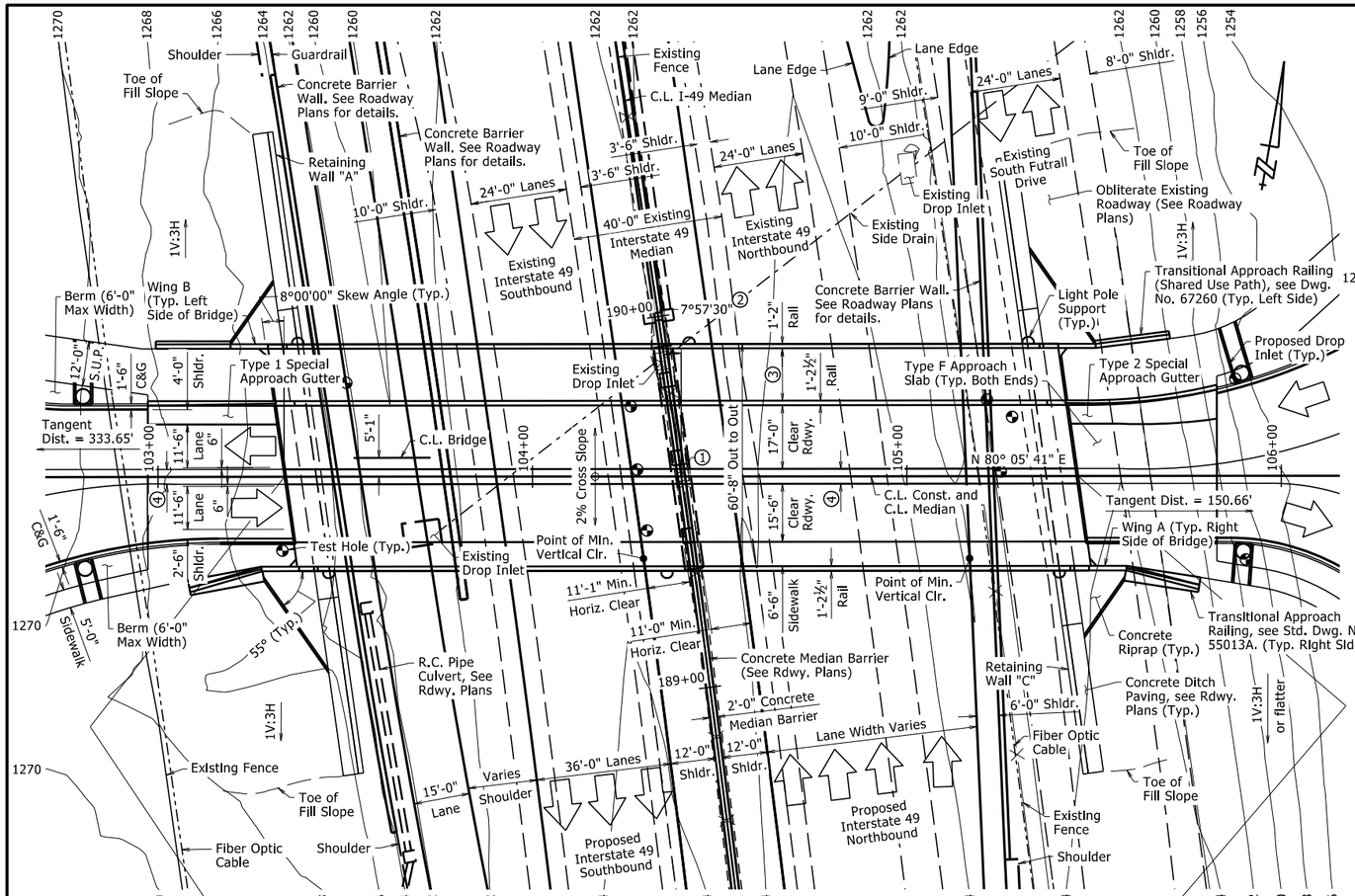
TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge and retaining wall surfaces as specified in Special Provision "Textured Coating Finish" and in accordance with Subsection 802.19(b)(3). Textured Coating Finish shall not be applied on surfaces where Class 2 Protective Surface Treatment is applied.

BRIDGE DECK: The concrete bridge deck, except sidewalks, raised concrete median, and shared use path, shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks, raised concrete median, and shared use path shall be given a broomed finish as specified for final finishing in Subsection 802.19 for Class 6 Broomed Finish.

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface, sidewalk surface (including curbing), raised concrete median surface, shared use path surface, and to the roadway face and top of the concrete bridge rails in accordance with Section 803.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	67237-67239
Bent 2	67240-67242
Elastomeric Bearings	67243
210' Continuous Plate Girder Unit	67244-67250
Bridge Pedestrian Rail	67251-67252
Type H3 Railing	67255
Type H4 Railing	67256
Type 1 Special Approach Gutter	67257
Type 2 Special Approach Gutter	67258
Type Special Transitional Approach Railing	67260
General Notes for Steel Bridge Structures	55006
Details for Steel Bridge Structures	55007
Transitional Approach Railing	55013A
Type H2 Railing	55015
Type F Approach Slab	55040F1-55040F2 & 67259
Steel Piling	55020 & 67239
Bridge Traffic Rail	55070 & 67253-67254

MAINTENANCE OF TRAFFIC: See Roadway Plans.



PLAN

① Sta. 104+39.75 C.L. Construction = 189+56.84 C.L. Median Interstate 49

② Angle measured between C.L. Median I-49 and C.L. Const. at Sta. 104+39.75

③ 14'-0" Shared Use Path

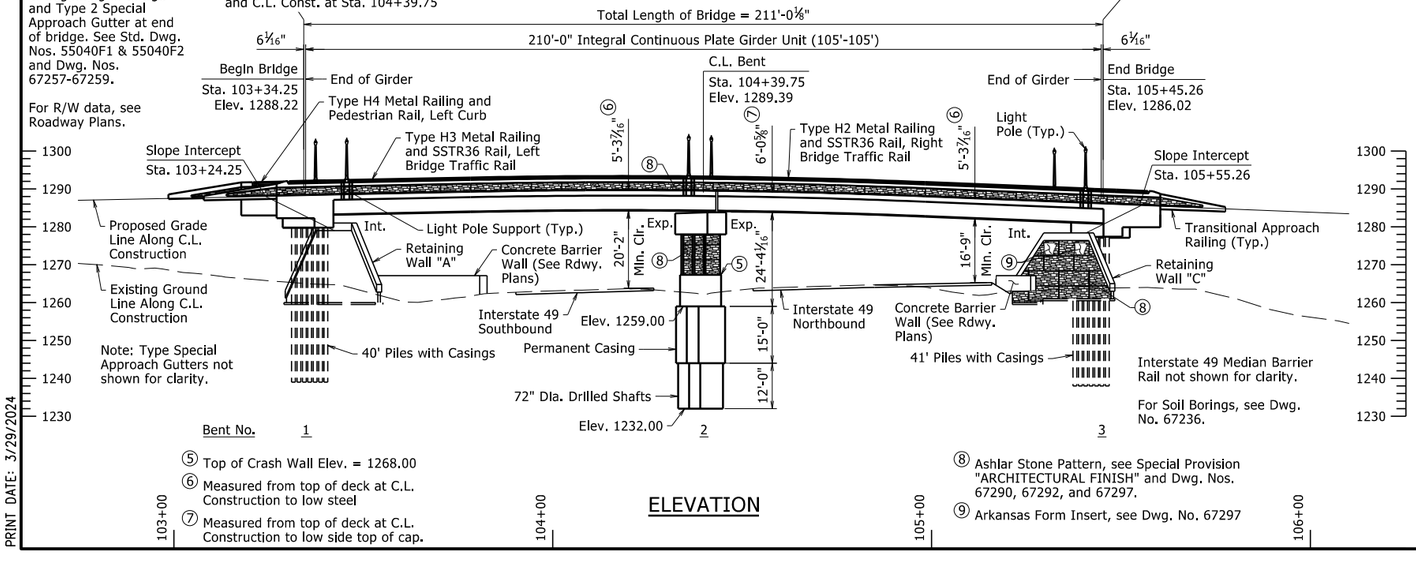
④ 4'-0" Raised Median

For additional Retaining Wall information, see Dwg. Nos. 67290-67298.

Stations shown are along C.L. Construction. Elevations shown are actual working point elevations at C.L. Construction. Any vertical dimension referenced to C.L. Deck is based on actual working point elevation at C.L. Construction.

Place Type F Approach Slabs at both ends of bridge. Place Type 1 Special Approach Gutter at beginning of bridge and Type 2 Special Approach Gutter at end of bridge. See Std. Dwg. Nos. 55040F1 & 55040F2 and Dwg. Nos. 67257-67259.

For R/W data, see Roadway Plans.



⑤ Top of Crash Wall Elev. = 1268.00

⑥ Measured from top of deck at C.L. Construction to low steel

⑦ Measured from top of deck at C.L. Construction to low side top of cap.

⑧ Ashlar Stone Pattern, see Special Provision "ARCHITECTURAL FINISH" and Dwg. Nos. 67290, 67292, and 67297.

⑨ Arkansas Form Insert, see Dwg. No. 67297

ELEVATION

PVI Sta. 104+38.33
Elev. 1290.30
+ 2.00%
- 4.00%
L = 120'

VERTICAL CURVE

Along C.L. Construction (Not to Scale)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

PRINT DATE: 3/29/2024

SHEET 1 OF 2
LAYOUT OF BRIDGE
15TH STREET OVER INTERSTATE 49
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

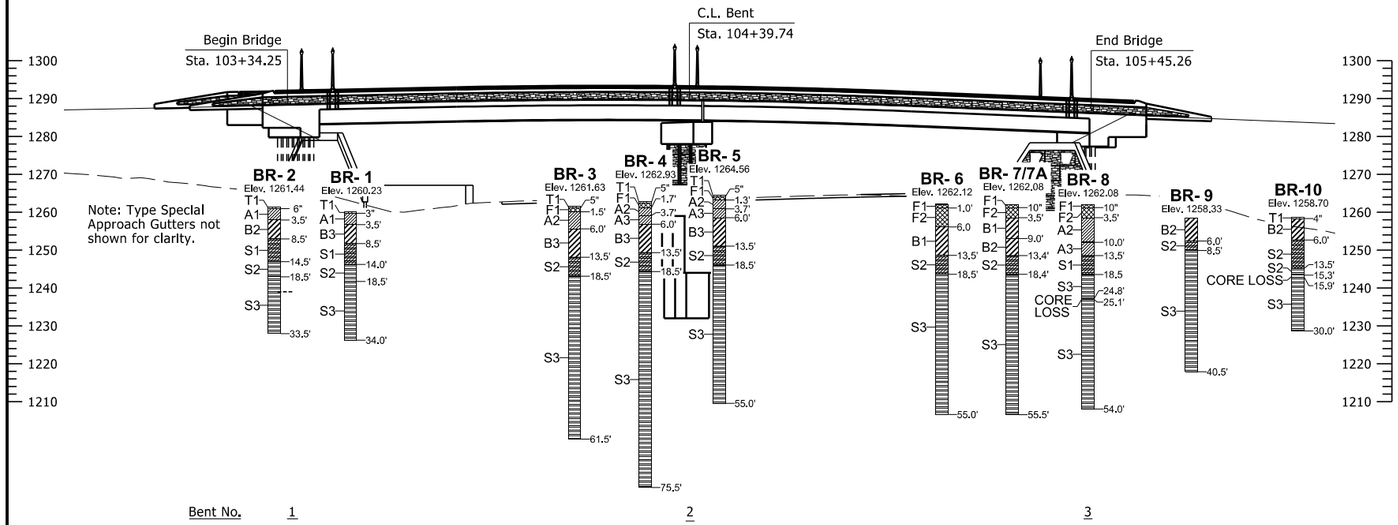
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 12/2021
CHECKED BY: CTM DATE: 4/13/2023
DESIGNED BY: DKS DATE: 1/2023

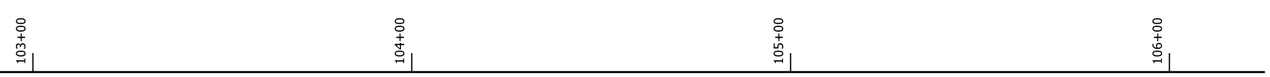
FILENAME: b040846x1_l1.dgn
SCALE: 1" = 20'

BRIDGE NO. 07666 DRAWING NO. 67235

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	440	832
			07666 -	LAYOUT	- 67236	



ELEVATION OF SOIL BORINGS



BORING LEGEND

T1 - Topsoil
A1 - Soft, LEAN CLAY
A2 - Medium stiff, LEAN CLAY
A3 - Stiff, LEAN CLAY
B1 - Medium stiff, FAT CLAY
B2 - Stiff, FAT CLAY
B3 - Very stiff, FAT CLAY
S1 - Very weak, brown and black, highly weathered, CLAYEY SHALE
S2 - Weak, black, moderately to slightly weathered SHALE
S3 - Medium, stong, black, moderately to slifhgtly weathered SHALE
F1 - FILL gravel based
F2 - FILL brown, fat clay, with gravel

"N" VALUES

BR-1 - Sta. 103+50.30 - Offset 25.07' Left C.L. Construction

1.5-2.5	N=4
4.0-5.0	N=10
9.0-10.0	N=30
14.0-15.0	N=10
18.8-19.8	N=50 (3")

BR-2 - Sta. 103+33.20 - Offset 19.72' Right C.L. Construction

1.4-2.5	N=4
4.0-5.0	N=10
9.0-10.0	N=21
14.0-15.0	N=58
18.2-19.2	N=50 (3")

BR-3 - Sta. 104+26.30 - Offset 18.74' Left C.L. Construction

1.5-2.5	N=7
4.0-5.0	N=8
6.5-7.5	N=16
9.0-10.0	N=18
14.0-15.0	N=33
19.0-20.0	N=50 (4.5")
24.0-25.0	N=50 (4")
28.9-29.5	N=50 (5")

BR-4 - Sta. 104+28.00 - Offset 1.85' Left C.L. Construction

1.5-2.5	N=8
4.0-5.0	N=9
6.5-7.5	N=18
9.0-10.0	N=18
14.0-15.0	N=67
19.0-20.0	N=50 (5")
23.5-24.5	N=50 (3")
28.5-29.5	N=50 (4")
33.5-34.5	N=50 (3")
38.5-39.5	N=50 (5")
43.5-44.5	N=50 (4")

BR-5 - Sta. 104+30.60 - Offset 14.42' Right C.L. Construction

1.5-2.5	N=8
4.0-5.0	N=10
6.5-7.5	N=22
9.0-10.0	N=17
14.0-15.0	N=37
19.0-20.0	N=50 (4")

BR-6 - Sta. 105+21.40 - Offset 20.50' Left C.L. Construction

1.5-2.5	N=4
4.0-5.0	N=10
9.0-10.0	N=30
14.0-15.0	N=10
18.8-19.8	N=50 (3")

BR-7 - Sta. 105+25.10 - Offset 1.27' Left C.L. Construction

1.5-2.5	N=4
6.5-7.5	N=6
9.0-10.0	N=12
14.0-15.0	N=27
18.5-17.5	N=50 (5")
23.5-24.5	N=50 (4.5")

BR-8 - Sta. 105+28.10 - Offset 15.87' Left C.L. Construction

1.5-2.5	N=4
4.0-5.0	N=5
9.0-10.0	N=9
14.0-15.0	N=15
19.0-20.0	N=50 (3")
23.5-24.5	N=50 (2.5")

BR-9 - Sta. 105+87.70 - Offset 25.97' Left C.L. Construction

1.5-2.5	N=10
4.0-5.0	N=9
6.5-7.5	N=23
9.0-10.0	N=80 (11")
14.0-15.0	N=50 (4")

BR-10 - Sta. 105+90.50 - Offset 22.31' Right C.L. Construction

1.5-2.5	N=14
4.0-5.0	N=12
6.5-7.5	N=33
9.0-10.0	N=61
14.0-15.0	N=50 (3")

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 2
LAYOUT OF BRIDGE
15TH STREET OVER INTERSTATE 49
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

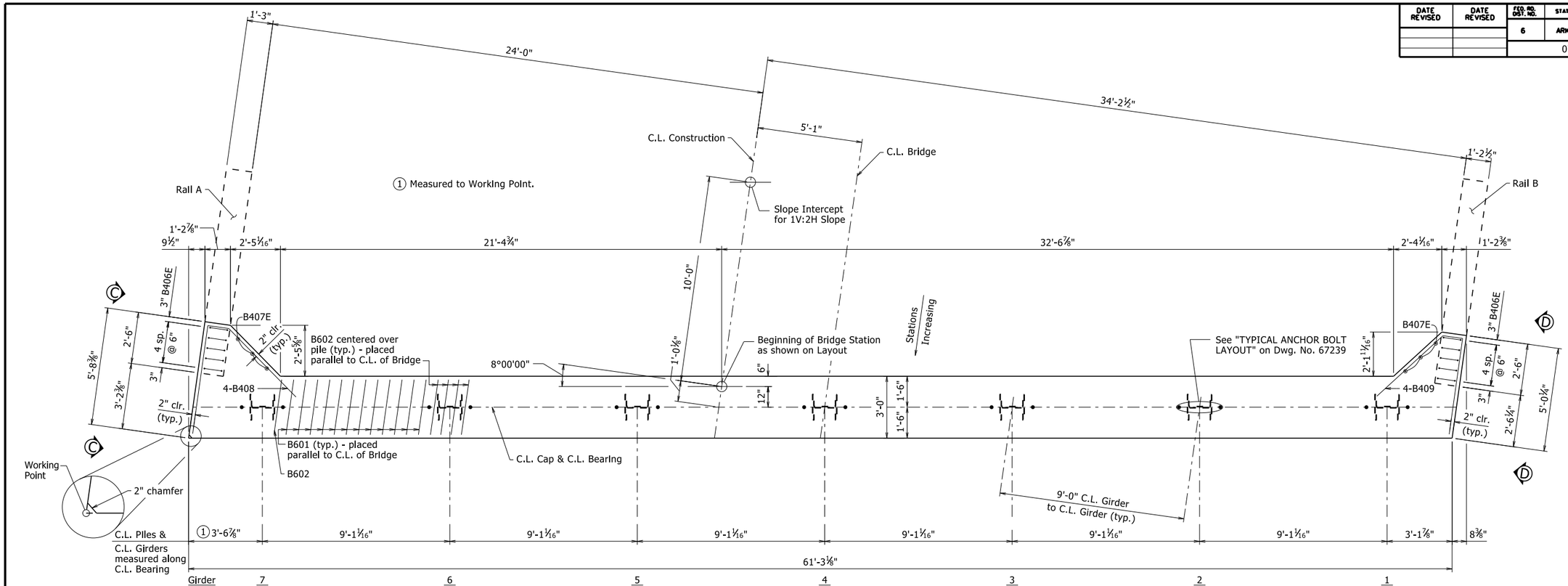
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 12/2021
CHECKED BY: CTM DATE: 4/13/2023
DESIGNED BY: DKS DATE: 1/2023
FILENAME: b040846x1_l1.dgn
SCALE: 1" = 20'

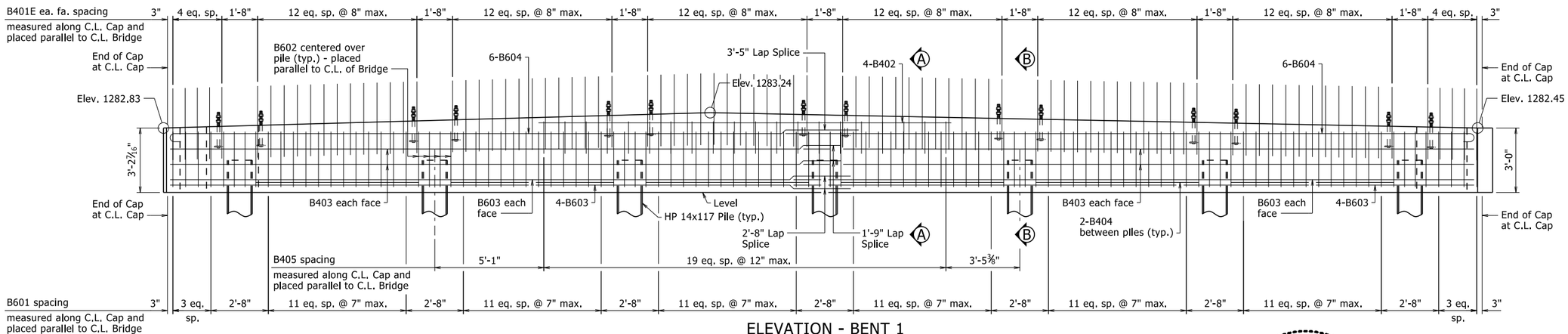
BRIDGE NO. 07666 DRAWING NO. 67236

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	441	832
		07666 - END BENTS - 67237				



PLAN - BENT 1



ELEVATION - BENT 1

LOOKING BACK

GENERAL NOTES:

See Std. Dwg. No. 55006 for additional notes.

Steel H-Piles shall conform to ASTM A709, Gr. 50.
See "TYPICAL SPLICE DETAILS" on Dwg. No. 67239.

For additional information, see Layout.

See Dwg. No. 67239 for "SECTION A-A, "SECTION B-B", "VIEW C-C" & "VIEW D-D".

See Dwg. Nos. 67249 & 67250 for Wing & Rail Details.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF END BENTS
15TH STREET OVER INTERSTATE 49

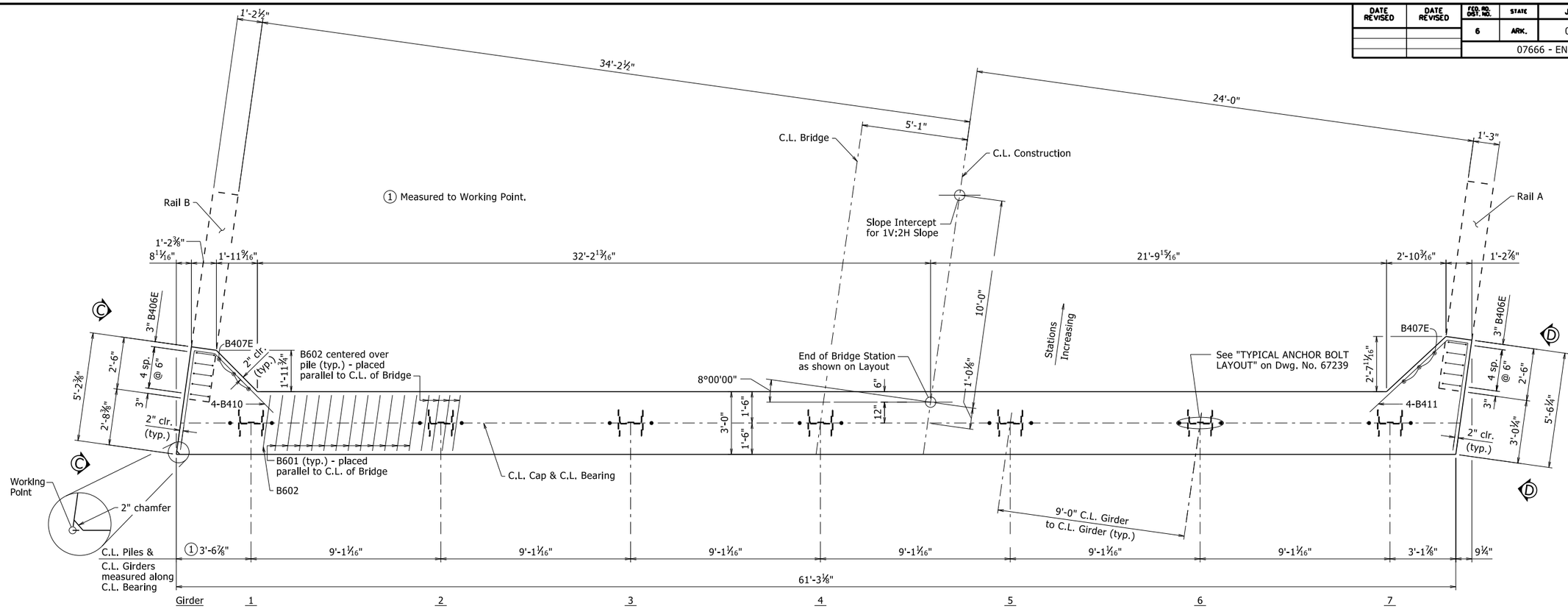
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 11/20/2023 FILENAME: b040846x1_b1.dgn
CHECKED BY: CTM DATE: 11/29/2023 SCALE: 3/8" = 1'-0"
DESIGNED BY: PGT DATE: 11/2023

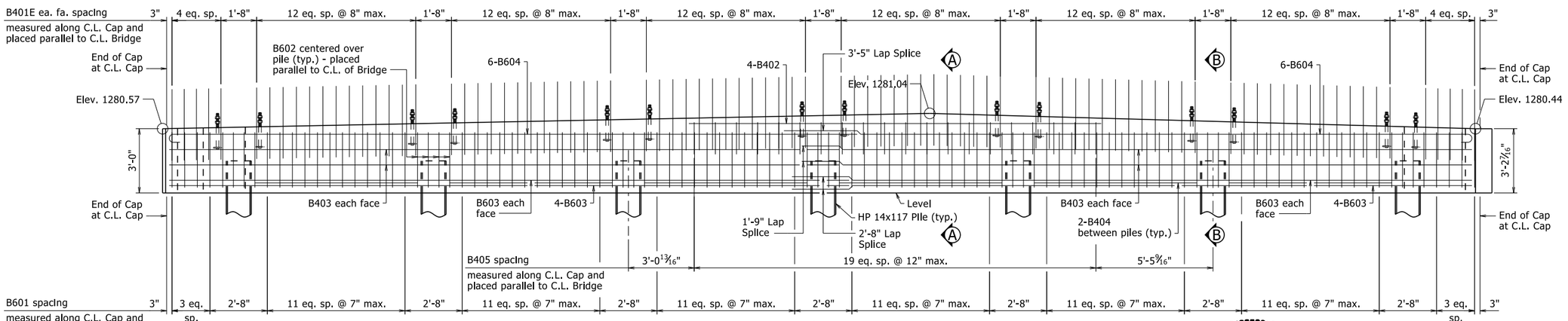
BRIDGE NO. 07666 DRAWING NO. 67237

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	442	832
		07666 - END BENTS - 67238				



PLAN - BENT 3



ELEVATION - BENT 3

LOOKING AHEAD

GENERAL NOTES:

See Std. Dwg. No. 55006 for additional notes.

See Std. Dwg. No. 55020 for details of piling.

For additional information, see Layout on Dwg. No. 67235.

See Dwg. No. 67239 for "SECTION A-A, "SECTION B-B", "VIEW C-C" & "VIEW D-D".

See Dwg. Nos. 67249 & 67250 for Wing & Rail Details.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF END BENTS
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 11/20/2023
CHECKED BY: CTM DATE: 11/29/2023
DESIGNED BY: PGT DATE: 11/2023
FILENAME: b040846x1_b1.dgn
SCALE: 3/8" = 1'-0"

BRIDGE NO. 07666 DRAWING NO. 67238

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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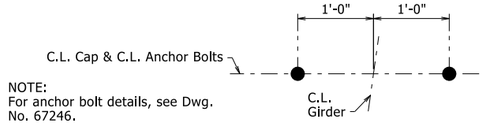
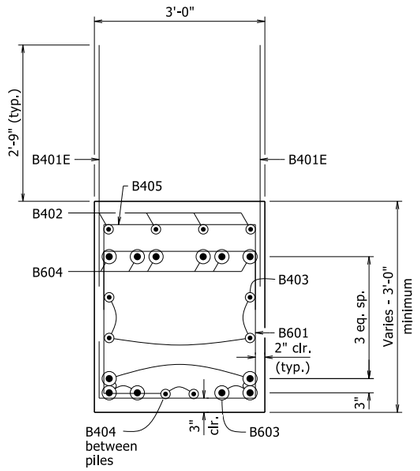
		07666 - END BENTS - 67239				

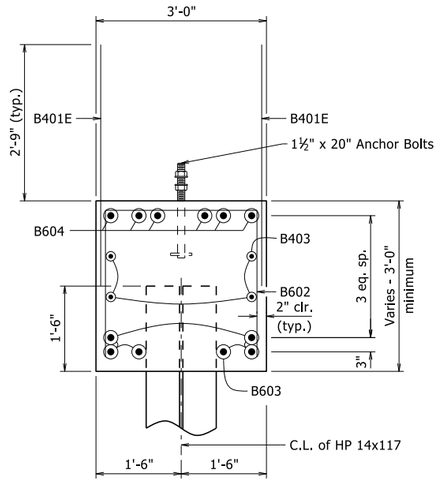


NOTE:
For anchor bolt details, see Dwg. No. 67246.

TYPICAL ANCHOR BOLT LAYOUT
NO SCALE



SECTION A-A
¾" = 1'-0"

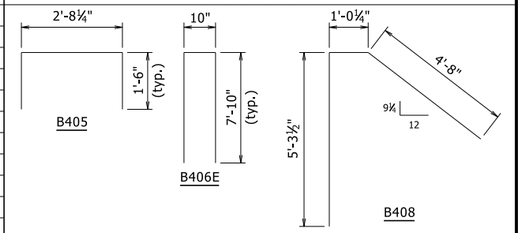


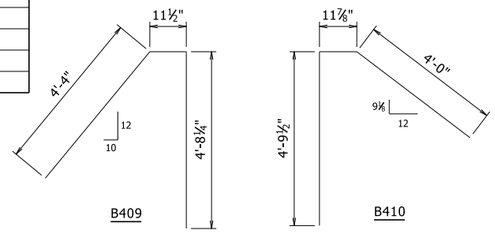
SECTION B-B
¾" = 1'-0"

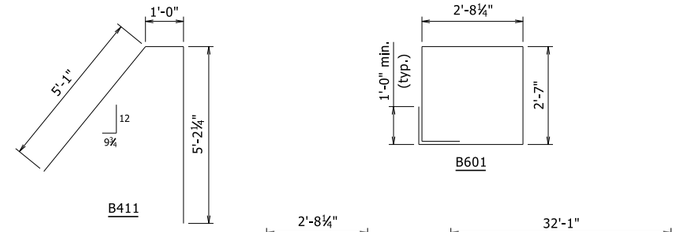
BAR LIST-PER BENT

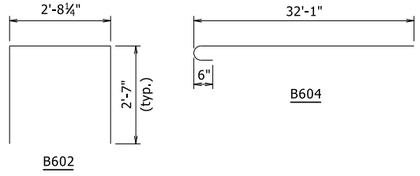
	MARK	NO. REQ'D	LENGTH	P.D.
	B401E	176	4'-3"	Str.
	B402	4	19'-3"	Str.
	B403	8	31'-4"	Str.
	B404	12	7'-7"	Str.
	B405	20	5'-6"	2"
	B406E	10	16'-4"	2"
	B407E	6	7'-5"	Str.
①	B408	4	10'-11"	2"
①	B409	4	9'-11"	2"
②	B410	4	9'-8"	2"
②	B411	4	11'-2"	2"
	B601	80	11'-9"	4½"
	B602	28	7'-6"	4½"
	B603	12	31'-9"	Str.
	B604	12	32'-9"	4½"

BENDING DIAGRAMS





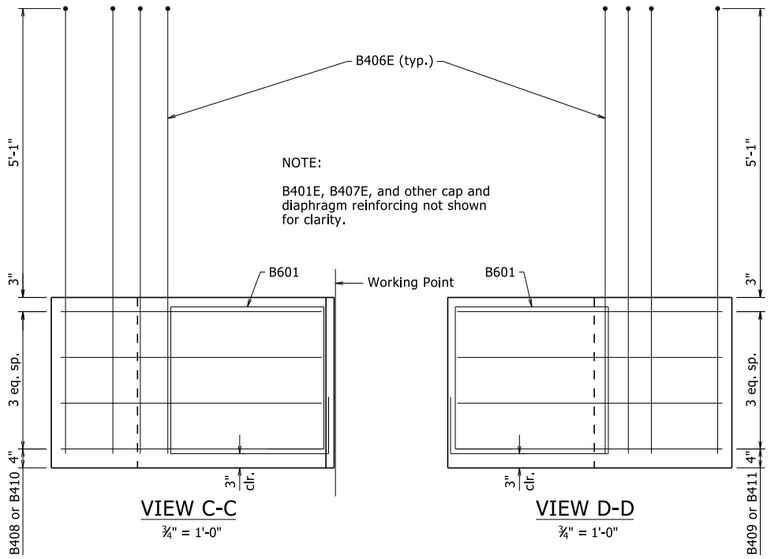




① Bent 1 Rebar

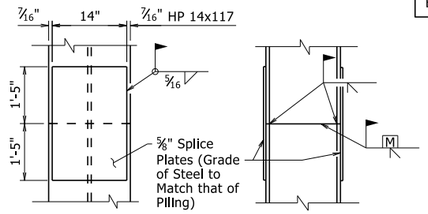
② Bent 3 Rebar

Dimensions are out to out of bars.
Bars with an "E" suffix are to be epoxy coated.



VIEW C-C
¾" = 1'-0"

VIEW D-D
¾" = 1'-0"



The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

TYPICAL SPLICE DETAILS
NO SCALE

H-pile splicers manufactured by Associated Pile and Fitting Corporation, LB Foster Piling, Skyline Steel or equivalent may be used in lieu of the "Typical Splice Details" shown. H-pile splicers shall match the same grade of steel specified for the piling and shall be welded to the pile with a 5/16" fillet weld around the entire perimeter of the splice. Flanges shall be welded with a complete penetration groove weld complying with AASHTO/AWS Joint Designation B-U4a or B-U4b. All welding shall conform to Subsection 807.26. Brackets, lugs, cap plates, pile tips, driving points, pile painting, splicing and welding shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling (HP 14x117)".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 3 OF 3
DETAILS OF END BENTS
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

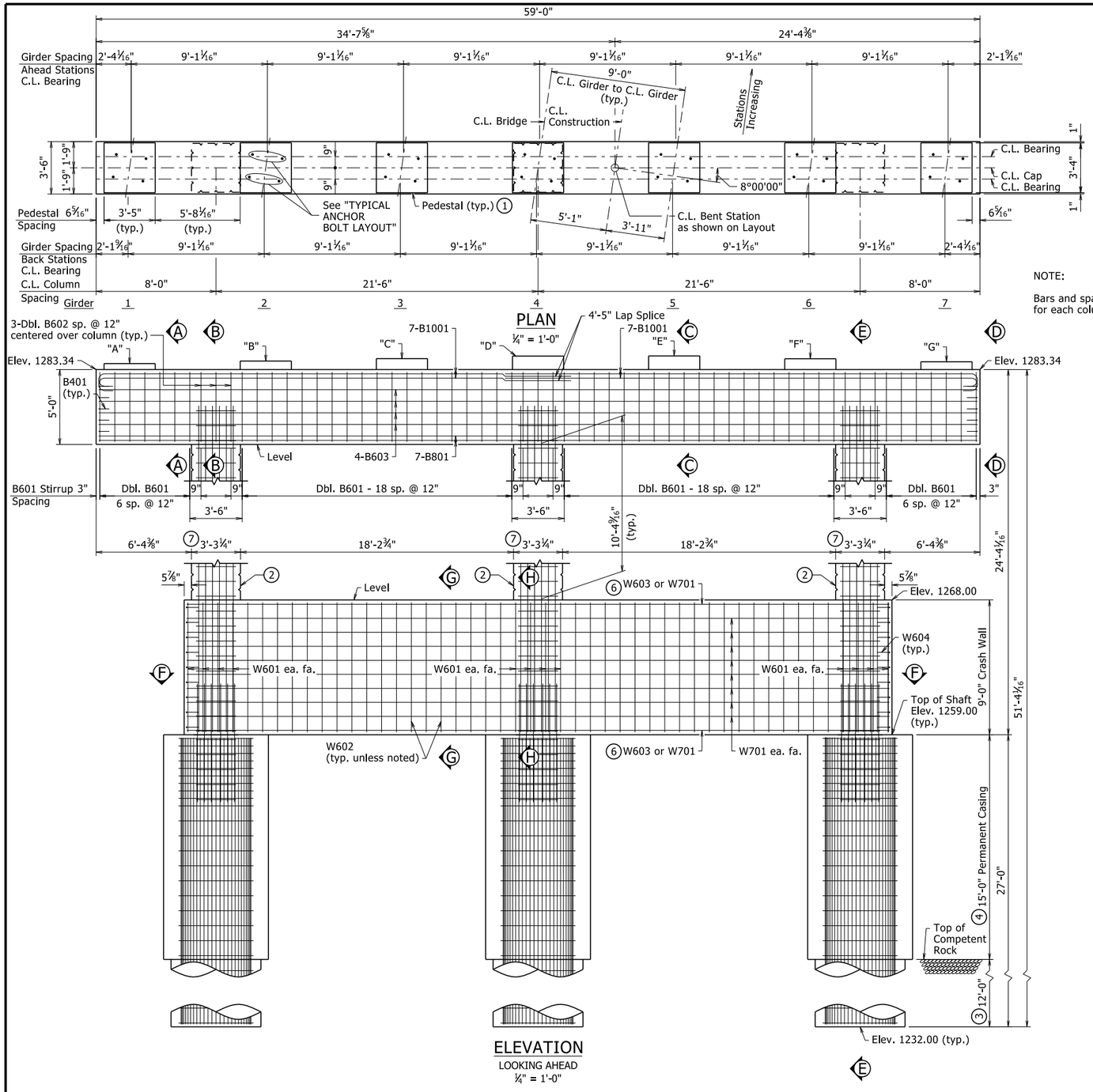
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 11/20/2023 FILENAME: b040846x1_b1.dgn
CHECKED BY: CTM DATE: 11/29/2023 SCALE: AS NOTED
DESIGNED BY: PGT DATE: 11/2023

BRIDGE NO. 07666 DRAWING NO. 67239

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	444	832
		07666 - BENT 2 - 67240				



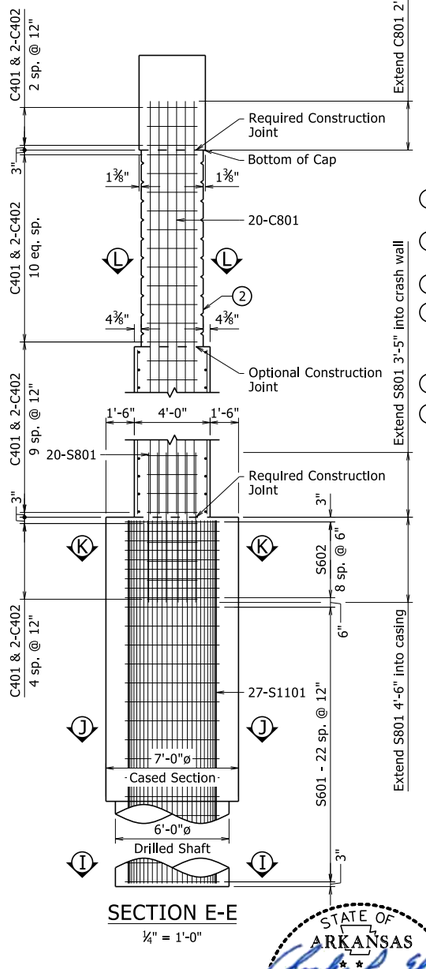
ELEVATION
LOOKING AHEAD
¼" = 1'-0"

TABLE OF VARIABLES

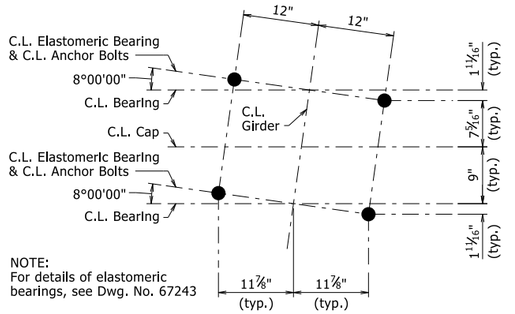
"A"	Elev. 1283.76
"B"	Elev. 1283.93
"C"	Elev. 1284.10
"D"	Elev. 1284.27
"E"	Elev. 1284.28
"F"	Elev. 1284.08
"G"	Elev. 1283.89

NOTE:

Bars and spacing are typical for each column & shaft.



SECTION E-E
¼" = 1'-0"



NOTE:
For details of elastomeric bearings, see Dwg. No. 67243

TYPICAL ANCHOR BOLT LAYOUT
NO SCALE

NOTES:

1. Pedestals shall be cast level at the elevations shown in "ELEVATION". See Dwg. No. 67241 for "PEDESTAL PLAN" & "TYPICAL PEDESTAL DETAILS".
2. See "FRONT VIEW - BENT AESTHETICS" & "END VIEW - BENT AESTHETICS" for placement of Ashlar Stone on Dwg. No. 67242.
3. Minimum penetration into Competent Rock below permanent casing.
4. Length of Permanent casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job 040846 "DRILLED SHAFT FOUNDATIONS". Permanent casing shall not extend below top of Competent Rock without approval from the Engineer.
6. See "SECTION F-F" on Dwg. No. 67241 for location of reinforcing.
7. Column dimension based on 1⅝" Form Liner thickness.

See Dwg. No. 67241 for "SECTION A-A", "SECTION B-B", "SECTION C-C", "VIEW D-D", SECTION "F-F", "SECTION G-G", "SECTION H-H", "SECTION I-I", "SECTION J-J", "SECTION K-K" & "SECTION L-L".

For General Notes, see Std. Dwg. No. 55006.

For additional information, see Layout on Dwg. No. 67235.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF BENT 2
15TH STREET OVER INTERSTATE 49

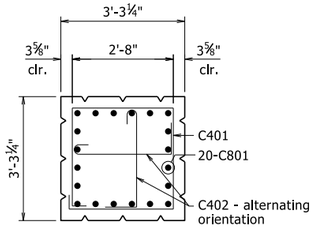
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 11/14/2023
CHECKED BY: CTM DATE: 11/28/2023
DESIGNED BY: PGT DATE: 11/2023
FILENAME: b040846x1_b2.dgn
SCALE: AS NOTED

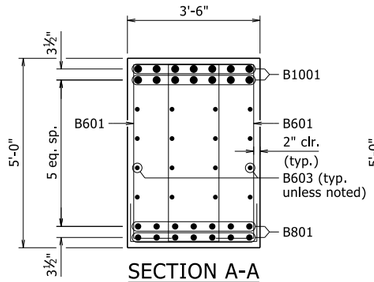
BRIDGE NO. 07666
DRAWING NO. 67240

PRINT DATE: 3/29/2024

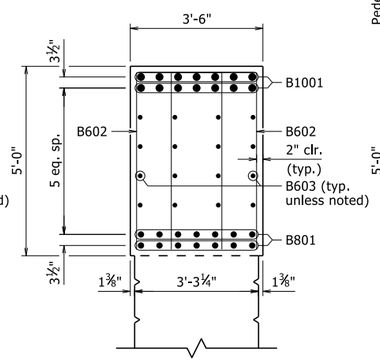
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	445	832
		07666 - BENT 2 - 67241				



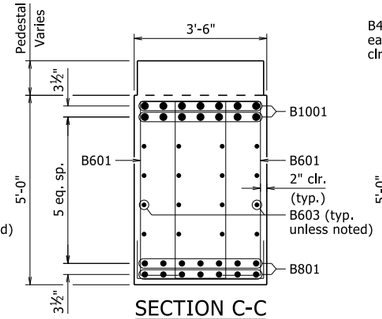
SECTION L-L
½" = 1'-0"



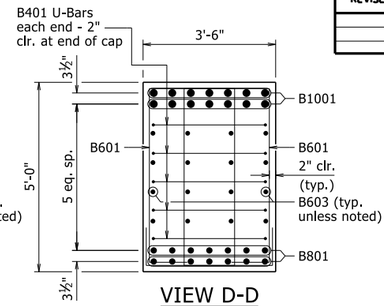
SECTION A-A
½" = 1'-0"



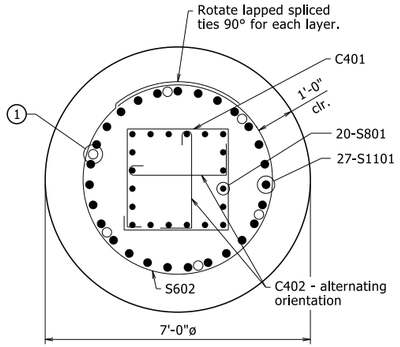
SECTION B-B
½" = 1'-0"



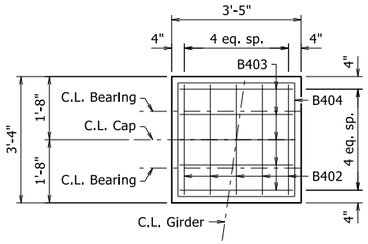
SECTION C-C
½" = 1'-0"



VIEW D-D
½" = 1'-0"



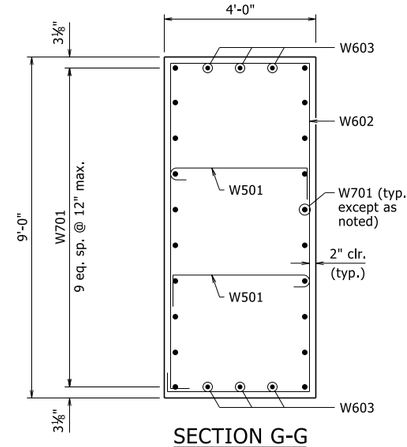
SECTION K-K
½" = 1'-0"



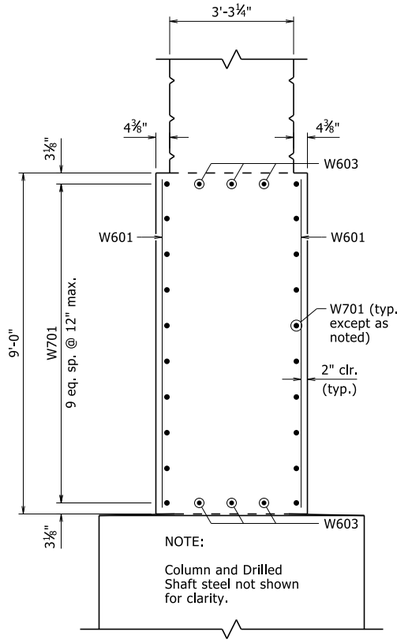
PEDESTAL PLAN
½" = 1'-0"

NOTE:

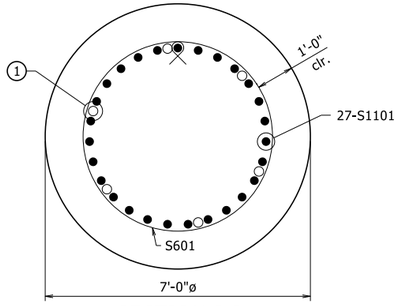
Place one B404 tie on pedestals 9" in height or less, and place two B404 ties on pedestals greater than 9" in height.



SECTION G-G
½" = 1'-0"

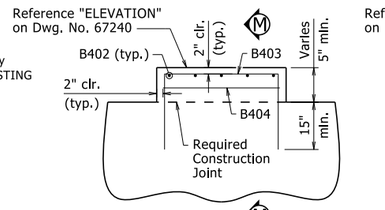


SECTION H-H
½" = 1'-0"

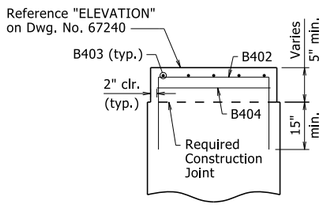


SECTION J-J
½" = 1'-0"

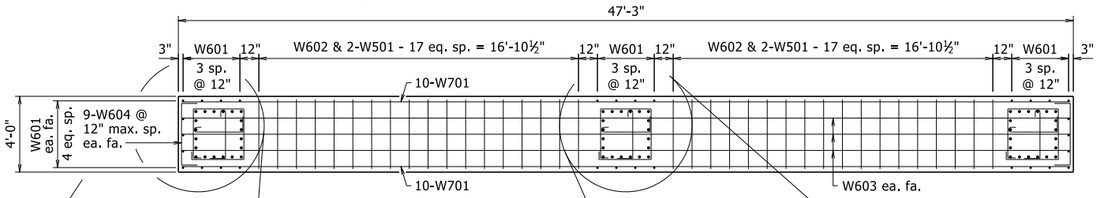
1 6-1½"ø min. Schedule 40 Steel Pipes equally spaced. See Job SP "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS".



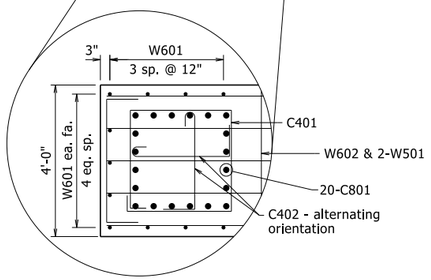
TYPICAL PEDESTAL DETAILS
LOOKING AHEAD
½" = 1'-0"

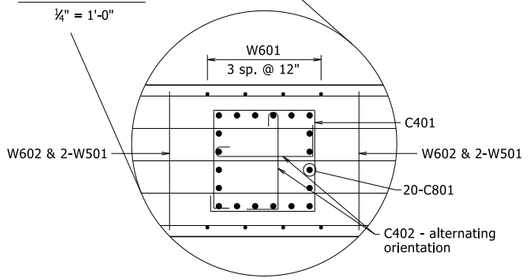


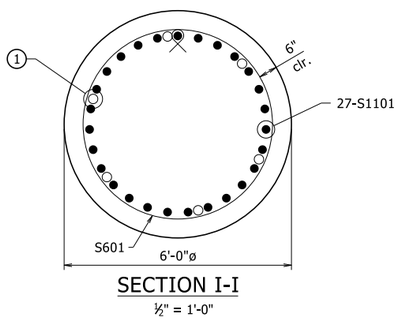
SECTION M-M
½" = 1'-0"



SECTION F-F
¼" = 1'-0"







SECTION I-I
½" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF BENT 2
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

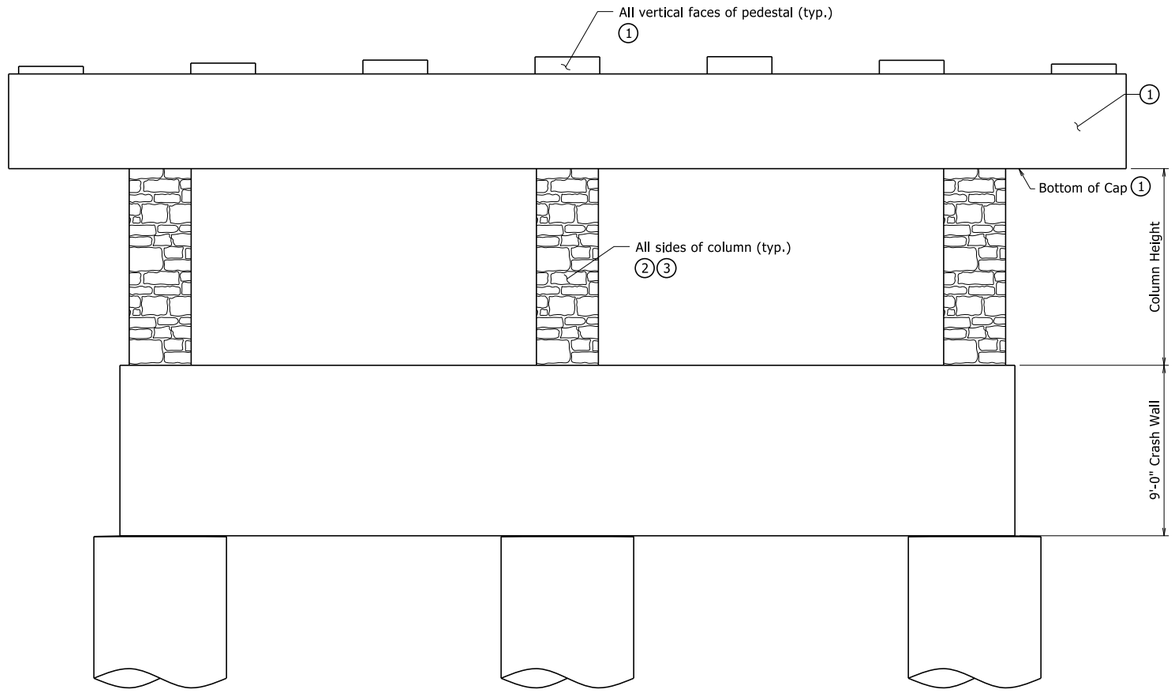
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 11/14/2023 FILENAME: b040846x1_b2.dgn
CHECKED BY: CTM DATE: 11/28/2023 SCALE: AS NOTED
DESIGNED BY: PGT DATE: 11/2023

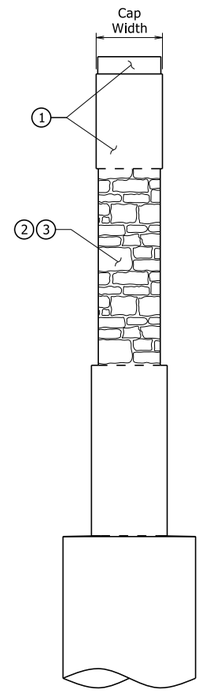
BRIDGE NO. 07666 DRAWING NO. 67241

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	446	832
		07666 - BENT 2 - 67242				



FRONT VIEW - BENT AESTHETICS
Looking Ahead



END VIEW - BENT AESTHETICS

NOTES:

(1) Class 3 Textured Coating Finish
(Color = Light Brown, Color Chip No. 33578)

(2) Class 3 Textured Coating Finish
(Color = Dark Brown, Color Chip No. 30219)

(3) "Ashlar Stone" Pattern Form Liner
See SP Job 040846 "Architectural Finish".

NOTES:

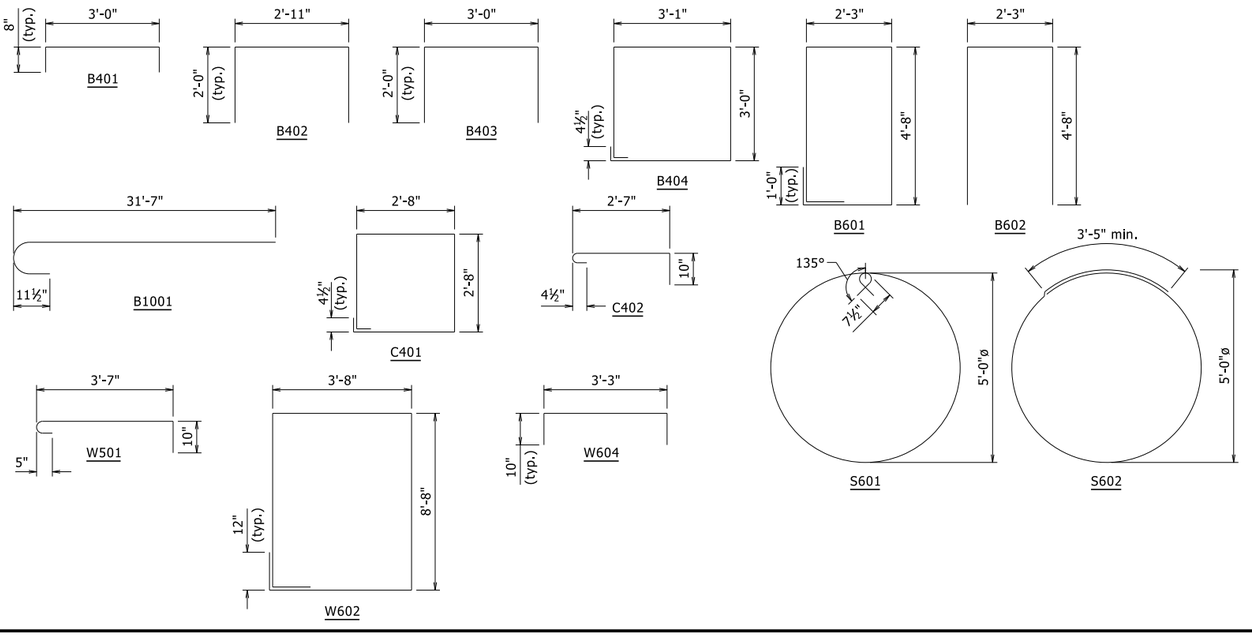
Form liner shall be max. depth of 1⅝"
to provide a min. clearance of 2" to
column reinforcing.

See SP Job 040846 "Textured Coating
Finish" for additional information regarding
the placement of the Class 3 Textured
Coating Finish.

BAR LIST

MARK	NO. REQ'D	LENGTH	P.D.
B401	10	4'-2"	2"
B402	35	6'-9"	2"
B403	35	6'-10"	2"
B404	9	12'-6"	2"
B601	104	15'-0"	4½"
B602	18	11'-3"	4½"
B603	16	58'-8"	Str.
B801	14	58'-8"	Str.
B1001	28	33'-0"	10"
C401	84	11'-0"	2"
C402	168	3'-10"	4½"
C801	60	21'-10"	Str.
(4) S601	69	17'-4"	4½"
(4) S602	27	18'-11"	(5)
S801	60	7'-11"	Str.
(4) S1101	81	26'-8"	Str.
W501	72	4'-11"	3¾"
W601	30	8'-8"	Str.
W602	36	25'-10"	4½"
W603	6	46'-11"	Str.
W604	18	4'-7"	4½"
W701	20	46'-11"	Str.

BENDING DIAGRAMS



Dimensions are out to out of bars.

(4) Non-pay item, subsidiary to the pay item "Drilled Shaft (72" dia.).

(5) See Bending Diagram.

PRINT DATE: 3/29/2024

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

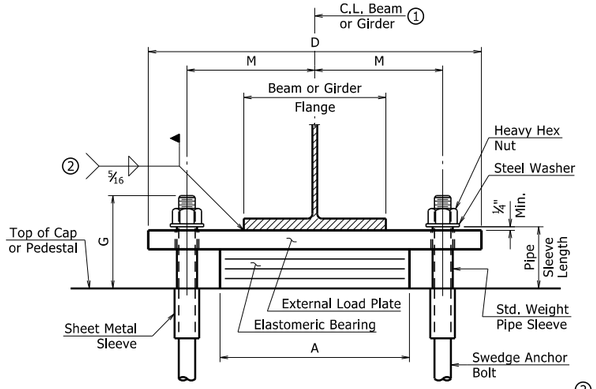
SHEET 3 OF 3
DETAILS OF BENT 2
15TH STREET OVER INTERSTATE 49

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 11/14/2023
CHECKED BY: CTM DATE: 11/28/2023
DESIGNED BY: PGT DATE: 11/2023
FILENAME: b040846x1_b2.dgn
SCALE: ¼" = 1'-0"

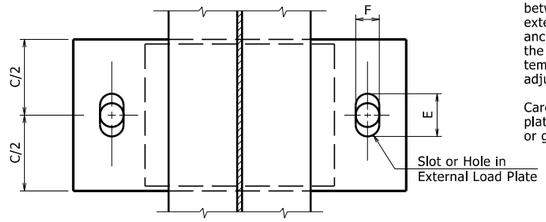
BRIDGE NO. 07666 DRAWING NO. 67242

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	447	832
		SEE TABLE		- BEARINGS -	67243	



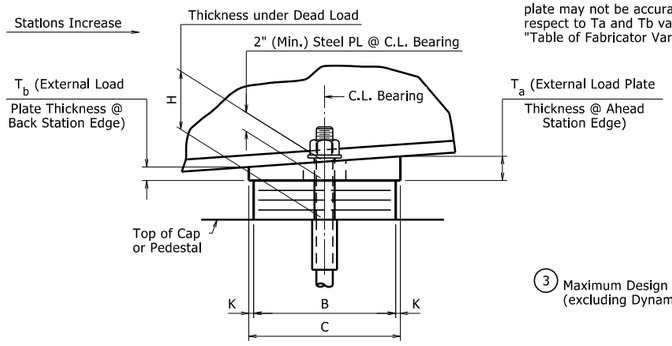
FRONT VIEW - BENTS WITHOUT SHEAR BLOCKS

① C.L. Elastomeric Pad shall be aligned with C.L. Beam or Girder.



PLAN VIEW - BENTS WITHOUT SHEAR BLOCKS

The direction of bevel of the external load plate may not be accurately depicted with respect to Ta and Tb values shown in the "Table of Fabricator Variables."

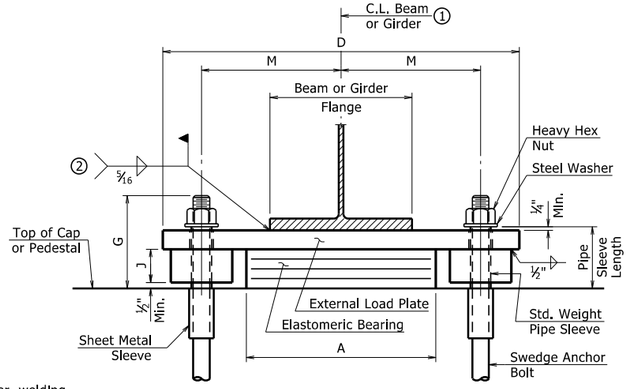


SIDE VIEW - BENTS WITHOUT SHEAR BLOCKS

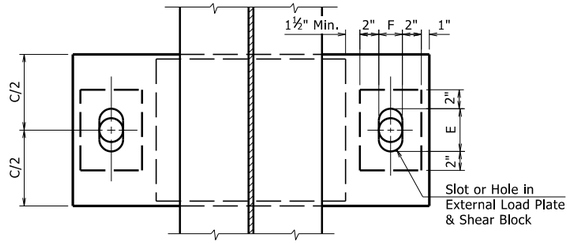
② Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the beam or girder will be allowed only when: 1) the approximate average air temperature during the 24 hour period immediately preceding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.

Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

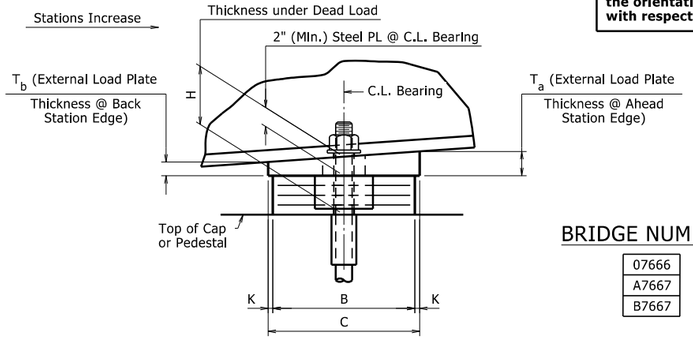
③ Maximum Design Load = Service 1 Limit State (excluding Dynamic Load Allowance)



FRONT VIEW - BENTS WITH SHEAR BLOCKS



PLAN VIEW - BENTS WITH SHEAR BLOCKS

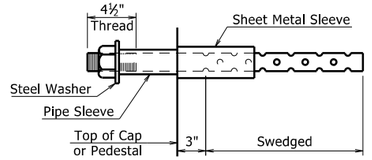


SIDE VIEW - BENTS WITH SHEAR BLOCKS

Prior to erection of the beams or girders, the Contractor shall verify the orientation of the bearings with respect to T_a and T_b.

BRIDGE NUMBERS

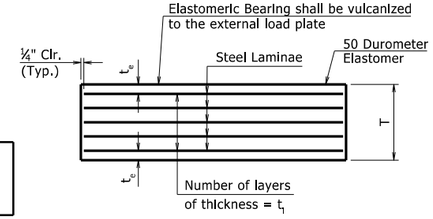
07666
A7667
B7667



ANCHOR BOLT DETAIL

Anchor Bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required.

If Anchor Bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam, or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the concrete. Bolts placed in drilled holes shall be accurately set and fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves shall meet the requirements of ASTM A653, CS Type B or approved equivalent, be of minimum 16 gauge thickness, and be galvanized according to ASTM B695, Class 50. Sheet Metal Sleeves will not be paid for directly, but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans (A709, Gr. 50)."



t_e = Thickness of elastomer cover on top and bottom of pad
t_i = Thickness of elastomer between steel laminae
N = Number of elastomer layers of thickness t_i

ELASTOMERIC BEARING

GENERAL NOTES

Elastomeric Bearings shall conform to Section 808 and shall be paid for at the unit price bid for "Elastomeric Bearings".

External load plates and shear blocks shall conform to ASTM A709, Grade 50W. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, Class 50.

External load plates and shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808.03. Other surfaces shall be blast cleaned in accordance with Subsection 807.84(b) for painted steel and 807.84(e) for unpainted Grade 50W steel.

Anchor Bolts, Washers, and Nuts shall conform to Subsection 807.07. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel In Plate Girder Spans (A709, Gr. 50)." External load plates will not be measured and paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings."

Bearings shall be seated in accordance with Subsection 808.08. This work and materials are considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

TABLE OF FABRICATOR VARIABLES

Bridge No.	Location: Bent No.(s)	Location: Beam or Girder No.	Bearing Type	No. of Bearings Ea. Bent	Maximum Design Load ③ (Kips)	G	H	ELASTOMERIC PAD: A	B	N	t_i	t_e	No. & Thickness of Steel Laminae	T	EXTERNAL LOAD PLATE: C	D	E	F	J	K	M	T_a	T_b	ANCHOR BOLT: Anchor Bolt (Ø x L)	Grade	Pipe Sleeve Size (Ø x L)	Sheet Metal Sleeve Size (Ø x L)	Steel Washer Size (O.D.)
07666	2 Back	All	Exp.	7	197	7⅞"	4⅜"	18"	10½"	3	½"	¼"	4 at 12 Ga.	2⁷⁄₁₆"	11½"	2'-6½"	4⅛"	3⅛"	NA	½"	1'-0"	2.16"	2.28"	2¼" x 48"	55	2½" x 4⅝"	4" x 2'-0"	4"
	2 Ahead	All	Exp.	7	197	7⅞"	4⅜"	18"	10½"	3	½"	¼"	4 at 12 Ga.	2⁷⁄₁₆"	11½"	2'-6½"	4⅛"	3⅛"	NA	½"	1'-0"	1.97"	2.09"	2¼" x 48"	55	2½" x 4⅝"	4" x 2'-0"	4"
A7667	1	1 thru 4	Exp.	4	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.07"	1.93"	2" x 40"	55	2½" x 6½"	4" x 1'-6"	3¾"
	1	5 thru 7	Exp.	3	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.07"	1.93"	2" x 46"	55	2½" x 6½"	4" x 2'-0"	3¾"
	2	All	Fix.	7	412	7¾"	4⅜"	20"	14"	3	½"	¼"	4 at 12 Ga.	2⁷⁄₁₆"	1'-3"	3'-3⅜"	3⅛"	3⅛"	1¾"	½"	1'-3⅛"	2.08"	1.92"	2" x 36"	55	2½" x 4¾"	4" x 1'-2"	3¾"
	3	All	Fix.	7	412	7¾"	4⅜"	20"	14"	3	½"	¼"	4 at 12 Ga.	2⁷⁄₁₆"	1'-3"	3'-3⅜"	3⅛"	3⅛"	1¾"	½"	1'-3⅛"	2.03"	1.97"	2" x 36"	55	2½" x 4¾"	4" x 1'-2"	3¾"
	4	1 thru 4	Exp.	4	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.00"	2.00"	2" x 40"	55	2½" x 6½"	4" x 1'-6"	3¾"
	4	5 thru 7	Exp.	3	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.00"	2.00"	2" x 46"	55	2½" x 6½"	4" x 2'-0"	3¾"
B7667	1	1 thru 3	Exp.	3	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.07"	1.93"	2" x 46"	55	2½" x 6½"	4" x 2'-0"	3¾"
	1	4 thru 7	Exp.	4	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.07"	1.93"	2" x 40"	55	2½" x 6½"	4" x 1'-6"	3¾"
	2	All	Fix.	7	412	7¾"	4⅜"	20"	14"	3	½"	¼"	4 at 12 Ga.	2⁷⁄₁₆"	1'-3"	3'-3⅜"	3⅛"	3⅛"	1¾"	½"	1'-3⅛"	2.08"	1.92"	2" x 36"	55	2½" x 4¾"	4" x 1'-2"	3¾"
	3	All	Fix.	7	412	7¾"	4⅜"	20"	14"	3	½"	¼"	4 at 12 Ga.	2⁷⁄₁₆"	1'-3"	3'-3⅜"	3⅛"	3⅛"	1¾"	½"	1'-3⅛"	2.03"	1.97"	2" x 36"	55	2½" x 4¾"	4" x 1'-2"	3¾"
	4	1 thru 3	Exp.	3	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.00"	2.00"	2" x 46"	55	2½" x 6½"	4" x 2'-0"	3¾"
	4	4 thru 7	Exp.	4	139	9½"	6⅜"	16"	9"	6	½"	¼"	7 at 12 Ga.	4¼"	10"	2'-4½"	6"	3⅛"	NA	½"	11"	2.00"	2.00"	2" x 40"	55	2½" x 6½"	4" x 1'-6"	3¾"

PRINT DATE: 3/29/2024

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

DETAILS OF ELASTOMERIC BEARINGS 15TH STREET OVER INTERSTATE 49 & INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/26/2023
CHECKED BY: YG DATE: 11/16/2023
DESIGNED BY: CNL DATE: 05/26/2023
FILENAME: b040846_e1.dgn
SCALE: NO SCALE

BRIDGE NO. SEE TABLE

DRAWING NO. 67243

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	448	832
		07666 - SPAN DETAILS - 67244				

Slab Reinforcing:

Longitudinal: S401E in top and S501E in bottom (placed as shown)
S601E over intermediate supports and S521E placed at Beg. and End of bridge, See "HALF REINFORCING PLAN AND SLAB POURING SEQUENCE", Dwg. No. 67248.

Transverse: S502E or S504E-S520E @ 6" max. o.c. in top and bottom
S402E @ 6" in top underneath left Bridge Traffic Rail
S503E @ 6" in top of overhangs (bundled with No. 5 bars) both sides

Sidewalk Reinforcing:

Longitudinal: K401E (placed as shown on Dwg. No. 67245)

Transverse: K402E lapped with K403E @ 6" o.c. See "SIDEWALK DETAIL", Dwg. No. 67245

Raised Median Reinforcing:

Longitudinal: M402E (placed as shown on Dwg. No. 67245)

Transverse: M401E @ 6" o.c. See "RAISED MEDIAN DETAIL", Dwg. No. 67245.

Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full-length lower runners on removable deck forms will not be allowed.

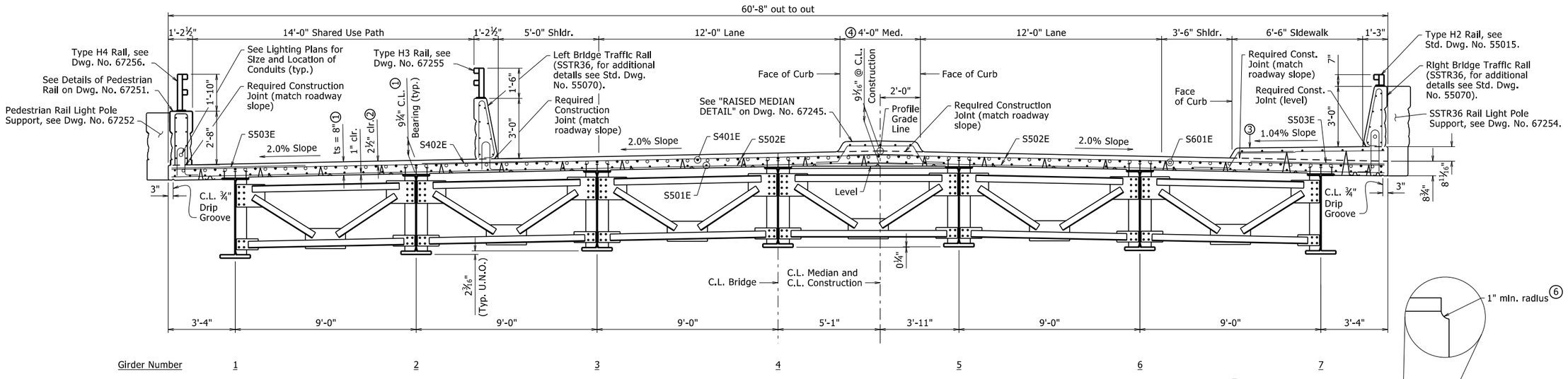
Class 2 Protective Surface Treatment shall be applied to the roadway surface, sidewalk surface (including curbing), raised concrete median surface, shared use path surface, and to the roadway face and top of concrete bridge traffic rails in accordance with Section 803.

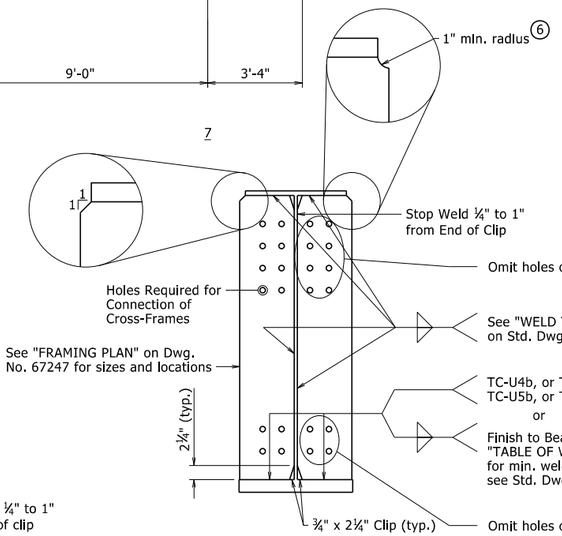
Class 3 Protective Surface Treatment shall be applied to all areas as specified in Special Provision "TEXTURED COATING FINISH" and in accordance with Subsection 802.19(b)(3).

① See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

② Tolerance Minus = ¼":
Plus = to the amount of slab thickness used to meet slab thickness tolerance
See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

③ For additional information see "SIDEWALK DETAIL" on Dwg. No. 67245.





BEARING STIFFENER DETAIL

Bent 2 Bearing Stiffener Shown
1" = 1'-0"

Note: For Bearing Stiffeners at Bent 1 and Bent 3, all holes are omitted.

④ See "WELD TABLE", Std. Dwg. No. 55007.

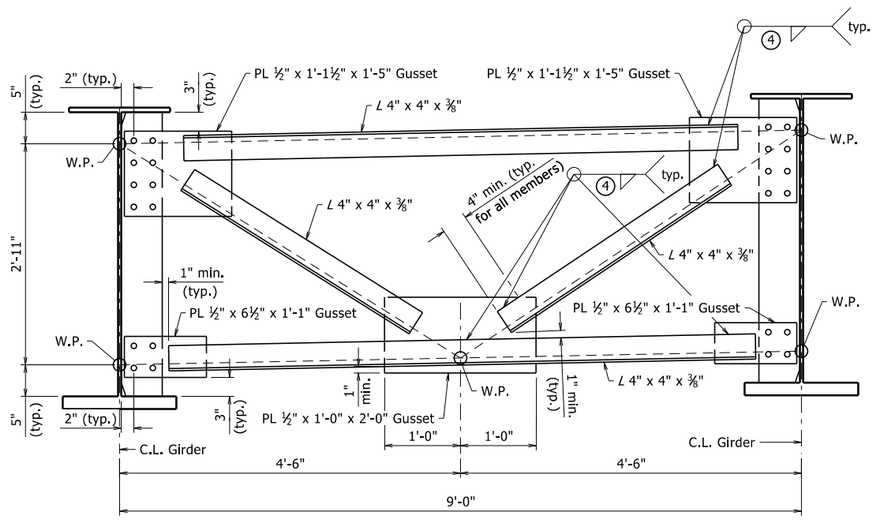
⑤ Oversized holes will not be allowed on K-Frame connections.

⑥ If permanent steel bridge deck forms are used, the Fabricator shall clip plates as necessary to accommodate the deck form supports.

⑦ W.P. = Working Point at C.L. of Web

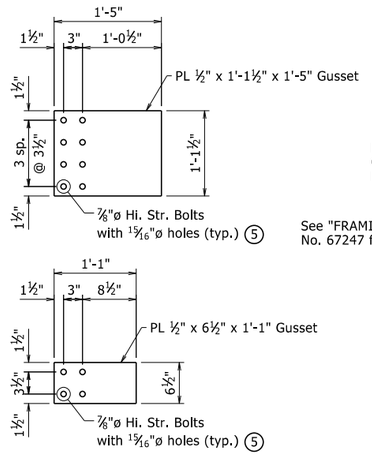
TYPICAL ROADWAY SECTION

LOOKING AHEAD
⅜" = 1'-0"



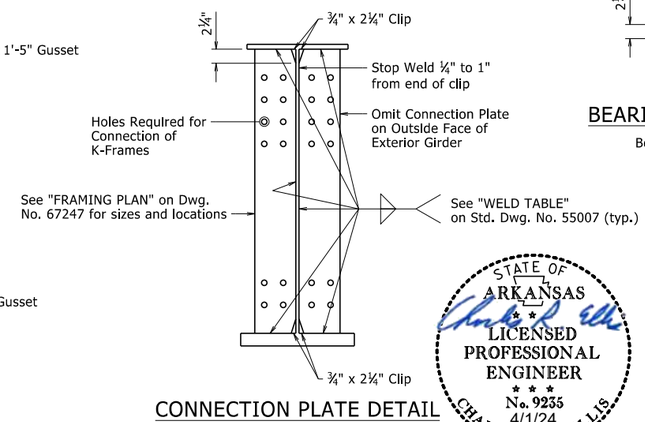
DETAILS OF K-FRAMES

K-Frames with Connection Plates shown. K-Frames with Bearing Stiffeners similar.
1" = 1'-0"



DETAILS OF GUSSET PLATES

1" = 1'-0"



CONNECTION PLATE DETAIL

1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 1 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

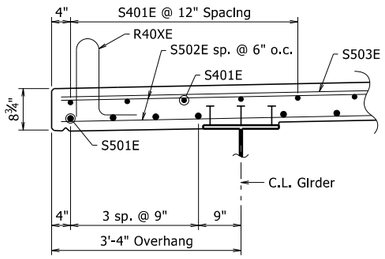
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023
CHECKED BY: YG DATE: 02/06/2024
DESIGNED BY: DKS DATE: 04/2023
FILENAME: b040846x1_s1.dgn
SCALE: AS NOTED

BRIDGE NO. 07666
DRAWING NO. 67244

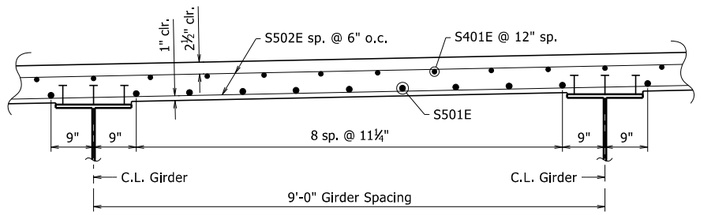
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	449	832
		07666 - SPAN DETAILS - 67245				



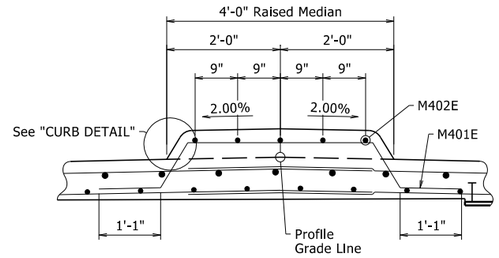
TYPICAL OVERHANG DETAIL

¾" = 1'-0"



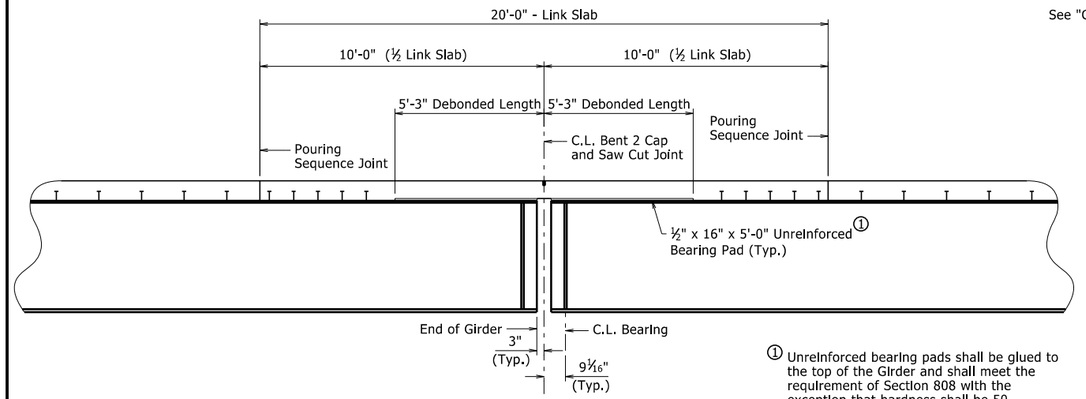
TYPICAL SLAB DETAIL

¾" = 1'-0"



RAISED MEDIAN DETAIL

¾" = 1'-0"

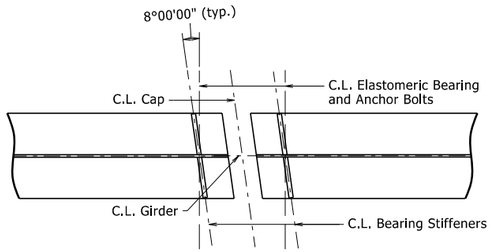


② ROADWAY SECTION AT INTERMEDIATE BENT

ALONG C.L. GIRDER
⅜" = 1'-0"

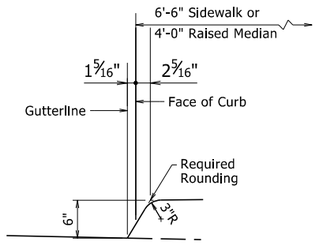
① Unreinforced bearing pads shall be glued to the top of the Girder and shall meet the requirement of Section 808 with the exception that hardness shall be 50 durometer. Unreinforced bearing pads shall not be paid for directly, but shall be considered subsidiary to the Item "Class S(AE) Concrete - Bridge".

② Slab reinforcement not shown for clarity. See "HALF REINFORCING PLAN AND SLAB POURING SEQUENCE" on Dwg. No. 67248 for details of reinforcing.



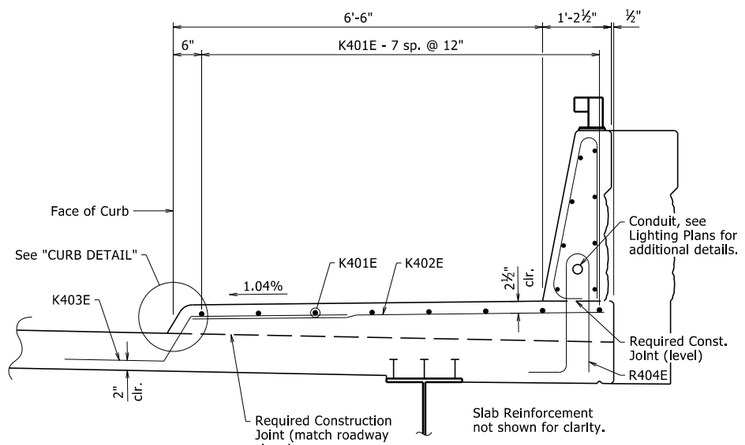
PLAN VIEW AT INTERMEDIATE BENT

NO SCALE



CURB DETAIL

1" = 1'-0"



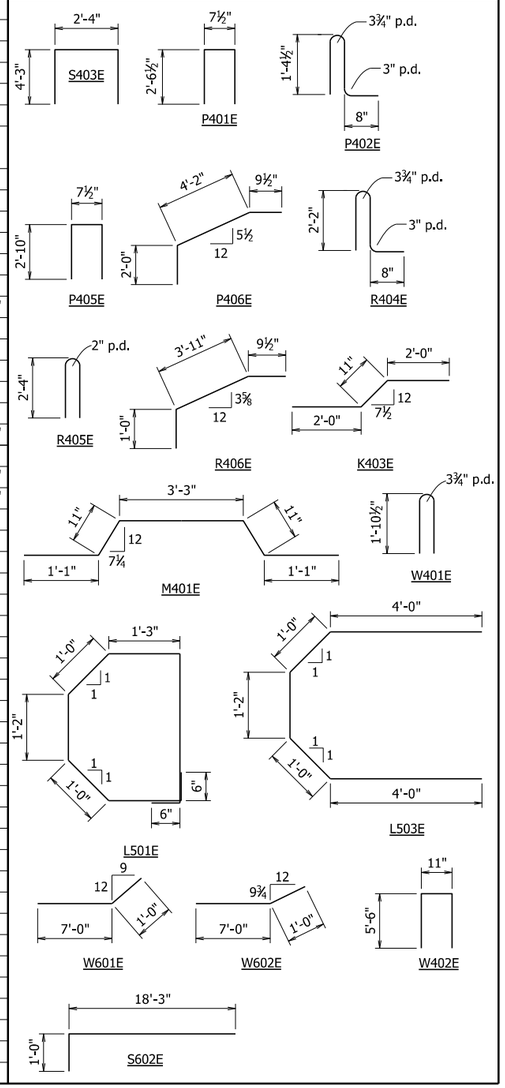
SIDEWALK DETAIL

¾" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
S401E	305	43'-9"	Str.
S402E	422	6'-6"	Str.
S403E	176	10'-8"	2"
S501E	310	44'-6"	Str.
S502E	1624	31'-8"	Str.
S503E	846	6'-8"	Str.
S504E - S520E	4 EA.	6'-8" - 56'-11"	Str.
S521E	72	5'-0"	Str.
S522E	60	22'-2"	Str.
S601E	60	28'-0"	Str.
S602E	122	19'-2"	4½"
P401E	463	5'-6"	2"
P402E	423	3'-7"	3", 3¾"
P403E	48	33'-6"	Str.
P404E	32	9'-8"	Str.
P405E	10	6'-1"	2"
P406E	4	6'-11"	2"
③ R401E	886	6'-4"	2½", 3"
R402E	88	5'-6"	Str.
③ R403E	424	3'-6"	3", 3¾"
R404E	426	5'-0"	3", 3¾"
R405E	10	4'-9"	2"
R406E	2	5'-8"	2"
R407E	176	15'-7"	Str.
R408E	32	9'-8"	Str.
R409E	16	9'-2"	Str.
R410E	16	16'-3"	Str.
④ H401E	6	2'-11"	2"
④ H402E	2	3'-7"	2"
K401E	40	43'-9"	Str.
K402E	422	7'-3"	Str.
K403E	422	4'-10"	2"
M401E	212	7'-1"	2"
M402E	25	43'-9"	Str.
L501E	33	8'-9"	2"
L502E	27	2'-11"	Str.
L503E	18	11'-2"	2"
L504E	27	4'-0"	Str.
W401E	78	3'-11"	3¾"
W402E	58	11'-9"	2"
W601E	16	8'-0"	4½"
W602E	16	8'-0"	4½"
W701E	68	12'-2"	Str.

BENDING DIAGRAMS



All bars designated with an "E" suffix are to be epoxy coated. Dimensions are out to out of bars.

③ See Std. Dwg. No. 55070 for additional details.

④ See Std. Dwg. No. 55015 for additional details.

STATE OF ARKANSAS
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No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 2 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

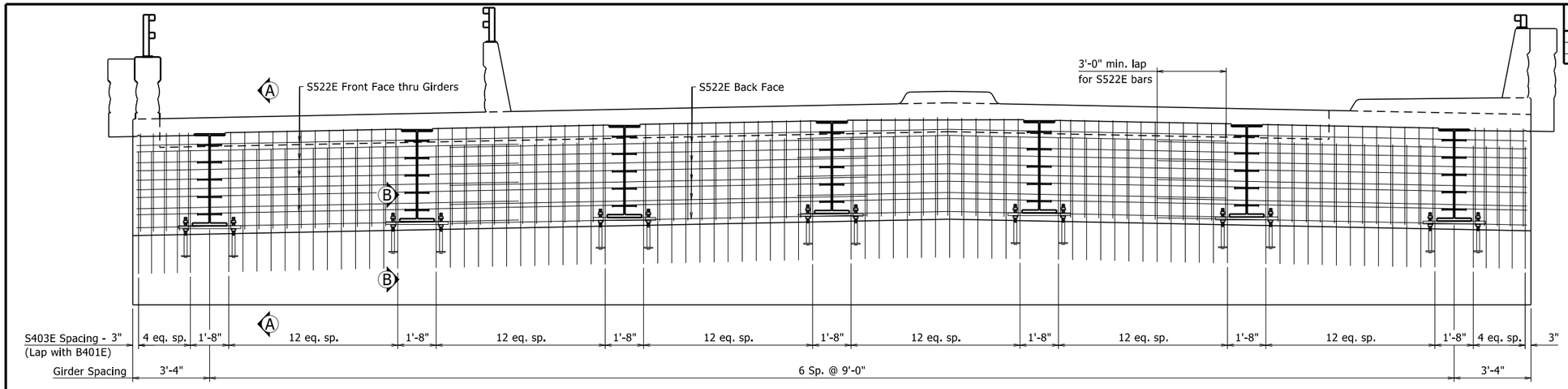
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023
CHECKED BY: YG DATE: 02/06/2024
DESIGNED BY: DKS DATE: 05/2023
FILENAME: b040846x1_s1.dgn
SCALE: AS NOTED

BRIDGE NO. 07666 DRAWING NO. 67245

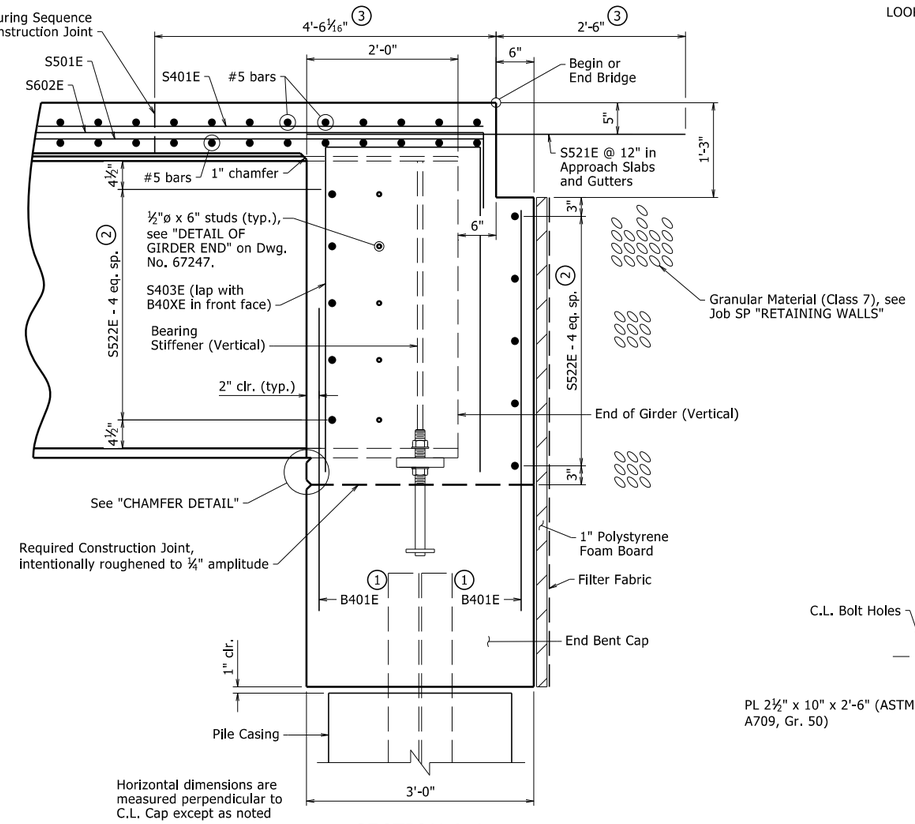
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	450	832
		07666 - SPAN DETAILS - 67246				



TYPICAL ROADWAY SECTION AT END BENTS

LOOKING AHEAD BENT 3
⅜" = 1'-0"



SECTION A-A

1" = 1'-0"

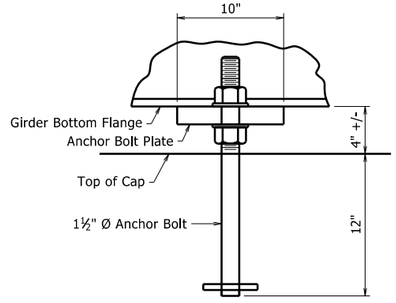
Limits of the concrete end diaphragm shall match plan dimension of End Bent Cap.

1" Polystyrene Foam Board, Filter Fabric and Granular Material shall not be paid for directly, but shall be considered subsidiary to the various bid items.

(1) See End Bent Details on Dwg. Nos. 67237-67239 for reinforcing and additional details.

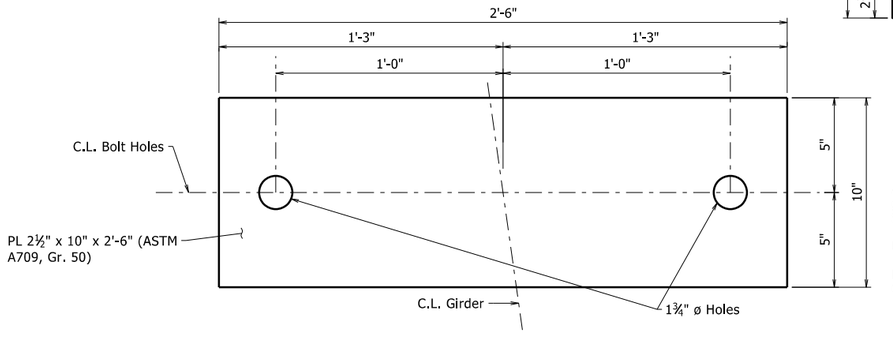
(2) See "DETAIL OF GIRDER END" on Dwg. No. 67247 for location of holes in girders.

(3) Dimension is measured along C.L. Construction.



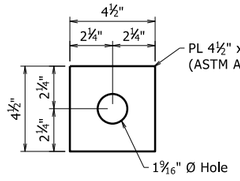
VIEW B-B

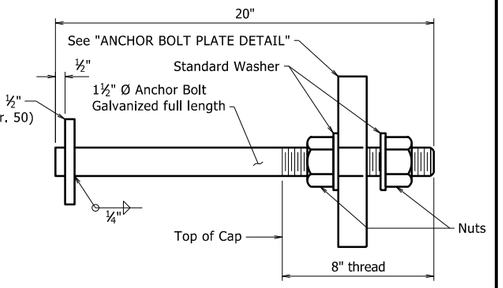
No Scale



ANCHOR BOLT PLATE DETAIL

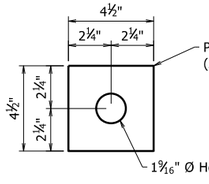
3" = 1'-0"

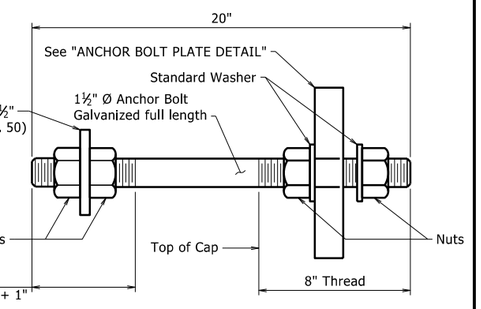




ANCHOR BOLT DETAIL

No Scale





ALTERNATE ANCHOR BOLT DETAIL

No Scale

Anchor bolts shall comply with AASHTO M 314, Grade 55, with Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and Washers for bolts shall be as specified in Subsection 807.07.

Use lower nut and washer to adjust to grade. Snug tight top nut and washer after grade is adjusted.

Plates, bolts, nuts, and washers shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans (A709, Gr. 50)".

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CHARLES R. ELLIS
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SHEET 3 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

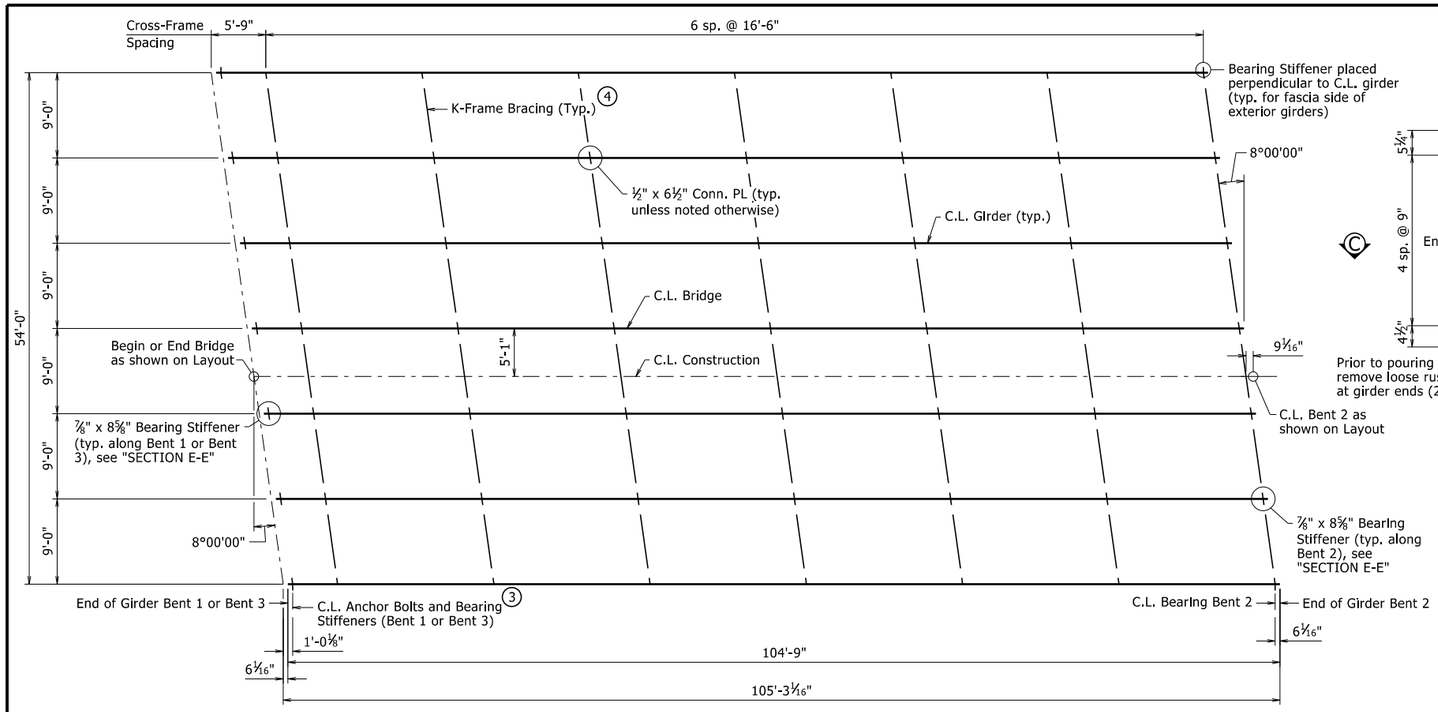
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846x1_s1.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: AS NOTED
DESIGNED BY: DKS DATE: 04/2023

BRIDGE NO. 07666 DRAWING NO. 67246

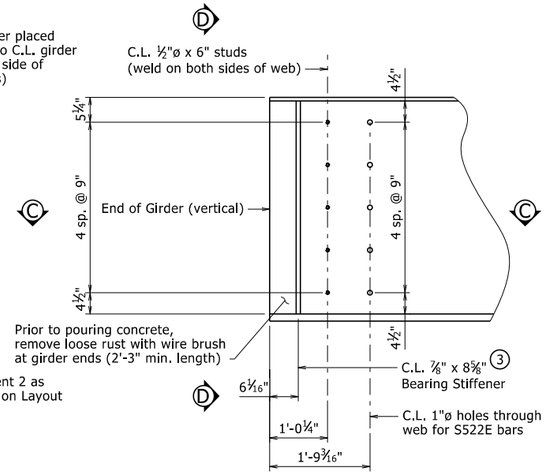
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	451	832
		07666 - SPAN DETAILS - 67247				



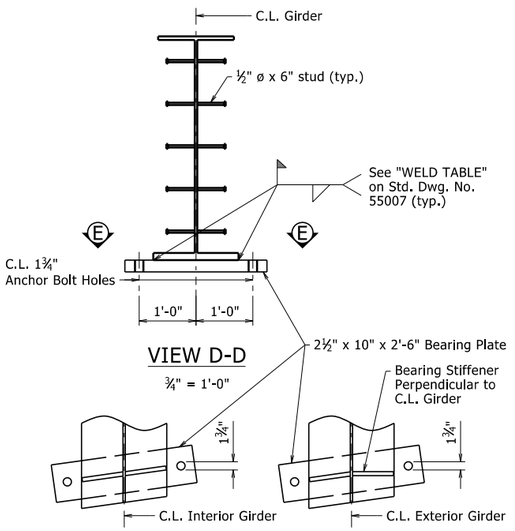
FRAMING PLAN

⅛" = 1'-0"



DETAIL OF GIRDER END

At Bents 1 and 3 Only
¾" = 1'-0"

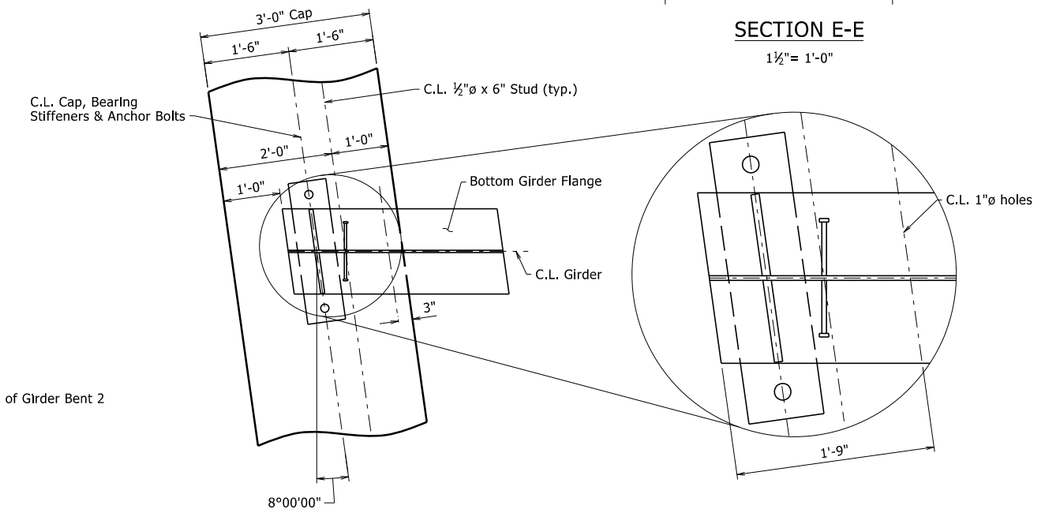


VIEW D-D

¾" = 1'-0"

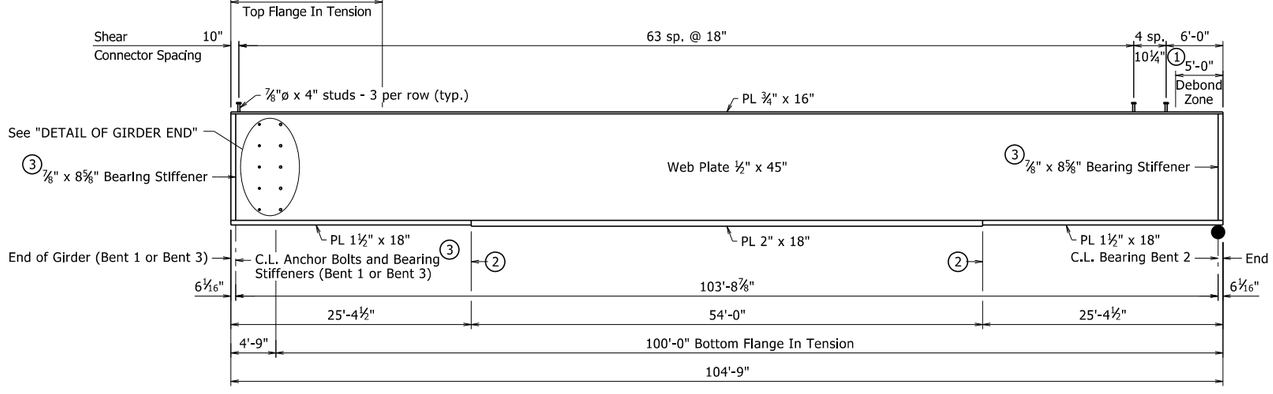
SECTION E-E

1½"= 1'-0"



SECTION C-C

Interior Girder Shown. Exterior Girder Similar.
¾" = 1'-0"



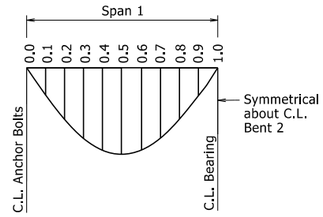
TYPICAL GIRDER ELEVATION

No Scale

TABLE OF DEAD LOAD DEFLECTION - INCHES

Span	Point of Deflection	Structural Steel		Structural Steel + Slab		Structural Steel + Slab + Rail + Sidewalk + Median	
		Int. Gird.	Ext. Gird.	Int. Gird.	Ext. Gird.	Int. Gird.	Ext. Gird.
1	0	0	0	0	0	0	0
	0.1	0.296	0.279	1.506	1.308	1.673	1.561
	0.2	0.558	0.525	2.839	2.464	3.154	2.941
	0.3	0.759	0.715	3.861	3.352	4.288	3.999
	0.4	0.886	0.835	4.508	3.914	5.006	4.668
	0.5	0.929	0.875	4.729	4.105	5.251	4.896
	0.6	0.884	0.833	4.507	3.912	5.005	4.667
	0.7	0.756	0.712	3.858	3.349	4.285	3.996
	0.8	0.554	0.522	2.835	2.460	3.150	2.937
	0.9	0.294	0.277	1.504	1.306	1.671	1.559
	1.0	0	0	0	0	0	0

Symmetrical about C.L. Bent 2.



DEAD LOAD DEFLECTION DIAGRAM

No Scale

All structural steel shall be ASTM A709, Gr. 50 unless otherwise noted and shall be paid for as "Structural Steel in Plate Girder Spans (ASTM A709, Gr. 50)".

For additional information, see Layout.

For additional General Notes, see Std. Dwg. No. 55006.

See Std. Dwg. No. 55007 for additional details.

① See "ROADWAY SECTION AT INTERMEDIATE BENT" on Dwg. No. 67245 for additional information.

② C.L. Required Flange Shop Splice (Bottom Flange Only)

③ See "BEARING STIFFENER DETAIL", on Dwg. No. 67244.

④ See "DETAILS OF K-FRAMES", on Dwg No. 67244.

Camber for Dead Load Deflection +/- ¼" tolerance. Deflections shown are along C.L. girder from a chord from C.L. Anchor Bolt to C.L. Bearing. Vertical curve corrections are not included. Superelevation transition corrections not included.

STATE OF ARKANSAS
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SHEET 4 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: YG DATE: 02/06/2024 SCALE: AS NOTED
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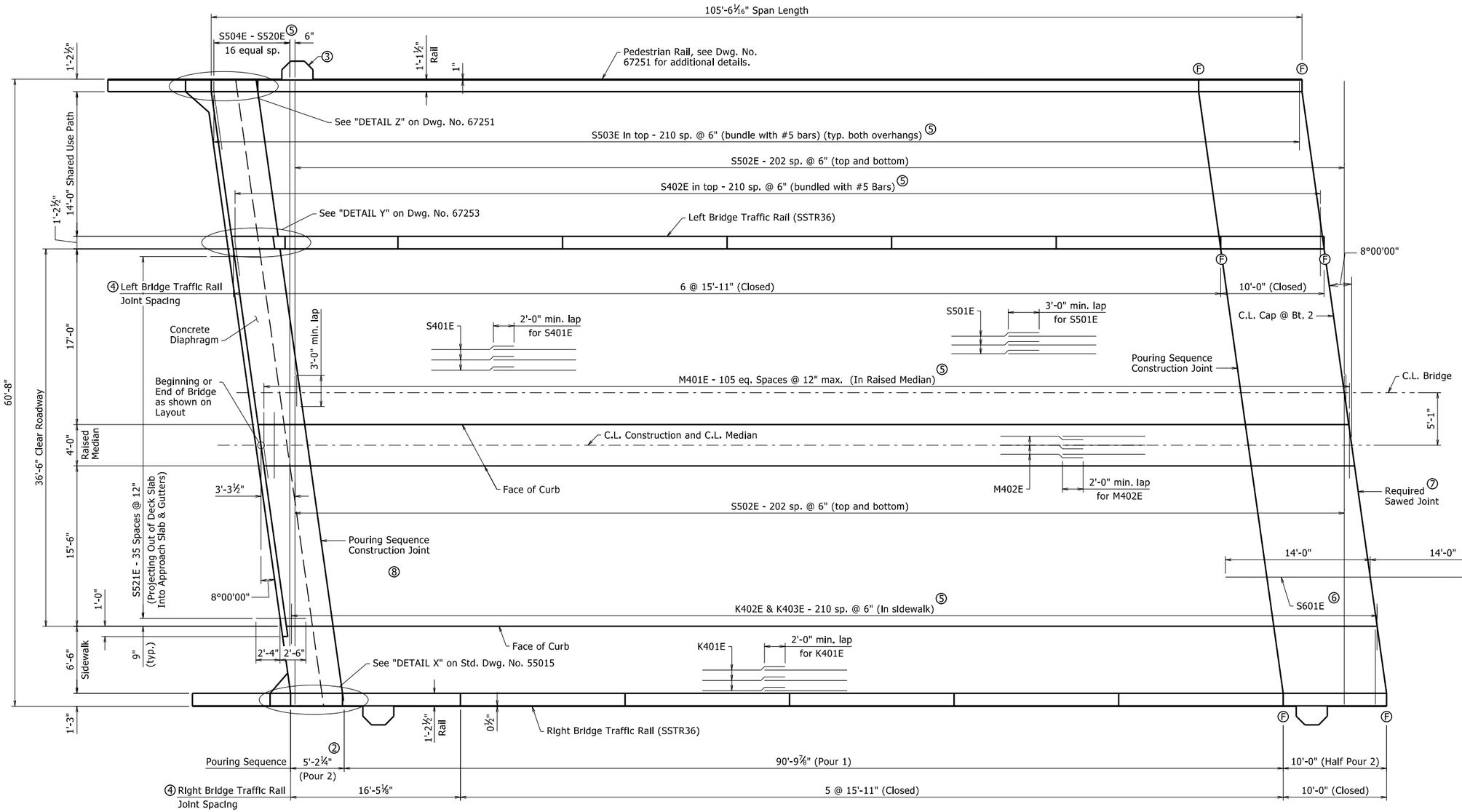
BRIDGE NO. 07666 DRAWING NO. 67247

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	452	832
		07666 - SPAN DETAILS - 67248				



HALF REINFORCING PLAN & SLAB POURING SEQUENCE

NOTES:

Pours with the same number may be placed simultaneously or separately. Pour(s) 1 must be placed before Pour(s) 2 can be placed. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between the end of a pour and the start of an adjacent pour. A minimum of 72 hours shall elapse between the completion of the bridge deck pour and the start of the sidewalk, raised median, pedestrian rail, and left Bridge Traffic Rail pour. A minimum of 72 hours shall elapse between the end of the sidewalk pour and the start of the right Bridge Traffic Rail pour. Any sidewalk, raised median, or railing pours made before the entire slab unit has been placed must be approved by the Engineer.

Concrete in bridge superstructure shall be placed, consolidated, and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

Unless otherwise noted, pouring sequence construction joints shall align with bridge rail joints as shown.

① Placed as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 67244.

② Measured along inside face of Bridge Traffic Rail.

③ Light Pole Support Pedestal (See Dwg. Nos. 67252 and 67254 for details and locations)

④ Measured along inside face of rail. Rail joints designated with symbol Ⓕ shall be stopped 6" from top of slab or sidewalk. All other rail joints shall be partial-depth joints stopped 16" from top of slab or sidewalk.

⑤ Bend bar closest to Begin or End Bridge as necessary to maintain 3" clearance.

⑥ Placed as shown in "TYPICAL ROADWAY SECTION" on Dwg. No. 67244.

⑦ See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

⑧ See "SECTION A-A" on Dwg. No. 67246.

STATE OF ARKANSAS
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SHEET 5 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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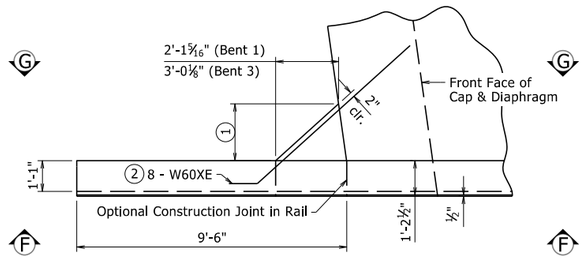
DESIGNED BY: DKS DATE: 04/2023
FILENAME: b040846x1_s1.dgn
SCALE: 3/16" = 1'-0"

BRIDGE NO. 07666 DRAWING NO. 67248

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	453	832
		07666 - SPAN DETAILS - 67249				

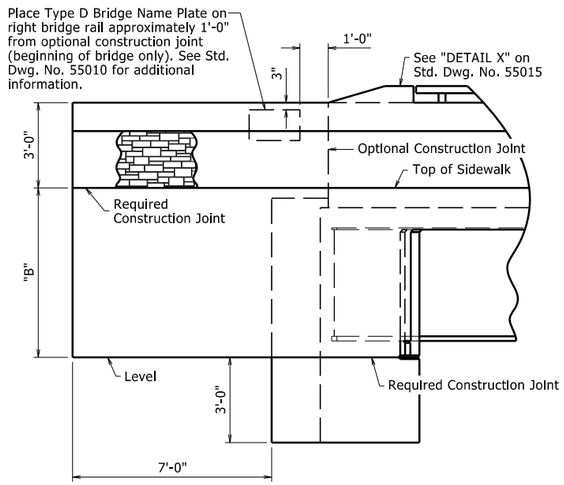


PLAN OF RAIL

3/8" = 1'-0"

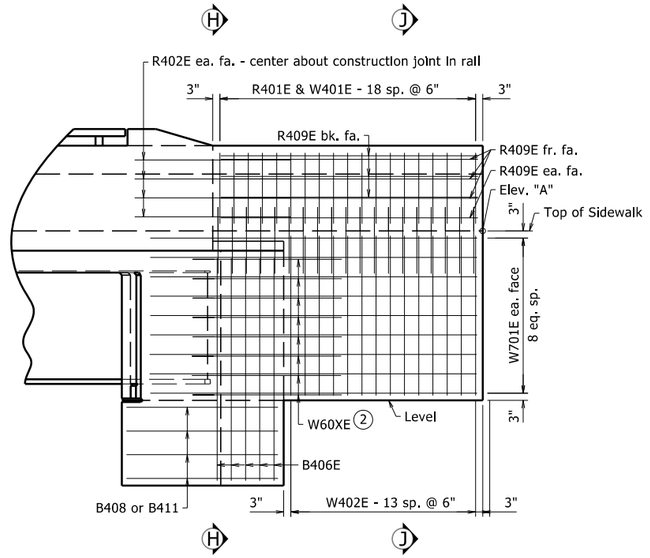
Wing A

1. 2'-8 7/8" (Bent 1)
   2'-5 7/16" (Bent 3)
2. W601E (Bent 1)
   W602E (Bent 3)



VIEW F-F

3/8" = 1'-0"

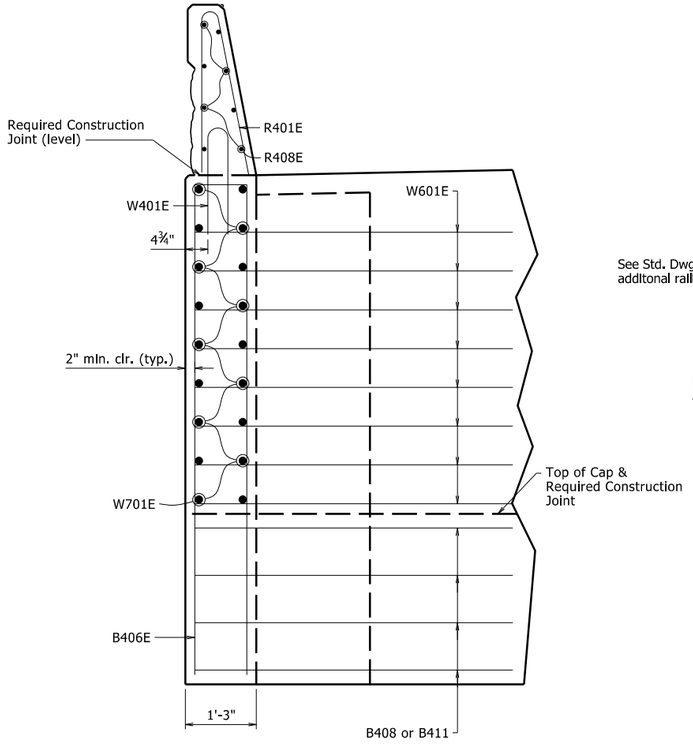


VIEW G-G

3/8" = 1'-0"

TABLE OF VARIABLES

Location	Elev. "A"	"B"
Begin Bridge	1287.61	4'-9 3/8"
End Bridge	1285.01	4'-6 7/8"

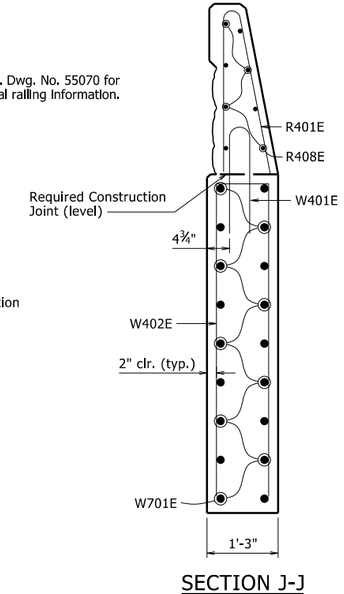


SECTION H-H

3/4" = 1'-0"

Wing A

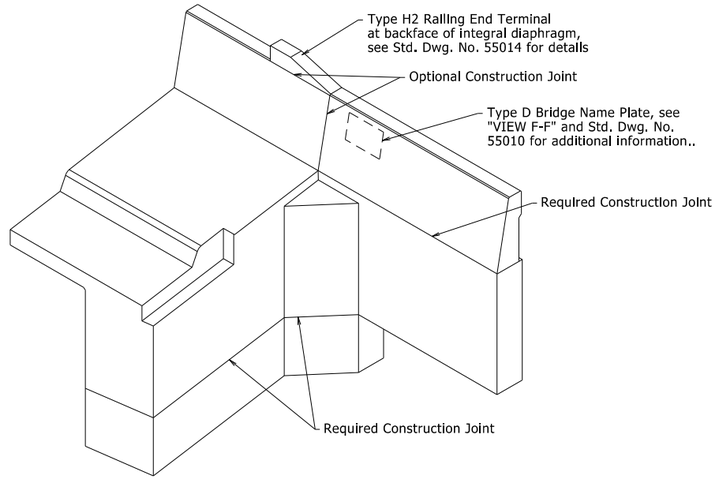
See Std. Dwg. No. 55070 for additional railing information.



SECTION J-J

3/4" = 1'-0"

Wing A



THREE DIMENSIONAL VIEW OF WING A AND RAIL

NO SCALE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
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SHEET 6 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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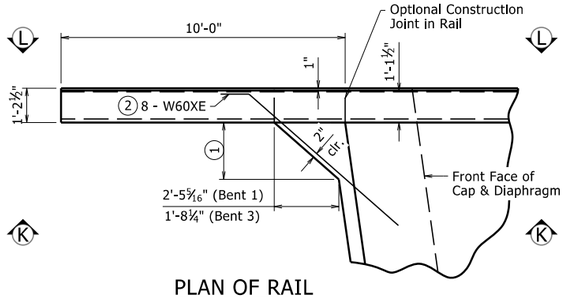
		6	ARK.	040846	454	832
		07666 - SPAN DETAILS - 67250				



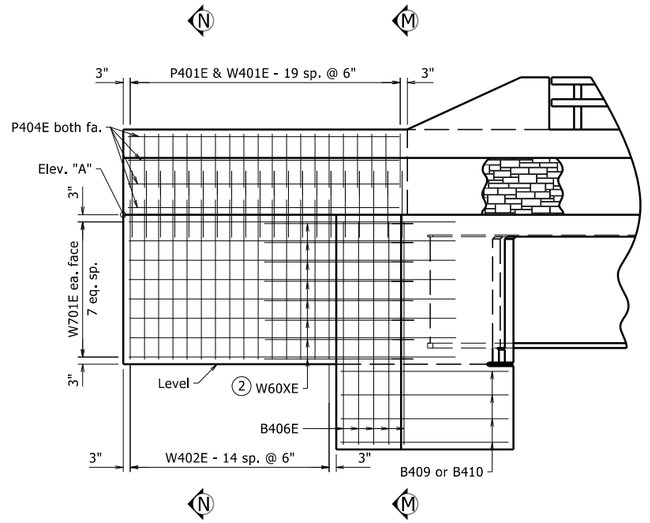
PLAN OF RAIL

⅜" = 1'-0"

Wing B

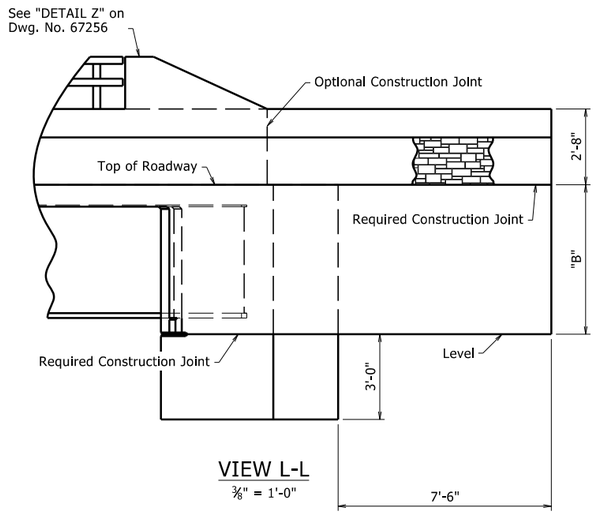
① 2'-0¼" (Bent 1)
2'-2⅝" (Bent 3)

② W601E (Bent 3)
W602E (Bent 1)



VIEW K-K

⅜" = 1'-0"

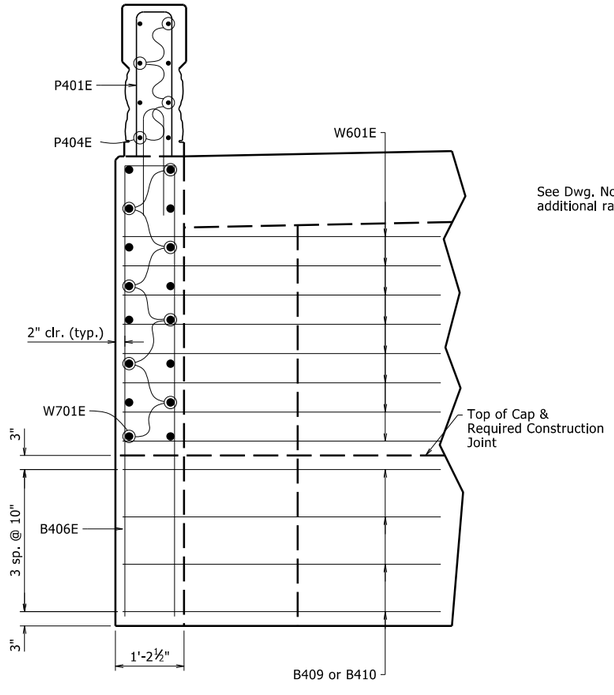


VIEW L-L

⅜" = 1'-0"

TABLE OF VARIABLES

Location	Elev. "A"	"B"
Begin Bridge	1287.24	4'-9⁷⁄₁₆"
End Bridge	1285.13	4'-6¹¹⁄₁₆"

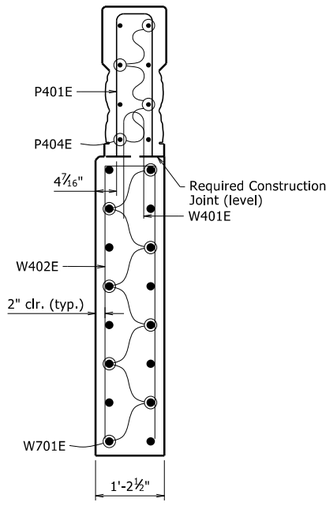


SECTION M-M

¾" = 1'-0"

Wing B

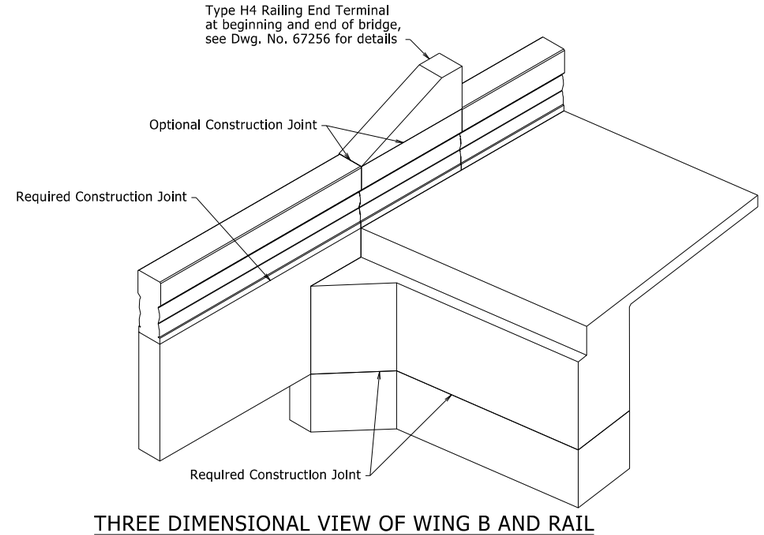
See Dwg. Nos. 67251-67252 for additional railing information.



SECTION N-N

¾" = 1'-0"

Wing B



THREE DIMENSIONAL VIEW OF WING B AND RAIL

NO SCALE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 7 OF 7
DETAILS OF 210'-0"
CONTINUOUS PLATE GIRDER UNIT
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

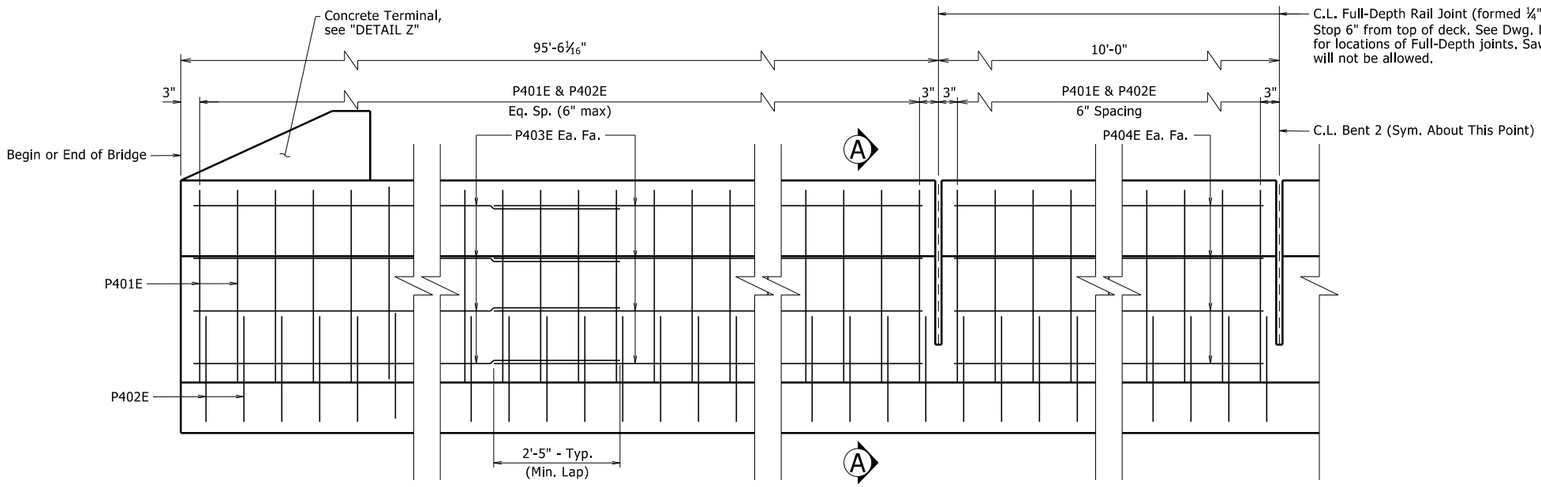
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846x1_s1.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: AS NOTED
DESIGNED BY: DKS DATE: 05/2023

BRIDGE NO. 07666 DRAWING NO. 67250

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	455	832
		07666 - PEDESTRIAN RAIL - 67251				

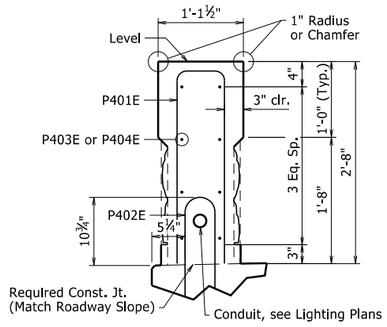


ELEVATION - PEDESTRIAN RAIL ①

1" = 1'-0"

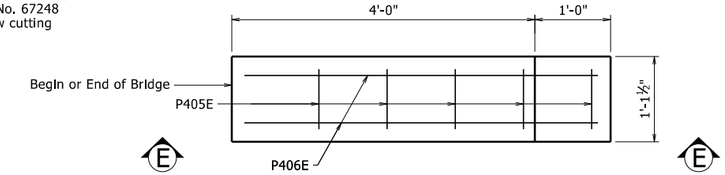
Type H4 Railing not shown for clarity.

①See Drawing Nos. 67245 and 67252 for Bar List & additional details.



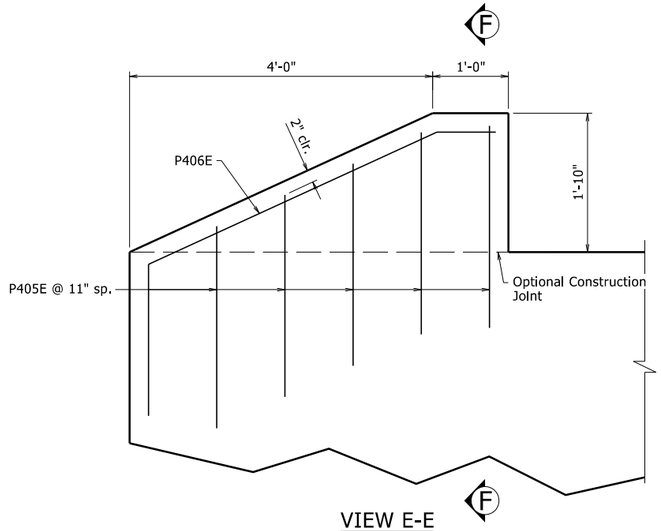
SECTION A-A

1" = 1'-0"



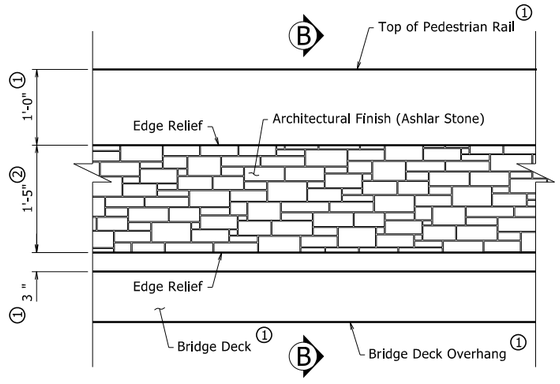
DETAIL Z

1" = 1'-0"



VIEW E-E

1" = 1'-0"



DETAILS OF RAIL ENHANCEMENT

1" = 1'-0"

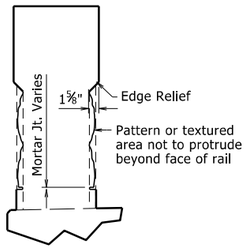
① Class 3 Textured Coating Finish (Color = Light Brown, Color Chip No. 33578)

② Class 3 Textured Coating Finish (Color = Dark Brown, Color Chip No. 30219) and "Ashlar Stone" Form Liner

Enhancement shall be applied to both faces of the rail.

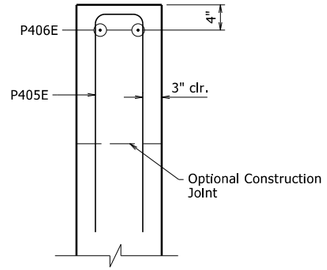
Slip forming of bridge rail shall not be permitted.

Provide edge relief around perimeter of texture. Edge relief dimensions shall match Manufacturer edge distance.



SECTION B-B

1" = 1'-0"



SECTION F-F

1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 1 OF 2
DETAILS OF PEDESTRIAN RAIL
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

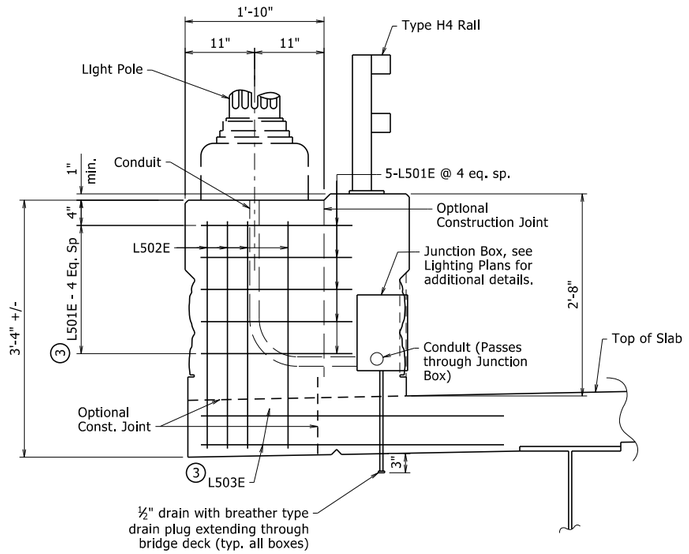
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846X1_r1.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: AS NOTED
DESIGNED BY: DKS DATE: 04/2023

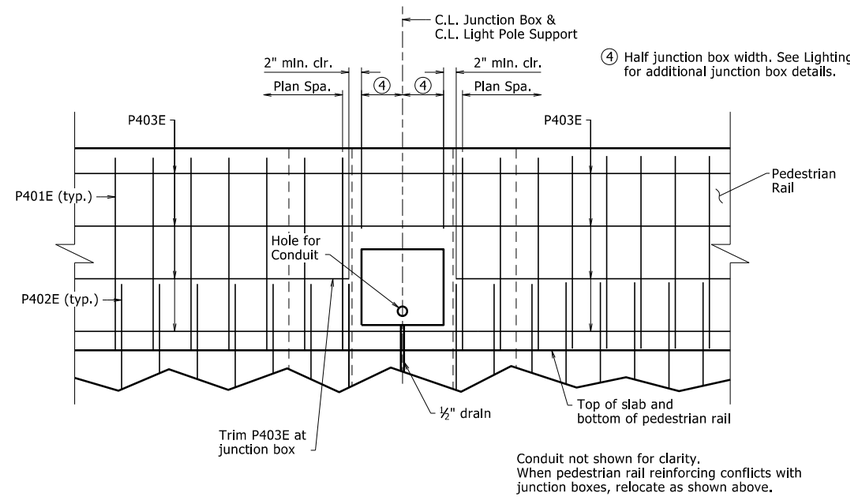
BRIDGE NO. 07666 DRAWING NO. 67251

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	456	832
		07666 - PEDESTRIAN RAIL - 67252				



SECTION THRU PEDESTRIAN RAIL & SLAB AT LIGHT POLE SUPPORT



REINFORCEMENT DETAILS FOR LIGHT POLE JUNCTION BOXES

GENERAL NOTES

This rail has been evaluated and accepted to be of equal strength to railings with like geometry, which have been crash tested to meet MASH TL-3 criteria.

Use Type H4 Railing atop Pedestrian Rail. See Drawing No. 67256 for additional information.

Concrete for bridge railing shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi. Concrete shall be poured in the dry and all exposed corners shall be chamfered ¾" unless otherwise noted.

All 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. All reinforcing steel shall be epoxy coated and shall be paid for in accordance with Section 804.

Rail layout shall conform to vertical and horizontal alignment of bridge.

An architectural finish (Ashlar Stone or approved equivalent) shall be applied to both faces of the rail as shown. See Special Provision "Architectural Finish".

Class 3 Textured Coating Finish shall be applied to the exposed surfaces of Pedestrian Rail and Light Pole Supports.

The Contractor shall coordinate the installation of the lighting conduit with the installation of the electrical cable. The Contractor shall provide access to the junction boxes, including any work platform necessary for their access.

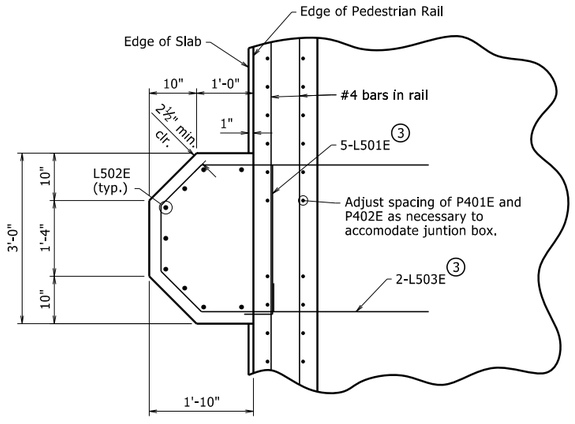
Full-depth rail joints shall be formed. Saw cutting of full-depth joints shall not be allowed.

The Contractor shall furnish and install the conduits as shown on the plans. The conduits shall be cast into the pedestrian rail as shown. The conduits, fittings, and miscellaneous hardware shall conform to Section 709 of the Standard Specifications. The Contractor shall provide pull wires in the PVC conduit during installation.

See Lighting Plans for additional information on lighting details.

Payment for Class S(AE) Concrete, Reinforcing Steel, Class 3 Textured Coating Finish, and Architectural Finish shall be made under their respective bid items. Payment for lighting items shown on the plans, including conduits, junction boxes, expansion fittings, and for all materials, labor, equipment, tools, and incidentals necessary to complete the work shall not be paid for directly, but shall be considered subsidiary to other bid items.

3 For bending diagrams, see "BAR LIST" on Dwg. No. 67245.



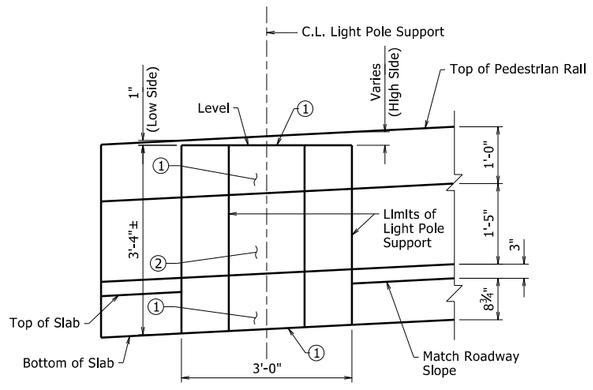
LIGHT POLE SUPPORT AT PEDESTRIAN RAIL PLAN

LIGHT POLE SUPPORT LOCATIONS	
STATION	LOCATION
103+37.38	Left Side
104+41.85	Left Side
105+32.40	Left Side

NOTE:
Stations shown are at C.L. Light Pole Support

1 Class 3 Textured Coating Finish
(Color = Light Brown, Color Chip No. 33578)

2 "Ashlar Stone" Form Liner &
Class 3 Textured Coating Finish
(Color = Dark Brown, Color Chip No. 30219)



LIGHT POLE SUPPORT ELEVATION

(Looking at Outside Face)

For anchor bolt, light pole, and electrical details, see Lighting Plans.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 2
DETAILS OF PEDESTRIAN RAIL
15TH STREET OVER INTERSTATE 49

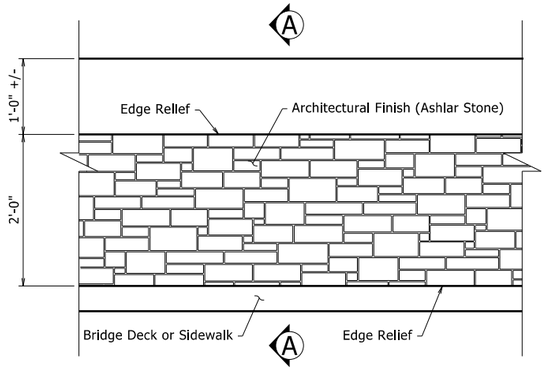
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023
CHECKED BY: YG DATE: 02/06/2024
DESIGNED BY: DKS DATE: 04/2023
FILENAME: b040846X1_r1.dgn
SCALE: NO SCALE

BRIDGE NO. 07666 DRAWING NO. 67252

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	457	832
		07666 - SSTR36 RAIL - 67253				



DETAILS OF RAIL ENHANCEMENT
1" = 1'-0"

Slip forming of bridge rail shall not be permitted.

Provide edge relief around perimeter of texture. Edge relief dimensions shall match Manufacturer edge distance.

TABLE OF VARIABLES

Closed Rail Panels	A	R4XXE
15'-11"	31	R407E
10'-0"	19	R408E
16'-5⅛"	32	R410E

See Std. Dwg. No. 55070 for additional details.

For Right Bridge Rail, R404E is substituted for R403E to accomodate sidewalk.

GENERAL NOTES

Use Type H2 or Type H3 Railing atop Traffic Rail. See Standard Drawing No. 55015 and Drawing No. 67255 for additional information.

Concrete for bridge railing shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi. Concrete shall be poured in the dry and all exposed corners shall be chamfered ¾" unless otherwise noted.

All 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. All reinforcing steel shall be epoxy coated and shall be paid for in accordance with Section 804.

Rail layout shall conform to vertical and horizontal alignment of bridge.

An architectural finish (Ashlar Stone or approved equivalent) shall be applied to outside face of the rails as shown. See Special Provision "Architectural Finish".

Class 3 Textured Coating Finish shall be applied to the back face of concrete bridge rails and exposed surfaces of the Light Pole Supports.

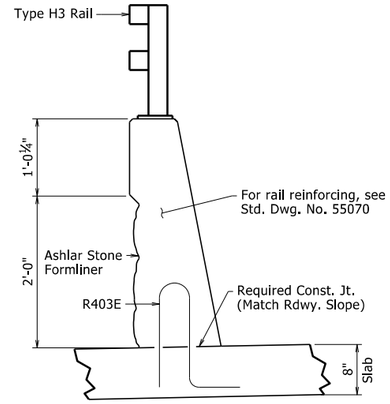
The Contractor shall coordinate the installation of the lighting conduit with the installation of the electrical cable. The Contractor shall provide access to the junction boxes, including any work platform necessary for their access.

Full-depth rail joints shall be formed. Saw cutting of full-depth joints shall not be allowed.

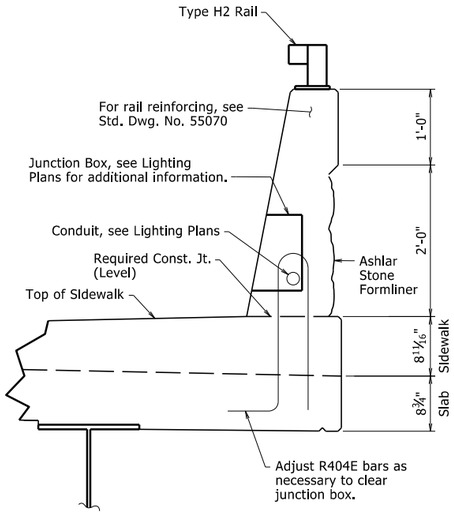
The Contractor shall furnish and install the conduits as shown on the plans. The conduits shall be cast into the bridge traffic rail as shown. The conduits, fittings, and miscellaneous hardware shall conform to Section 709 of the Standard Specifications. The Contractor shall provide pull wires in the PVC conduit during installation.

See Rdwy. plans for additional information on lighting details.

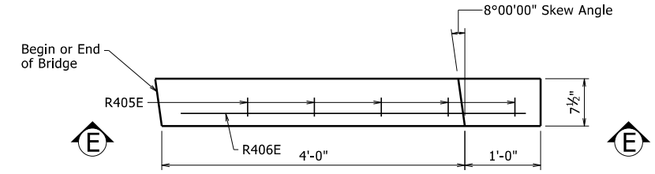
Payment for Class S(AE) Concrete, Reinforcing Steel, Class 3 Textured Coating Finish, and Architectural Finish shall be made under their respective bid items. Payment for lighting items shown on the plans, including conduits, junction boxes, expansion fittings, and for all materials, labor, equipment, tools, and incidentals necessary to complete the work shall not be paid for directly, but shall be considered subsidiary to other bid items.



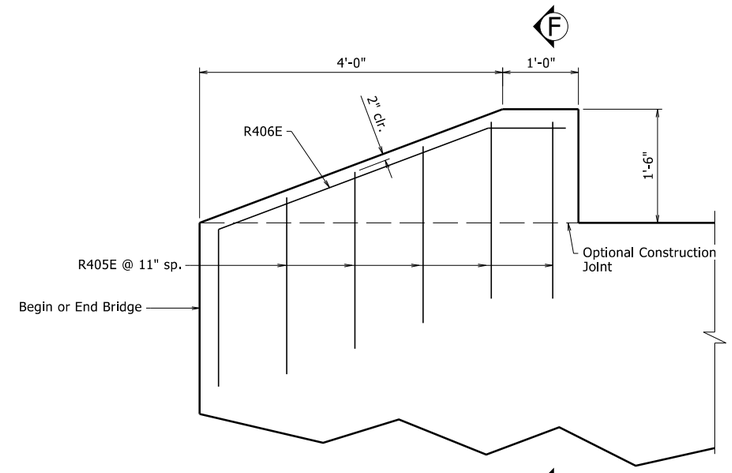
SECTION A-A
1" = 1'-0"
Left Traffic Rail



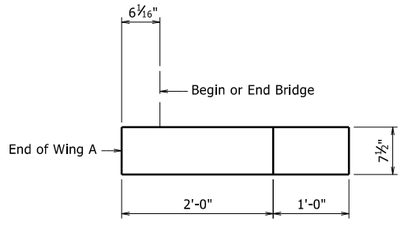
SECTION A-A
1" = 1'-0"
Right Traffic Rail



DETAIL Y
1" = 1'-0"
Left Traffic Rail Only

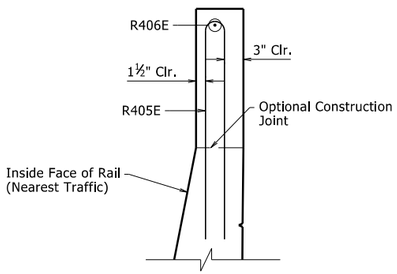


VIEW E-E
1" = 1'-0"
Left Traffic Rail Only



DETAIL X (1)
1" = 1'-0"
Right Traffic Rail Only

(1) For additional details for Right Traffic Rail concrete terminals, see Std. Dwg. No. 55015.



SECTION F-F
1" = 1'-0"
Left Traffic Rail Only

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 2
SUPPLEMENTAL DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846X1_r2.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: AS NOTED
DESIGNED BY: DKS DATE: 04/2023

BRIDGE NO. 07666 DRAWING NO. 67253

PRINT DATE: 3/29/2024

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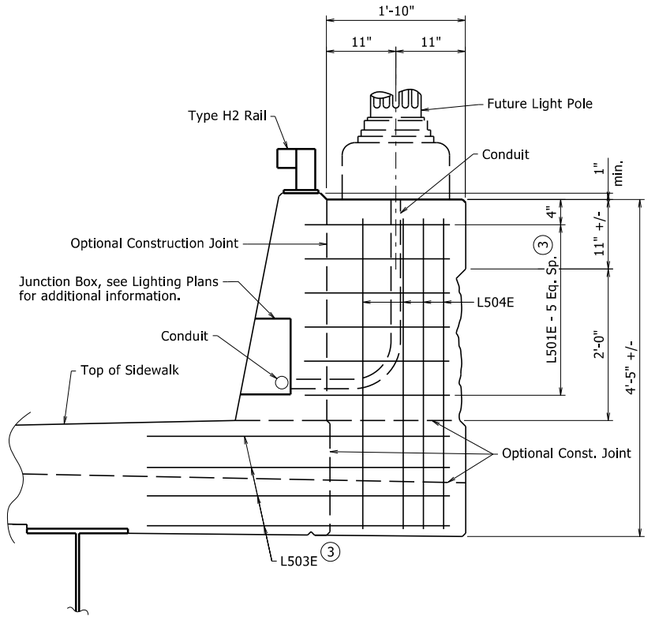
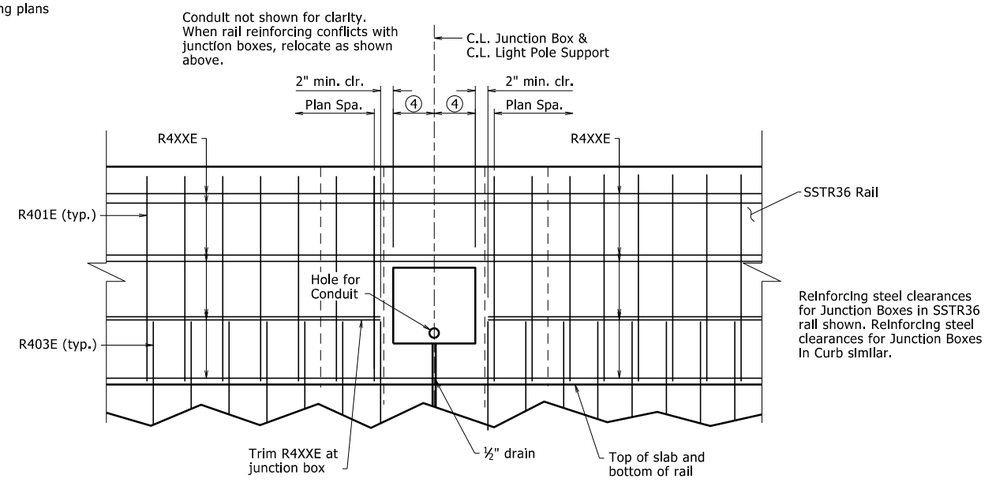
		07666 - SSTR36 RAIL - 67254				



SECTION THRU RIGHT TRAFFIC RAIL & SLAB AT LIGHT POLE SUPPORT

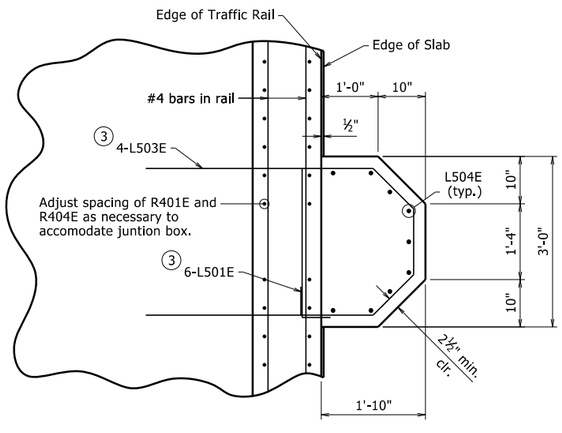
③ For bending diagrams, see "BAR LIST" on Dwg. No. 67245.

④ Half junction box width. See Lighting plans for additional junction box details.



REINFORCEMENT DETAILS FOR LIGHT POLE JUNCTION BOXES

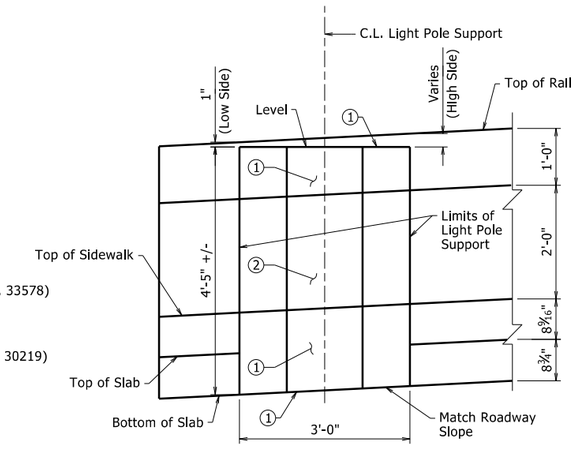
No Scale



LIGHT POLE SUPPORT AT PEDESTRIAN RAIL PLAN

① Class 3 Textured Coating Finish (Color = Light Brown, Color Chip No. 33578)

② "Ashlar Stone" Form Liner & Class 3 Textured Coating Finish (Color = Dark Brown, Color Chip No. 30219)



LIGHT POLE SUPPORT ELEVATION

(Looking at Outside Face)

For anchor bolt, light pole, and electrical details, see Lighting Plans.

LIGHT POLE SUPPORT LOCATIONS	
STATION	LOCATION
103+45.60	Right Side
104+35.89	Right Side
105+40.66	Right Side

NOTE:
Stations shown are at C.L. Light Pole Support

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 2 OF 2
SUPPLEMENTAL DETAILS FOR
BRIDGE TRAFFIC RAIL TYPE SSTR36
15TH STREET OVER INTERSTATE 49

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846X1_r2.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: NO SCALE
DESIGNED BY: DKS DATE: 04/2023

BRIDGE NO. 07666 DRAWING NO. 67254

PRINT DATE: 3/29/2024

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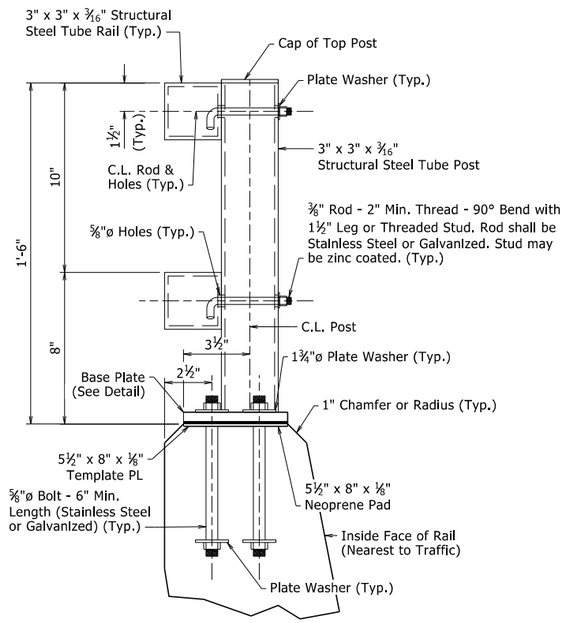
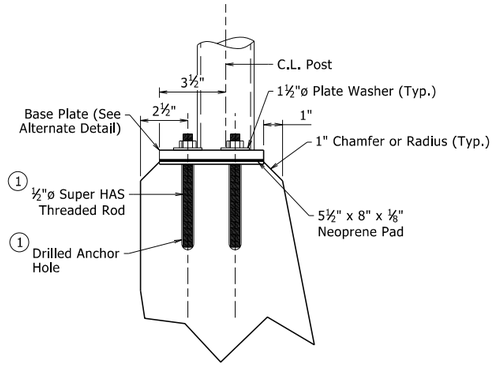
		6	ARK.	040846	459	832
		07666 - TYPE H3 RAILING - 67255				



DETAILS OF POST ANCHOR SYSTEM

(Cast-In-Place Bolts)



(1) HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4½" embedment or an approved equal.

The HILTI Epoxy Adhesive Anchor System (or approved equal) shall be installed in accordance with Manufacturer's recommendations.

DETAILS OF ALTERNATIVE POST ANCHOR SYSTEM

(Epoxy Adhesive Anchors)

GENERAL NOTES FOR TYPE H3 BRIDGE RAILING:

Rail layout shall conform to vertical and horizontal alignment of the bridge. All posts shall be vertical. Rail sections shall be fabricated to attach to at least three posts.

Splices in rail tubing shall be at 50' maximum spacing. The centerline of splices shall be located a maximum of 2 feet from centerline of post.

Base plates shall not be placed upon areas that are improperly finished, deformed or irregular.

Bridge railing, including posts, templates and base plates, fasteners, and neoprene pads shall be paid for at the contract unit price bid per linear foot for "METAL BRIDGE RAILING (TYPE H3)".

Shop drawings showing details of railing shall be submitted and approval secured prior to fabrication.

MATERIALS

Rail tubing, posts, end caps, and base plates shall conform to ASTM A709, Gr. 36 or ASTM A500-Grade B, and shall be galvanized after fabrication in accordance with Subsection 806.02(c). When required elsewhere in the plans, steel rail members shall receive a powder coating process after galvanizing. Galvanized surfaces shall be prepared in accordance with Subsection 807.87 and the Manufacturer's recommendations prior to application of the powder coating process.

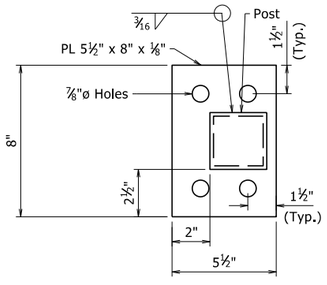
The powder coating process shall be a two coat system applied using electrostatic spray. The base coat shall be a thermosetting epoxy powder with a minimum thickness of 2 to 4 mils. The top coat shall be a tough polyester powder with a minimum thickness of 2 to 4 mils. The color shall be as shown in the Plans. Coated galvanized framework shall have a salt spray resistance of 3,000 hours using ASTM B117 without loss of adhesion. The powder coating process shall be in accordance with Manufacturer's recommendations. Any damage to the powder coated finish shall be repaired with a compatible touch-up system in accordance with the Manufacturer's recommendations and to the satisfaction of the Engineer at the Contractor's expense.

Cast-in-place anchor bolts, nuts, washers, and set screws shall be galvanized high-strength steel or stainless steel. Mixing of galvanized and stainless steel fasteners will not be permitted.

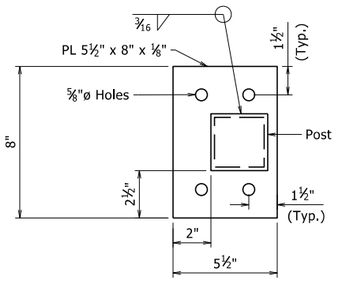
High-Strength Steel:
Cast-in-place anchor bolts shall conform to ASTM F3125, Grade A325, Type 1.
Nuts shall conform to ASTM A563, Grade DH or A194, Grade 2H.
Washers shall conform to ASTM F436.
Plate washers shall conform to ASTM A709, Grade 36.
Template Plates shall conform to ASTM A709, Grade 36.
Splice Set Screws shall conform to ASTM A307, Grade A.
Anchor bolts, nuts, washers, plate washers, and set screws shall be galvanized in accordance with ASTM B695, Class 50.

Stainless Steel:
Cast-in-place anchor bolts shall conform to ASTM A193, Grade B8, Class 2 or A320, Grade B8, Class 2 with a minimum yield strength of 80,000 psi.
Nuts shall conform to ASTM A194, Grade 8.
Washers shall conform to ASTM A240, Type 302.
Plate washers shall conform to ASTM A240, Type 302.
Template Plates shall conform to ASTM A240, Type 302.
Splice Set Screws shall conform to ASTM A193, Grade B8, Class 1 or A320, Grade B8, Class 1.

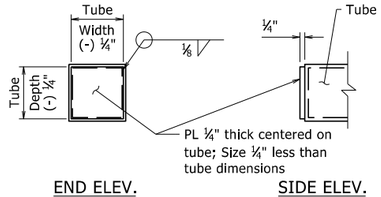
Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1. Plate washers shall have dimensions meeting the requirements of ANSI/ASME B18.22.1, Type A plain washer (Wide Series) unless otherwise noted. Neoprene pads shall conform to the requirements of Subsection 807.15 (b).



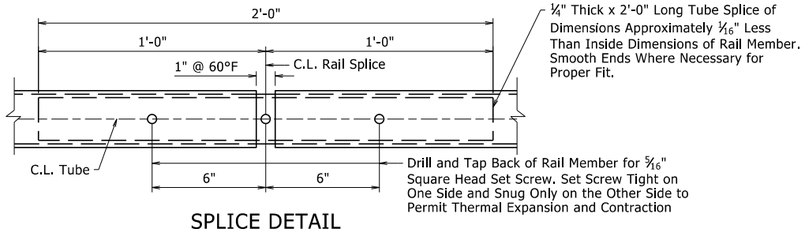
BASE PLATE DETAIL



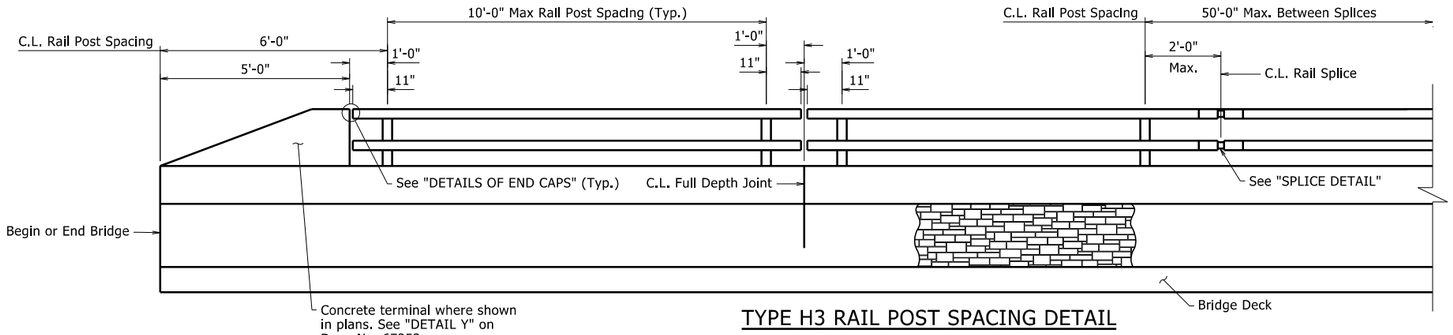
ALTERNATE BASE PLATE DETAIL



DETAILS OF END CAPS



SPLICE DETAIL



TYPE H3 RAIL POST SPACING DETAIL

(Horizontal Dimensions are Along Inside Face of Rail)
Left Bridge Rail Only

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

DETAILS FOR TYPE H3 RAILING
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

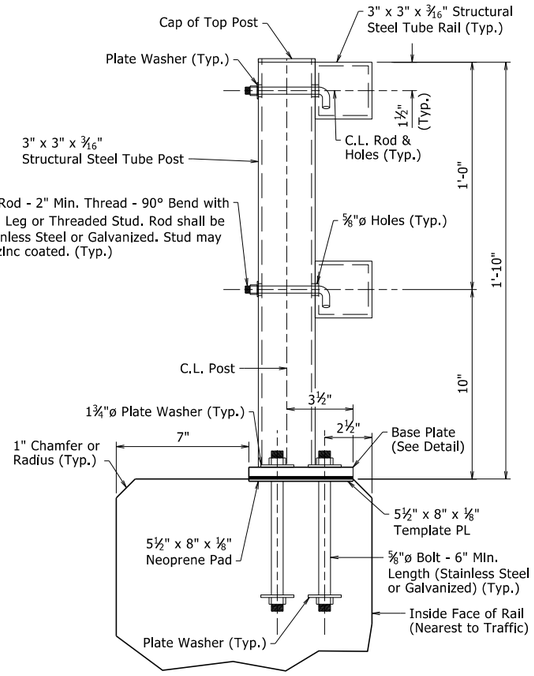
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846X1_r2.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: NO SCALE
DESIGNED BY: DKS DATE: 04/2023

BRIDGE NO. 07666 DRAWING NO. 67255

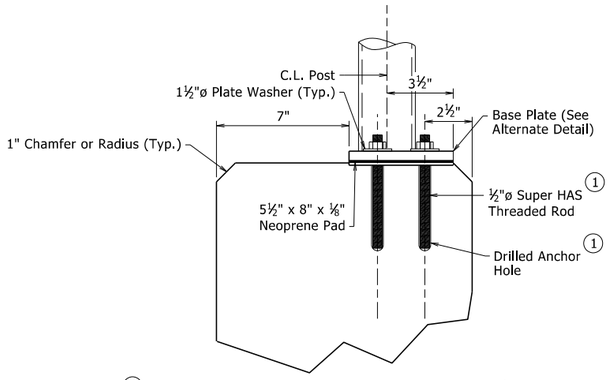
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	460	832
		07666 - TYPE H4 RAILING - 67256				



DETAILS OF POST ANCHOR SYSTEM FOR TYPE H4 RAIL

(Cast-In-Place Bolts)



① HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4½" embedment or an approved equal.

The HILTI Epoxy Adhesive Anchor System (or approved equal) shall be installed in accordance with Manufacturer's recommendations.

DETAILS OF ALTERNATIVE POST ANCHOR SYSTEM TYPE H4 RAIL

(Epoxy Adhesive Anchors)

GENERAL NOTES FOR TYPE H4 BRIDGE RAILING:

Rail layout shall conform to vertical and horizontal alignment of the bridge. All posts shall be vertical. Rail sections shall be fabricated to attach to at least three posts.

Splices in rail tubing shall be at 50' maximum spacing. The centerline of splices shall be located a maximum of 2 feet from centerline of post.

Base plates shall not be placed upon areas that are improperly finished, deformed or irregular.

Bridge railing, including posts, templates and base plates, fasteners, and neoprene pads shall be paid for at the contract unit price bid per linear foot for "METAL BRIDGE RAILING (TYPE H4)".

Shop drawings showing details of railing shall be submitted and approval secured prior to fabrication.

MATERIALS

Rail tubing, posts, end caps, and base plates shall conform to ASTM A709, Gr. 36 or ASTM A500-Grade B, and shall be galvanized after fabrication in accordance with Subsection 806.02(c). When required elsewhere in the plans, steel rail members shall receive a powder coating process after galvanizing. Galvanized surfaces shall be prepared in accordance with Subsection 807.87 and the Manufacturer's recommendations prior to application of the powder coating process.

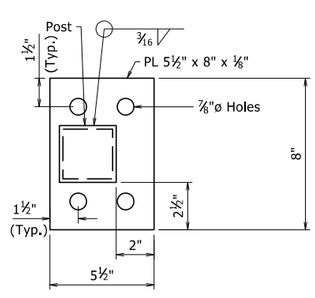
The powder coating process shall be a two coat system applied using electrostatic spray. The base coat shall be a thermosetting epoxy powder with a minimum thickness of 2 to 4 mils. The top coat shall be a tough polyester powder with a minimum thickness of 2 to 4 mils. The color shall be as shown in the Plans. Coated galvanized framework shall have a salt spray resistance of 3,000 hours using ASTM B117 without loss of adhesion. The powder coating process shall be in accordance with Manufacturer's recommendations. Any damage to the powder coated finish shall be repaired with a compatible touch-up system in accordance with the Manufacturer's recommendations and to the satisfaction of the Engineer at the Contractor's expense.

Cast-in-place anchor bolts, nuts, washers, and set screws shall be galvanized high-strength steel or stainless steel. Mixing of galvanized and stainless steel fasteners will not be permitted.

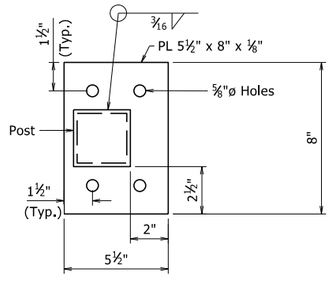
High-Strength Steel:
Cast-in-place anchor bolts shall conform to ASTM F3125, Grade A325, Type 1.
Nuts shall conform to ASTM A563, Grade DH or A194, Grade 2H.
Washers shall conform to ASTM F436.
Plate washers shall conform to ASTM A709, Grade 36.
Template Plates shall conform to ASTM A709, Grade 36.
Splice Set Screws shall conform to ASTM A307, Grade A.
Anchor bolts, nuts, washers, plate washers, and set screws shall be galvanized in accordance with ASTM B695, Class 50.

Stainless Steel:
Cast-in-place anchor bolts shall conform to ASTM A193, Grade B8, Class 2 or A320, Grade B8, Class 2 with a minimum yield strength of 80,000 psi.
Nuts shall conform to ASTM A194, Grade 8.
Washers shall conform to ASTM A240, Type 302.
Plate washers shall conform to ASTM A240, Type 302.
Template Plates shall conform to ASTM A240, Type 302.
Splice Set Screws shall conform to ASTM A193, Grade B8, Class 1 or A320, Grade B8, Class 1.

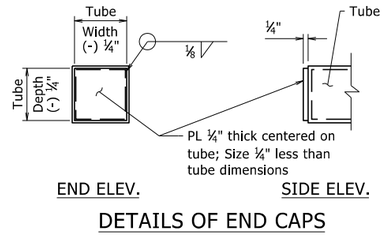
Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1. Plate washers shall have dimensions meeting the requirements of ANSI/ASME B18.22.1, Type A plain washer (Wide Series) unless otherwise noted. Neoprene pads shall conform to the requirements of Subsection 807.15 (b).



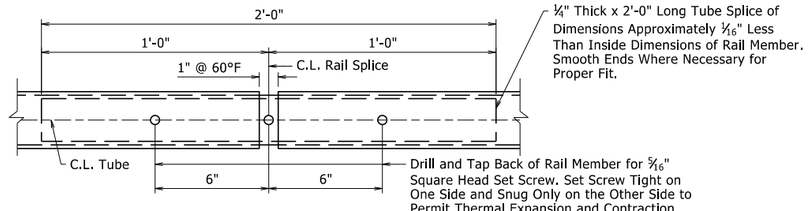
BASE PLATE DETAIL



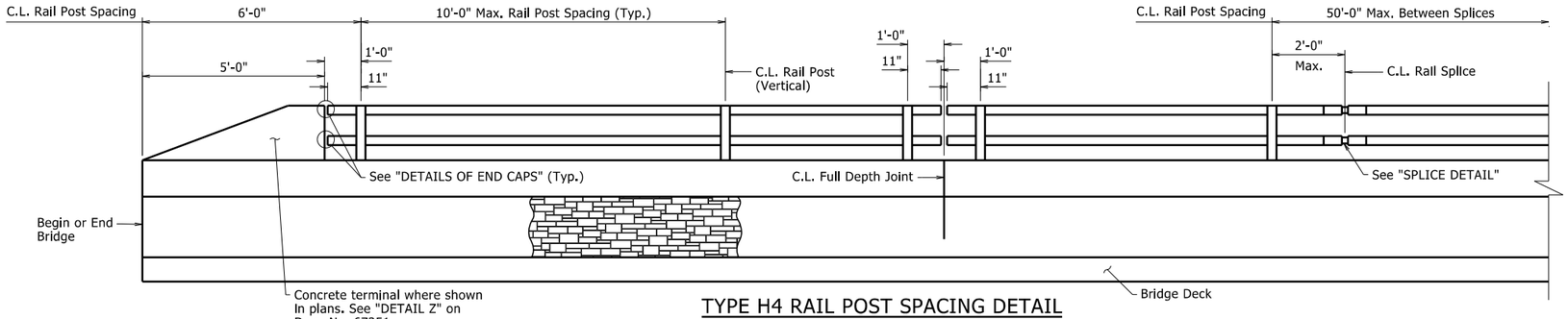
ALTERNATE BASE PLATE DETAIL



DETAILS OF END CAPS



SPLICE DETAIL



TYPE H4 RAIL POST SPACING DETAIL

(Horizontal Dimensions are Along Inside Face of Rail)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

DETAILS FOR TYPE H4 RAILING
15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

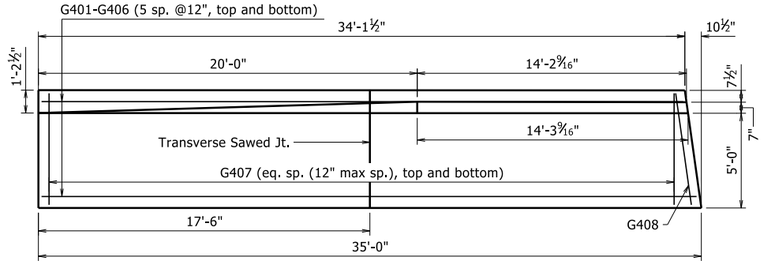
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 05/2023 FILENAME: b040846X1_r1.dgn
CHECKED BY: YG DATE: 02/06/2024 SCALE: NO SCALE
DESIGNED BY: DKS DATE: 04/2023

BRIDGE NO. 07666 DRAWING NO. 67256

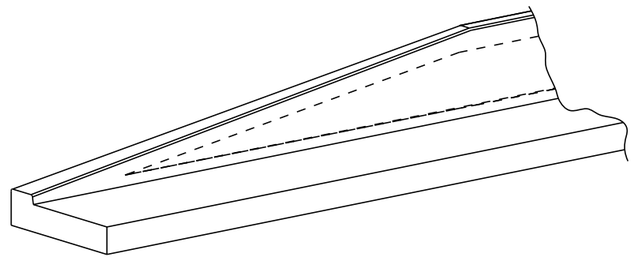
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	461	832
		07666 - APPROACH GUTTER - 67257				



PLAN OF TYPE 1 SPECIAL APPROACH GUTTER

¼" = 1'-0"

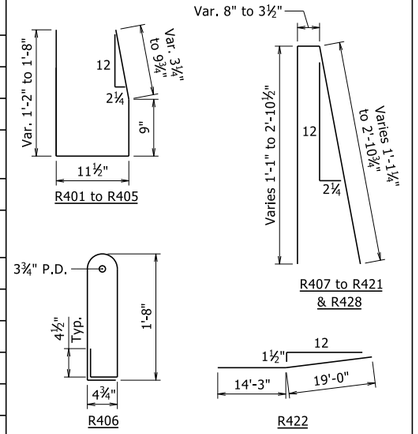


PICTORIAL OF TYPE 1 SPECIAL APPROACH GUTTER

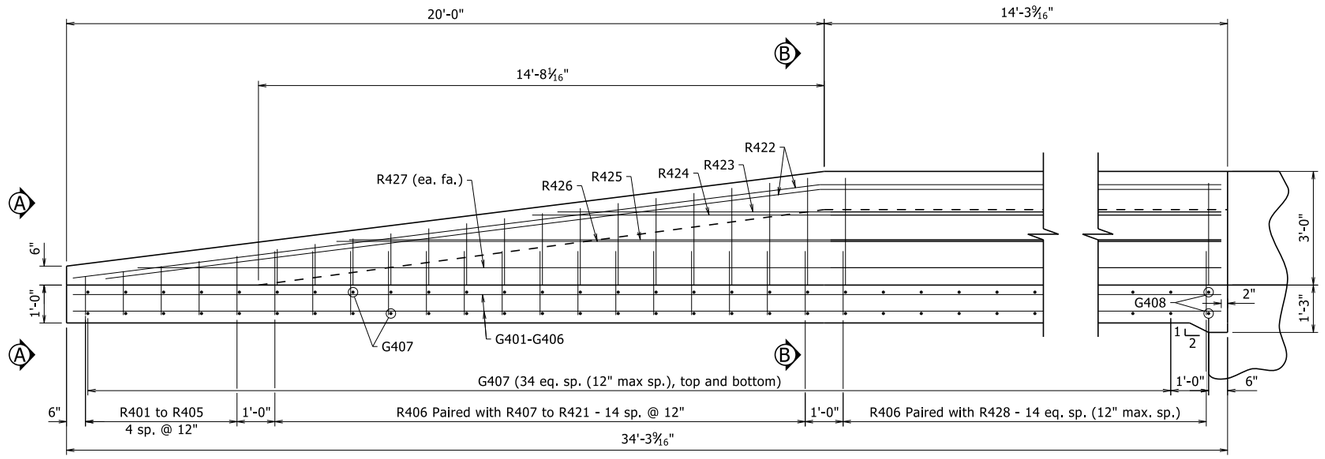
No Scale

BAR LIST - ONE APPROACH GUTTER

Mark	No. Req'd	Length	Pin. Dia.	Bending Diagram
G401-G406	2 ea.	33'-10" to 34'-7"	Str.	
G407	70	5'-10"	Str.	
G408	2	5'-11"	Str.	
R401-R405	1 ea.	3'-1" to 4'-1"	2"	
R406	30	4'-5"	2"	
R407-R421	1 ea.	2'-6" to 5'-10"	2"	
R422	2	33'-3"	3"	
R423	1	21-1"	Str.	
R424	1	21'-10"	Str.	
R425	1	26'-7"	Str.	
R426	1	27'-0"	Str.	
R427	2	32'-2"	Str.	
R428	15	5'-11"	2"	

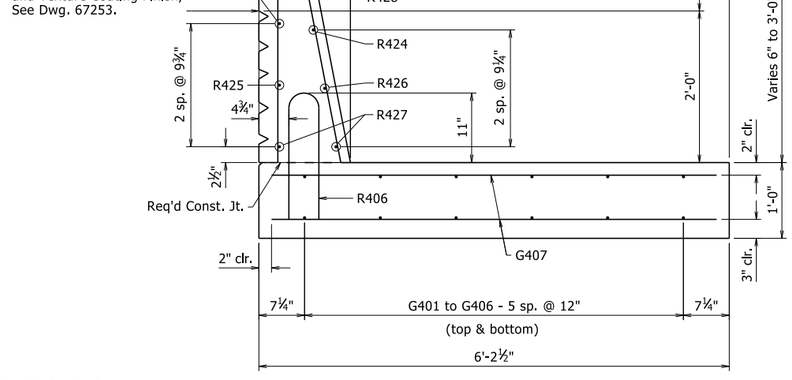


Dimensions are out to out of bars.



ELEVATION OF TYPE 1 SPECIAL APPROACH GUTTER

(Looking at Inside Face of Rail)
½" = 1'-0"



VIEW B-B

Scale 1" = 1'-0"

GENERAL NOTES

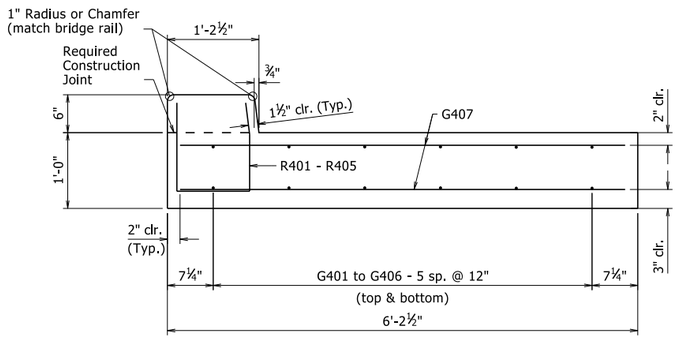
All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All 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.

Approach Gutters will be measured and paid for in accordance with Section 504.

Class 2 Protective Surface Treatment shall be applied to the top of the gutter, and to the roadway face and top of the concrete bridge rail.

Class 3 Textured Coating Finish shall be applied to all areas specified in Special Provision "TEXTURED COATING FINISH" and in accordance with Subsection 802.19(b)(3).



VIEW A-A

1" = 1'-0"

QUANTITIES FOR TYPE 1 SPECIAL APPROACH GUTTER

(For Information Only)

Type	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)	Class 2 (Sq. Yds.)
1	910	10.60	31.40

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

DETAILS FOR TYPE 1 SPECIAL APPROACH GUTTER 15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

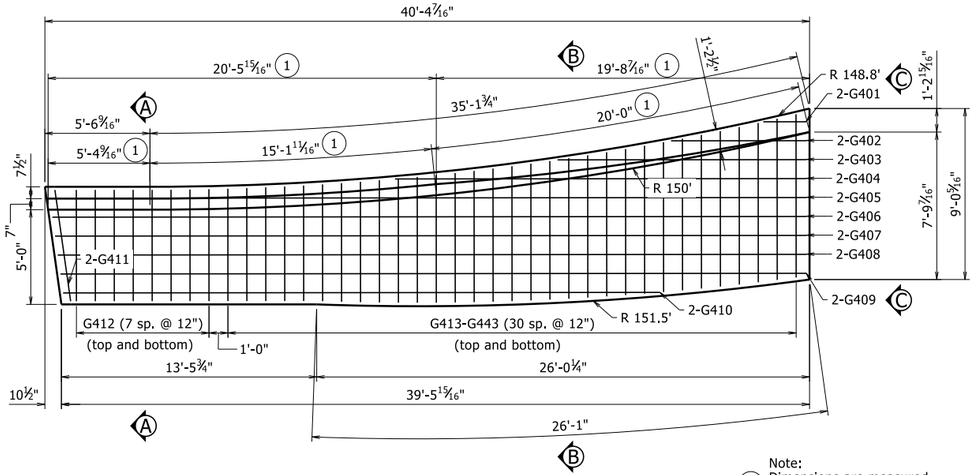
LITTLE ROCK, ARK.

DRAWN BY: YG DATE: 11/08/2023 FILENAME: b040846X1_ag.dgn
CHECKED BY: JCG DATE: 11/20/2023 SCALE: As Noted
DESIGNED BY: STD DATE: -

BRIDGE NO. 07666 DRAWING NO. 67257

PRINT DATE: dateprinted

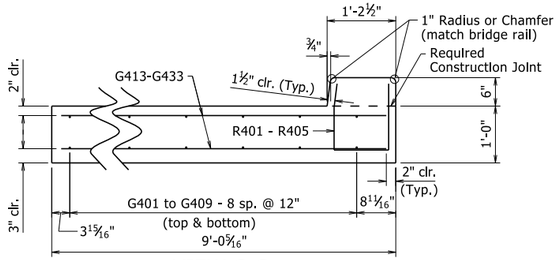
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	462	832
		07666 - APPROACH GUTTER - 67258				



PLAN OF TYPE 2 SPECIAL APPROACH GUTTER

¼" = 1'-0"

(1) Note: Dimensions are measured along front face of rail.



VIEW C-C

¾" = 1'-0"

GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All 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.

Approach Gutters will be measured and paid for in accordance with Section 504.

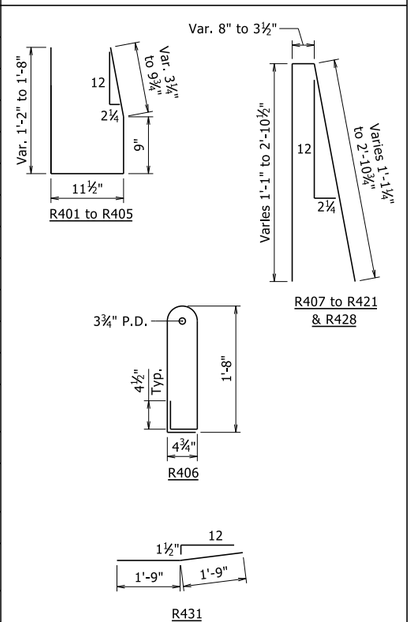
Longitudinal dimensions and lines within the limits of horizontal curves shall be taken along horizontal curves concentric a radius of 151.5'. Adjustment to longitudinal and transverse bar lengths may be required.

Class 2 Protective Surface Treatment shall be applied to the top of the gutter, and to the roadway face and top of the concrete bridge rail.

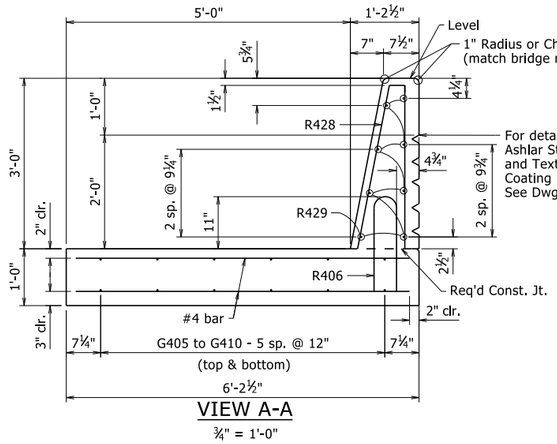
Class 3 Textured Coating Finish shall be applied to all areas specified in Special Provision "TEXTURED COATING FINISH" and in accordance with Subsection 802.19(b)(3).

BAR LIST - ONE APPROACH GUTTER

Mark	No. Req'd	Length	Pin. Dia.	Bending Diagram
G401	2	2'-3"	Str.	
G402	2	7'-1"	Str.	
G403	2	13'-1"	Str.	
G404	2	21'-8"	Str.	
G405	2	39'-11"	Str.	
G406	2	39'-9"	Str.	
G407	2	39'-8"	Str.	
G408	2	39'-6"	Str.	
G409	2	39'-4"	Str.	
G410	2	31'-6"	Str.	
G411	2	5'-11"	Str.	
G412	16	5'-10"	Str.	
G413-G443	2 ea.	5'-11" to 8'-7"	Str.	
R401-R405	1 ea.	3'-1" to 4'-1"	2"	
R406	36	4'-5"	2"	
R407-R421	1 ea.	2'-6" to 5'-10"	2"	
R422	2	19'-8"	Str.	
R423	1	6'-11"	Str.	
R424	1	7'-7"	Str.	
R425	1	12'-5"	Str.	
R426	1	12'-9"	Str.	
R427	2	18'-0"	Str.	
R428	21	5'-11"	2"	
R429	8	20'-5"	Str.	
R430	6	3'-6"	Str.	
R431	2	3'-6"	3"	

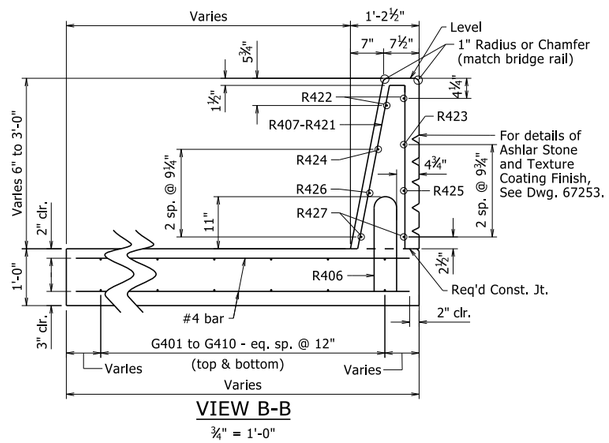


Dimensions are out to out of bars.



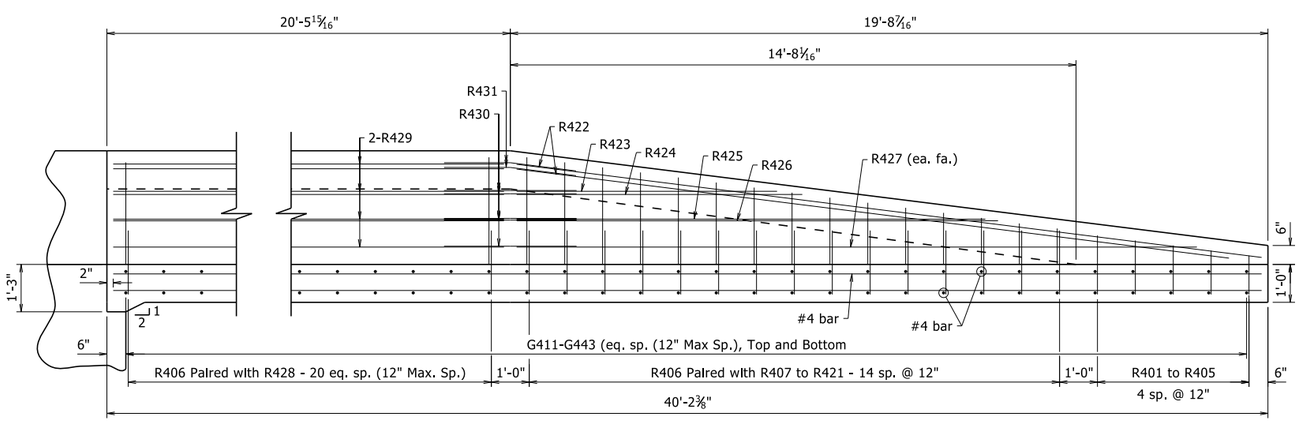
VIEW A-A

¾" = 1'-0"



VIEW B-B

¾" = 1'-0"



ELEVATION OF TYPE 2 SPECIAL APPROACH GUTTER

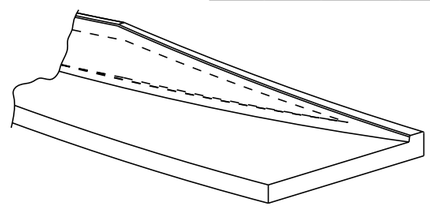
(Looking at Inside Face of Rail)

½" = 1'-0"

QUANTITIES FOR TYPE 2 SPECIAL APPROACH GUTTER

(For Information Only)

Type	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)	Class 2 (Sq. Yds.)
2	1184	13.90	40.90



PICTORIAL OF TYPE 2 SPECIAL APPROACH GUTTER

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

DETAILS FOR TYPE 2 SPECIAL APPROACH GUTTER 15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: YG DATE: 11/08/2023 FILENAME: b040846X1_ag.dgn

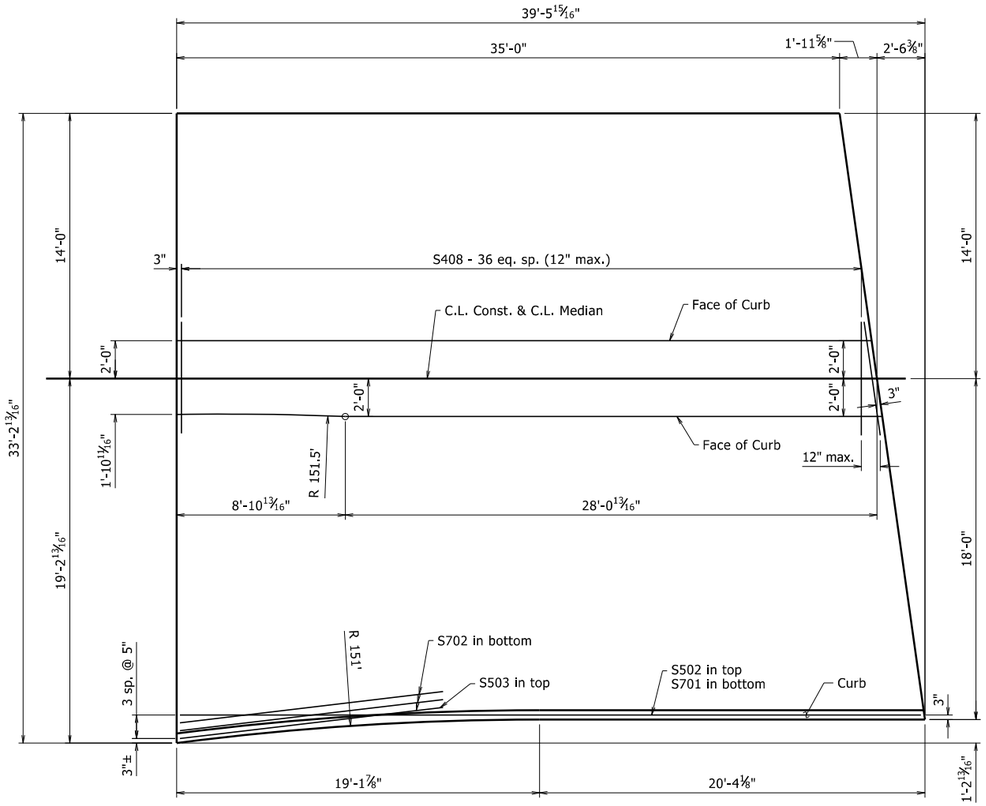
CHECKED BY: JCG DATE: 11/20/2023 SCALE: As Noted

DESIGNED BY: STD DATE: -

BRIDGE NO. 07666 DRAWING NO. 67258

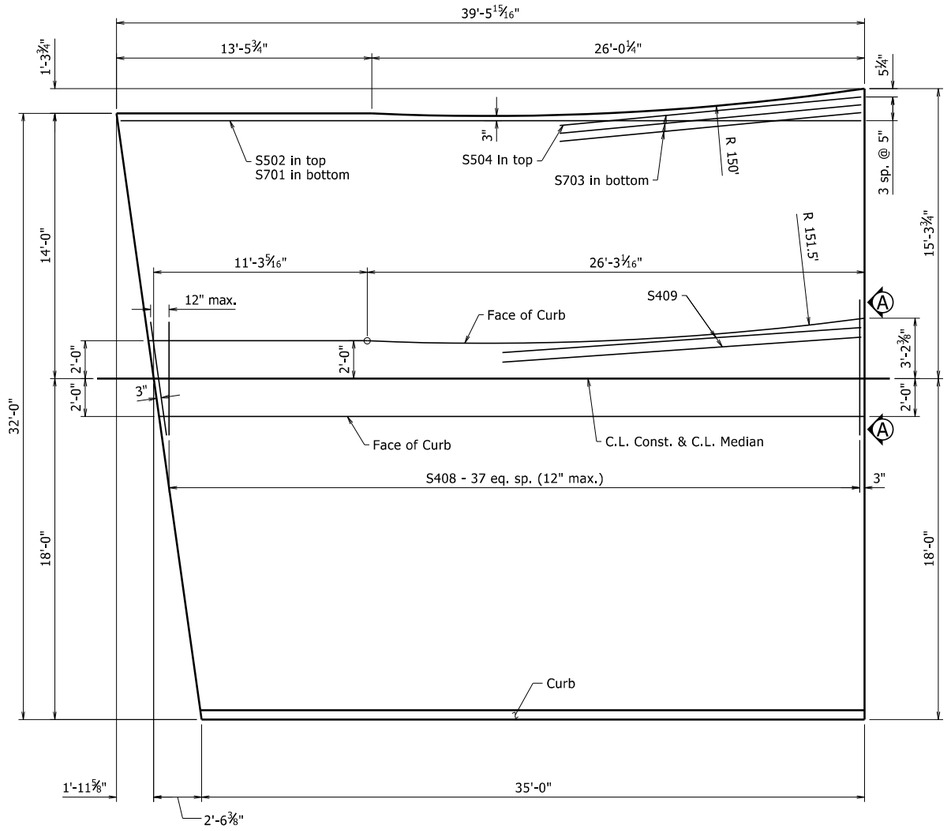
PRINT DATE: dateprinted

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	463	832
		07666 - SUPPLEMENTAL DETAILS - 67259				



PLAN OF APPROACH SLAB (BEGIN BRIDGE)

¼" = 1'-0"



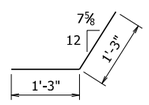
PLAN OF APPROACH SLAB (END BRIDGE)

¼" = 1'-0"

BAR LIST - PER APPROACH SLAB

	Mark	No. Req'd	Length	Pin Dia.
	S406	4	(1)	Str.
	S407	(1)	2'-6"	3"
	S408	(1)	(1)	Str.
(3)	S409	2	19'-0"	Str.
(2)	S503	1	14'-0"	Str.
(3)	S504	1	16'-0"	Str.
(2)	S702	3	14'-0"	Str.
(3)	S703	3	16'-0"	Str.

BENDING DIAGRAMS



S407

Dimensions are out to out of bars.

(1) Varies with Approach Slab Type, Width and/or Skew.

(2) Begin Bridge Approach Slab Only

(3) End Bridge Approach Slab Only

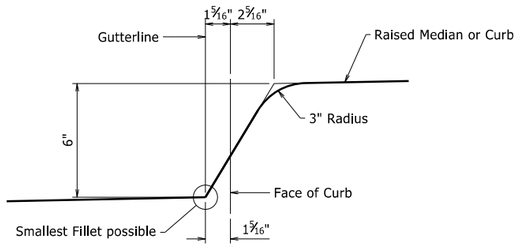
GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M322, Type A, with mill test reports.

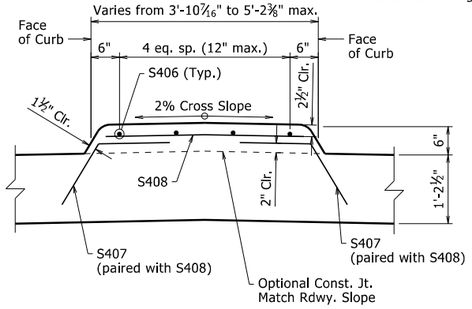
See Std. Dwg. Nos. 55040F1 and 55040F2 and Layout for additional information.

Note: Slab Reinforcing not shown for clarity.



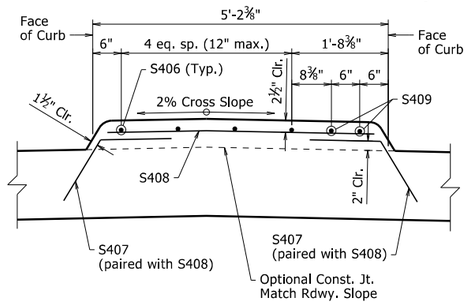
TYPICAL CURB DETAIL

Not to Scale



MEDIAN DETAIL

¾" = 1'-0"



VIEW A-A

¾" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SUPPLEMENTAL DETAILS FOR TYPE F APPROACH SLAB 15TH STREET OVER INTERSTATE 49

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JCG DATE: 11/14/2023 FILENAME: b040846_as.dgn

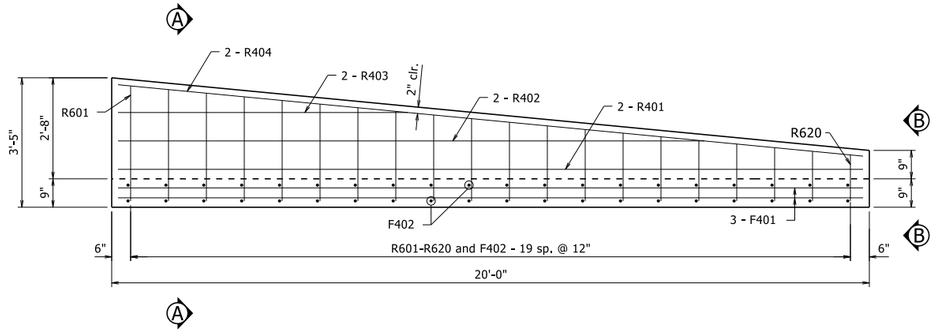
CHECKED BY: YG DATE: 11/16/2023 SCALE: As Noted

DESIGNED BY: STD DATE: -

BRIDGE NO. 07666 DRAWING NO. 67259

PRINT DATE: 3/26/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		4	ARK.	040846	464	832
		07666 - TRANSITIONAL RAIL - 67260				

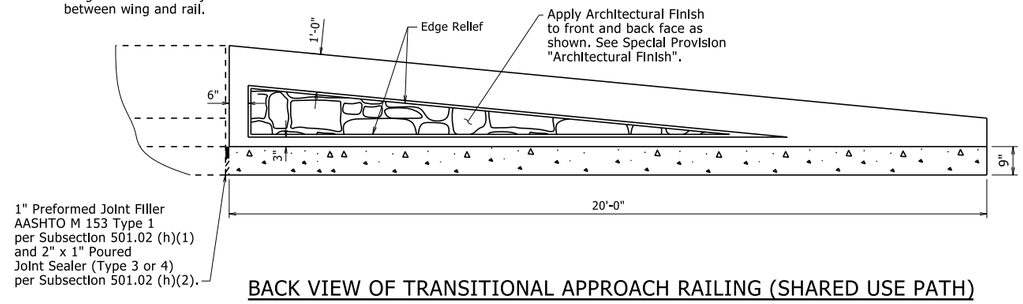


ELEVATION OF TRANSITIONAL APPROACH RAILING (SHARED USE PATH)

½" = 1'-0"

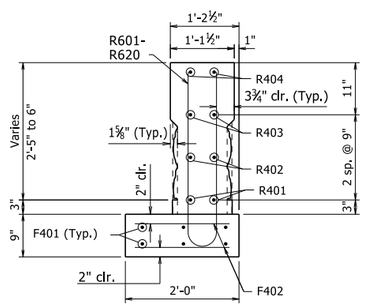
Note: End Rail shall be vertical.

Note:
Modify end of railing as needed to match end of wing and maintain 1" joint between wing and rail.



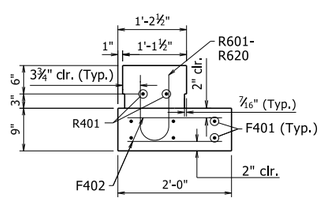
BACK VIEW OF TRANSITIONAL APPROACH RAILING (SHARED USE PATH)

½" = 1'-0"



SECTION A-A

¾" = 1'-0"



VIEW B-B

¾" = 1'-0"

GENERAL NOTES

Transitional Approach Railing (Shared Use Path) shall be placed at locations shown in plans.

All concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. All exposed corners to be chamfered 1" unless otherwise noted.

All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A, with mill tests reports.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to curvature. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Construction.

Unless otherwise required in the plans, curing and finishing shall be in accordance with Subsection 806.05(c) and the surface finish type and areas of application shall match that used on the adjacent bridge railing or barrier wall. See Subsection 802.19(3) for Class 3 Textured Coating Finish or Subsection 803.03(b) for Class 2 Protective Surface Treatment. Surface finishes shall not be paid for directly, but shall be considered incidental to the unit price bid for "Transitional Approach Railing."

Architectural Finish shall meet the requirements specified in Special Provision "Architectural Finish."

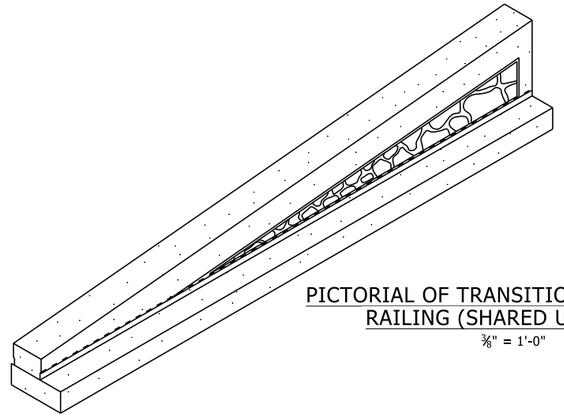
Payment for Class 3 Textured Coating and Architectural Finish shall be considered subsidiary to the item "Transitional Approach Railing".

Transitional Approach Railing (Shared Use Path) shall be paid for at the contract unit price bid for "Transitional Approach Railing". See Section 806 for additional information.

BAR LIST - PER TRANSITIONAL APPROACH RAIL

Mark	No. Req'd	Length	A	B	Pin. Dia.	Bending Diagram
F401	6	19'-8"			Str.	
F402	40	1'-8"			Str.	
R401	2	19'-8"			Str.	
R402	2	15'-5"			Str.	
R403	2	7'-7"			Str.	
R404	2	19'-9"			Str.	
R601-R620	1 ea.	6'-2½" to 2'-6½"	6"	3'-0" to 1'-2"	4½"	B, A — R601 thru R620

Dimensions are out to out of bars.



PICTORIAL OF TRANSITIONAL APPROACH RAILING (SHARED USE PATH)

⅜" = 1'-0"

FOR INFORMATION ONLY
SCHEDULE OF QUANTITIES FOR TRANSITIONAL APPROACH RAILING (SHARED USE PATH)

Rail Length	Concrete (Cu. Yds.)	Reinforcing Steel (Lbs.)	Textured Coating (Sq. Yds.)	Architectural Finish (Sq. Ft.)
20'-0"	2.6	339	10.2	19.5

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

DETAILS OF TRANSITIONAL APPROACH RAILING (SHARED USE PATH) 15TH STREET OVER INTERSTATE 49

ROUTE SEC.

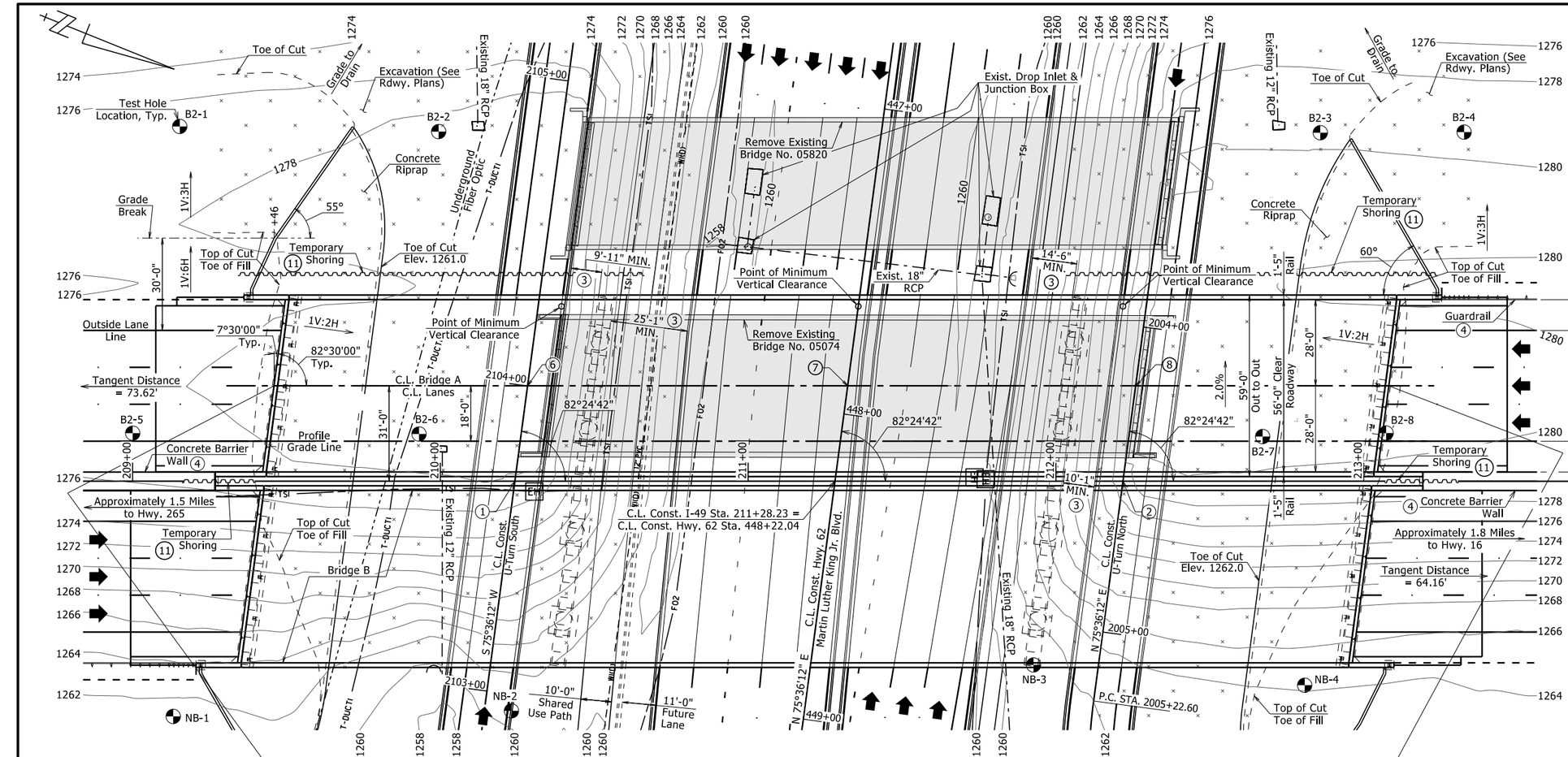
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: YG DATE: 11/07/2023 FILENAME: b040846X1_r3.dgn
CHECKED BY: JCG DATE: 11/08/2023 SCALE: As Noted
DESIGNED BY: STD DATE: -

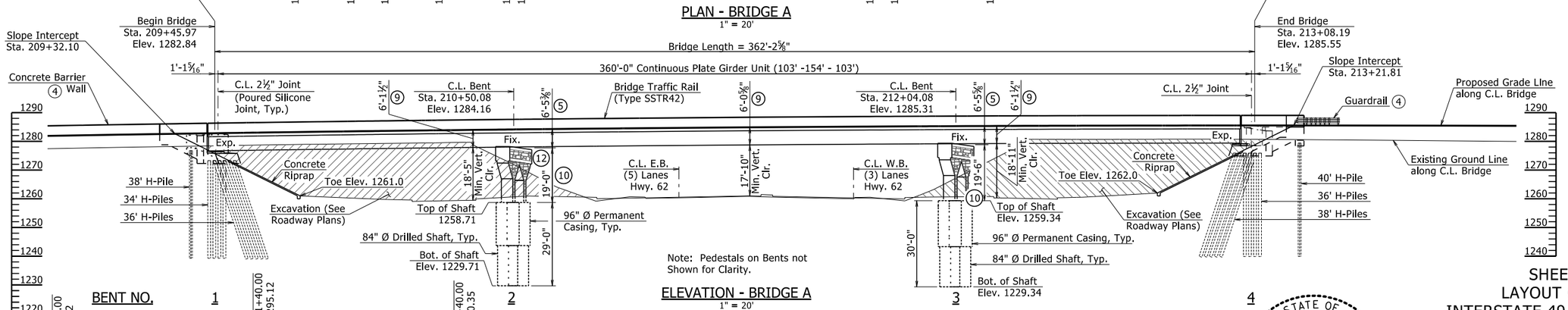
BRIDGE NO. 07666 DRAWING NO. 67260

PRINT DATE: dateprinted

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	465	832
		A7667 B7667	- LAYOUT -		67261	

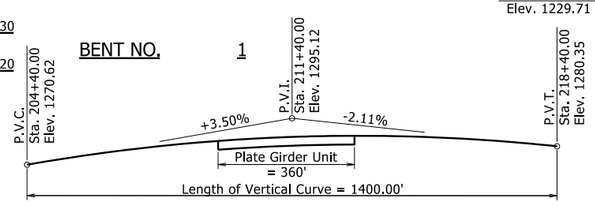


PLAN - BRIDGE A
1" = 20'



Note: Pedestals on Bents not Shown for Clarity.

ELEVATION - BRIDGE A
1" = 20'



VERTICAL CURVE DATA
(Along Profile Grade Line)
No Scale

1. C.L. Const. I-49 Sta. 210+24.22 = C.L. Const. U-Turn South Sta. 2103+68.77
2. C.L. Const. I-49 Sta. 212+21.78 = C.L. Const. U-Turn North Sta. 2004+50.55
3. Minimum Horizontal Clearance from Back Face of Curb to Face of Bent Cap.
4. For Concrete Barrier Wall and Guardrail Details, see Roadway Plans.
5. Vertical Dimension from C.L. Bridge at C.L. Bent to Top of Lowest Pedestal Elev.
6. C.L. Bridge A Sta. 210+28.35 Intersection with C.L. Const. U-Turn South Sta. 2104+00.05.
7. C.L. Bridge A Sta. 211+32.35 Intersection with C.L. Const. Hwy. 62 Sta. 447+90.76.
8. C.L. Bridge A Sta. 212+25.91 Intersection with C.L. Const. U-Turn North Sta. 2004+19.28.
9. Vertical Dimension from Top of Deck at C.L. Bridge to Low Steel.
10. Vertical Dimension from Top of Shaft to Top of Lowest Pedestal Elevation.
11. For additional shoring information, see Special Provision, "Shoring".
12. Ashlar Stone Pattern, see Special Provision "ARCHITECTURAL FINISH" and Dwg. Nos. 67272, 67276 and 67288.

Notes:

For Bridge General Notes, see Dwg. No. 67264, and for Soil Boring Information, see Dwg. No. 67263.

For Staking Diagram, see Dwg. No. 67265.

Type F Approach Slab ("W" = 52'-0") shall be provided at both ends of bridge. Type F Approach Gutter shall be provided at both ends of bridge adjacent west side of approach slabs. For Type F Approach Slab, see Std. Dwg. Nos. 55040F1 and 55040F2, and For Type F Approach Gutter details, see Std. Dwg. No. 55030F.

Type Special Approach Gutters shall be provided at both ends of bridge between concrete barrier wall and east side of approach slabs. For Type Special Approach Gutter details, see Dwg. No. 67289.

Notes (Continued):

Elevations shown are actual top of deck elevations at C.L. Bridge. Any vertical dimension referenced to C.L. Deck is based on actual top of deck elevation at C.L. Bridge.

Stations shown are along C.L. Const. I-49.

LEGEND
- Excavation - PLAN
- Excavation - ELEVATION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 03/08/2023
CHECKED BY: DKS DATE: 06/15/2023
DESIGNED BY: CNL DATE: 03/08/2023
FILENAME: b040846x2_l1 .dgn
SCALE: AS NOTED

BRIDGE NO. A7667 B7667 DRAWING NO. 67261

PRINT DATE: 3/26/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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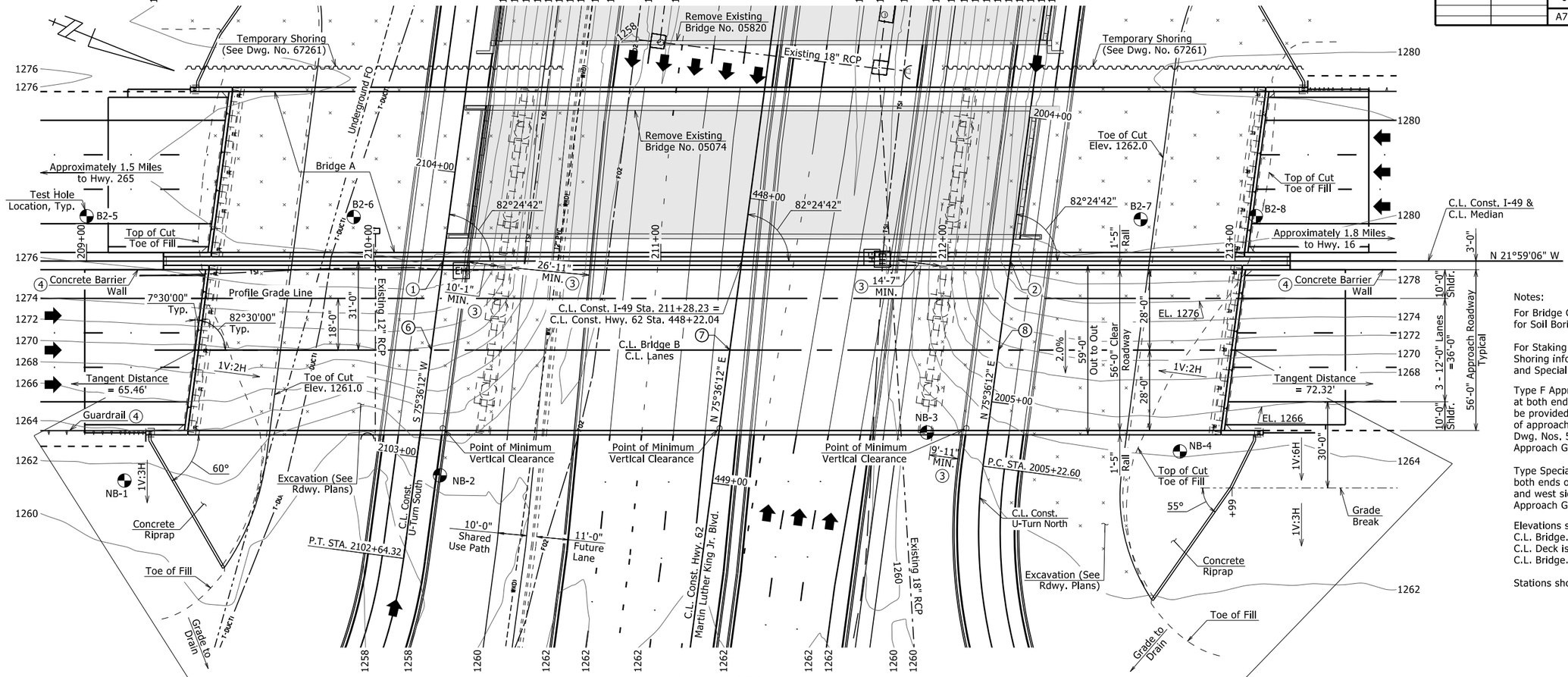
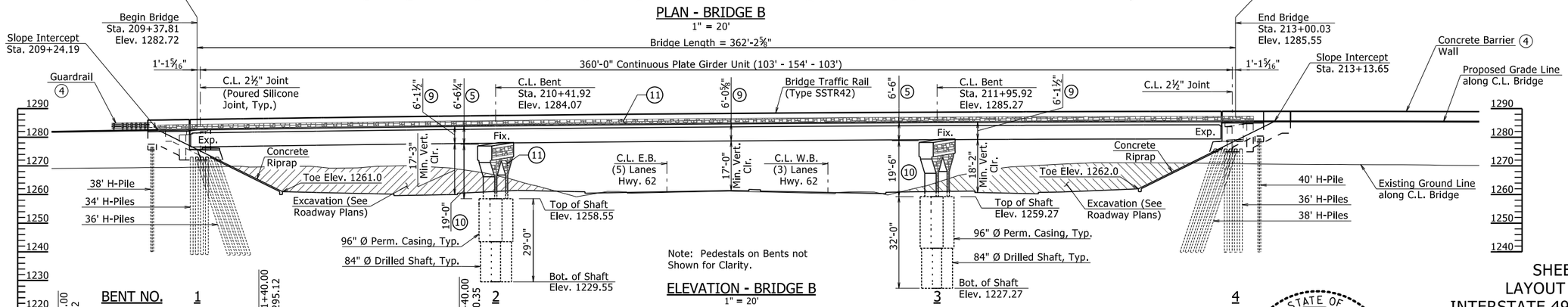
		A7667 B7667	- LAYOUT -		67262	



PLAN - BRIDGE B

1" = 20'

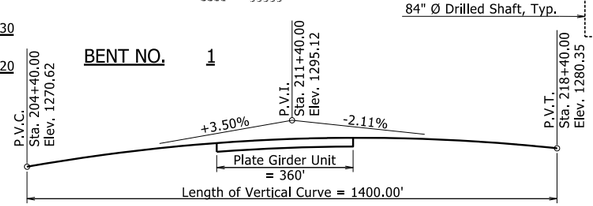
Bridge Length = 362'-2⅝"



Note: Pedestals on Bents not Shown for Clarity.

ELEVATION - BRIDGE B

1" = 20'



VERTICAL CURVE DATA

(Along Profile Grade Line)
No Scale

1. C.L. Const. I-49 Sta. 210+24.22 = C.L. Const. U-Turn South Sta. 2103+68.77
2. C.L. Const. I-49 Sta. 212+21.78 = C.L. Const. U-Turn North Sta. 2004+50.55
3. Minimum Horizontal Clearance from Back Face of Curb to Face of Bent Cap.
4. For Concrete Barrier Wall and Guardrail Details, see Roadway Plans.
5. Vertical Dimension from Top of Deck at C.L. Bridge and C.L. Bent to Top of Lowest Pedestal Elev.
6. C.L. Bridge B Sta. 210+20.09 Intersection with C.L. Const. U-Turn South Sta. 2103+37.50.
7. C.L. Bridge B Sta. 211+24.10 Intersection with C.L. Const. Hwy. 62 Sta. 448+53.31.
8. C.L. Bridge B Sta. 212+17.65 Intersection with C.L. Const. U-Turn North Sta. 2004+81.82.
9. Vertical Dimension from Top of Deck at C.L. Bridge to Low Steel.
10. Vertical Dimension from Top of Shaft to Top of Lowest Pedestal Elevation.
11. Ashlar Stone Pattern, see Special Provision "ARCHITECTURAL FINISH" and Dwg. Nos. 67272, 67276 and 67288.

Notes:

For Bridge General Notes, see Dwg. No. 67264, and for Soil Boring Information, see Dwg. No. 67263.

For Staking Diagram, see Dwg. No. 67266, and For Shoring information and notes, see Dwg. No. 67267 and Special Provision "Shoring".

Type F Approach Slab ("W" = 52'-0") shall be provided at both ends of bridge. Type F Approach Gutter shall be provided at both ends of bridge adjacent east side of approach slabs. For Type F Approach Slab, see Std. Dwg. Nos, 55040F1 and 55040F2, and For Type F Approach Gutter details, see Std. Dwg. No. 55030F.

Type Special Approach Gutters shall be provided at both ends of bridge between concrete barrier wall and west side of approach slabs. For Type Special Approach Gutter details, see Dwg. No. 67289.

Elevations shown are actual top of deck elevations at C.L. Bridge. Any vertical dimension referenced to C.L. Deck is based on actual top of deck elevation at C.L. Bridge.

Stations shown are along C.L. Const. I-49.

LEGEND

Excavation - PLAN

Excavation - ELEVATION

STATE OF ARKANSAS
CHARLES R. ELLIS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24

BRIDGE ENGINEER

SHEET 2 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION

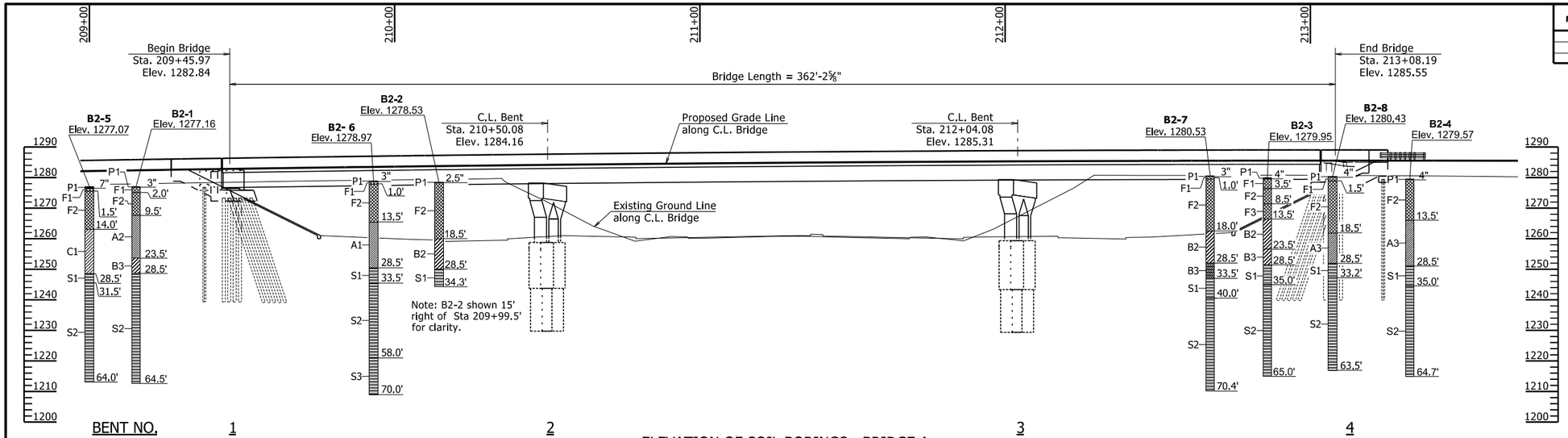
LITTLE ROCK, ARK.

DRAWN BY:	CNL	DATE: 03/08/2023	FILENAME: b040846x2_I2.dgn
CHECKED BY:	DKS	DATE: 06/15/2023	SCALE: AS NOTED
DESIGNED BY:	CNL	DATE: 03/08/2023	

BRIDGE NO. A7667 B7667 DRAWING NO. 67262

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	467	832
		A7667 B7667 - LAYOUT -			67263	



ELEVATION OF SOIL BORINGS - BRIDGE A

BORING STANDARD PENETRATION TEST "N" VALUES - CONTINUED

B2-1
Sta. 209+15.3
Offset 115.29' Left

Depth (ft)	N - Value
1.5 – 2.5	14
4.0 - 5.0	11
6.5 - 7.5	10
9.0 - 10.0	10
14.0 - 15.0	6
24.0 - 25.0	17
28.5 - 28.5	50 (0.2")
33.5 - 33.7	50 (2")

B2-2
Sta. 209+99.5
Offset 113.62' Left

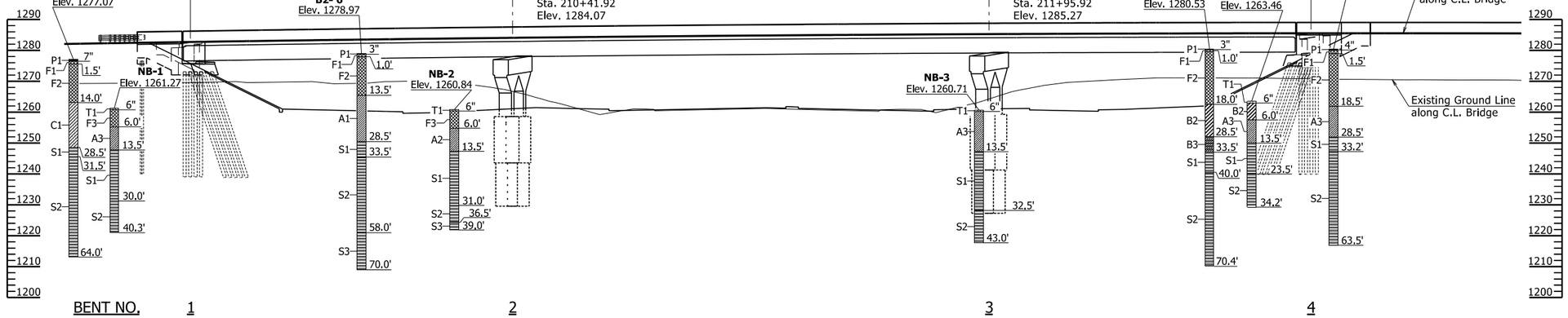
Depth (ft)	N - Value
1.5 - 2.5	11
4.0 - 5.0	14
6.5 - 7.5	12
9.0 - 10.0	9
19.0 - 20.0	10
24.0 - 25.0	10
29.0 - 29.3	50 (4")
33.5 - 33.8	50 (3")

B2-3
Sta. 212+85.9
Offset 113.25' Left

Depth (ft)	N - Value
1.5 - 2.5	8
4.0 - 5.0	8
6.5 - 7.5	6
9.0 - 10.0	8
14.0 - 15.0	14
19.0 - 20.0	11
24.0 - 25.0	30
29.0 - 29.2	50 (2")
34.0 - 34.3	50 (3")

B2-4
Sta. 213+32.6
Offset 113.46' Left

Depth (ft)	N - Value
1.5 - 2.5	6
4.0 - 5.0	6
9.0 - 10.0	6
14.0 - 15.0	10
19.0 - 20.0	9
24.0 - 25.0	12
29.0 - 29.8	50 (3")
33.5 - 33.6	50 (0.5")



ELEVATION OF SOIL BORINGS - BRIDGE B

BORING STANDARD PENETRATION TEST - "N" VALUES

NB-1
Sta. 209+13.2
Offset 76.42' Right

Depth (ft)	N - Value
1.5 - 2.5	6
4.0 - 5.0	12
14.0 - 15.0	100 (10.5")
19.0 - 19.4	75 (5")
24.0 - 24.4	50 (4.5")
29.0 - 29.2	75 (3")

NB-2
Sta. 210+23.1
Offset 74.61' Right

Depth (ft)	N - Value
1.5 - 2.5	9
6.5 - 7.5	14
14.0 - 14.8	100 (10.5")
19.0 - 19.6	100 (7")
24.0 - 25.0	94
28.5 - 29.0	100 (6")

NB-3
Sta. 211+92.7
Offset 59.69' Right

Depth (ft)	N - Value
1.5 - 2.5	13
9.0 - 10.0	12
14.0 - 14.2	85 (3")
19.0 - 19.4	72 (5")
24.0 - 24.2	60 (2")
29.0 - 30.0	72
32.5 - 32.9	100 (4.5")

NB-4
Sta. 212+80.8
Offset 66.29' Right

Depth (ft)	N - Value
1.5 - 2.5	10
9.0 - 10.0	22
14.0 - 15.0	137
19.0 - 19.6	138 (6.5")
24.0 - 24.2	100 (0.5")
29.0 - 29.2	100 (2")
34.0 - 34.2	100 (2")

B2-5
Sta. 209+00.0
Offset 15.62' Left

Depth (ft)	N - Value
2.0 - 3.0	7
4.0 - 5.0	12
6.5 - 7.5	10
9.0 - 10.0	7
14.0 - 15.0	5
24.0 - 25.0	9
29.0 - 29.3	50 (4")

B2-6
Sta. 209+93.1
Offset 15.35' Left

Depth (ft)	N - Value
1.5 - 2.5	8
4.0 - 5.0	9
6.5 - 7.5	12
9.0 - 10.0	4
14.0 - 15.0	4
19.0 - 20.0	4
24.0 - 25.0	4
29.0 - 30.0	80
33.5 - 33.6	50 (0.5")
38.5 - 38.7	50 (2")

B2-7
Sta. 212+67.2
Offset 14.53' Left

Depth (ft)	N - Value
1.5 - 2.5	8
4.0 - 5.0	6
6.5 - 7.5	5
9.0 - 10.0	6
14.0 - 15.0	5
24.0 - 25.0	9
29.0 - 30.0	26
33.5 - 33.5	50 (0.2")
39.0 - 39.2	50 (2")

B2-8
Sta. 213+07.3
Offset 15.67' Left

Depth (ft)	N - Value
1.5 - 2.5	10
4.0 - 5.0	11
6.5 - 7.5	9
9.0 - 10.0	4
14.0 - 15.0	7
19.0 - 20.0	10
29.0 - 30.0	45
33.5 - 33.8	50 (4")

BORING LEGEND

P1	Asphalt
T1	Topsoil
A1	Soft, LEAN CLAY
A2	Medium stiff, LEAN CLAY
A3	Stiff, LEAN CLAY
B1	Medium stiff, FAT CLAY
B2	Stiff, FAT CLAY
B3	Very stiff, FAT CLAY
C1	Very stiff, brown and black, SHALY CLAY
S1	Very weak, brown and black, highly weathered, SHALE
S2	Weak, black, highly to moderately weathered SHALE
S3	Strong, black, moderately to slightly weathered SHALE and SILTSTONE
F1	FILL: gravel base
F2	FILL: fat clay, with gravel
F3	FILL: silt
F4	FILL: sandy clay, with gravel

PRINT DATE: 3/25/2024

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 3 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 04/06/2023
CHECKED BY: DKS DATE: 06/15/2023
DESIGNED BY: CNL DATE: 04/06/2023
FILENAME: b040846x2_I3 .dgn
SCALE: 1" = 20'

BRIDGE NO. A7667 B7667 DRAWING NO. 67263

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	468	832
		A7667 B7667		- LAYOUT -	67264	

GENERAL NOTES

BENCHMARK: Vertical Control Data are shown on the Survey Control Data Sheets.

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, Ninth Edition (2020); AASHTO Guide Specifications for LRFD Seismic Bridge Design, 2nd Edition (2011), including latest Interim Revisions.

LIVE LOADING: HL-93

SEISMIC DESIGN CATEGORY: A SD1: 0.089 SITE CLASS: C

SEISMIC OPERATIONAL CLASSIFICATION: Recovery

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f 'c = 4,000 psi
Class S Concrete (substructure)	f 'c = 3,500 psi
Reinforcing Steel (AASHTO M 31 or M 322, Type A)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50)	Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 50W)	Fy = 50,000 psi
Structural Steel (ASTM A709, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING:
All piling shall be HP 12x53 (Grade 50) and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 95.0 tons per pile and into the material designated as "highly to moderately weathered SHALE" on the boring legend. Minimum penetration shall be 10' below natural ground or 10' below bottom of cap, whichever is the lowest pile tip elevation, for all piles in Bents 1 and 4. Piling in end bents shall be driven after embankment to bottom of cap is in place, and the waiting period has elapsed for Bridge "B". Lengths of piling shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. Actual pile lengths are to be determined in the field. The Contractor shall use approved steel H-Pile driving points on all piles.

WAITING PERIOD: A waiting period of 90 days is required after the placement of embankment fill and prior to commencing pile driving operations at Bent 1 and Bent 4 for Bridge "B" only.

DRILLED SHAFTS: Drilled shafts at Bents 2 and 3 shall be constructed in accordance with Special Provision "Drilled Shaft Foundations". Drilled shafts shall be socketed into material designated as "highly to moderately weathered SHALE" on the boring legend and to the minimum rock penetrations and tip elevations shown in the plans. No adjustment to plan tip elevations shall be made without prior approval from the Engineer.

NONDESTRUCTIVE TESTING: Crosshole Sonic Logging (CSL) shall be performed on each drilled shaft. Testing shall be performed in accordance with Special Provision "Nondestructive Testing of Drilled Shafts".

PAINTING: All Grade 50 structural steel, except galvanized members and surfaces in contact with concrete, shall be painted as specified in Subsection 807.75. The color of paint shall be Brown and shall match Federal Standard 595B, Color Chip No. 30070.

ARCHITECTURAL FINISH: Architectural Finish including ashlar formliner shall be applied to bridge surfaces as detailed in the plans and as specified in Special Provision "Architectural Finish".

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge surfaces as specified in Special Provision "Textured Coating Finish" and in accordance with Subsection 802.19(b)(3). Textured Coating Finish shall not be applied where Class 2 Protective Surface Treatment is applied.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the concrete bridge rails in accordance with Section 803.

DETAIL DRAWINGS:	DRAWING NO(S).
End Bents	67268 - 67272
Intermediate Bents	67273 - 67276
Elastomeric Bearings	67243
360' Continuous Plate Girder Unit	67277 - 67288
General Notes For Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Poured Silicone Joints	55008
Steel H-Piling	55020
Bridge Traffic Rail	55071

GENERAL NOTES - CONT.

EXISTING BRIDGES:
Existing Bridge No. 05074 (Log Mile 61.98) is 46' wide (43' clear roadway) and 194' long and consists of continuous steel I-beam frames (3 spans total) supported by concrete end bents on steel piles and intermediate concrete pedestal foundations. The centerline existing bridge is located approximately 62' West of the centerline proposed bridge "B". Plans of the existing structure may be obtained upon request to the Construction Contract Development Section of the Program Management Division.

Existing Bridge No. 05820 (Log Mile 62) is 42.8' wide (40' clear roadway) and 194' long and consists of continuous steel I-beam frames (3 spans total) supported by concrete end bents on steel piles and intermediate concrete pedestal foundations. The centerline existing bridge is located approximately 66' West of the centerline proposed bridge "A". Plans of the existing structure may be obtained upon request to the Construction Contract Development Section of the Program Management Division.

REMOVAL AND SALVAGE:
After northbound traffic has been shifted onto new Bridge "B", the Contractor shall remove existing Bridge No. 05074 in accordance with Section 205. Existing concrete riprap shall also be removed, and this work shall be considered subsidiary to the item "Removal of Existing Bridge Structure (Site No. __)". All material from the existing bridge shall become the property of the Contractor except the following which shall remain the property of the State:

Metal Bridge Rail including Post, Railing, Splices, Connections and all Accessories
All Bearing Assemblies
All Diaphragms

After southbound traffic has been shifted onto new Bridge "A", the Contractor shall remove existing Bridge No. 05820 in accordance with Section 205. Existing concrete riprap shall also be removed, and this work shall be considered subsidiary to the item "Removal of Existing Bridge Structure (Site No. __)". All material from the existing bridge shall become the property of the Contractor except the following which shall remain the property of the State:

All Bearing Assemblies
All Diaphragms, All Splice Plates and All Straight Beams

The Contractor shall coordinate with the Engineer for removal and delivery of salvaged material. This material shall be delivered to Washington 2 Area Maintenance Headquarters, 3518 North Highway 112, Fayetteville, AR 72704. Payment for this work shall be considered incidental to "Removal of Existing Bridge Structure (Site No. __)".

MAINTENANCE OF TRAFFIC: See Roadway Plans.

PRINT DATE: 3/28/2024

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 4 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 04/06/2023
CHECKED BY: DKS DATE: 06/15/2023
DESIGNED BY: CNL DATE: 04/06/2023
FILENAME: b040846x2_l4 .dgn
SCALE: No Scale

BRIDGE NO. A7667 B7667 DRAWING NO. 67264

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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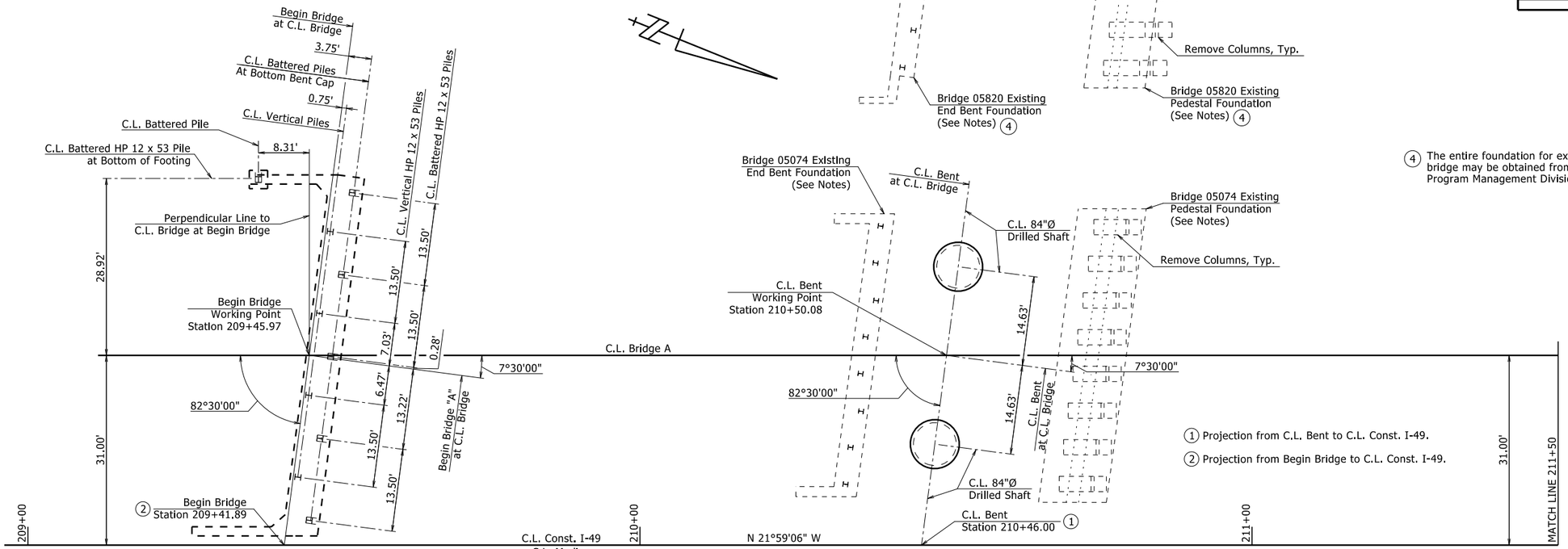
		A7667 B7667		- LAYOUT -	67265	

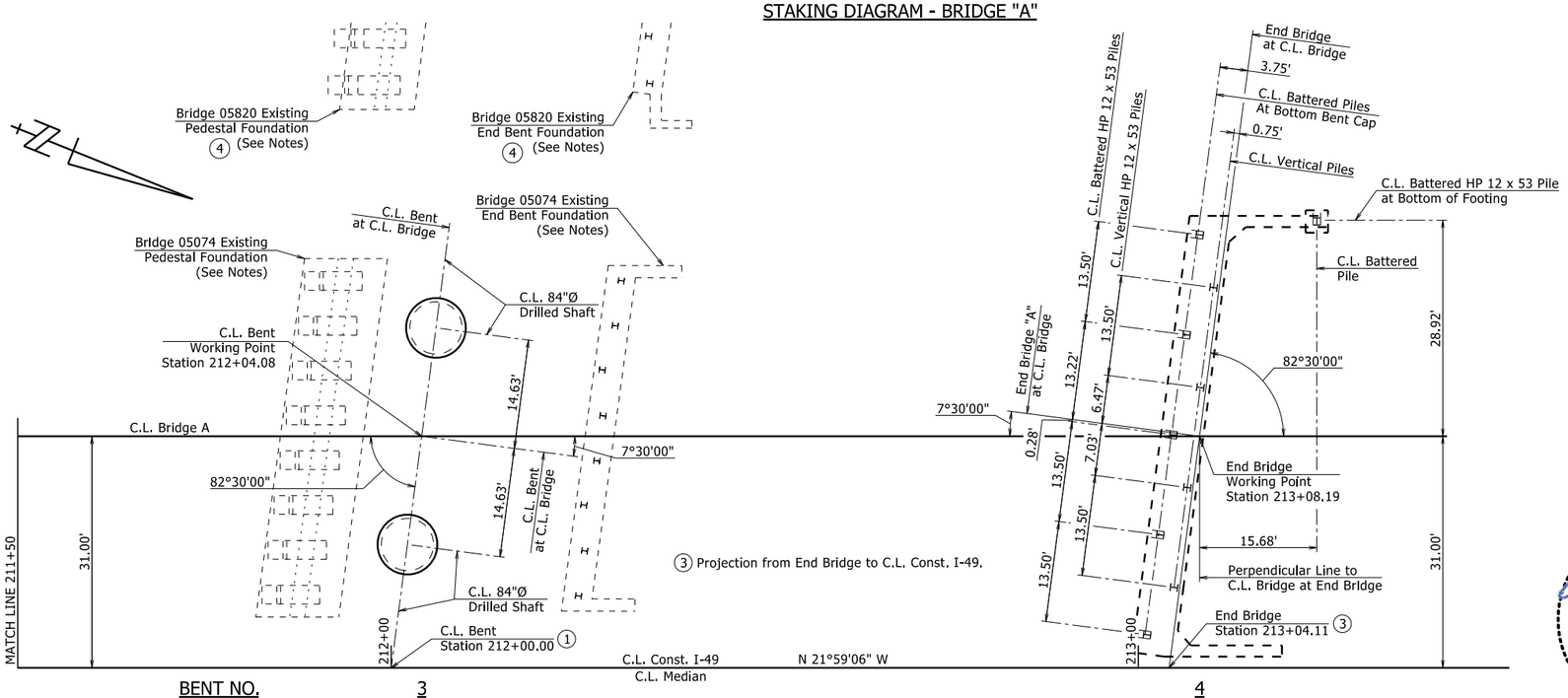


1 Projection from C.L. Bent to C.L. Const. I-49.

2 Projection from Begin Bridge to C.L. Const. I-49.

4 The entire foundation for existing Bridge 05820 is not shown. Plans for the existing bridge may be obtained from Construction Contract Development Section of the Program Management Division.

STAKING DIAGRAM - BRIDGE "A"



3 Projection from End Bridge to C.L. Const. I-49.

BENT NO. 3 4

STAKING DIAGRAM - BRIDGE "A"

Removal Notes:

Columns of existing pedestal foundations of each bridge (Br. Nos. 05074 & 05820) shall be removed to the top of the footing. The spread footings may remain in place if there is no conflict with proposed or future construction.

The existing end bents, including the existing piling, will be in the cut section and will interfere with construction. The end bents shall be removed in their entirety including pulling of all piling.

All labor, materials, and tools required to complete this work will not be paid for separately, but will be considered subsidiary to the item "Removal of Existing Bridge Structure (Site No.___)".

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LICENSED PROFESSIONAL ENGINEER
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SHEET 5 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: DKS DATE: 06/15/2023 SCALE: 1" = 10'
DESIGNED BY: CNL DATE: 04/06/2023

BRIDGE NO. A7667 B7667 DRAWING NO. 67265

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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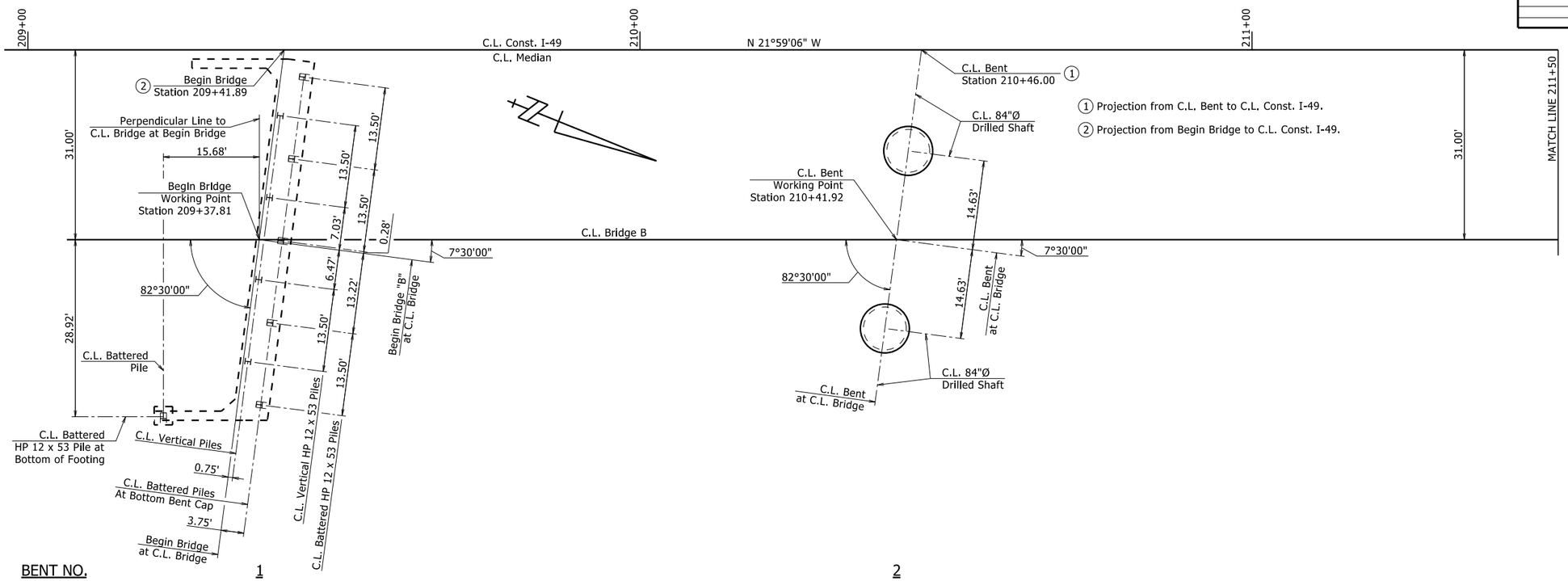
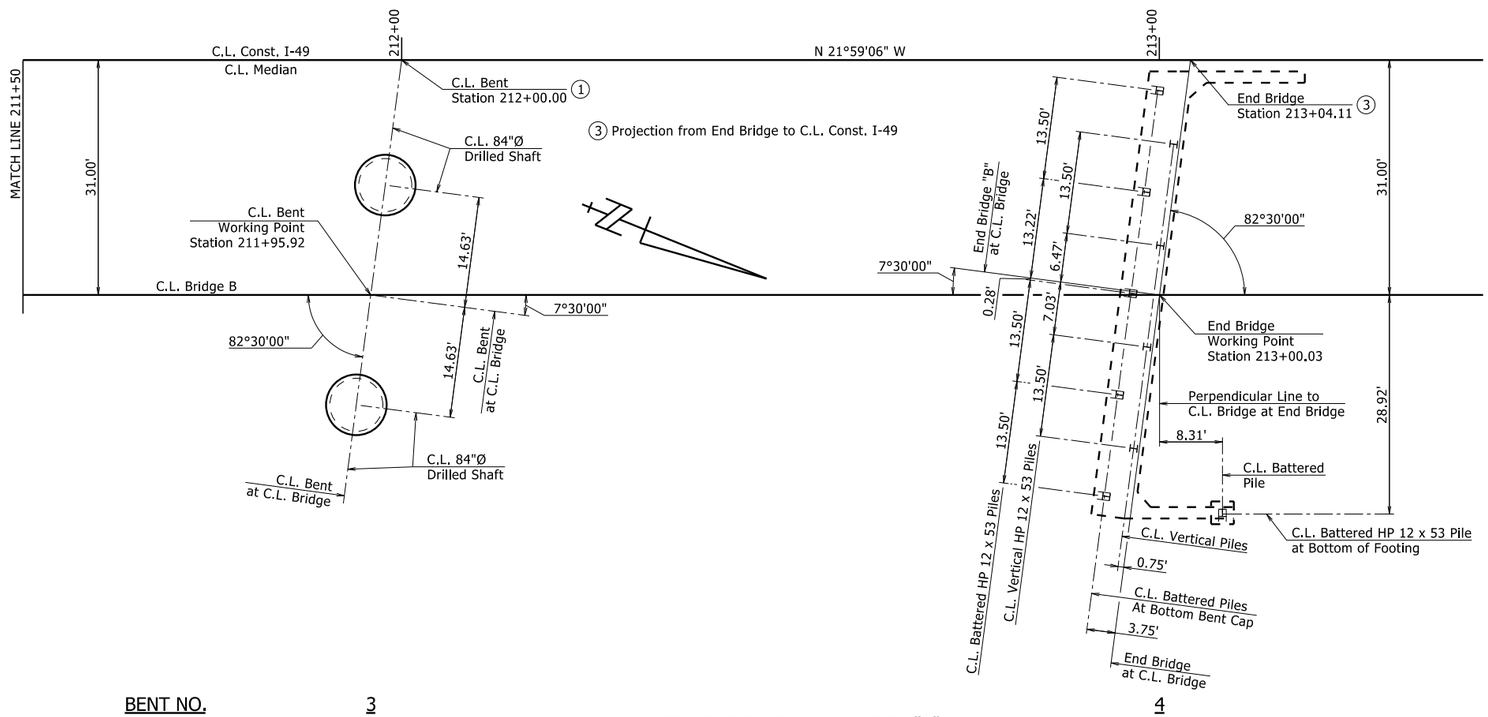
		A7667 B7667		- LAYOUT -		67266



BENT NO. 1 2

STAKING DIAGRAM - BRIDGE "B"



BENT NO. 3 4

STAKING DIAGRAM - BRIDGE "B"

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SHEET 6 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 03/15/2023
CHECKED BY: DKS DATE: 06/15/2023
DESIGNED BY: CNL DATE: 03/15/2023
FILENAME: b040846x2_l6 .dgn
SCALE: 1" = 10'

BRIDGE NO. A7667 B7667 DRAWING NO. 67266

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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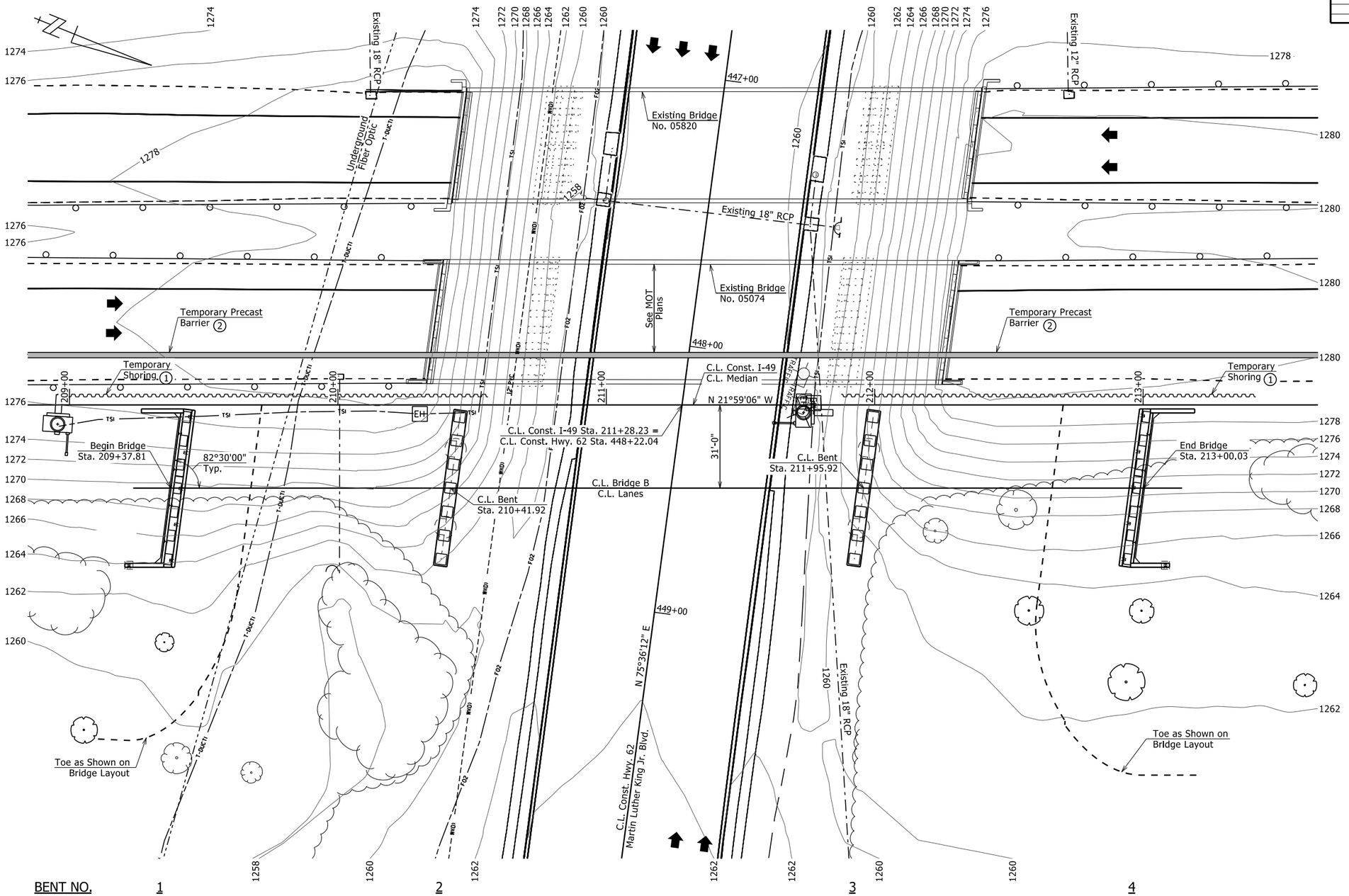

PLAN - BRIDGE "B" TEMPORARY SHORING DETAILS

(1) For additional Shoring information, see Special Provision "Shoring".

(2) For Temporary Precast Barrier Details, see Roadway Plans.

Notes:

Plan shown after Construction of Portions of Bridge B Substructure Components.

For Maintenance of Traffic (MOT) Information during Construction, see MOT Plans.

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SHEET 7 OF 7
LAYOUT OF BRIDGES
INTERSTATE 49 OVER HIGHWAY 62
HWY. 62 INTCHNG. IMPVTS. (FAYETTEVILLE) (F)
WASHINGTON COUNTY

ROUTE 49 SEC. 28

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 03/28/2023
CHECKED BY: DKS DATE: 06/15/2023
DESIGNED BY: CNL DATE: 03/28/2023
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SCALE: 1"= 20'

BRIDGE NO. A7667 B7667 DRAWING NO. 67267

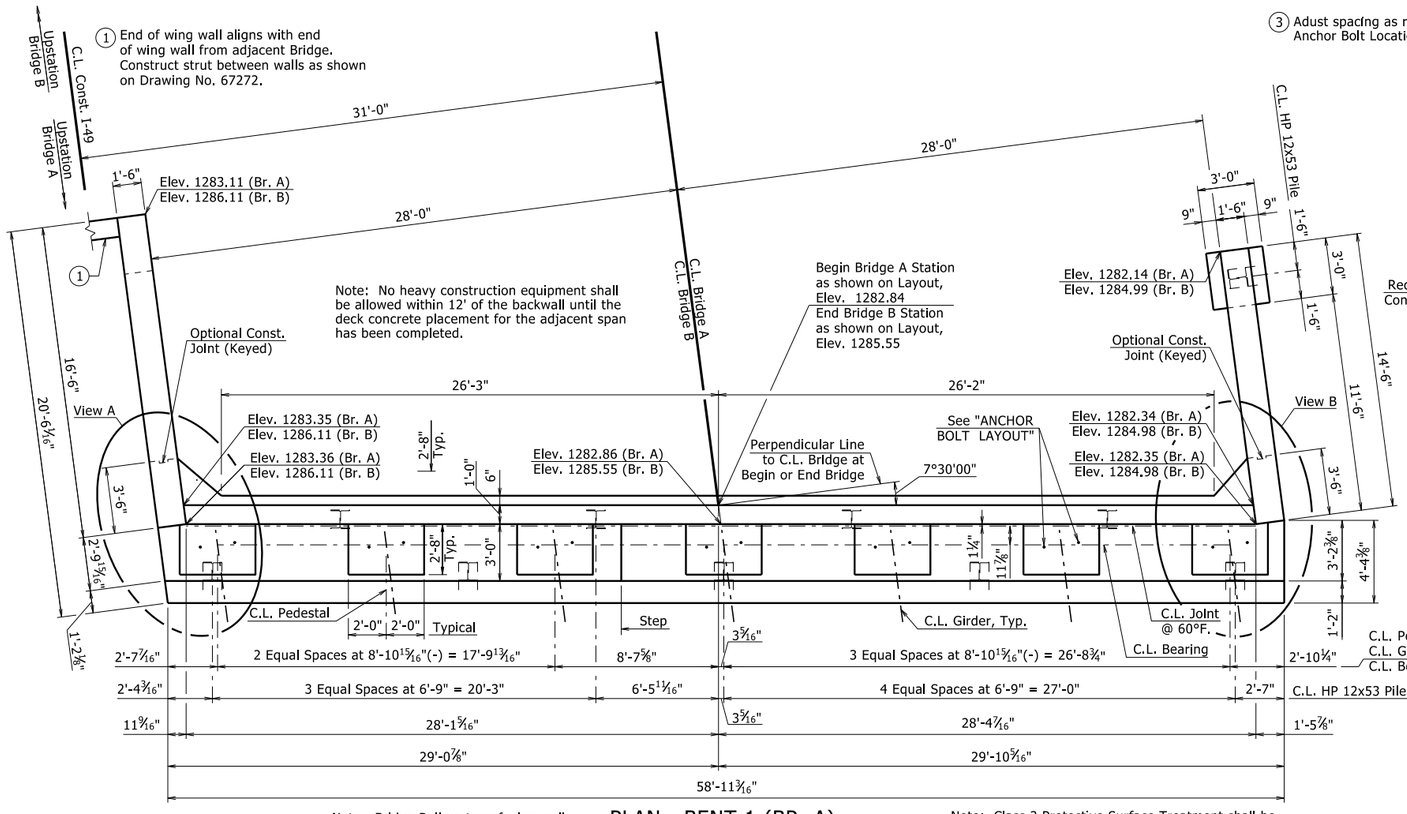
PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	472	832
		A7667 B7667		- END BENTS -		67268

(1) End of wing wall aligns with end of wing wall from adjacent Bridge. Construct strut between walls as shown on Drawing No. 67272.

(2) For Placement of Backwall and Optional Const. Joint, see "Expansion Device Installation at End Bents" on Std. 55008. For additional expansion joint details, see Dwg. No. 67286 and 67287

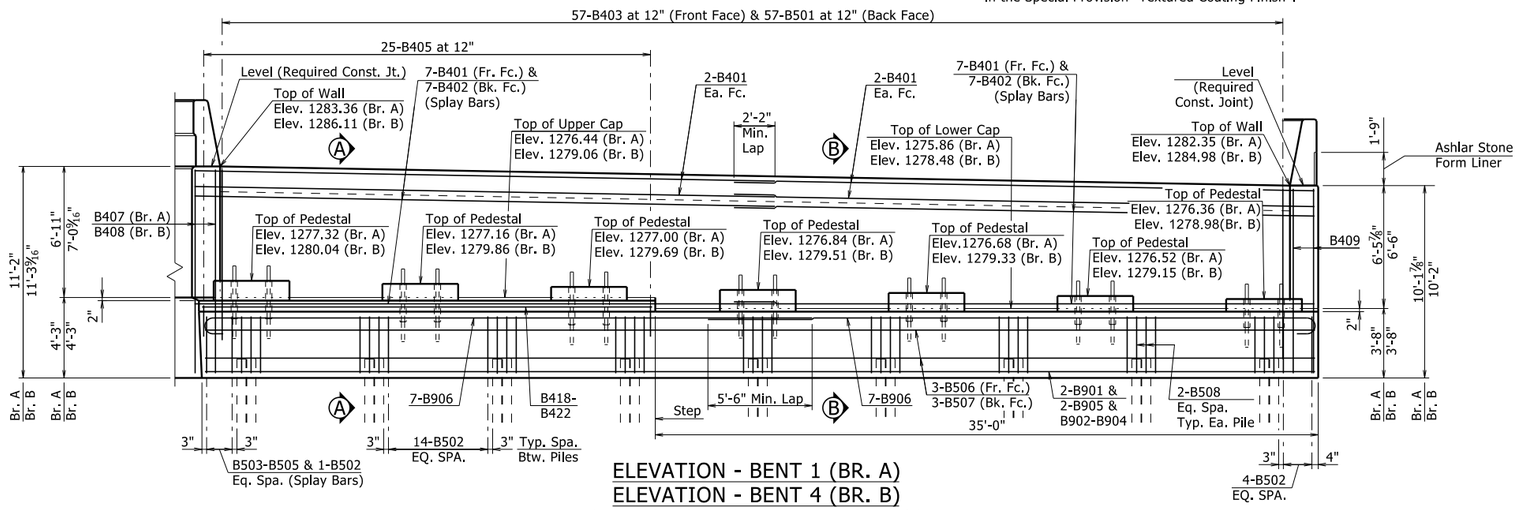
(3) Adust spacing as required at Anchor Bolt Locations.



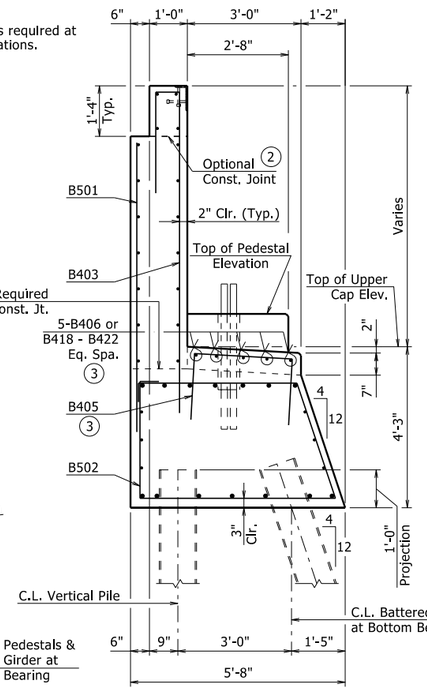
Note: Bridge Rail on top of wing wall not shown for clarity. For Details, see Dwg. 67270.

PLAN - BENT 1 (BR. A)
PLAN - BENT 4 (BR. B)
¼" = 1'-0"

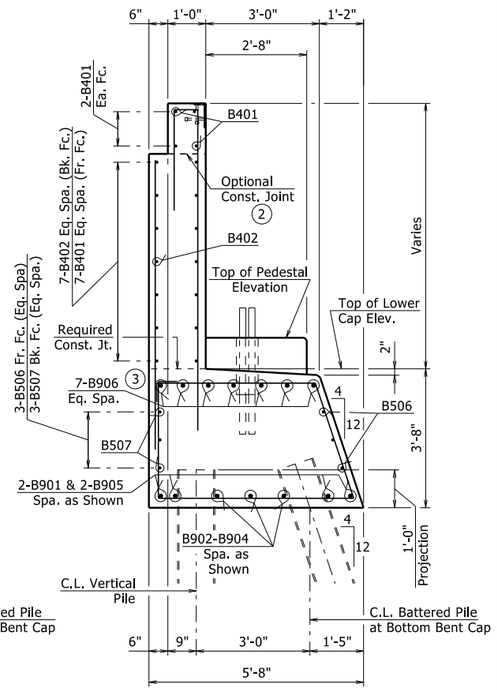
Note: Class 2 Protective Surface Treatment shall be applied to the top of the backwall and to the roadway face and top of the wing rails. Class 3 Textured Coating Finish shall be applied to all areas as specified in the Special Provision "Textured Coating Finish".



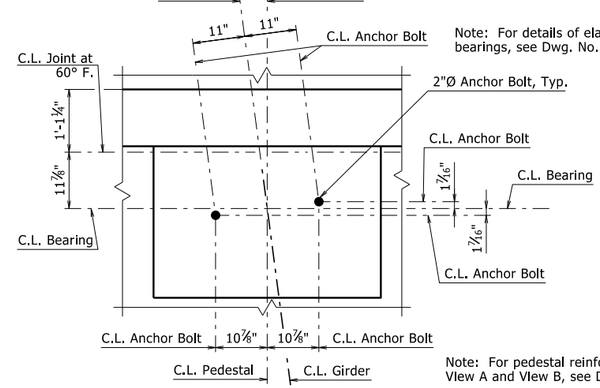
ELEVATION - BENT 1 (BR. A)
ELEVATION - BENT 4 (BR. B)
(Looking Back Bridge "A"; Looking Ahead Bridge "B")
¼" = 1'-0"



SECTION A-A
½" = 1'=0"



SECTION B-B
½" = 1'=0"



Note: For details of elastomeric bearings, see Dwg. No. 67243.

Note: For pedestal reinforcement and View A and View B, see Dwg. No. 67269.

Note: For bar bends and bar IIst, see Dwg. No. 67271.

ANCHOR BOLT LAYOUT
¾" = 1'-0"

STATE OF ARKANSAS
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4/1/24
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SHEET 1 OF 5
DETAILS OF END BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	CNL	DATE: 05/27/2023	FILENAME: b040846x2_b1.dgn
CHECKED BY:	JSQ	DATE: 01/18/2024	SCALE: As Noted
DESIGNED BY:	CNL	DATE: 05/27/2023	

BRIDGE NO. A7667 B7667 DRAWING NO. 67268

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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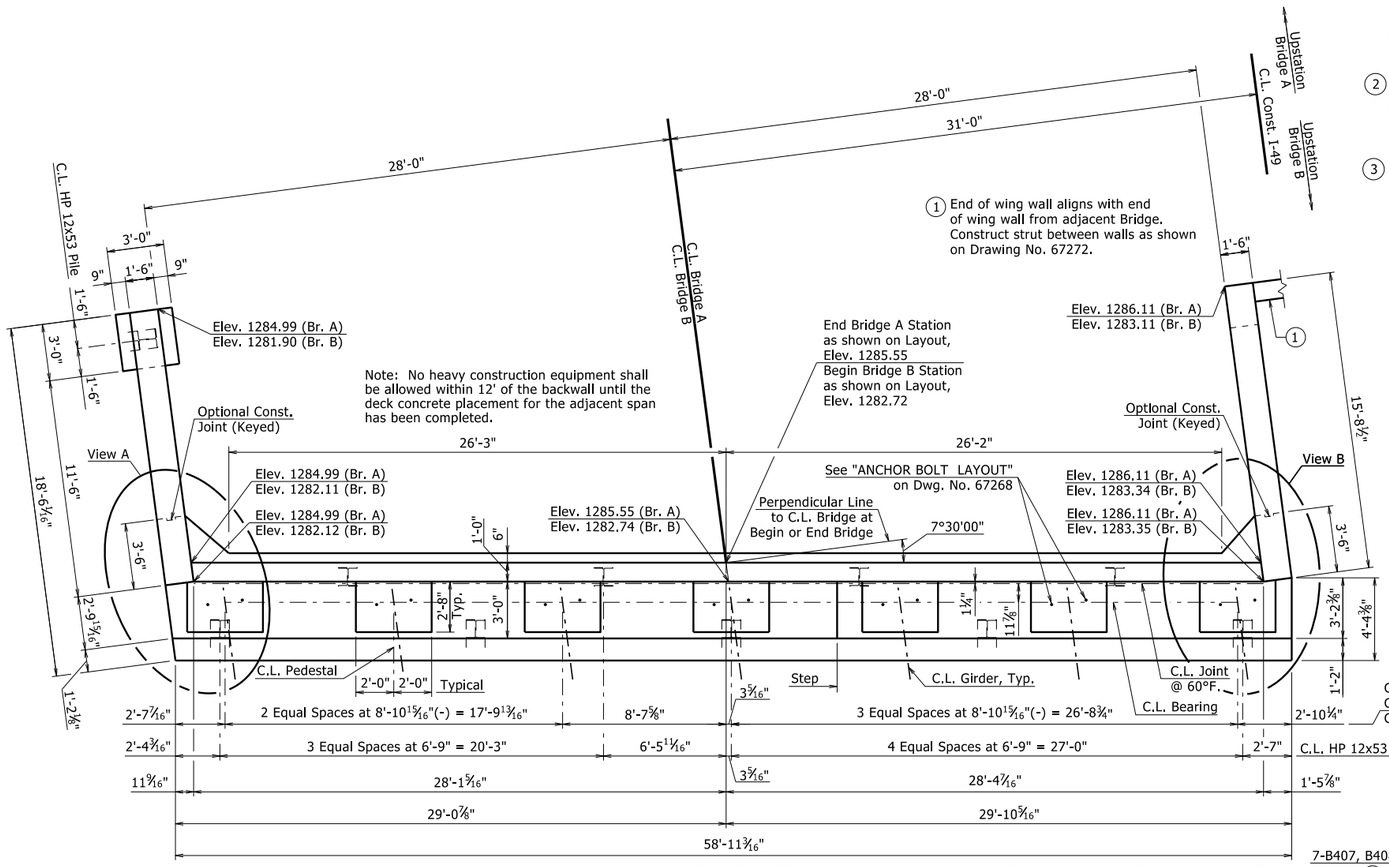
		A7667 B7667		- END BENTS -		67269

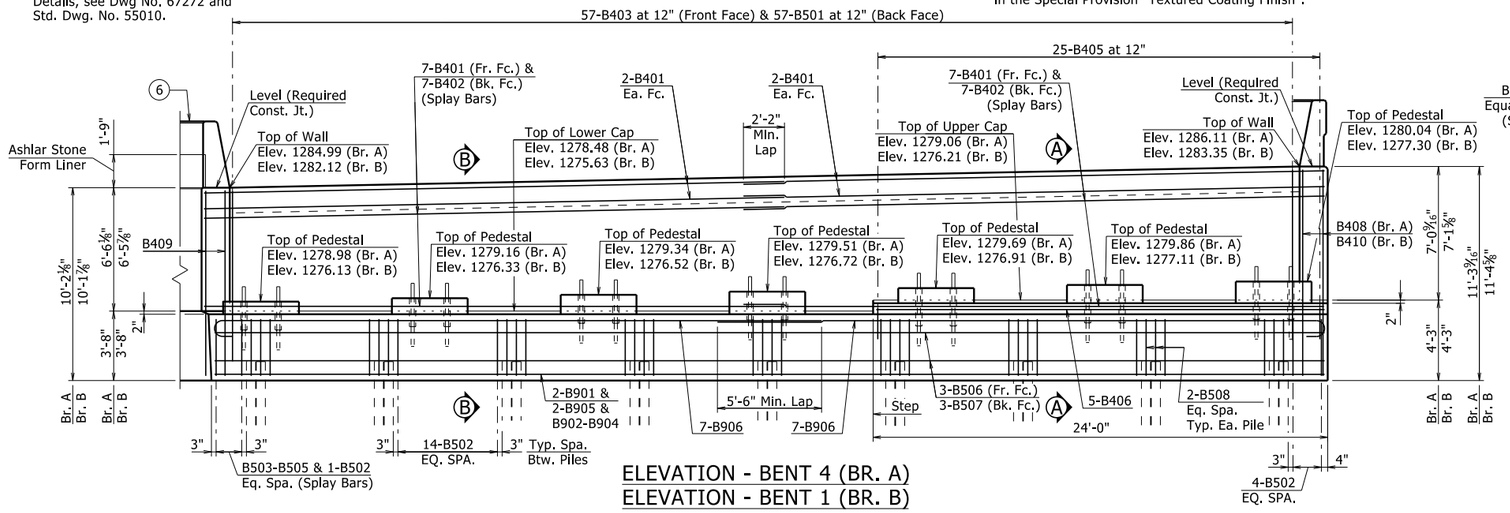


PLAN - BENT 4 (BR. A)
PLAN - BENT 1 (BR. B)
¼" = 1'-0"

6 Bridge Name Plate (Type D) shall be placed on roadway face of this wing rail for Bridge A and Bridge B. For additional Details, see Dwg No. 67272 and Std. Dwg. No. 55010.

Note: Bridge Rail on top of wing wall not shown for clarity. For Details, see Dwg. 67270.

Note: Class 2 Protective Surface Treatment shall be applied to the top of the backwall and to the roadway face and top of the wing rails. Class 3 Textured Coating Finish shall be applied to all areas as specified in the Special Provision "Textured Coating Finish".

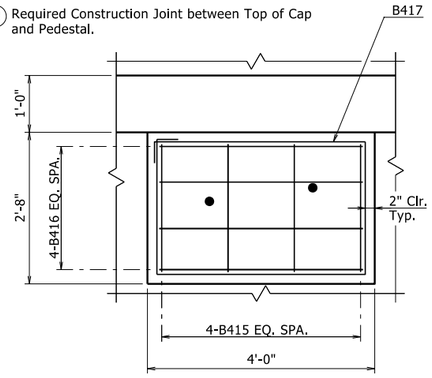


ELEVATION - BENT 4 (BR. A)
ELEVATION - BENT 1 (BR. B)
(Looking Ahead Bridge "A"; Looking Back Bridge "B")
¼" = 1'-0"

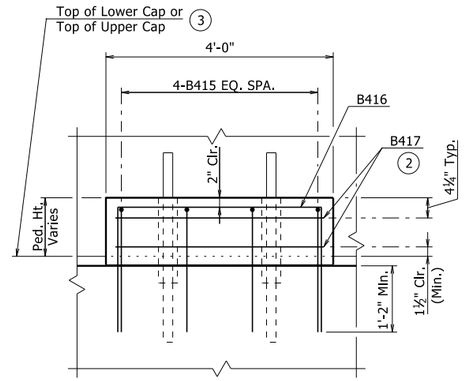
Note: Adjust location of pedestal reinforcement at anchor bolt locations as required.

2 Place 2-B417 for pedestal heights greater than or equal to 9 inches. Place 1-B417 for pedestal heights less than 9 inches. Pedestal height is measured from top of pedestal to top of lower or upper cap elevation.

3 Required Construction Joint between Top of Cap and Pedestal.



PLAN

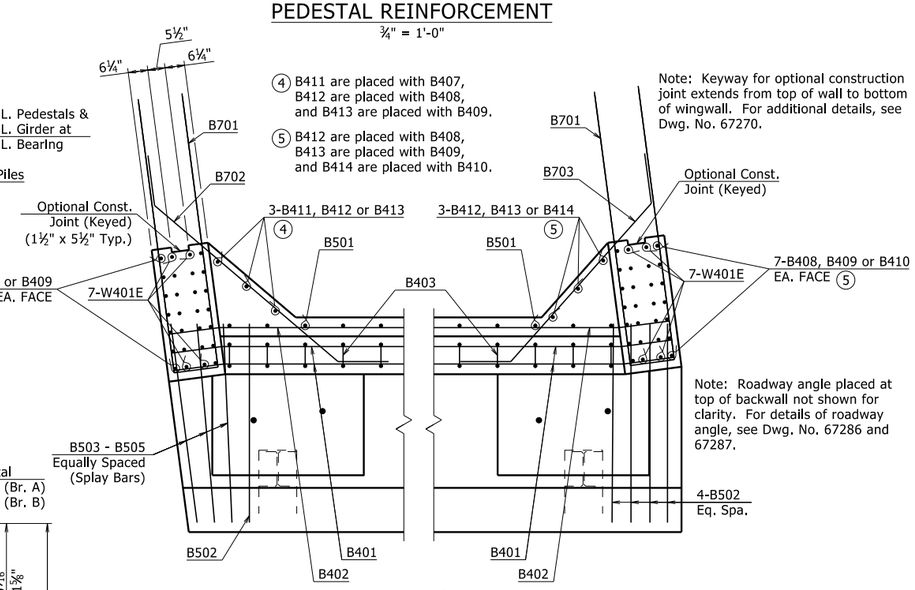


ELEVATION

PEDESTAL REINFORCEMENT
¾" = 1'-0"

4 B411 are placed with B407, B412 are placed with B408, and B413 are placed with B409.

5 B412 are placed with B408, B413 are placed with B409, and B414 are placed with B410.



VIEW A & B
½" = 1'-0"

Note: Keyway for optional construction joint extends from top of wall to bottom of wingwall. For additional details, see Dwg. No. 67270.

Note: Roadway angle placed at top of backwall not shown for clarity. For details of roadway angle, see Dwg. No. 67286 and 67287.

Note: For Section A-A and B-B, see Dwg. No. 67268.

Note: For bar bends and bar list, see Dwg. No. 67271.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
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SHEET 2 OF 5
DETAILS OF END BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/27/2023
CHECKED BY: JSQ DATE: 01/18/2024
DESIGNED BY: CNL DATE: 05/27/2023
FILENAME: b040846x2_b2.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67269

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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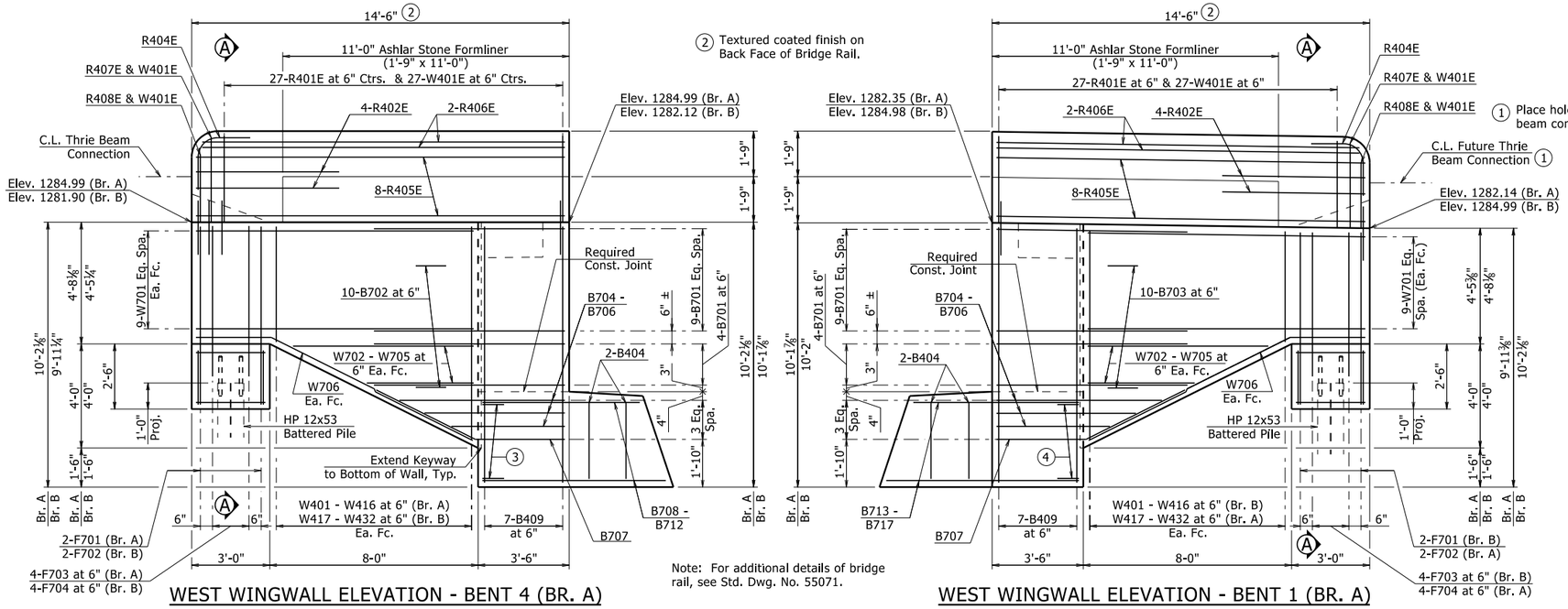
		A7667 B7667 - END BENTS -				67270



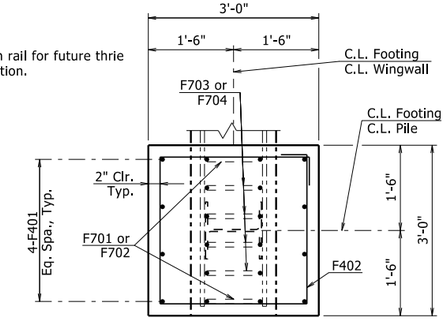
(2) Textured coated finish on Back Face of Bridge Rail.

Note: For additional details of bridge rail, see Std. Dwg. No. 55071.

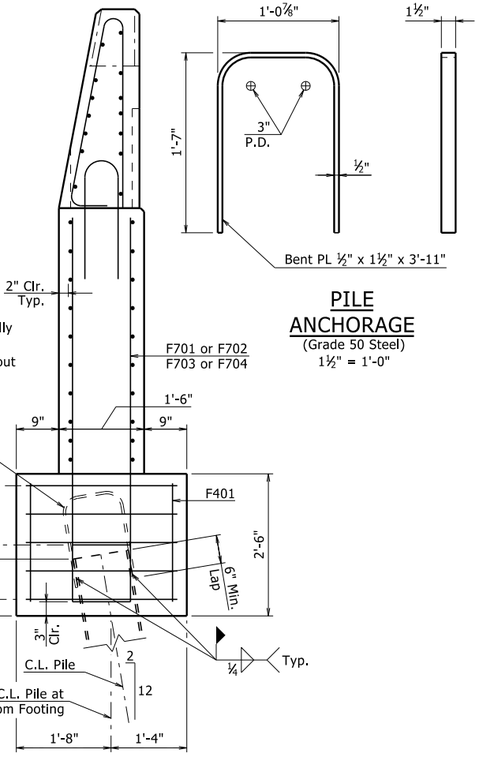
(3) 5-B509 Equally Spaced. Diagonal Leg of B509 bar aligns with diagonal leg of B702 bar.

(4) 5-B510 Equally Spaced. Diagonal Leg of B510 bar aligns with diagonal leg of B703 bar.

(1) Place holes in rail for future thrie beam connection.



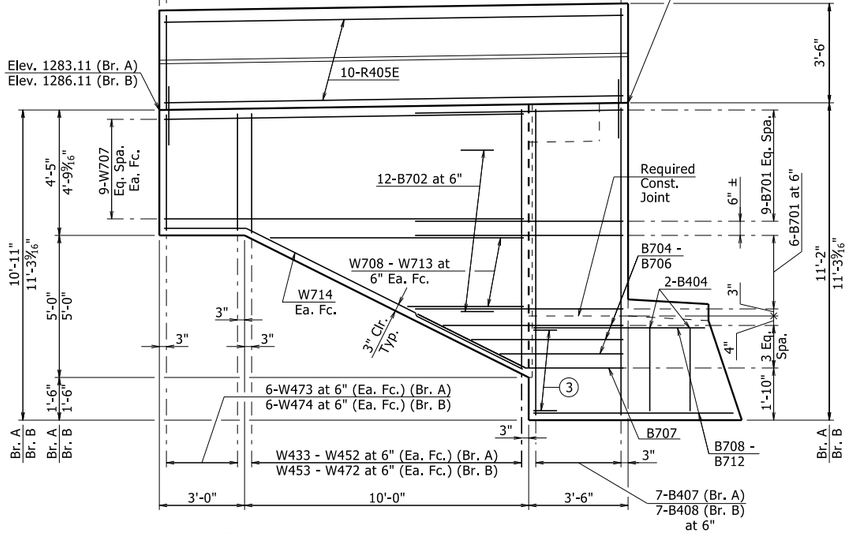
PLAN - PILE FOOTING
¾" = 1'-0"



PILE ANCHORAGE
(Grade 50 Steel)
1½" = 1'-0"

Note: 2 pile anchors, equally spaced with ½" min. edge distance and symmetric about C.L. Pile.

SECTION A-A
Looking Upstation - Br. B
Looking Downstation - Br. A
¾" = 1'-0"



WINGWALL ELEVATION
⅜" = 1'-0"

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SHEET 3 OF 5
DETAILS OF END BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: CNL DATE: 05/30/2023
FILENAME: b040846x2_b3.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67270

PRINT DATE: 3/28/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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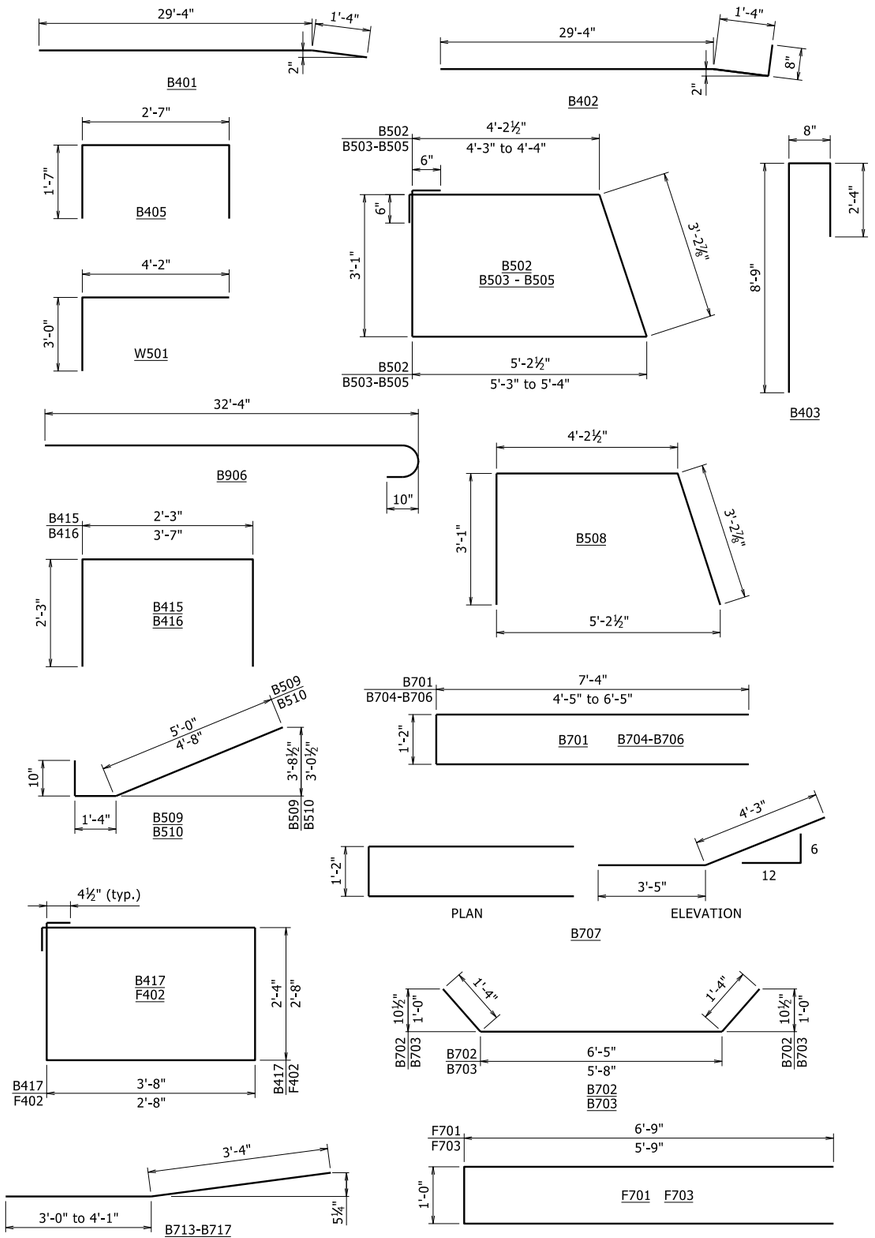
		A7667 B7667		- END BENTS -		67271



BENDING DIAGRAMS

(Bar Bend Dimensions are Out to Out)

END BENT BAR LISTS - BRIDGE A & BRIDGE B

Bridge A - Bent 1 Bar List			
Mark	No.	Length	Pin Dia.
B401	22	30'-8"	3"
B402	14	31'-2¾"	3"
B403	57	11'-6½"	3"
B404	4	3'-0"	Str.
B405	25	5'-7"	2"
B407	14	10'-9"	Str.
B409	14	9'-9"	Str.
B411	3	9'-5"	Str.
B413	3	8'-5"	Str.
B415	28	6'-7"	2"
B416	28	7'-11"	2"
B417	11	12'-4"	2"
B418 - B422	1 Ea.	23'-9" - 24'-1"	Str.
B501	57	7'-11"	Str.
B502	117	16'-3"	2½"
B503 - B505	1 Ea.	16'-4" - 16'-6"	2½"
B506	3	58'-7"	Str.
B507	3	59'-2"	Str.
B508	18	10'-4"	2½"
B509	5	7'-0½"	3¾"
B510	5	6'-8½"	3¾"
B701	28	15'-5½"	5¼"
B702	12	9'-1"	5¼"
B703	10	8'-4"	5¼"
B704 - B706	2 Ea.	9'-7½" - 13'-7½"	5¼"
B707	2	16'-1½"	5¼"
B708 - B712	1 Ea.	6'-0" - 7'-0"	Str.
B713 - B717	1 Ea.	6'-4" - 7'-5"	5¼"
B901	2	59'-2"	Str.
B902 - B904	1 Ea.	58'-10" - 59'-1"	Str.
B905	2	58'-7"	Str.
B906	14	33'-7"	9"
F401	8	2'-1"	Str.
F402	5	11'-0"	2"
F702	2	13'-7½"	5¼"
F704	4	11'-7½"	5¼"
(1) R401E	60	7'-6"	3"
(1) R402E	4	5'-6"	Str.
(1) R404E	1	3'-8"	8½"
(1) R405E	8	14'-2"	Str.
(1) R405E	10	16'-2"	Str.
(1) R406E	2	13'-11"	Str.
(1) R407E	1	6'-8"	3"
(1) R408E	1	5'-1"	3"
(1) W401E	62	4'-7"	6"
W417 - W432	2 Ea.	4'-2" - 8'-0"	Str.
W433 - W452	2 Ea.	4'-1" - 9'-0"	Str.
W473	12	4'-0"	Str.
W475	6	4'-2"	Str.
W496	8	2'-7"	Str.
W501	6	7'-0½"	3¾"
W701	18	10'-8"	Str.
W702 - W705	2 Ea.	4'-1" - 7'-1"	Str.
W706	2	11'-6"	5¼"
W707	18	12'-8"	Str.
W708 - W713	2 Ea.	4'-1" - 9'-1"	Str.
W714	2	13'-9"	5¼"

Bridge A - Bent 4 Bar List			
Mark	No.	Length	Pin Dia.
B401	22	30'-8"	3"
B402	14	31'-2¾"	3"
B403	57	11'-6½"	3"
B404	4	3'-0"	Str.
B405	25	5'-7"	2"
B406	5	23'-8"	Str.
B408	14	10'-10"	Str.
B409	14	9'-9"	Str.
B412	3	9'-6"	Str.
B413	3	8'-5"	Str.
B415	28	6'-7"	2"
B416	28	7'-11"	2"
B417	11	12'-4"	2"
B501	57	7'-11"	Str.
B502	117	16'-3"	2½"
B503 - B505	1 Ea.	16'-4" To 16'-6"	2½"
B506	3	58'-7"	Str.
B507	3	59'-2"	Str.
B508	18	10'-4"	2½"
B509	5	7'-0½"	3¾"
B510	5	6'-8½"	3¾"
B701	28	15'-5½"	5¼"
B702	10	9'-1"	5¼"
B703	12	8'-4"	5¼"
B704 - B706	2 Ea.	9'-7½" - 13'-7½"	5¼"
B707	2	16'-1½"	5¼"
B708 - B712	1 Ea.	6'-0" To 7'-0"	Str.
B713 - B717	1 Ea.	6'-4" To 7'-5"	5¼"
B901	2	59'-2"	Str.
B902 - B904	1 Ea.	58'-10" To 59'-1"	Str.
B905	2	58'-7"	Str.
B906	14	33'-7"	9"
F401	8	2'-1"	Str.
F402	5	11'-0"	2"
F701	2	14'-1½"	5¼"
F703	4	12'-1½"	5¼"
(1) R401E	59	7'-6"	3"
(1) R402E	4	5'-6"	Str.
(1) R404E	1	3'-8"	8½"
(1) R405E	8	14'-2"	Str.
(1) R405E	10	15'-4"	Str.
(1) R406E	2	13'-11"	Str.
(1) R407E	1	6'-8"	3"
(1) R408E	1	5'-1"	3"
W401 - W416	2 Ea.	4'-4" To 8'-1"	Str.
(1) W401E	61	4'-7"	6"
W453 - W472	2 Ea.	4'-5" To 9'-2"	Str.
W474	10	4'-4"	Str.
W475	6	4'-2"	Str.
W496	8	2'-7"	Str.
W501	6	7'-0½"	3¾"
W701	18	10'-8"	Str.
W702 - W705	2 Ea.	4'-1" To 7'-1"	Str.
W706	2	11'-6"	5¼"
W708 - W713	2 Ea.	4'-1" To 9'-1"	Str.
W715	18	11'-10"	Str.
W716	2	12'-11"	5¼"

Bridge B - Bent 1 Bar List			
Mark	No.	Length	Pin Dia.
B401	22	30'-8"	3"
B402	14	31'-2¾"	3"
B403	57	11'-6½"	3"
B404	4	3'-0"	Str.
B405	25	5'-7"	2"
B406	5	23'-8"	Str.
B409	14	9'-9"	Str.
B410	14	10'-11"	Str.
B413	3	8'-5"	Str.
B414	3	9'-7"	Str.
B415	28	6'-7"	2"
B416	28	7'-11"	2"
B417	11	12'-4"	2"
B501	57	7'-11"	Str.
B502	117	16'-3"	2½"
B503 - B505	1 Ea.	16'-4" To 16'-6"	2½"
B506	3	58'-7"	Str.
B507	3	59'-2"	Str.
B508	18	10'-4"	2½"
B509	5	7'-0½"	3¾"
B510	5	6'-8½"	3¾"
B701	28	15'-5½"	5¼"
B702	10	9'-1"	5¼"
B703	12	8'-4"	5¼"
B704 - B706	2 Ea.	9'-7½" - 13'-7½"	5¼"
B707	2	16'-1½"	5¼"
B708 - B712	1 Ea.	6'-0" To 7'-0"	Str.
B713 - B717	1 Ea.	6'-4" To 7'-5"	5¼"
B901	2	59'-2"	Str.
B902 - B904	1 Ea.	58'-10" To 59'-1"	Str.
B905	2	58'-7"	Str.
B906	14	33'-7"	9"
F401	8	2'-1"	Str.
F402	5	11'-0"	2"
F702	2	13'-7½"	5¼"
F704	4	11'-7½"	5¼"
(1) R401E	59	7'-6"	3"
(1) R402E	4	5'-6"	Str.
(1) R404E	1	3'-8"	8½"
(1) R405E	8	14'-2"	Str.
(1) R405E	10	15'-4"	Str.
(1) R406E	2	13'-11"	Str.
(1) R407E	1	6'-8"	3"
(1) R408E	1	5'-1"	3"
(1) W401E	61	4'-7"	6"
W417 - W432	2 Ea.	4'-2" To 8'-0"	Str.
W475	10	4'-2"	Str.
W476 - W495	2 Ea.	4'-4" To 9'-3"	Str.
W701	18	10'-8"	Str.
W702 - W705	2 Ea.	4'-1" To 7'-1"	Str.
W706	2	11'-6"	5¼"
W708 - W713	2 Ea.	4'-1" To 9'-1"	Str.
W715	18	11'-10"	Str.
W716	2	12'-11"	5¼"

Bridge B - Bent 4 Bar List			
Mark	No.	Length	Pin Dia.
B401	22	30'-8"	3"
B402	14	31'-2¾"	3"
B403	57	11'-6½"	3"
B404	4	3'-0"	Str.
B405	25	5'-7"	2"
B408	14	10'-10"	Str.
B409	14	9'-9"	Str.
B412	3	9'-6"	Str.
B413	3	8'-5"	Str.
B415	28	6'-7"	2"
B416	28	7'-11"	2"
B417	11	12'-4"	2"
B418 - B422	1 Ea.	23'-9" To 24'-1"	Str.
B501	57	7'-11"	Str.
B502	117	16'-3"	2½"
B503 - B505	1 Ea.	16'-4" To 16'-6"	2½"
B506	3	58'-7"	Str.
B507	3	59'-2"	Str.
B508	18	10'-4"	2½"
B509	5	7'-0½"	3¾"
B510	5	6'-8½"	3¾"
B701	28	15'-5½"	5¼"
B702	12	9'-1"	5¼"
B703	10	8'-4"	5¼"
B704 - B706	2 Ea.	9'-7½" - 13'-7½"	5¼"
B707	2	16'-1½"	5¼"
B708 - B712	1 Ea.	6'-0" To 7'-0"	Str.
B713 - B717	1 Ea.	6'-4" To 7'-5"	5¼"
B901	2	59'-2"	Str.
B902 - B904	1 Ea.	58'-10" To 59'-1"	Str.
B905	2	58'-7"	Str.
B906	14	33'-7"	9"
F401	8	2'-1"	Str.
F402	5	11'-0"	2"
F701	2	14'-1½"	5¼"
F703	4	12'-1½"	5¼"
(1) R401E	60	7'-6"	3"
(1) R402E	4	5'-6"	Str.
(1) R404E	1	3'-8"	8½"
(1) R405E	8	14'-2"	Str.
(1) R405E	10	16'-2"	Str.
(1) R406E	2	13'-11"	Str.
(1) R407E	1	6'-8"	3"
(1) R408E	1	5'-1"	3"
W401 - W416	2 Ea.	4'-4" To 8'-1"	Str.
(1) W401E	62	4'-7"	6"
W453 - W472	2 Ea.	4'-5" To 9'-2"	Str.
W474	12	4'-4"	Str.
W701	18	10'-8"	Str.
W702 - W705	2 Ea.	4'-1" To 7'-1"	Str.
W706	2	11'-6"	5¼"
W707	18	12'-8"	Str.
W708 - W713	2 Ea.	4'-1" To 9'-1"	Str.
W714	2	13'-9"	5¼"

(1) Reinforcement included in Bridge Rail. For additional bridge rail reinforcement details, see Std. Dwg. No. 55071.

Note: "E" Suffix for bark mark designates epoxy coated reinforcement.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF END BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

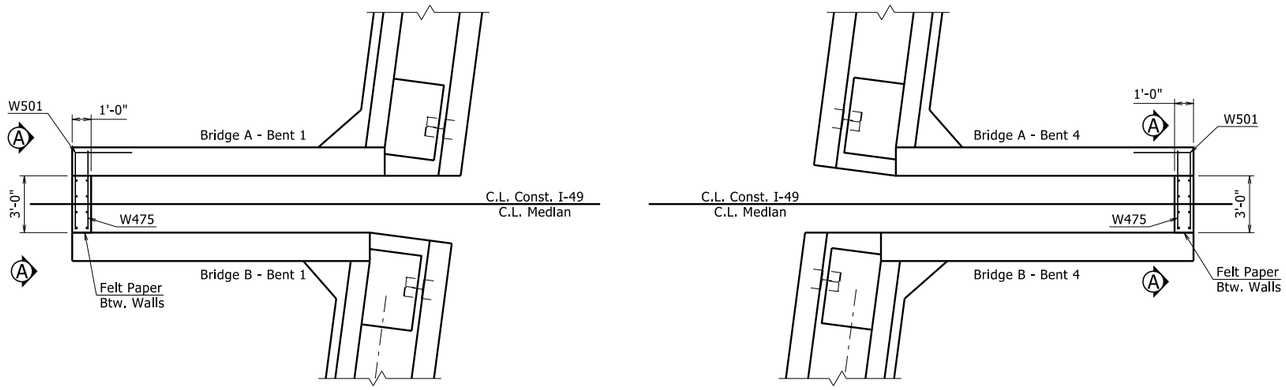
DRAWN BY: CNL DATE: 05/30/2023
CHECKED BY: JSQ DATE: 01/18/2024
DESIGNED BY: CNL DATE: 05/30/2023

FILENAME: b040846x2_b4.dgn
SCALE: As Noted

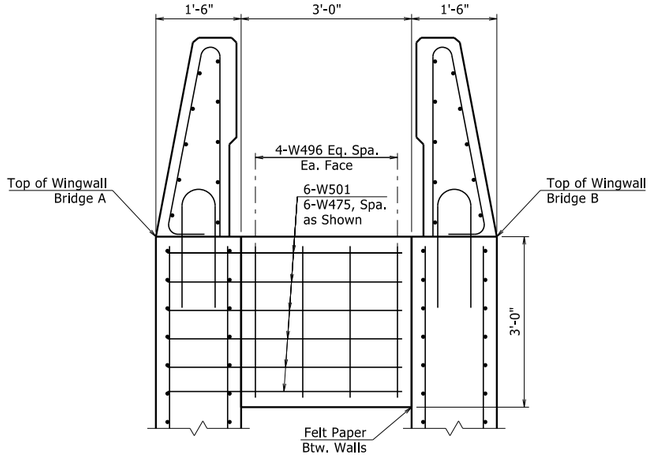
BRIDGE NO. A7667 B7667 DRAWING NO. 67271

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	476	832
		A7667 B7667 - END BENTS -				67272



PLAN - ADDITIONAL WINGWALL DETAILS

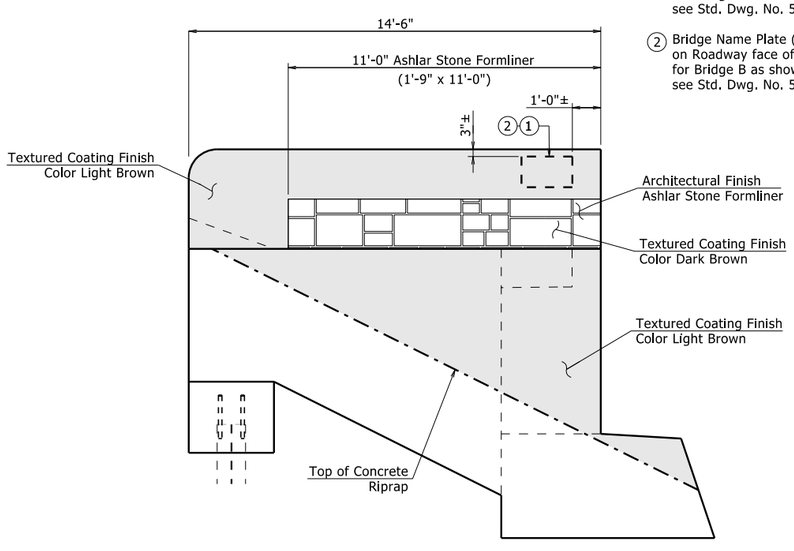


VIEW A-A

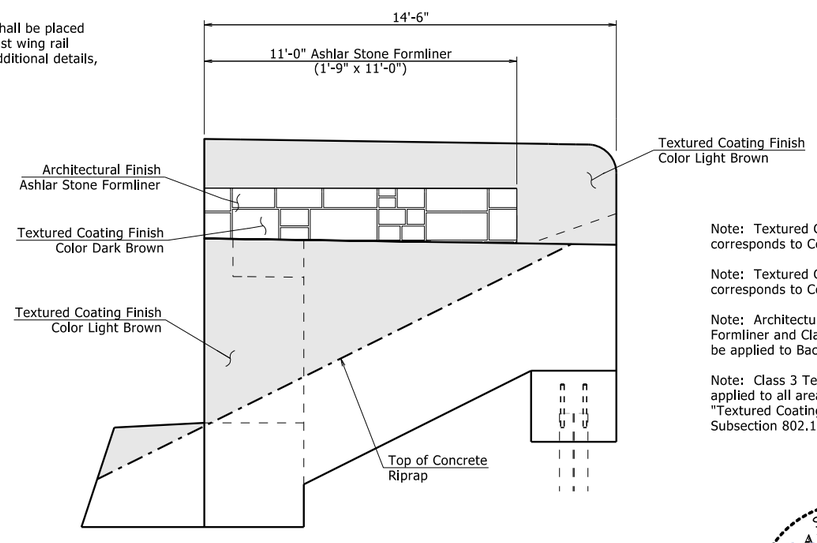
Note: Felt Paper shall be considered subsidiary to Class S Concrete. Additional payment for this item will not be made.

(1) Bridge Name Plate (Type D) shall be placed on Roadway face of Bent 4 West wing rail for Bridge A as shown. For additional details, see Std. Dwg. No. 55010.

(2) Bridge Name Plate (Type D) shall be placed on Roadway face of Bent 1 East wing rail for Bridge B as shown. For additional details, see Std. Dwg. No. 55010.



WEST WINGWALL ELEVATION - BENT 4 (BR. A)
EAST WINGWALL ELEVATION - BENT 1 (BR. B)



WEST WINGWALL ELEVATION - BENT 1 (BR. A)
EAST WINGWALL ELEVATION - BENT 4 (BR. B)

Note: Textured Coating Finish Color Dark Brown corresponds to Color Chip No. 30219.

Note: Textured Coating Finish Color Light Brown corresponds to Color Chip No. 33578.

Note: Architectural Finish, including Ashlar Stone Formliner and Class 3 Textured Coating Finish shall be applied to Back face of Bridge Rail.

Note: Class 3 Textured Coating Finish shall be applied to all areas as specified in Special Provision "Textured Coating Finish" and in accordance with Subsection 802.19(b)(3).

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS OF END BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

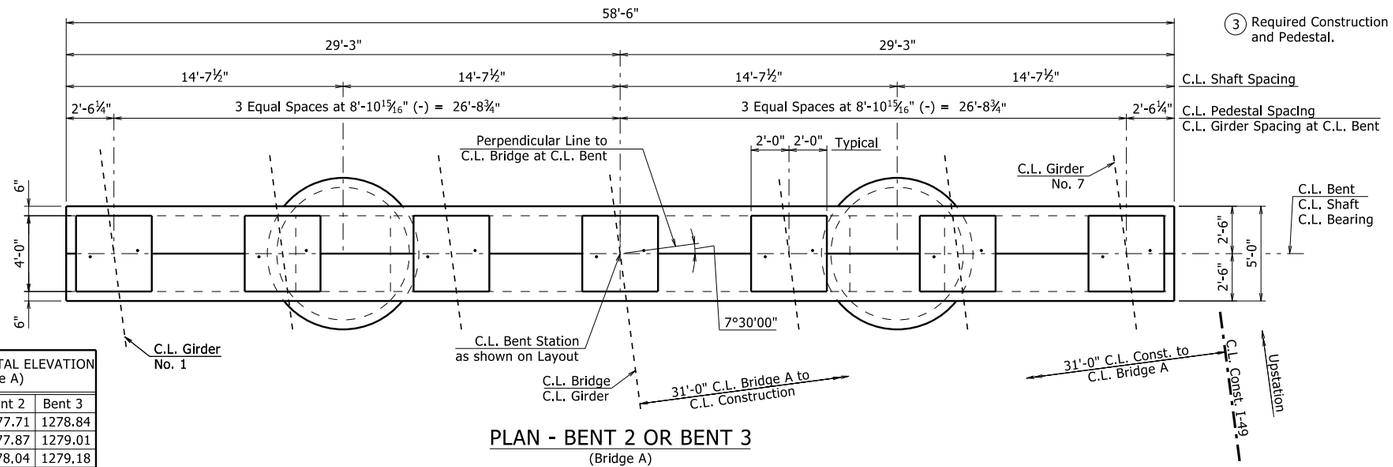
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LRJ DATE: 11/29/2023
CHECKED BY: CNL DATE: 01/18/2024
DESIGNED BY: CNL DATE: 05/30/2023
FILENAME: b040846x2_b5.dgn
SCALE: 3/8" = 1'-0"

BRIDGE NO. A7667 B7667 DRAWING NO. 67272

PRINT DATE: 3/28/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	477	832
		A7667 B7667		- INT. BENTS -		67273



PLAN - BENT 2 OR BENT 3

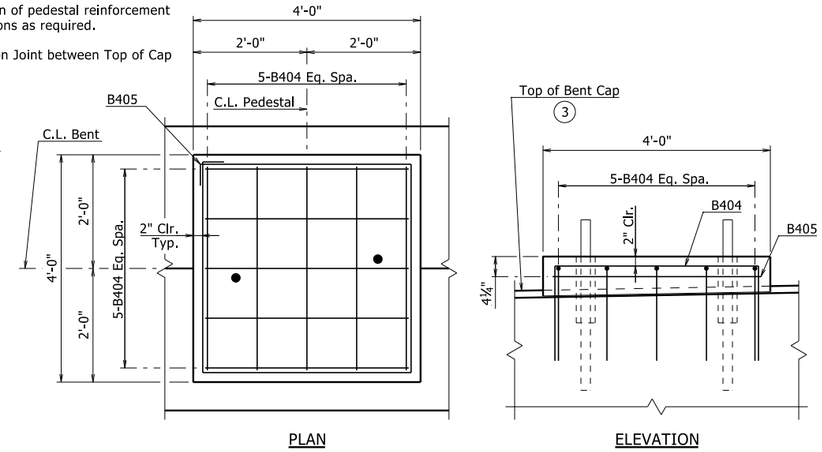
(Bridge A)

¼" = 1'-0"

TOP OF PEDESTAL ELEVATION (Bridge A)		
Pedestal	Bent 2	Bent 3
"A"	1277.71	1278.84
"B"	1277.87	1279.01
"C"	1278.04	1279.18
"D"	1278.20	1279.35
"E"	1278.37	1279.52
"F"	1278.53	1279.69
"G"	1278.69	1279.87

Note: Adjust location of pedestal reinforcement at anchor bolt locations as required.

(3) Required Construction Joint between Top of Cap and Pedestal.



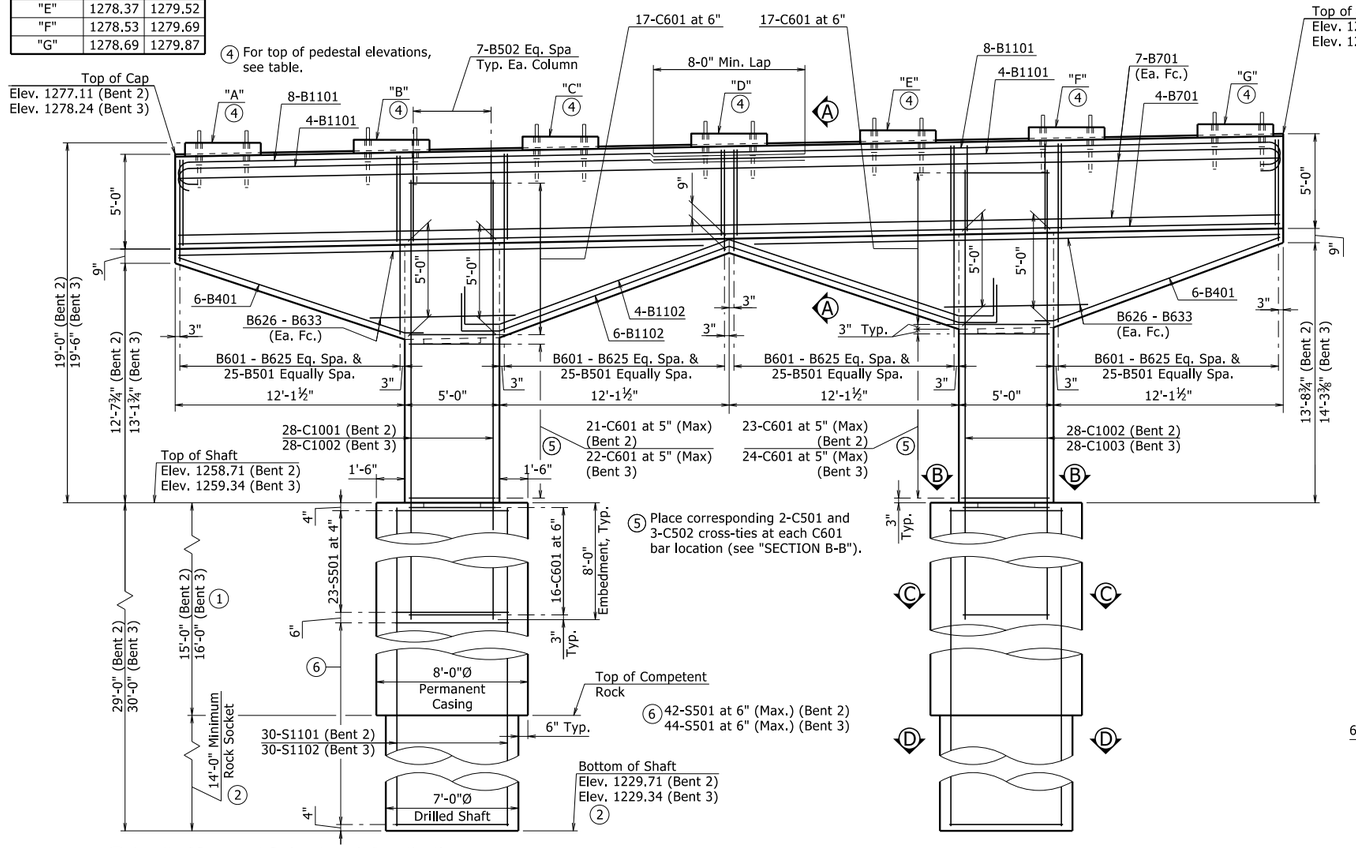
PLAN ELEVATION

PEDESTAL REINFORCEMENT

(Bridge A & B)

¾" = 1'-0"

(4) For top of pedestal elevations, see table.



(5) Place corresponding 2-C501 and 3-C502 cross-ties at each C601 bar location (see "SECTION B-B").

(6) 42-S501 at 6" (Max.) (Bent 2)
44-S501 at 6" (Max.) (Bent 3)

(1) Length of Permanent Casing shown is for estimating purposes only. Actual lengths are to be determined in the field. For additional information, See Special Provision "Drilled Shaft Foundations". Permanent Casing shall not extend below top of Competent Rock without approval from the Engineer.

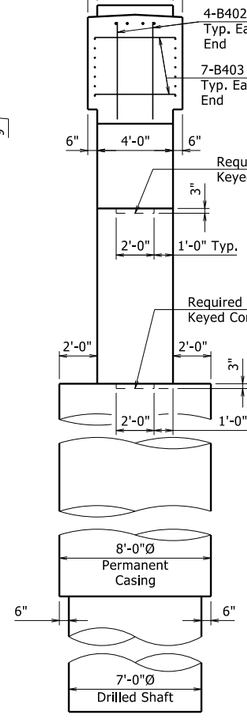
ELEVATION - BENT 2 OR BENT 3

(Bridge A - Looking Ahead)

¼" = 1'-0"

(2) Drilled Shaft shall be installed the specified minimum distance into rock but in no case shall be higher than the bottom of drilled shaft elevation shown in the plans.

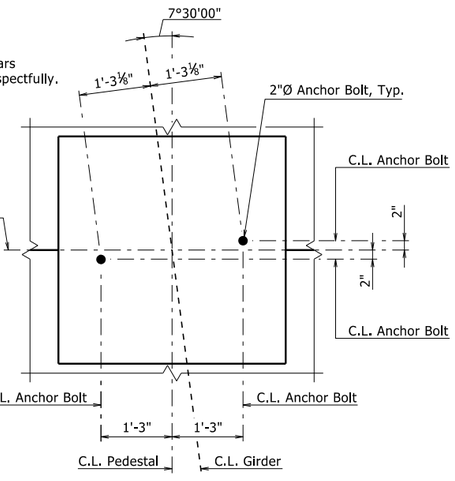
Note: Place B402 and B403 bars with B1101 and B701 bars, respectfully.



END VIEW

(Bridge A)

¼" = 1'-0"



PLAN - ANCHOR BOLT LAYOUT

(Bridge A & B)

¾" = 1'-0"

Note: For Section A-A and B-B, see Dwg. No. 67274.

Note: For Bar Bends and Bar Lists, and Section C-C and D-D, see Dwg. No. 67275.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 1 OF 4
DETAILS OF INTERMEDIATE BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

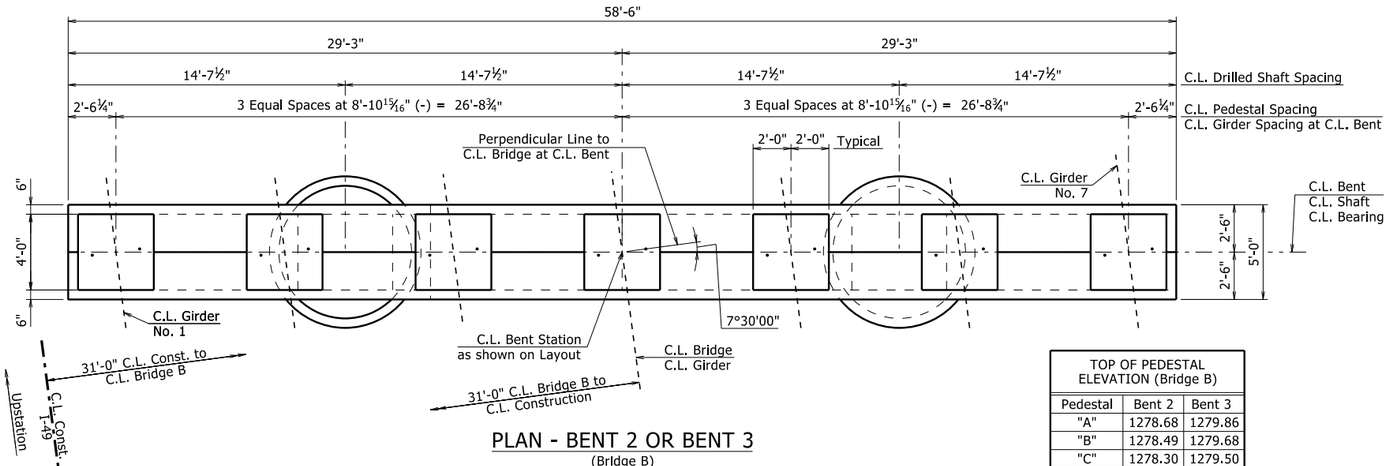
DRAWN BY: CNL DATE: 05/31/2023
CHECKED BY: JSQ DATE: 01/18/2024
DESIGNED BY: CNL DATE: 05/31/2023

FILENAME: b040846x2_b6.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67273

PRINT DATE: 3/26/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	478	832
		A7667 B7667		- INT. BENTS -		67274

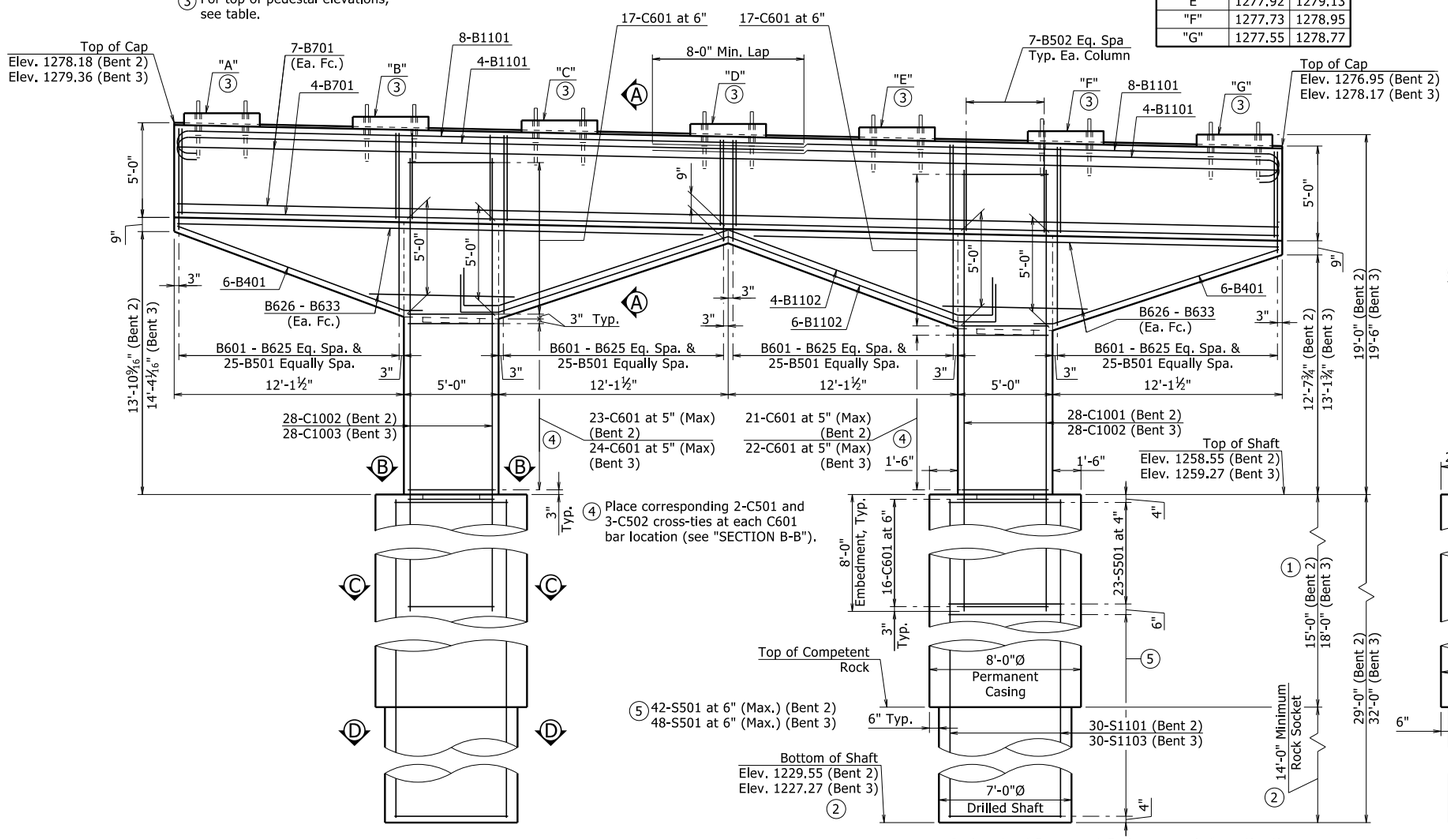


PLAN - BENT 2 OR BENT 3

(Bridge B)
¼" = 1'-0"

TOP OF PEDESTAL ELEVATION (Bridge B)		
Pedestal	Bent 2	Bent 3
"A"	1278.68	1279.86
"B"	1278.49	1279.68
"C"	1278.30	1279.50
"D"	1278.11	1279.31
"E"	1277.92	1279.13
"F"	1277.73	1278.95
"G"	1277.55	1278.77

③ For top of pedestal elevations, see table.



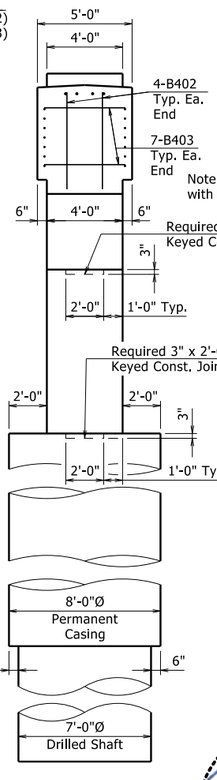
④ Place corresponding 2-C501 and 3-C502 cross-ties at each C601 bar location (see "SECTION B-B").

ELEVATION - BENT 2 OR BENT 3

(Bridge B - Looking Ahead)
¼" = 1'-0"

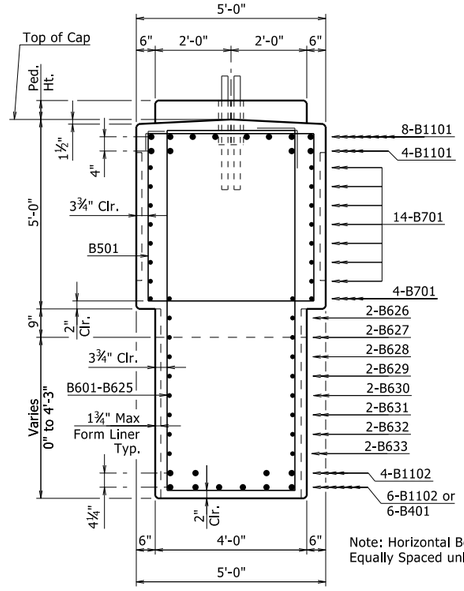
① Length of Permanent Casing shown is for estimating purposes only. Actual lengths are to be determined in the field. For additional information, See Special Provision "Drilled Shaft Foundations". Permanent Casing shall not extend below top of Competent Rock without approval from the Engineer.

② Drilled Shaft shall be installed the specified minimum distance into rock but in no case shall be higher than the bottom of drilled shaft elevation shown in the plans.



END VIEW

(Bridge B)
¼" = 1'-0"

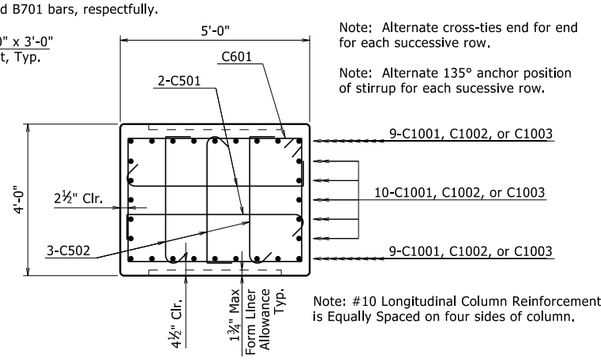


Note: Horizontal Bent Cap Reinforcement is Equally Spaced unless otherwise shown.

SECTION A-A
TYPICAL SECTION THRU BENT CAP

(Bridge A & B)
½" = 1'-0"

Note: Place B402 and B403 bars with B1101 and B701 bars, respectfully.



Note: Alternate cross-ties end for end for each successive row.

Note: Alternate 135° anchor position of stirrup for each sucessive row.

Note: #10 Longitudinal Column Reinforcement is Equally Spaced on four sides of column.

SECTION B-B
TYPICAL SECTION THRU COLUMN

(Bridge A & B)
½" = 1'-0"

Note: For Details of Anchor Bolt Layout, and Pedestal Reinforcement, see Dwg. No. 67273.

Note: For Bar Bends and Bar Lists, and Section C-C and D-D, see Dwg. No. 67275.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 2 OF 4
DETAILS OF INTERMEDIATE BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/31/2023
CHECKED BY: JSQ DATE: 01/18/2024
DESIGNED BY: CNL DATE: 05/31/2023
FILENAME: b040846x2_b7.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67274

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	479	832
		A7667 B7667 - INT. BENTS -				67275

INTERMEDIATE BENT BAR LISTS - BRIDGE A & BRIDGE B

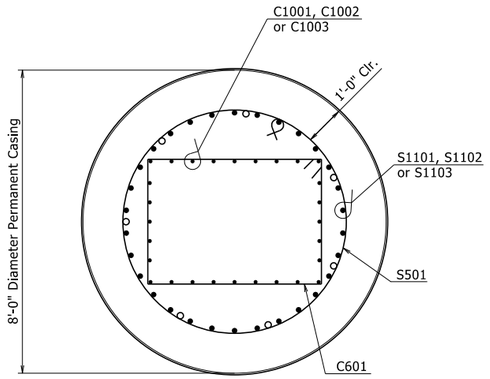
	① Bridge A & B- Bent 2 Bar List			
	Mark	No.	Length	Pin Dia.
	B401	12	13'-9"	3"
	B402	8	7'-4"	2"
	B403	14	6'-5"	2"
	B404	70	6'-9"	2"
	B405	7	15'-0"	2"
	B501	100	18'-3¾"	2½"
	B502	14	13'-2¾"	2½"
	B601 -B625	4 EA.	18-7" To 26'-9"	4½"
	B626	4	28'-4"	Str.
	B627	4	26'-2"	Str.
	B628	4	23'-3"	Str.
	B629	4	20'-4"	Str.
	B630	4	17'-5"	Str.
	B631	4	14'-6"	Str.
	B632	4	11'-7"	Str.
	B633	4	8'-8"	Str.
	B701	18	58'-2"	Str.
	B1101	24	34'-8"	11¼"
	B1102	10	33'-1½"	11¼"
	C501	88	5'-9¾"	3¾"
	C502	132	4'-5¾"	3¾"
	C601	110	16'-6"	4½"
	C1001	28	25'-0"	Str.
	C1002	28	25'-7"	Str.
②	S501	130	20'-3"	3¾"
②	S1101	60	28'-6"	Str.

Bridge A - Bent 3 Bar List			
Mark	No.	Length	Pin Dia.
B401	12	13'-9"	3"
B402	8	7'-4"	2"
B403	14	6'-5"	2"
B404	70	6'-9"	2"
B405	7	15'-0"	2"
B501	100	18'-3¾"	2½"
B502	14	13'-2¾"	2½"
B601 -B625	4 EA.	18-7" To 26'-9"	4½"
B626	4	28'-4"	Str.
B627	4	26'-2"	Str.
B628	4	23'-3"	Str.
B629	4	20'-4"	Str.
B630	4	17'-5"	Str.
B631	4	14'-6"	Str.
B632	4	11'-7"	Str.
B633	4	8'-8"	Str.
B701	18	58'-2"	Str.
B1101	24	34'-8"	11¼"
B1102	10	33'-1½"	11¼"
C501	92	5'-9¾"	3¾"
C502	138	4'-5¾"	3¾"
C601	112	16'-6"	4½"
C1002	28	25'-7"	Str.
C1003	28	26'-1"	Str.
② S501	134	20'-3"	3¾"
② S1102	60	29'-6"	Str.

Bridge B - Bent 3 Bar List			
Mark	No.	Length	Pin Dia.
B401	12	13'-9"	3"
B402	8	7'-4"	2"
B403	14	6'-5"	2"
B404	70	6'-9"	2"
B405	7	15'-0"	2"
B501	100	18'-3¾"	2½"
B502	14	13'-2¾"	2½"
B601 -B625	4 EA.	18-7" To 26'-9"	4½"
B626	4	28'-4"	Str.
B627	4	26'-2"	Str.
B628	4	23'-3"	Str.
B629	4	20'-4"	Str.
B630	4	17'-5"	Str.
B631	4	14'-6"	Str.
B632	4	11'-7"	Str.
B633	4	8'-8"	Str.
B701	18	58'-2"	Str.
B1101	24	34'-8"	11¼"
B1102	10	33'-1½"	11¼"
C501	92	5'-9¾"	3¾"
C502	138	4'-5¾"	3¾"
C601	112	16'-6"	4½"
C1002	28	25'-7"	Str.
C1003	28	26'-1"	Str.
② S501	142	20'-3"	3¾"
② S1103	60	31'-6"	Str.

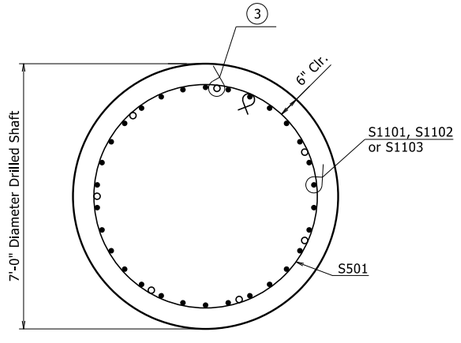
① Bar list for one bent shown.

② Reinforcement included in pay item "Drilled Shaft (84" Dia.)". Additional payment will not be made.

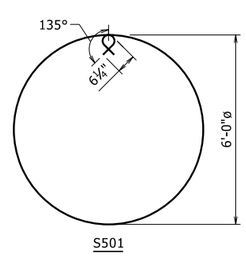


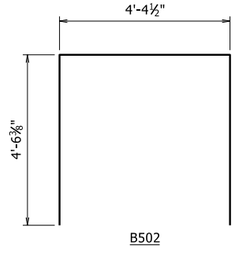
SECTION C-C
TYPICAL SECTION THRU
PERMANENT CASING
½" = 1'-0"

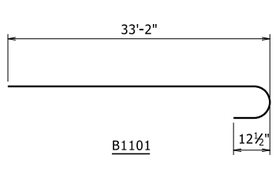
③ 7 - 1½"Ø (min.) Schedule 40 Steel Pipes equally spaced. For additional details, see Job SP "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS".

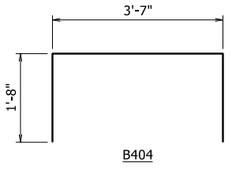


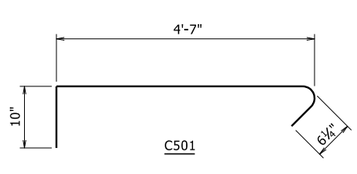
SECTION D-D
TYPICAL SECTION THRU
DRILLED SHAFT
½" = 1'-0"

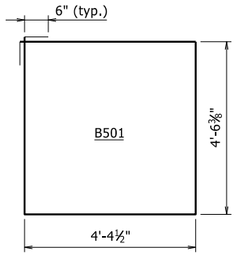


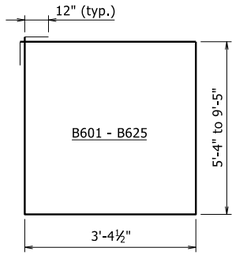


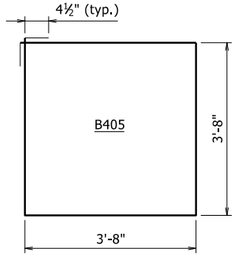


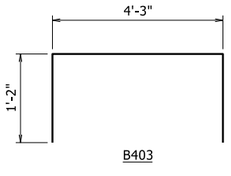


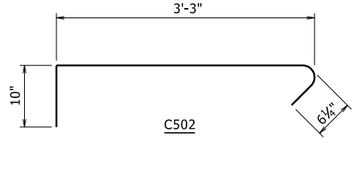


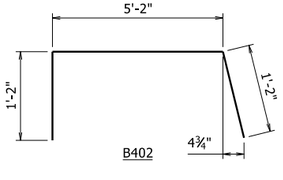


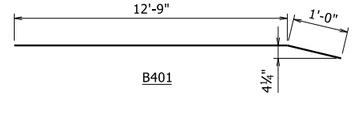


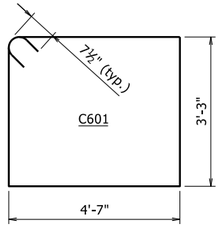


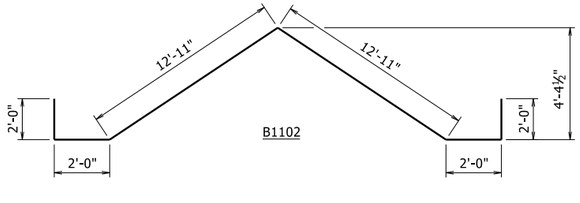












BENDING DIAGRAMS
(Bar Bend DImensions are Out to Out)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 3 OF 4
DETAILS OF INTERMEDIATE BENTS
INTERSTATE 49 OVER HIGHWAY 62

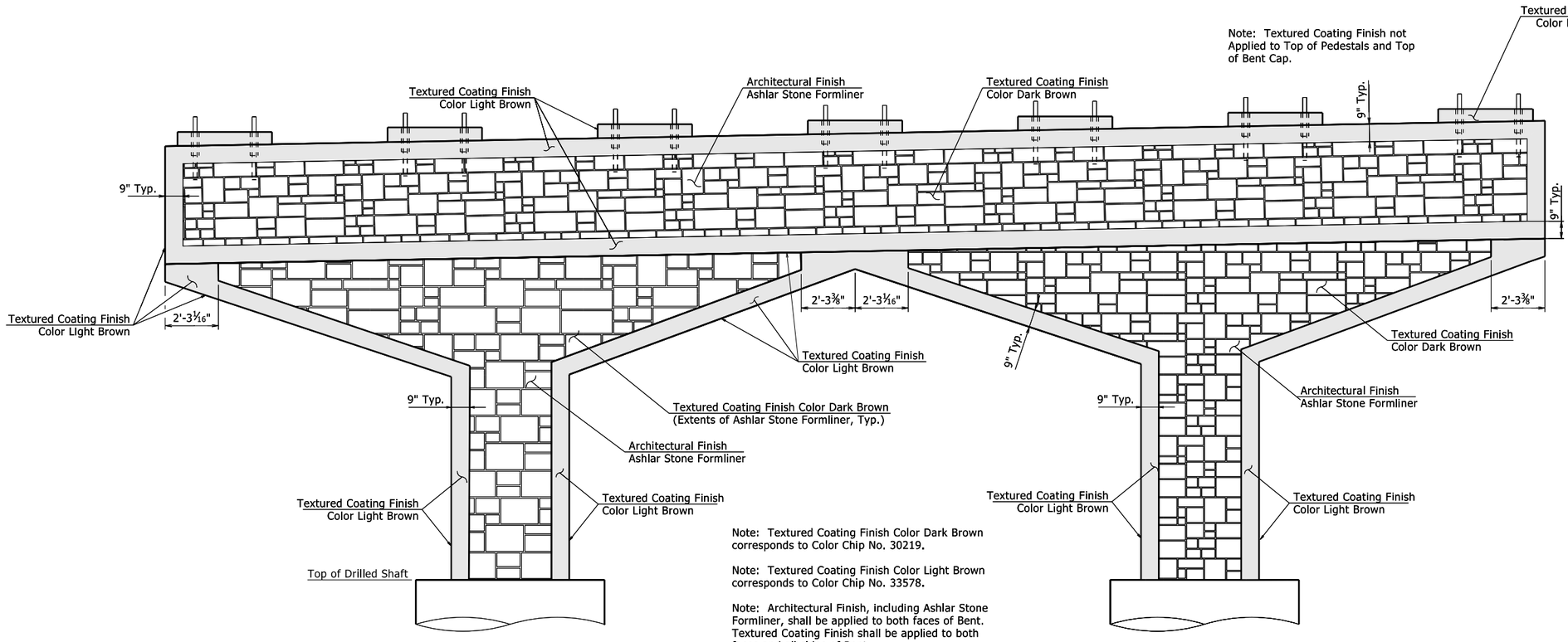
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/31/2023
CHECKED BY: JSQ DATE: 01/18/2024
DESIGNED BY: CNL DATE: 05/31/2023
FILENAME: b040846x2_b8.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67275

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	480	832
		A7667 B7667		- AESTHETICS-		67276



Note: Textured Coating Finish Color Dark Brown corresponds to Color Chip No. 30219.

Note: Textured Coating Finish Color Light Brown corresponds to Color Chip No. 33578.

Note: Architectural Finish, including Ashlar Stone Formliner, shall be applied to both faces of Bent. Textured Coating Finish shall be applied to both faces and all sides of Bent.

ELEVATION - BENT 2 OR BENT 3

(Bridge A Shown; Bridge B Similar)

END VIEW

PRINT DATE: 3/25/2024

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 4 OF 4
DETAILS OF INTERMEDIATE BENTS
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

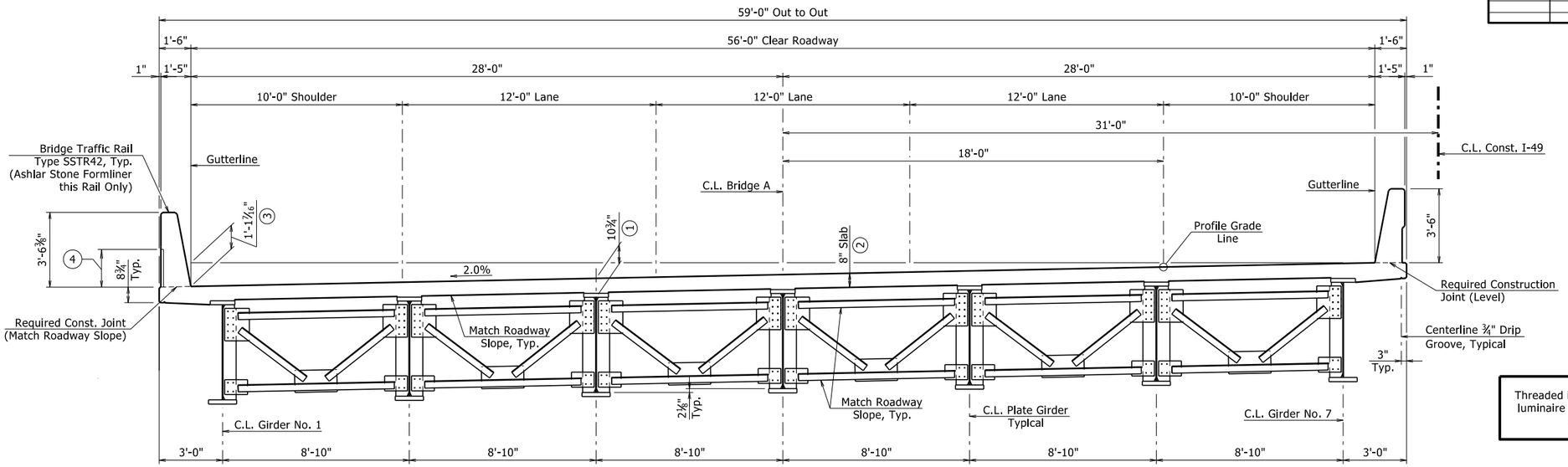
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: LRJ DATE: 11/29/2023 FILENAME: b040846x2_b9.dgn
CHECKED BY: CNL DATE: 12/13/2023 SCALE: ⅜" = 1'-0"
DESIGNED BY: CNL DATE: 07/18/2023

BRIDGE NO. A7667 B7667 DRAWING NO. 67276

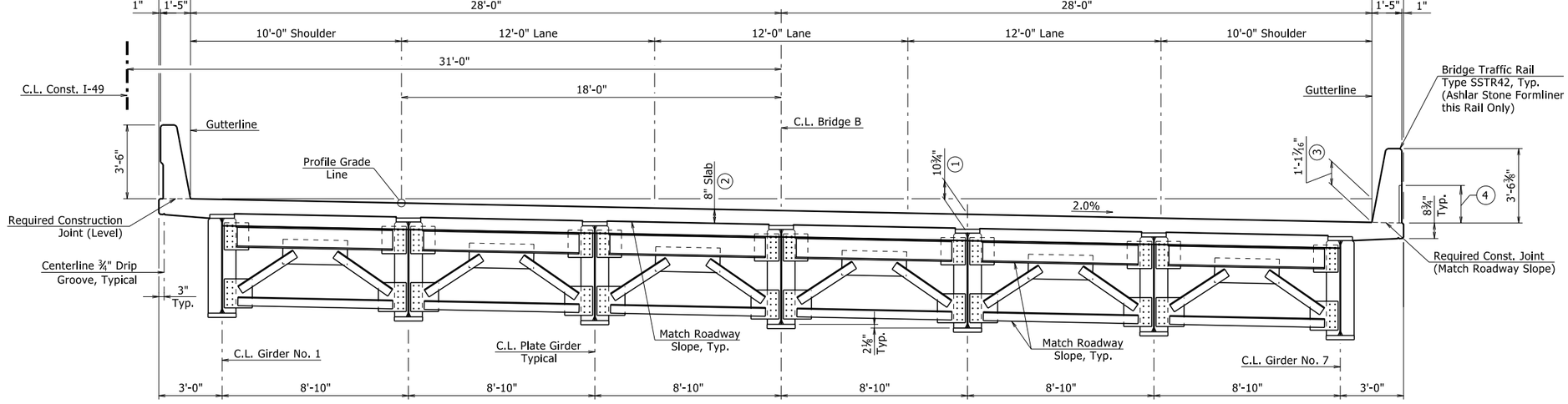
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	481	832
		A7667 B7667		- 360' UNIT -		67277



TYPICAL SECTION - BRIDGE A

(Looking Ahead)
1" = 3'-0"

Note: Intermediate Cross Frames Shown.



TYPICAL SECTION - BRIDGE B

(Looking Ahead)
1" = 3'-0"

Note: Bent Cross Frames at Intermediate Bents Shown.

Threaded inserts cast into slab required for luminaire supports. For additional details, see Illumination Plans.

Note: For Bridge A and Bridge B Slab Reinforcing Details, see Dwg. No. 67283 - 67288.

① Vertical Dimension from Top of Slab to Bottom of Top Flange at C.L. Girder is measured at C.L. Bearing. Dimension may vary within specified tolerances to maintain grade and slab thickness tolerance. For specified tolerance information, see note on Dwg. No. 67283.

② For slab thickness tolerance, see appropriate Standard Dwg. No. 55005 or 55007.

③ Vertical dimension from left gutterline to right gutterline.

④ Provide Ashlar Stone Formliner for Bridge Rail, extending full length of Bridge Rail (360'). For additional details, see Dwg. 67288.

Note: Class 2 Protective Surface Treatment shall be applied to roadway surface, and roadway face and top of bridge traffic rails in accordance with Section 803.

Note: Class 3 Textured Coating Finish shall be applied to all areas as specified in Special Provision "Textured Coating Finish" and in accordance with Subsection 802.19(b)(3).

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 1 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

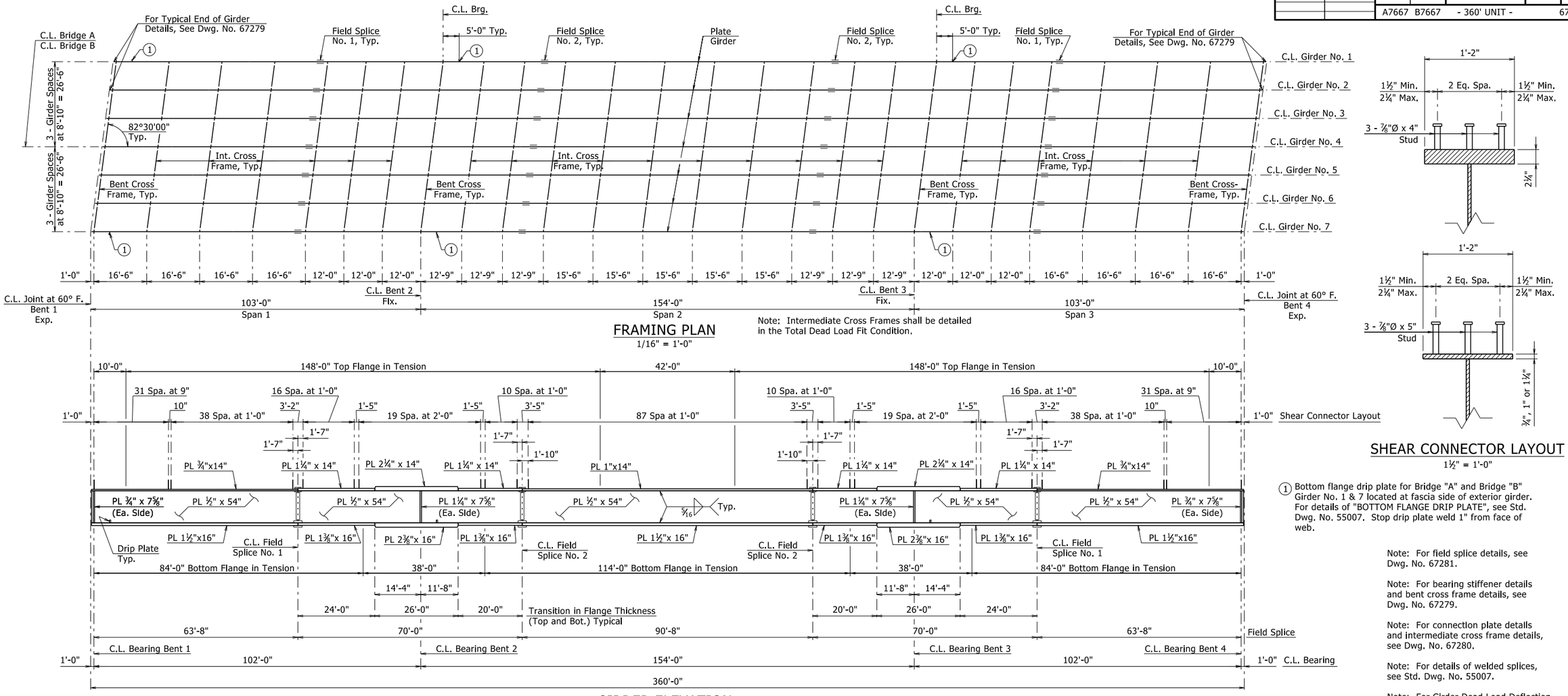
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 04/06/2023 FILENAME: b040846x2_s11.dgn
CHECKED BY: JCG DATE: 11/03/2023 SCALE: As Noted
DESIGNED BY: CNL DATE: 04/06/2023

BRIDGE NO. A7667 B7667 DRAWING NO. 67277

PRINT DATE: 3/28/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	482	832
		A7667 B7667		- 360' UNIT -		67278



FRAMING PLAN

1/16" = 1'-0"

Note: Intermediate Cross Frames shall be detailed in the Total Dead Load Fit Condition.

GIRDER ELEVATION

Not to Scale

SHEAR CONNECTOR LAYOUT

1½" = 1'-0"

(1) Bottom flange drip plate for Bridge "A" and Bridge "B" Girder No. 1 & 7 located at fascia side of exterior girder. For details of "BOTTOM FLANGE DRIP PLATE", see Std. Dwg. No. 55007. Stop drip plate weld 1" from face of web.

Note: For field splice details, see Dwg. No. 67281.

Note: For bearing stiffener details and bent cross frame details, see Dwg. No. 67279.

Note: For connection plate details and intermediate cross frame details, see Dwg. No. 67280.

Note: For details of welded splices, see Std. Dwg. No. 55007.

Note: For Girder Dead Load Deflection, see Dwg. No. 67282.

DROP DIMENSION "D" FOR INTERMEDIATE CROSS FRAMES

Drop Dimension "D" (Bridge A)

Cross Frame Position	Cross Frame Position from C.L. Bearing at Begin Bridge (See Framing Plan)																					
	16.50'	33.00'	49.50'	66.00'	78.00'	90.00'	114.75'	127.50'	140.25'	155.75'	171.25'	186.75'	202.25'	217.75'	230.50'	243.25'	268.00'	280.00'	292.00'	308.50'	325.00'	341.50'
Girder 2 to 1	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	2"	2"	2"	2"	2"	2"	2"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/8"	2 1/8"	2 1/8"
Girder 3 to 2	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	2"	2"	2"	2"	2"	2"	2"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/8"	2 1/8"	2 1/8"
Girder 4 to 3	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	2"	2"	2"	2"	2"	2"	2"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/8"	2 1/8"	2 1/8"
Girder 5 to 4	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	2"	2"	2"	2"	2"	2"	2"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/8"	2 1/8"	2 1/8"
Girder 6 to 5	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	2"	2"	2"	2"	2"	2"	2"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/8"	2 1/8"	2 1/8"
Girder 7 to 6	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	1 15/16"	2"	2"	2"	2"	2"	2"	2"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/8"	2 1/8"	2 1/8"

Drop Dimension "D" (Bridge B)

Cross Frame Position	Cross Frame Position from C.L. Bearing at Begin Bridge (See Framing Plan)																					
	16.50'	33.00'	49.50'	66.00'	78.00'	90.00'	114.75'	127.50'	140.25'	155.75'	171.25'	186.75'	202.25'	217.75'	230.50'	243.25'	268.00'	280.00'	292.00'	308.50'	325.00'	341.50'
Girder 1 to 2	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"
Girder 2 to 3	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"
Girder 3 to 4	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"
Girder 4 to 5	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"
Girder 5 to 6	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"
Girder 6 to 7	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2 5/16"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2¼"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"

For Detail of Intermediate Cross Frame showing Drop Dimension "D", see Dwg. No. 67280.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

PRINT DATE: 3/28/2024

SHEET 2 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 04/06/2023
CHECKED BY: JCG DATE: 11/03/2023
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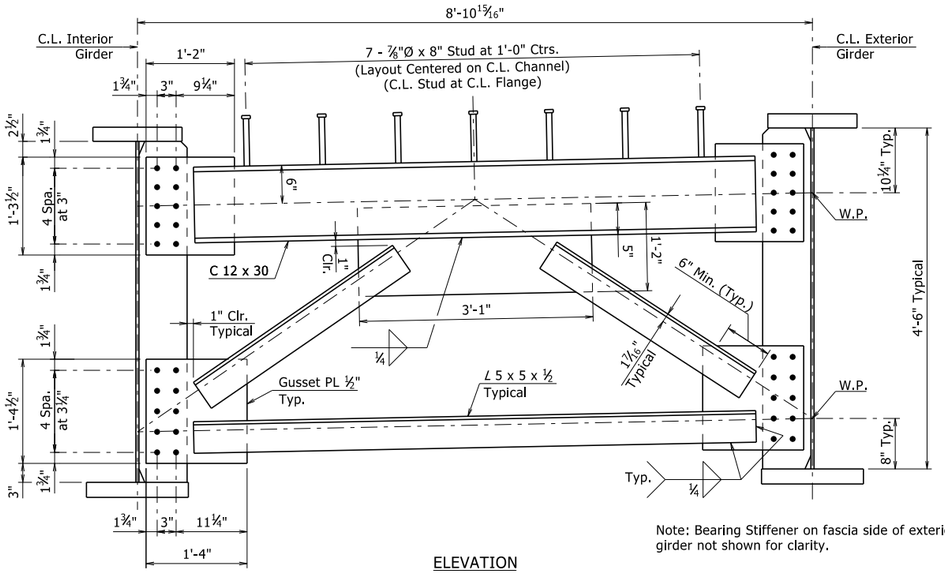
FILENAME: b040846x2_s12.dgn
SCALE: AS NOTED

BRIDGE NO. A7667 B7667 DRAWING NO. 67278

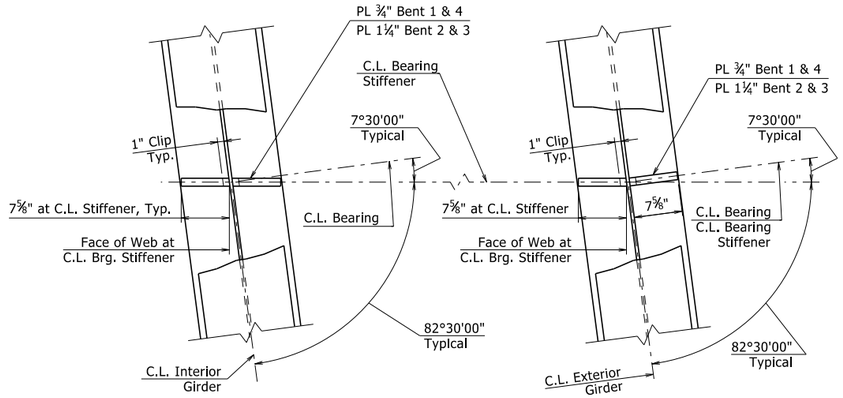
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	483	832
		A7667 B7667		- 360' UNIT -		67279



ELEVATION

Note: Bent cross frame and bearing stiffener in adjacent bay not shown for clarity.

Note: Bearing Stiffener on fascia side of exterior girder not shown for clarity.

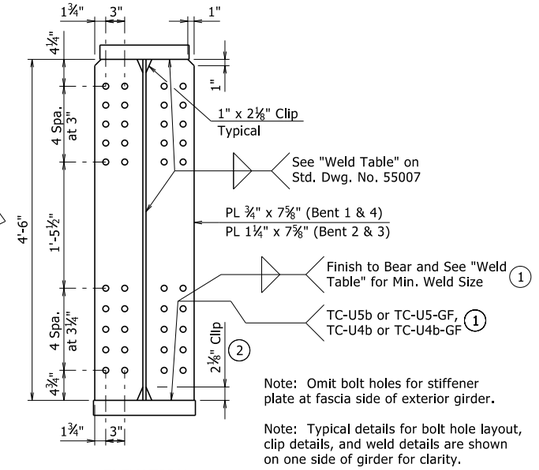


PLAN
(Bent 2 or Bent 3 Shown)

BEARING STIFFENER

Note: Bearing stiffeners shall be vertical in final position.

Note: All Bolts are 7/8"Ø A325 Bolts, and All Bolt Holes are 15/16"Ø.



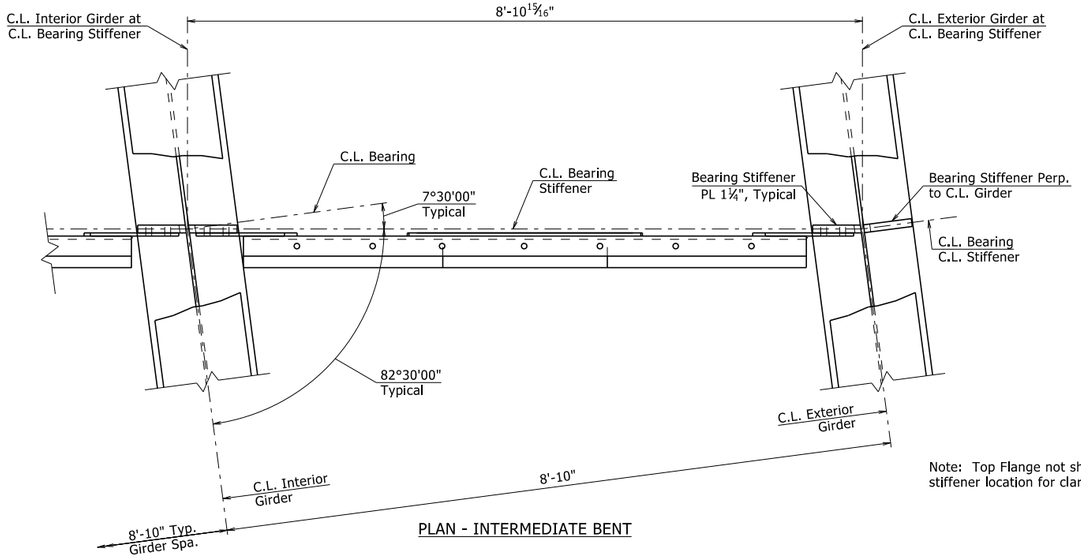
ELEVATION

Note: Omit bolt holes for stiffener plate at fascia side of exterior girder.

Note: Typical details for bolt hole layout, clip details, and weld details are shown on one side of girder for clarity.

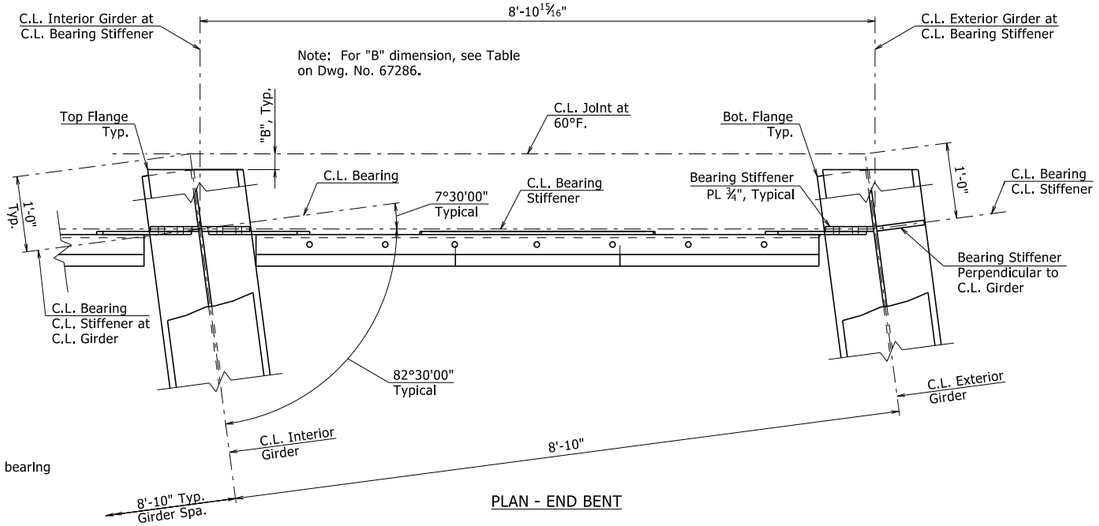
(1) CJP weld or fillet weld as noted may be used for connection of bearing stiffener to bottom flange at Bent 1 and 4. CJP weld as noted shall be used for connection of bearing stiffener to bottom flange at Bent 2 and 3.

(2) For "ALTERNATE CLIP DETAIL", see Dwg. No. 67280.



PLAN - INTERMEDIATE BENT

Note: Top Flange not shown at bearing stiffener location for clarity.



PLAN - END BENT

BENT CROSS FRAME

Note: For "WELD DETAIL", see Dwg. No. 67280.

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No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 3 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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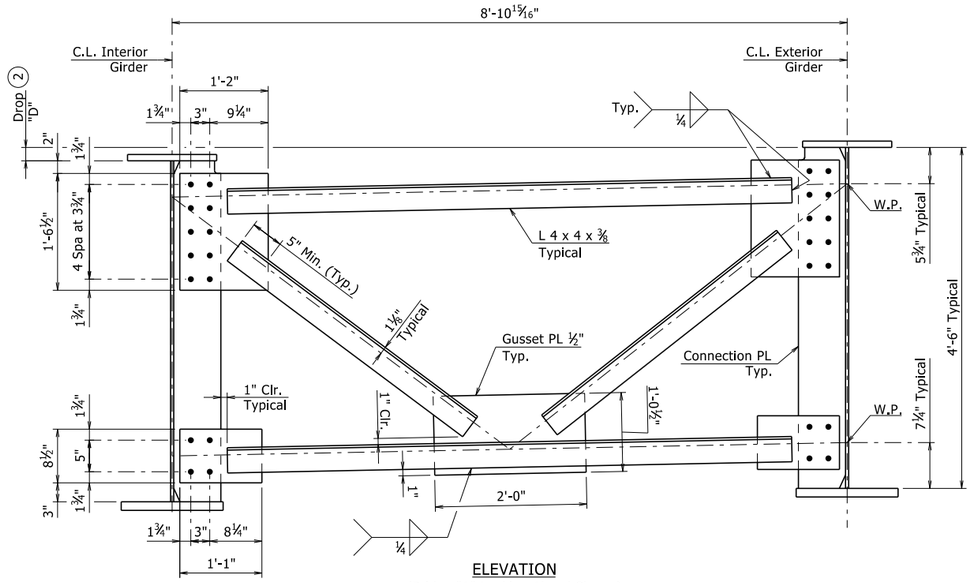
SCALE: 1" = 1'-0"

BRIDGE NO. A7667 B7667 DRAWING NO. 67279

PRINT DATE: 3/25/2024

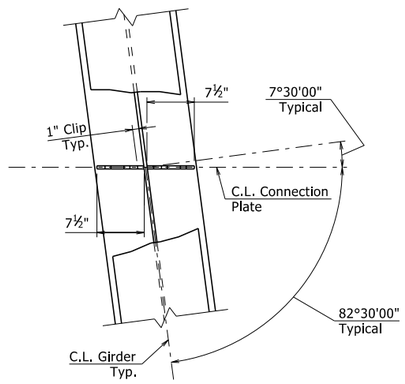
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	484	832
		A7667 B7667		- 360' UNIT -		67280



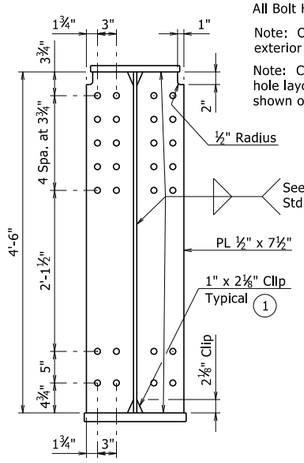
Note: Intermediate cross frame and connection plate in adjacent bay not shown for clarity.

ELEVATION

(Bridge "A" Looking Ahead Shown)
(Bridge "B" Looking Ahead Opposite Hand)



PLAN



ELEVATION

CONNECTION PLATE

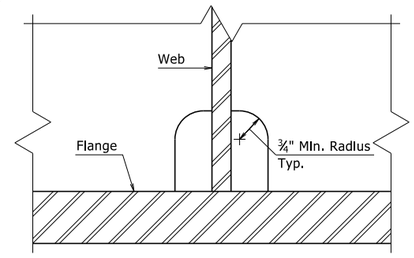
1" = 1'-0"

(1) Face of clip is perpendicular to face of web.

Note: All Bolts are ⅞"Ø A325 Bolts, and All Bolt Holes are 15/16"Ø.

Note: Omit connection plate at fascia side of exterior girder.

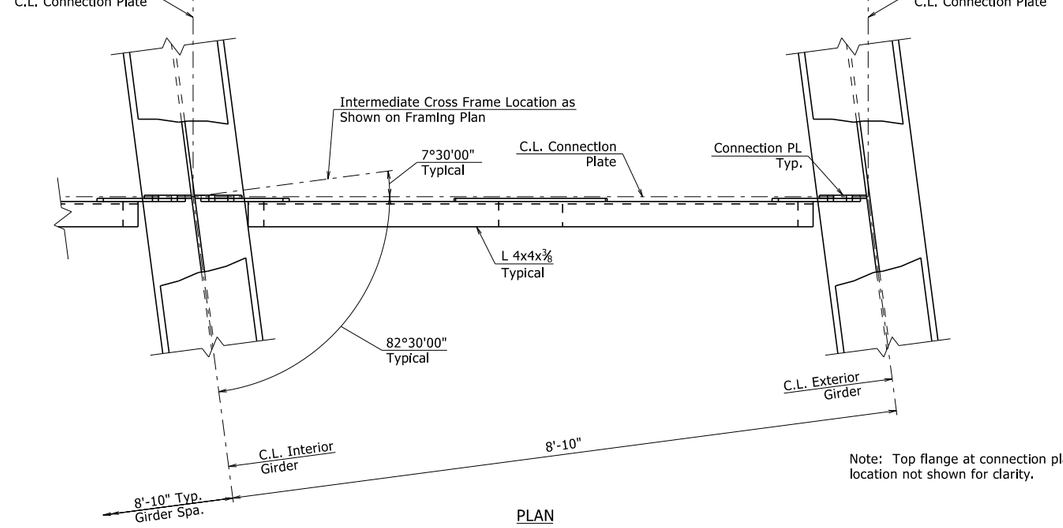
Note: Connection plate typical details for bolt hole layout, clip details, and weld details are shown on one side of girder for clarity.



Height and width of clip shall be as noted in other details.

ALTERNATE CLIP DETAIL

(For Bearing Stiffeners and Cross Frame Connection Plates)
6" = 1'-0"



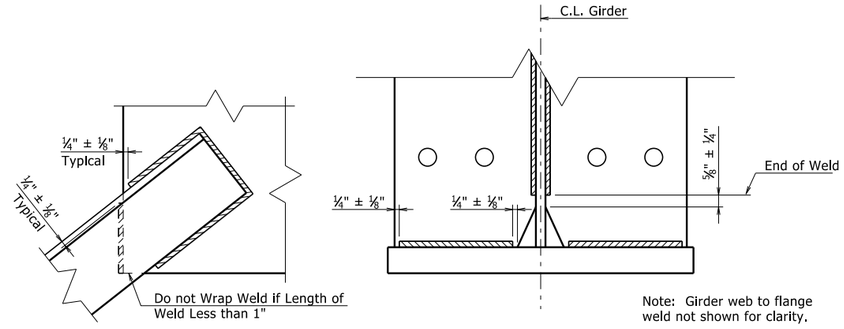
Note: Top flange at connection plate location not shown for clarity.

PLAN

(2) Intermediate cross frames shall be fabricated in the total dead load fit condition. Drop Dimension "D" varies slightly and is shown on Dwg. No. 67278.

INTERMEDIATE CROSS FRAME

1" = 1'-0"



Note: Girder web to flange weld not shown for clarity.

WELD DETAIL

3" = 1'-0"

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SHEET 4 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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BRIDGE NO. A7667 B7667 DRAWING NO. 67280

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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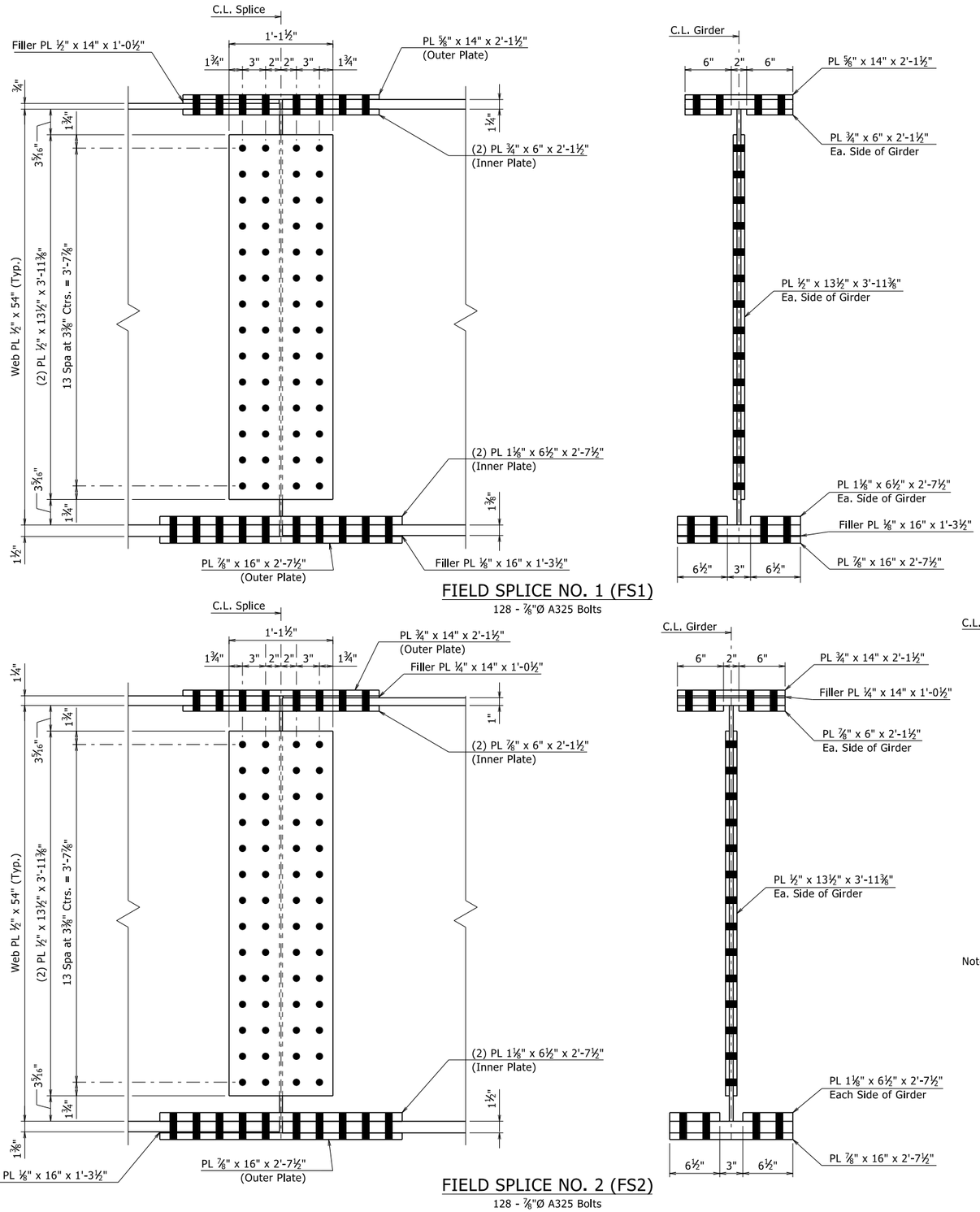
		A7667 B7667		- 360' UNIT -		67281

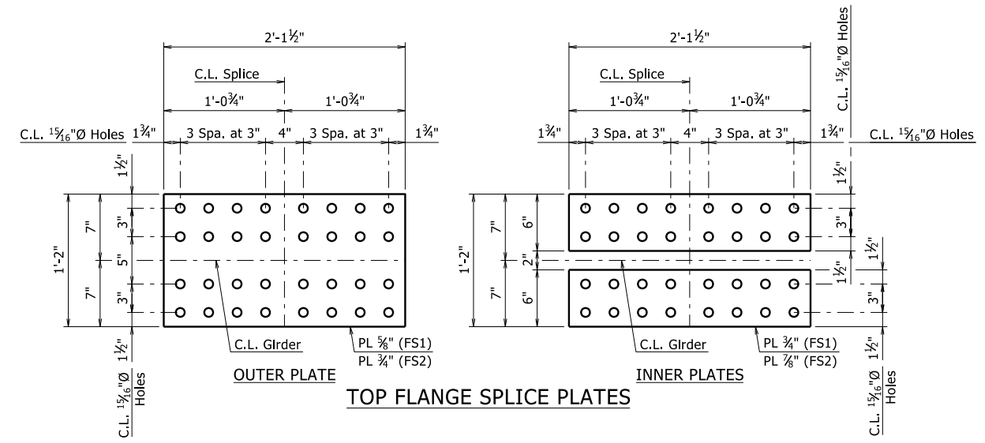


FIELD SPLICE NO. 1 (FS1)

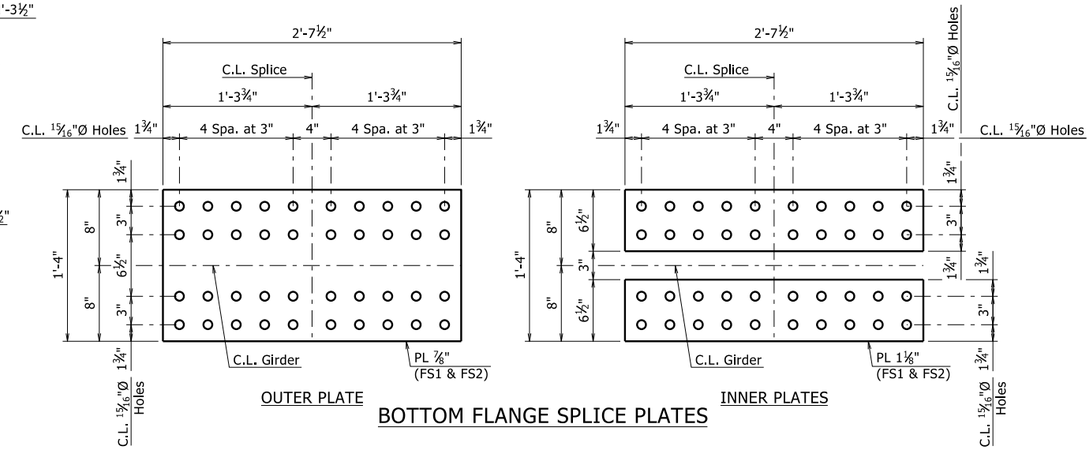
128 - ⅞"Ø A325 Bolts

FIELD SPLICE NO. 2 (FS2)

128 - ⅞"Ø A325 Bolts



TOP FLANGE SPLICE PLATES



BOTTOM FLANGE SPLICE PLATES

Note: All Bolts are ⅞"Ø A325 Bolts, and All Bolt Holes are ¹⁵⁄₁₆"Ø.

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SHEET 5 OF 12
DETAILS OF 360'-0" CONTINUOUS
PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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FILENAME: b040846x2_s15.dgn
SCALE: 1½" = 1'-0"

BRIDGE NO. A7667 B7667 DRAWING NO. 67281

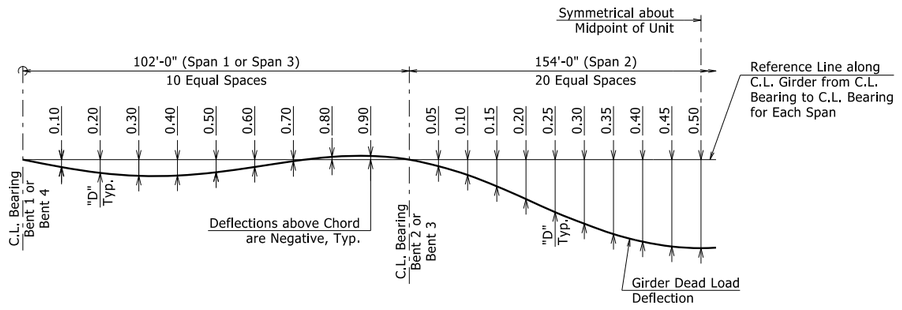
PRINT DATE: 3/26/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	486	832
		A7667 B7667		- 360' UNIT -		67282

TABLE OF DEAD LOAD DEFLECTIONS, "D" (INCHES)

	Point of Deflection	Exterior Girder			Interior Girder		
		Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail
Span 1 or Span 3	0	0	0	0	0	0	0
	0.10	0.055	0.266	0.303	0.058	0.302	0.316
	0.20	0.096	0.470	0.535	0.103	0.537	0.561
	0.30	0.117	0.577	0.657	0.125	0.659	0.688
	0.40	0.114	0.573	0.653	0.121	0.653	0.682
	0.50	0.089	0.466	0.529	0.095	0.532	0.556
	0.60	0.048	0.289	0.326	0.052	0.330	0.344
	0.70	0.005	0.095	0.102	0.005	0.109	0.112
	0.80	-0.029	-0.059	-0.075	-0.030	-0.066	-0.072
	0.90	-0.033	-0.099	-0.120	-0.035	-0.113	-0.121
½ Span 2	0	0	0	0	0	0	0
	0.05	0.056	0.206	0.246	0.059	0.233	0.248
	0.10	0.129	0.485	0.577	0.137	0.552	0.586
	0.15	0.223	0.854	1.012	0.236	0.970	1.029
	0.20	0.326	1.267	1.498	0.346	1.440	1.526
	0.25	0.434	1.698	2.003	0.459	1.929	2.042
	0.30	0.527	2.076	2.445	0.558	2.359	2.496
	0.35	0.611	2.420	2.847	0.647	2.751	2.909
	0.40	0.671	2.670	3.138	0.711	3.035	3.208
	0.45	0.710	2.832	3.327	0.753	3.220	3.403
	0.50	0.723	2.886	3.390	0.766	3.280	3.466

Symmetrical about Midpoint of Unit



DEAD LOAD DEFLECTION DIAGRAM

Not to Scale

Note: Camber tolerance for dead load deflection is plus or minus ¼".

Note: See "TABLE FOR DEAD LOAD DEFLECTION, "D" for vertical dead load deflection at corresponding locations shown in diagram.

Note: Vertical Curve Corrections not included in Dead Load Deflection Diagram.

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DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

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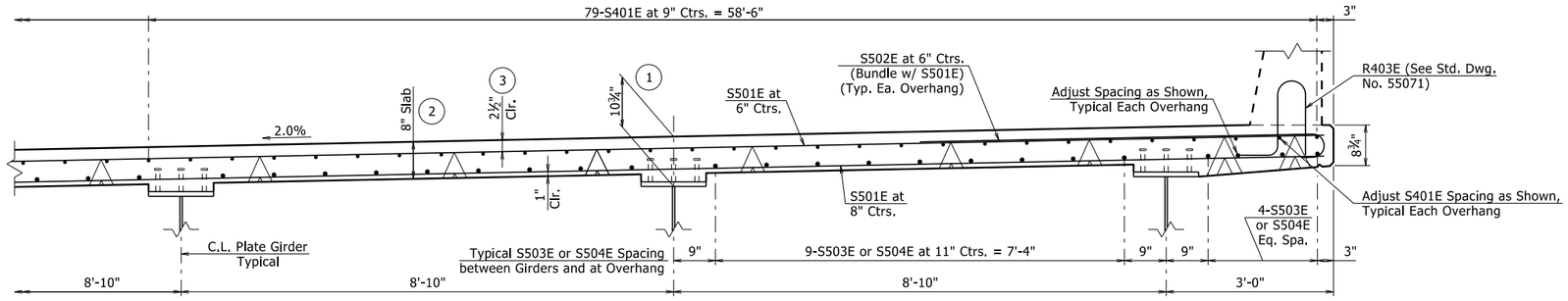
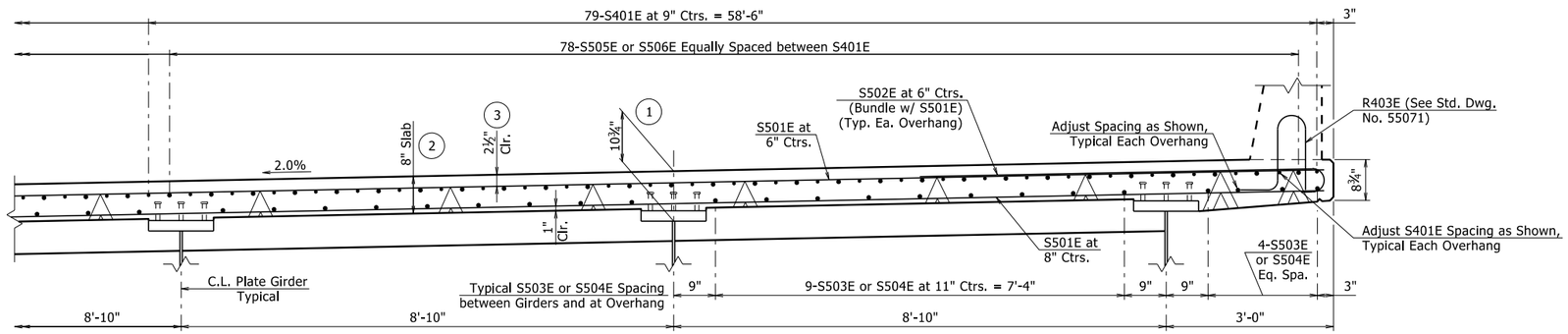
		6	ARK.	040846	487	832
		A7667 B7667		- 360' UNIT -		67283



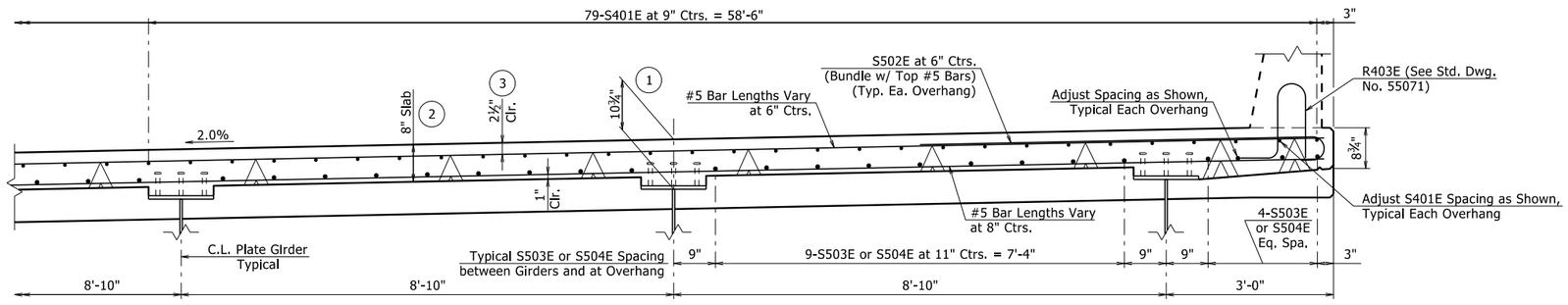
SLAB REINFORCING DETAILS - MIDSPAN

(Bridge A Looking Ahead; Bridge B Looking Back)



SLAB REINFORCING DETAILS - INTERMEDIATE BENTS

(Bridge A Looking Ahead; Bridge B Looking Back)



SLAB REINFORCING DETAILS - END BENTS

(Bridge A, Bent 4 Shown; Bridge B Bent 1 Shown)
(Bridge A Looking Ahead; Bridge B Looking Back)

(1) Vertical dimension from top of slab to bottom of top flange at C.L. Girder is measured at C.L. Bearing. Dimension may vary within specified tolerances to maintain grade and slab thickness tolerance. Specified tolerances from top of slab to bottom of top flange shall be plus or minus ¾".

(2) For slab thickness tolerance, see appropriate Standard Dwg. No. 55005 or 55007.

(3) Tolerance for clear cover to top transverse reinforcing bar is as follows: Minus equal to ¼"; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. For slab thickness tolerance, see "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007 or tolerance shown on Std Dwg. No. 55005 when permanent steel deck forms are used.

Notes:
Rebar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full-length lower runners on removeable deck forms will not be allowed.

For Additional Details, See Typical Section on Dwg. No. 67277.

For Slab Details shown in Plan, see Dwg. Nos. 67284 and 67285.

Cross Frame Details and Stiffeners not shown for clarity.

TABLE OF VARIABLES - BRIDGE TRAFFIC RAIL TYPE SSTR42

Open Rail Panels					
Panel Length	B	C	D	E	R4XXE
18'-0"	11	4'-0"	11	6'-0"	R411E

Closed Rail Panels		
Panel Length	A	R4XXE
11'-0"	21	R409E
16'-0"	31	R410E
18'-0"	35	R411E
19'-0"	37	R412E

SLAB AND BRIDGE RAIL BAR LIST

Deck Slab Bar List			
Mark	No.	Length	Pin Dia.
S401E	711	41'-8"	Str.
S402E	124	3'-6"	3"
S403E	108	4'-4"	3"
S501E	1231	58'-8"	Str.
S502E	1434	7'-10"	3¾"
S503E	372	60'-0"	Str.
S504E	62	17'-6"	Str.
S505E	156	41'-5"	Str.
S506E	156	46'-9"	Str.
S507E - S521E	2 Ea.	4'-6" To 57'-8"	3¾"
S522E - S532E	2 Ea.	3'-11" To 54'-7"	Str.
S533E	8	30'-10"	3¾"
S534E	84	8'-6"	Str.
S535E	12	2'-7"	3¾"

Bridge Rail Bar List			
Mark	No.	Length	Pin Dia.
R400E	32	6'-3"	3"
R401E	1440	7'-6"	3"
R402E	144	5'-6"	Str.
R403E	1440	3'-8"	3", 6"
R409E	40	10'-6"	Str.
R410E	80	15'-7"	Str.
R411E	220	17'-7"	Str.
R412E	80	18'-7"	Str.

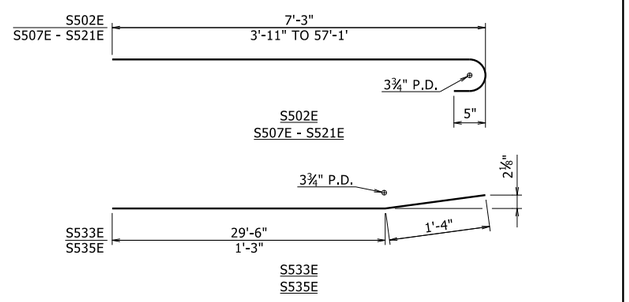
For additional details, see Bridge Traffic Rail Type SSTR42, Std. Dwg. No. 55071.

Note: Bar List for Bridge Rail placed on Top of Wingwalls is included with Substructure.

Note: "E" Suffix for bark mark designates epoxy coated reinforcement.

BENDING DIAGRAMS

(Bar Bend Dimensions are Out to Out)



STATE OF ARKANSAS
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4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 7 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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SCALE: ¾" = 1'-0"

BRIDGE NO. A7667 B7667 DRAWING NO. 67283

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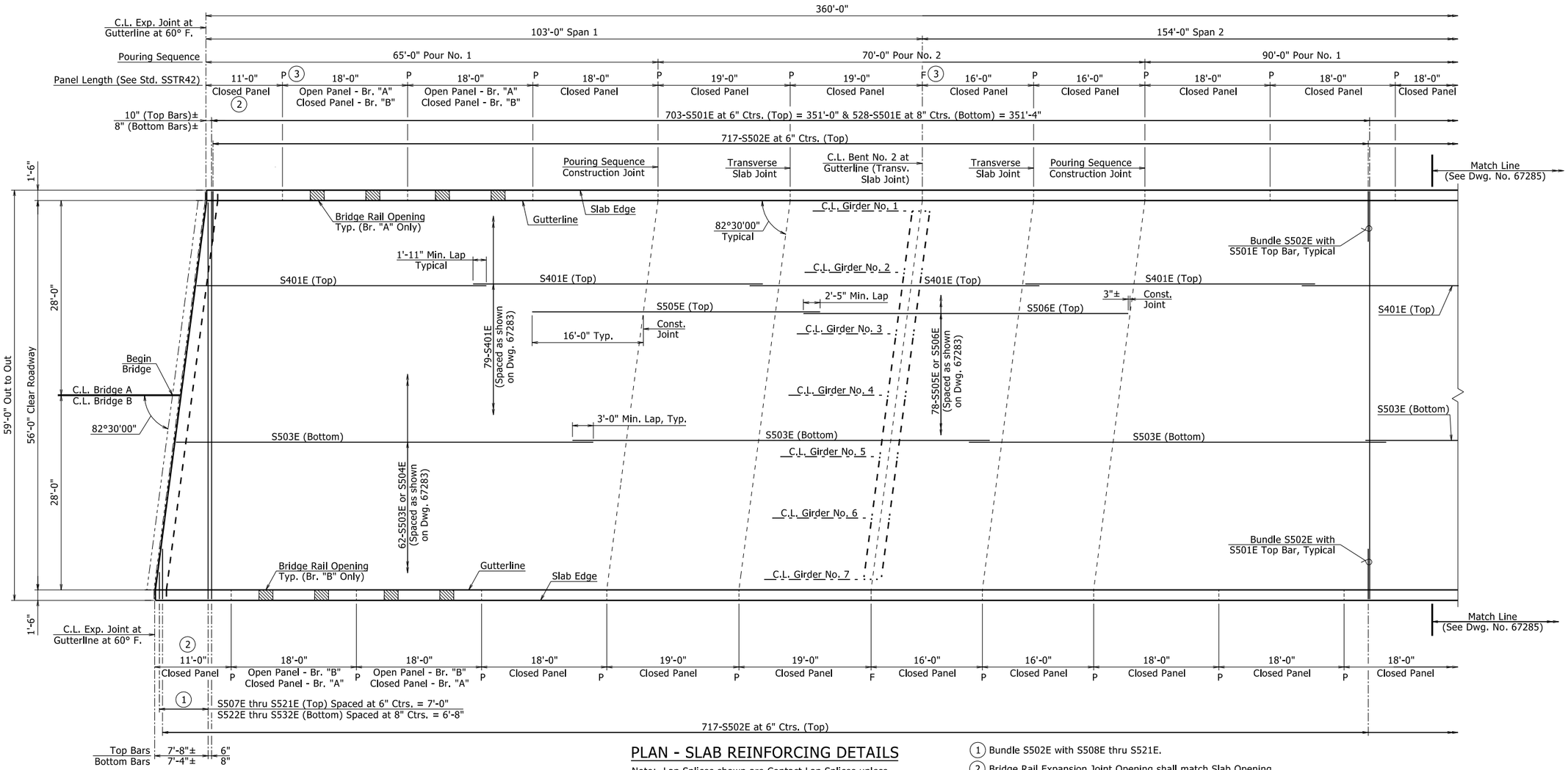
		6	ARK.	040846	488	832
		A7667 B7667		- 360' UNIT -		67284



Pouring Sequence Note

Pours with the same number may be placed simultaneously or consecutively placing concrete in one direction, beginning at either bridge end and finishing towards opposite end of bridge. Pours with the same number may be placed separately if approved by Engineer. All Pour(s) 1 must be placed before Pour(s) 2 can be placed. A minimum of 48 hours shall elapse between the end of pour(s) and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off before any concrete has taken its initial set. This may require the use of a retarding agent.

A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

PLAN - SLAB REINFORCING DETAILS

Note: Lap Splices shown are Contact Lap Splices unless otherwise noted. Laps are detailed where no laps are within 10' of C.L. Bent.

Note: Bridge Rail Gutterline shown only for clarity. For Bridge Rail Details, see Standard SSTR42.

Note: Additional Slab Reinforcing Details at Expansion Joint shown on Dwg. No. 67286.

Note: Additional Slab Reinforcing Details at Intermediate Bents shown on Dwg. No. 67288.

Note: For Transverse Slab Joint and Pouring Sequence Construction Joint Details, see "Transverse Slab Joint Detail" shown on Std. Dwg. No. 55007.

(1) Bundle S502E with S508E thru S521E.

(2) Bridge Rail Expansion Joint Opening shall match Slab Opening.

(3) P - Partial Depth Rail Joint
F - Full Depth Rail Joint

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SHEET 8 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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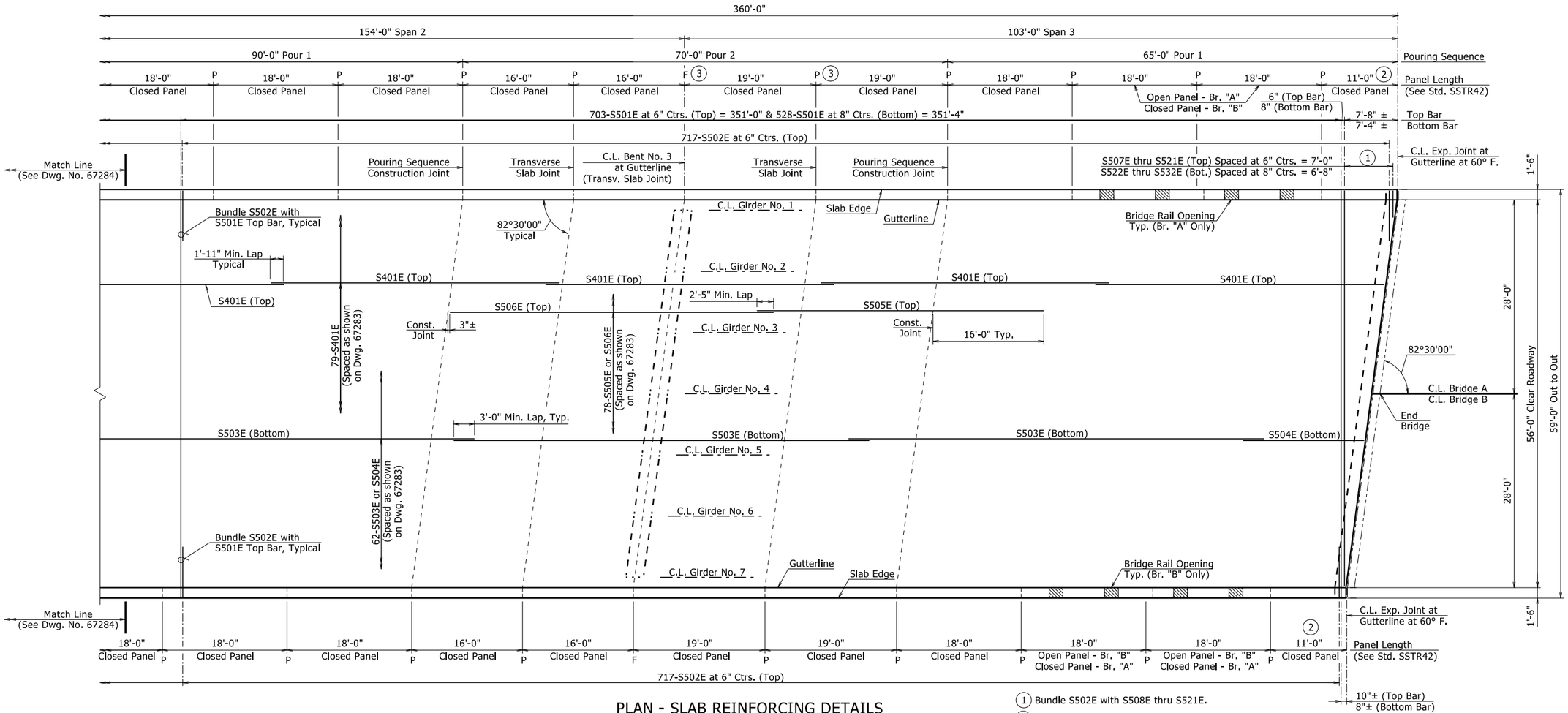
DESIGNED BY: CNL DATE: 05/12/2023
FILENAME: b040846x2_s18.dgn
SCALE: ⅛" = 1'-0"

BRIDGE NO. A7667 B7667 DRAWING NO. 67284

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	489	832
		A7667 B7667		- 360' UNIT -		67285



Pouring Sequence Note

Pours with the same number may be placed simultaneously or consecutively placing concrete in one direction, beginning at either bridge end and finishing towards opposite end of bridge. Pours with the same number may be placed separately if approved by Engineer. All Pour(s) 1 must be placed before Pour(s) 2 can be placed. A minimum of 48 hours shall elapse between the end of pour(s) and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated and screeded off before any concrete has taken its Initial set. This may require the use of a retarding agent.

A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

PLAN - SLAB REINFORCING DETAILS

Note: Lap Splices shown are Contact Lap Splices unless otherwise noted. Laps are detailed where no laps are within 10' of C.L. Bent.

Note: Bridge Rail Gutterline shown only for clarity. For Bridge Rail Details, see Standard SSTR42.

Note: Additional Slab Reinforcing Details at Expansion Joint shown on Dwg. No. 67286.

Note: Additional Slab Reinforcing Details at Intermediate Bents shown on Dwg. No. 67288.

Note: For Transverse Slab Joint and Pouring Sequence Construction Joint Details, see "Transverse Slab Joint Detail" shown on Std. Dwg. No. 55007.

(1) Bundle S502E with S508E thru S521E.

(2) Bridge Rail Expansion Joint Opening shall match Slab Opening.

(3) P - Partial Depth Rail Joint
F - Full Depth Rail Joint

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 9 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

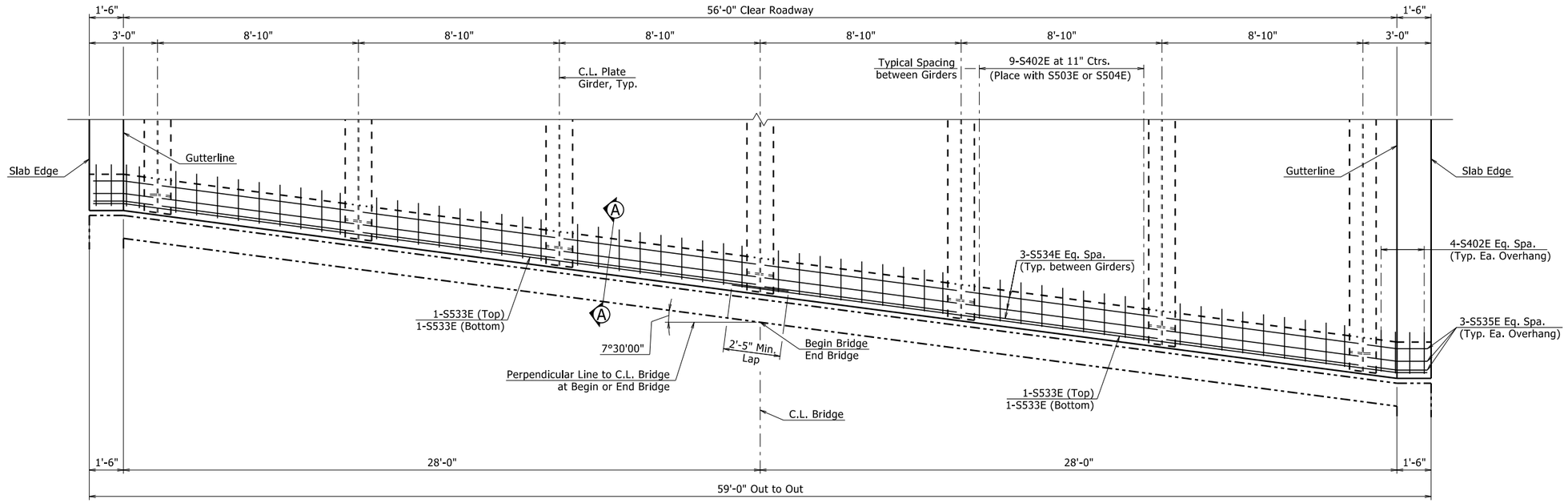
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/12/2023
CHECKED BY: JCG DATE: 11/03/2023
DESIGNED BY: CNL DATE: 05/12/2023
FILENAME: b040846x2_s19.dgn
SCALE: ⅛" = 1'-0"

BRIDGE NO. A7667 B7667 DRAWING NO. 67285

PRINT DATE: 3/25/2024

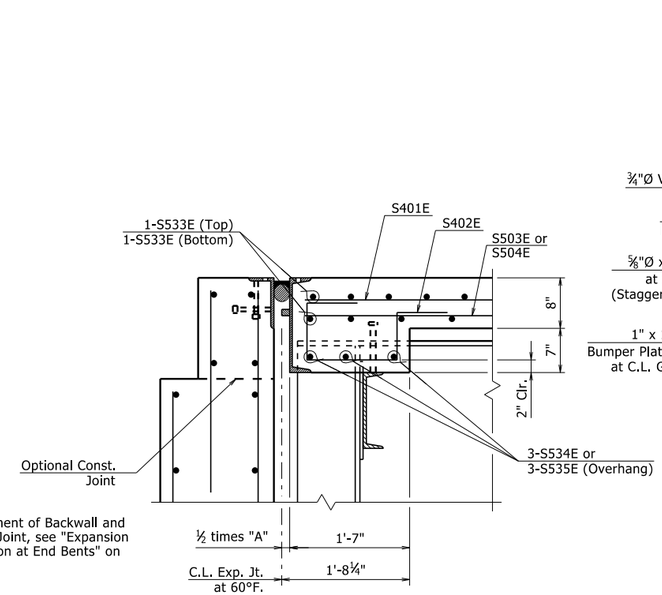
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	490	832
		A7667 B7667		- 360' UNIT -		67286



PLAN - ADDITIONAL SLAB REINFORCING DETAILS AT END BENT

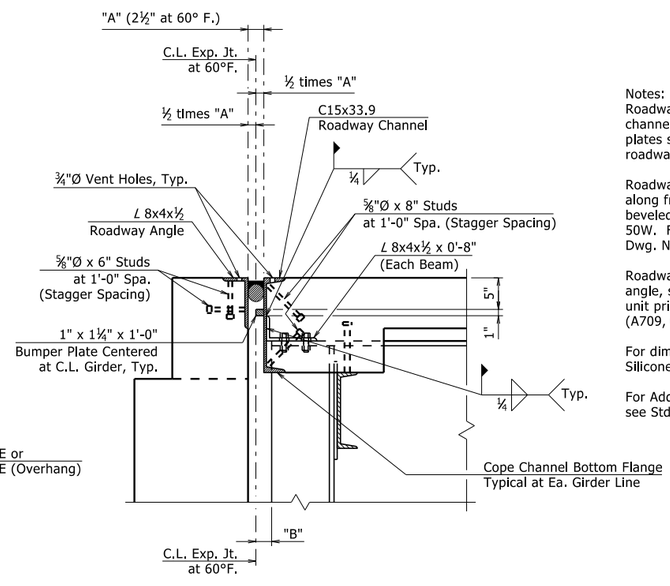
(Begin Bridge A & B, Looking Ahead)
(End Bridge A & B, Looking Back)
⅜" = 1'-0"

Note: Bridge Rail Gutterline Shown only for clarity.
For Bridge Rail Details, see Standard SSTR42.



REINFORCEMENT DETAILS SHOWN

Note: For Placement of Backwall and Optional Const. Joint, see "Expansion Device Installation at End Bents" on Std. 55008.



POURED SILICONE JOINT DETAILS SHOWN

SECTION A-A

(Shown Perpendicular to C.L. Joint)
1" = 1'-0"

Notes:
Roadway channel extends full width of slab. Miter channel at gutterline. Roadway channel and bumper plates shall be Grade 50W. For additional details of roadway channel, see Dwg. No. 67287.

Roadway Angle extends from gutterline to gutterline along front face of backwall. End of angle shall be beveled to align with gutterline. Angle shall be Grade 50W. For additional details of roadway angle, see Dwg. No. 67287.

Roadway channel, bumper plates, studs, roadway angle, support angle and bolts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans (A709, Gr. 50)".

For dimensions "A" and "B", see Table for Poured Silicone Data shown on this sheet.

For Additional Details and Poured Silicone Joint Details, see Std. Dwg. No. 55008.

TABLE FOR POURED SILICONE JOINT DATA AT BENT 1 AND BENT 4

"A" Width Perpendicular to Joint at 24 Hour Average (1) Temperture of:			"B" Perpendicular to Joint at 60°F
40°F	60°F	80°F	
2¾"	2½"	2¼"	2½"

(1) The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

STATE OF ARKANSAS
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SHEET 10 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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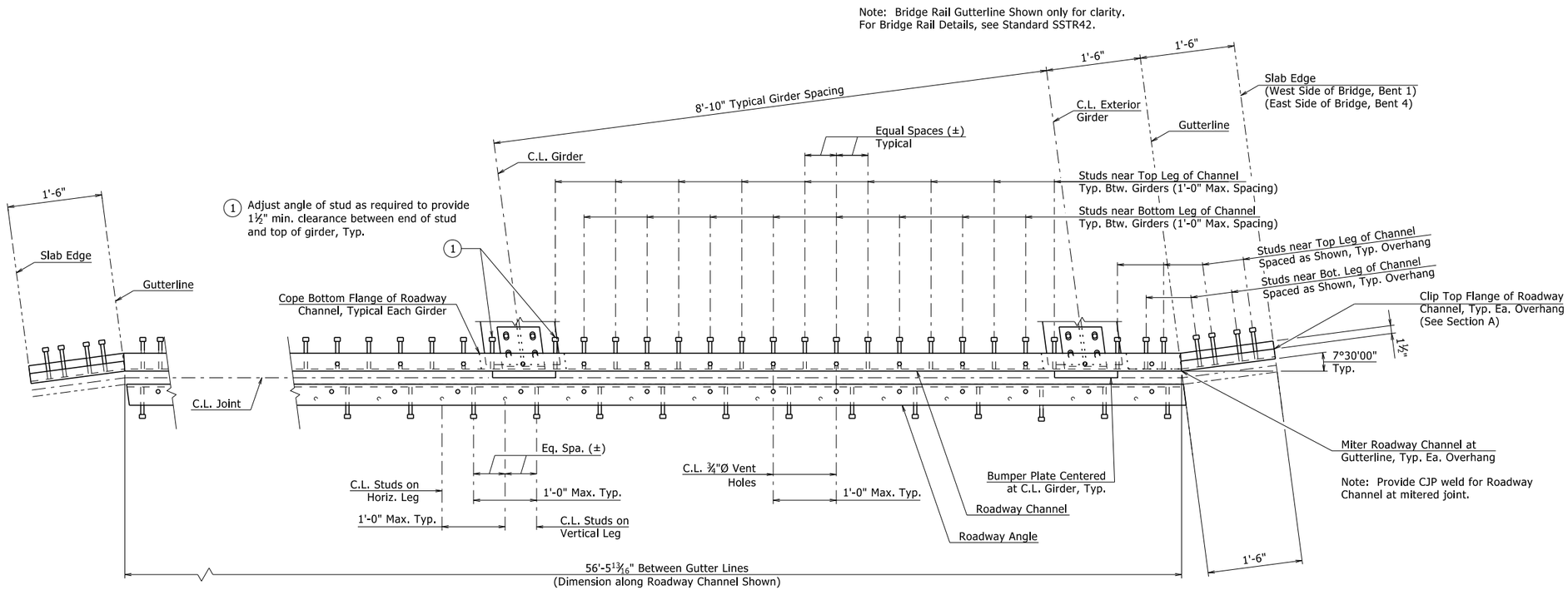
DESIGNED BY: CNL DATE: 05/16/2023
FILENAME: b040846x2_s1a.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67286

PRINT DATE: 3/28/2024

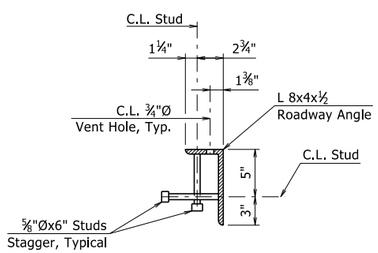
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	491	832
		A7667 B7667		- 360' UNIT -		67287



PLAN - MISCELLANEOUS DETAILS AT END BENT 1 AND 4

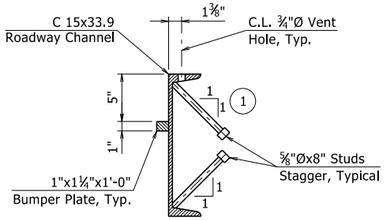
1' = 1'-0"

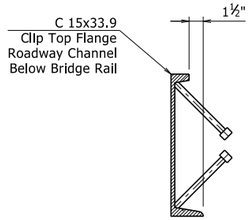
Note: Due to skew angle and vertical curve, profile along top of roadway angle and roadway channel is curved. Top of roadway angle and channel shall match finish grade of roadway surface.



TYPICAL SECTION - ROADWAY ANGLE AND CHANNEL

1½" = 1'-0"





SECTION A

1½" = 1'-0"

Note: For Additional Exp. Jt. Details, see Dwg. No. 67286, and For Poured Silicone Joint Details, see Std. Dwg. No. 55008.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
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BRIDGE ENGINEER

SHEET 11 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/16/2023
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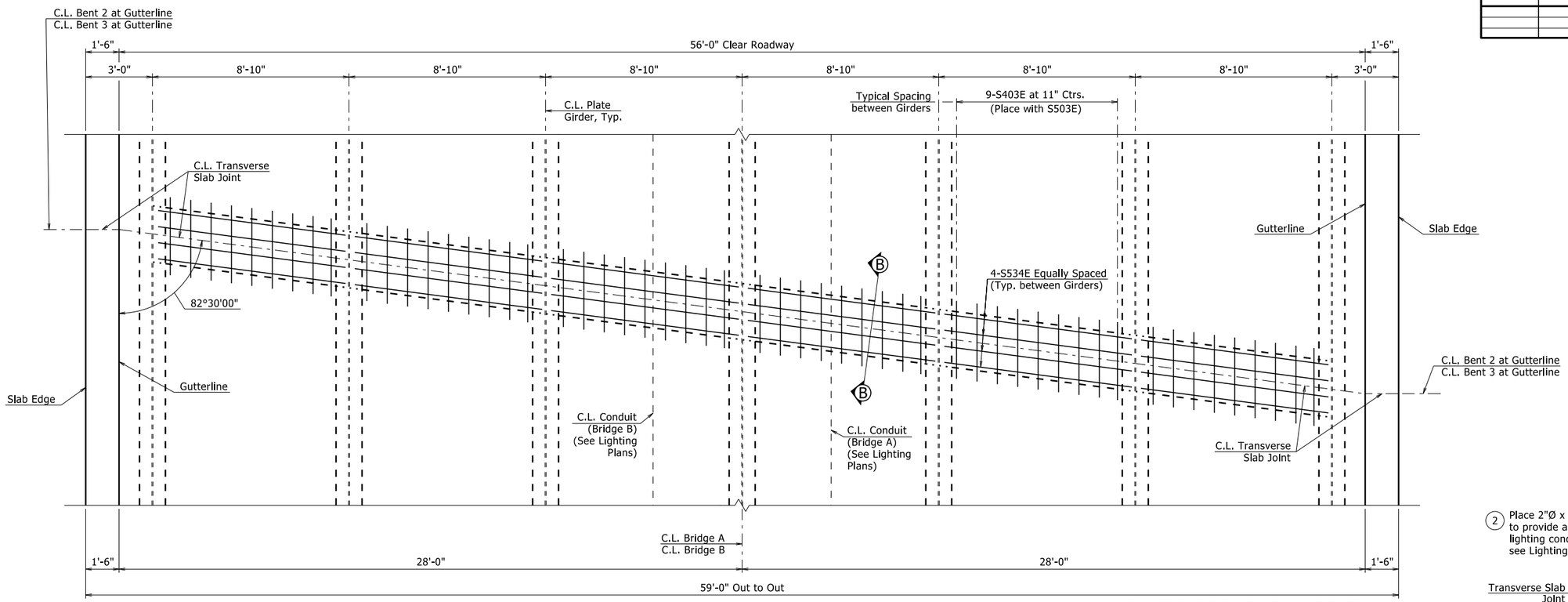
FILENAME: b040846x2_s1b.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67287

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	492	832
		A7667 B7667		- 360' UNIT -		67288



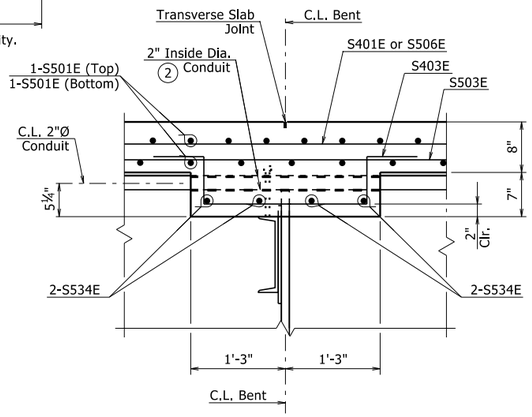
PLAN - ADDITIONAL SLAB REINFORCING DETAILS AT INTERMEDIATE BENT

⅜" = 1'-0"

Note: Bridge Rail Gutterline Shown only for clarity. For Bridge Rail Details, see Standard SSTR42.

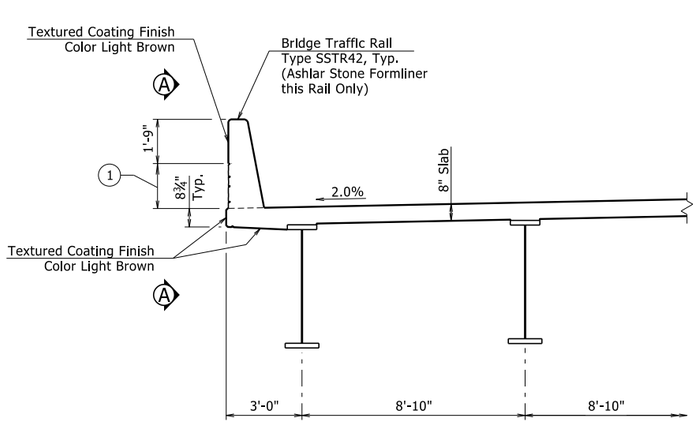
Note: For Details of Transverse Slab Joint, see Std. Dwg. No. 55007.

(2) Place 2"Ø x 2'-6" Non-Metalic Conduit to provide an opening for placement of lighting conduit. For additional information, see Lighting Plans.



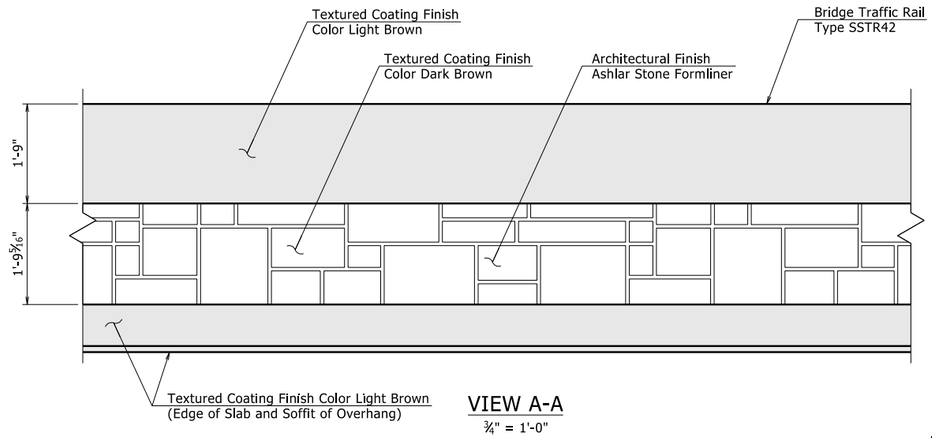
SECTION B-B

(Shown Perpendicular to C.L. Bent)
1" = 1'-0"



WEST OVERHANG BRIDGE A
EAST OVERHANG - BRIDGE B

(Bridge A Looking Ahead)
(Bridge B Looking Back)
⅜" = 1'-0"



VIEW A-A

¾" = 1'-0"

Note: Textured Coating Finish Color Dark Brown corresponds to Color Chip No. 30219.

Note: Textured Coating Finish Color Light Brown corresponds to Color Chip No. 33578.

(1) Architectural Finish including Ashlar Stone Formliner extends full length of Bridge Rail. Textured Coating Finish Color Dark Brown (Extents of Ashlar Stone Formliner).

STATE OF ARKANSAS
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SHEET 12 OF 12
DETAILS OF 360'-0" CONTINUOUS PLATE GIRDER UNIT
INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CNL DATE: 05/26/2023
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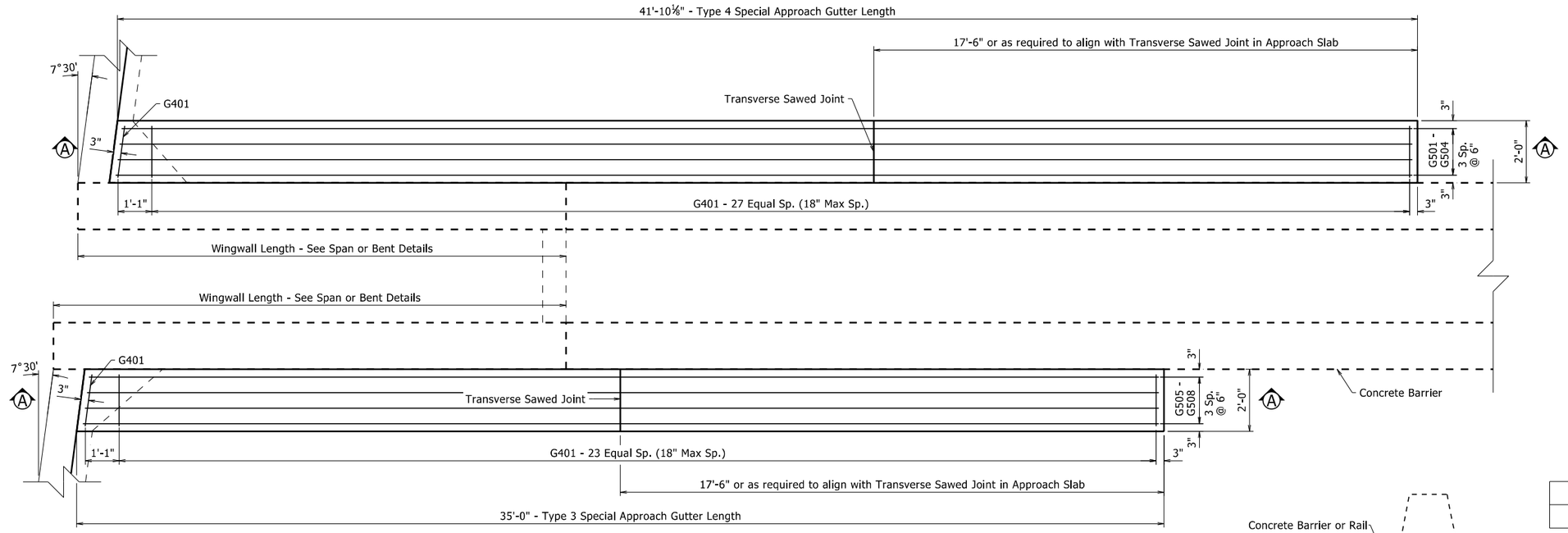
DESIGNED BY: CNL DATE: 05/26/2023
FILENAME: b040846x2_s1c.dgn
SCALE: As Noted

BRIDGE NO. A7667 B7667 DRAWING NO. 67288

PRINT DATE: 3/25/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	493	832
		A7667, B7667 - Approach Gutters - 67289				



PLAN OF TYPE 3 & 4 SPECIAL APPROACH GUTTERS

End Bridges Shown, Begin Bridges Similar

½" = 1'-0"

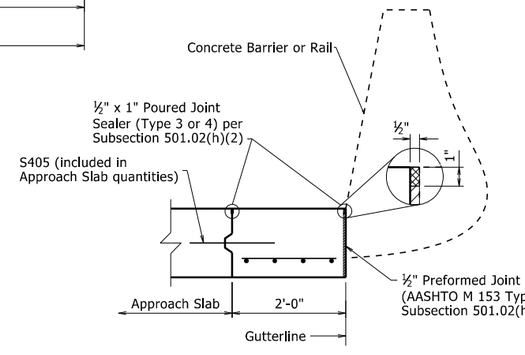
BAR LIST

	Mark	No. Req'd.	Length
Type 3	G401	25	1'-8"
	G501	1	34'-5"
	G502	1	34'-6"
	G503	1	34'-7"
	G504	1	34'-8"
Type 4	G401	29	1'-8"
	G505	1	41'-6"
	G506	1	41'-7"
	G507	1	41'-8"
	G508	1	41'-9"

QUANTITIES FOR ONE TYPE SPECIAL APPROACH GUTTER

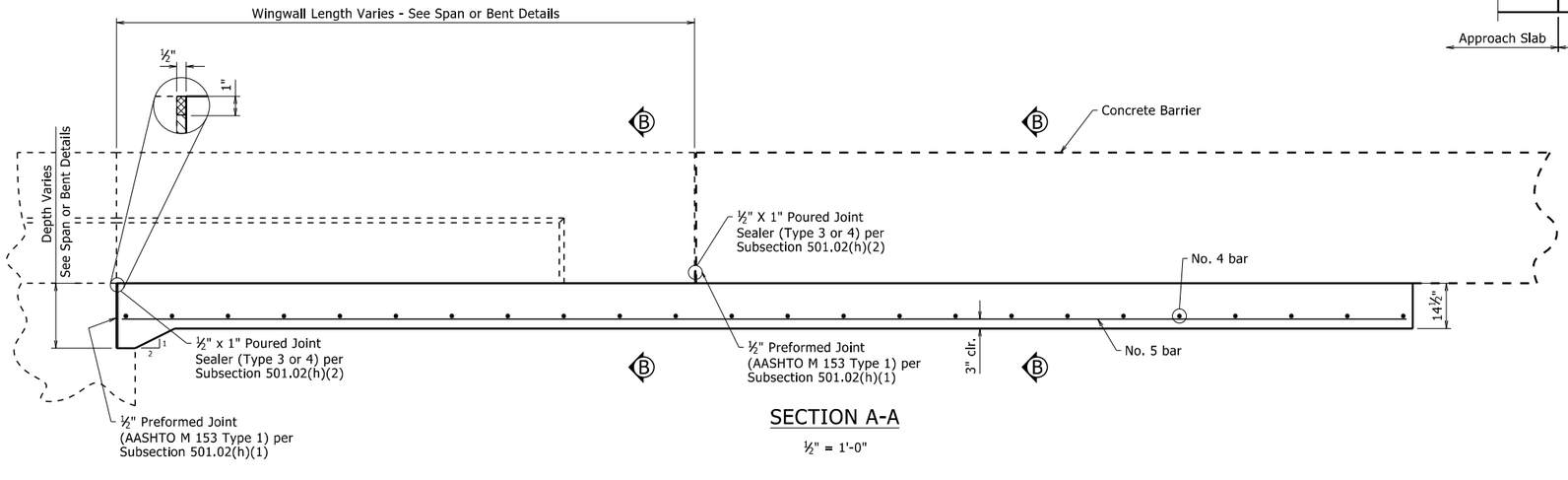
(For Information Only)

	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
Type 3	180	3.2
Type 4	210	3.8



SECTION B-B

¾" = 1'-0"



SECTION A-A

½" = 1'-0"

GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All 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.

Approach Gutters will be measured and paid for in accordance with Section 504.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
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DETAILS FOR TYPE 3 & 4 SPECIAL APPROACH GUTTERS INTERSTATE 49 OVER HIGHWAY 62

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

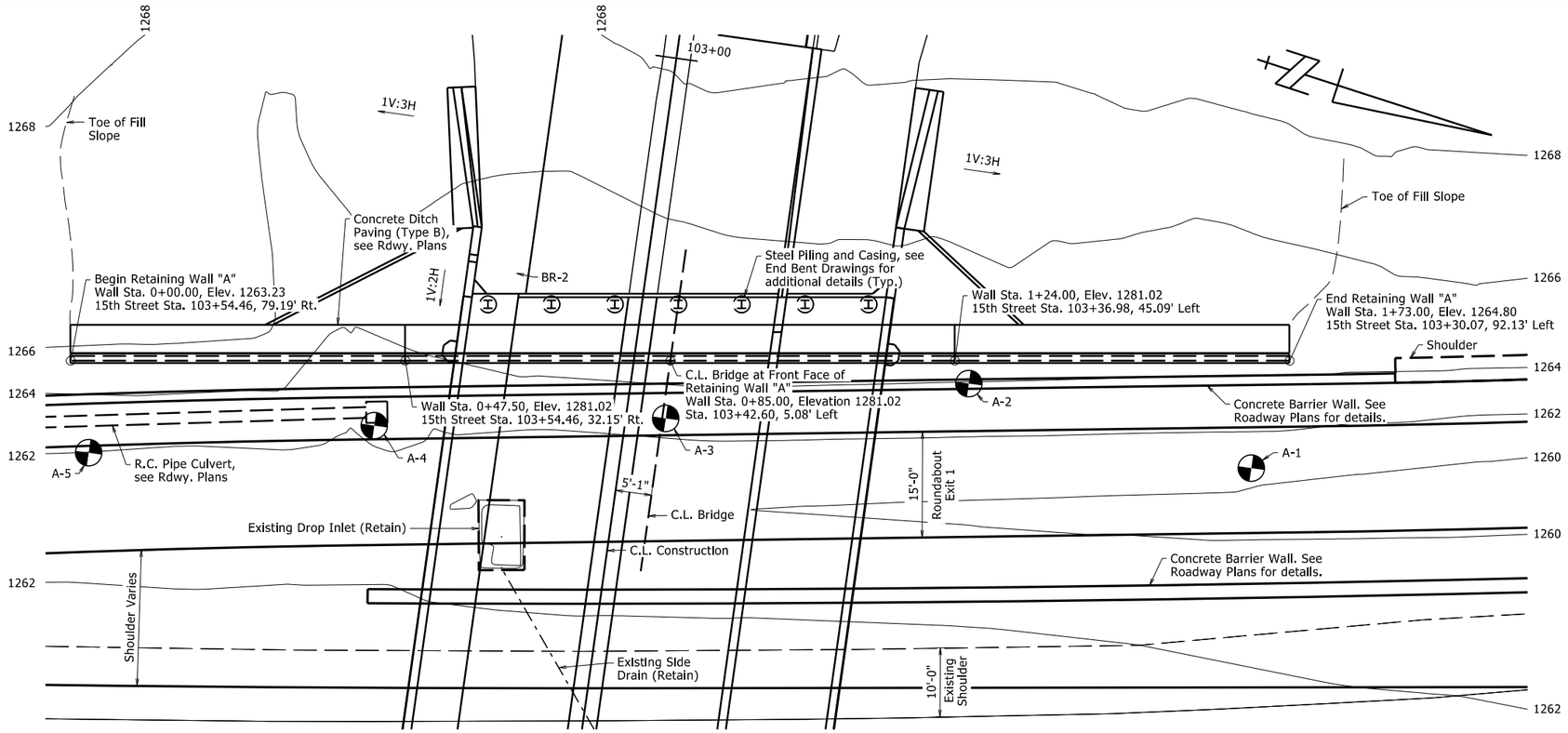
LITTLE ROCK, ARK.

DRAWN BY: JCG DATE: 12/14/2023 FILENAME: b040846X2_ag.dgn
CHECKED BY: YG DATE: 12/21/2023 SCALE: As Shown
DESIGNED BY: STD DATE: -

BRIDGE NO. A7667, B7667 DRAWING NO. 67289

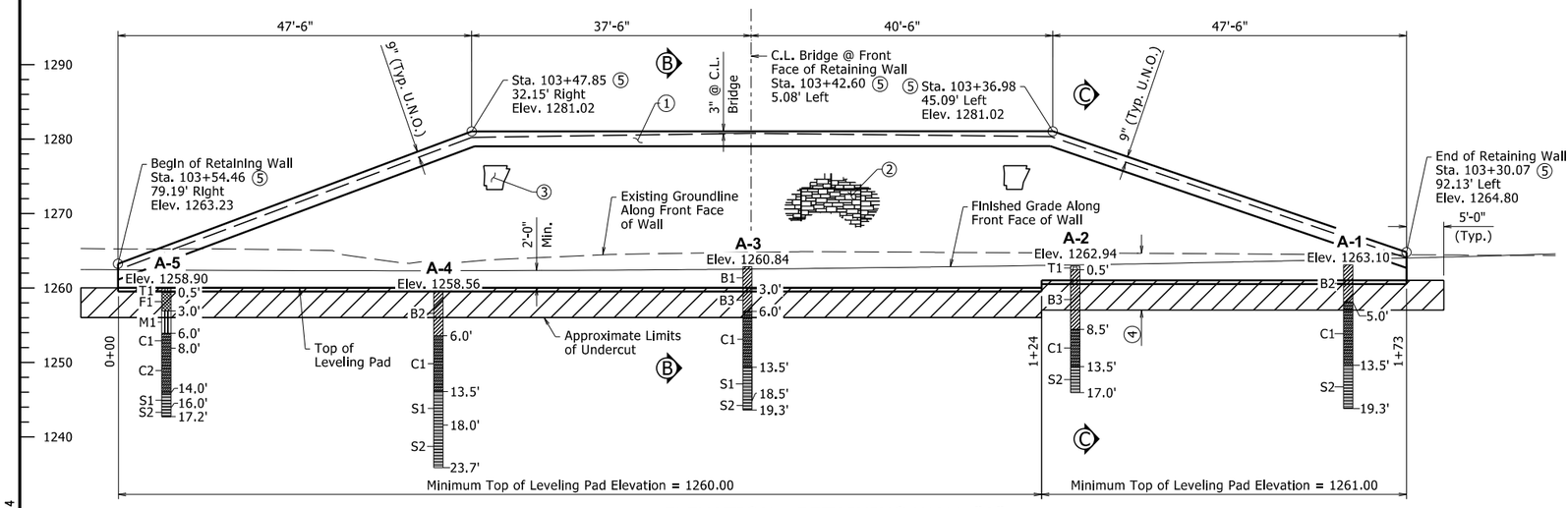
PRINT DATE: 3/26/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	494	832
		- RETAINING WALLS - 67290				



PLAN - RETAINING WALL "A"

Scale: 1" = 10'-0"



ELEVATION - RETAINING WALL "A"

(Looking at Front Face of Wall)
Crash Barrier Wall not shown for clarity
Scale: 1" = 10'-0"

BORING LEGEND

T1 - Topsoil
B1 - Soft, FAT CLAY
B2 - Medium stiff, FAT CLAY
B3 - Stiff, FAT CLAY
M1 - Stiff, ELASTIC SILT
C1 - Very stiff, SHALY CLAY
C2 - Hard, SHALY CLAY
S1 - Very weak, gray, highly weathered SHALE
S2 - Weak, gray, highly to moderately weathered SHALE
F1 - FILL: brown clay, sand, and shale fragements

"N" VALUES

Sta. 103+46.22 - Offset 88.82' Left

1.5-2.5	N=5
6.5-7.5	N=21
9.0-10.0	N=27
14.0-14.4	N=50 (5")
19.0-19.3	N=50 (4")

Sta. 103+57.59 - Offset 35.29' Right

4.0-5.0	N=8
6.5-7.5	N=20
9.0-10.0	N=31
14.0-15.0	N=59
19.0-19.5	N=50 (6")
23.5-23.7	N=50 (2")

Sta. 103+39.93 - Offset 47.45' Left

1.5-2.5	N=10
4.0-5.0	N=12
9.0-10.0	N=22
14.0-15.0	N=50 (5")
19.0-20.0	N=50 (4")

Sta. 103+67.04 - Offset 74.89' Right

1.5-2.5	N=5
6.5-7.5	N=21
9.0-10.0	N=36
14.0-15.0	N=170
17.0-17.2	N=50 (2")

Sta. 103+50.81 - Offset 5.53' Left

1.5-2.5	N=2
6.5-7.5	N=21
9.0-10.0	N=30
14.0-14.8	N=91 (10")
19.0-19.3	N=50 (3")

① Class 3 Textured Coating Finish (Color = Light Brown, Color Chip No. 33578)

② Class 3 Textured Coating Finish (Color = Dark Brown, Color Chip No. 30219) and "Ashlar Stone" Form Liner

③ Arkansas Form Insert Class 3 Textured Coating Finish (Color = Light Brown, Color Chip No. 33578)

④ Depth of undercut shall extend to shaley clay, shale, or stiff clay or as directed by the Engineer.

For "SECTION B-B" and "SECTION C-C", see Dwg. No. 67296.

⑤ Stationing shown is along C.L. Construction 15th Street

Offset dimensions are measured from C.L. Construction 15th Street to outside vertical face of MSE Retaining Wall.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

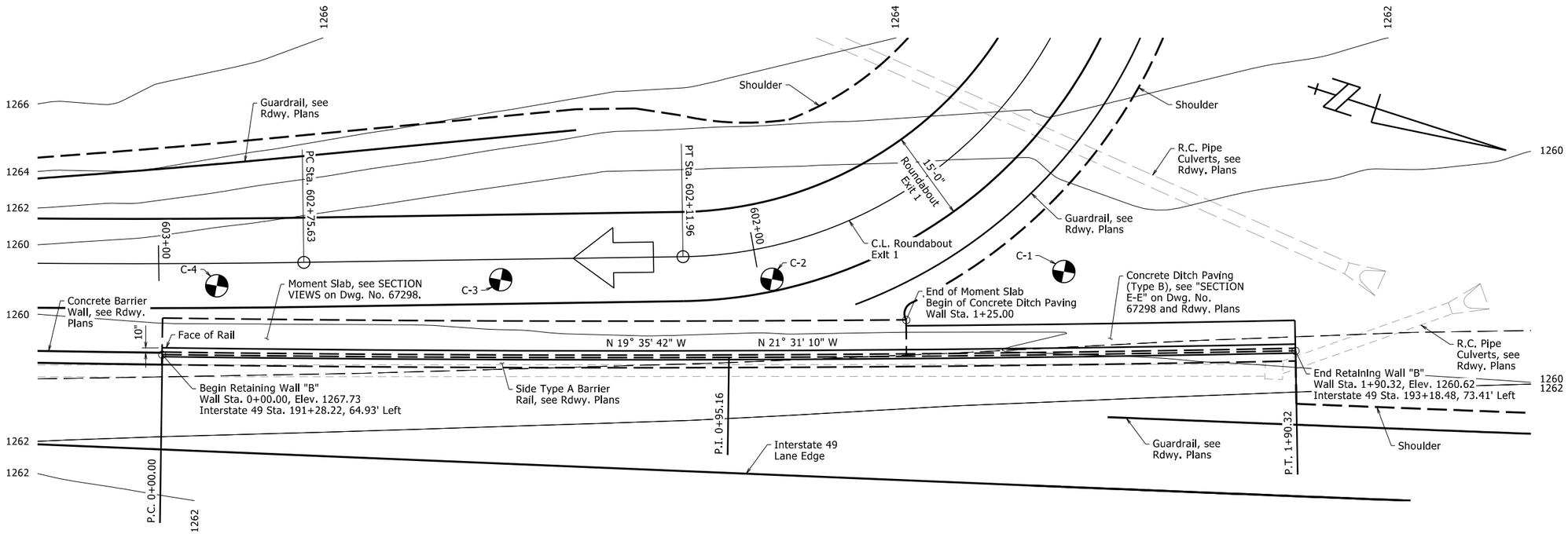
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023
CHECKED BY: YG DATE: 02/09/2024
DESIGNED BY: DKS DATE: 10/2023
FILENAME: b040846_rw.dgn
SCALE: AS NOTED

BRIDGE NO.
DRAWING NO. 67290

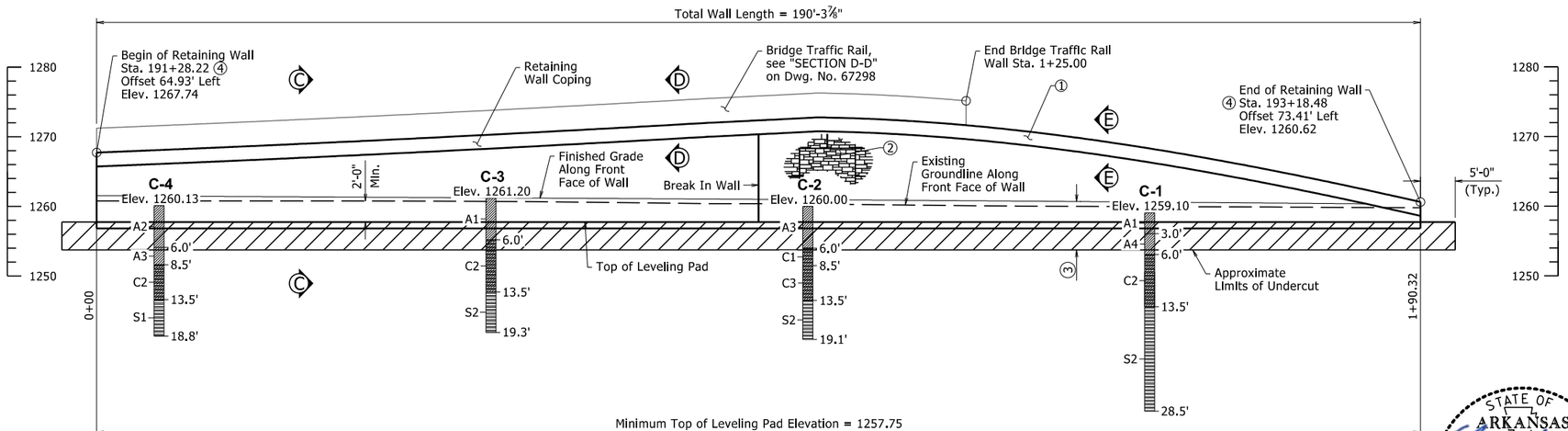
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	495	832
		-	RETAINING WALLS	- 67291		



PLAN - RETAINING WALL "B"

Scale: 1" = 10'-0"



④ Stationing shown is along C.L. Interstate 49

Horizontal Alignment is along outside face of retaining wall panel.

Offset dimensions are measured from C.L. Interstate 49 to outside vertical face of MSE Retaining Wall.

ELEVATION - RETAINING WALL "B"

(Looking at Front Face of Wall)
Scale: 1" = 10'-0"
Side Type A Barrier Rail Not Shown for Clarity

① Class 3 Textured Coating Finish
(Color = Light Brown, Color Chip No. 33578)

② Class 3 Textured Coating Finish
(Color = Dark Brown, Color Chip No. 30219)
and "Ashlar Stone" Form Liner

③ Depth of undercut shall extend to shaley clay, shale, or stiff clay or as directed by the Engineer.

TABLE OF RETAINING WALL "B" ELEVATIONS

STATION	TOP OF WALL ELEVATION	EXISTING GROUND SURFACE ELEVATION
0+00.00	1267.74	1261.08
0+20.00	1268.57	1260.96
0+40.00	1269.48	1260.80
0+60.00	1270.48	1260.65
0+80.00	1271.56	1260.54
1+00.00	1272.60	1260.43
1+20.00	1272.07	1260.28
1+40.00	1270.00	1260.16
1+60.00	1266.86	1260.09
1+80.00	1262.91	1259.99
1+90.32	1260.62	1259.93

HORIZONTAL CURVE DATA

Along Outside Face of Retaining Wall Panel

P.I. = 0+95.16
q = 1° 55' 28" Left
D = 1° 00' 40"
T = 95.16'
L = 190.31'
P.C. = 0+00.00
P.T. = 1+90.31

BORING LEGEND

T1 - Topsoil
A1 - Medium stiff, LEAN CLAY
A2 - Stiff, LEAN CLAY
A3 - Very stiff, LEAN CLAY
A4 - Hard, LEAN CLAY
C1 - Stiff, SHALY CLAY
C2 - Very stiff, SHALY CLAY
C3 - Hard, SHALY CLAY
S1 - Very weak, gray, highly weathered SHALE
S2 - Weak, gray, highly to moderately weathered SHALE

"N" VALUES

Sta. 192+83.29 - Offset 72.14' Left

1.5-2.5	N=8
6.5-7.5	N=18
9.0-10.0	N=25
14.0-14.4	N=50 (5")
19.0-19.3	N=50 (4")
23.5-23.7	N=50 (2")

Sta. 191+87.45 - Offset 75.75' Left

1.5-2.5	N=6
6.5-7.5	N=22
9.0-10.0	N=29
14.0-14.5	N=50 (6")
19.0-19.3	N=50 (3")

Sta. 192+33.61 - Offset 75.82' Left

4.0-5.0	N=15
6.5-7.5	N=12
9.0-10.0	N=38
14.0-14.4	N=50 (5")
19.0-19.1	N=50 (1")

Sta. 191+39.14 - Offset 74.37' Left

4.0-5.0	N=10
6.5-7.5	N=22
9.0-10.0	N=26
14.0-14.8	N=87 (10")
18.5-18.9	N=50 (5")

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

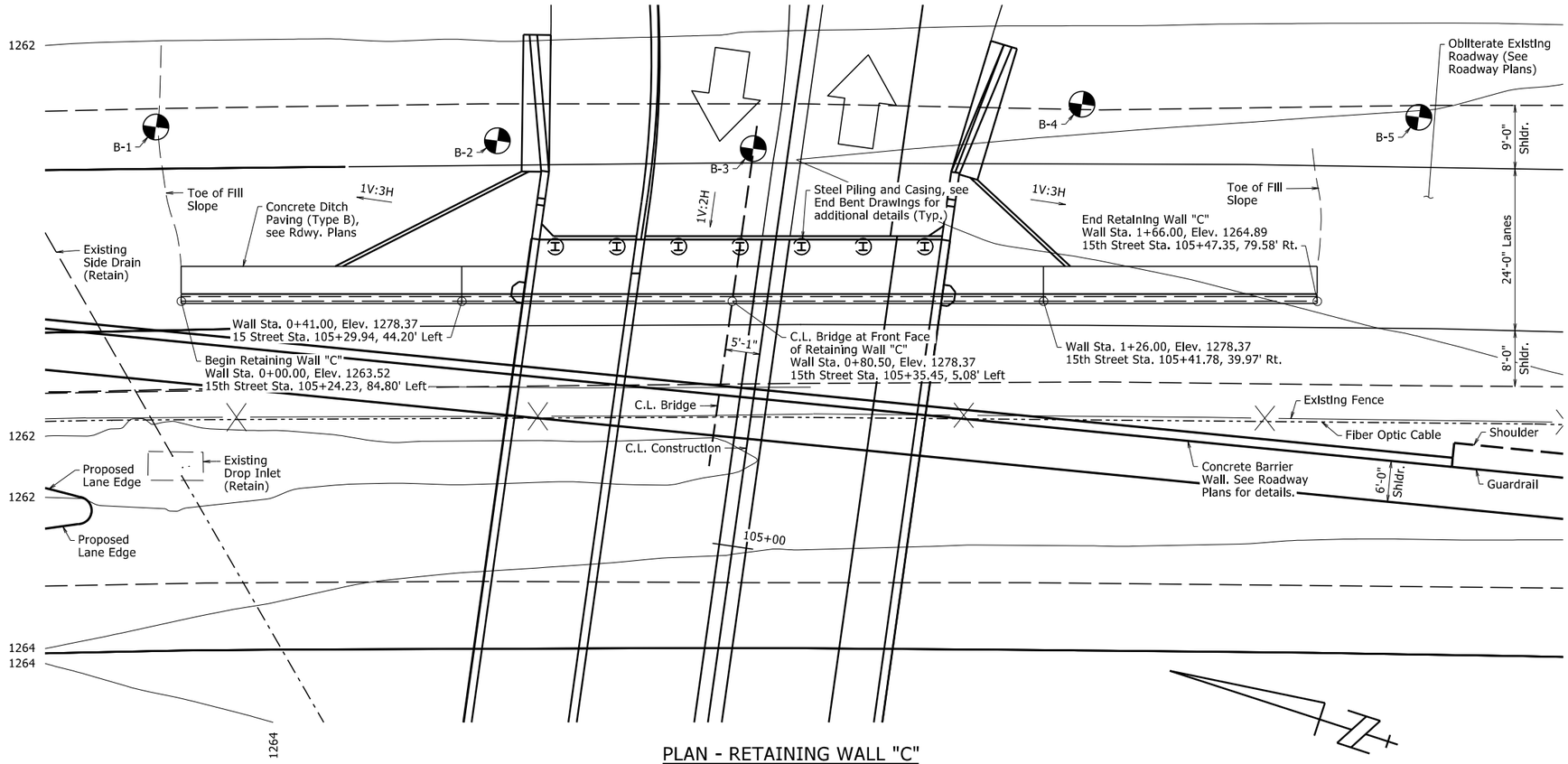
SHEET 2 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023
CHECKED BY: YG DATE: 02/09/2024
DESIGNED BY: DKS DATE: 10/2023
FILENAME: b040846_rw.dgn
SCALE: AS NOTED
BRIDGE NO.
DRAWING NO. 67291

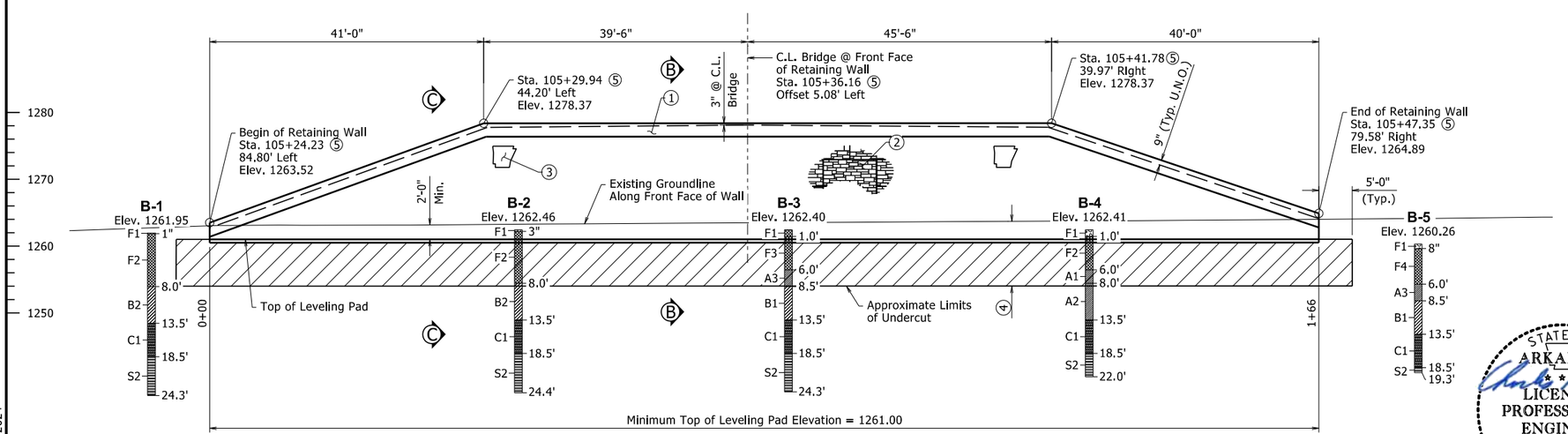
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	496	832
		-	RETAINING WALLS	- 67292		



PLAN - RETAINING WALL "C"

Scale: 1" = 10'-0"



ELEVATION - RETAINING WALL "C"

(Looking at Front Face of Wall)
Scale: 1" = 10'-0"

⑤ Stationing shown is along C.L. Construction 15th Street

Offset dimensions are measured from C.L. Construction 15th Street to outside vertical face of MSE Retaining Wall.

For "SECTION B-B", see Dwg. No. 67296.

BORING LEGEND

- T1 - Topsoil
- A1 - Soft, LEAN CLAY
- A2 - Medium stiff, LEAN CLAY
- A3 - Stiff, LEAN CLAY
- B1 - Medium stiff, FAT CLAY
- B2 - Stiff, FAT CLAY
- B3 - Very stiff, FAT CLAY
- C1 - Very stiff, brown and black, SHALY CLAY
- S1 - Very weak, brown and black, highly weathered, SHALE
- S2 - Weak, black, moderately to slightly weathered SHALE
- F1 - FILL: gravel based
- F2 - FILL: fat clay, with gravel
- F3 - FILL: silt
- F4 - FILL: sandy clay, with gravel

"N" VALUES

Sta. 105+48.93 - Offset 91.92' Left

1.5-2.5	N=3
4.0-5.0	N=5
6.5-7.5	N=5
14.0-15.0	N=16
19.0-19.5	N=50 (6")
24.0-24.3	N=50 (4")

Sta. 105+53.89 - Offset 42.23' Left

1.5-2.5	N=4
4.0-5.0	N=4
6.5-7.5	N=5
14.0-15.0	N=16
19.0-19.2	N=50 (3")
24.0-24.9	N=50 (5")

Sta. 105+57.96 - Offset 5.03' Left

1.5-2.5	N=4
6.5-7.5	N=6
9.0-10.0	N=12
14.0-15.0	N=27
18.5-17.5	N=50 (5")
23.5-24.5	N=50 (4.5")

Sta. 105+71.07 - Offset 41.63' Right

1.5-2.5	N=6
4.0-5.0	N=5
6.5-7.5	N=4
14.0-15.0	N=22
19.0-19.5	N=50 (4.5")
22.5-22.6	N=50 (1")

Sta. 105+76.05 - Offset 90.65' Right

1.5-2.5	N=4
6.5-7.5	N=7
9.0-10.0	N=7
14.0-15.0	N=21
19.0-19.3	N=50 (3")

① Class 3 Textured Coating Finish
(Color = Light Brown, Color Chip No. 33578)

② Class 3 Textured Coating Finish
(Color = Dark Brown, Color Chip No. 30219)
and "Ashlar Stone" Form Liner

③ Arkansas Form Insert
Class 3 Textured Coating Finish
(Color = Light Brown, Color Chip No. 33578)

④ Depth of undercut shall extend to stiff clay or as directed by the Engineer.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 3 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

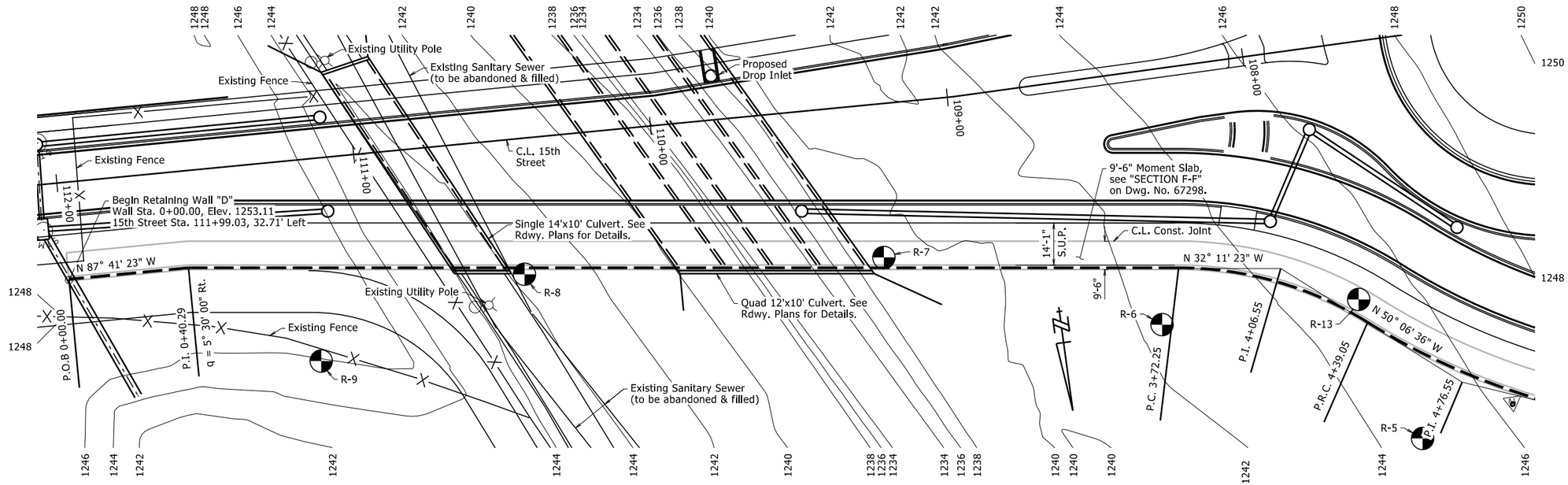
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DKS	DATE: 10/2023	FILENAME: b040846_rw.dgn
CHECKED BY:	YG	DATE: 02/09/2024	SCALE: AS NOTED
DESIGNED BY:	DKS	DATE: 10/2023	

BRIDGE NO. DRAWING NO. 67292

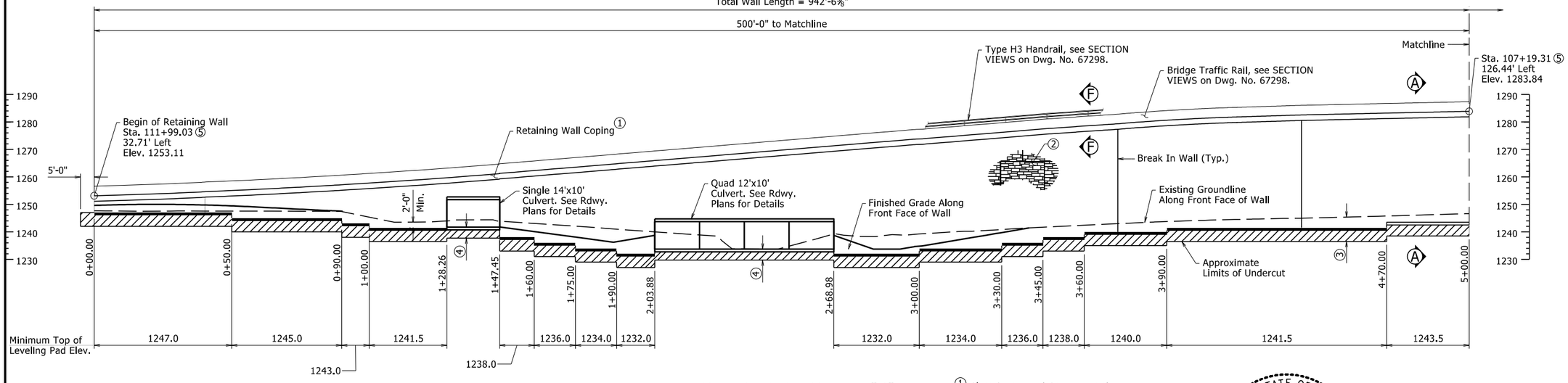
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	497	832
		-	RETAINING WALLS	- 67293		



PLAN - RETAINING WALL "D"

Scale: 1" = 20'-0"



ELEVATION - RETAINING WALL "D"

(Looking at Outside Face of Wall)
Scale: 1" = 20'-0"

TABLE OF RETAINING WALL "D" ELEVATIONS

STATION	TOP OF WALL ELEVATION	EXISTING GROUND SURFACE ELEVATION
0+00.00	1253.11	1247.67
0+50.00	1255.02	1247.51
1+00.00	1257.72	1245.34
1+50.00	1259.45	1243.69
2+00.00	1265.59	1240.23
2+50.00	1269.72	1234.08
3+00.00	1273.79	1239.20
3+50.00	1277.81	1241.89
4+00.00	1281.15	1244.06
4+50.00	1282.76	1245.20
5+00.00	1283.84	1246.61

⑤ Stationing shown is along C.L. 15th Street

For Horizontal Curve Data, see Dwg. No. 67294.

Offset dimensions are measured from C.L. 15th Street to outside vertical face of MSE Retaining Wall.

① Class 3 Textured Coating Finish (Color = Light Brown, Color Chip No. 33578)

② Class 3 Textured Coating Finish (Color = Dark Brown, Color Chip No. 30219) and "Ashlar Stone" Form Liner

③ Depth of undercut shall extend to shale or shaley clay or as directed by the Engineer.

④ Depth of undercut shall extend a minimum of 3 feet or to shale or as directed by the Engineer.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 4 OF 9
DETAILS OF RETAINING WALLS

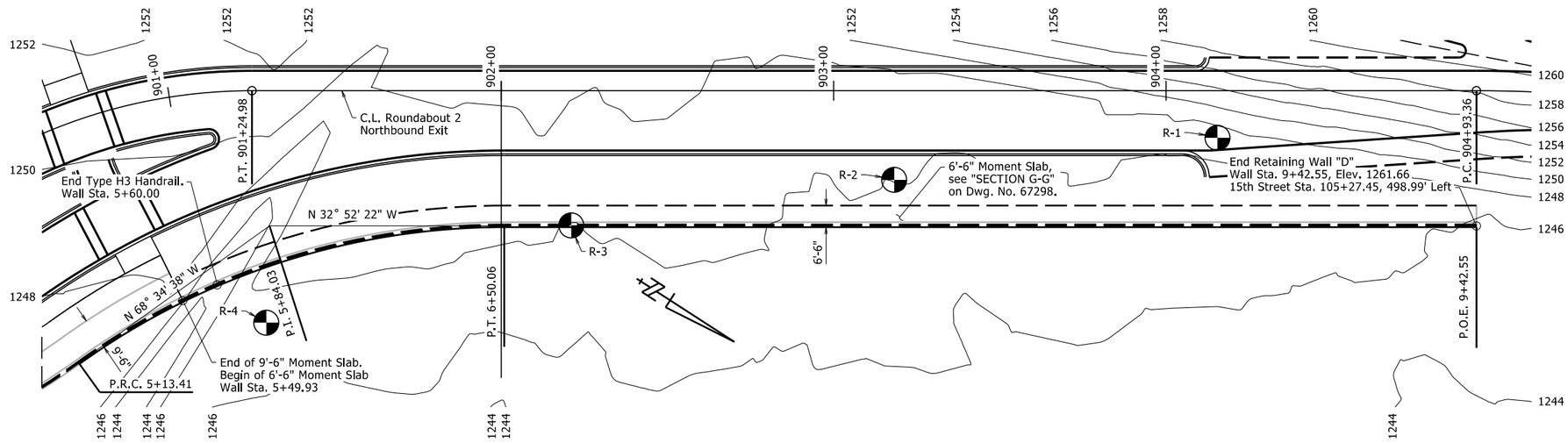
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023
CHECKED BY: YG DATE: 02/09/2024
DESIGNED BY: DKS DATE: 10/2023
FILENAME: b040846_rw.dgn
SCALE: AS NOTED

BRIDGE NO.
DRAWING NO. 67293

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	498	832
		-	RETAINING WALLS	- 67294		



PLAN - RETAINING WALL "D"

Scale: 1" = 20'-0"

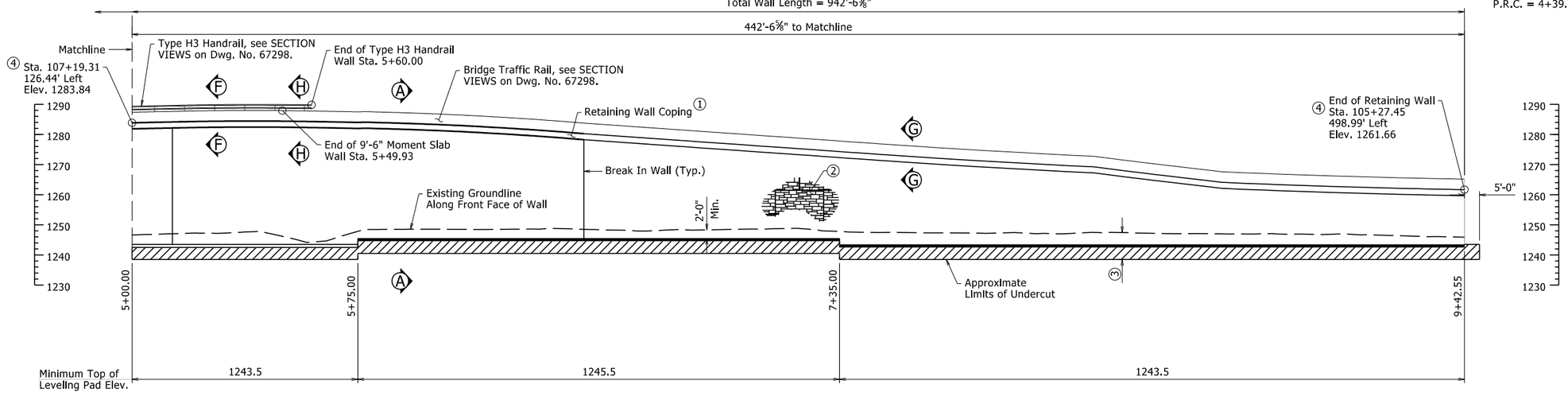
TABLE OF RETAINING WALL "D" ELEVATIONS

STATION	TOP OF WALL ELEVATION	EXISTING GROUND SURFACE ELEVATION
5+00.00	1283.84	1246.60
5+50.00	1284.38	1246.17
6+00.00	1283.33	1248.51
6+50.00	1280.24	1248.47
7+00.00	1276.74	1248.45
7+50.00	1273.24	1247.43
8+00.00	1270.19	1247.08
8+50.00	1265.47	1247.07
9+00.00	1262.67	1246.91
9+42.55	1261.66	1245.85

HORIZONTAL CURVE DATA

Along Outside Face of Retaining Wall Panel

P.I. = 4+06.55	P.I. = 4+76.55	P.I. = 5+84.03
q = 32° 04' 47" Rt.	q = 18° 28' 02" Left	q = 35° 42' 16" Rt.
R = 119.29'	R = 230.71'	R = 219.29'
T = 34.30'	T = 37.50'	T = 70.62'
L = 66.80'	L = 74.36'	L = 136.65'
P.C. = 3+72.25	P.R.C. = 4+39.05	P.R.C. = 5+13.41
P.R.C. = 4+39.05	P.R.C. = 5+13.41	P.T. = 6+50.06



ELEVATION - RETAINING WALL "D"

(Looking at Outside Face of Wall)
Scale: 1" = 20'-0"

④ Stationing shown is along C.L. 15th Street

Horizontal Alignment is given along outside face of retaining wall panel.

Offset dimensions are measured from C.L. 15th Street to outside vertical face of MSE Retaining Wall.

① Class 3 Textured Coating Finish
(Color = Light Brown, Color Chip No. 33578)

② Class 3 Textured Coating Finish
(Color = Dark Brown, Color Chip No. 30219)
and "Ashlar Stone" Form Liner

③ Depth of undercut shall extend to shale or shaley clay or as directed by the Engineer.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 5 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

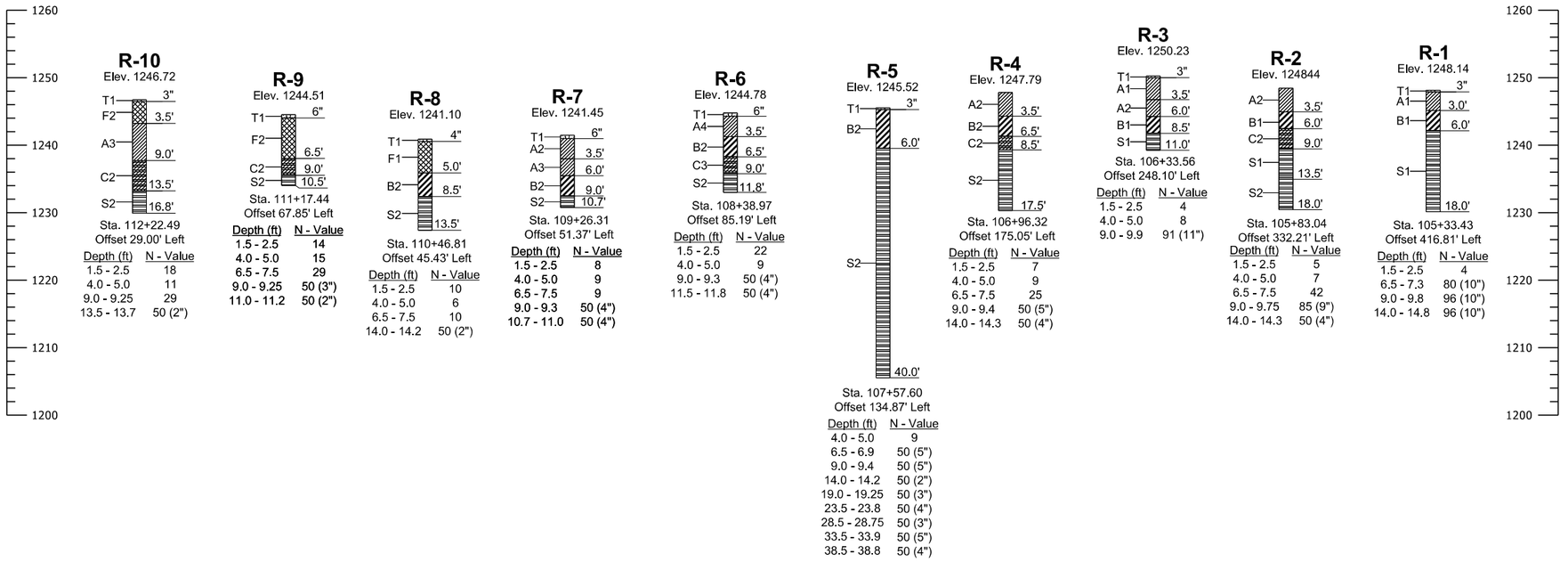
DRAWN BY: DKS DATE: 10/2023 FILENAME: b040846_rw.dgn
CHECKED BY: YG DATE: 02/09/2024 SCALE: AS NOTED
DESIGNED BY: DKS DATE: 10/2023

BRIDGE NO. DRAWING NO. 67294

PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	499	832
		-	RETAINING WALLS	- 67295		

Note: Stationing shown are along
C.L. Construction 15th Street.



BORING LEGEND

T1	Topsoil
A1	Soft, LEAN CLAY
A2	Medium stiff, LEAN CLAY
A3	Stiff, LEAN CLAY
A4	Very stiff, LEAN CLAY
B1	Medium stiff, FAT CLAY
B2	Stiff, FAT CLAY
C1	Stiff, SHALY CLAY
C2	Very stiff, SHALY CLAY
C3	Hard, SHALY CLAY
S1	Very weak, gray and black, highly weathered SHALE
S2	Weak, gray and black, highly to moderately weathered SHALE
F1	FILL: black and brown sand, with shale rubble
F2	FILL: brown, lean clay, with gravel

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 6 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

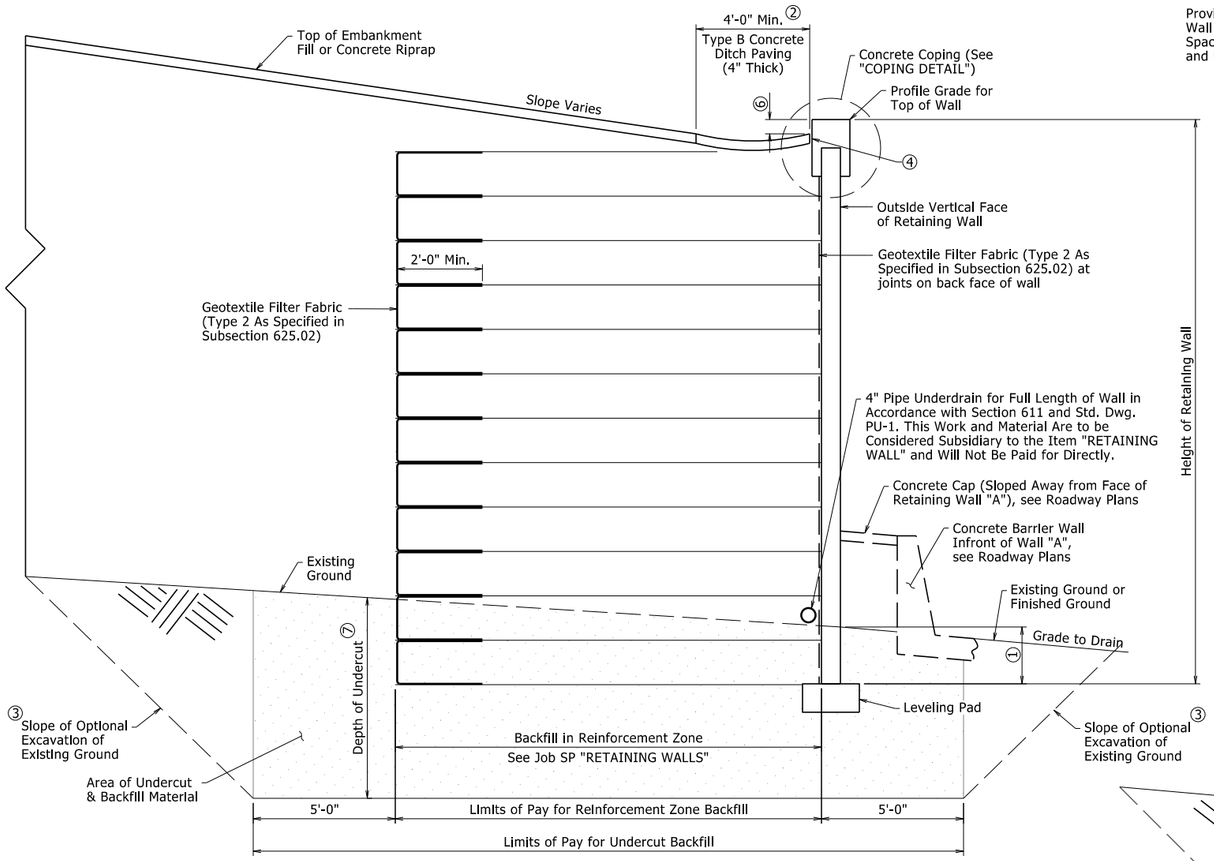
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023 FILENAME: b040846_rw.dgn
CHECKED BY: YG DATE: 02/09/2024 SCALE: NO SCALE
DESIGNED BY: DKS DATE: 10/2023

BRIDGE NO. DRAWING NO. 67295

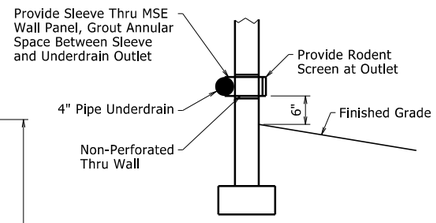
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	500	832
		-	RETAINING WALLS	-	67296	



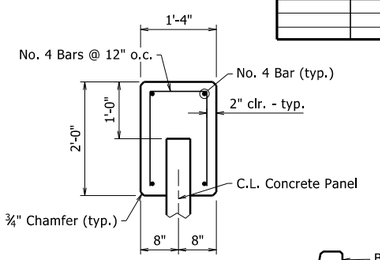
SECTION C-C (BACKFILL METHOD B) ⑨

Wall "A" Shown.



OUTLET DETAIL

Walls "A" and "C" Only

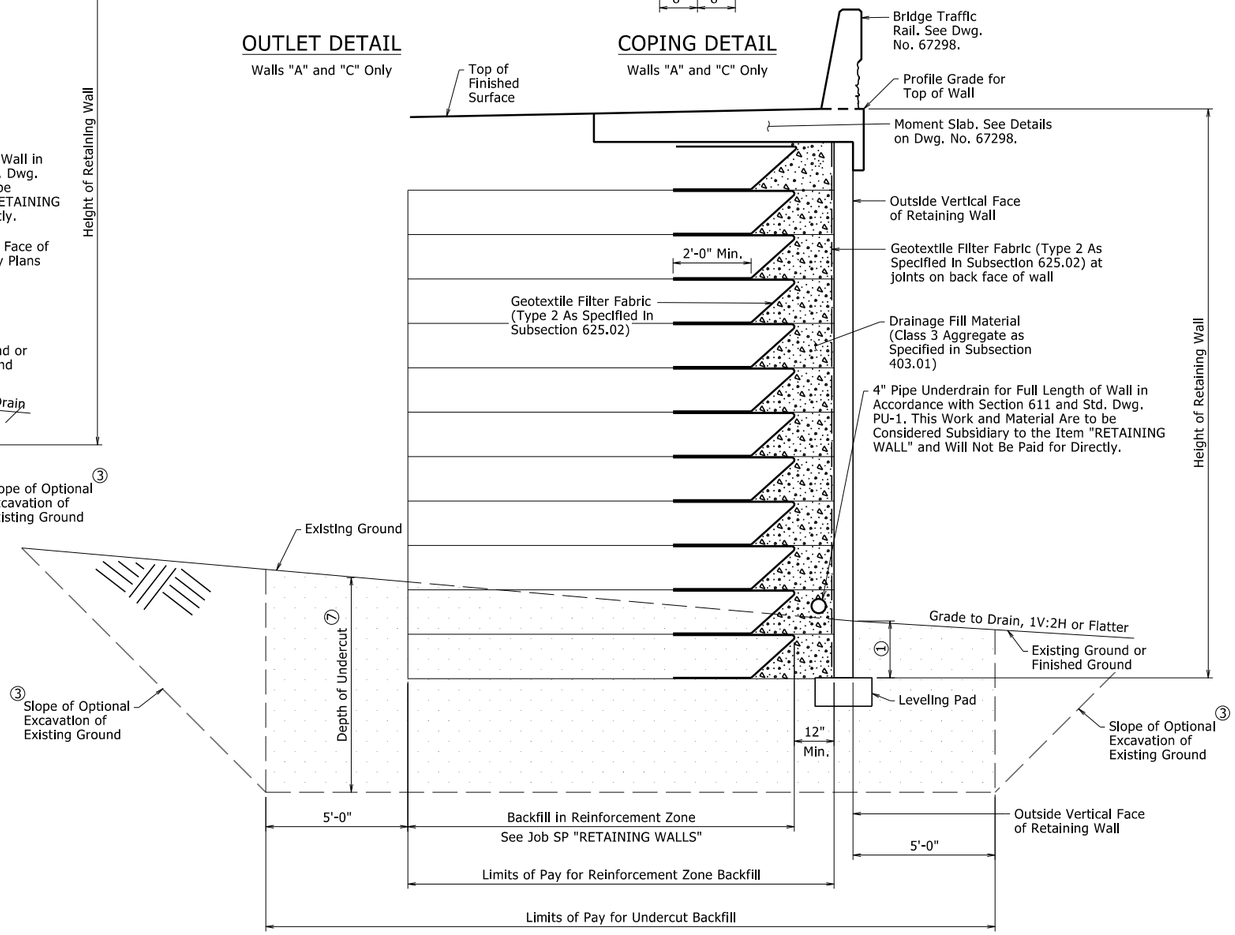


Reinforcing steel and Class S(AE) Concrete for coping shall not be paid for directly, but will be considered subsidiary to the item "Retaining Wall".

Precast coping may be substituted for cast-in-place coping shown.

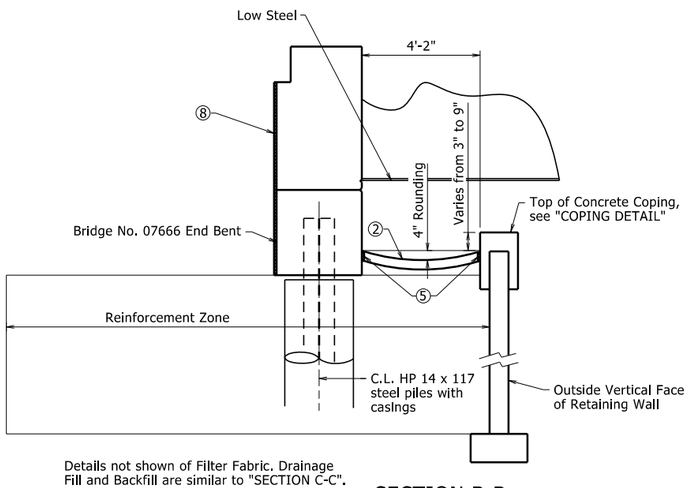
COPING DETAIL

Walls "A" and "C" Only



SECTION A-A (BACKFILL METHOD A) ⑨

Wall "D" Shown



Details not shown of Filter Fabric. Drainage Fill and Backfill are similar to "SECTION C-C".

SECTION B-B

Walls "A" and "C" Only at End Bents

TABLE FOR UNDERCUT BACKFILL MATERIAL:

Wall	Backfill Material
"A"	Class 7
"B"	Crushed Rock or Stone
"C"	Class 7
"D"	Crushed Rock or Stone

① See ELEVATION VIEWS for embedment requirements.

② The 4'-0" concrete ditch paving shall be constructed without the 3" weep holes. See Standard Dwg. CDP-1 for ditch paving details.

③ The Contractor has the option of using a cut slope or shoring to maintain stability of the cut. Any excavation beyond the limits of the reinforcement zone or any shoring used will not be paid for directly, but shall considered subsidiary to the item "RETAINING WALL". See SP "RETAINING WALLS" for additional information.

④ ½" Preformed joint filler (AASHTO M 153 Type 1) per Subsection 501.02(h)(1) with ½" x 1" Type 3 or 4 joint sealer per Subsection 501.02(h)(2). Payment will not be made directly but will be considered subsidiary to other pay items.

⑤ 1" Preformed joint filler (AASHTO M 153 Type 1) per Subsection 501.02(h)(1) with 1" x 1" Type 3 or 4 joint sealer per Subsection 501.02(h)(2). Payment will not be made directly but will be considered subsidiary to other pay items.

⑥ Varies from 3" to 9". See WALL ELEVATIONS for additional information.

⑦ Depth of undercut varies from 5' to 9' as directed by the Engineer. See ELEVATION VIEWS for additional details.

⑧ 1" Polystyrene Foam Board (Foam board will not be paid for directly, but be considered incidental to the various bid items).

⑨ Backfill Method A is required for Wall "D". All other Walls have the option for Backfill Method A or B, at the Contractor's discretion.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 7 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023
CHECKED BY: YG DATE: 02/09/2024
DESIGNED BY: DKS DATE: 10/2023

FILENAME: b040846_rw.dgn
SCALE: AS NOTED

BRIDGE NO.

DRAWING NO. 67296

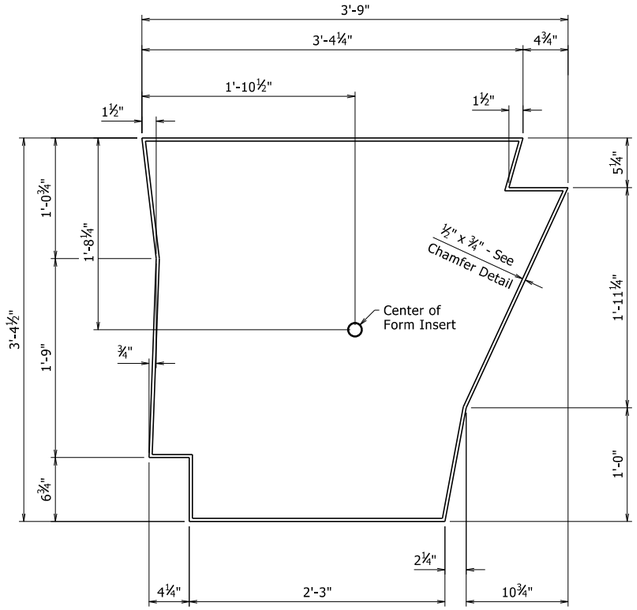
PRINT DATE: 3/29/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	501	832
		-	RETAINING WALLS	- 67297		

TABLE OF QUANTITIES (WALLS "A"-"D")

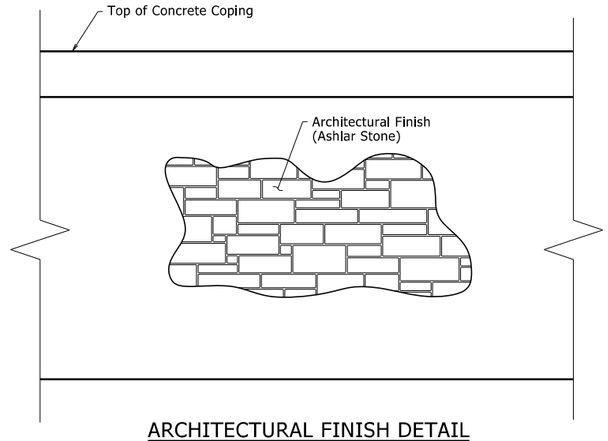
(FOR INFORMATION ONLY)

ITEM NO.	210	605	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SP JOB 040846	SS & 806	631	631	631
ITEM	UNCLASSIFIED EXCAVATION	CONCRETE DITCH PAVING (TYPE B)	SELECT GRANULAR BACKFILL	RETAINING WALL	TEXTURED COATING FINISH	ARCHITECTURAL FINISH	AGGREGATE BASE COURSE (CLASS 7)	STONE BACKFILL	METAL BRIDGE RAILING (TYPE H3)	CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL 1)	CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL 2)	CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL 3)
UNIT	CU. YD.	SQ. YD.	CU. YD.	SQ. FT.	SQ. YD.	SQ. FT.	TON	TON	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.
WALL "A"	915	80	1,378	2,778	288		1,581					
WALL "B"		29	786	2,194	303	188		1,191				125
WALL "C"	1,093	76	1,012	2,308	236		2,008					
WALL "D"			24,919	27,510	3,036	1,414		10,535	560	550	393	



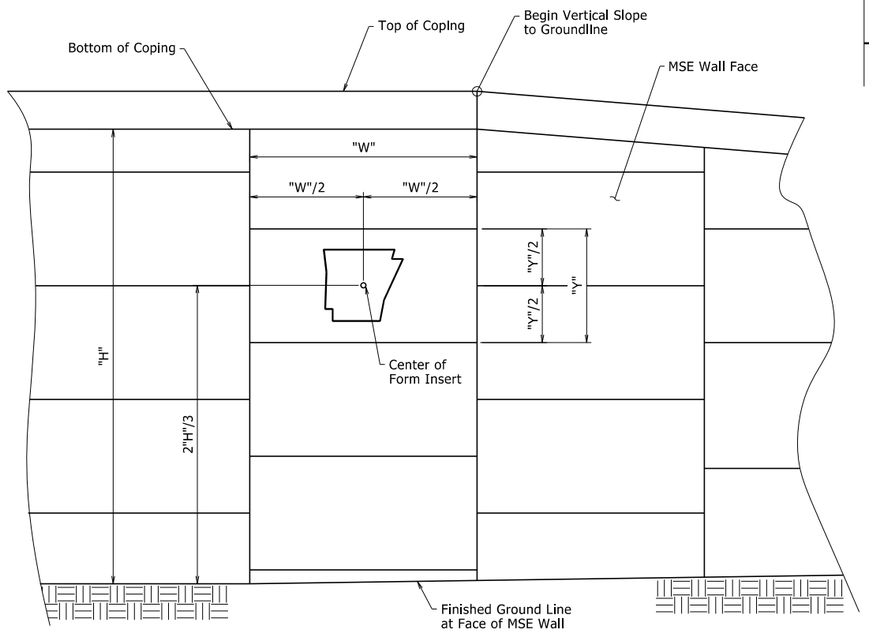
FORM INSERT DETAILS ON MSE WALLS

Scale: 1½" = 1'-0"



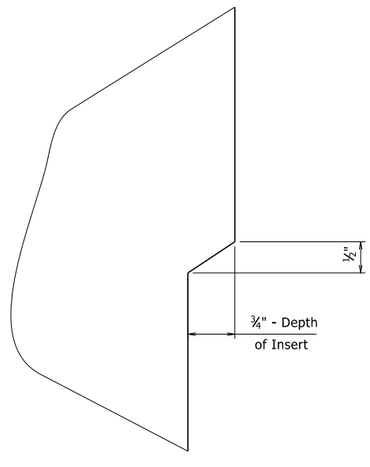
ARCHITECTURAL FINISH DETAIL

No Scale



PLACEMENT AT MSE WALLS

Walls "A" and "C"
No Scale



CHAMFER DETAIL

No Scale

GENERAL NOTES:

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

SEISMIC ZONE: 1 SD1: 0.089 SITE CLASS: C

4" Pipe Underdrains shall be used for full length of wall.

Elevations are approximate. Wall dimensions may vary depending on wall design selected.

Reinforcement placement and details for retaining walls may be affected by end bent construction and proposed roadway drainage structures. See Dwg. Nos. 67237-67239 for pile locations, cap details and wingwall details. See Roadway Plans for locations and details of drainage structures.

For ditch paving, see Std. Dwg. CDP-1.

See Special Provision "RETAINING WALLS" for additional information.

Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

Preformed joint filler, joint sealer, and pipe underdrains will not be paid for directly, but will be considered subsidiary to the item "RETAINING WALL".

An Architectural Finish (Ashlar Stone or approved equivalent) shall be applied to the face of the retaining walls. See Special Provision "RETAINING WALLS".

A Class 3 Textured Coating Finish shall be applied to the exposed face of the concrete wall panels and coping as specified in Special Provision "TEXTURED COATING FINISH" and in accordance with Subsection 802.19(b)(3).

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 8 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

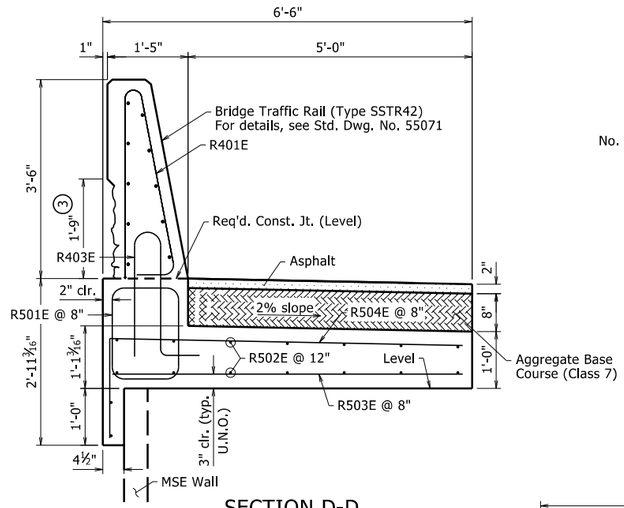
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023 FILENAME: b040846_rw.dgn
CHECKED BY: YG DATE: 02/09/2024 SCALE: AS NOTED
DESIGNED BY: DKS DATE: 10/2023

BRIDGE NO. DRAWING NO. 67297

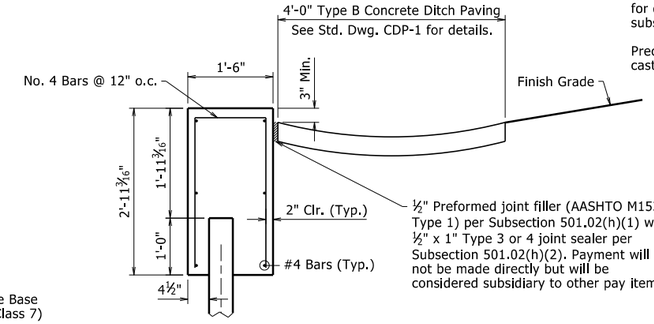
PRINT DATE: 4/1/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	502	832
		-	RETAINING WALLS	-	67298	



SECTION D-D

Parapet Type Special 3
Wall "B", Wall Sta. 0+00.00 - Sta. 1+25.00

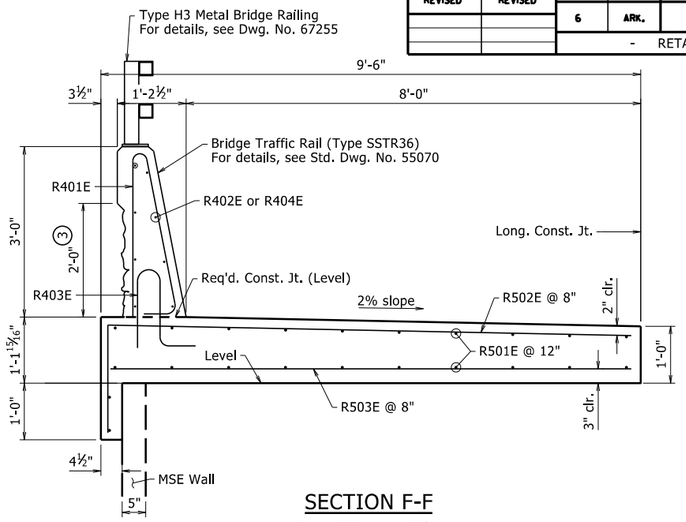


Reinforcing steel and Class S(AE) Concrete for coping shall not be paid for directly, but will be considered subsidiary to the item "Retaining Wall".

Precast coping may be substituted for cast-in-place coping shown.

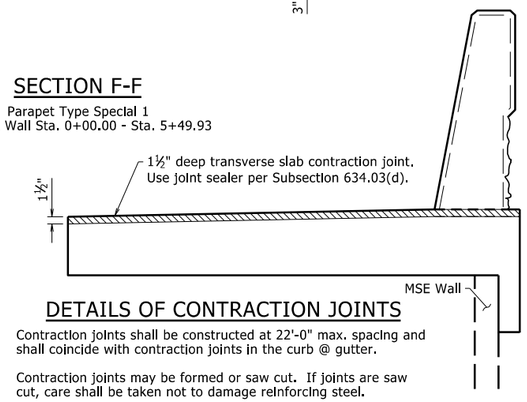
SECTION E-E

Wall "B" Coping
Wall Sta. 1+25.00 - 1+90.32



SECTION F-F

Parapet Type Special 1
Wall "D", Wall Sta. 0+00.00 - Sta. 5+49.93

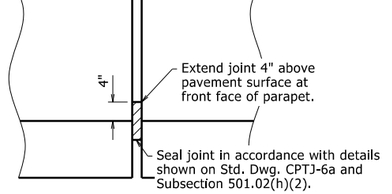


DETAILS OF CONTRACTION JOINTS

Contraction joints shall be constructed at 22'-0" max. spacing and shall coincide with contraction joints in the curb @ gutter.

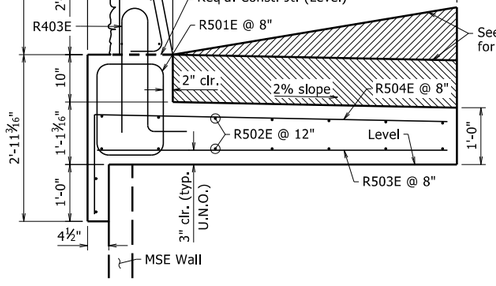
Contraction joints may be formed or saw cut. If joints are saw cut, care shall be taken not to damage reinforcing steel.

1" deep joints in parapet section are not required to be sealed.



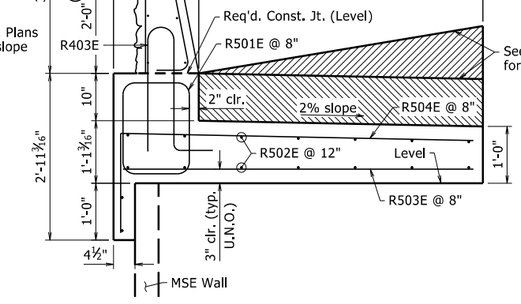
DETAILS OF EXPANSION JOINTS

Expansion joints shall be constructed at 30'-0" minimum spacing and 130'-0" maximum spacing.



SECTION G-G

Parapet Type Special 2
Wall "D", Wall Sta. 5+60.00 - Sta. 9+42.55



SECTION H-H

Parapet Type Special 2
Wall "D", Wall Sta. 5+49.93 - Sta. 5+60.00

③ Ashlar Stone Form Liner shall be applied to outside face of rail.

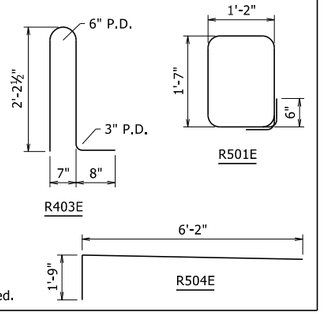
Slip forming of rail shall not be permitted.

Provide edge relief around perimeter of texture. Edge relief dimensions shall match Manufacturer edge distance.

BAR LIST - TYPE SSTR42 (FOR INFORMATION ONLY)

	MARK	NO. REQ'D	LENGTH	P.D.
①	R401E	252	7'-1"	3"
	R402E	60	20'-6"	Str.
	R403E	252	5'-4"	3", 6"
	R501E	188	5'-10"	2½"
	R502E	48	43'-8"	Str.
	R503E	188	6'-1"	Str.
	R504E	188	7'-11"	Str.

BENDING DIAGRAMS



Dimensions are out to out of bars.

Bars with an "E" suffix are to be epoxy coated.

① See Std. Dwg. No. 55071 for additional details.

BAR LIST - TYPE SSTR36 (FOR INFORMATION ONLY)

	MARK	NO. REQ'D	LENGTH	P.D.
②	R401E	1892	5'-11"	3"
	R402E	320	23'-2"	Str.
②	R403E	1892	3'-6"	6"
	R501E	374	58'-5"	Str.
	R502E	1415	10'-11"	Str.
	R503E	1415	9'-2"	Str.



Dimensions are out to out of bars.

Bars with an "E" suffix are to be epoxy coated.

② See Std. Dwg. No. 55070 for additional details.

General Notes:

Concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi.

Reinforcing Steel shall be Grade 60, conforming to AASHTO M 31 or M 322, Type A with mill test reports (fy = 60,000 psi).

Bridge railing, including posts, templates and base plates, fasteners, and neoprene pads shall be paid for at the contract unit price bid per linear foot for "METAL BRIDGE RAILING (TYPE H3)". See Dwg. No. 67255 for additional details.

All longitudinal lines and longitudinal reinforcing steel shall be placed on curves concentric with C.L. Ramp.

Reinforcing Steel, Preformed Joints, Expansion Joints and Sealers shall not be paid for directly. Payment for these items shall be considered incidental to the item "Concrete Barrier Wall (Parapet Type Special __)".

The raised shoulders shall receive a Broomed Finish as specified for final finishing in Subsection 802.19 for Class 6 Broomed Finish.

Class 3 Textured Coating Finish shall be applied to the exterior barrier as specified in Special Provision "Textured Coating Finish" and in accordance with Subsection 802.19(b)(3).

TABLE OF VARIABLES TYPE SSTR36 ②

Closed Rail Panels		
Panel Length	A	R4XXE
21'-11¹⁵⁄₁₆"	44	R402E

TABLE OF VARIABLES TYPE SSTR42 ①

Closed Rail Panels		
Panel Length	A	R4XXE
20'-10"	42	R402E

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 9 OF 9
DETAILS OF RETAINING WALLS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DKS DATE: 10/2023
CHECKED BY: YG DATE: 02/09/2024
DESIGNED BY: JSQ DATE: 10/2023
FILENAME: b040846_rw.dgn
SCALE: AS NOTED

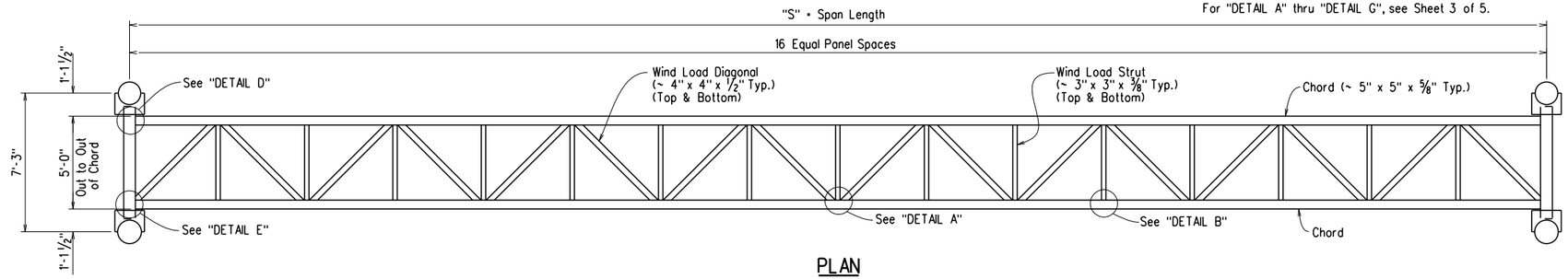
BRIDGE NO.
DRAWING NO. 67298

PRINT DATE: 3/29/2024

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	503	832
				(1) SEE TABLE		OVERHEAD SIGN STR.		67299

Notes:
For "View A-A - Foundation A", see Sheet 2 of 5.

For "DETAIL A" thru "DETAIL G", see Sheet 3 of 5.



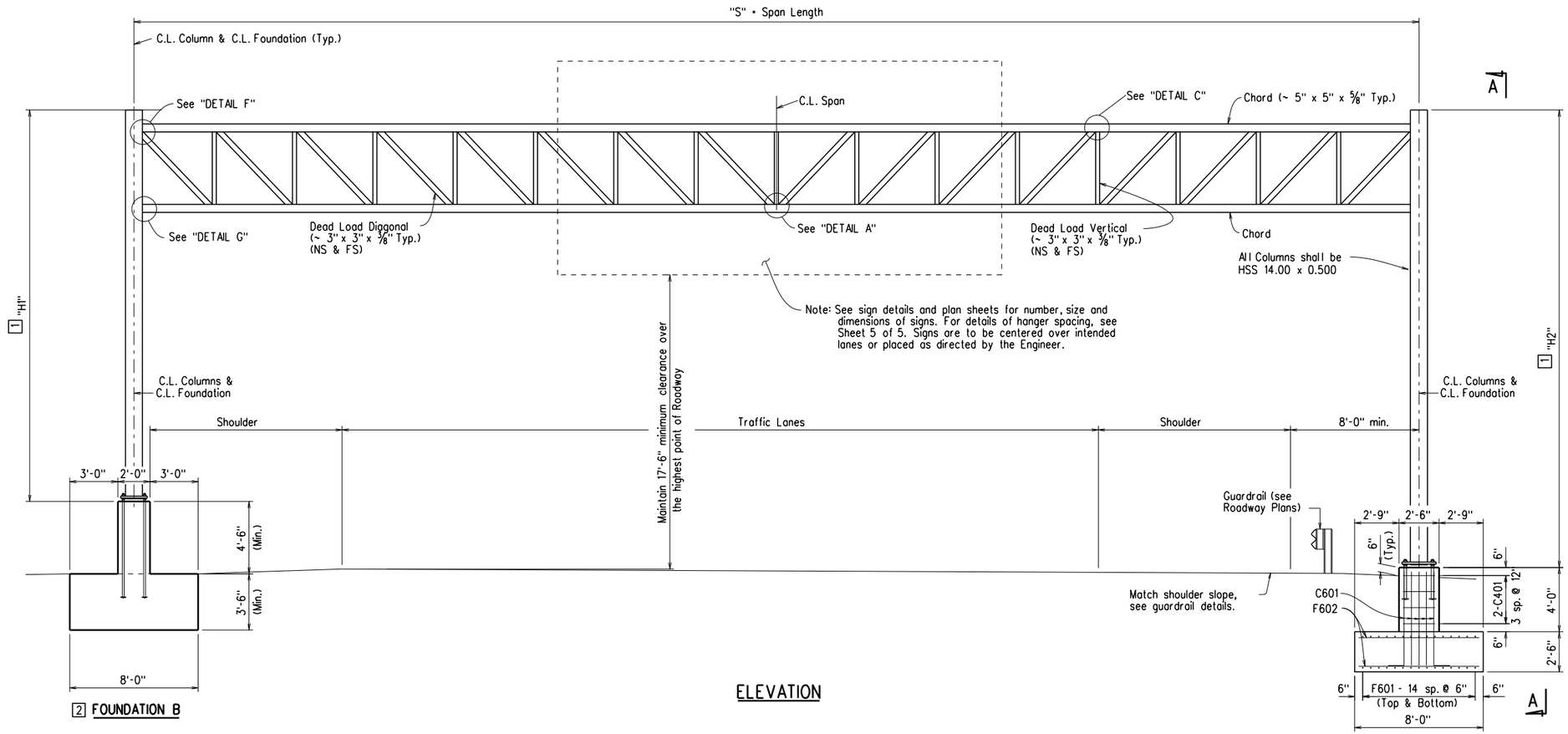
PLAN

[1] Note: The Contractor shall make field measurements to determine the column heights "H1" and "H2" that are required to maintain the minimum vertical clearance with the centerline of the sign located at the centerline of the truss. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("H1" or "H2") exceeds 30'-0" contact the Engineer. The Contractor shall also verify that the variable span length (70'-0" to 85'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.

TABLE OF VARIABLES

SIGN STRUCTURE	SPAN LENGTH "S"	FOUNDATION	
		MEDIAN	OUTSIDE SHOULDER
OH-049-72-38	80'-6"	N/A	A

TABULAR DATA BY: JCG DATE: 11-28-23
CHECKED BY: JYP DATE: 11-28-23



ELEVATION

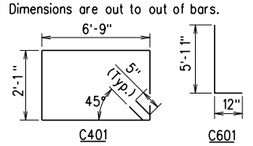
[2] FOUNDATION B

FOUNDATION A

[2] Note: Median barrier foundation constructed under previous ARDOT project. Contractor shall verify minimum 4'-6" column above finished surface, adequate anchor bolt projections exist, and the existing anchor bolt spacing matches the base plate detailed. Any discrepancies shall be brought to the attention of the Engineer prior to fabricating the sign structure.

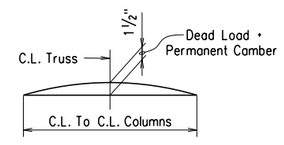
BAR LIST-FOUNDATION A

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
				Dimensions are out to out of bars.
C401	8	18'-2"	3"	
C601	48	6'-9"	4½"	
F601	30	17'-6"	Str.	
F602	70	7'-6"	Str.	



APPROXIMATE QUANTITIES FOR FOUNDATION (FOR INFORMATION ONLY)

STRUCTURE	CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
FOUNDATION A	17.22	2,161	51



TRUSS CAMBER DIAGRAM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS OF 80'-6" STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 01/08/16 FILENAME: OH Sign 80.5.dgn
CHECKED BY: KWY DATE: 4/8/16 SCALE: No Scale
DESIGNED BY: RBR DATE: 8/11

STR. NO. SEE TABLE DRAWING NO. 67299

PRINT DATE: 3/26/2024

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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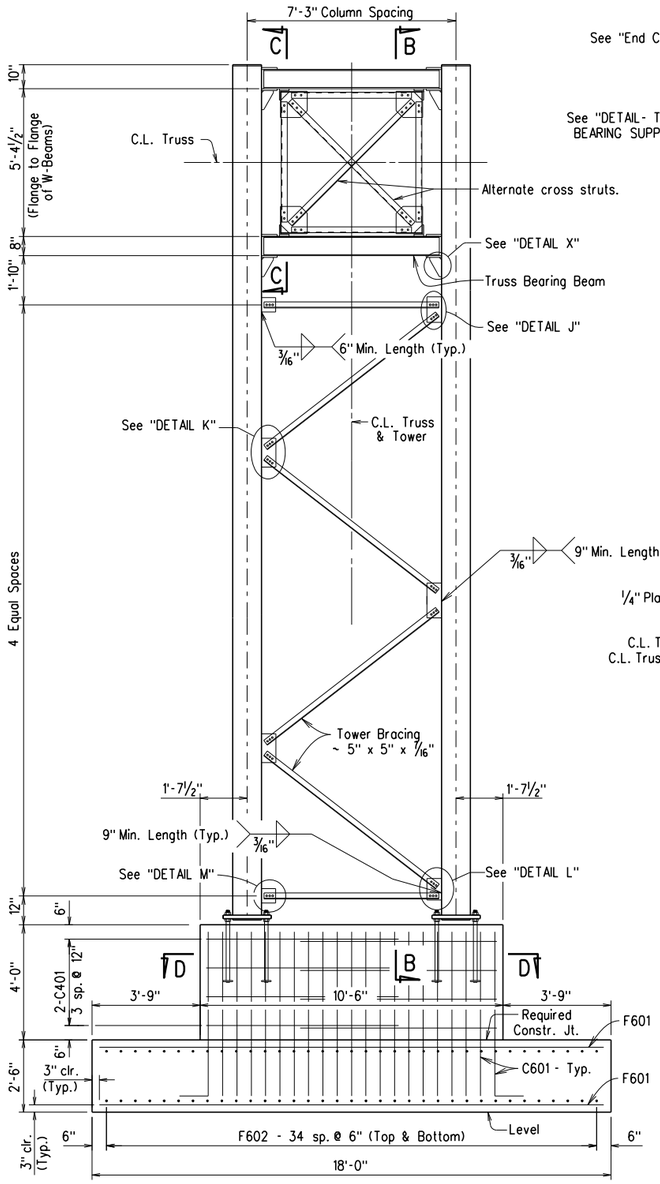
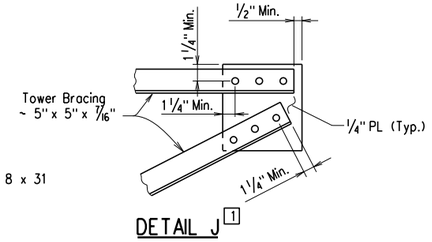
				JOB NO.		040846	504	832
				(1) SEE TABLE		OVERHEAD SIGN STR.		67300



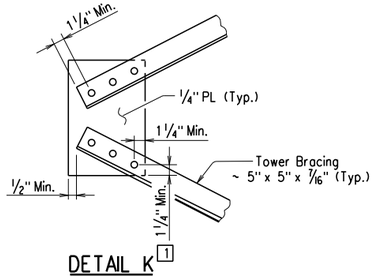
VIEW A-A - FOUNDATION A



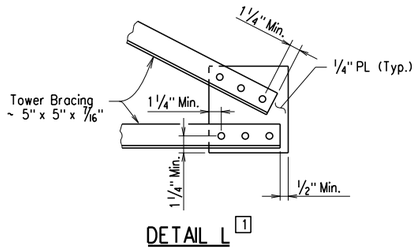
VIEW B-B



DETAIL J [1]



DETAIL K [1]



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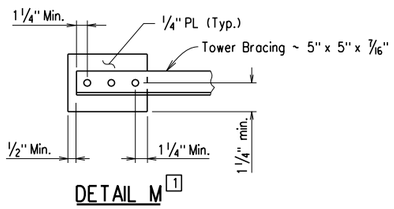
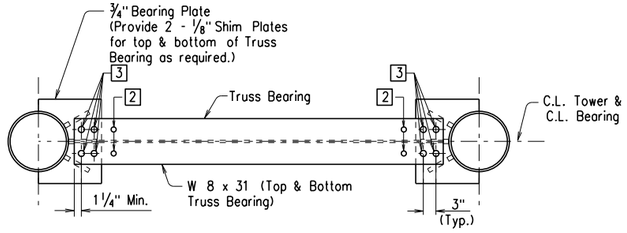
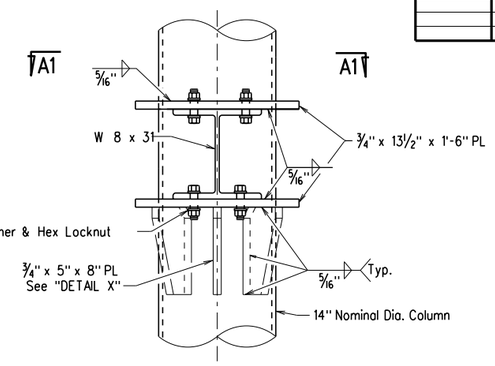


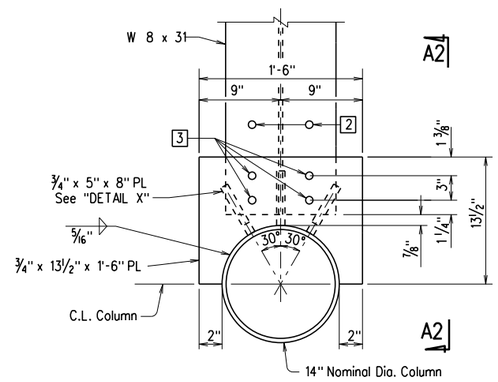
DETAIL M [1]



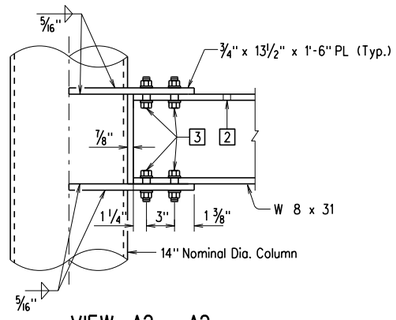
PLAN AT TRUSS BEARING



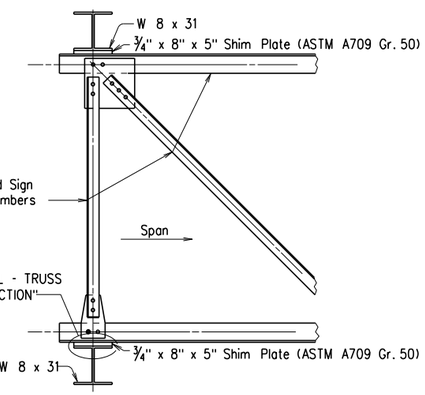
DETAIL - TRUSS BEARING SUPPORT



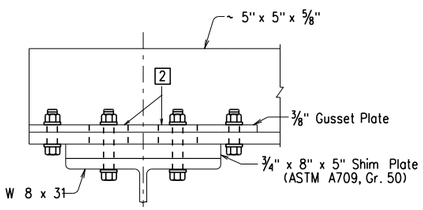
VIEW A1 - A1



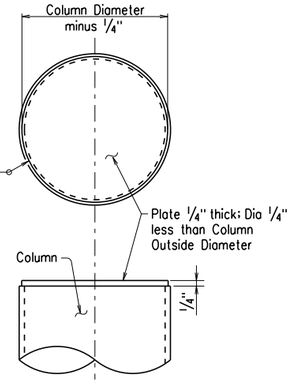
VIEW A2 - A2
¾" x 5" x 8" Plate not shown for clarity



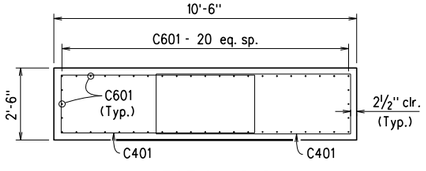
VIEW C-C



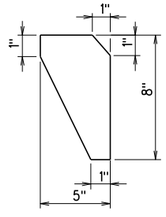
DETAIL - TRUSS CONNECTION



END CAP DETAIL



SECTION D-D



DETAIL X

1 Bolts shall be ¾" ` and open holes shall be 13/16" `. Minimum center to center bolt spacing shall be 2½". Dimensions shown are typical.

2 Bolts shall be ¾" `. Provide 13/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 13/16" ` holes in ¾" shim plate and top or bottom beam flanges as required.

3 Bolts shall be ¾" `. Provide 13/16" ` holes at top and bottom beam flanges and connection plates.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS OF 80'-6"
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

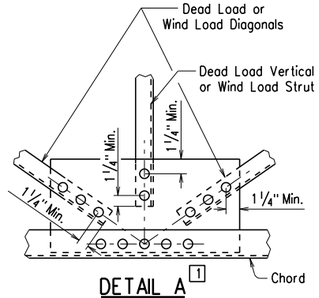
LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 01/08/16 FILENAME: OH Sign 80.5.dgn
CHECKED BY: KWY DATE: 4/8/16 SCALE: No Scale
DESIGNED BY: RBR DATE: 8/1.1

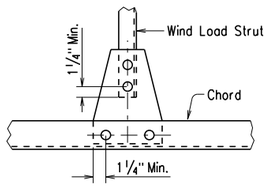
STR. NO. SEE TABLE DRAWING NO. 67300

PRINT DATE: 3/26/2024

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	505	832
				(1)	SEE TABLE	OVERHEAD SIGN STR.		67301



DETAIL A [1]



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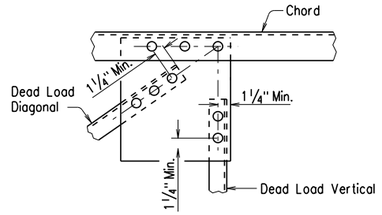

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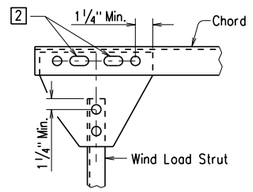

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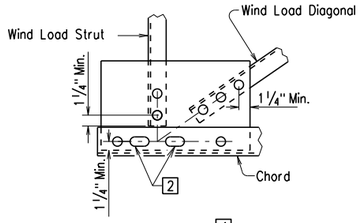

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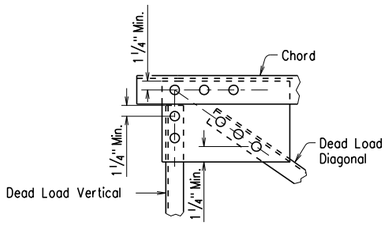

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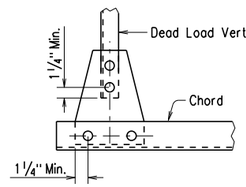

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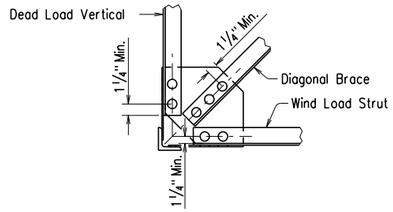
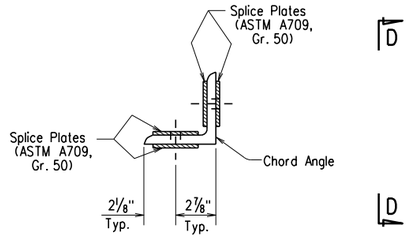
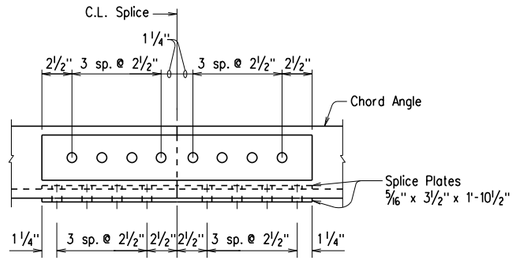


DETAIL N [1]

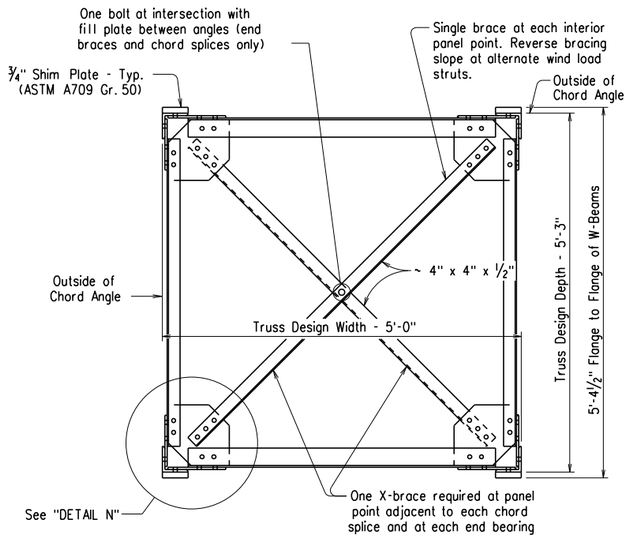


VIEW D-D



Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.

CHORD SPLICE [3]



TRUSS SECTION

Note: Unless otherwise noted, thickness of all Gusset Plates shall be 3/8".

[1] Bolts shall be 3/4" ' and open holes shall be 13/16" '. Minimum center to center bolt spacing shall be 2 1/2". Dimensions shown are typical.

[2] Bolts shall be 3/4" '. Provide 13/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Clearance between end of slot and adjacent bolt hole shall be no less than 1 1/2".

[3] Bolts shall be 3/4" ' and open holes shall be 13/16" '.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS OF 80'-6"
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 01/08/16 FILENAME: OH Sign 80.5.dgn
CHECKED BY: KWY DATE: 4/8/16 SCALE: No Scale
DESIGNED BY: RBR DATE: 8/11

STR. NO. SEE TABLE DRAWING NO. 67301

PRINT DATE: 3/26/2024

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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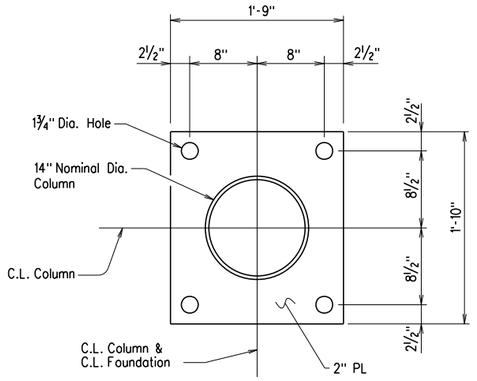
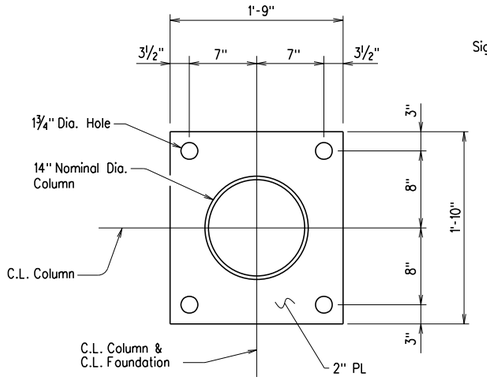
				JOB NO.		040846	506	832
				(1)	SEE TABLE	OVERHEAD SIGN STR.		67302



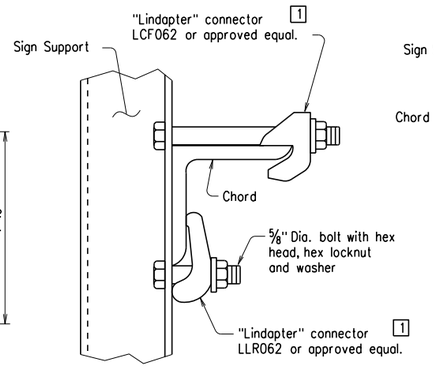
PLAN - COLUMN BASE

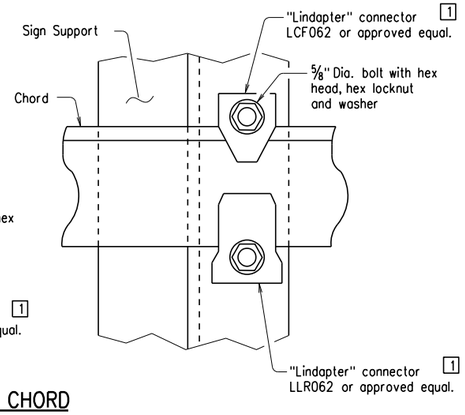
Foundation A



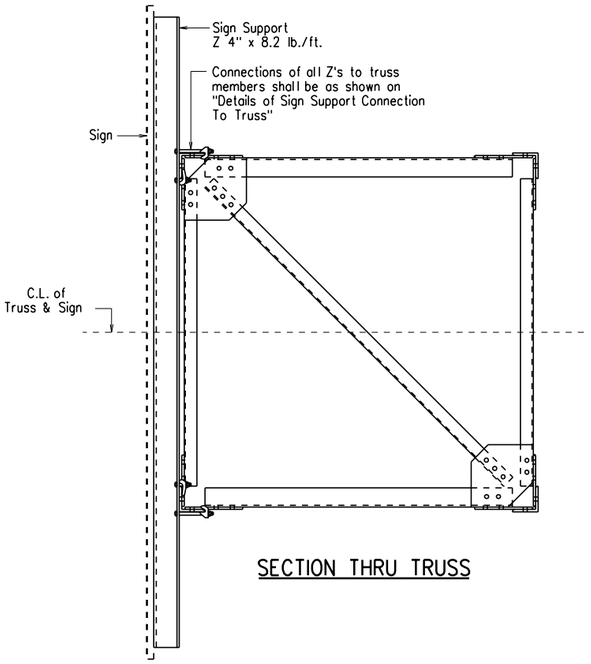
PLAN - COLUMN BASE

Foundation B

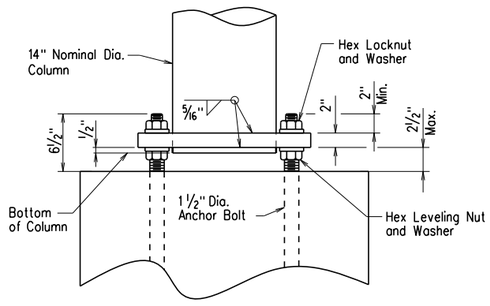




TOP CHORD

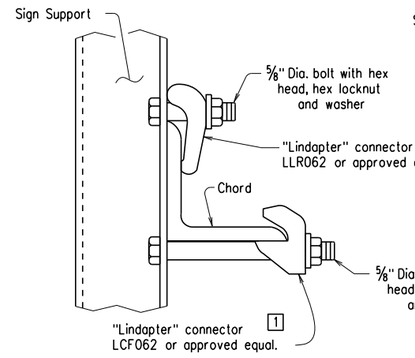


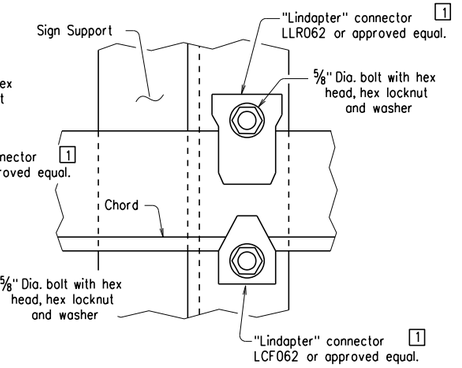
SECTION THRU TRUSS



Note: Diameter of hole in base plate to be ⅛" larger than column diameter.

ELEVATION - COLUMN BASE



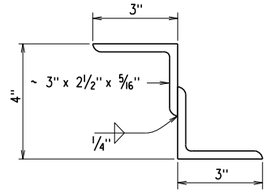


BOTTOM CHORD

[1] All "Lindapter" connectors or approved equal shall be installed according to manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

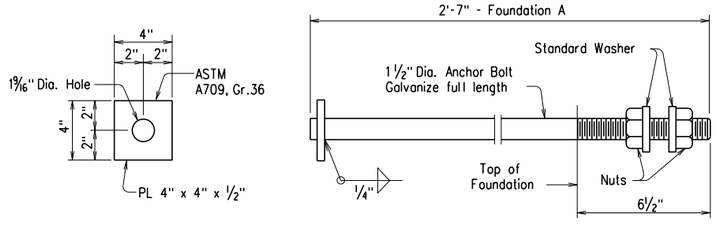
Note: Install all support connectors clear of the gusset plates and splice locations.

DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS



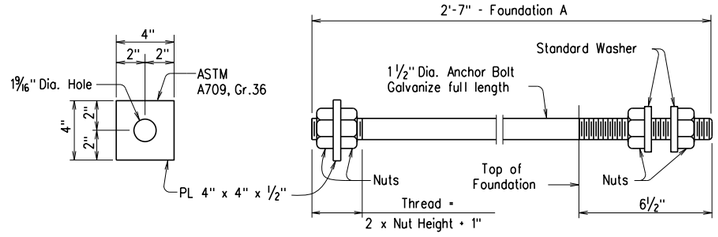
NOTE: Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT



Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.

ANCHOR BOLT DETAIL



Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.

ALTERNATE ANCHOR BOLT DETAIL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS

BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS OF 80'-6"
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 01/08/16
CHECKED BY: KWY DATE: 4/8/16
DESIGNED BY: RBR DATE: 8/11

FILENAME: OH Sign 80.5.dgn
SCALE: No Scale

STR. NO. SEE TABLE DRAWING NO. 67302

PRINT DATE: 3/26/2024

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040846	507	832
				(1) SEE TABLE		OVERHEAD SIGN STR.		67303

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 Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, Sixth Edition, 2013 with current interim revisions.

Basic Wind Speed = 90 mph.
Fatigue Category: 1

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet. Use of additional sign area must be approved by the Engineer. If the structure height ("H1" or "H2") exceeds 30'-0" contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:
Class S Concrete f'c = 3,500 psi
Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	ASTM A709, Gr. 36 (Fy = 36,000 psi)
Plate, W-Section:	ASTM A709, Gr. 50 (Fy = 50,000 psi)
[1] Pipe:	ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi), ASTM A500, Gr. B (Fy = 42, 000 psi), ASTM A501, Gr. B (Fy = 50,000 psi),
Z-Shapes:	ASTM A709, Gr. 36 (Fy = 36,000 psi)
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40
Bolts:	ASTM F3125, Grade A325, Type 1
Locknuts:	ASTM A563, Grade DH or AASHTO M 292, Grade 2H
Washers:	ASTM F436
Nuts:	ASTM A563, Grade DH or AASHTO M 292, Grade 2H

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Job Special Provision "Steel Sign Structures".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

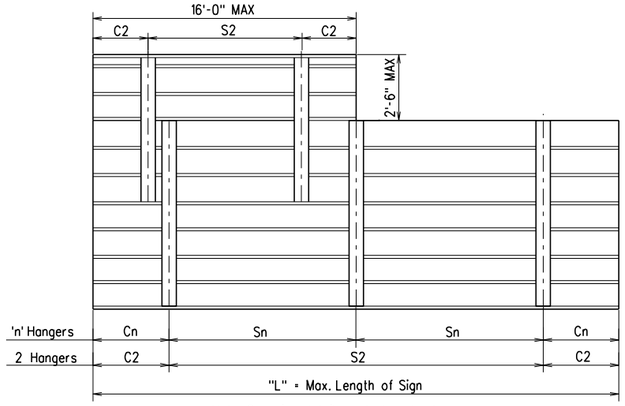
Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" ` and open holes shall be 13/16" `. Bolt spacing shall be 2½" for ¾" ` bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All truss frame bolts shall comply with ASTM A325 Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM A325 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Locknuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55 including Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07.

Shoring may be required to protect existing shoulders during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "Steel Overhead Sign Structure (_____)". The excavations for the footings shall be backfilled before the structure is attached to the foundations.



Note: See sign details and plan sheets for number, size and dimensions of signs.

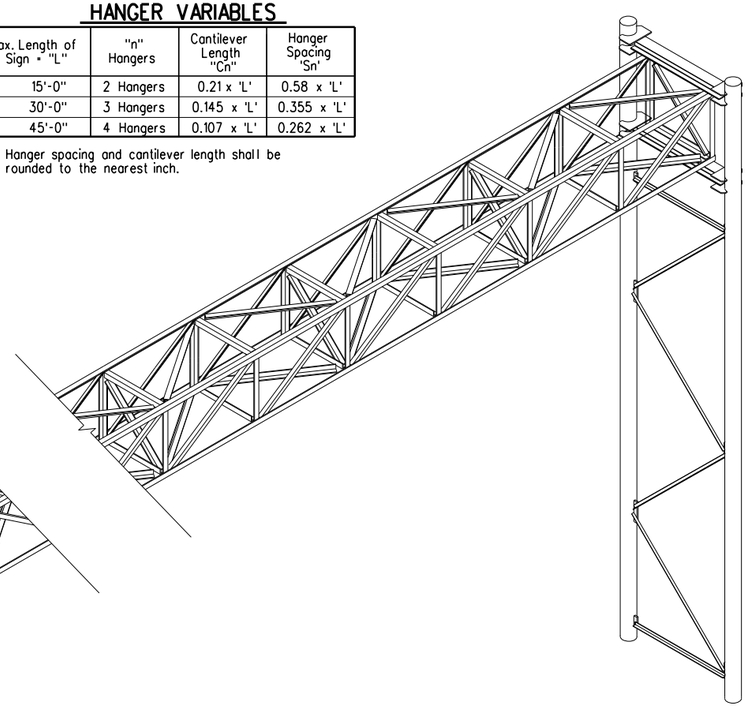
HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

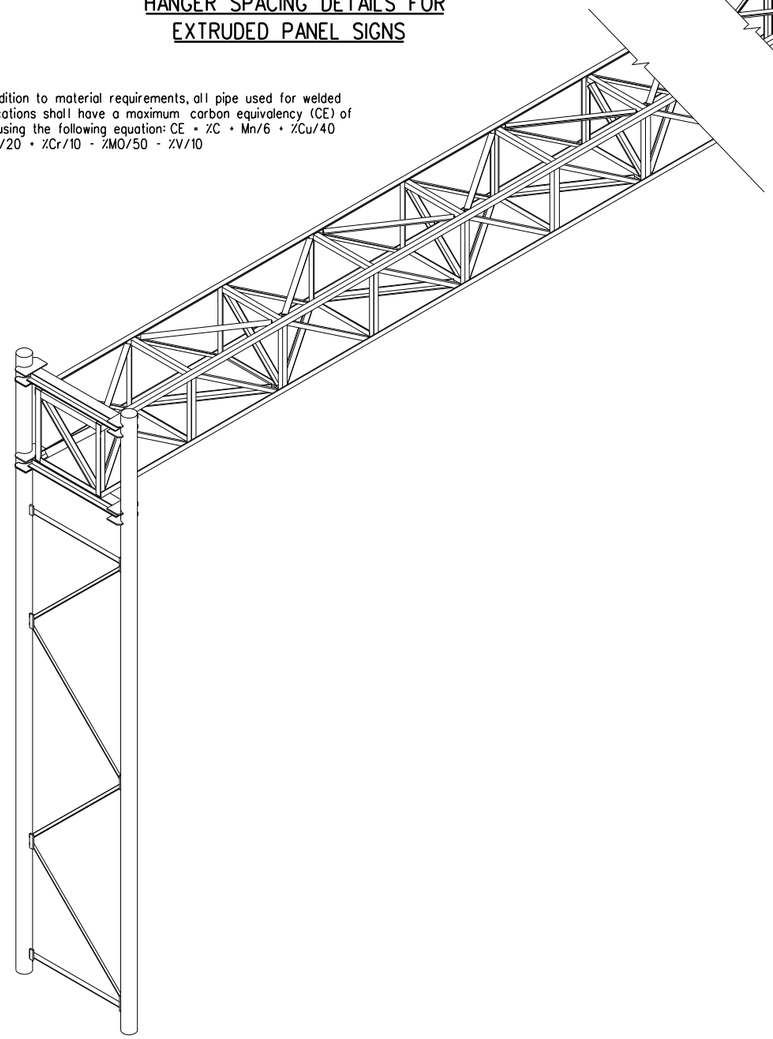
[1] In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %MO/50 - %V/10

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x 'L'	0.58 x 'L'
30'-0"	3 Hangers	0.145 x 'L'	0.355 x 'L'
45'-0"	4 Hangers	0.107 x 'L'	0.262 x 'L'

Hanger spacing and cantilever length shall be rounded to the nearest inch.





ISOMETRIC VIEW

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
4/1/24
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS OF 80'-6" STEEL OVERHEAD SIGN STRUCTURE

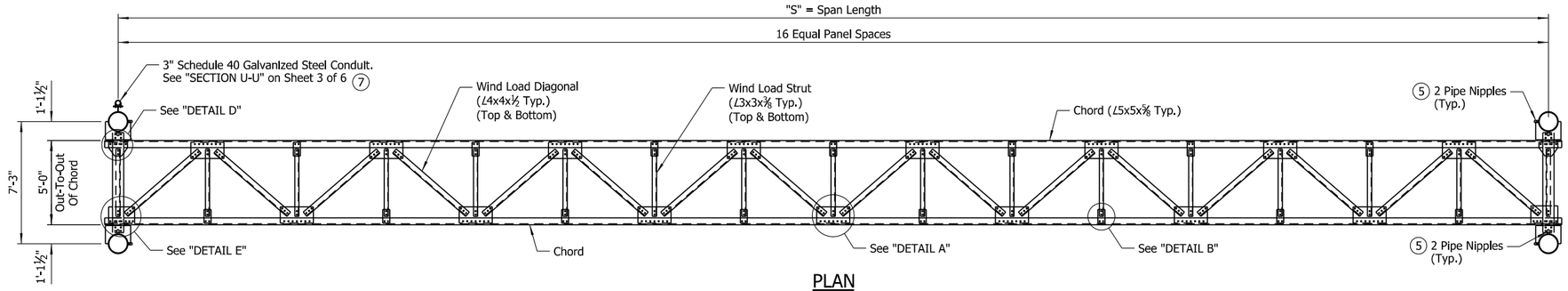
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 01/08/16 FILENAME: OH Sign 80.5.dgn
CHECKED BY: KWY DATE: 4/8/16 SCALE: No Scale
DESIGNED BY: RBR DATE: 8/11

STR. NO. SEE TABLE DRAWING NO. 67303

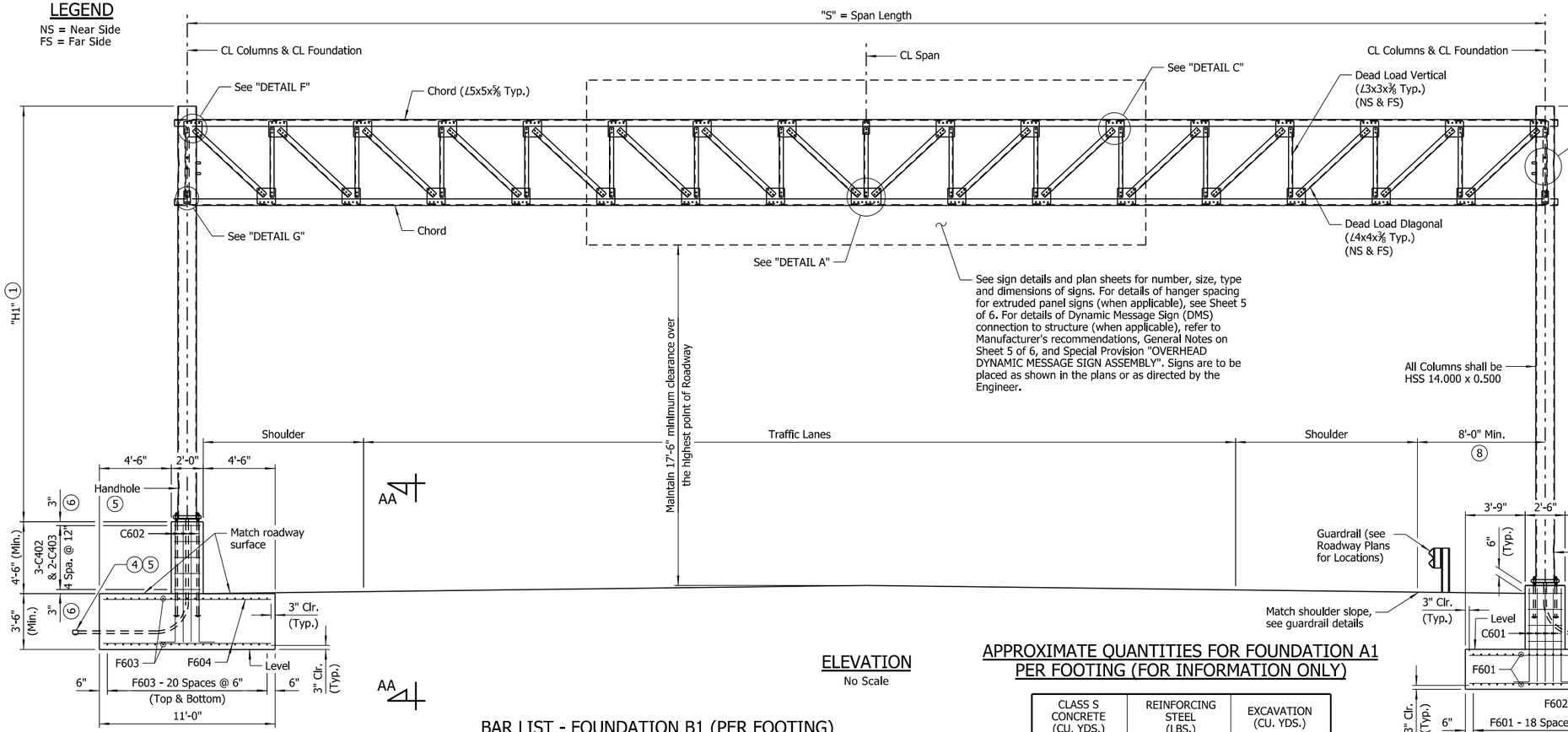
PRINT DATE: 3/26/2024

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	508	832
		SEE TABLE - OH SIGN STR. (70' TO 85') - 67753				



PLAN
No Scale

LEGEND
NS = Near Side
FS = Far Side



ELEVATION
No Scale

③ FOUNDATION B1

② FOUNDATION A1

(1) The Contractor shall make field measurements to determine the column heights "H1" and "H2" that are required to maintain the minimum vertical clearance with the centerline of the sign located at the centerline of the truss. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer. The Contractor shall also verify that the variable span length (70'-0" to 85'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.

(2) Foundation A1 allowed only when foundation is outside clear zone or is protected by guardrail or barrier. For alternate drilled shaft foundation (Foundation A2), see Sheet 6 of 6.

(3) Foundation B1 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B1 requires adjacent Roadway Median Barrier to transition to match the ends of the pedestal. For alternate drilled shaft foundation (Foundation B2), see Sheet 6 of 6.

(4) For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.

(5) Conduit, Handholes and Pipe Nipples only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer. Pipe Nipples shall be fitted with standard plugs until conduit is installed.

(6) MInor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

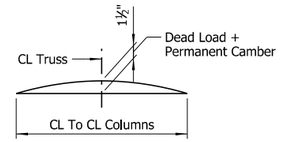
(7) 3" Condult and condult support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

(8) Minimum dimension when guardrail is present. See Sign Layout Sheets for actual dimension for each structure.

NOTES:
For "VIEW A-A", see Sheet 2 of 6.

For "DETAIL A" thru "DETAIL G", see Sheet 3 of 6.

For "VIEW AA-AA", see Sheet 4 of 6.



TRUSS CAMBER DIAGRAM
No Scale

NOTE:
Refer to Sign Layout Sheets for Span Length "S" and Foundation Type(s) required for each structure.

STRUCTURE NO.
OH-049-72-34
OH-049-72-35
OH-049-72-37

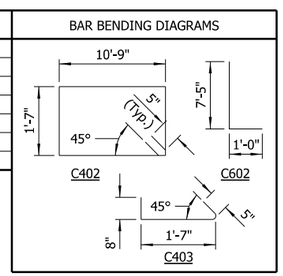
APPROXIMATE QUANTITIES FOR FOUNDATION B1 PER FOOTING (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
44.00	4,650	51

BAR LIST - FOUNDATION B1 (PER FOOTING)

MARK	NO. REQ'D	LENGTH	P.D.
C402	15	25'-2"	3"
C403	10	2'-7"	3"
C602	104	8'-3"	4½"
F603	42	24'-6"	Str.
F604	98	10'-6"	Str.

BAR BENDING DIAGRAMS



NOTE:
Dimensions of bars are out-to-out.

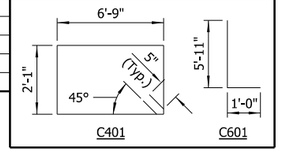
APPROXIMATE QUANTITIES FOR FOUNDATION A1 PER FOOTING (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
25.00	3,140	76

BAR LIST - FOUNDATION A1 (PER FOOTING)

MARK	NO. REQ'D	LENGTH	P.D.
C401	8	18'-2"	3"
C601	46	6'-9"	4½"
F601	38	22'-6"	Str.
F602	90	9'-6"	Str.

BAR BENDING DIAGRAMS



NOTE:
Dimensions of bars are out-to-out.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

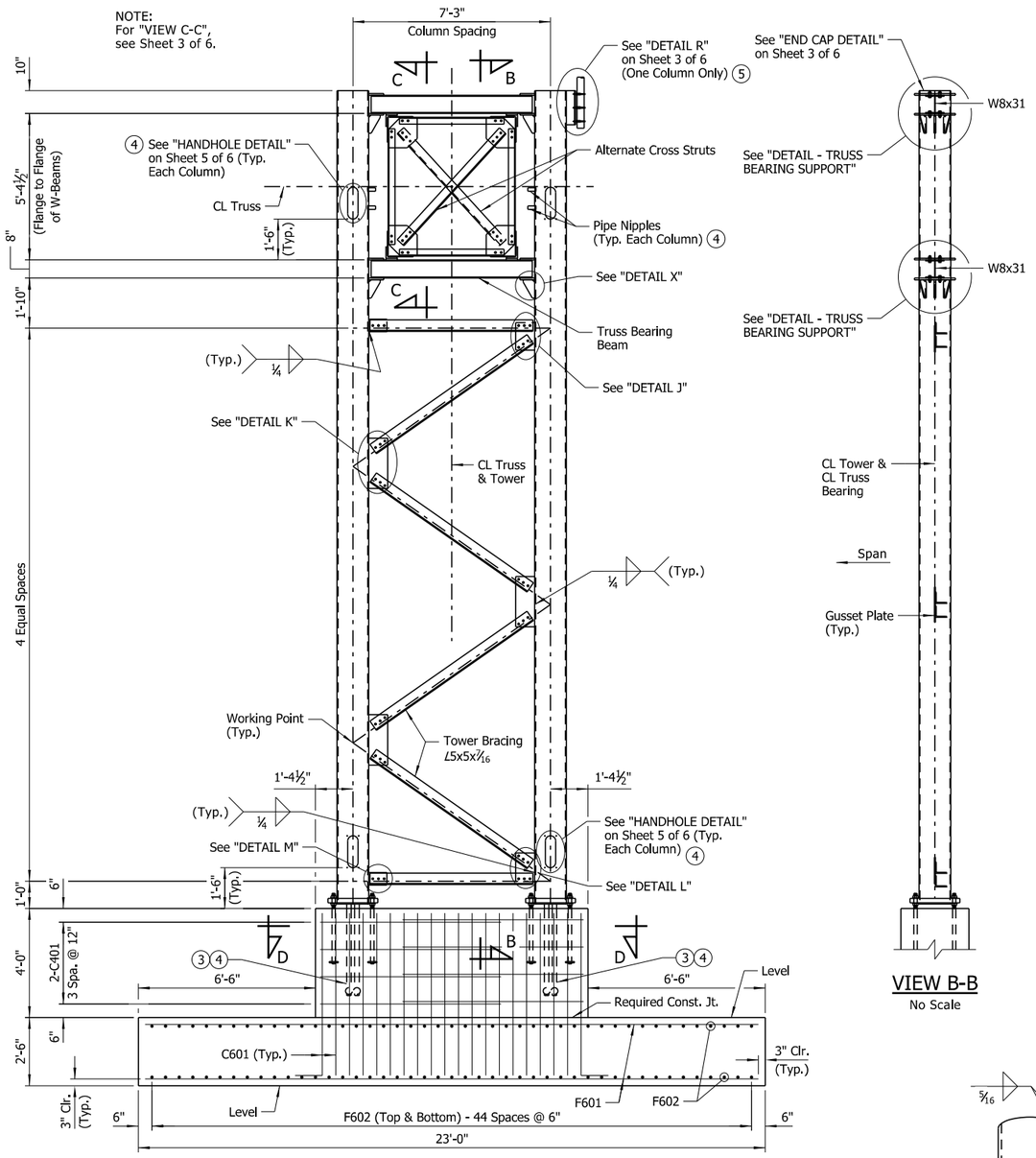
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b040846_oh1.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67753

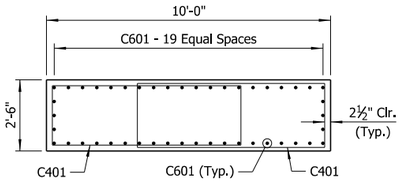
ABHall
3/29/2024 12:51:27 PM
WORKSPACE\ARDOT Bridge (2019)
\\garverinc.local\data\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OH (70'-85')_1.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	509	832
		SEE TABLE - OH SIGN STR. (70' TO 85') - 67754				

NOTE:
For "VIEW C-C", see Sheet 3 of 6.

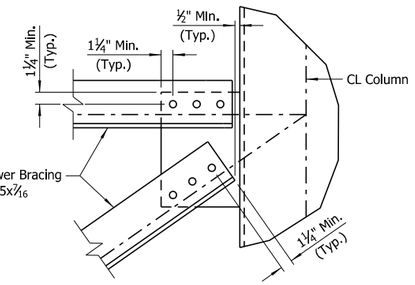


VIEW A-A
(Foundation A1)
No Scale



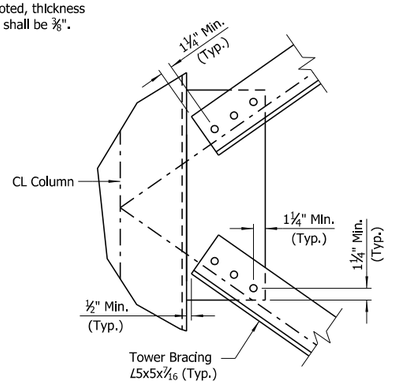
SECTION D-D
Scale: ⅜" = 1'-0"

VIEW B-B
No Scale

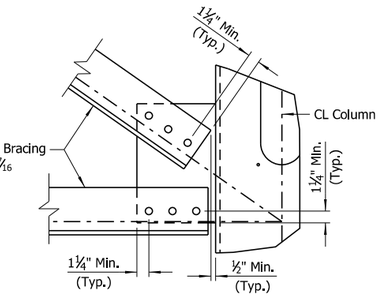


DETAIL J
No Scale

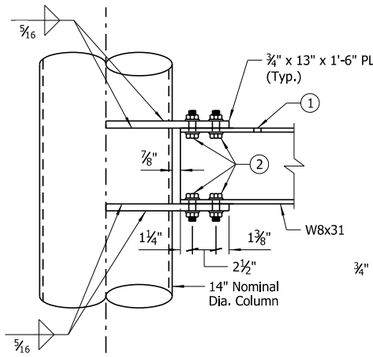
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



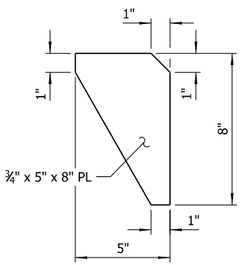
DETAIL K
No Scale



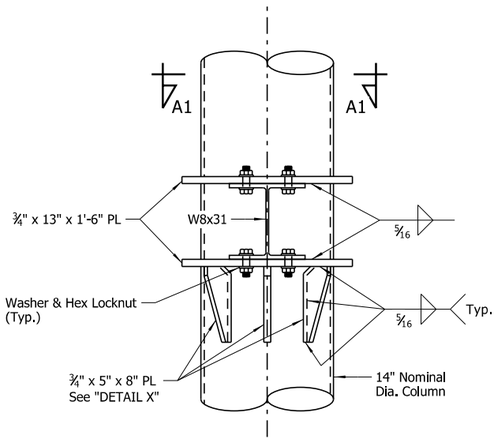
DETAIL L
No Scale



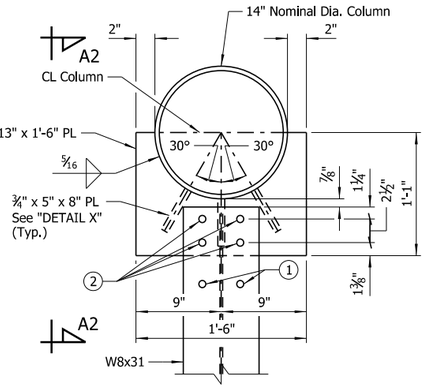
VIEW A2-A2
Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)



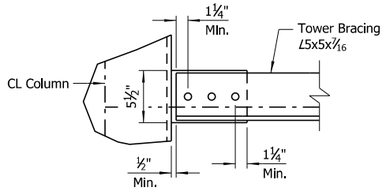
DETAIL X
Scale: 3" = 1'-0"



DETAIL - TRUSS BEARING SUPPORT
Scale: 1½" = 1'-0"



VIEW A1-A1
Scale: 1½" = 1'-0"



DETAIL M
No Scale

1. Bolts shall be ¾"ø. Provide 13/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 13/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.
2. Bolts shall be ¾"ø. Provide 13/16"ø holes at top and bottom beam flanges and connection plates.
3. For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.
4. Conduit, Handholes and Pipe Nipples only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer. Pipe Nipples shall be fitted with standard plugs until conduit is installed.
5. 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

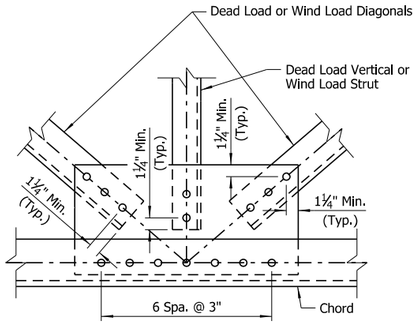
DRAWN BY:	CWT	DATE:	NOV. 2022	FILENAME:	b040846_oh2.dgn
CHECKED BY:	ABH	DATE:	JAN. 2023	SCALE:	As Shown
DESIGNED BY:	JME	DATE:	NOV. 2022		

STR. NO. SEE TABLE DRAWING NO. 67754

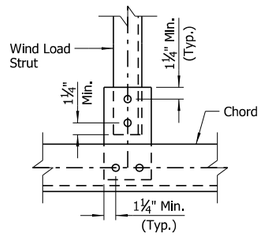
ABHall
3/29/2024 12:51:27 PM
WORKSPACE\ARDOT Bridge (2019)
\\garverInc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OH (70'-85')_2.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	510	832
		SEE TABLE - OH SIGN STR. (70' TO 85') - 67755				

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



DETAIL A
No Scale



DETAIL B
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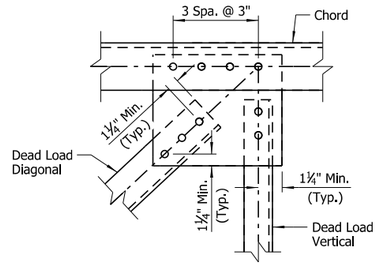

DETAIL C
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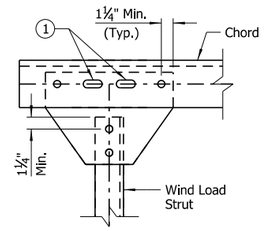

DETAIL D
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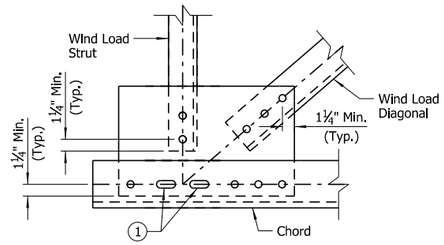

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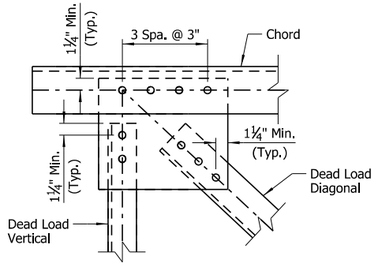

DETAIL F
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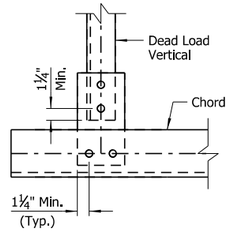

DETAIL G
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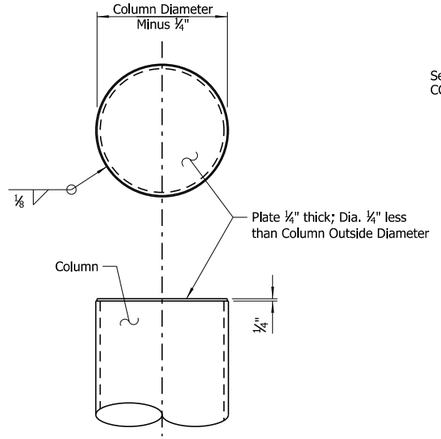

END CAP DETAIL
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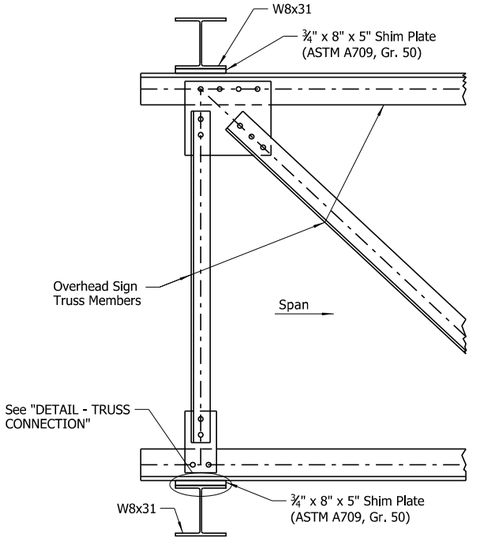
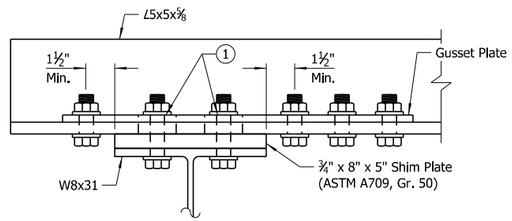
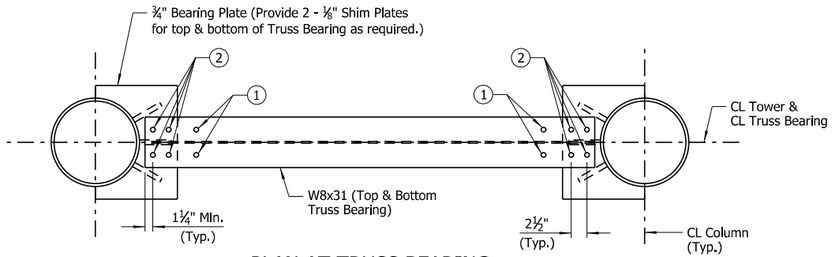


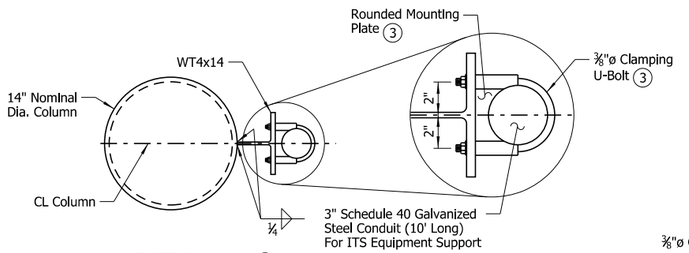
VIEW C-C
No Scale



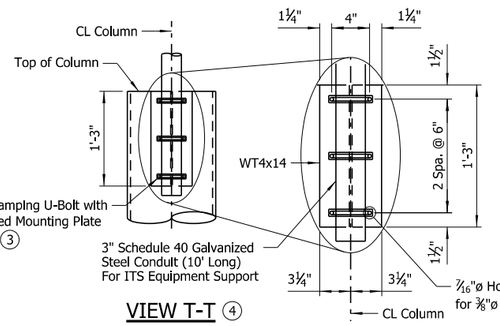
DETAIL - TRUSS CONNECTION
No Scale



PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"



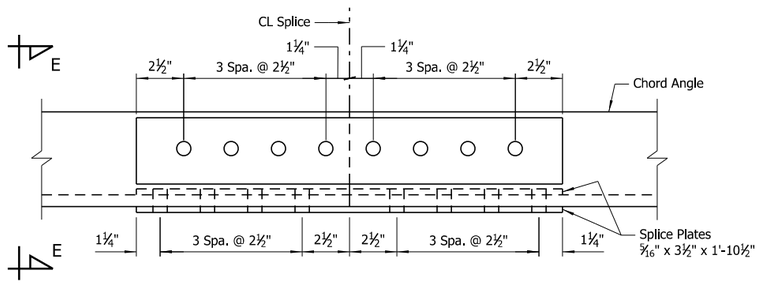
SECTION U-U 4
Scale: 1½" = 1'-0"



VIEW T-T 4
Scale: 1" = 1'-0"

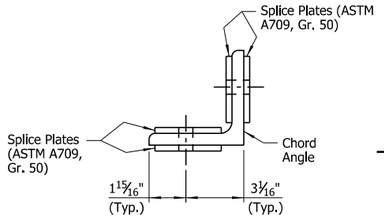
3 Clamping U-Bolt with Rounded Mounting Plate Assembly product shall be included in shop drawings for approval. Assembly shall be galvanized and shall meet the requirements of ASTM A36 at a minimum. Install per Manufacturer's instructions.

4 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

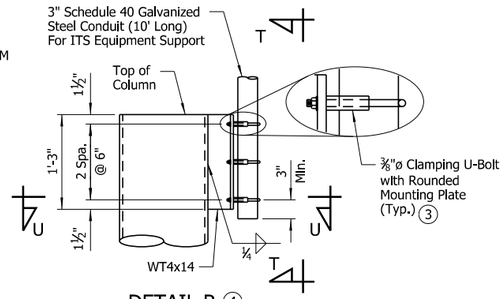


CHORD SPLICE
Scale: 3" = 1'-0"

NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



VIEW E-E
Scale: 3" = 1'-0"



DETAIL R 4
Scale: 1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 3 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

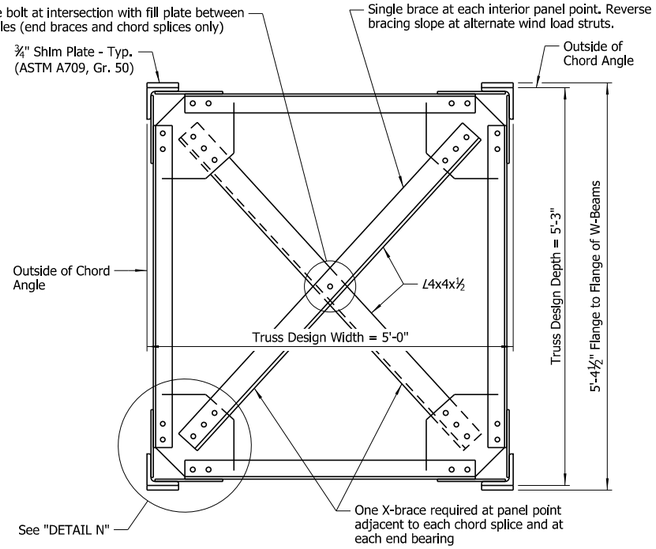
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	CWT	DATE:	NOV. 2022	FILENAME:	b040846_oh3.dgn
CHECKED BY:	ABH	DATE:	JAN. 2023	SCALE:	As Shown
DESIGNED BY:	JME	DATE:	NOV. 2022		

STR. NO. SEE TABLE DRAWING NO. 67755

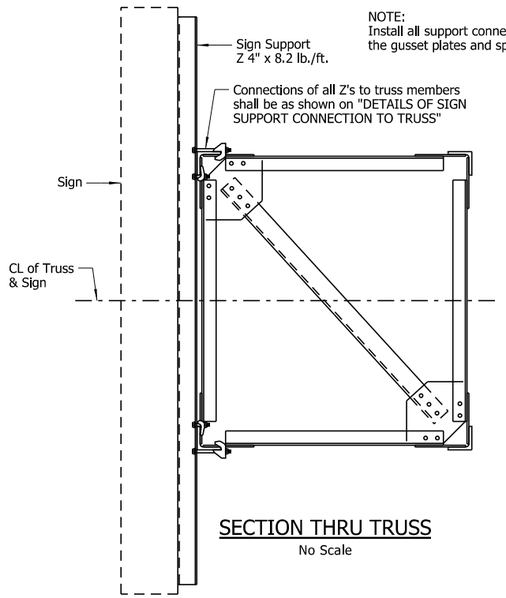
ABHall
3/29/2024 12:51:28 PM
WORKSPACE\ARDOT Bridge (2019)
\\garverinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OH (70-85')_3.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	511	832
		SEE TABLE - OH SIGN STR. (70' TO 85') - 67756				



TRUSS SECTION

Scale: 1" = 1'-0"

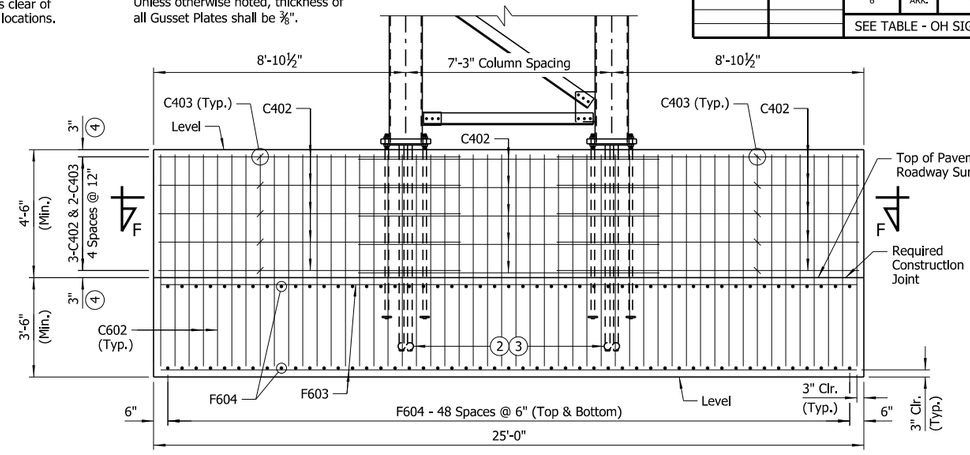


NOTE:
Install all support connectors clear of the gusset plates and splice locations.

SECTION THRU TRUSS

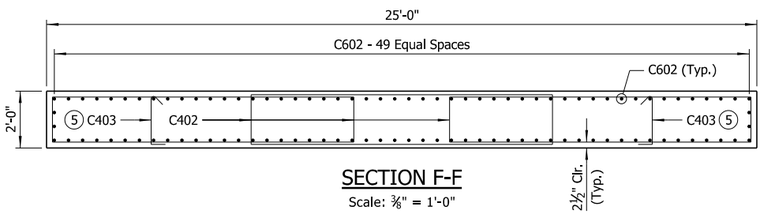
No Scale

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



VIEW AA-AA

(Foundation B1)
Scale: ⅜" = 1'-0"



SECTION F-F

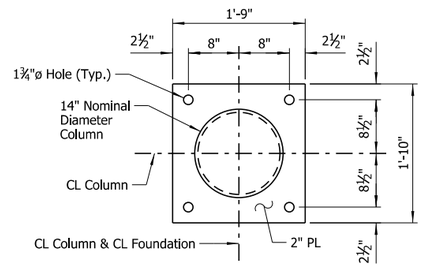
Scale: ⅜" = 1'-0"

(2) For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.

(3) Conduit only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer.

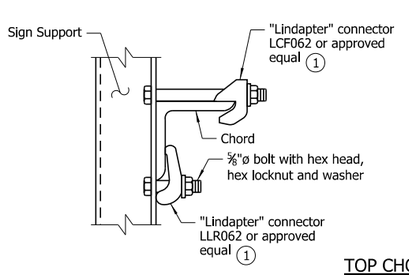
(4) Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

(5) Alternate C403 ties end for end at each layer of reinforcing.

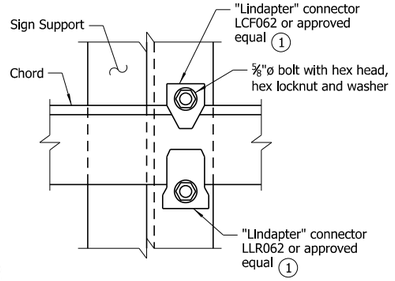


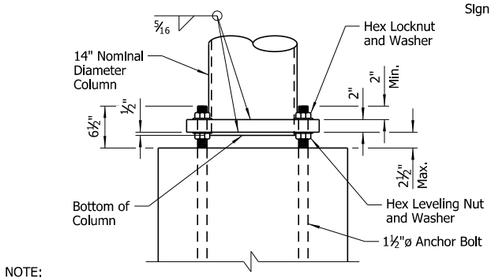
PLAN - COLUMN BASE

Scale: 1" = 1'-0"



TOP CHORD

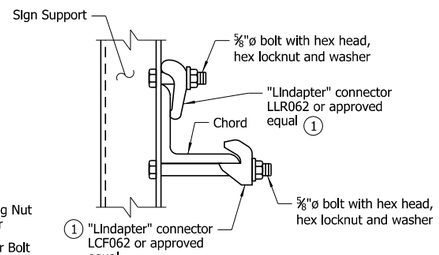




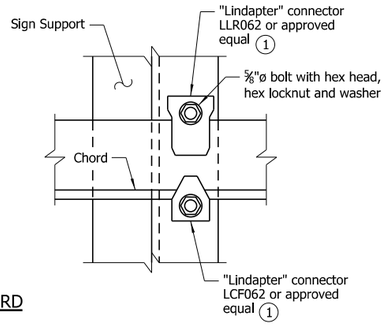
NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

ELEVATION - COLUMN BASE

Scale: 1" = 1'-0"

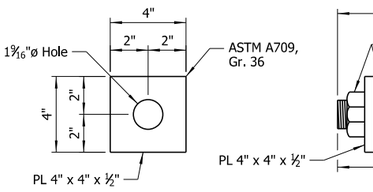


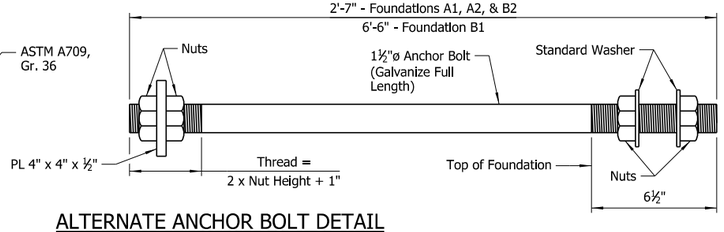
BOTTOM CHORD



DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

No Scale



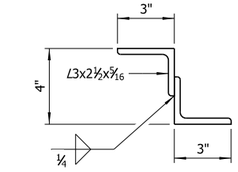


ALTERNATE ANCHOR BOLT DETAIL

No Scale

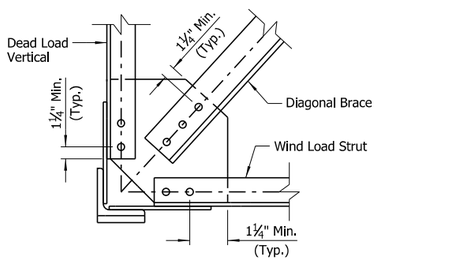
(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.



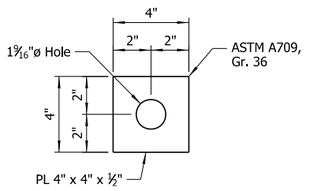
NOTE:
Structural Z Support may be fabricated from angles as shown.

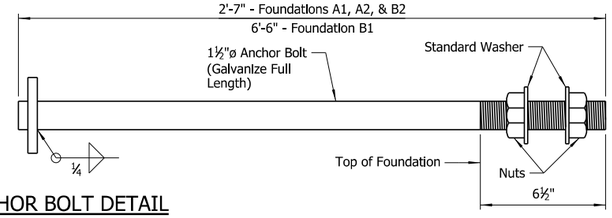
DETAILS OF ALTERNATE Z SUPPORT



DETAIL N

Scale: 1½" = 1'-0"





ANCHOR BOLT DETAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 4 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b040846_oh4.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022

STR. NO. SEE TABLE DRAWING NO. 67756

3/29/2024 12:51:29 PM
ABHall
WORKSPACE\ARDOT Bridge (2019)
\\garvertinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OH (70'-85')_4.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	512	832
		SEE TABLE - OH SIGN STR. (70' TO 85') - 67757				

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 Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2015 with current interim revisions.

Basic Wind Speed = 120 mph
Fatigue Category: I

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet. This structure is approved for a maximum sign weight (total of all signs and hangers) of 5,520 lbs. Use of additional sign area or a heavier sign must be approved by the Engineer. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete	f'c = 3,500 psi
Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A)	fy = 60,000 psi

Spread footings for the structure have been designed assuming a factored bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed factored bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

Structural steel sign support members shall comply with the following specifications:

Angles:	ASTM A709, Gr. 36 (Fy = 36,000 psi)
Plate, W-Section:	ASTM A709, Gr. 50 (Fy = 50,000 psi)
(1) Pipe:	ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi), ASTM A500, Gr. B (Fy = 42,000 psi), ASTM A501, Gr. B (Fy = 50,000 psi)
Z-Shapes:	ASTM A709, Grade 36 (Fy = 36,000 psi)
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40
Bolts:	ASTM F3125, Grade A325, Type 1
Locknuts - Approved Type:	ASTM A563, Grade DH or AASHTO M 292, Grade 2H
Washers:	ASTM F436
Nuts:	ASTM A563, Grade DH or AASHTO M 292, Grade 2H

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices, and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" diameter and open holes shall be $^{13}/_{16}$" diameter. Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All truss frame bolts shall comply with ASTM F3125, Grade A325, Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM F3125, Grade A325, Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

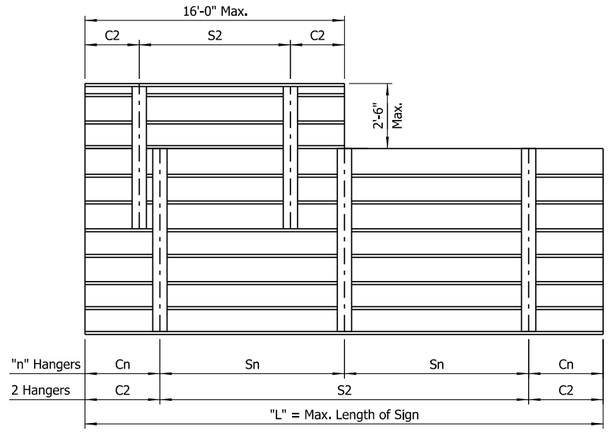
Locknuts shall be equipped with nylon locking inserts or other approved type locking system. Locknuts shall be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES."

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL OVERHEAD SIGN STRUCTURE (_)". The excavations for the footings shall be backfilled before the structure is attached to the foundations.

DYNAMIC MESSAGE SIGN (WHEN APPLICABLE): The Dynamic Message Sign (DMS) supplier shall be responsible for the attachment method and materials used to attach the DMS and its accessories to the structure. The method of attachment shall not facilitate any corrosion of the structure. For additional information regarding the DMS, see Special Provision "OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY."

For location of each 70' to 85' overhead sign structure to be used, refer to ITS and/or Sign Plans.



NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

No Scale

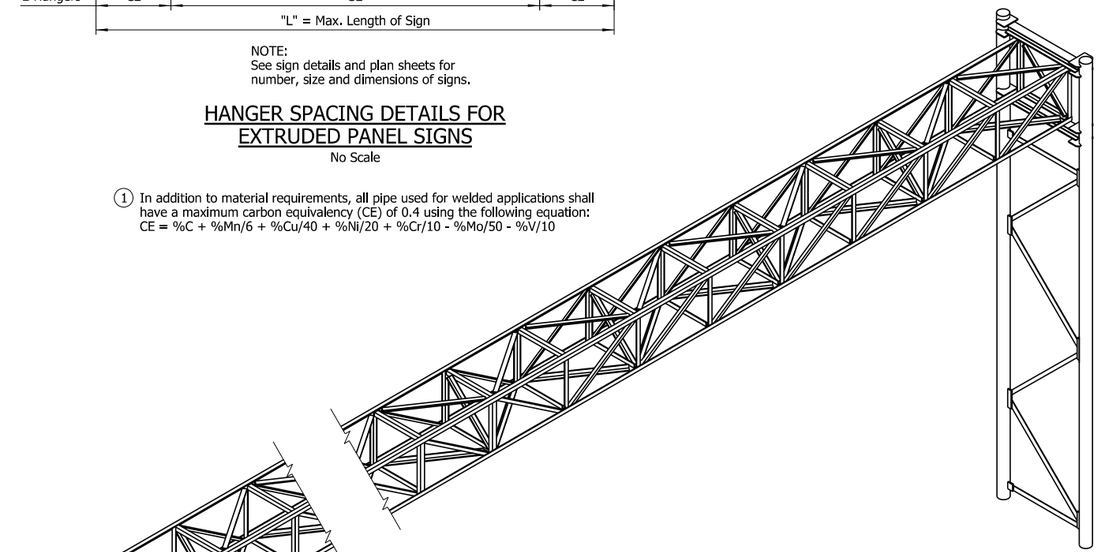
HANGER VARIABLES

(For Extruded Panel Signs)

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x "L"	0.58 x "L"
30'-0"	3 Hangers	0.145 x "L"	0.355 x "L"
45'-0"	4 Hangers	0.107 x "L"	0.262 x "L"

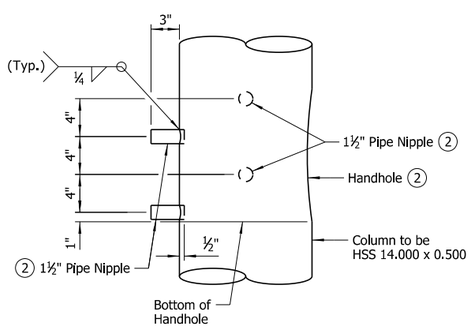
NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation:
CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10



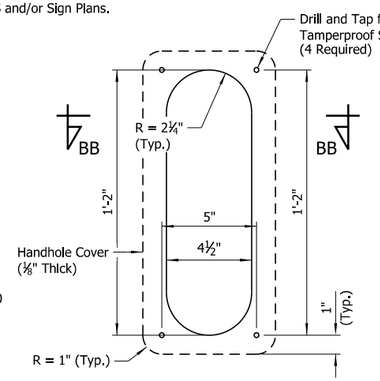
ISOMETRIC VIEW

No Scale



DETAIL P (3)

Scale: 1½" = 1'-0"

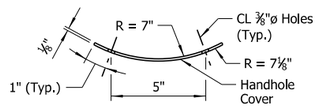


HANDHOLE DETAIL (2)(3)

Scale: 3" = 1'-0"

(2) See details on Sheets 1 and 2 of 6 for location and orientation of handholes and pipe nipples.

(3) Handholes and pipe nipples only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer. Pipe nipples shall be fitted with standard plugs until conduit is installed.



SECTION BB-BB

Scale: 3" = 1'-0"

NOTE:
Provide handhole covers with chain, waterproof grommet, and tamperproof screws.

Handhole covers shall be galvanized and meet the requirements of ASTM A36 at a minimum.

Tamperproof screws shall be galvanized and meet the requirements of ANSI/ASME B18.6.3.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

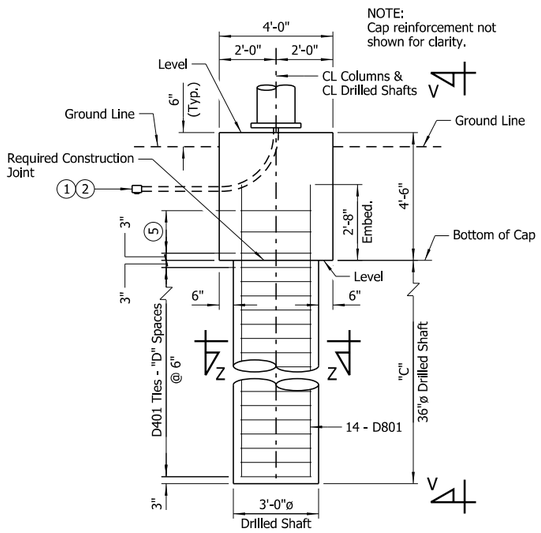
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	CWT	DATE:	NOV. 2022	FILENAME:	b040846_oh5.dgn
CHECKED BY:	ABH	DATE:	JAN. 2023	SCALE:	As Shown
DESIGNED BY:	JME	DATE:	NOV. 2022		

STR. NO. SEE TABLE DRAWING NO. 67757

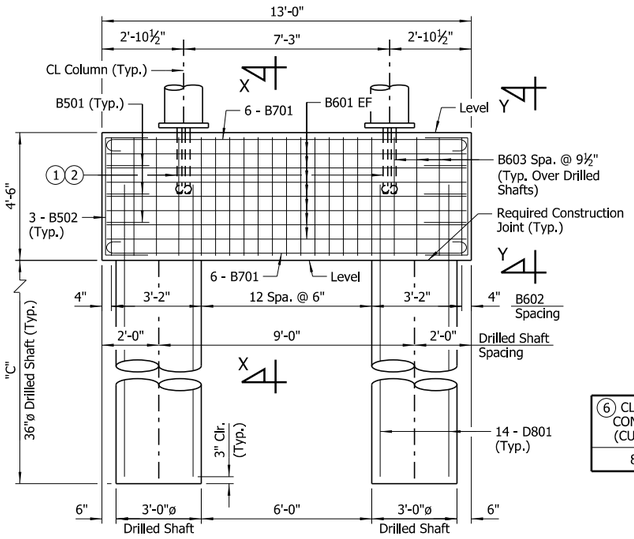
ABHall
3/29/2024 12:51:29 PM
WORKSPACE\ARDOT Bridge (2019)
\\garverInc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OH (70'-85')_5.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	513	832
		SEE TABLE - OH SIGN STR. (70' TO 85') - 67758				



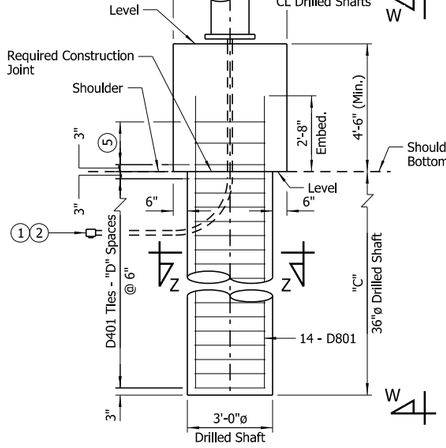
ELEVATION - FOUNDATION A2 (3)

Scale: ⅜" = 1'-0"



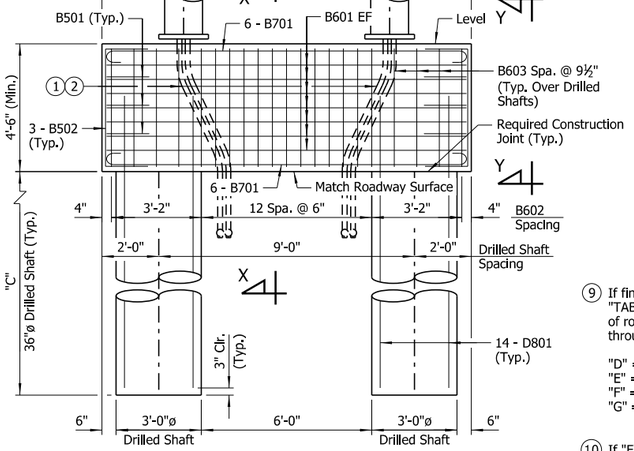
VIEW V-V

Scale: ⅜" = 1'-0"



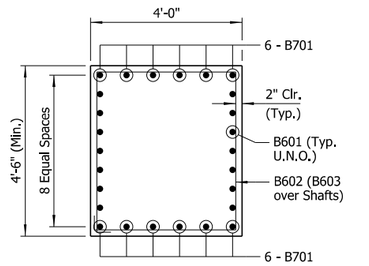
ELEVATION - FOUNDATION B2 (4)

Scale: ⅜" = 1'-0"



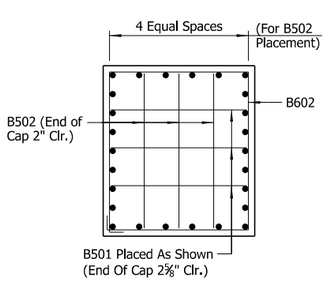
VIEW W-W

Scale: ⅜" = 1'-0"



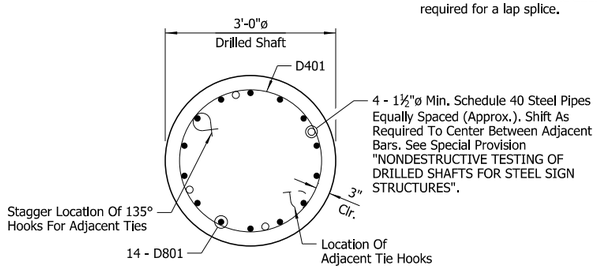
SECTION X-X

Scale: ½" = 1'-0"



VIEW Y-Y

Scale: ½" = 1'-0"



SECTION Z-Z

Scale: ¾" = 1'-0"

1. Conduit only required when Dyanmic Message Signs are to be attached to the structure or as directed by the Engineer.
2. For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.
3. Foundation A2 allowed only when foundation is outside clear zone or is protected by guardrail or barrier.
4. Foundation B2 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B2 requires adjacent Roadway Median Barrier to transition to match the ends of the cap. See Roadway Plans for additional information.
5. C401 Ties - 2 Spaces @ 9"

APPROX. QUANTITIES FOR FOUNDATION A2 (FOR INFORMATION ONLY)

(6) CLASS S CONCRETE (CU. YDS.)	(7) REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)	DRILLED SHAFT (36" DIA.) (LIN. FT.)	CROSSHOLE SONIC LOGGING (36" DIA.) (EACH)
8.67	1,221	17	"G"	1

APPROX. QUANTITIES FOR FOUNDATION B2 (FOR INFORMATION ONLY)

(6) CLASS S CONCRETE (CU. YDS.)	(7) REINFORCING STEEL (LBS.)	DRILLED SHAFT (36" DIA.) (LIN. FT.)	CROSSHOLE SONIC LOGGING (36" DIA.) (EACH)
8.67	1,221	"G"	1

6. Does not include Class S Concrete for Drilled Shafts
7. Does not include D401 and D801 Bars in Drilled Shafts
8. Tabulated SPT N60 values are raw SPT N values corrected by SPT hammer efficiency and represent average values along the plan shaft penetration. If the SPT N60 values in the foundation soils within 2 shaft diameters below the plan tip elevation are less than the average SPT N60 values along the plan shaft penetration, the Engineer shall be contacted.
9. If final drilled shaft length is not shown in "TABLE OF VARIABLES" due to the presence of rock or other factors, variables "D" through "G" shall be determined as follows:

   "D" = (Shaft Length in Ft. - 0.5) / 0.5
   "E" = Shaft Length in Ft. x 4
   "F" = Shaft Length + 2'-5"
   "G" = Shaft Length x 2
10. If "F" exceeds 60'-0", a lap splice is required for each D801 bar at the midpoint of the drilled shaft. Min. lap splice length for D801 bar = 3'-6". Length shown in table does not include the additional length required for a lap splice.

DRILLED SHAFT NOTES (FOUNDATIONS A2 & B2)

Drilled shafts shall conform to Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES". Drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". Temporary casing may be required. Unless approved by the Engineer, permanent steel casing shall not be used.

Crosshole Sonic Logging (CSL) shall be performed on one drilled shaft at each foundation and as directed by the Engineer. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES".

Concrete and reinforcing steel placed in drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". No additional payment shall be made for spacers, additional splices or bracing needed for assembly, shipping, handling or erecting.

Concrete in drilled shafts shall be Class "S" as modified by Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES".

Drilled shaft lengths shall be determined based on the results of exploratory borings, which shall be performed by the Contractor prior to shaft excavation.

If competent rock is not encountered in the exploratory boring, the Standard Penetration Test (SPT) blow count corrected by the hammer efficiency, N60, shall be used to determine shaft lengths. See "TABLE OF VARIABLES".

If competent rock is encountered in the exploratory boring within 25'-0" of planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock and have a minimum length of 25'-0".

If competent rock is encountered in the exploratory boring below 25'-0" from planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock or to the depth based on the SPT N60 value and associated shaft length in the "TABLE OF VARIABLES", whichever is shallower.

Testing results shall be submitted to the Engineer for review. Final drilled shaft lengths shall be approved by the Engineer prior to construction.

The cost of performing exploratory borings and in-situ strength testing shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

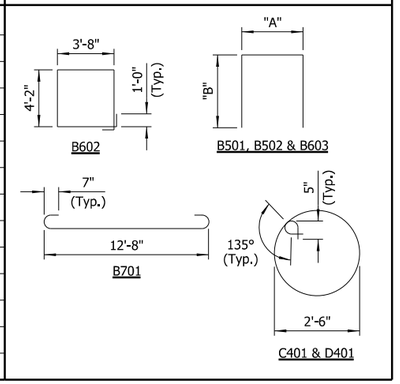
TABLE OF VARIABLES (9)

SPT N60 (8) (blows/ft.)	Min. Depth of Exploratory Boring	Drilled Shaft Length, "C"	"D"	"E"	"F" (10)	"G"
<5	-	Contact Engineer	-	-	-	-
5 To 7	83'-0"	77'-0"	153	308	79'-5"	154'-0"
7 To 9	70'-0"	64'-0"	127	256	66'-5"	128'-0"
9 To 11	52'-0"	46'-0"	91	184	48'-5"	92'-0"
11 To 13	41'-0"	35'-0"	69	140	37'-5"	70'-0"
>13	34'-0"	28'-0"	55	112	30'-5"	56'-0"

BAR LIST - FOUNDATION A2 OR B2

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B501	6	6'-4"	3'-6"	1'-6"	2½"
B502	6	6'-10"	4'-0"	1'-6"	2½"
B601	14	12'-8"			Str.
B602	15	16'-10"			4½"
B603	6	11'-8"	3'-8"	4'-2"	4½"
B701	12	14'-4"			5¼"
C401	6	8'-11"			3"
D401	"E"	8'-11"			3"
D801	28	"F"			Str.

BAR BENDING DIAGRAMS



NOTES:
Dimensions of bars are out-to-out.

Number of bars shown Is for one Foundation A2 or one Foundation B2.

LEGEND

U.N.O. = Unless Noted Otherwise
EF = Each Face

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 6 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2023 FILENAME: b040846_oh6.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: JAN. 2023
STR. NO. SEE TABLE DRAWING NO. 67758

ABHall
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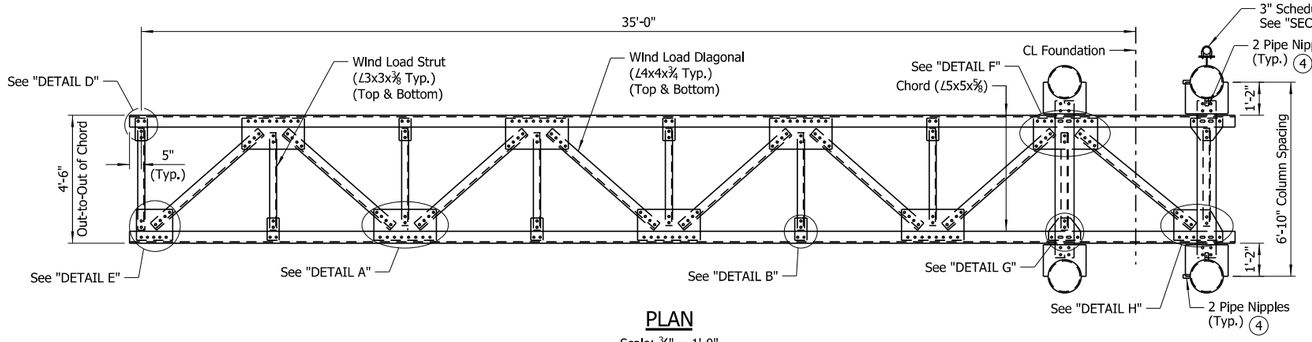
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	514	832
		SEE TABLE - CANT. SIGN STR. (35') - 67759				



PLAN

Scale: ⅜" = 1'-0"

NOTE:
Refer to Sign Layout Sheets for Dimension "X" and Foundation Type required for each structure.

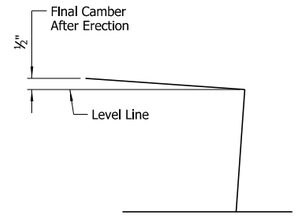
1. The Contractor shall make field measurements to determine the following:
   1) To verify that dimension "X" is sufficient to center the sign over the intended lane while maintaining minimum horizontal clearances.
   2) To determine the column height "H" required to maintain the minimum vertical clearance with the centerline of the sign located at the CL of the truss. If the structure height "H" exceeds 30'-0", contact the Engineer.

   These verifications and measurements are required prior to submittal of the shop drawings. The column height "H" shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.
2. Foundation A1 allowed only when foundation is outside clear zone or is protected by guardrail or barrier. For alternate drilled shaft foundation (Foundation A2), see Sheet 6 of 6.
3. For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.
4. Conduit, Handholes and Pipe Nipples only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer. Pipe Nipples shall be fitted with standard plugs until conduit is installed.
5. 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

STRUCTURE NO.
OC-049-72-36
OC-049-72-39

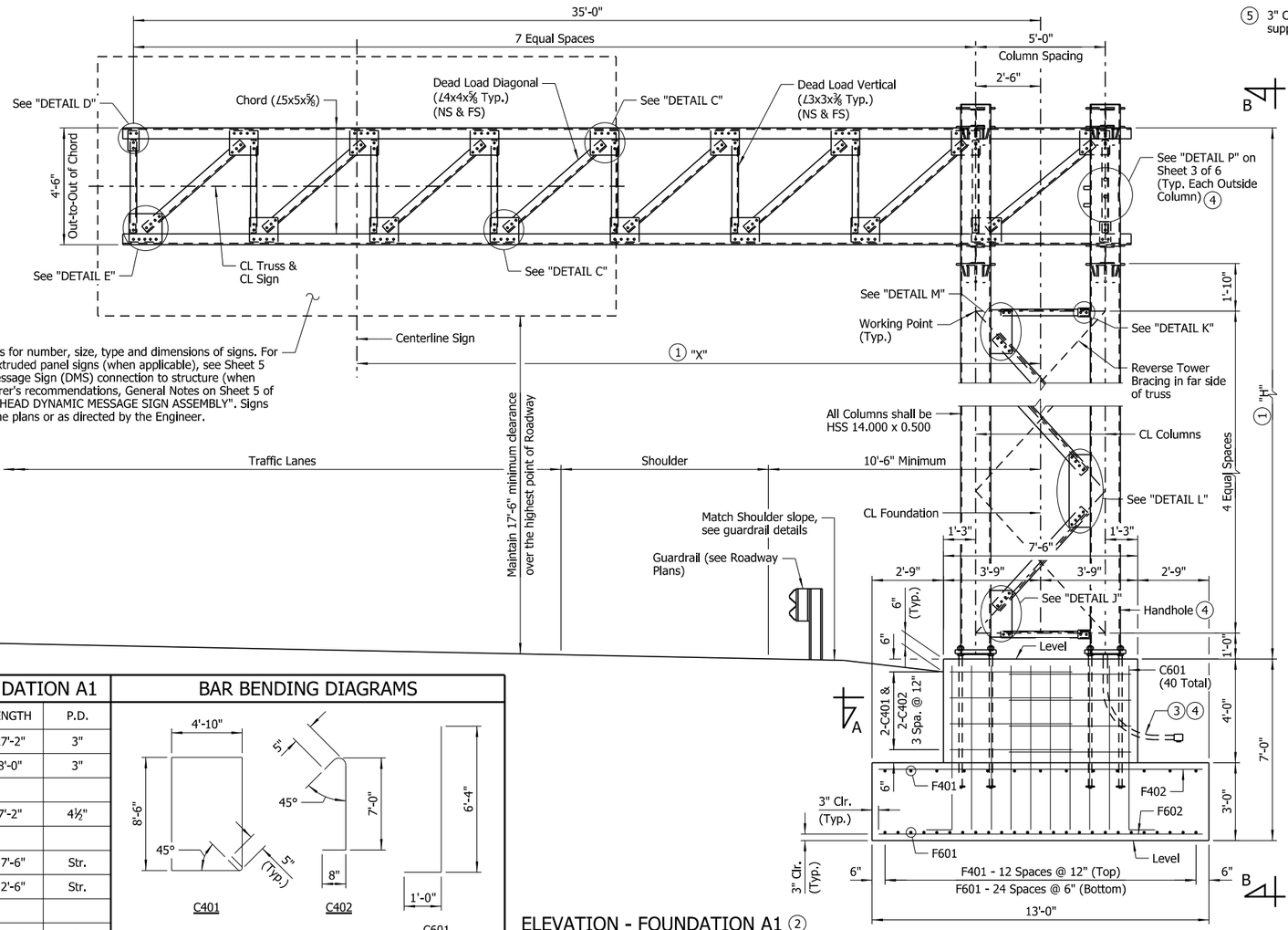
NOTES:
For "VIEW B-B" and "DETAIL J" thru "DETAIL M", see Sheet 2 of 6.

For "DETAIL A" thru "DETAIL H", see Sheet 3 of 6.



TRUSS CAMBER DIAGRAM

No Scale



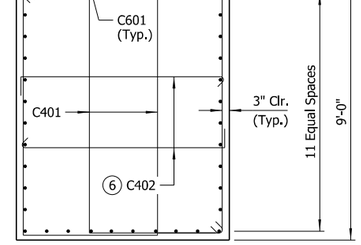
See sign details and plan sheets for number, size, type and dimensions of signs. For details of hanger spacing for extruded panel signs (when applicable), see Sheet 5 of 6. For details of Dynamic Message Sign (DMS) connection to structure (when applicable), refer to Manufacturer's recommendations, General Notes on Sheet 5 of 6, and Special Provision "OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY". Signs are to be placed as shown in the plans or as directed by the Engineer.

ELEVATION - FOUNDATION A1 (2)

No Scale

LEGEND

NS = Near Side
FS = Far Side



SECTION A-A

Scale: ⅜" = 1'-0"

(6) Alternate C402 tles end for end at each layer of reinforcing.

APPROXIMATE QUANTITES FOR FOUNDATION A1 (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
36.00	2,240	81

BAR LIST - FOUNDATION A1

MARK	NO. REQ'D	LENGTH	P.D.
C401	8	27'-2"	3"
C402	8	8'-0"	3"
C601	40	7'-2"	4½"
F401	13	17'-6"	Str.
F402	18	12'-6"	Str.
F601	25	17'-6"	Str.
F602	35	12'-6"	Str.

BAR BENDING DIAGRAMS

NOTE:
Dimensions of bars are out-to-out.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b040846_oc1.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67759

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3/29/2024 12:51:30 PM
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\\garverinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OC (35')_1.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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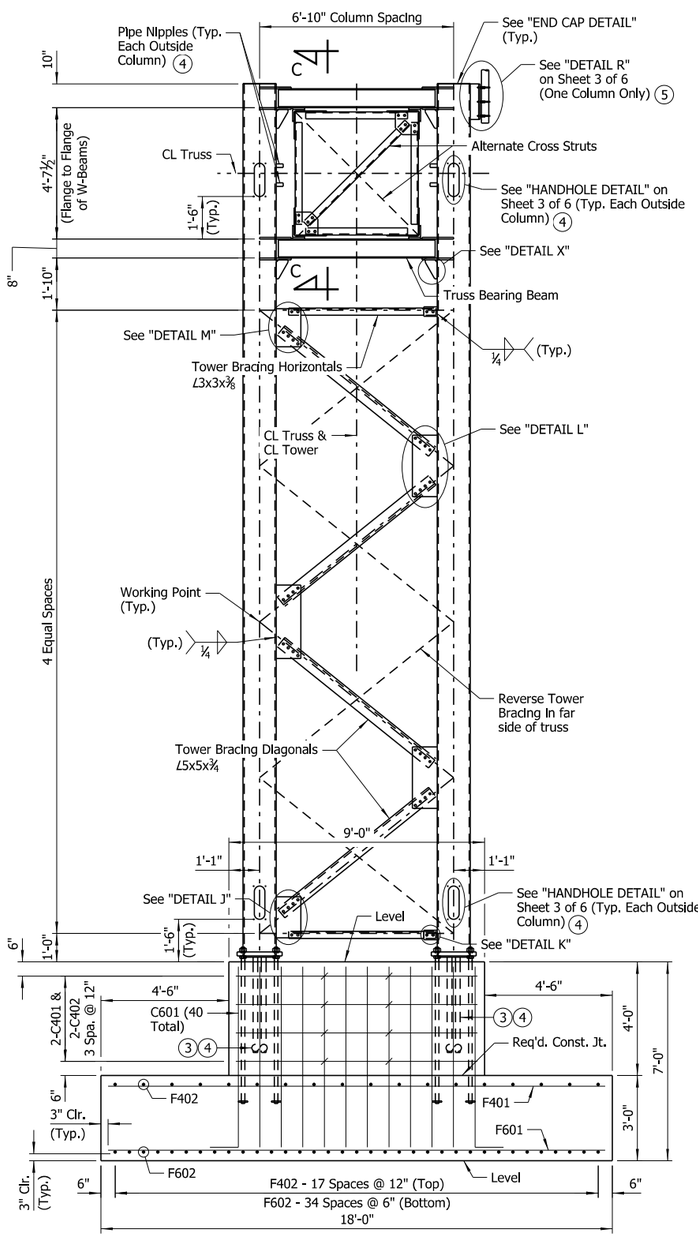
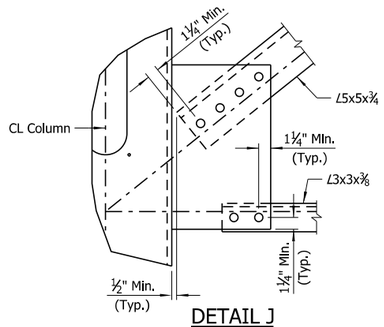
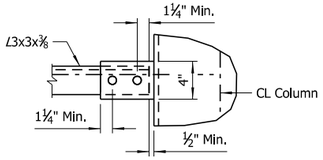
		SEE TABLE - CANT. SIGN STR. (35') - 67760				



VIEW B-B
(Foundation A1)
No Scale



DETAIL J
No Scale



DETAIL K
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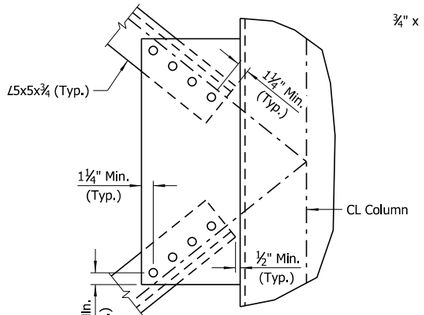

DETAIL L
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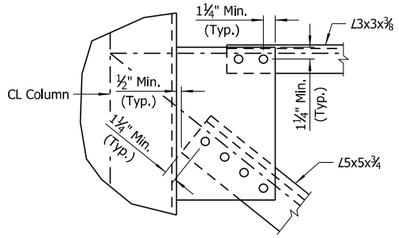

DETAIL M
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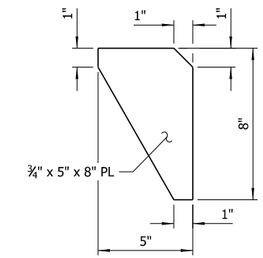
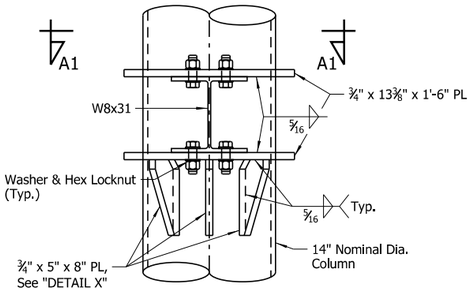
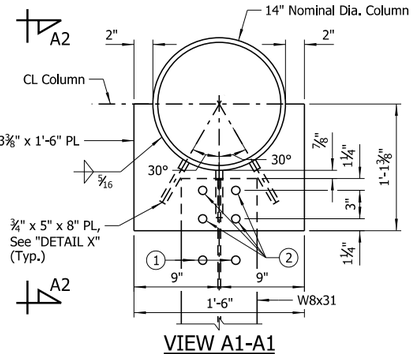


DETAIL X
Scale: 3" = 1'-0"

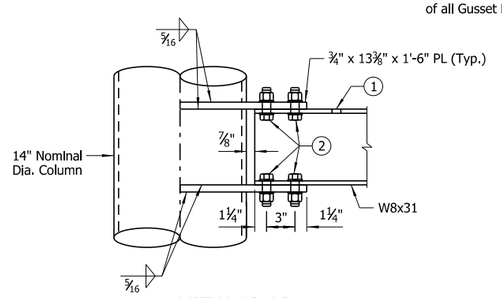


DETAIL - TRUSS BEARING SUPPORT
Scale: 1½" = 1'-0"

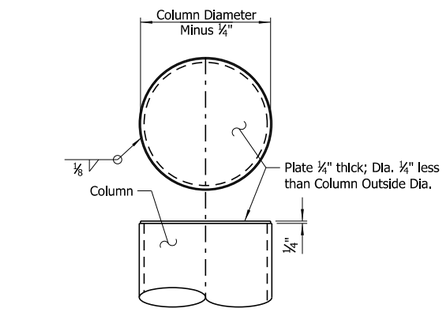


VIEW A1-A1
Scale: 1½" = 1'-0"

NOTE:
Unless noted otherwsie, thickness of all Gusset Plates shall be ⅜".



VIEW A2-A2
Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)



END CAP DETAIL
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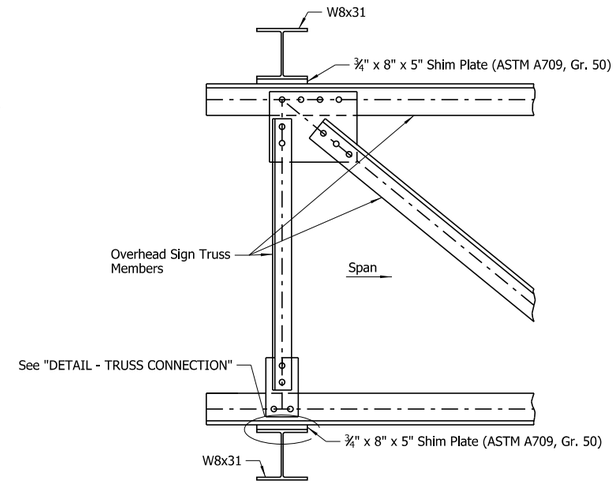
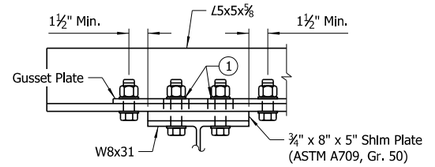


VIEW C-C
No Scale



DETAIL - TRUSS CONNECTION
No Scale

PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"

1. Bolts shall be ⅞"ø. Provide 15/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 15/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.
2. Bolts shall be ⅞"ø. Provide 15/16"ø holes at top and bottom beam flanges and connection plates.
3. For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.
4. Conduit, Handholes and Pipe NIpples only required when Dynamic Message SIgns (DMS) are to be attached to the structure or as directed by the Engineer. Pipe Nipples shall be fitted with standard plugs until conduit is Installed.
5. 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF 35' STEEL
CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b040846_oc2.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67760

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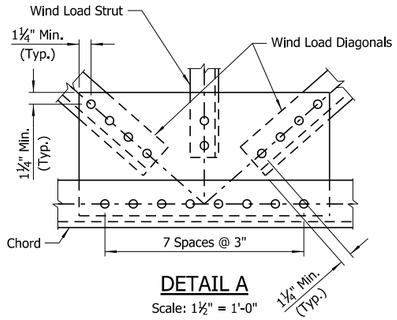
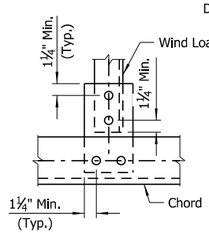
\\garverinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OC (35')_2.dgn
REVISED DATE:

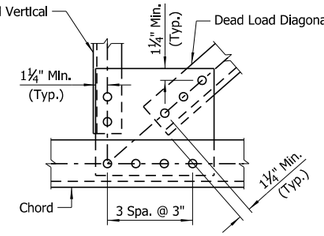
DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	516	832
		SEE TABLE - CANT. SIGN STR. (35') - 67761				



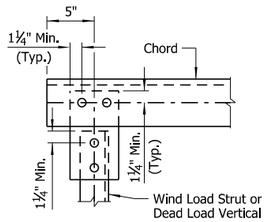
DETAIL A
Scale: 1½" = 1'-0"



DETAIL B
Scale: 1½" = 1'-0"

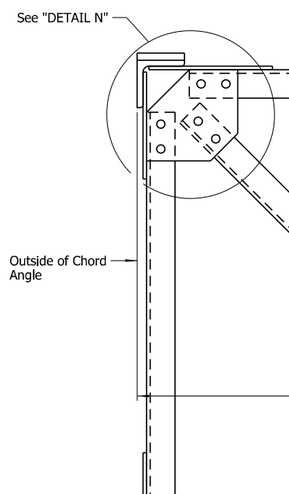


DETAIL C
Scale: 1½" = 1'-0"

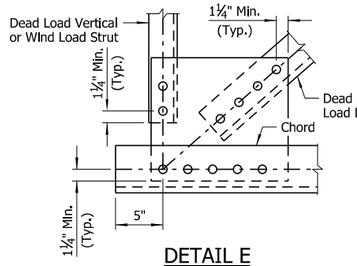


DETAIL D
Scale: 1½" = 1'-0"

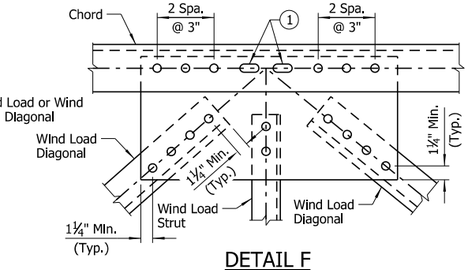
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



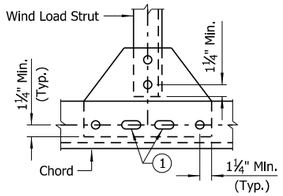
TRUSS SECTION
Scale: 1½" = 1'-0"



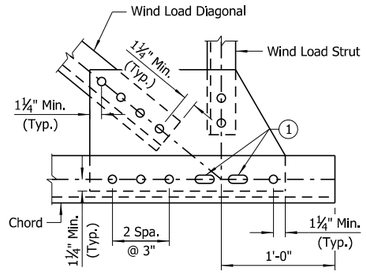
DETAIL E
Scale: 1½" = 1'-0"



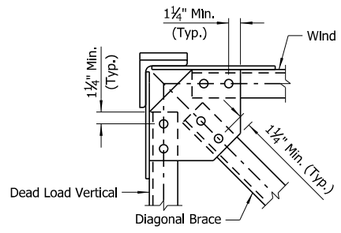
DETAIL F
Scale: 1½" = 1'-0"



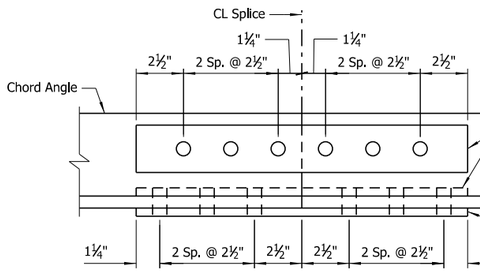
DETAIL G
Scale: 1½" = 1'-0"



DETAIL H
Scale: 1½" = 1'-0"

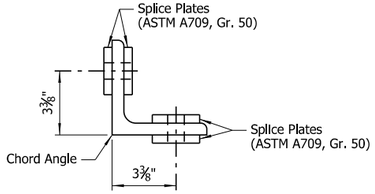


DETAIL N
Scale: 1½" = 1'-0"

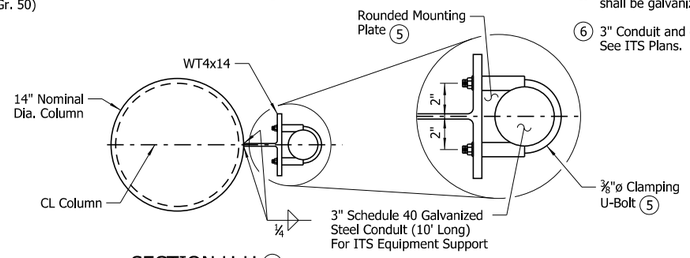


② CHORD SPLICE
Scale: 3 = 1'-0"

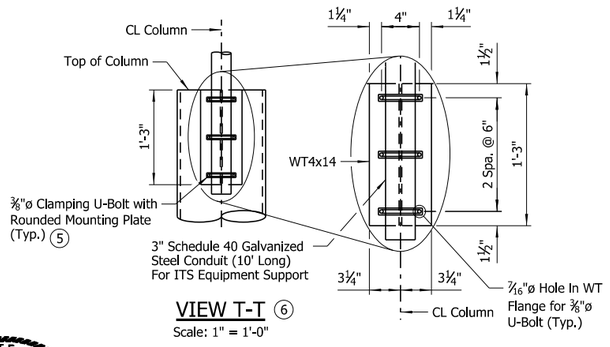
NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



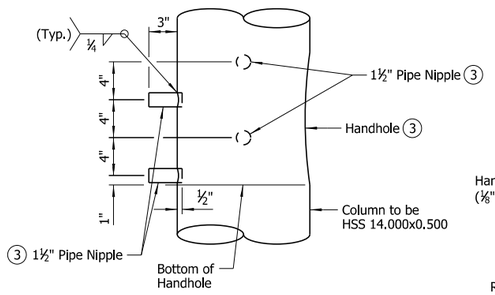
VIEW D-D
Scale: 3 = 1'-0"



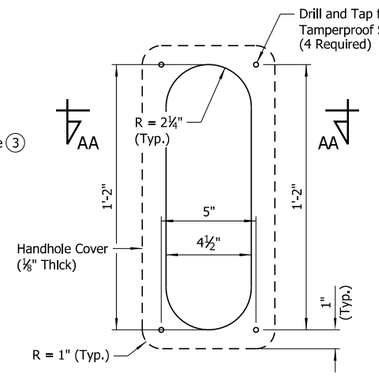
SECTION U-U (6)
Scale: 1½" = 1'-0"



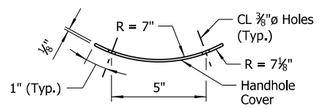
VIEW T-T (6)
Scale: 1" = 1'-0"



DETAIL P (4)
Scale: 1½" = 1'-0"



HANDHOLE DETAIL (3)(4)
Scale: 3" = 1'-0"

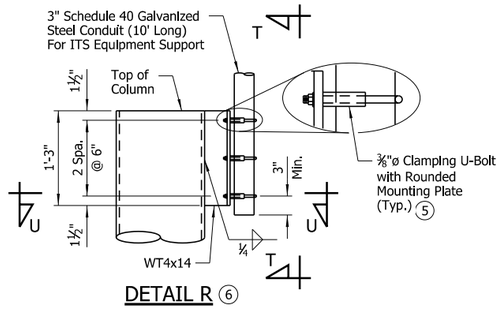


SECTION AA-AA
Scale: 3" = 1'-0"

NOTE:
Provide handhole covers with chain, waterproof grommet, and tamperproof screws.

Handhole covers shall be galvanized and meet the requirements of ASTM A36 at a minimum.

Tamperproof screws shall be galvanized and meet the requirements of ANSI/ASME B18.6.3.



DETAIL R (6)
Scale: 1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 03/29/2024
BRIDGE ENGINEER

(1) Bolts shall be ⅞"ø. Provide 15⁄16" x 2" slotted holes in gusset plate and chord angle. Clearance between end of slot and adjacent bolt hole shall be no less than 1½". Use plate washer on gusset plate side.

(2) Bolts shall be ¾"ø and open holes shall be 13⁄16"ø.

(3) See details on Sheets 1 and 2 of 6 for location and orientation of handholes and pipe nipples.

(4) Handholes and pipe nipples only required when Dynamic Message Signs (DMS) are to be attached to the structure or as directed by the Engineer. Pipe nipples shall be fitted with standard plugs until conduit is installed.

(5) Clamping U-Bolt with Rounded Mounting Plate Assembly product shall be included in shop drawings for approval. Assembly shall be galvanized and shall meet the requirements of ASTM A36 at a minimum. Install per Manufacturer's instructions.

(6) 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

SHEET 3 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b040846_oc3.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022

STR. NO. SEE TABLE DRAWING NO. 67761

ABHall
3/29/2024 12:51:32 PM
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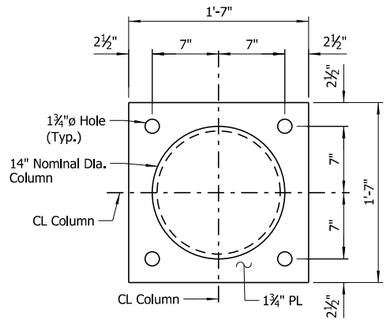
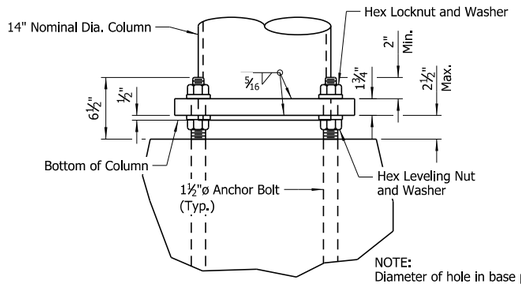
\\garverinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OC (35')_3.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	517	832
		SEE TABLE - CANT. SIGN STR. (35') - 67762				



PLAN - COLUMN BASE

Scale: 1½" = 1'-0"



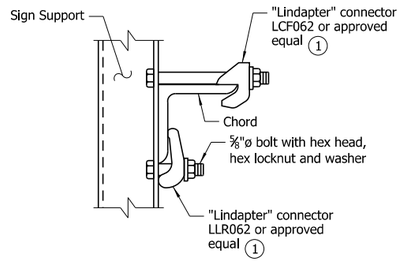
NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

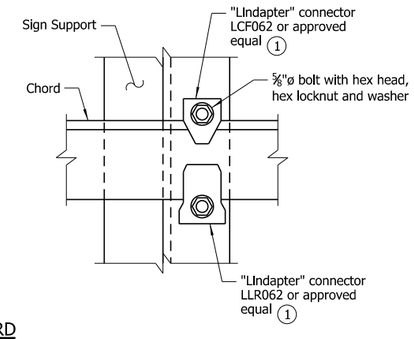
ELEVATION - COLUMN BASE

Scale: 1½" = 1'-0"

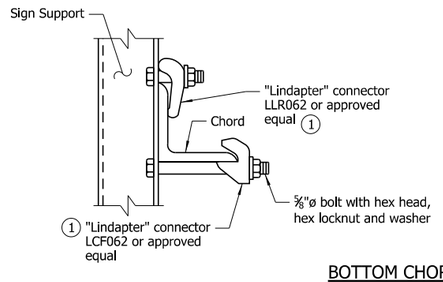
(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

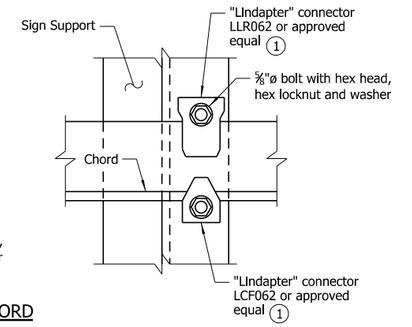
NOTE:
Install all support connectors clear of the gusset plates and splice locations.





TOP CHORD

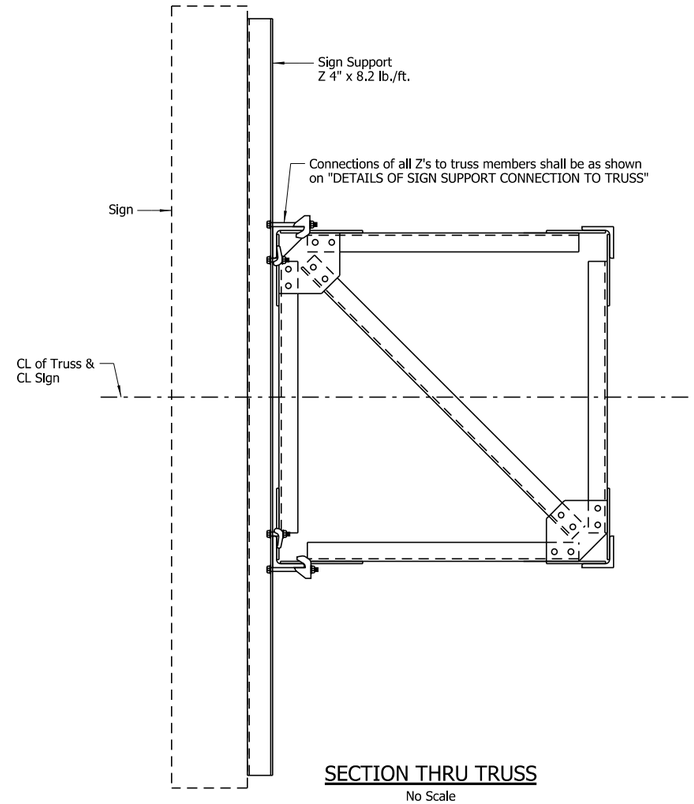




BOTTOM CHORD

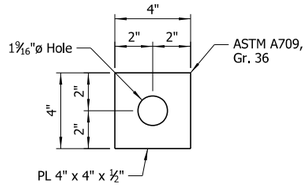
DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

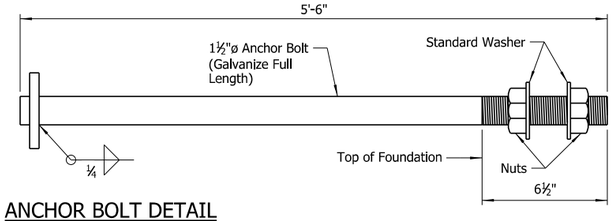
No Scale



SECTION THRU TRUSS

No Scale



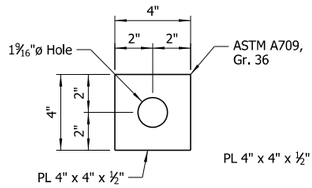


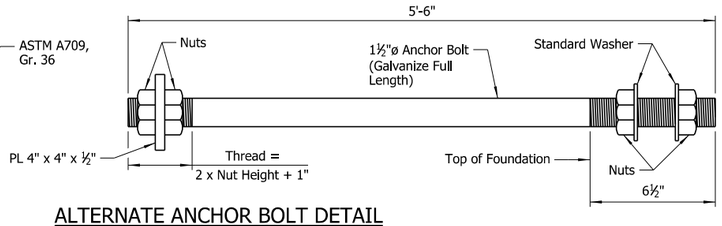
ANCHOR BOLT DETAIL

No Scale

NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.

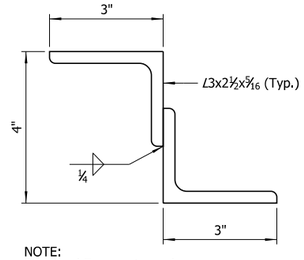
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".





ALTERNATE ANCHOR BOLT DETAIL

No Scale



NOTE:
Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

Digitally Signed 03/29/2024

BRIDGE ENGINEER

SHEET 4 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b040846_oc4.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67762

ABHall
3/29/2024 12:51:32 PM
WORKSPACE\ARDOT Bridge (2019)
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	518	832
		SEE TABLE - CANT. SIGN STR. (35') - 67763				

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 Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2015 with current interim revisions.

Basic Wind Speed = 120 mph
Fatigue Category: I

This structure is approved for 300 square feet of sign area and a maximum sign weight (total of all signs and hangers) of 3600 lbs. Use of additional sign area or a heavier sign must be approved by the Engineer. If the structure height ("H") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete	f'c = 3,500 psi
Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A)	fy = 60,000 psi

Spread footings for the structure have been designed assuming a factored bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed factored bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "STEEL CANTILEVER SIGN STRUCTURE (_)".

Structural steel sign support members shall comply with the following specifications:

Angles:	ASTM A709, Grade 36 (Fy = 36,000 psi)
Plate, W-Section:	ASTM A709, Grade 50 (Fy = 50,000 psi)
(1) Pipe:	ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi) ASTM A500, Gr. B (Fy = 42,000 psi) ASTM A501, Gr. B (Fy = 50,000 psi)
Z-Shapes:	ASTM A709, Grade 36 (Fy = 36,000 psi)
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40
Bolts:	ASTM F3125, Grade A325, Type 1
Locknuts - Approved Type:	ASTM A563, Grade DH or AASHTO M 292, Grade 2H
Washers:	ASTM F436
Nuts:	ASTM A563, Grade DH or AASHTO M 292, Grade 2H

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices, and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ⅞"ø and open holes shall be $^{15}/_{16}$"ø. Bolt spacing shall be 2⅝" for ⅞"ø bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All truss frame bolts shall comply with ASTM F3125, Grade A325, Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM F3125, Grade A325, Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

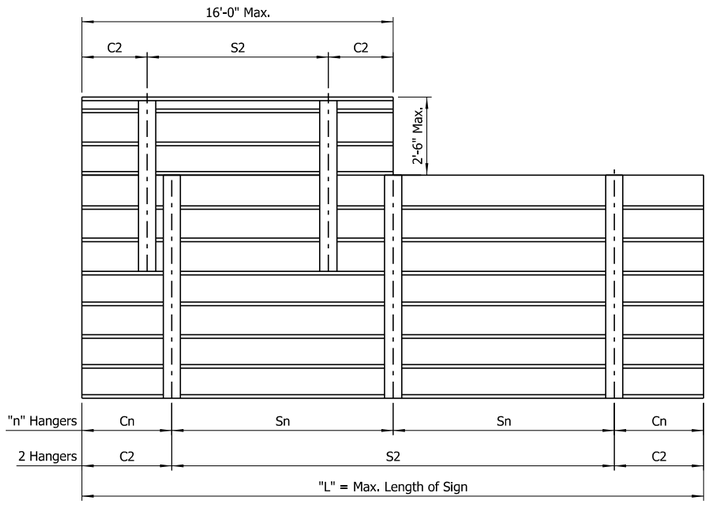
Locknuts shall be equipped with nylon locking inserts or other approved type locking system. Locknuts shall be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES".

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL CANTILEVER SIGN STRUCTURE (_)". The excavations for the footing shall be backfilled before the structure is attached to the foundation.

DYNAMIC MESSAGE SIGN (WHEN APPLICABLE): The Dynamic Message Sign (DMS) supplier shall be responsible for the attachment method and materials used to attach the DMS and its accessories to the structure. The method of attachment shall not facilitate any corrosion of the structure. For additional information regarding the DMS, see Special Provision "OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY".

For location of each 35' cantilever sign structure to be used, refer to ITS and/or Sign Plans.



NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

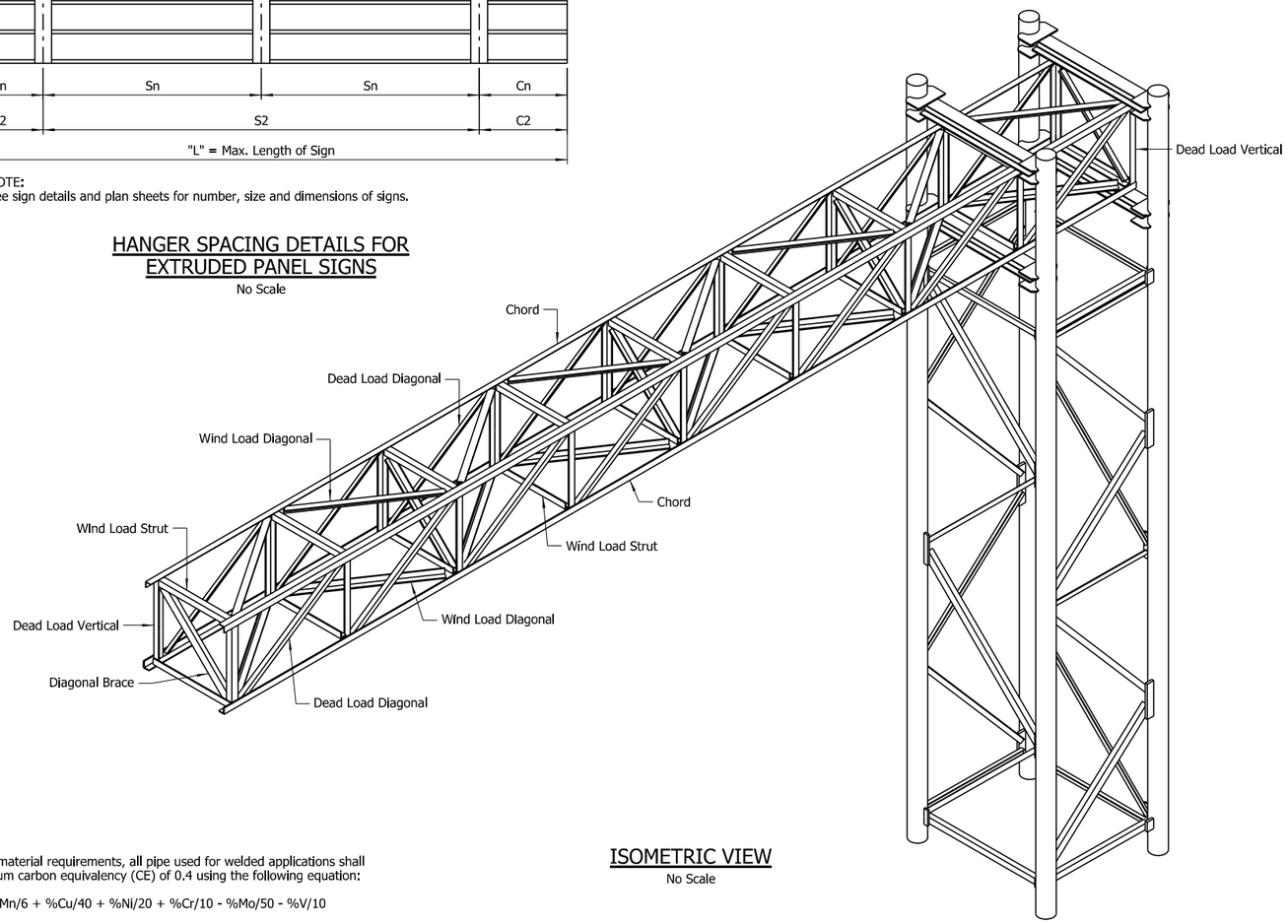
No Scale

HANGER VARIABLES

(For Extruded Panel Signs)

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x "L"	0.58 x "L"
30'-0"	3 Hangers	0.145 x "L"	0.355 x "L"

NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.



ISOMETRIC VIEW

No Scale

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation:

CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

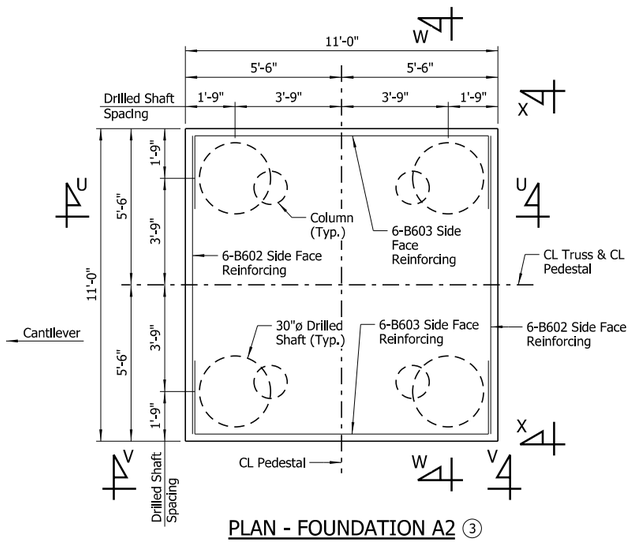
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b040846_oc5.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67763

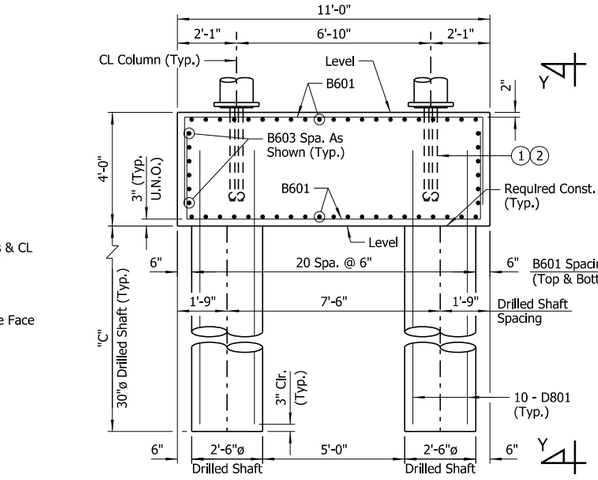
ABHall
3/29/2024 12:51:33 PM
WORKSPACE\ARDOT Bridge (2019)
\\garverinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OC (35')_5.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	519	832
		SEE TABLE - CANT. SIGN STR. (35') - 67764				



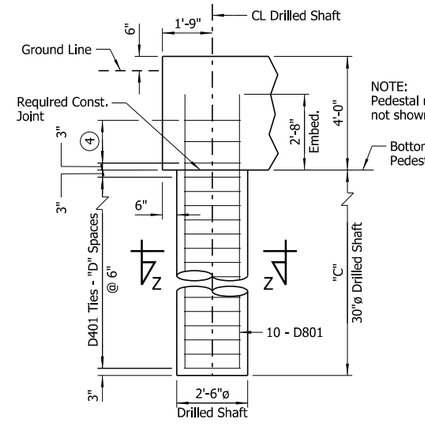
PLAN - FOUNDATION A2 ③

Scale: ⅜" = 1'-0"



SECTION W-W

Scale: ⅜" = 1'-0"



VIEW Y-Y

Scale: ⅜" = 1'-0"

① Conduit only required when Dyanmic Message Signs are to be attached to the structure or as directed by the Engineer.

② For details of conduit and cable fittings at each column, refer to Electrical and/or ITS Plans. Cost to be included in other items of work.

③ Foundation A2 allowed only when foundation is outside clear zone or is protected by guardrail or barrier.

④ C401 Ties - 2 Spaces @ 9"

DRILLED SHAFT NOTES (FOUNDATION A2)

Drilled shafts shall conform to Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES". Drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL CANTILEVER SIGN STRUCTURE (_)". Temporary casing may be required. Unless approved by the Engineer, permanent steel casing shall not be used.

Crosshole Sonic Logging (CSL) shall be performed on one drilled shaft at each foundation and as directed by the Engineer. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES".

Concrete and reinforcing steel placed in drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL CANTILEVER SIGN STRUCTURE (_)". No additional payment shall be made for spacers, additional splices or bracing needed for assembly, shipping, handling or erecting.

Concrete in drilled shafts shall be Class "S" as modified by Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES".

Drilled shaft lengths shall be determined based on the results of exploratory borings, which shall be performed by the Contractor prior to shaft excavation.

If competent rock is not encountered in the exploratory boring, the Standard Penetration Test (SPT) blow count corrected by the hammer efficiency, N60, shall be used to determine shaft lengths. See "TABLE OF VARIABLES".

If competent rock is encountered in the exploratory boring within 25'-0" of planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock and have a minimum length of 25'-0".

If competent rock is encountered in the exploratory boring below 25'-0" from planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock or to the depth based on the SPT N60 value and associated shaft length in the "TABLE OF VARIABLES", whichever is shallower.

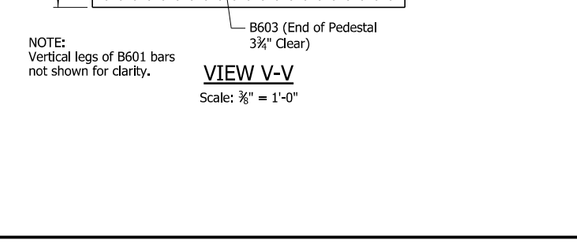
Testing results shall be submitted to the Engineer for review. Final drilled shaft lengths shall be approved by the Engineer prior to construction.

The cost of performing exploratory borings and in-situ strength testing shall be included in the item "STEEL CANTILEVER SIGN STRUCTURE (_)".

TABLE OF VARIABLES ⑧

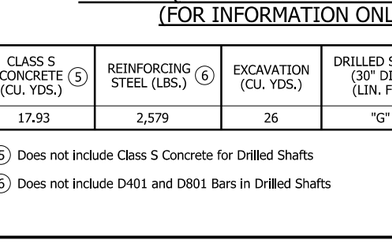
SPT N60 (blows/ft.) ⑦	Min. Depth of Exploratory Boring	Drilled Shaft Length, "C"	"D"	"E"	"F" ⑨	"G"
<5	-	Contact Engineer	-	-	-	-
5 To 7	75'-0"	70'-0"	139	560	72'-5"	280'-0"
7 To 9	63'-0"	58'-0"	115	464	60'-5"	232'-0"
9 To 11	47'-0"	42'-0"	83	336	44'-5"	168'-0"
11 To 13	37'-0"	32'-0"	63	256	34'-5"	128'-0"
>13	31'-0"	26'-0"	51	208	28'-5"	104'-0"

⑦ Tabulated SPT N60 values are raw SPT N values corrected by SPT hammer efficiency and represent average values along the plan shaft penetration. If the SPT N60 values in the foundation soils within 2 shaft diameters below the plan tip elevation are less than the average SPT N60 values along the plan shaft penetration, the Engineer shall be contacted.



SECTION U-U

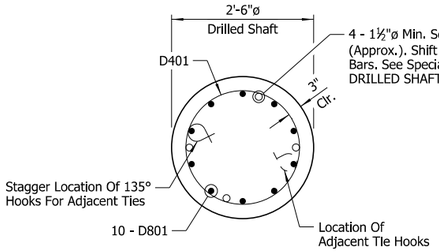
Scale: ⅜" = 1'-0"



VIEW X-X

Scale: ⅜" = 1'-0"

NOTE:
Vertical legs of B601 bars not shown for clarity.



SECTION Z-Z

Scale: ¾" = 1'-0"

⑧ If final drilled shaft length is not shown in "TABLE OF VARIABLES" due to the presence of rock or other factors, variables "D" through "G" shall be determined as follows:

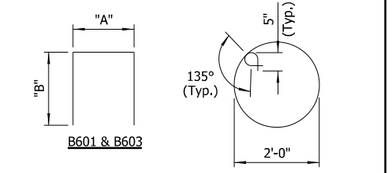
"D" = (Shaft Length in Ft. - 0.5) / 0.5
"E" = Shaft Length in Ft. x 8
"F" = Shaft Length + 2'-5"
"G" = Shaft Length x 4

⑨ If "F" exceeds 60'-0", a lap splice is required for each D801 bar at the midpoint of the drilled shaft. Min. lap splice length for D801 bar = 3'-6". Length shown in table does not include the additional length required for a lap splice.

BAR LIST - FOUNDATION A2

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B601	84	16'-4"	10'-6"	3'-1"	4½"
B602	12	10'-4"			Str.
B603	12	15'-2"	10'-4"	2'-7"	4½"
C401	12	7'-4"			3"
D401	"E"	7'-4"			3"
D801	40	"F"			Str.

BAR BENDING DIAGRAMS



NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Foundation A2.

APPROX. QUANTITIES FOR FOUNDATION A2 (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.) ⑤	REINFORCING STEEL (LBS.) ⑥	EXCAVATION (CU. YDS.)	DRILLED SHAFT (30" DIA.) (LIN. FT.)	CROSSHOLE SONIC LOGGING (30" DIA.) (EACH)
17.93	2,579	26	"G"	1

⑤ Does not include Class S Concrete for Drilled Shafts

⑥ Does not include D401 and D801 Bars in Drilled Shafts

LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
ADAM B. HALL
LICENSED PROFESSIONAL ENGINEER
No.14498
Digitally Signed 03/29/2024
BRIDGE ENGINEER

SHEET 6 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

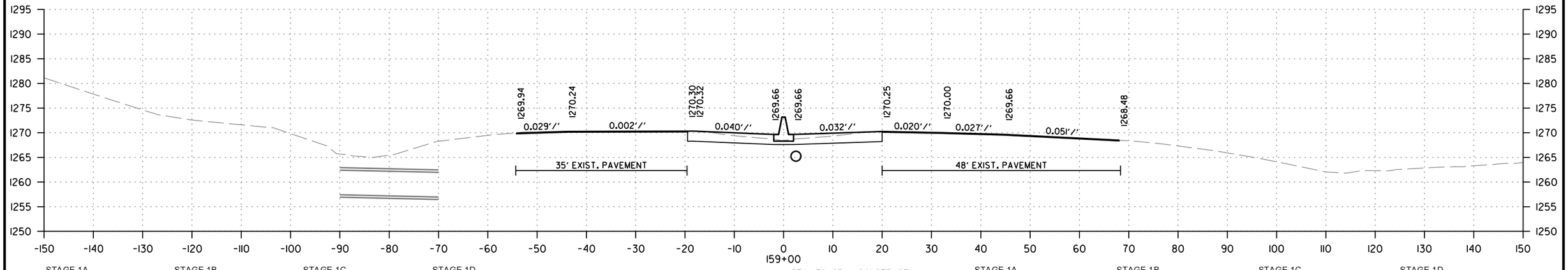
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2023 FILENAME: b040846_oc6.dgn
CHECKED BY: CSW DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: ABH DATE: JAN. 2023
STR. NO. SEE TABLE DRAWING NO. 67764

ABHall
WORKSPACE\ARDOT Bridge (2019)
\\garverinc.local\gdata\Projects\2021\21T01020 - ARDOT 012414 Prelim Eng and Estimating\Drawings\Job 040846\b040846_OC (35')_6.dgn
REVISED DATE: 3/29/2024 12:51:33 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	520	832
		CROSS SECTIONS				

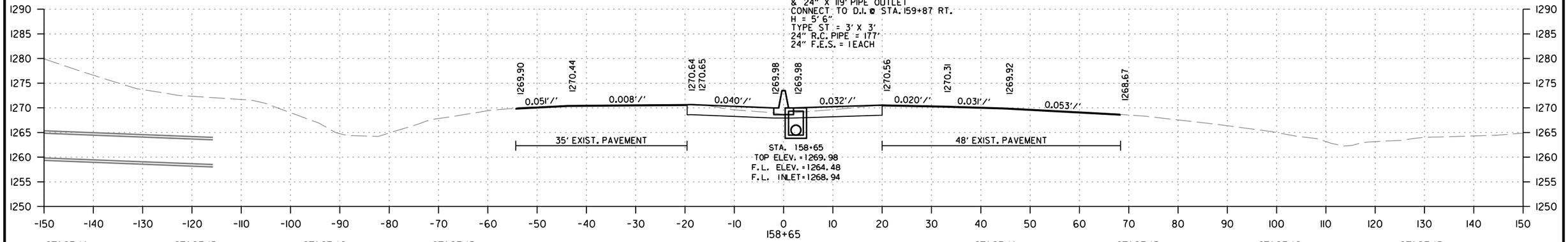


STAGE 1A CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1B CUT AREA 59 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1C CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1D CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

159+00

STA. 158+65 - CONSTRUCT
D.I. IN MEDIAN
& 24" X 58' PIPE OUTLET w/ F.E.S.
& 24" X 119' PIPE OUTLET
CONNECT TO D.I. @ STA. 159+87 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 177'
24" F.E.S. = 1 EACH

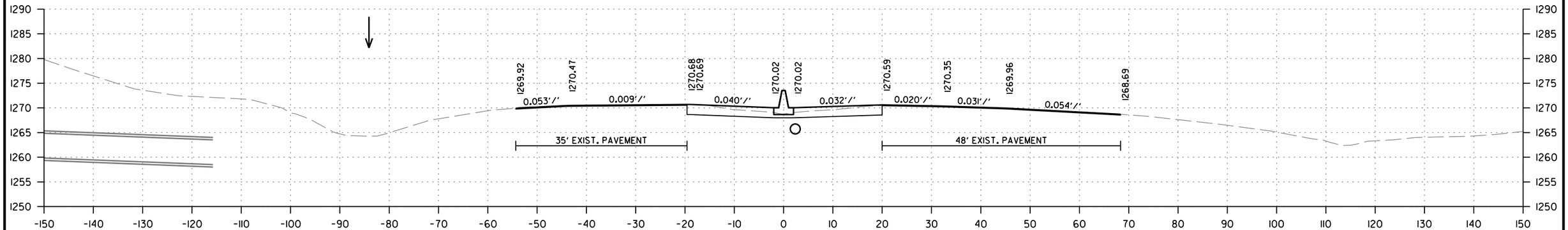
STAGE 1A CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1B CUT VOLUME 75 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1C CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1D CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1A CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1B CUT AREA 57 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1C CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1D CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

158+65

STAGE 1A CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1B CUT VOLUME 11 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1C CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1D CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1A CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1B CUT AREA 58 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1C CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 1D CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

158+60
BEGIN JOB 040846
AND I-49

STAGE 1A CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1B CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1C CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 1D CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.

I-49
STA. 158+60 TO STA. 159+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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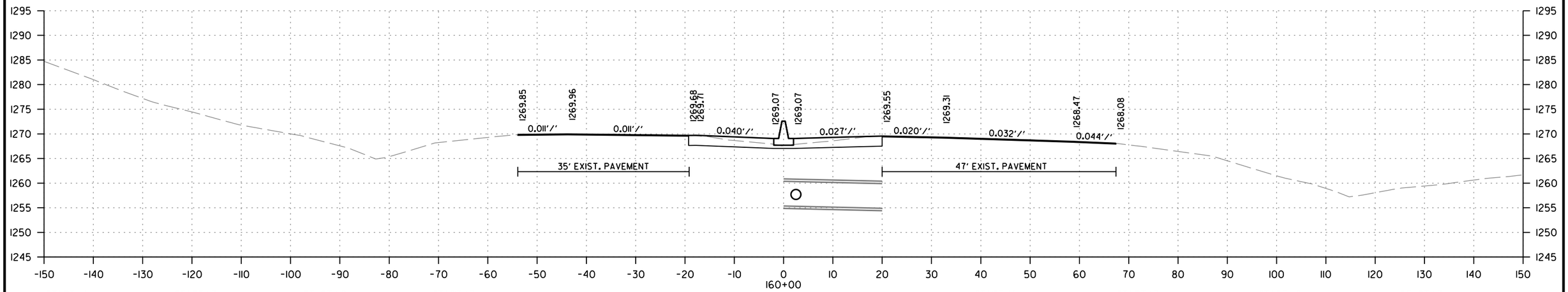
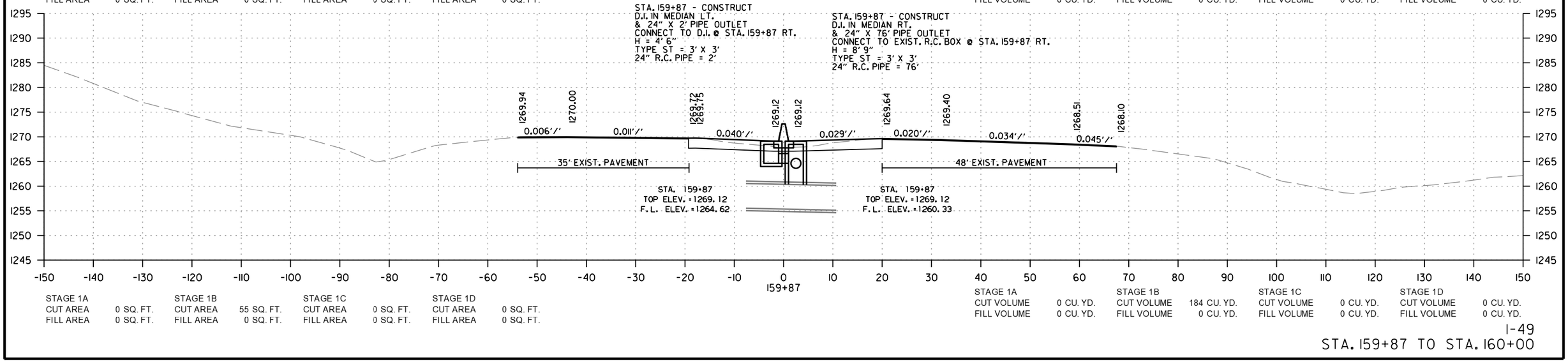


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	54 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	26 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.

STA. 159+87 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 159+87 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 159+87 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 76' PIPE OUTLET
CONNECT TO EXIST. R.C. BOX @ STA. 159+87 RT.
H = 8' 9"
TYPE ST = 3' X 3'
24" R.C. PIPE = 76'



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	55 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	184 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.

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STA. 159+87 TO STA. 160+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	522	832
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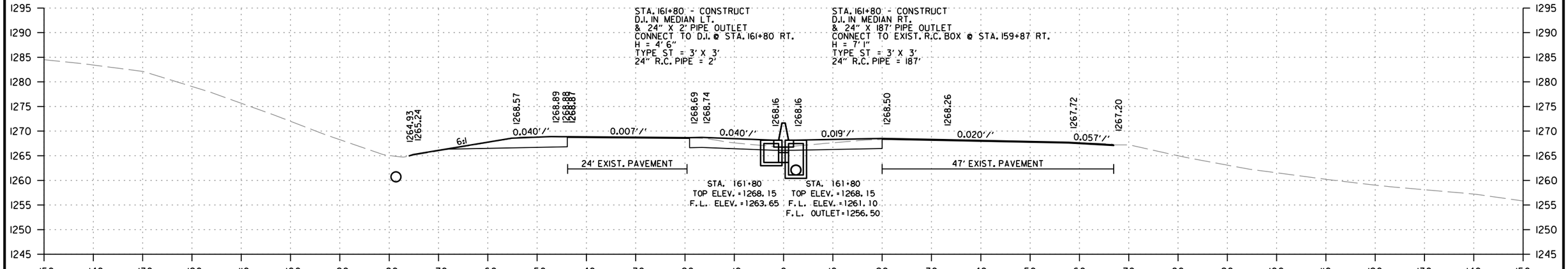
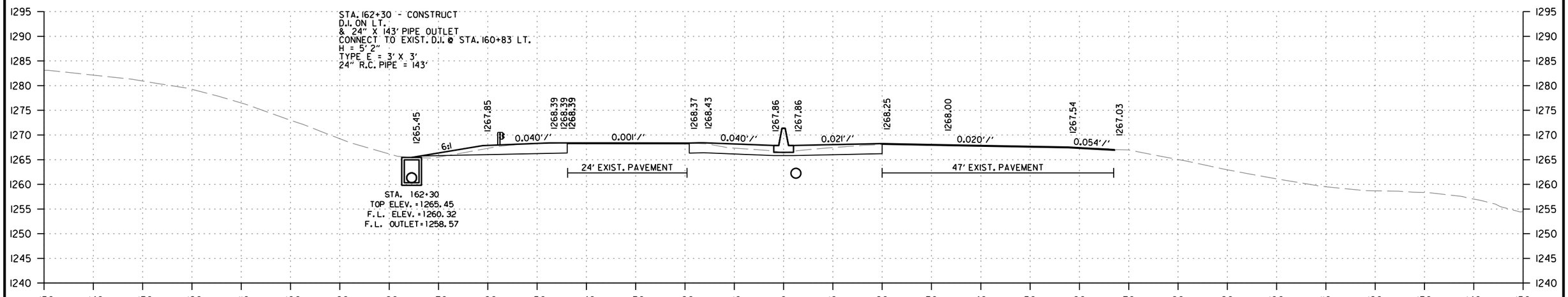


CD41256 2/21/2024
R040846B.DGN

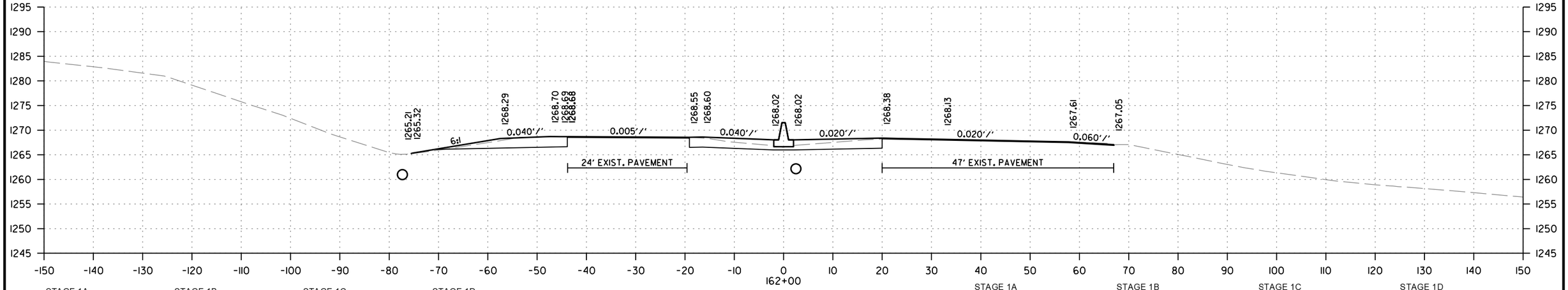
STA. 161+00 TO STA. 161+80

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	523	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	53 SQ. FT.	CUT AREA	36 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	58 CU. YD.	CUT VOLUME	39 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	52 SQ. FT.	CUT AREA	35 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	38 CU. YD.	CUT VOLUME	26 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

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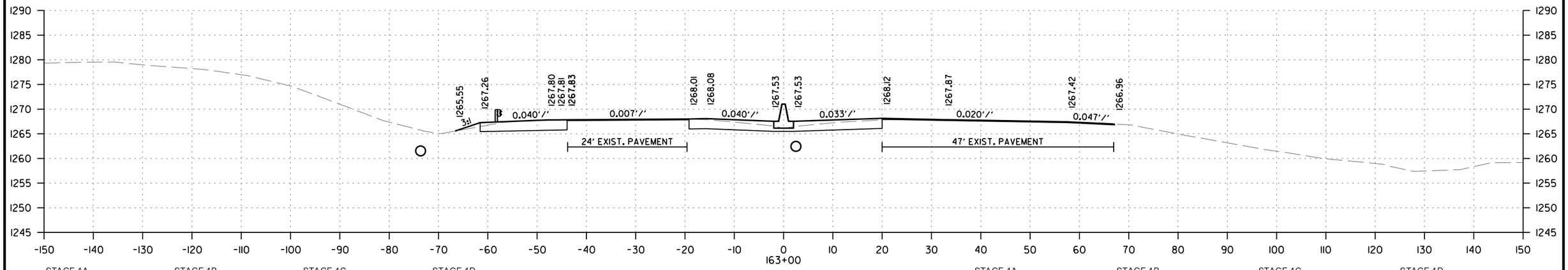
R040846B.DGN

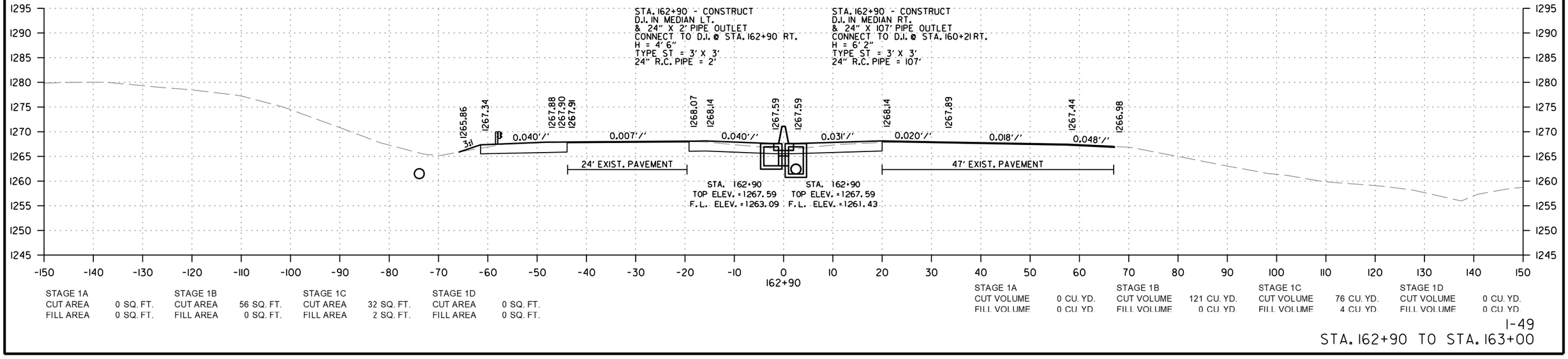
STA. 162+00 TO STA. 162+30

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	524	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	56 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	121 CU. YD.	CUT VOLUME	76 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.

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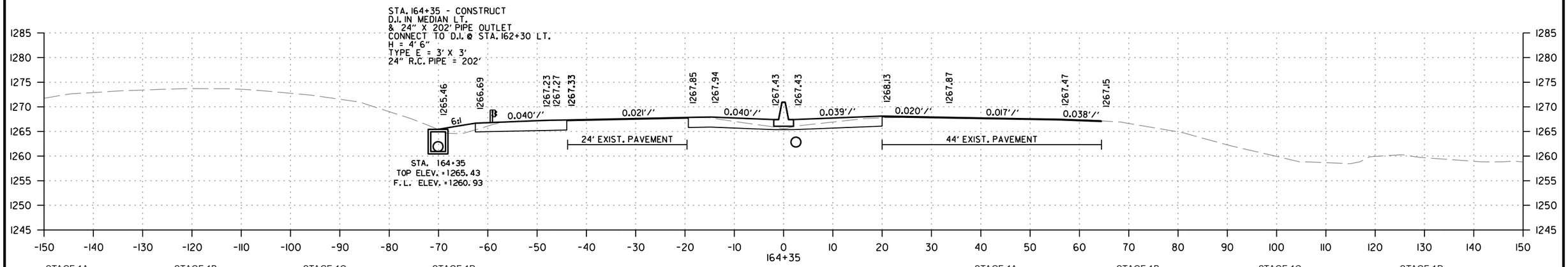
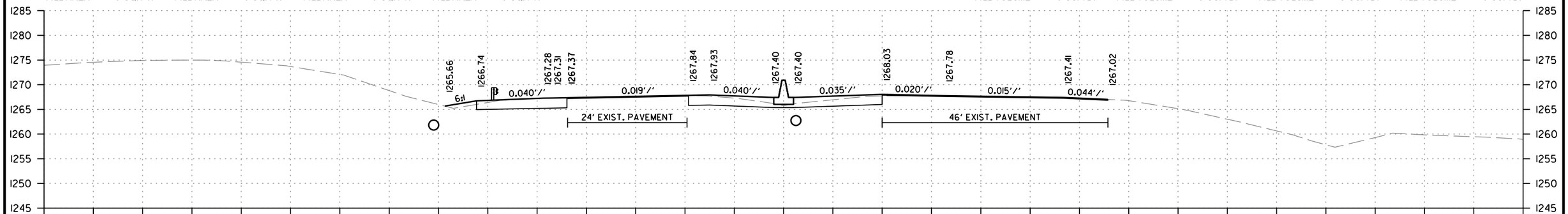
		6	ARK.	040846	525	832
		CROSS SECTIONS				



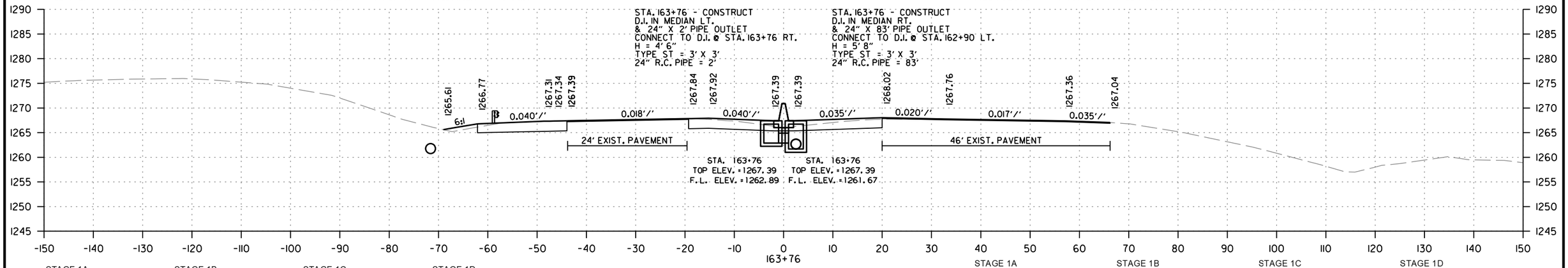
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	48 SQ. FT.	CUT AREA	33 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	65 CU. YD.	CUT VOLUME	43 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	53 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	48 CU. YD.	CUT VOLUME	30 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	56 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	159 CU. YD.	CUT VOLUME	93 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.

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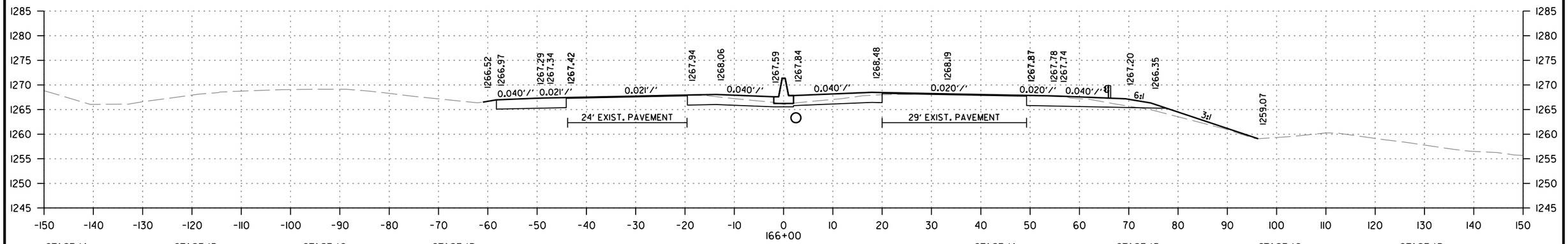
STA. 163+76 TO STA. 164+35

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	526	832
		CROSS SECTIONS				

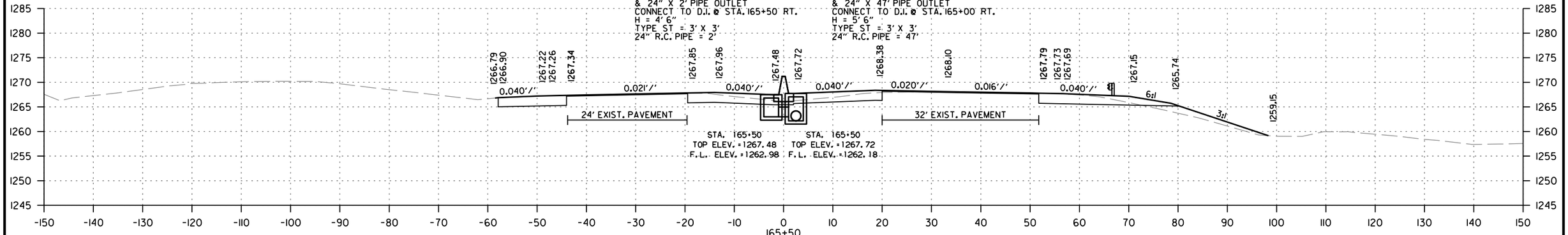


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	47 SQ. FT.	CUT AREA	59 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	0 SQ. FT.

STA. 165+50 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+50 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 165+50 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 47' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+00 RT.
H = 5' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 47'

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	87 CU. YD.	CUT VOLUME	107 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	31 CU. YD.	FILL VOLUME	0 CU. YD.

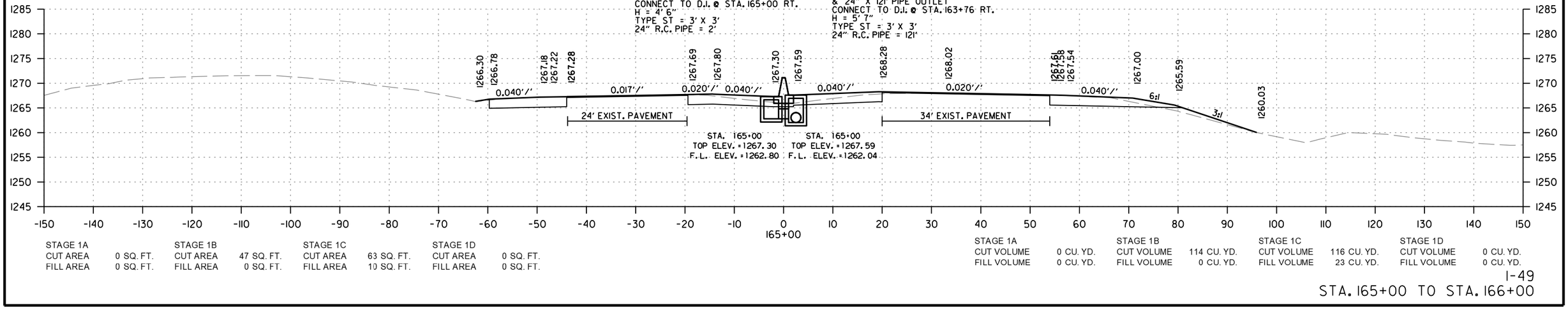


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	47 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	21 SQ. FT.	FILL AREA	0 SQ. FT.

STA. 165+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 165+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 165+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 121' PIPE OUTLET
CONNECT TO D.I. @ STA. 163+76 RT.
H = 5' 7"
TYPE ST = 3' X 3'
24" R.C. PIPE = 121'

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	87 CU. YD.	CUT VOLUME	111 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	29 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	47 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	10 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	114 CU. YD.	CUT VOLUME	116 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	23 CU. YD.	FILL VOLUME	0 CU. YD.

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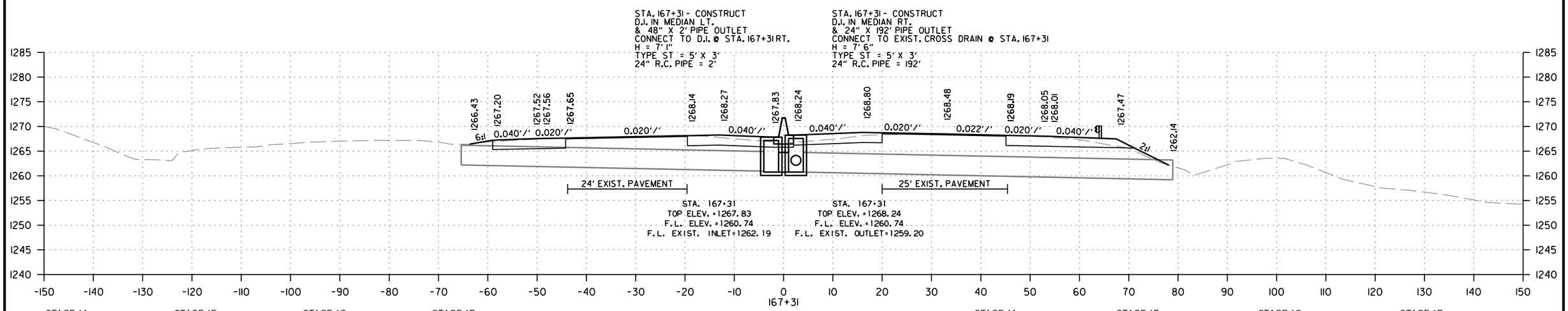
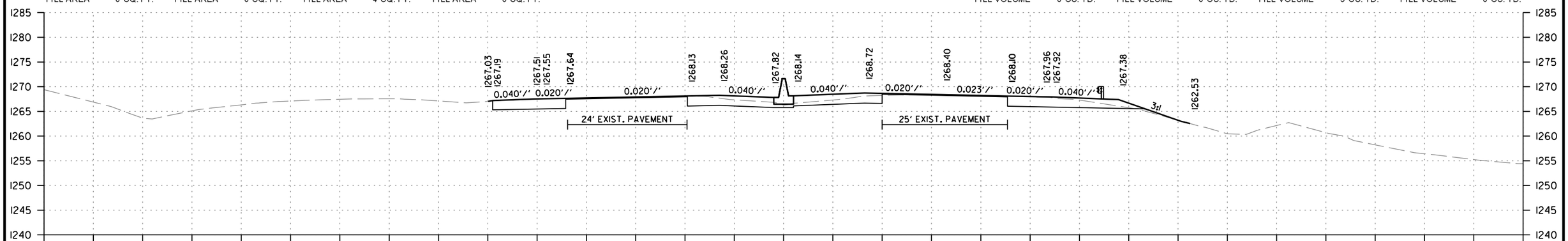
		6	ARK.	040846	527	832
		CROSS SECTIONS				



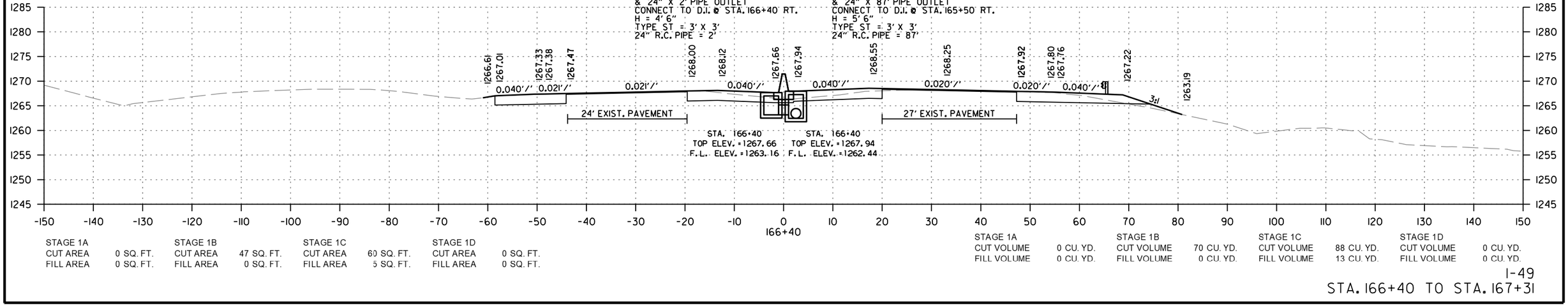
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	48 SQ. FT.	CUT AREA	62 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	55 CU. YD.	CUT VOLUME	73 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	47 SQ. FT.	CUT AREA	65 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	104 CU. YD.	CUT VOLUME	139 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	47 SQ. FT.	CUT AREA	60 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	70 CU. YD.	CUT VOLUME	88 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.

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STA. 166+40 TO STA. 167+31

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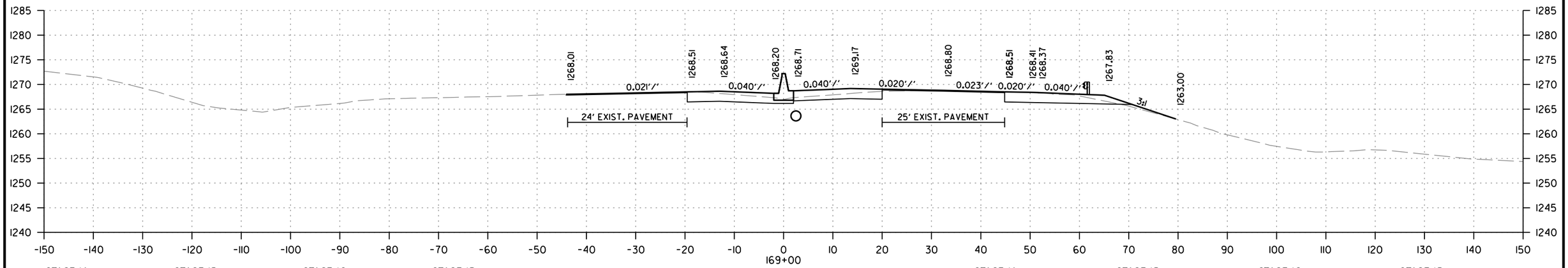
		6	ARK.	040846	528	832
		CROSS SECTIONS				

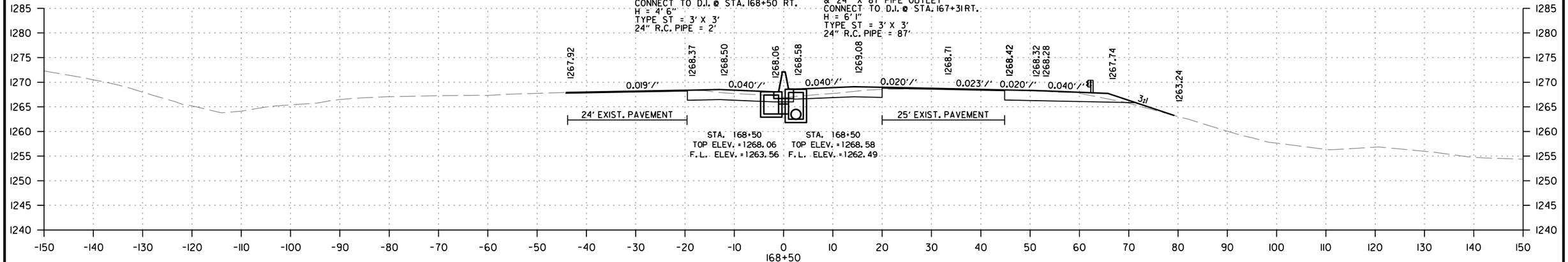


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	50 SQ. FT.	CUT AREA	35 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STA. 168+50 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 168+50 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

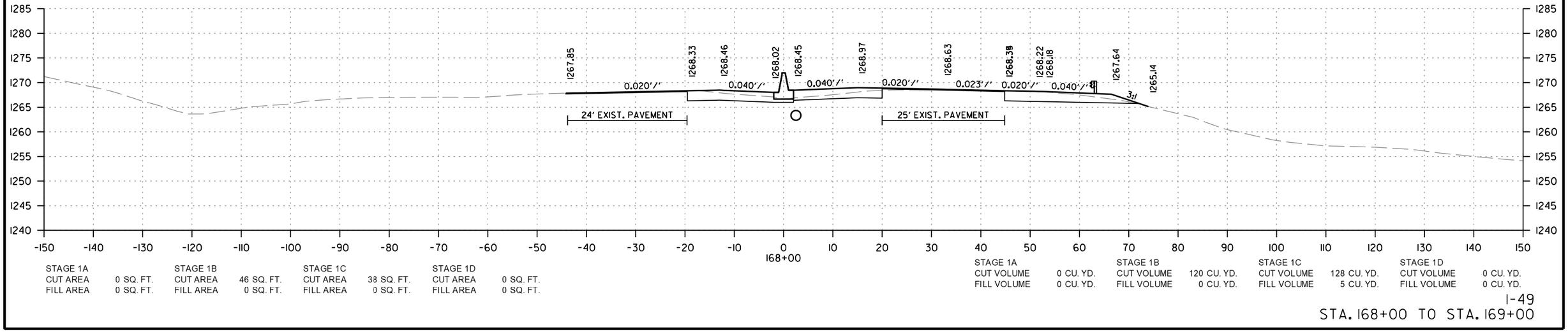
STA. 168+50 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 87' PIPE OUTLET
CONNECT TO D.I. @ STA. 167+31 RT.
H = 6' 1"
TYPE ST = 3' X 3'
24" R.C. PIPE = 87'

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	92 CU. YD.	CUT VOLUME	67 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	49 SQ. FT.	CUT AREA	37 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	88 CU. YD.	CUT VOLUME	69 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	46 SQ. FT.	CUT AREA	38 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	120 CU. YD.	CUT VOLUME	128 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 168+00 TO STA. 169+00

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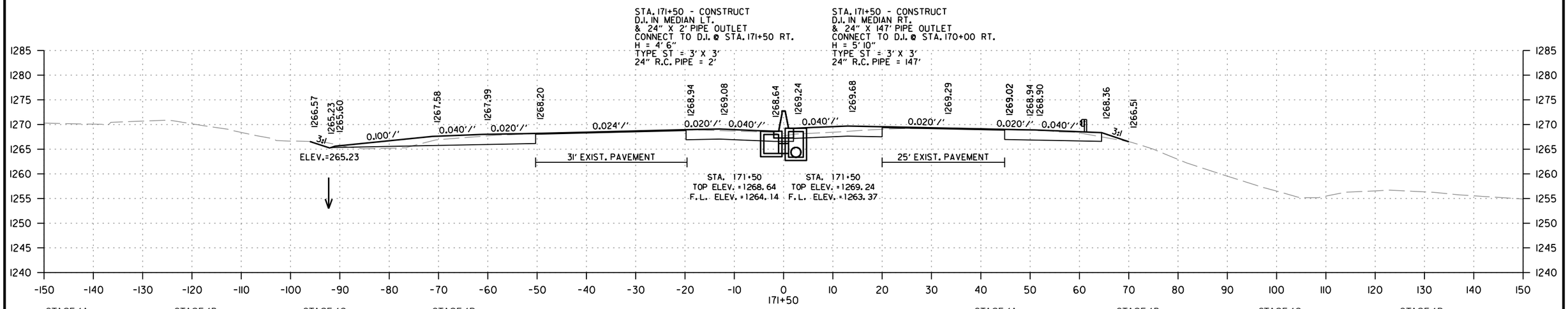
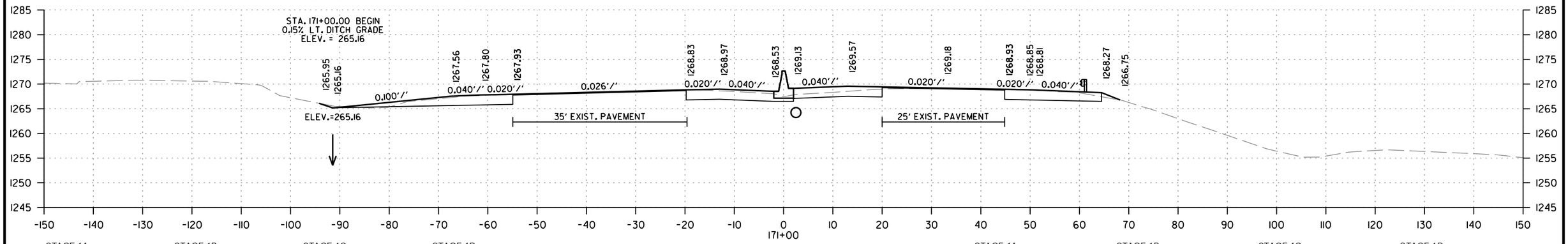
		6	ARK.	040846	529	832
		CROSS SECTIONS				



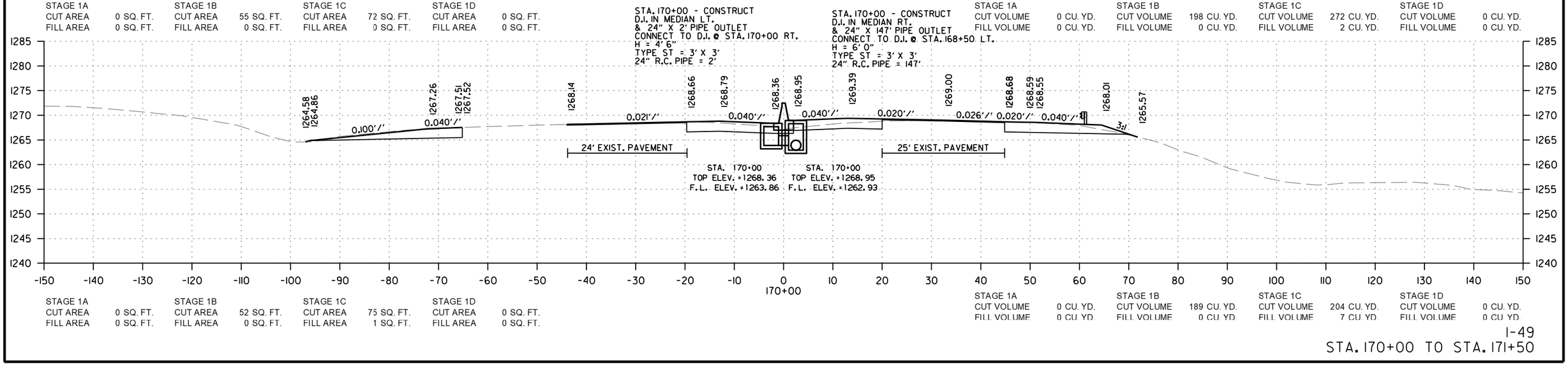
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	74 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	104 CU. YD.	CUT VOLUME	135 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	55 SQ. FT.	CUT AREA	72 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	198 CU. YD.	CUT VOLUME	272 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	52 SQ. FT.	CUT AREA	75 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	189 CU. YD.	CUT VOLUME	204 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	0 CU. YD.

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STA. 170+00 TO STA. 171+50

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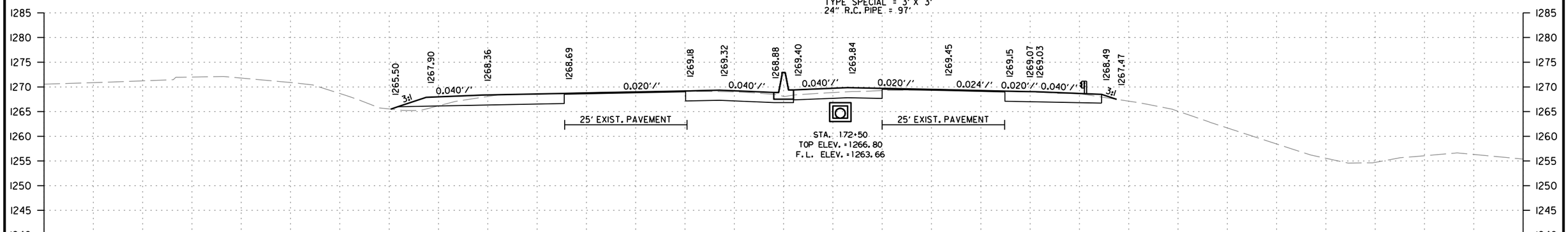
		6	ARK.	040846	530	832
		CROSS SECTIONS				

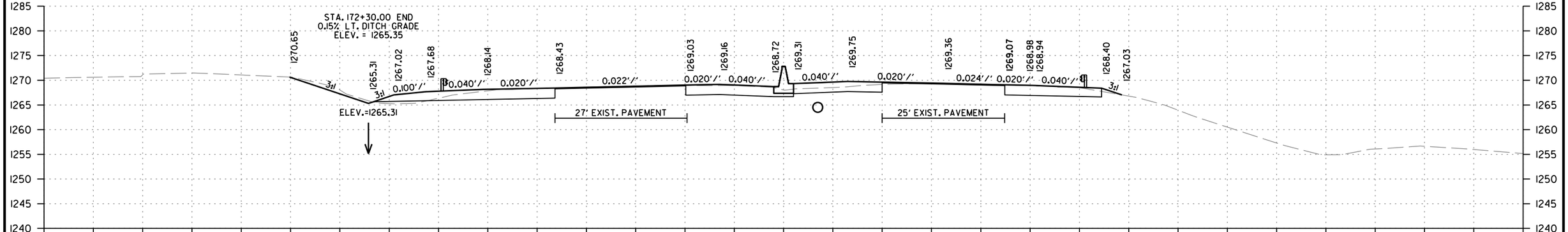
STA. 172+50 - CONSTRUCT
J.B. IN MEDIAN RT.
& 24" X 97' PIPE OUTLET
CONNECT TO D.I. @ STA. 171+50 RT.
H = 3' 2"
TYPE SPECIAL = 3' X 3'
24" R.C. PIPE = 97'



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	60 SQ. FT.	CUT AREA	77 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	110 CU. YD.	CUT VOLUME	149 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 172+30.00 END
0.15% LT. DITCH GRADE
ELEV. = 1265.35



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	59 SQ. FT.	CUT AREA	84 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	107 CU. YD.	CUT VOLUME	146 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.

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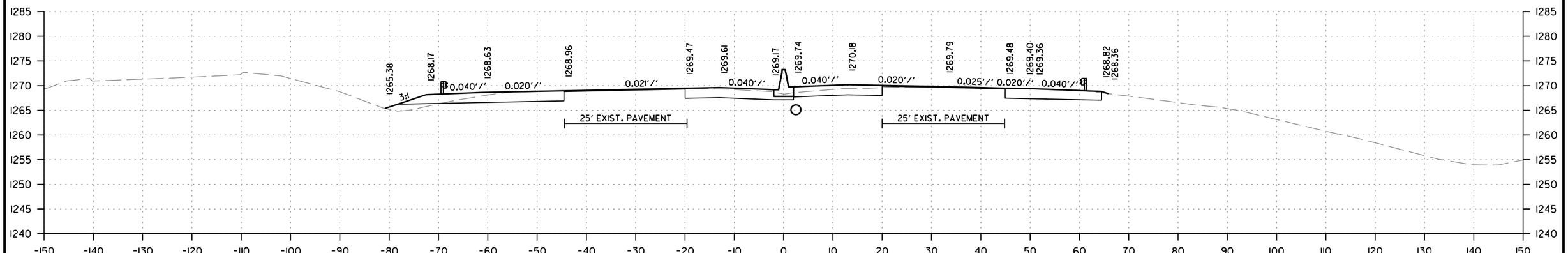
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	531	832
		CROSS SECTIONS				

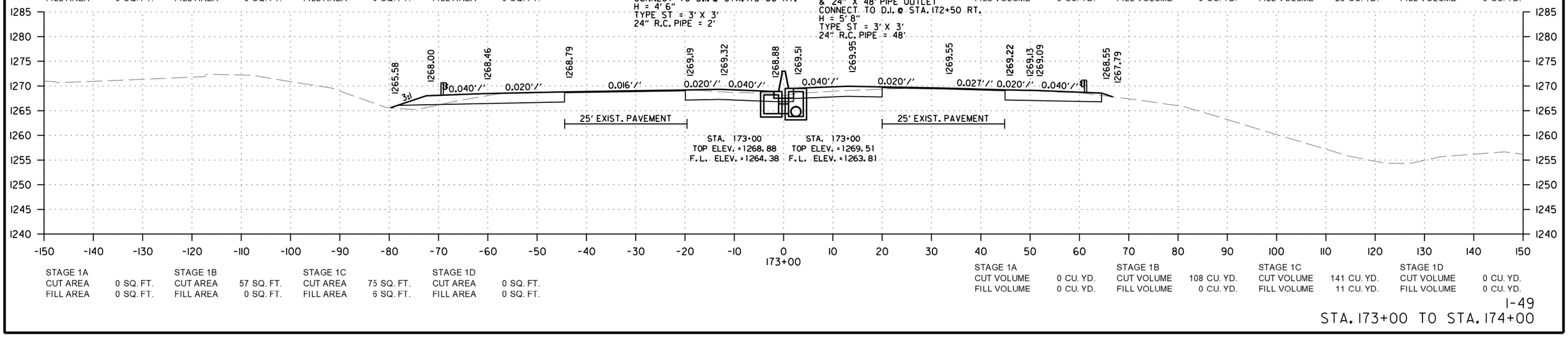


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	59 SQ. FT.	CUT AREA	74 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

STA. 173+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 173+00 RT.
H = 4' 6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'

STA. 173+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 48' PIPE OUTLET
CONNECT TO D.I. @ STA. 172+50 RT.
H = 5' 8"
TYPE ST = 3' X 3'
24" R.C. PIPE = 48'

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	215 CU. YD.	CUT VOLUME	276 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	28 CU. YD.	FILL VOLUME	0 CU. YD.



STA. 173+00
TOP ELEV. = 1268.88
F.L. ELEV. = 1264.38

STA. 173+00
TOP ELEV. = 1269.51
F.L. ELEV. = 1263.81

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	75 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	108 CU. YD.	CUT VOLUME	141 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 173+00 TO STA. 174+00

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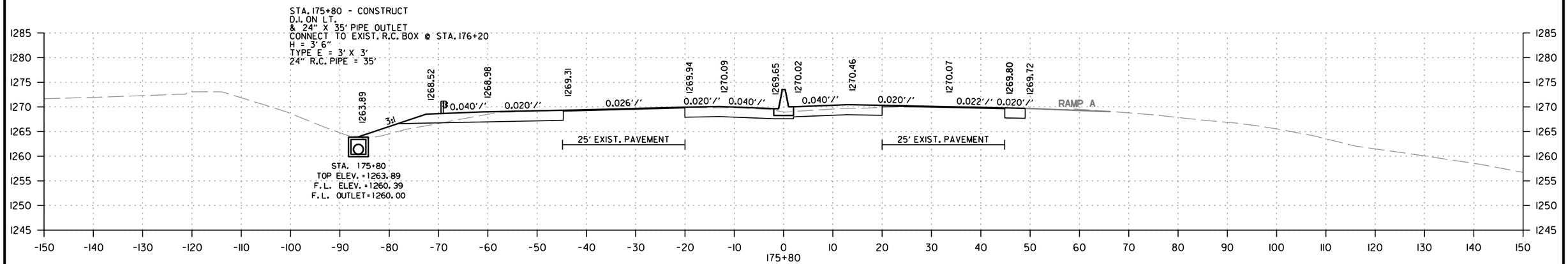
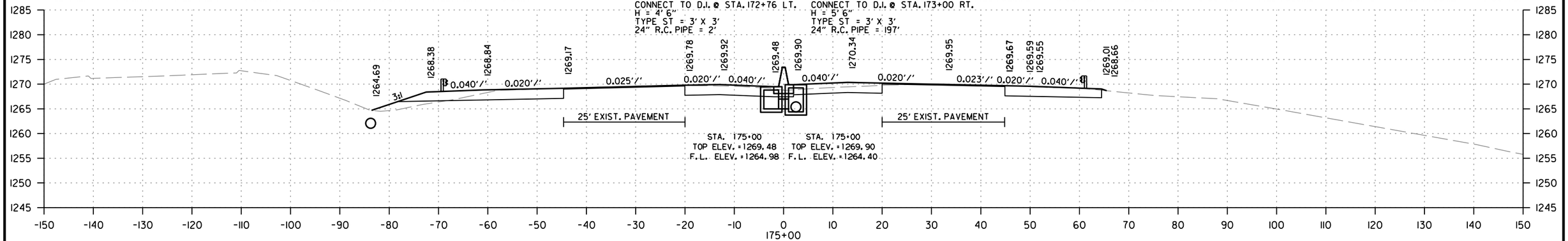
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	532	832
		CROSS SECTIONS				



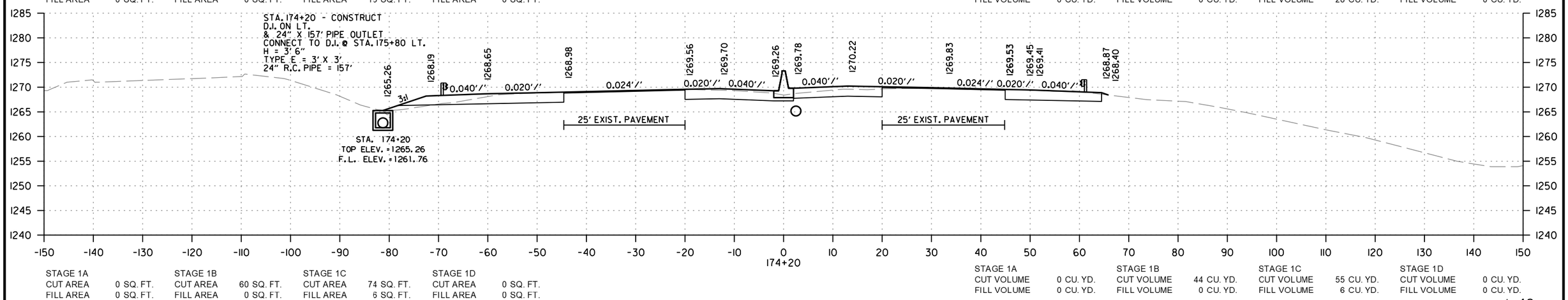
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	45 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	16 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	182 CU. YD.	CUT VOLUME	175 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	43 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	60 SQ. FT.	CUT AREA	73 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	178 CU. YD.	CUT VOLUME	218 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	28 CU. YD.	FILL VOLUME	0 CU. YD.

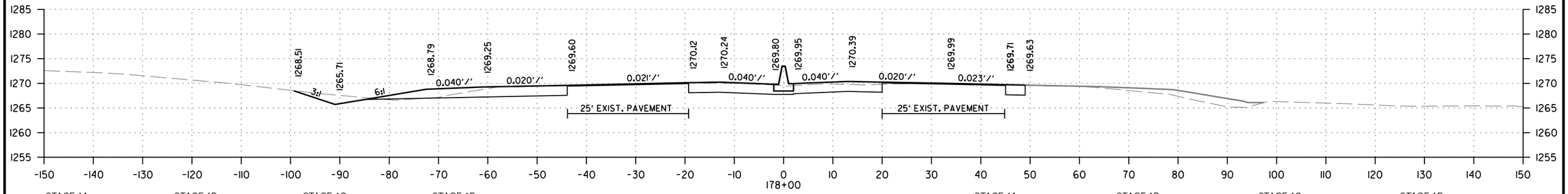


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	60 SQ. FT.	CUT AREA	74 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	44 CU. YD.	CUT VOLUME	55 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.

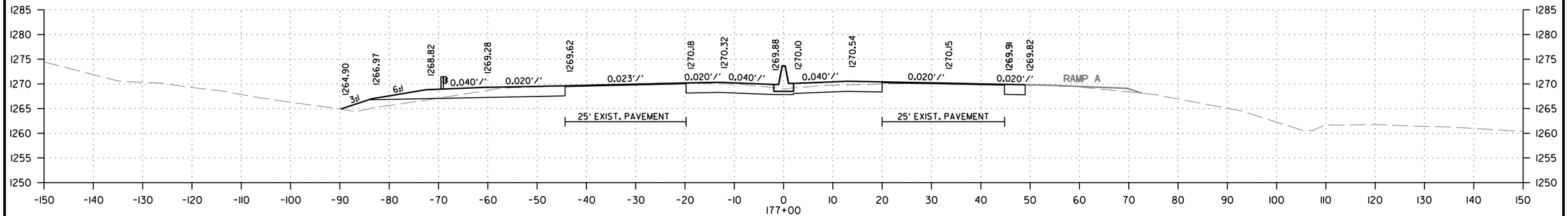
STA. 174+20 TO STA. 175+80

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	533	832
		CROSS SECTIONS				



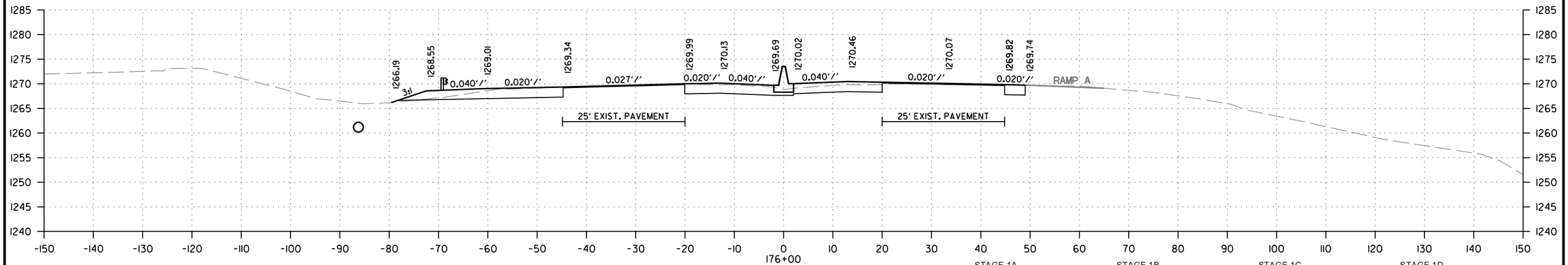
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	68 SQ. FT.	CUT AREA	65 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	237 CU. YD.	CUT VOLUME	204 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	37 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	60 SQ. FT.	CUT AREA	45 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	19 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	228 CU. YD.	CUT VOLUME	172 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	37 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	48 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	47 CU. YD.	CUT VOLUME	34 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 176+00 TO STA. 178+00

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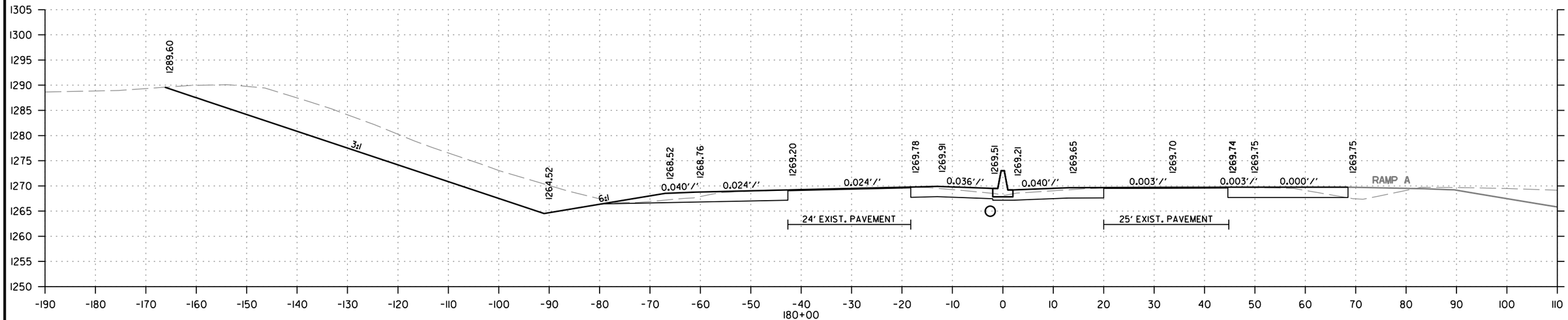
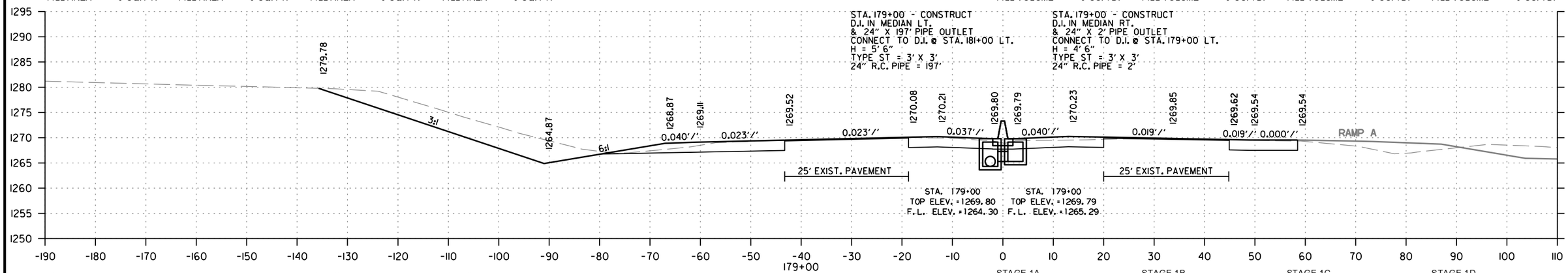
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	534	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	58 SQ. FT.	CUT AREA	523 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	222 CU. YD.	CUT VOLUME	1426 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.



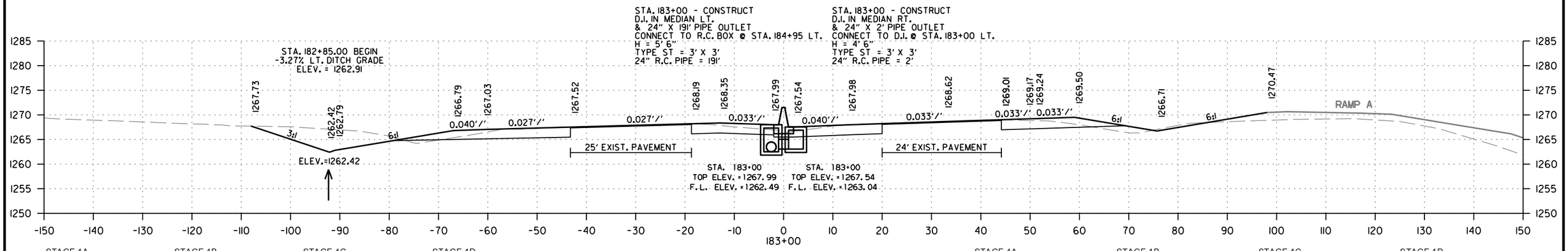
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	62 SQ. FT.	CUT AREA	247 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	241 CU. YD.	CUT VOLUME	578 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 179+00 TO STA. 180+00

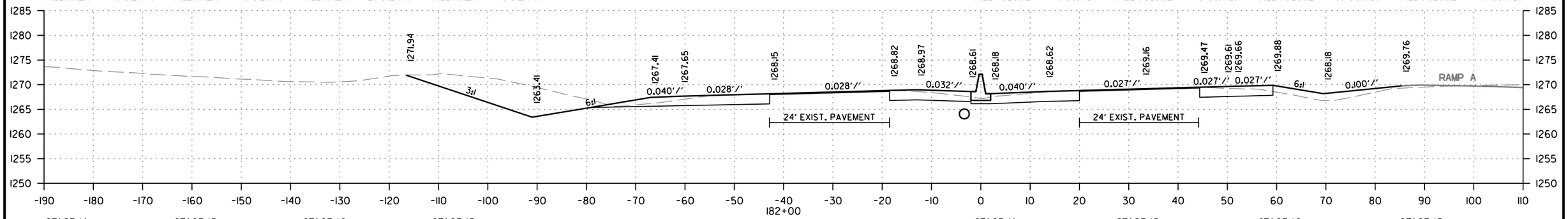
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	535	832
		CROSS SECTIONS				



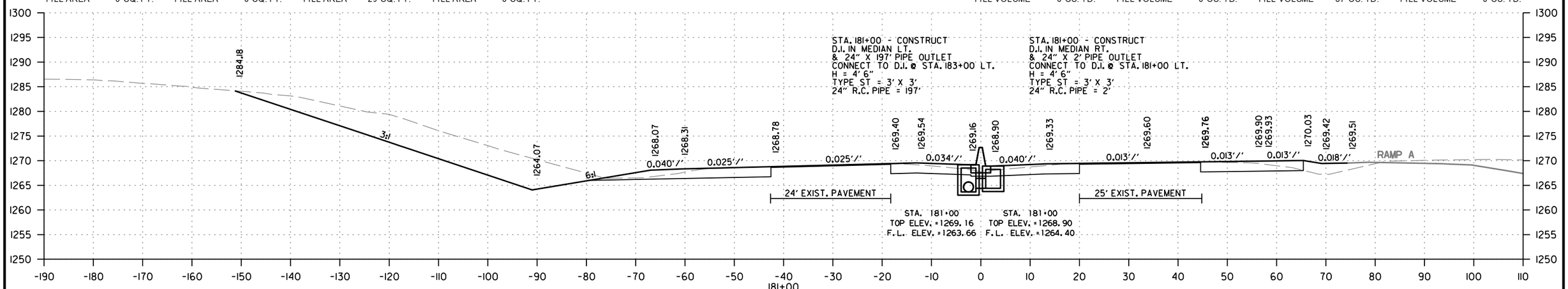
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	61 SQ. FT.	CUT AREA	141 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	21 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	230 CU. YD.	CUT VOLUME	648 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	93 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	209 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	29 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	224 CU. YD.	CUT VOLUME	1102 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	87 CU. YD.	FILL VOLUME	0 CU. YD.



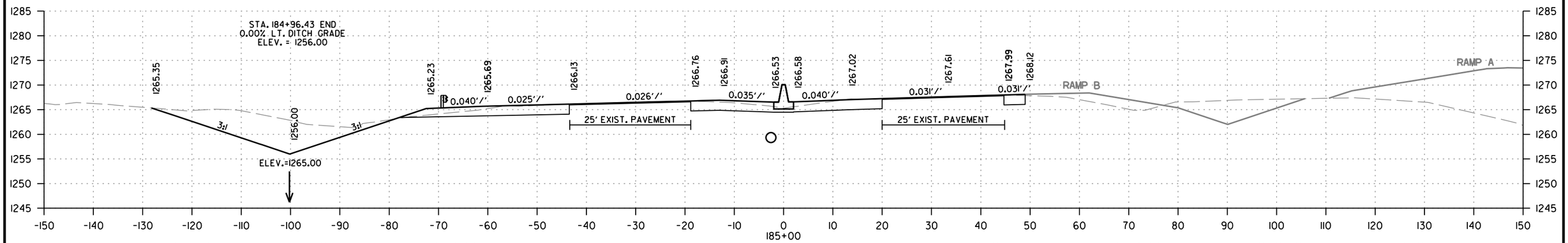
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	58 SQ. FT.	CUT AREA	386 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	18 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	215 CU. YD.	CUT VOLUME	1683 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	33 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 181+00 TO STA. 183+00

CD1256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	536	832
		CROSS SECTIONS				

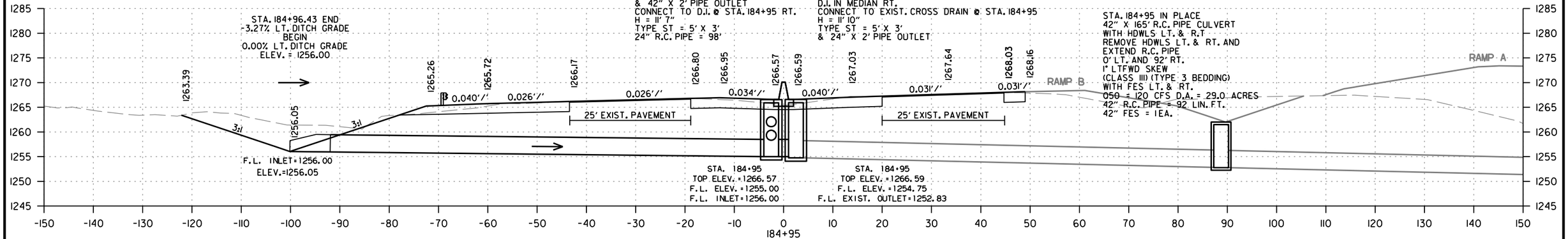


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	214 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STA. 184+95 - CONSTRUCT
D.I. IN MEDIAN LT.
& 42" X 96' PIPE INLET
& 42" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 184+95 RT.
H = 11' 7"
TYPE ST = 5' X 3'
24" R.C. PIPE = 98'

STA. 184+95 - CONSTRUCT
D.I. IN MEDIAN RT.
CONNECT TO EXIST. CROSS DRAIN @ STA. 184+95
H = 11' 10"
TYPE ST = 5' X 3'
& 24" X 2' PIPE OUTLET

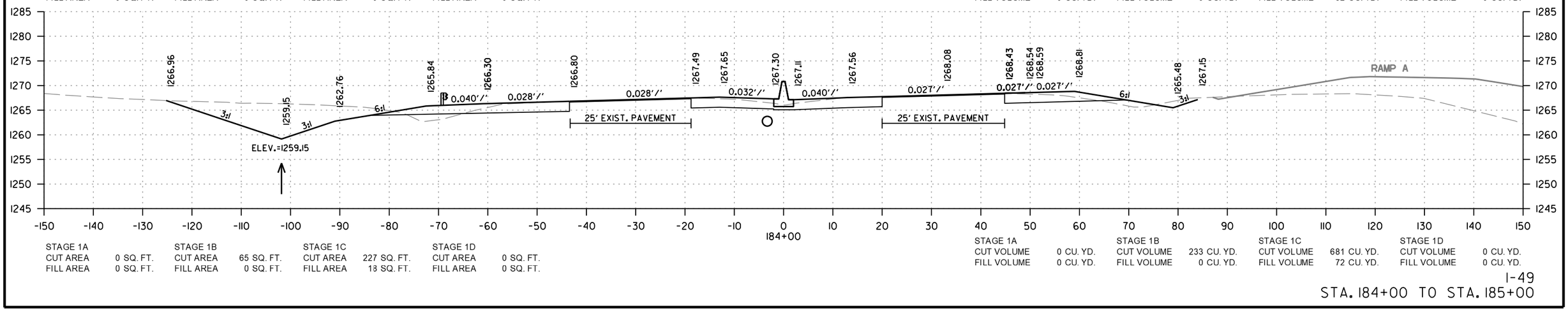
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	35 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STA. 184+95 IN PLACE
42" X 165' R.C. PIPE CULVERT
WITH HDWLS LT. & R.T
REMOVE HDWLS LT. & RT. AND
EXTEND R.C. PIPE
0' LT. AND 92' RT.
1° LTFWD SKEW
(CLASS III) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 120 CFS D.A. = 29.0 ACRES
42" R.C. PIPE = 92 LIN. FT.
42" FES = 1EA.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	168 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	225 CU. YD.	CUT VOLUME	695 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	32 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	65 SQ. FT.	CUT AREA	227 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	18 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	233 CU. YD.	CUT VOLUME	681 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	72 CU. YD.	FILL VOLUME	0 CU. YD.

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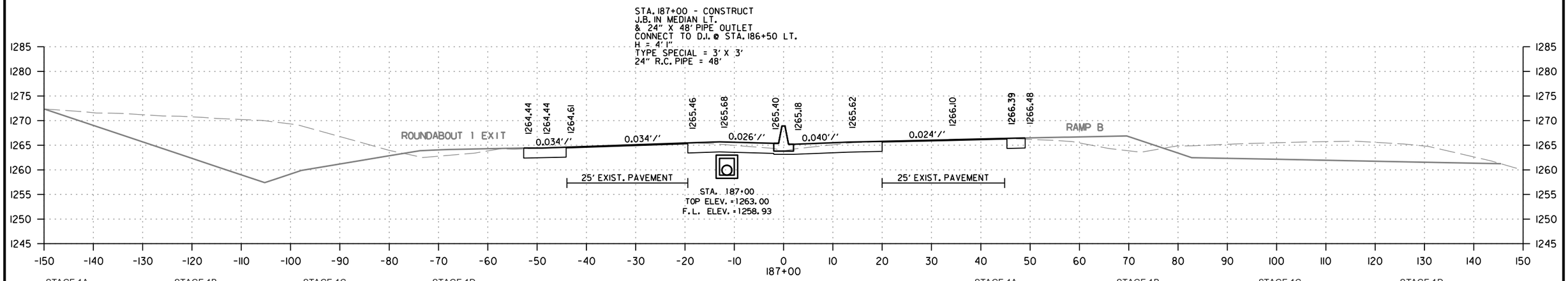
R040846B.DGN

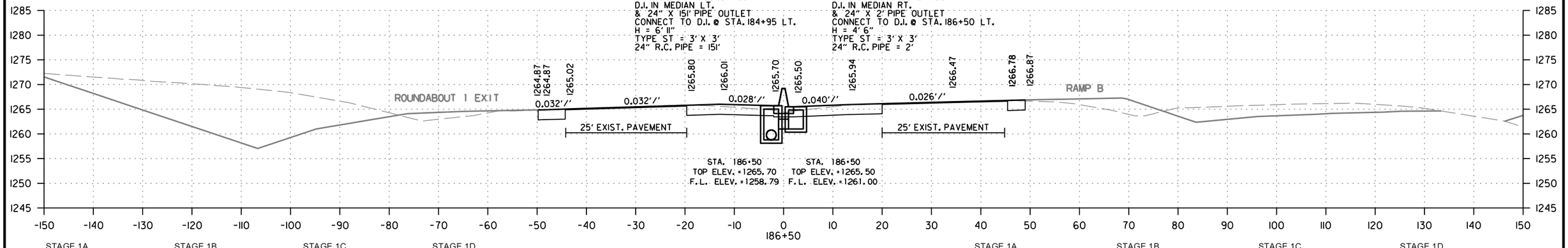
STA. 184+00 TO STA. 185+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	537	832
		CROSS SECTIONS				



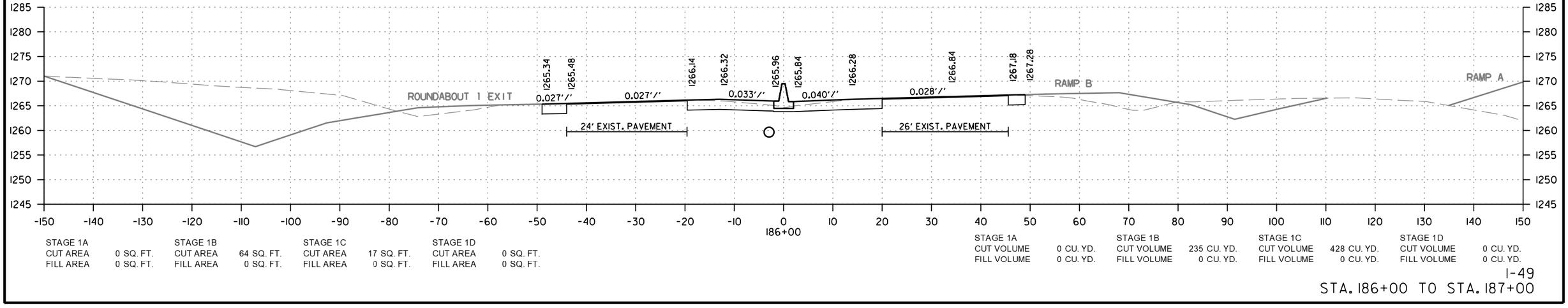
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	59 SQ. FT.	CUT AREA	24 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	113 CU. YD.	CUT VOLUME	39 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	18 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	118 CU. YD.	CUT VOLUME	32 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	64 SQ. FT.	CUT AREA	17 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	235 CU. YD.	CUT VOLUME	428 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.

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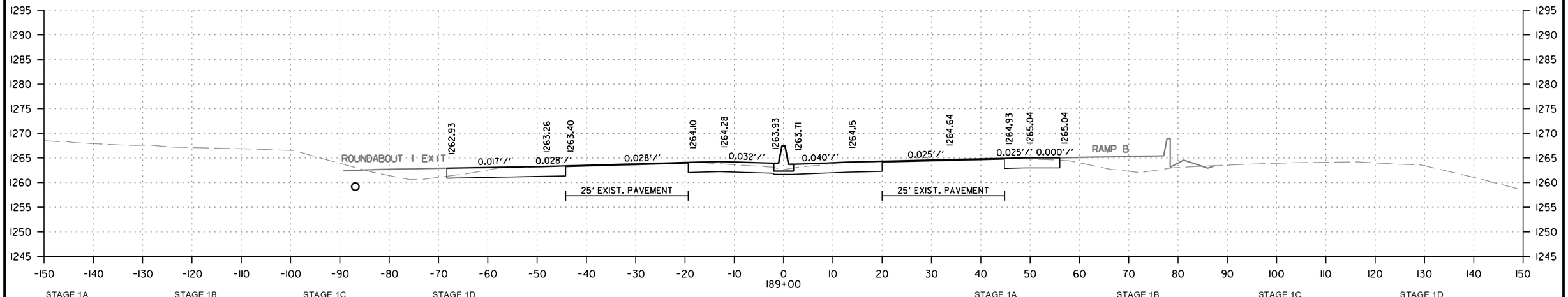
R040846B.DGN

STA. 186+00 TO STA. 187+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	538	832
		CROSS SECTIONS				

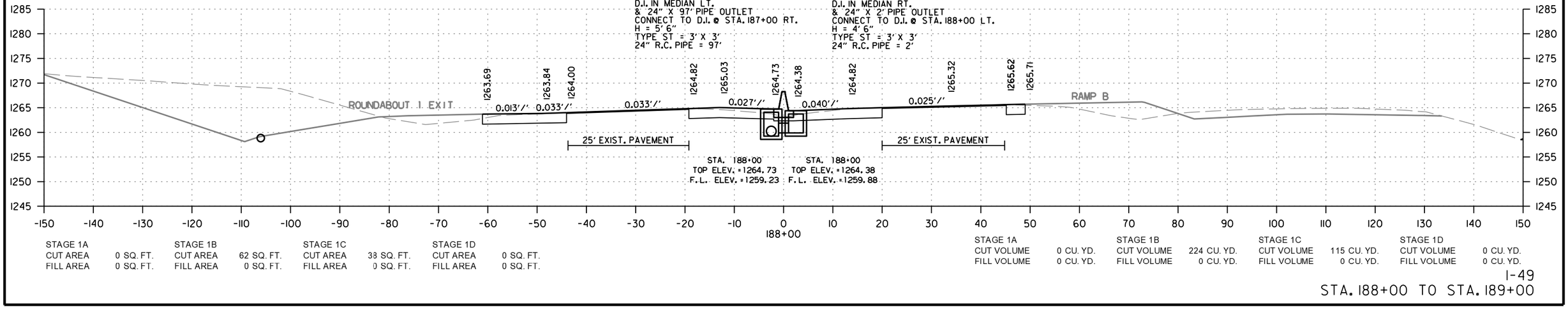


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	65 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	235 CU. YD.	CUT VOLUME	176 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.

STA. 188+00 - CONSTRUCT
D.I. IN MEDIAN LT.
& 24" X 97' PIPE OUTLET
CONNECT TO D.I. @ STA. 187+00 RT.
H = 5'6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 97'

STA. 188+00 - CONSTRUCT
D.I. IN MEDIAN RT.
& 24" X 2' PIPE OUTLET
CONNECT TO D.I. @ STA. 188+00 LT.
H = 4'6"
TYPE ST = 3' X 3'
24" R.C. PIPE = 2'



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	62 SQ. FT.	CUT AREA	38 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	224 CU. YD.	CUT VOLUME	115 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.

STA. 188+00 TO STA. 189+00

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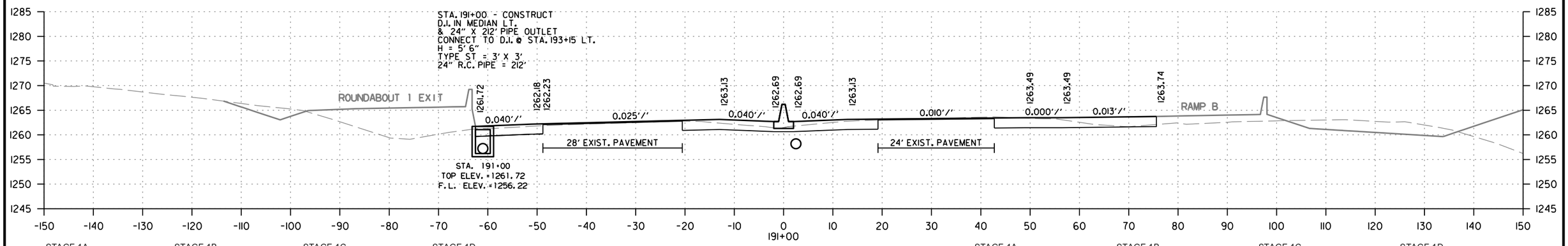
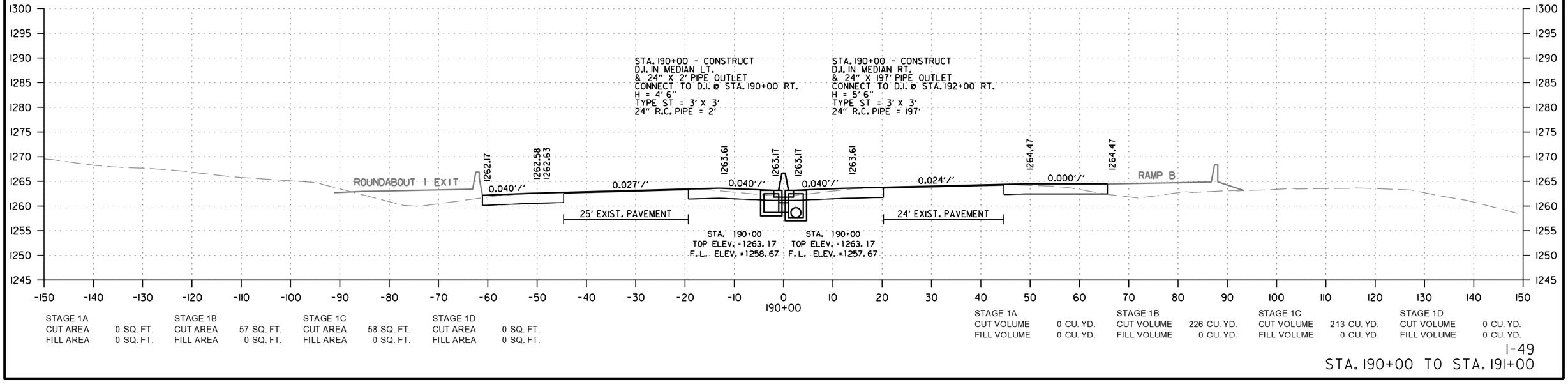
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	539	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	54 SQ. FT.	CUT AREA	59 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	206 CU. YD.	CUT VOLUME	217 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	58 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	226 CU. YD.	CUT VOLUME	213 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.

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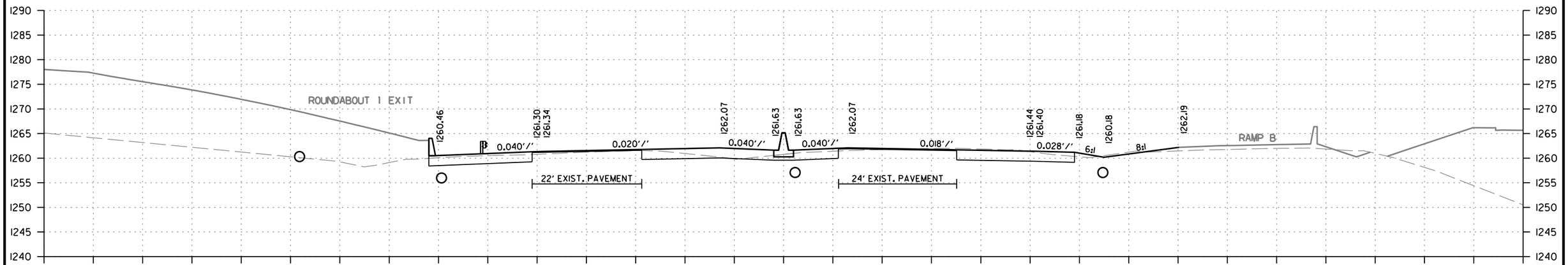
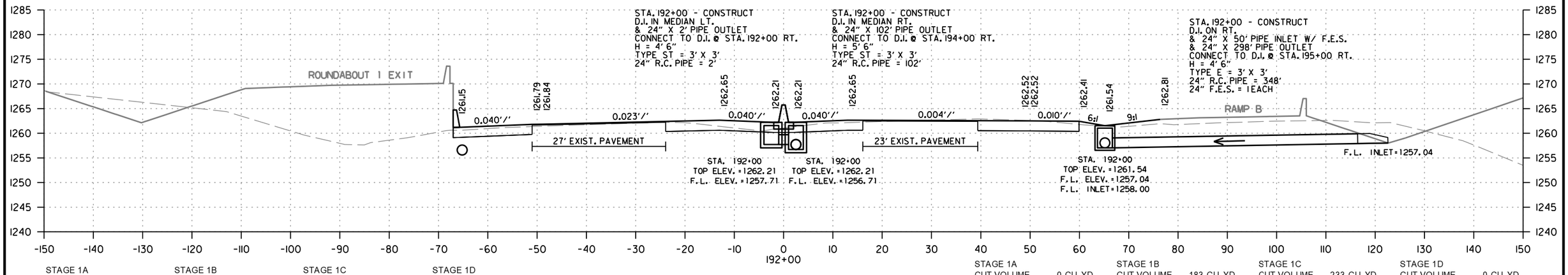
STA. 190+00 TO STA. 191+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	540	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	33 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	50 SQ. FT.	CUT AREA	39 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	83 CU. YD.	CUT VOLUME	185 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	93 CU. YD.	CUT VOLUME	72 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	45 SQ. FT.	CUT AREA	67 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	183 CU. YD.	CUT VOLUME	233 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.

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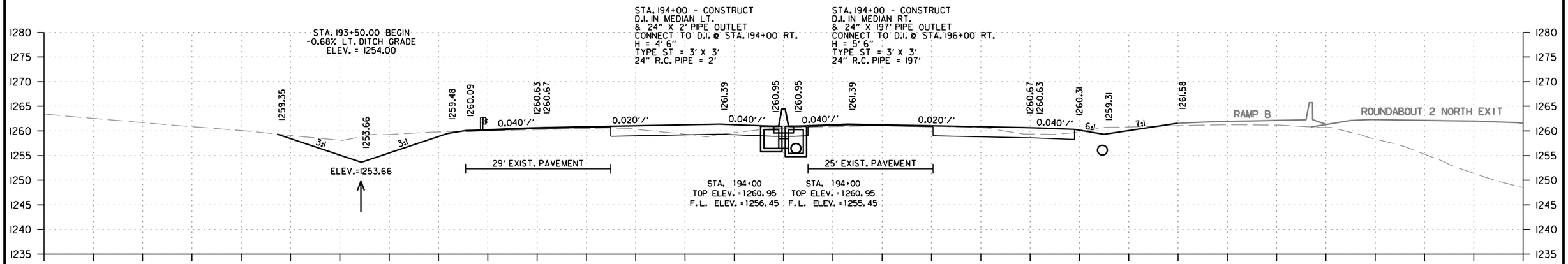
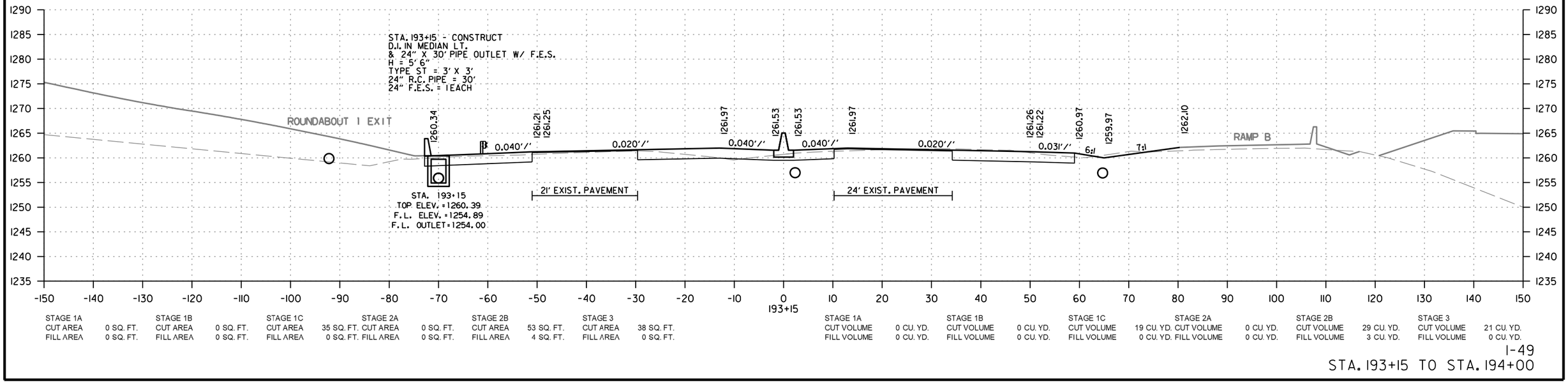
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	541	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	50 SQ. FT.	CUT AREA	36 SQ. FT.	CUT AREA	88 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	162 CU. YD.	CUT VOLUME	116 CU. YD.	CUT VOLUME	139 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 3	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	35 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	53 SQ. FT.	CUT AREA	38 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 3	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	29 CU. YD.	CUT VOLUME	21 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.

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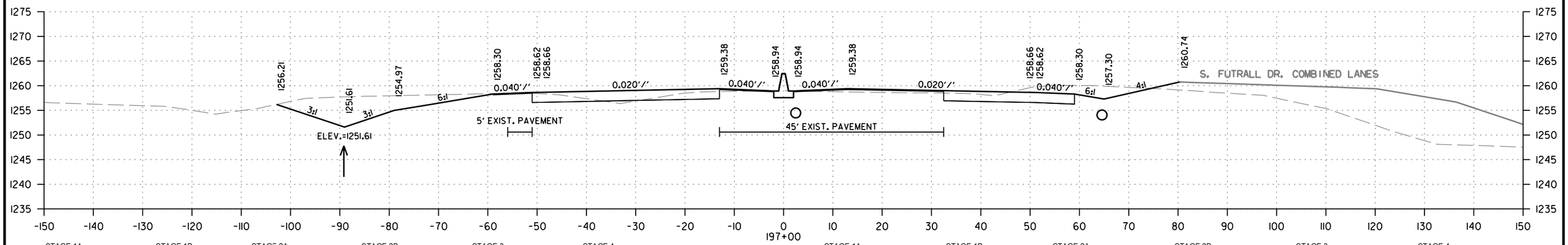
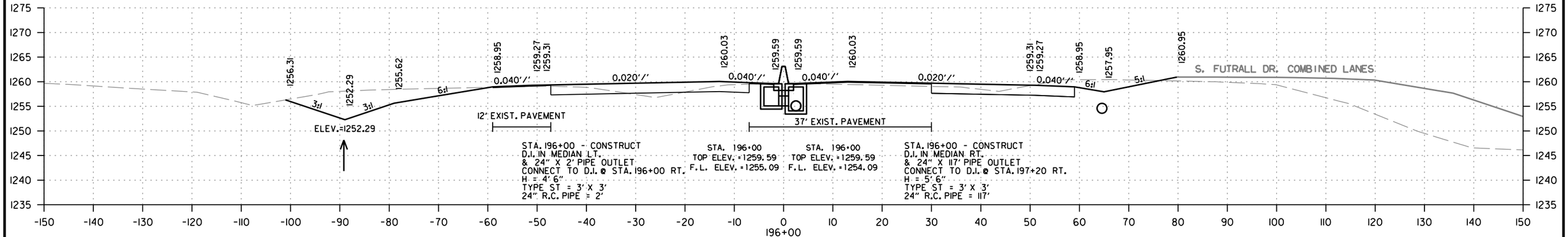
R040846B.DGN

STA. 193+15 TO STA. 194+00

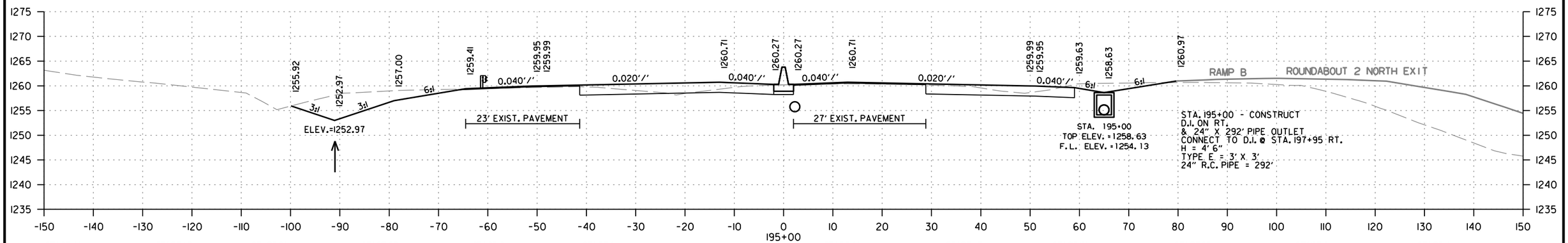
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	542	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4			STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	88 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	123 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	304 CU YD.	CUT VOLUME	117 CU. YD.	CUT VOLUME	426 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4			STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	76 SQ. FT.	CUT AREA	31 SQ. FT.	CUT AREA	107 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	256 CU YD.	CUT VOLUME	122 CU. YD.	CUT VOLUME	350 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4			STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	62 SQ. FT.	CUT AREA	35 SQ. FT.	CUT AREA	82 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	207 CU YD.	CUT VOLUME	131 CU. YD.	CUT VOLUME	315 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.

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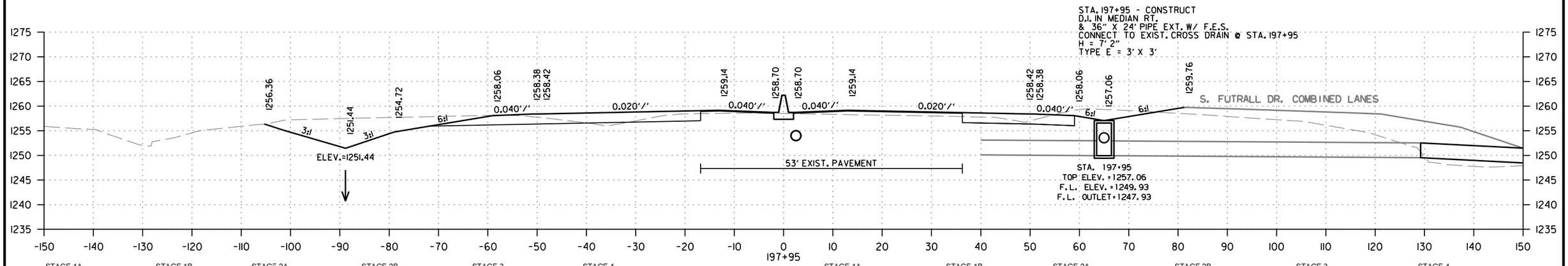
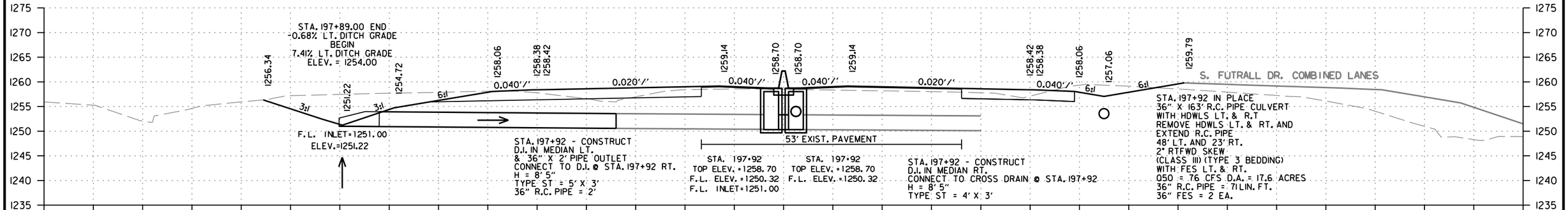
STA. 195+00 TO STA. 197+00

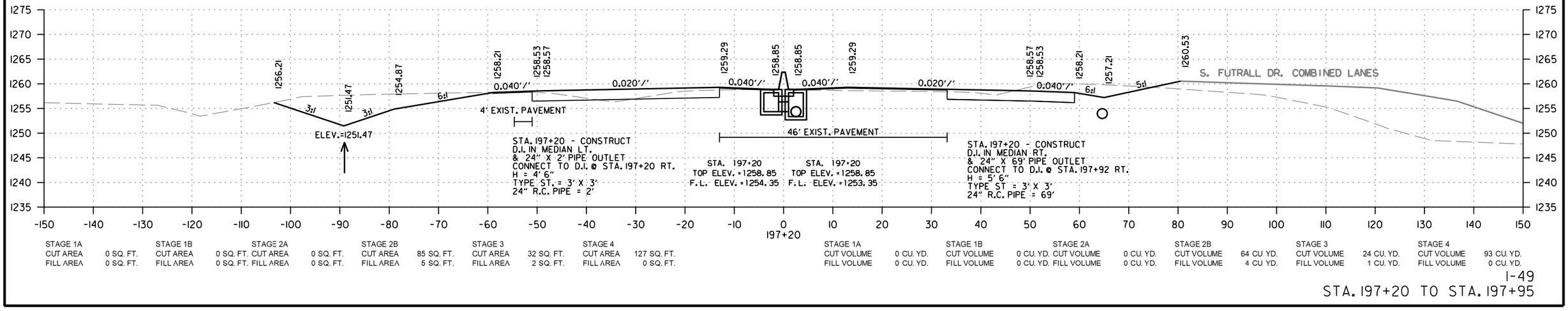
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	543	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	54 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	145 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	16 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	55 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	150 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	187 CU YD.	CUT VOLUME	88 CU. YD.	CUT VOLUME	369 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	12 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	0 CU. YD.

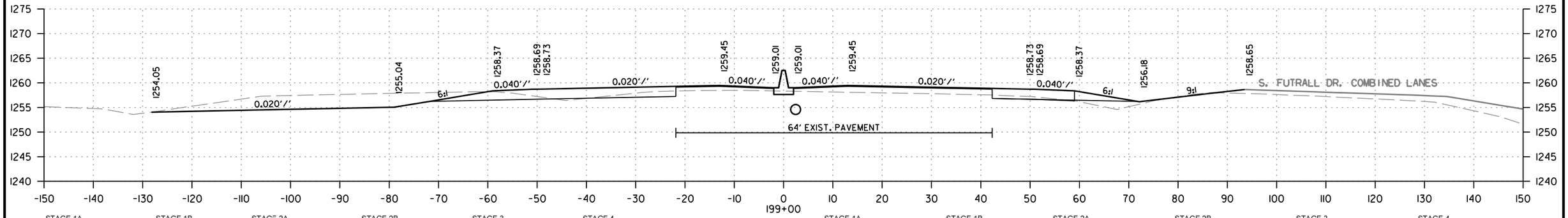


STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	85 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	127 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	64 CU YD.	CUT VOLUME	24 CU. YD.	CUT VOLUME	93 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

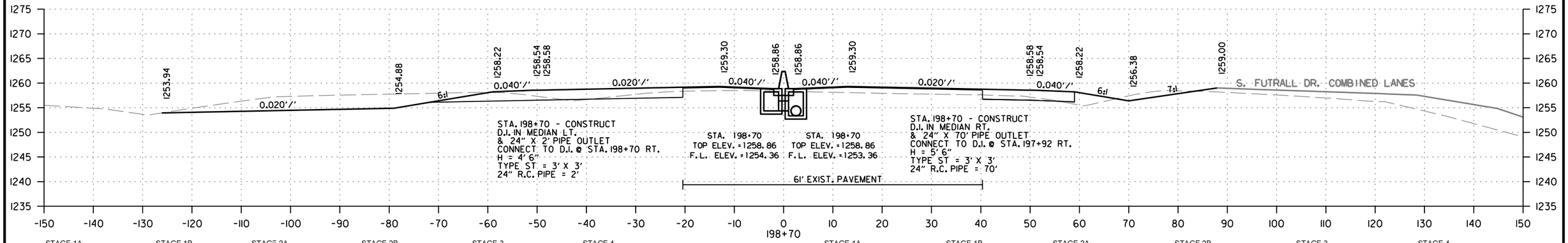
CD41256 2/21/2024
R040846B.DGN

STA. 197+20 TO STA. 197+95

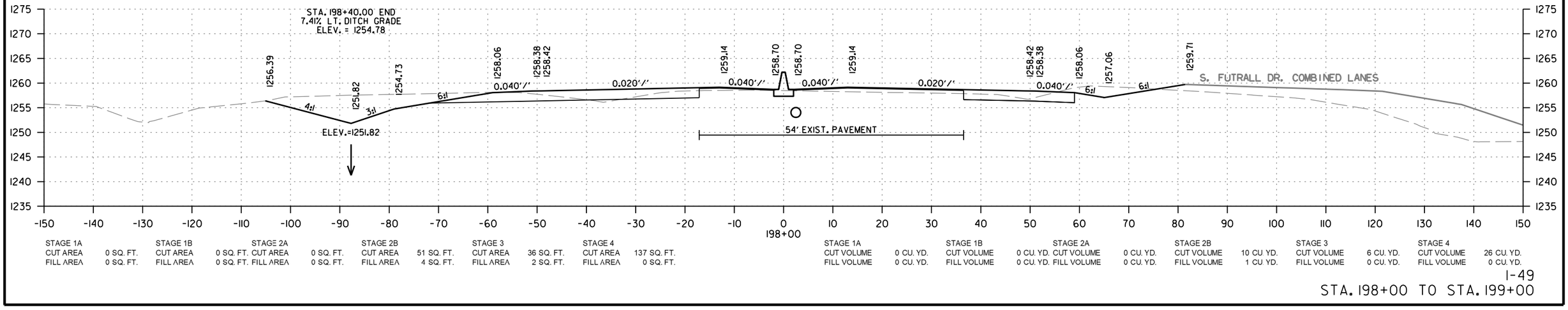
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	544	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4			STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	26 SQ. FT.	CUT AREA	144 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	17 CU. YD.	CUT VOLUME	31 CU. YD.	CUT VOLUME	159 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	17 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	18 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4			STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	22 SQ. FT.	CUT AREA	30 SQ. FT.	CUT AREA	142 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	95 CU. YD.	CUT VOLUME	86 CU. YD.	CUT VOLUME	362 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	16 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	26 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4			STAGE 1A		STAGE 1B		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	51 SQ. FT.	CUT AREA	36 SQ. FT.	CUT AREA	137 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	10 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	26 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

CD41256 2/21/2024
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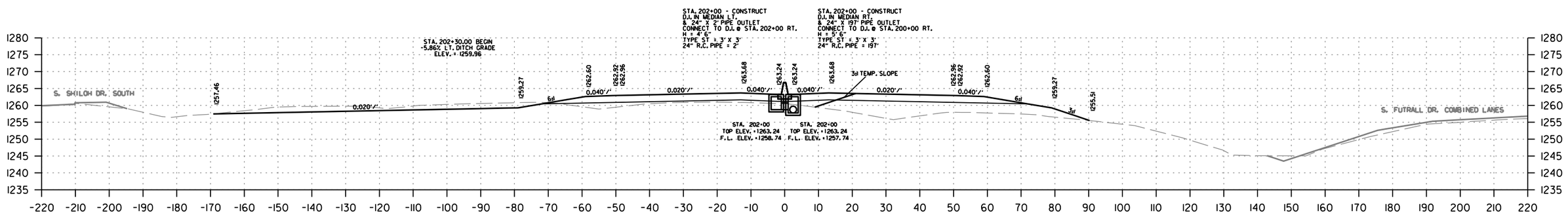
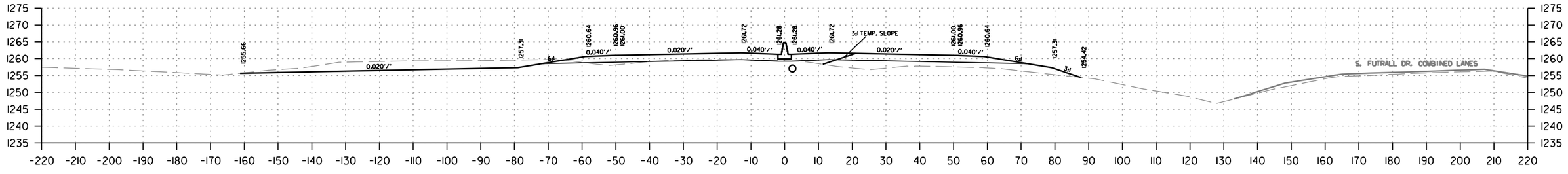
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	545	832
		CROSS SECTIONS				



202+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	122 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	252 SQ. FT.	FILL AREA	71 SQ. FT.	FILL AREA	0 SQ. FT.

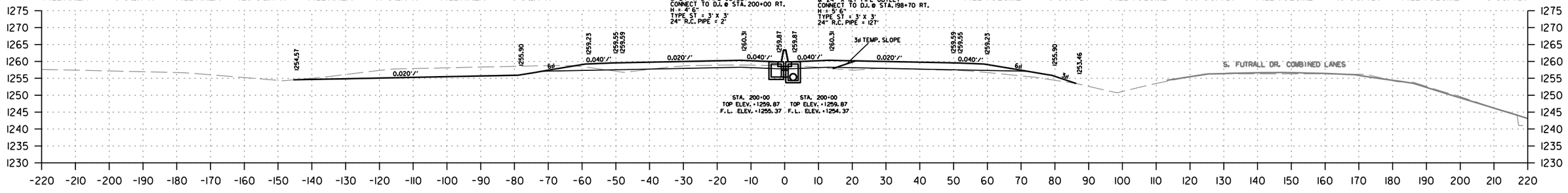
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	570 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	706 CU. YD.	FILL VOLUME	163 CU. YD.	FILL VOLUME	0 CU. YD.



201+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	186 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	129 SQ. FT.	FILL AREA	17 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	93 CU. YD.	CUT VOLUME	654 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	309 CU. YD.	FILL VOLUME	43 CU. YD.	FILL VOLUME	0 CU. YD.



200+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	40 SQ. FT.	CUT AREA	167 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	38 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.	CUT VOLUME	122 CU. YD.	CUT VOLUME	576 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	102 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.

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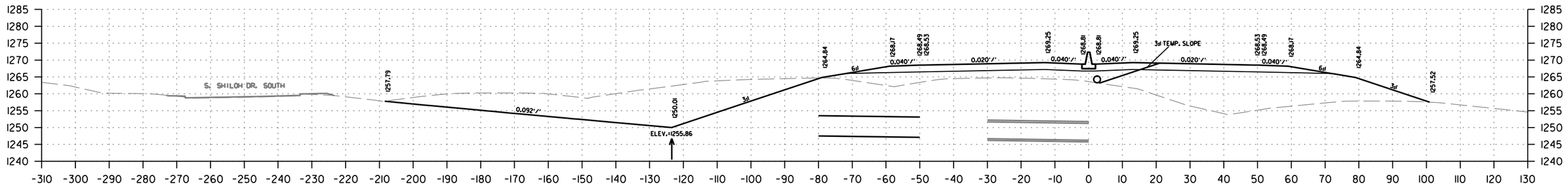
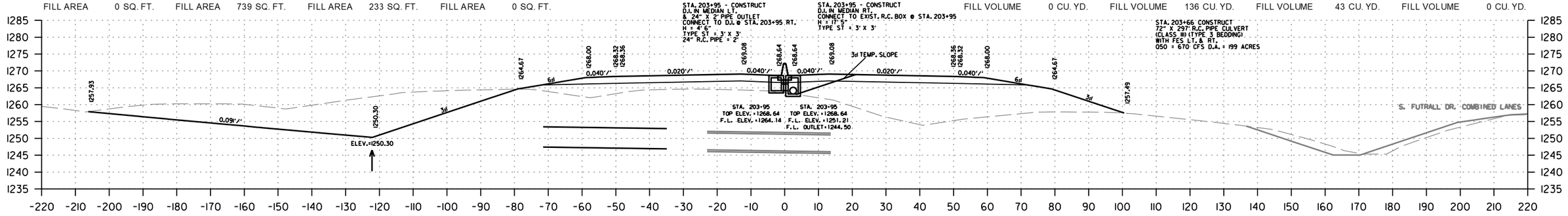
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	546	832
		CROSS SECTIONS				



STAGE 2A CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2B CUT AREA 0 SQ. FT. FILL AREA 739 SQ. FT.
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 233 SQ. FT.
STAGE 4 CUT AREA 809 SQ. FT. FILL AREA 0 SQ. FT.

204+00

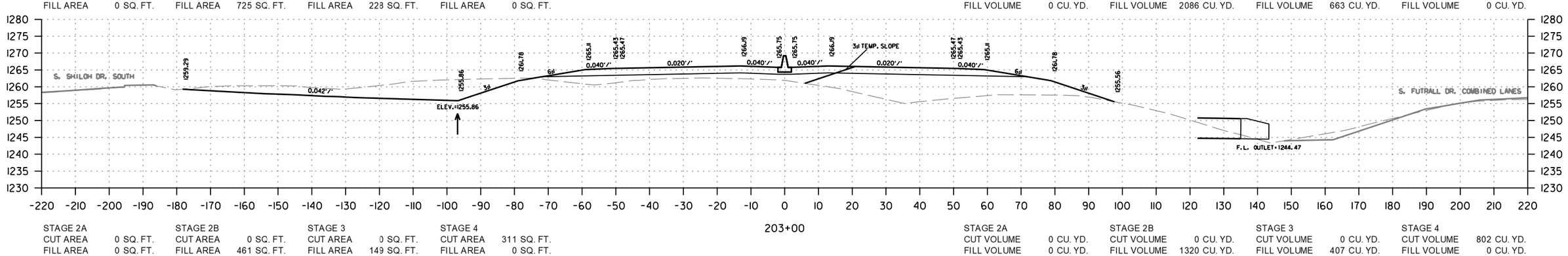
STAGE 2A CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2B CUT VOLUME 0 CU. YD. FILL VOLUME 136 CU. YD.
STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 43 CU. YD.
STAGE 4 CUT VOLUME 147 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 2A CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2B CUT AREA 0 SQ. FT. FILL AREA 725 SQ. FT.
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 228 SQ. FT.
STAGE 4 CUT AREA 774 SQ. FT. FILL AREA 0 SQ. FT.

203+95

STAGE 2A CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2B CUT VOLUME 0 CU. YD. FILL VOLUME 2086 CU. YD.
STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 663 CU. YD.
STAGE 4 CUT VOLUME 1909 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 2A CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2B CUT AREA 0 SQ. FT. FILL AREA 461 SQ. FT.
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 149 SQ. FT.
STAGE 4 CUT AREA 311 SQ. FT. FILL AREA 0 SQ. FT.

203+00

STAGE 2A CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2B CUT VOLUME 0 CU. YD. FILL VOLUME 1320 CU. YD.
STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 407 CU. YD.
STAGE 4 CUT VOLUME 802 CU. YD. FILL VOLUME 0 CU. YD.

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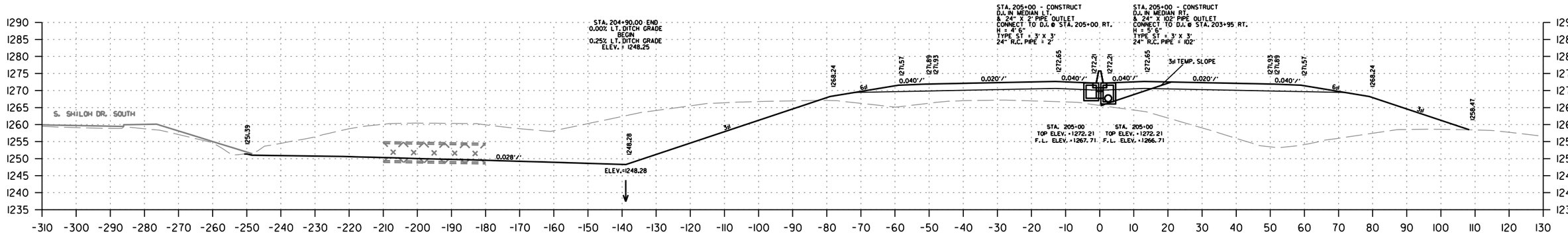
R040846B.DGN

STA. 203+00 TO STA. 204+00

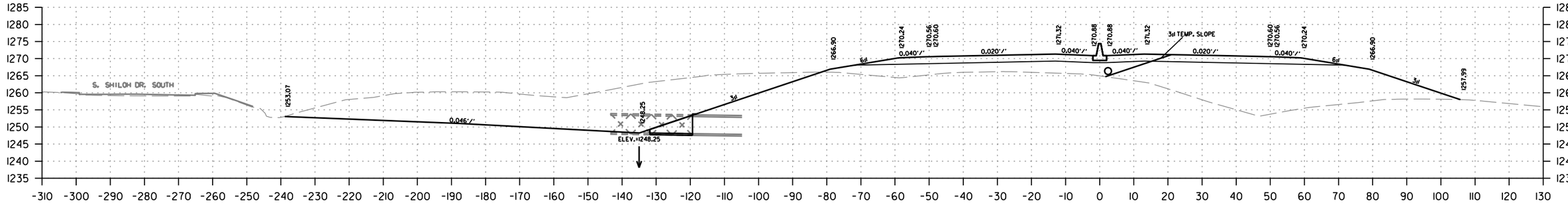
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	547	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1435 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1034 SQ. FT.	FILL AREA	312 SQ. FT.	FILL AREA	0 SQ. FT.

205+00

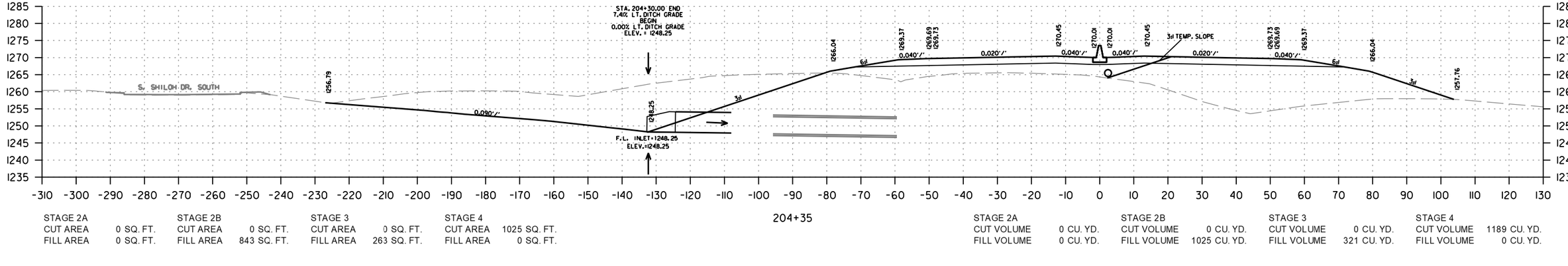
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2011 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1444 CU. YD.	FILL VOLUME	437 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1280 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	916 SQ. FT.	FILL AREA	278 SQ. FT.	FILL AREA	0 SQ. FT.

204+60

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1067 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	814 CU. YD.	FILL VOLUME	250 CU. YD.	FILL VOLUME	0 CU. YD.



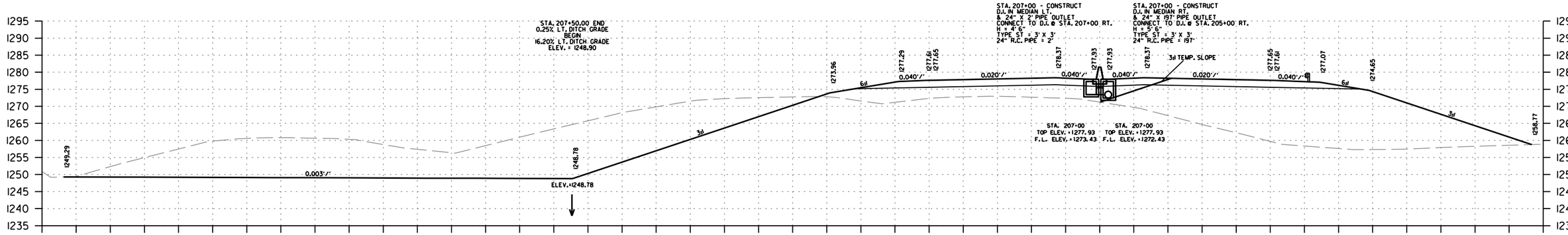
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1025 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	843 SQ. FT.	FILL AREA	263 SQ. FT.	FILL AREA	0 SQ. FT.

204+35

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1189 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1025 CU. YD.	FILL VOLUME	321 CU. YD.	FILL VOLUME	0 CU. YD.

CD41256 2/21/2024
R040846B.DGN

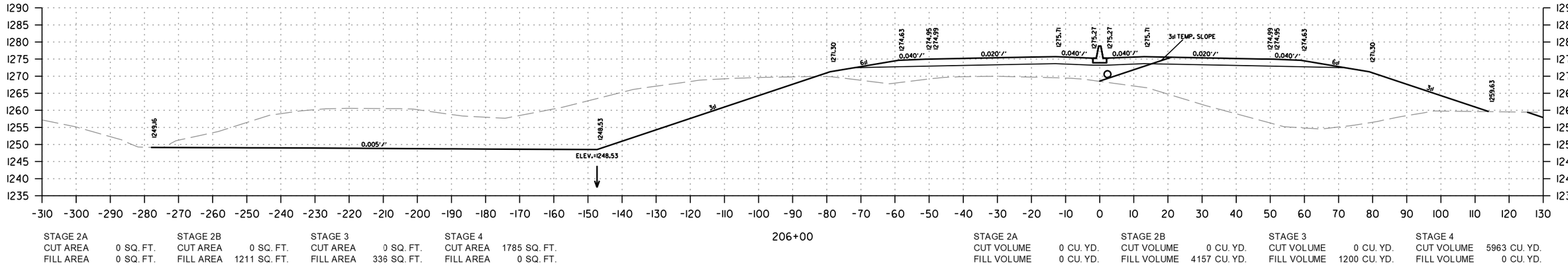
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	548	832
		CROSS SECTIONS				



207+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2070 SQ. FT.
FILL AREA	1383 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	312 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	7139 CU. YD.
FILL VOLUME	2561 CU. YD.	FILL VOLUME	2243 CU. YD.	FILL VOLUME	1200 CU. YD.	FILL VOLUME	0 CU. YD.



206+00

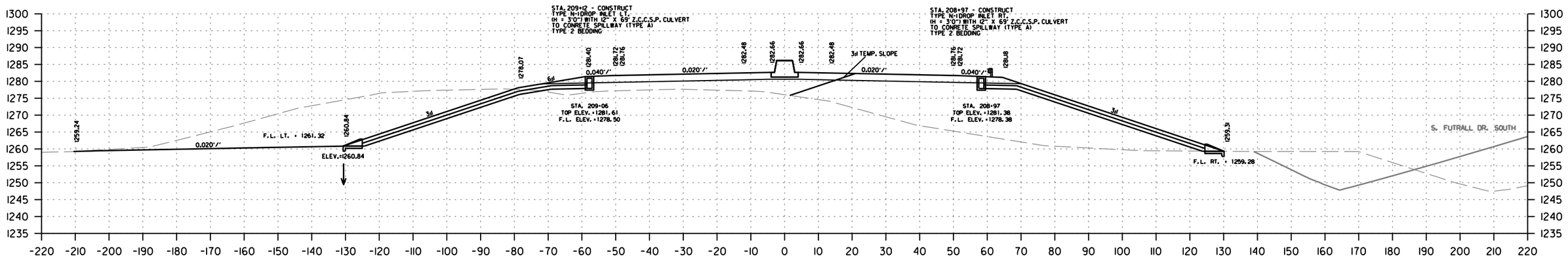
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1785 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1211 SQ. FT.	FILL AREA	336 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	5963 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	4157 CU. YD.	FILL VOLUME	1200 CU. YD.	FILL VOLUME	0 CU. YD.

C041256 2/21/2024
R040846B.DGN

STA. 206+00 TO STA. 207+00

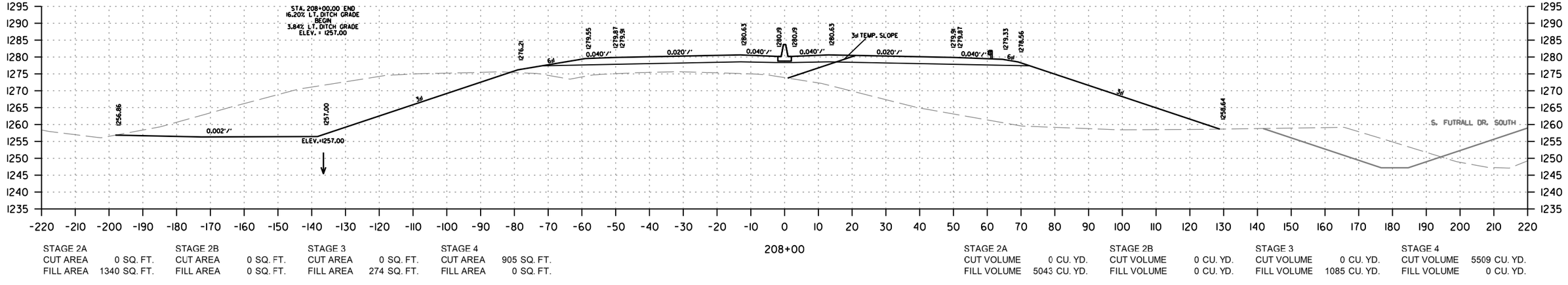
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	549	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	825 SQ. FT.
FILL AREA	1304 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	257 SQ. FT.	FILL AREA	0 SQ. FT.

209+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	3204 CU. YD.
FILL VOLUME	4896 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	983 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	905 SQ. FT.
FILL AREA	1340 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	274 SQ. FT.	FILL AREA	0 SQ. FT.

208+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	5509 CU. YD.
FILL VOLUME	5043 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1085 CU. YD.	FILL VOLUME	0 CU. YD.

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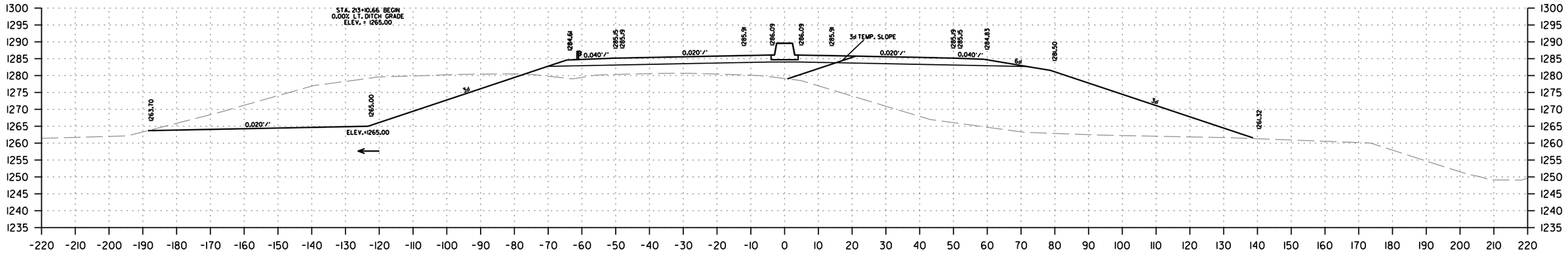
STA. 208+00 TO STA. 209+00

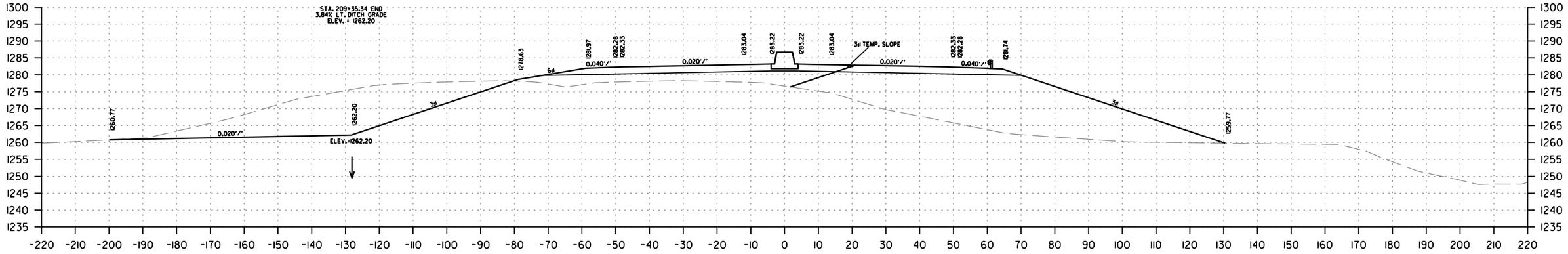
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	550	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	852 SQ. FT.
FILL AREA	1615 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	279 SQ. FT.	FILL AREA	0 SQ. FT.

213+10.66
BRIDGE END

STAGE 2A		STAGE 2B		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.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	788 SQ. FT.
FILL AREA	1310 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	253 SQ. FT.	FILL AREA	0 SQ. FT.

209+35.34
BRIDGE END

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1056 CU. YD.
FILL VOLUME	1711 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	334 CU. YD.	FILL VOLUME	0 CU. YD.

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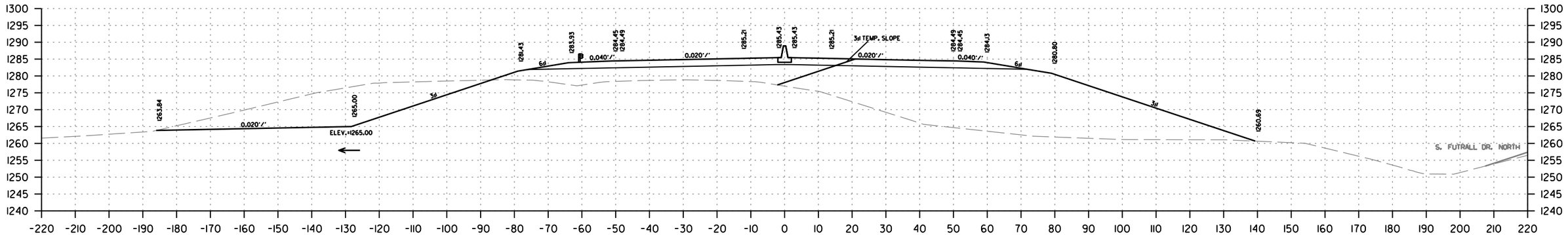
CROSS SECTION STA. 209+35.34 TO STA. 213+10.66

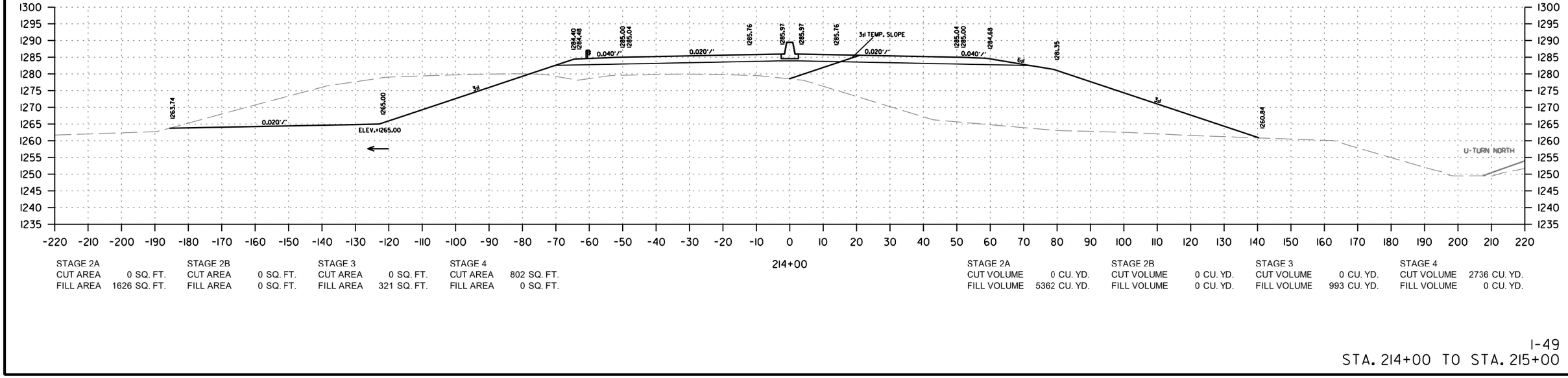
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	551	832
		CROSS SECTIONS				



215+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	614 SQ. FT.
FILL AREA	1689 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	390 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2622 CU. YD.
FILL VOLUME	6139 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1317 CU. YD.	FILL VOLUME	0 CU. YD.



214+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	802 SQ. FT.
FILL AREA	1626 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	321 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2736 CU. YD.
FILL VOLUME	5362 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	993 CU. YD.	FILL VOLUME	0 CU. YD.

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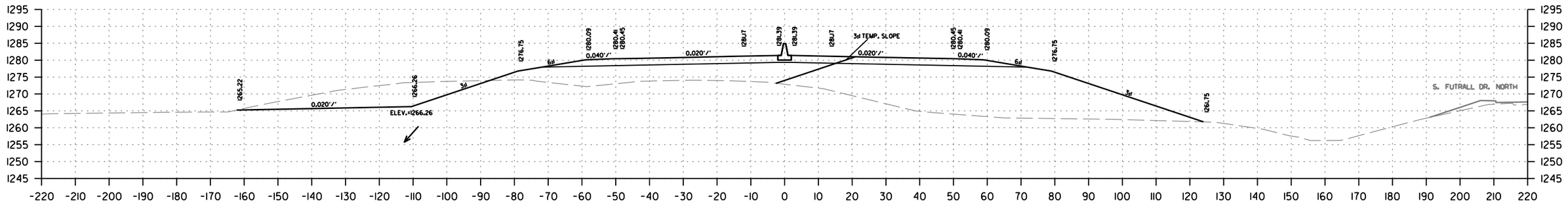
STA. 214+00 TO STA. 215+00

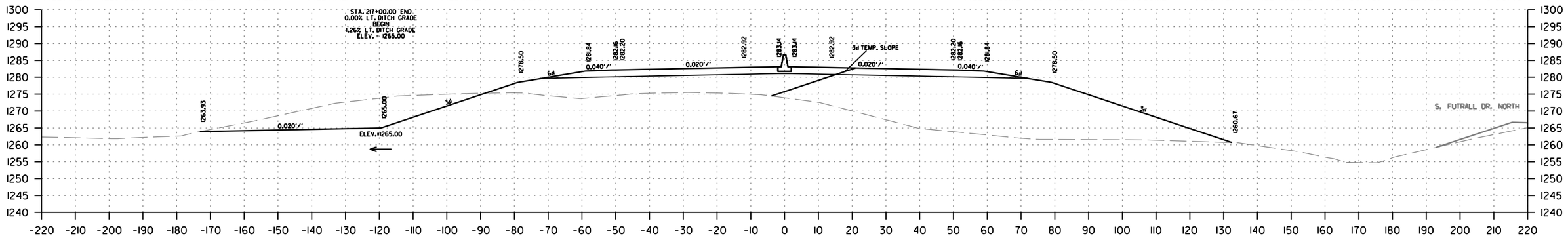
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	552	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	301 SQ. FT.
FILL AREA	1229 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	449 SQ. FT.	FILL AREA	0 SQ. FT.

218+00

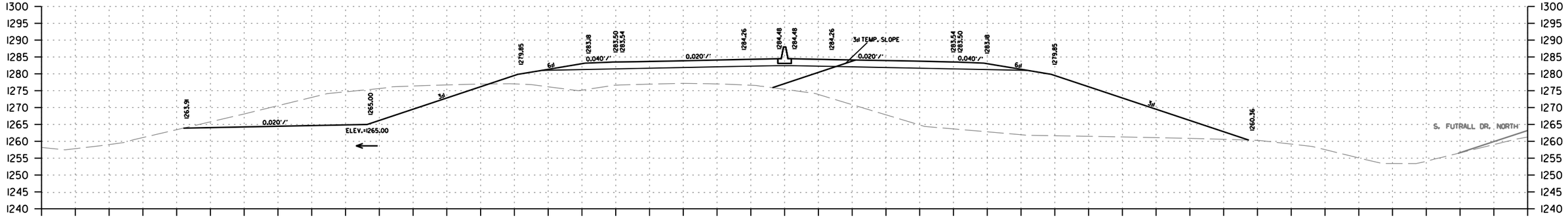
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1302 CU. YD.
FILL VOLUME	5046 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1724 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	402 SQ. FT.
FILL AREA	1496 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	482 SQ. FT.	FILL AREA	0 SQ. FT.

217+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1689 CU. YD.
FILL VOLUME	5839 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1737 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	510 SQ. FT.
FILL AREA	1657 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	456 SQ. FT.	FILL AREA	0 SQ. FT.

216+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2081 CU. YD.
FILL VOLUME	6196 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1567 CU. YD.	FILL VOLUME	0 CU. YD.

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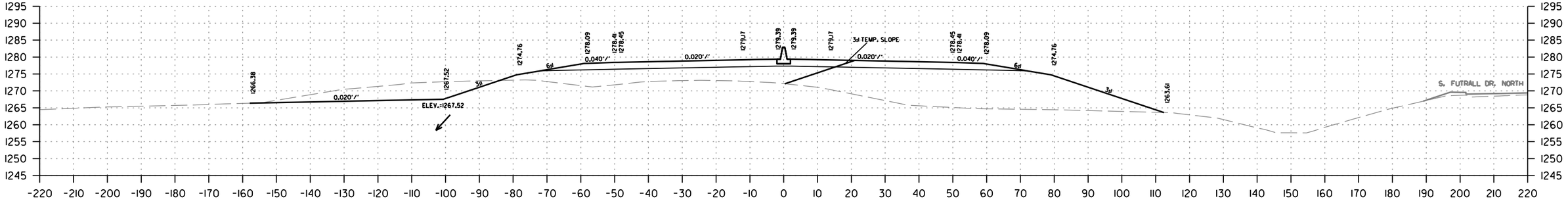
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	553	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	220 SQ. FT.
FILL AREA	888 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	361 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	965 CU. YD.
FILL VOLUME	3920 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1500 CU. YD.	FILL VOLUME	0 CU. YD.

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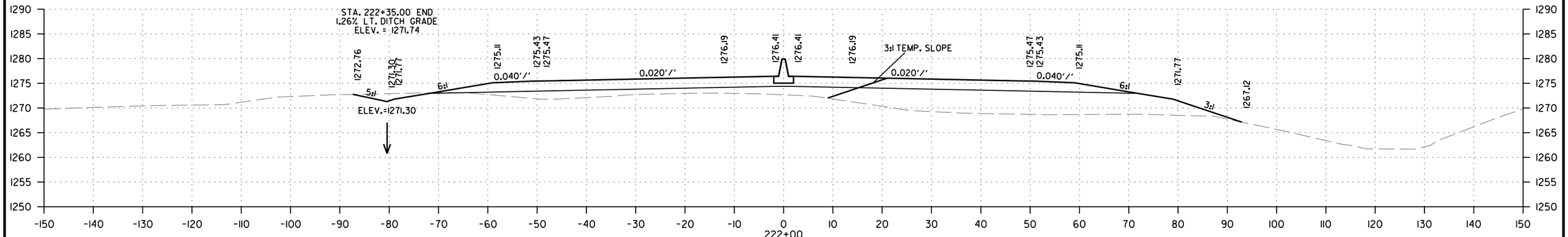
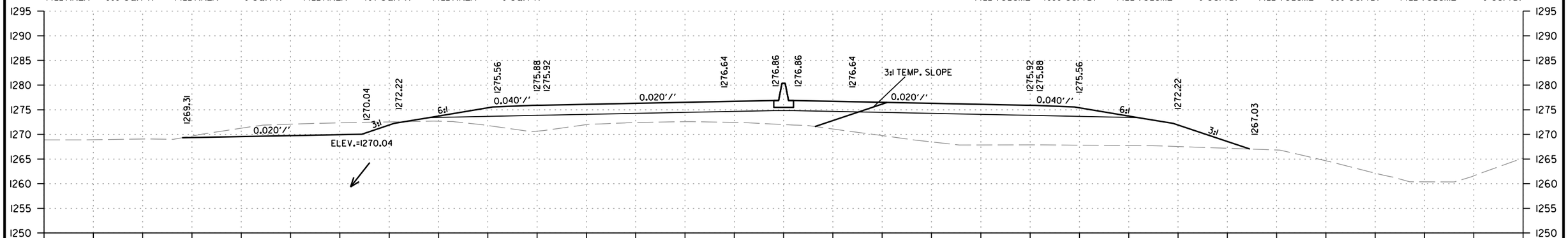
STA. 219+00 TO STA. 219+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	554	832
		CROSS SECTIONS				



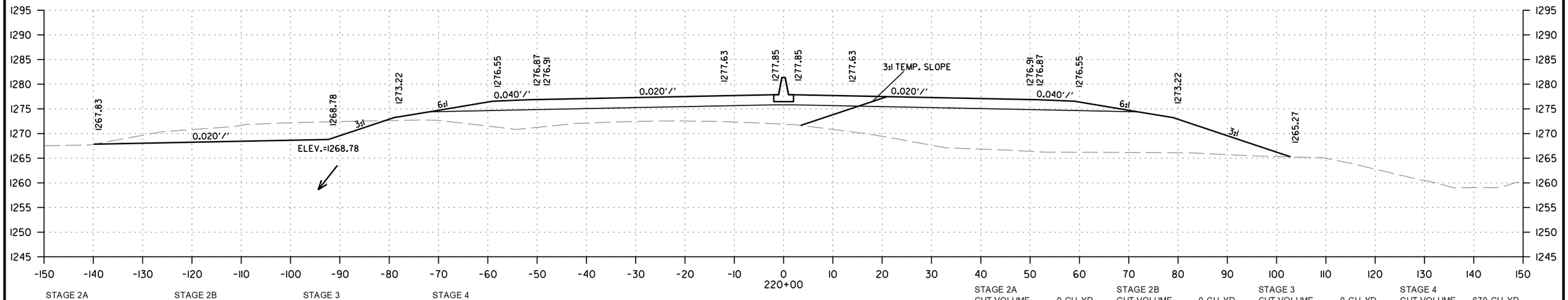
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	12 SQ. FT.
FILL AREA	305 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	101 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	163 CU. YD.
FILL VOLUME	1333 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	530 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	76 SQ. FT.
FILL AREA	415 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	185 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	404 CU. YD.
FILL VOLUME	1906 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	837 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	142 SQ. FT.
FILL AREA	614 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	267 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	670 CU. YD.
FILL VOLUME	2781 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1163 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 220+00 TO STA. 222+00

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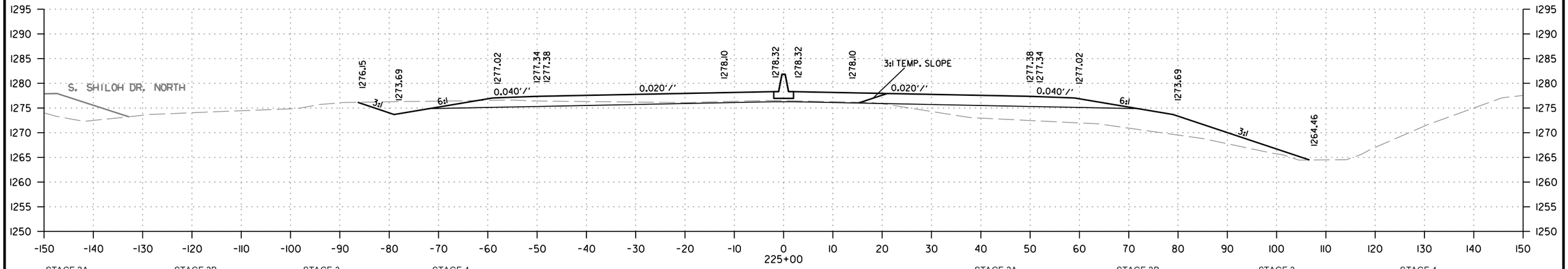
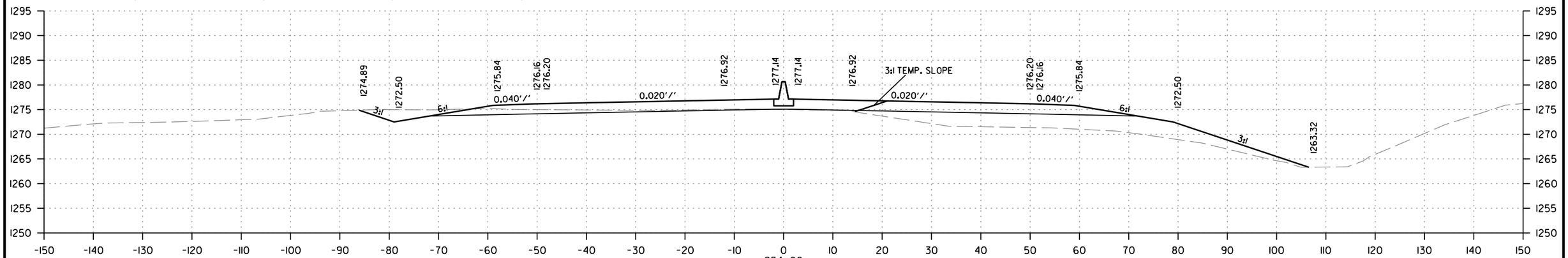
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	555	832
		CROSS SECTIONS				



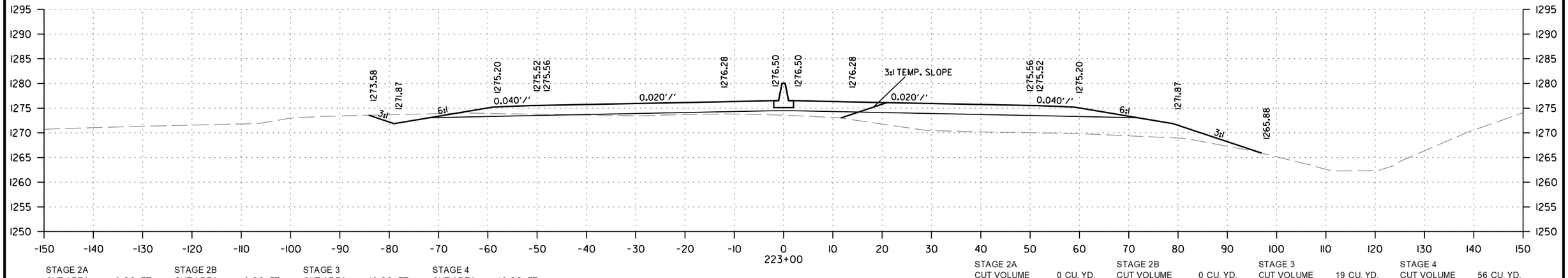
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	42 SQ. FT.	CUT AREA	38 SQ. FT.
FILL AREA	211 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	133 CU. YD.	CUT VOLUME	131 CU. YD.
FILL VOLUME	783 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	30 SQ. FT.	CUT AREA	33 SQ. FT.
FILL AREA	212 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	74 CU. YD.	CUT VOLUME	94 CU. YD.
FILL VOLUME	4746 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	65 CU. YD.	FILL VOLUME	0 CU. YD.



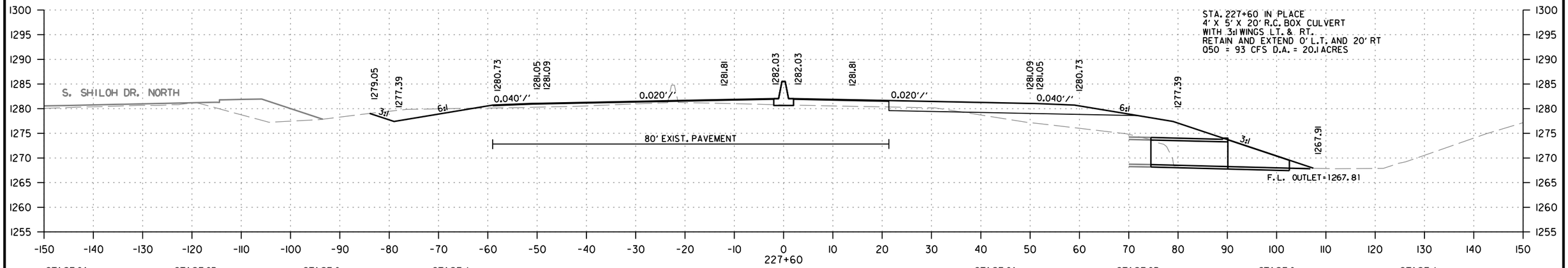
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	18 SQ. FT.
FILL AREA	2351 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	33 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	56 CU. YD.
FILL VOLUME	4919 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	248 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 223+00 TO STA. 225+00

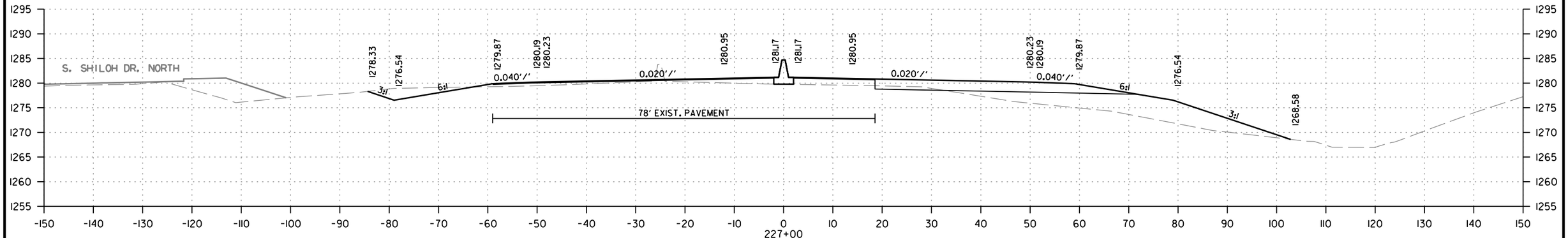
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	556	832
		CROSS SECTIONS				



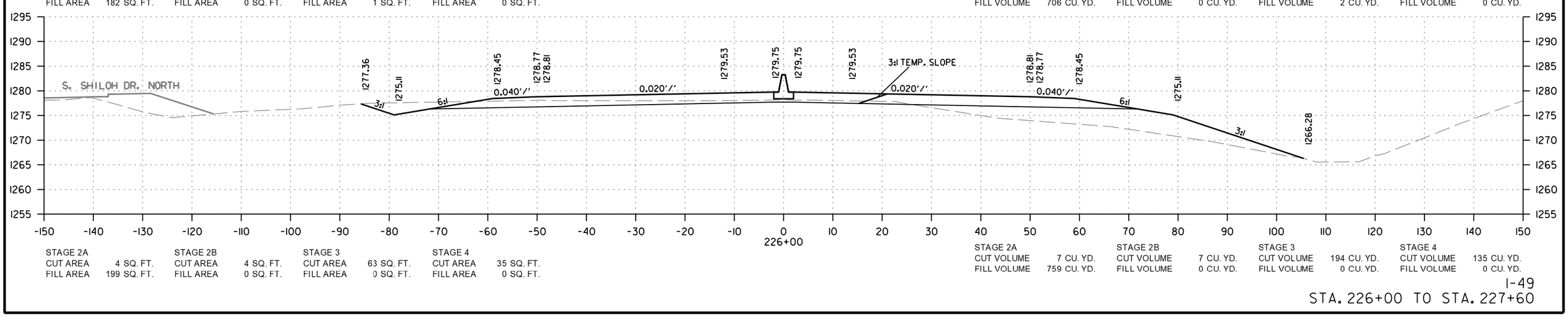
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	9 SQ. FT.	CUT AREA	9 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	25 SQ. FT.
FILL AREA	239 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	19 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	57 CU. YD.
FILL VOLUME	468 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	8 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	26 SQ. FT.
FILL AREA	182 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	22 CU. YD.	CUT VOLUME	22 CU. YD.	CUT VOLUME	117 CU. YD.	CUT VOLUME	113 CU. YD.
FILL VOLUME	706 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	4 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	63 SQ. FT.	CUT AREA	35 SQ. FT.
FILL AREA	199 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	7 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	194 CU. YD.	CUT VOLUME	135 CU. YD.
FILL VOLUME	759 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

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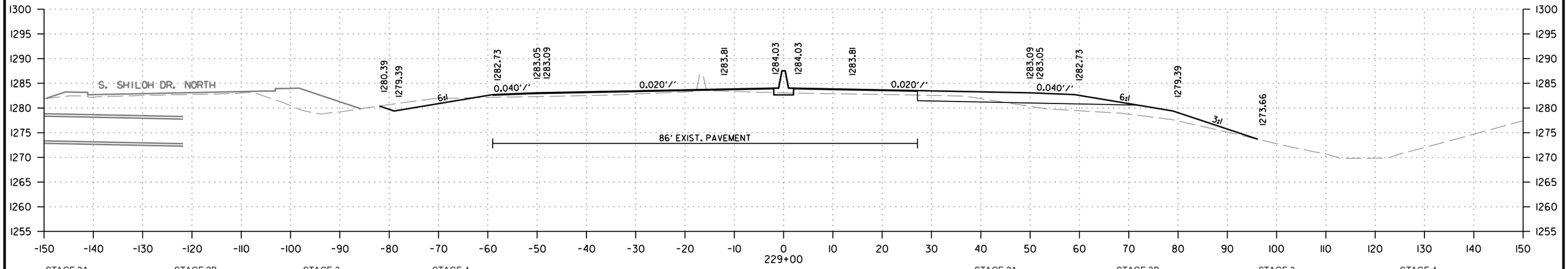
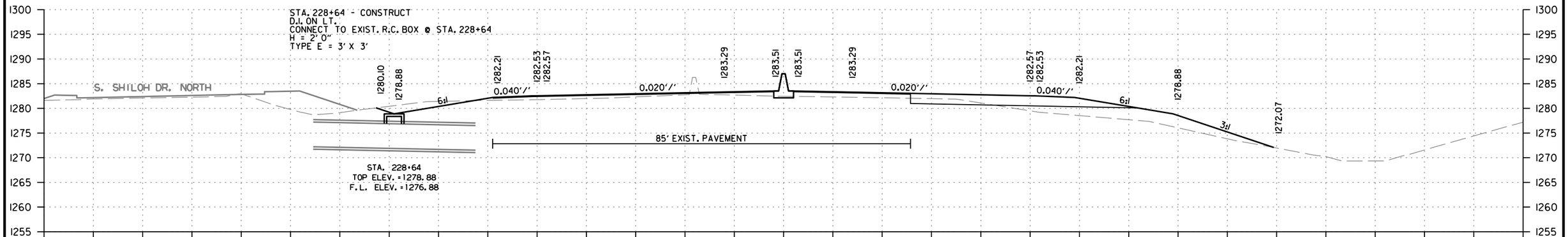
STA. 226+00 TO STA. 227+60

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	557	832
		CROSS SECTIONS				



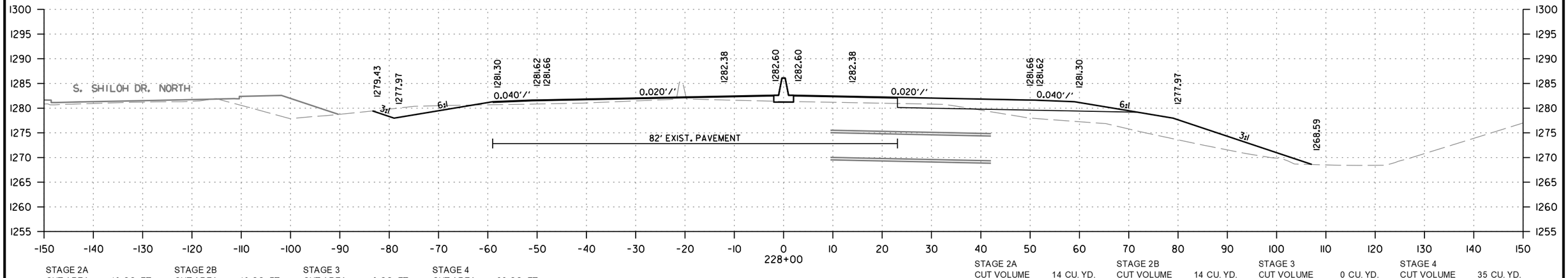
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	15 SQ. FT.	CUT AREA	15 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	17 SQ. FT.
FILL AREA	61 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	19 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	25 CU. YD.
FILL VOLUME	101 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	14 SQ. FT.	CUT AREA	14 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	20 SQ. FT.
FILL AREA	90 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	28 CU. YD.	CUT VOLUME	28 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	50 CU. YD.
FILL VOLUME	288 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



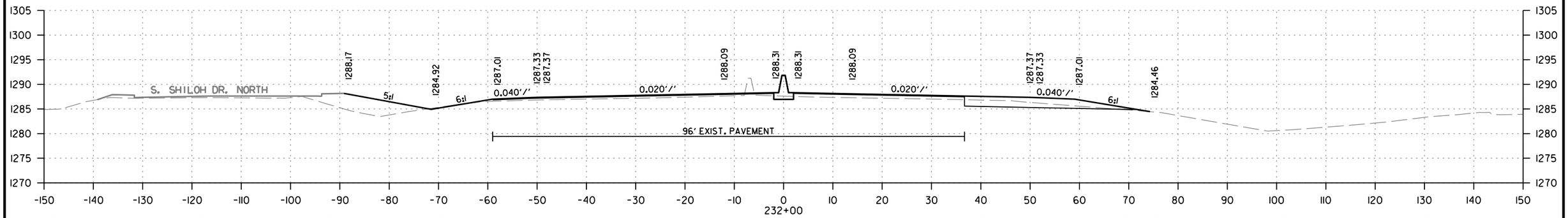
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	10 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	22 SQ. FT.
FILL AREA	153 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	14 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	35 CU. YD.
FILL VOLUME	290 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

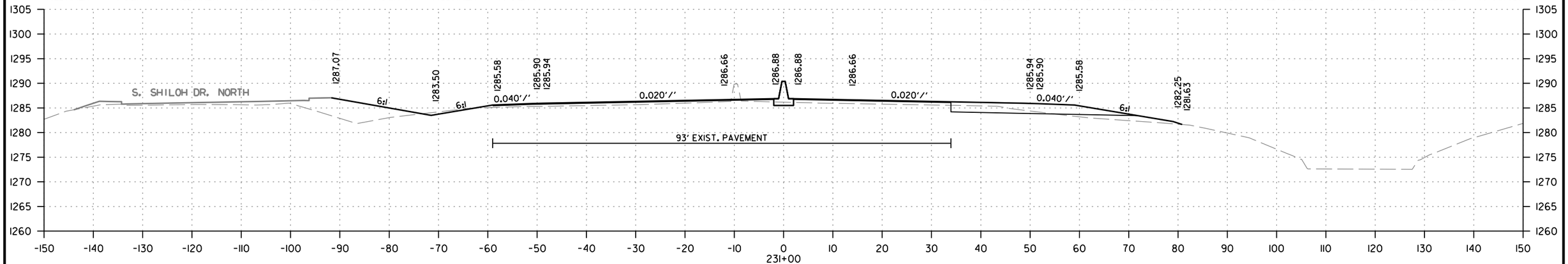
STA. 228+00 TO STA. 229+00

CD41256 2/21/2024
R040846B.DGN

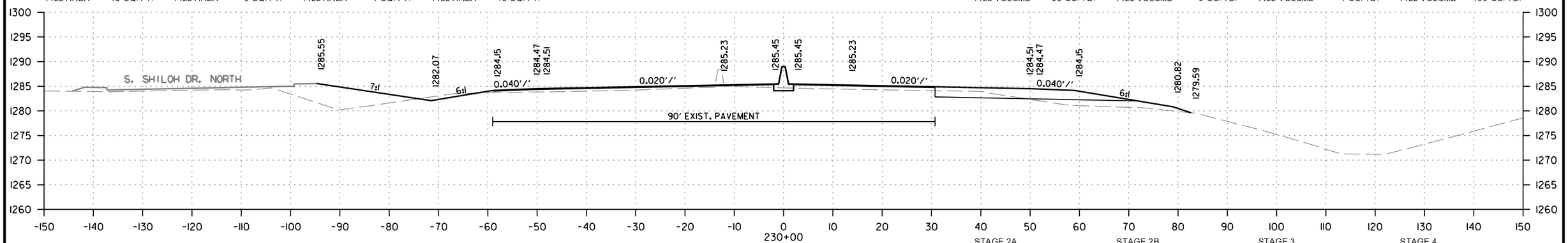
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	558	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	26 SQ. FT.	CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT VOLUME	85 CU. YD.	CUT VOLUME	85 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	40 SQ. FT.	FILL VOLUME	35 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	163 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	20 SQ. FT.	CUT AREA	20 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT VOLUME	70 CU. YD.	CUT VOLUME	70 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	17 CU. YD.
FILL AREA	18 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	48 SQ. FT.	FILL VOLUME	93 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	196 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	18 SQ. FT.	CUT AREA	18 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	61 CU. YD.	CUT VOLUME	61 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	43 CU. YD.
FILL AREA	32 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	58 SQ. FT.	FILL VOLUME	172 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	107 CU. YD.

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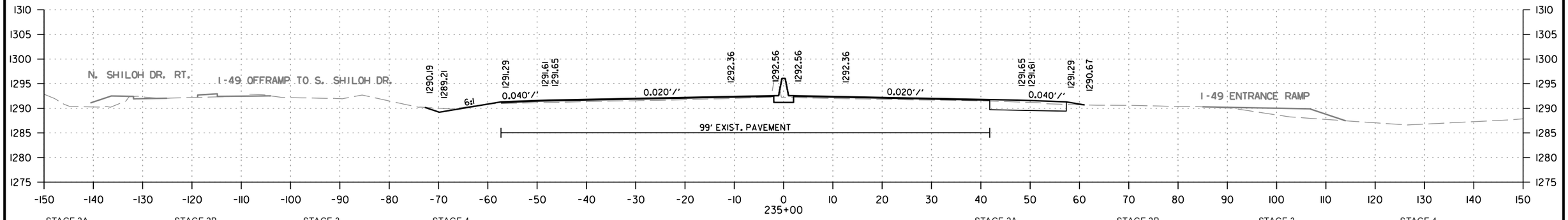
R040846B.DGN

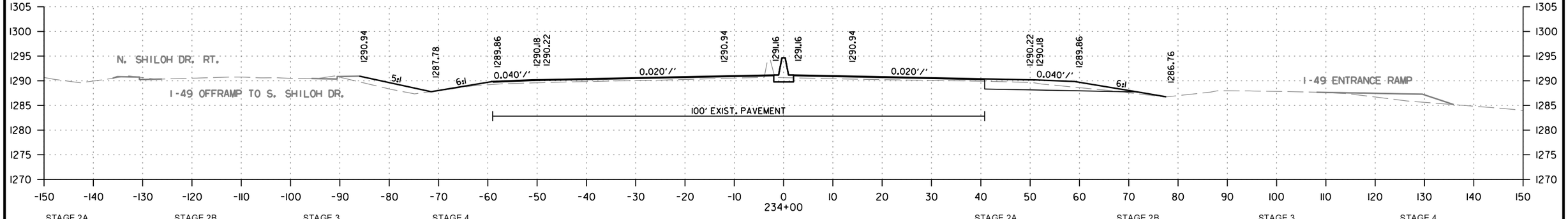
STA. 230+00 TO STA. 232+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	559	832
		CROSS SECTIONS				



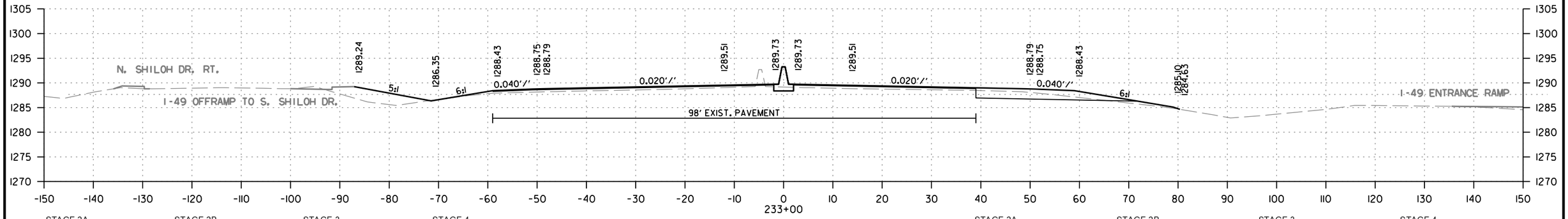
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	25 SQ. FT.	CUT AREA	25 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	96 CU. YD.	CUT VOLUME	96 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.
FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	33 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	27 SQ. FT.	CUT AREA	27 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	18 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	100 CU. YD.	CUT VOLUME	100 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	85 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	27 SQ. FT.	CUT AREA	27 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	28 SQ. FT.

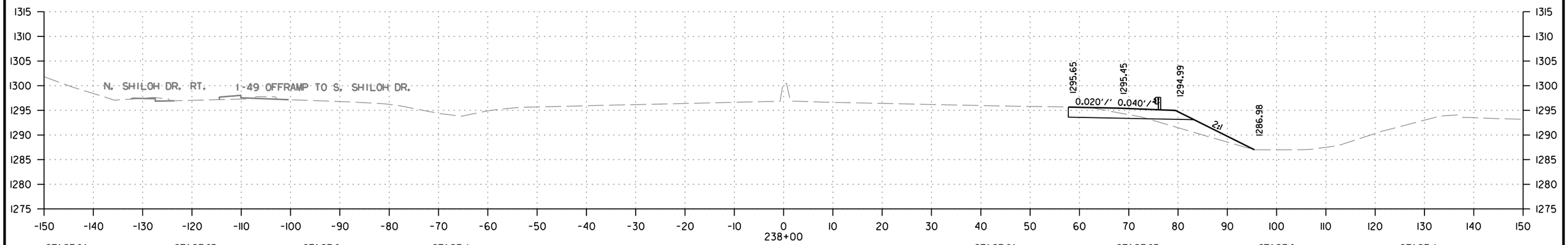
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	98 CU. YD.	CUT VOLUME	98 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	126 CU. YD.

I-49

STA. 233+00 TO STA. 235+00

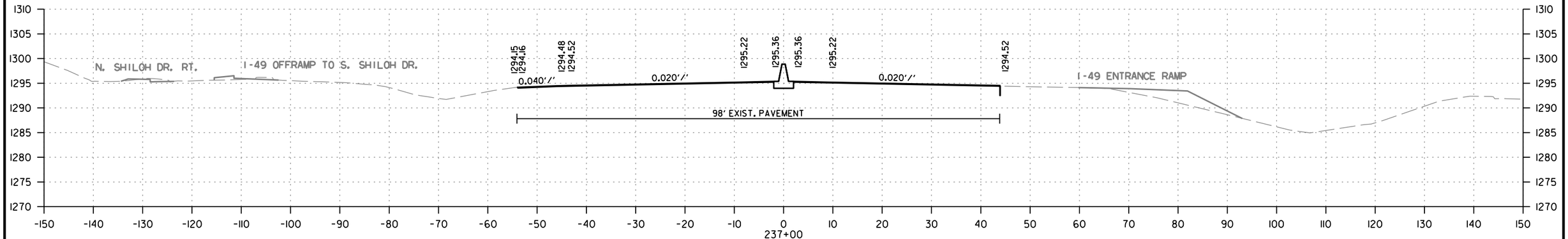
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	560	832
		CROSS SECTIONS				



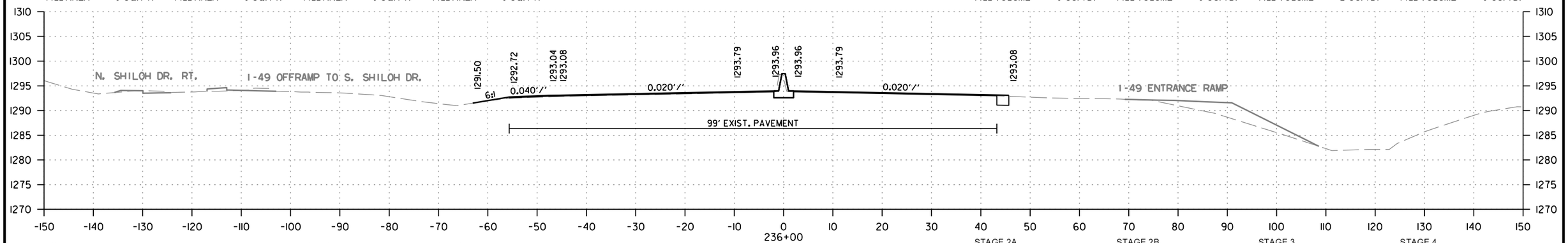
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	28 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	39 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	52 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		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	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	7 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	4 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

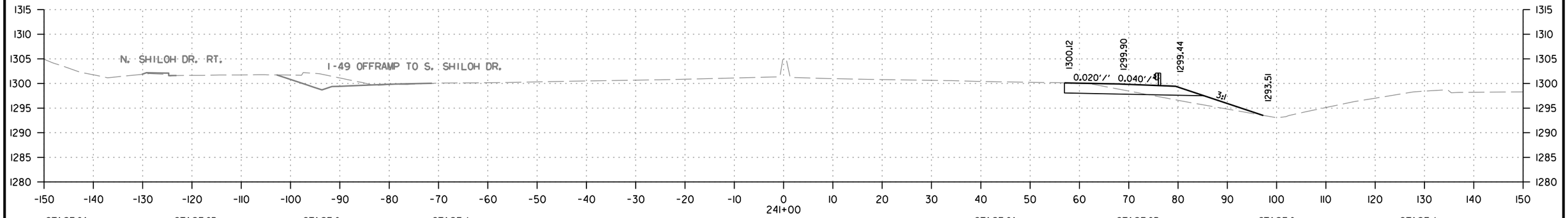
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	54 CU. YD.	CUT VOLUME	54 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.

I-49

STA. 236+00 TO STA. 238+00

CD41256 2/21/2024
R040846B.DGN

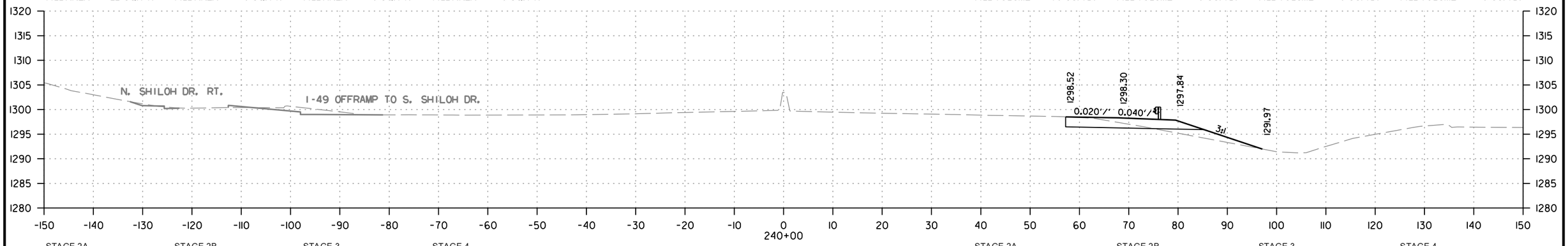
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	561	832
		CROSS SECTIONS				



241+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	22 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	22 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

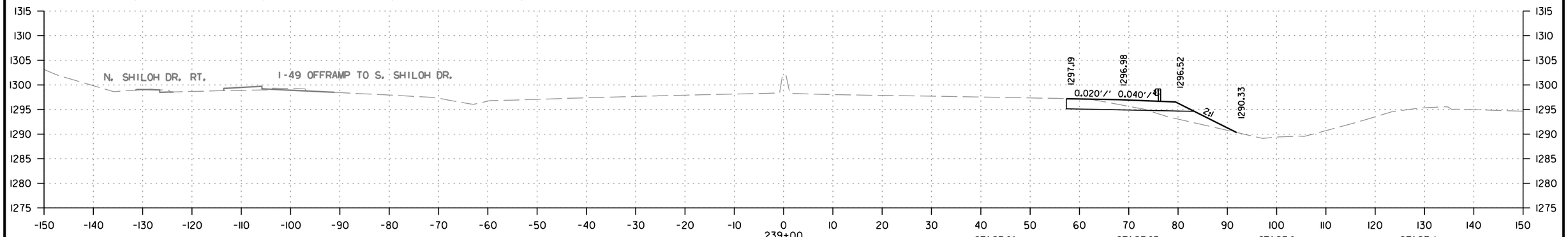
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	83 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	76 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



240+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	23 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	19 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	83 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	76 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



239+00

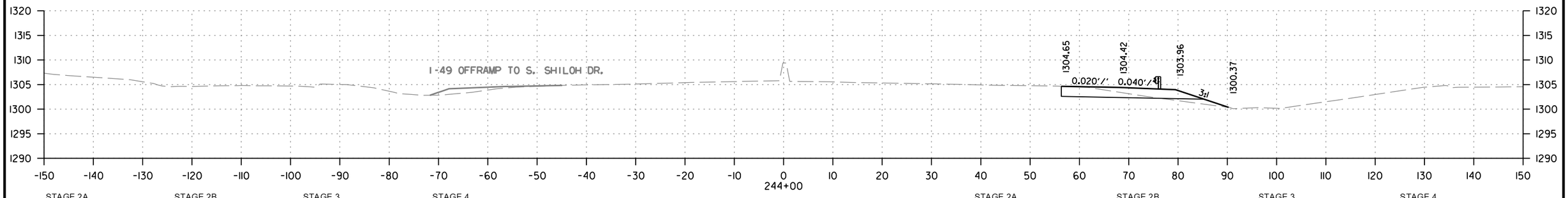
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	22 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	22 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	80 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	93 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

I-49
STA. 239+00 TO STA. 241+00

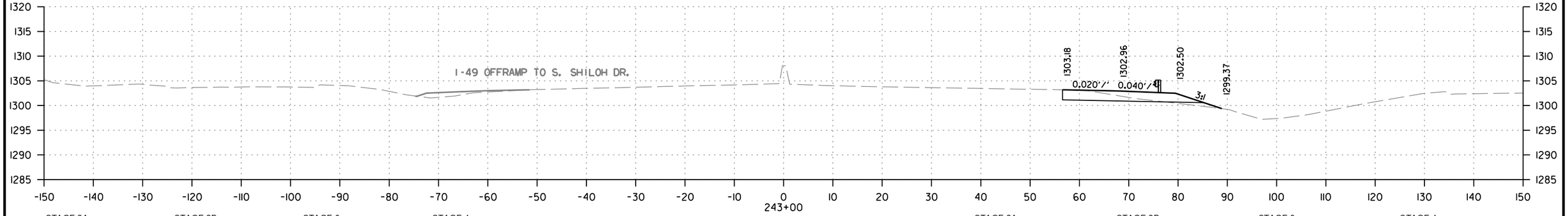
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	562	832
		CROSS SECTIONS				



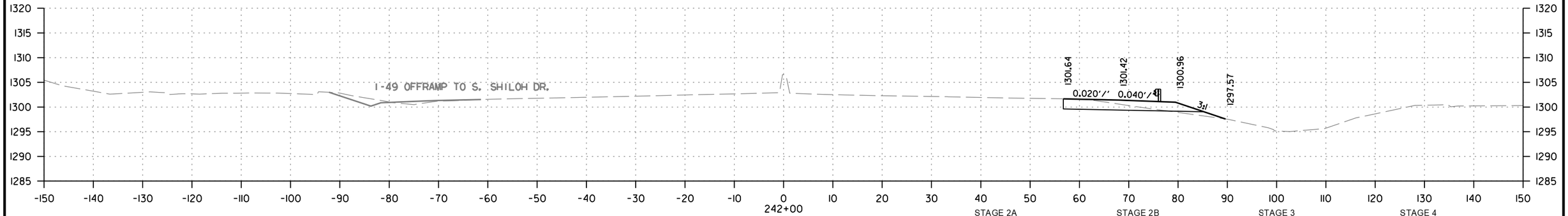
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	25 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	91 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	20 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	24 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	93 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



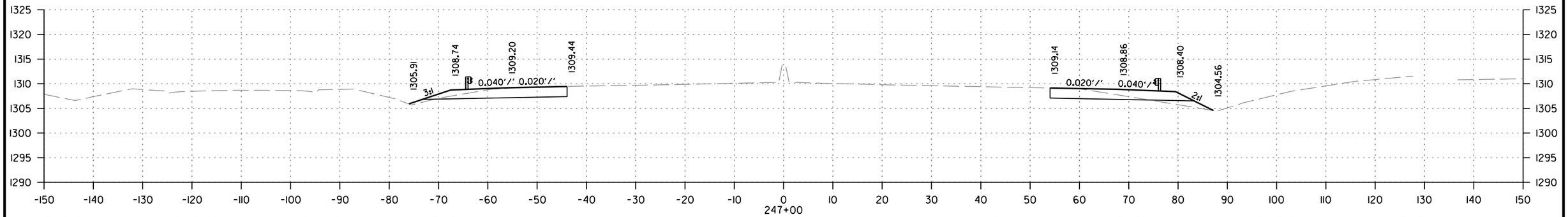
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	89 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	50 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

CD41256 2/21/2024
R040846B.DGN

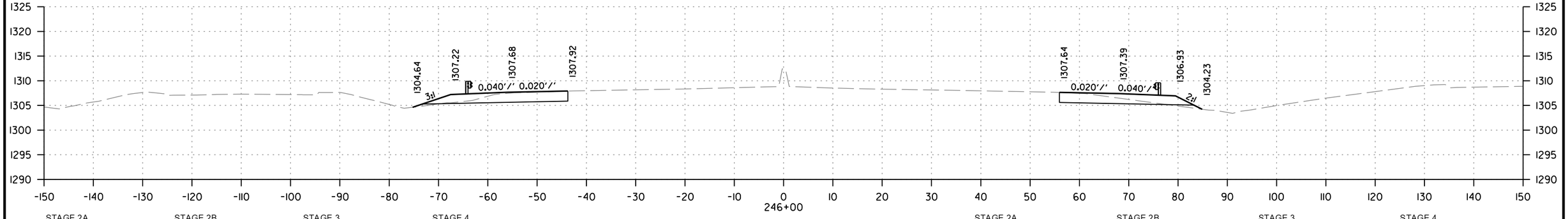
I-49
STA. 242+00 TO STA. 244+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	563	832
		CROSS SECTIONS				



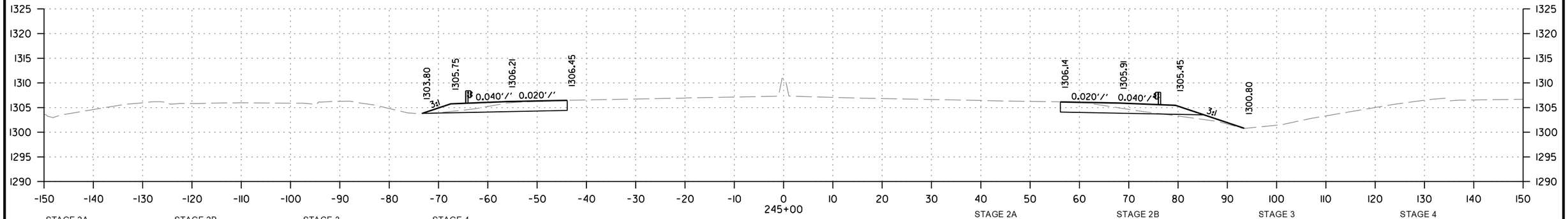
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	40 SQ. FT.
FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	96 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	139 CU. YD.
FILL VOLUME	20 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	35 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	94 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	128 CU. YD.
FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.



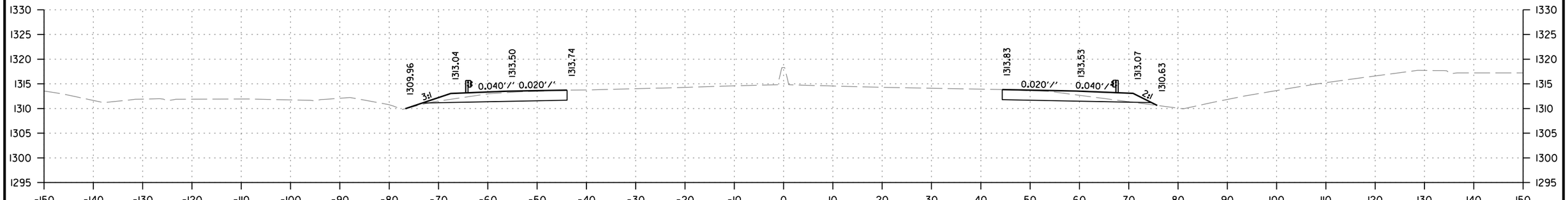
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	25 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	34 SQ. FT.
FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	93 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	63 CU. YD.
FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 245+00 TO STA. 247+00

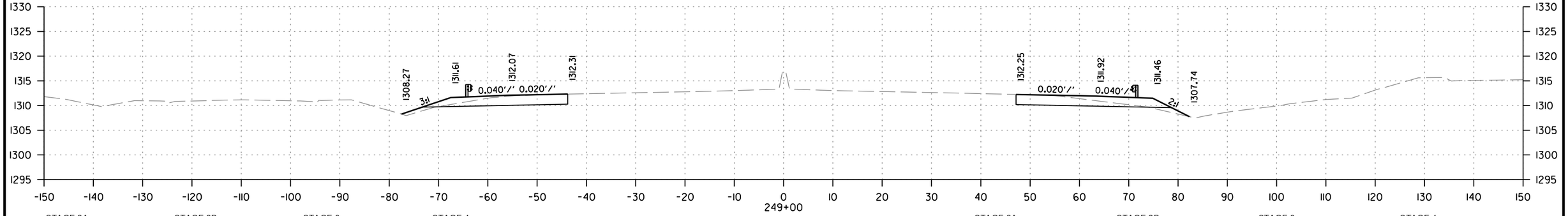
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	564	832
		CROSS SECTIONS				



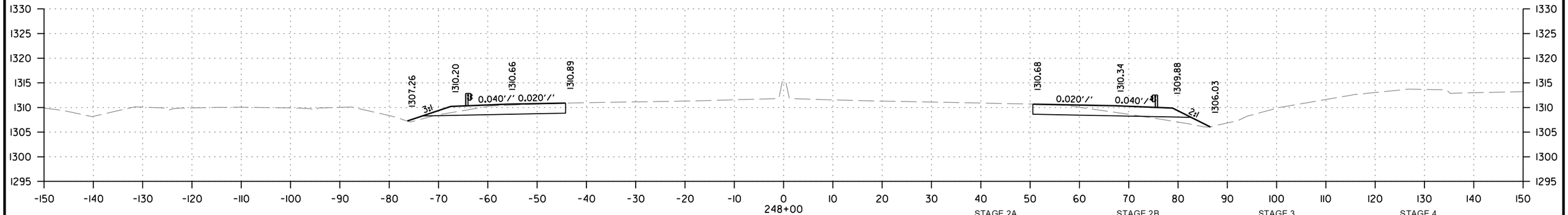
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	35 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	40 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	130 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	146 CU. YD.
FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	35 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	39 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	119 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	144 CU. YD.
FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	29 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	39 SQ. FT.
FILL AREA	10 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	102 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	146 CU. YD.
FILL VOLUME	35 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.

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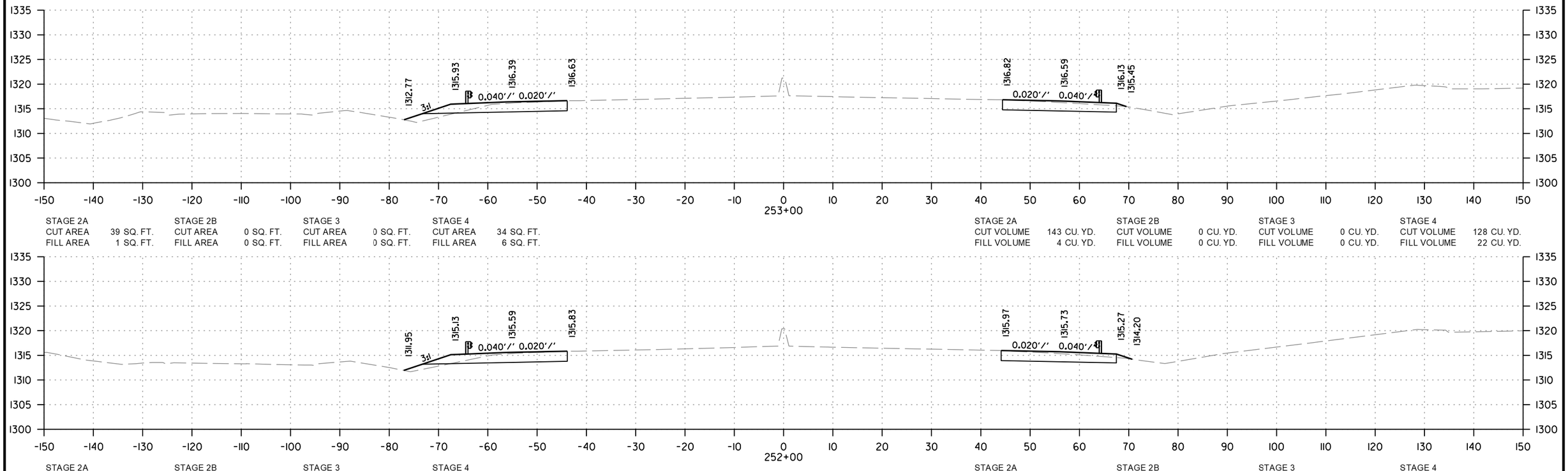
R040846B.DGN

STA. 248+00 TO STA. 250+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	565	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	39 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	34 SQ. FT.	CUT VOLUME	143 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	128 CU. YD.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	22 CU. YD.
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	38 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	35 SQ. FT.	CUT VOLUME	141 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	131 CU. YD.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	38 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.	CUT VOLUME	135 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	141 CU. YD.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.

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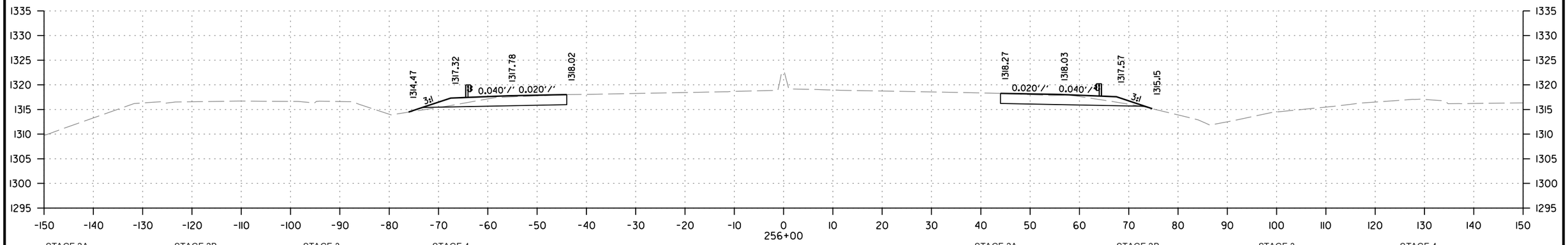
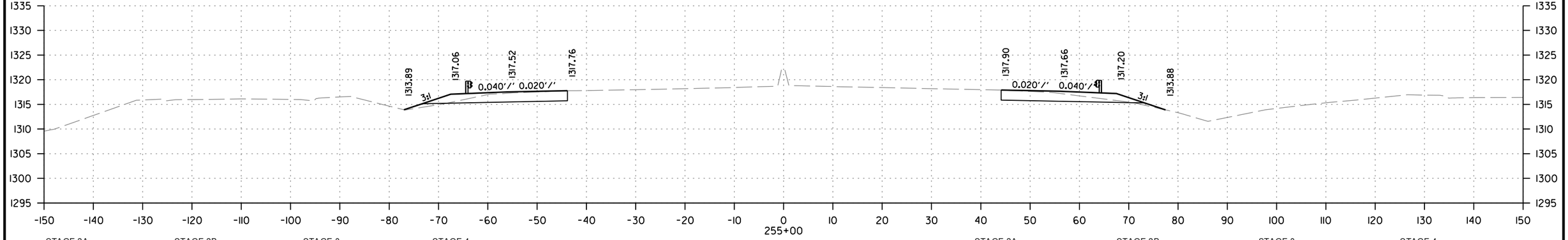
R040846B.DGN

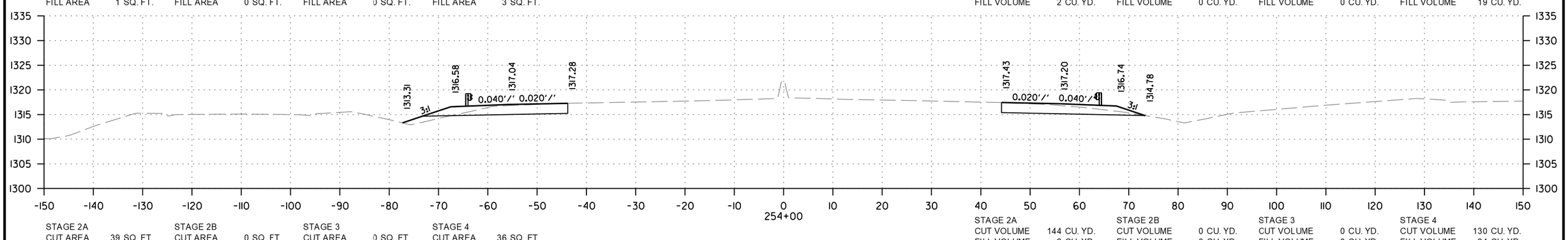
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	566	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	41 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	37 SQ. FT.	CUT VOLUME	139 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	137 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	37 SQ. FT.	CUT VOLUME	135 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	135 CU. YD.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	19 CU. YD.

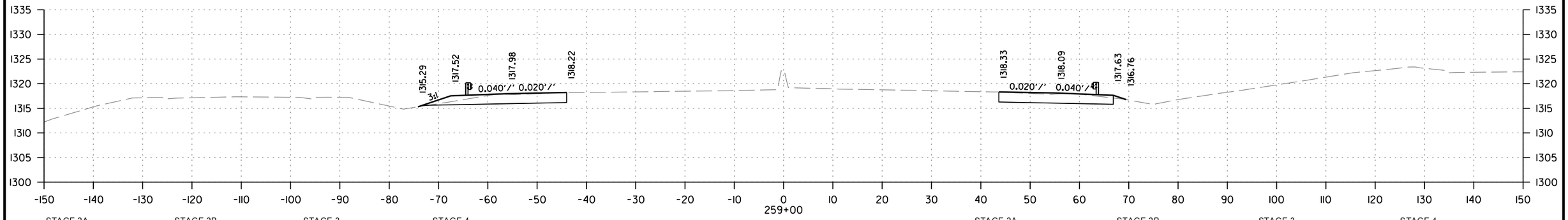


STAGE 2A		STAGE 2B		STAGE 3		STAGE 4		STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	39 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.	CUT VOLUME	144 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	130 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	24 CU. YD.

STA. 254+00 TO STA. 256+00

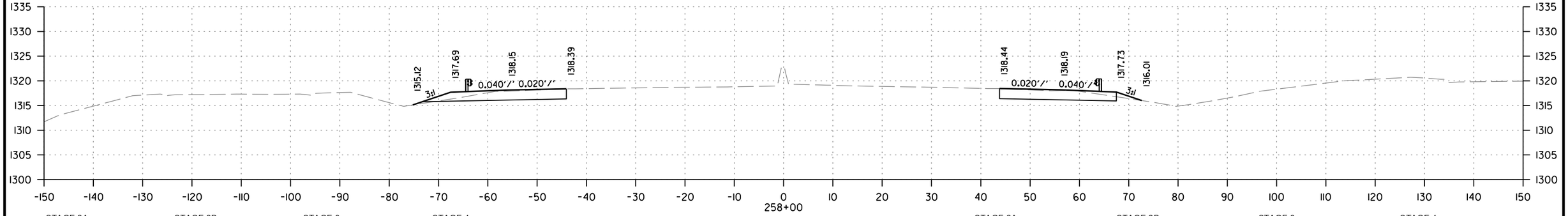
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	567	832
		CROSS SECTIONS				



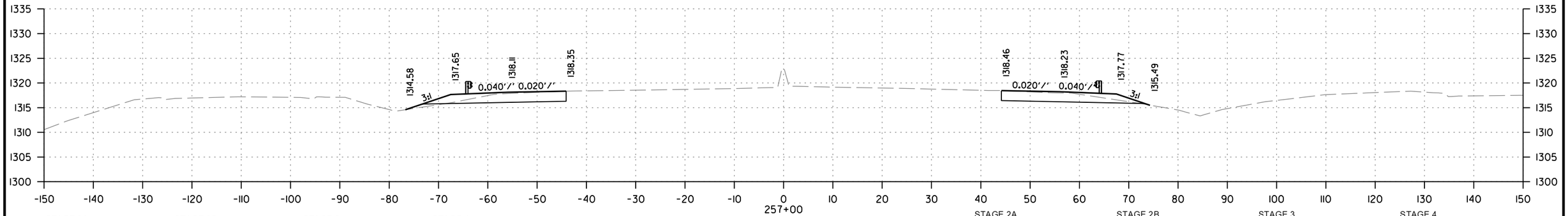
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	42 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	41 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	154 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	146 CU. YD.
FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	41 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	38 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	148 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	137 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	39 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	148 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	135 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.

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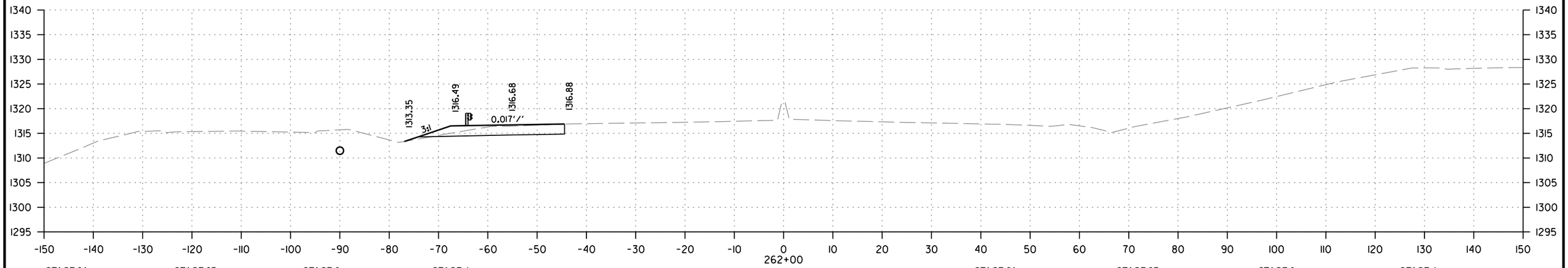
R040846B.DGN

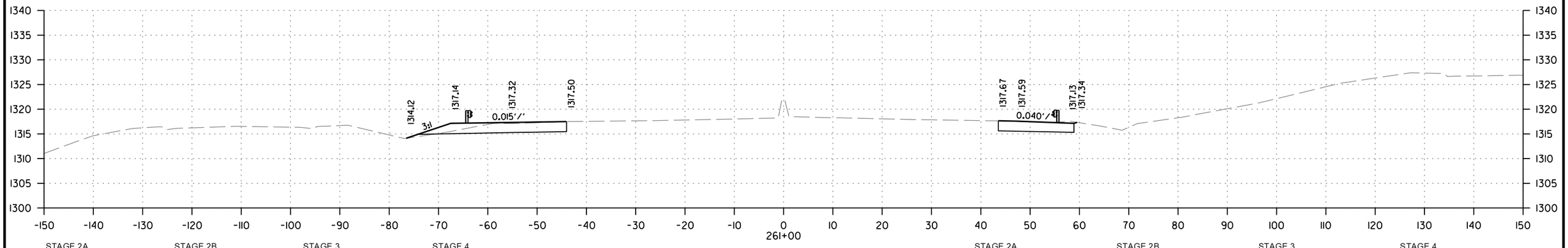
STA. 257+00 TO STA. 259+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	568	832
		CROSS SECTIONS				



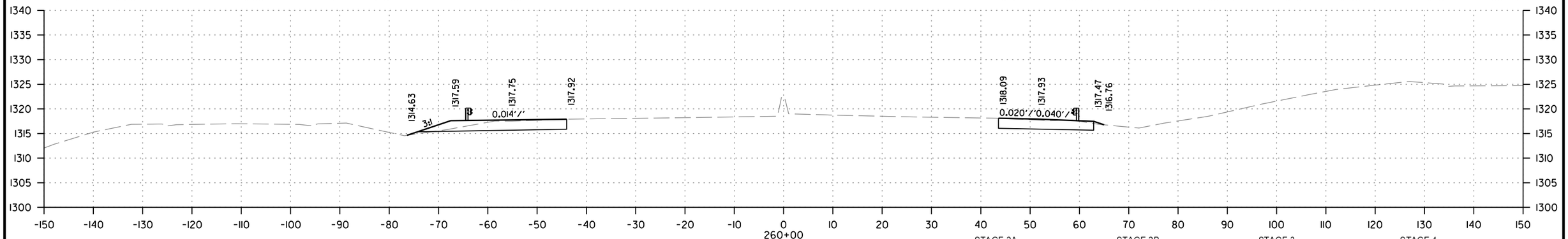
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	39 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	57 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	144 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	31 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	39 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	124 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	144 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.



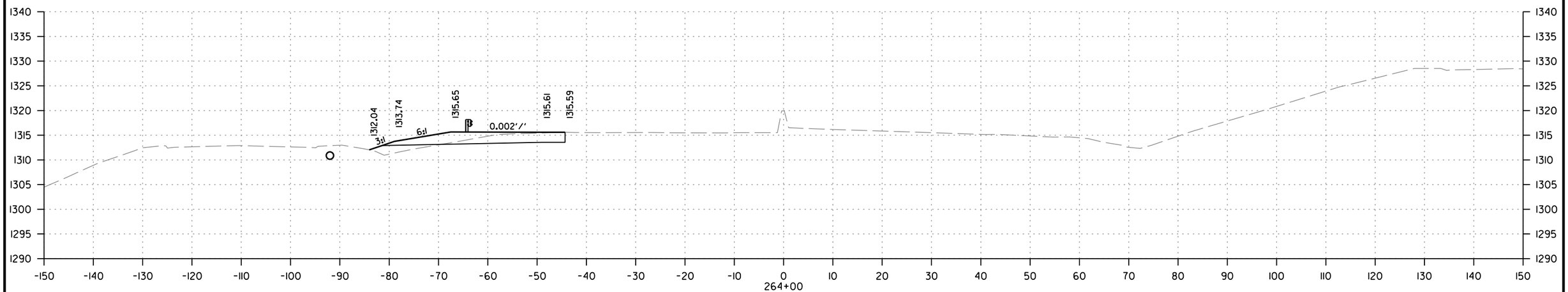
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	36 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	39 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	144 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	148 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.

STA. 260+00 TO STA. 262+00

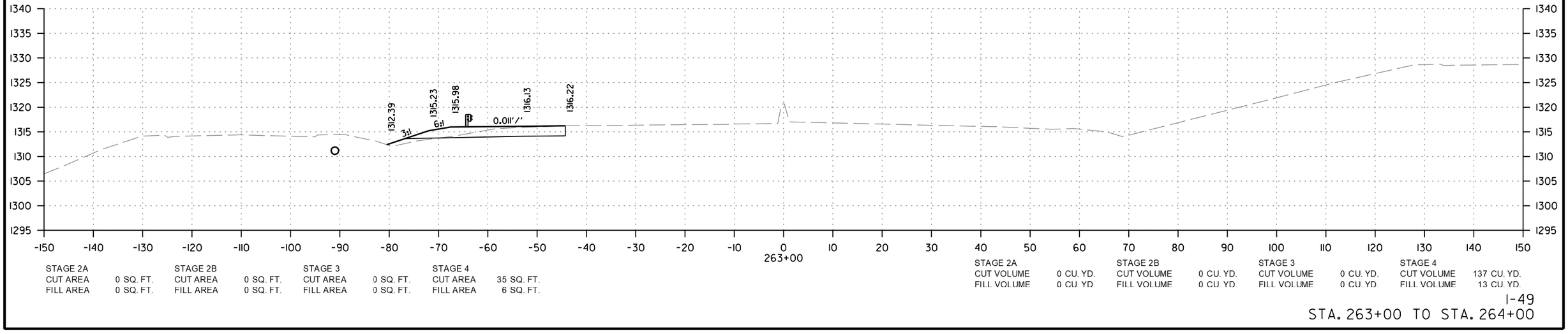
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	569	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	14 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	131 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	37 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	35 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	137 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	13 CU. YD.

STA. 263+00 TO STA. 264+00

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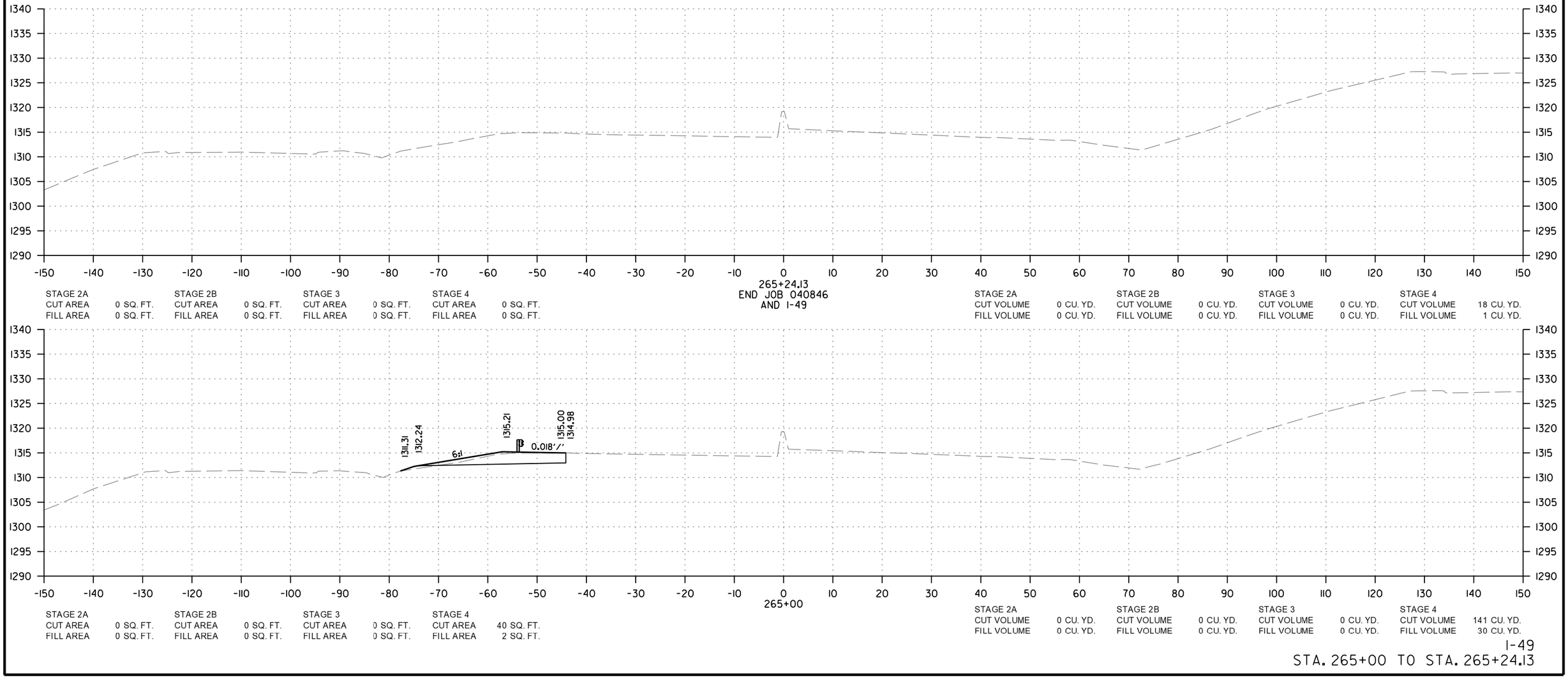
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	570	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		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	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	18 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.

265+00

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	40 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.

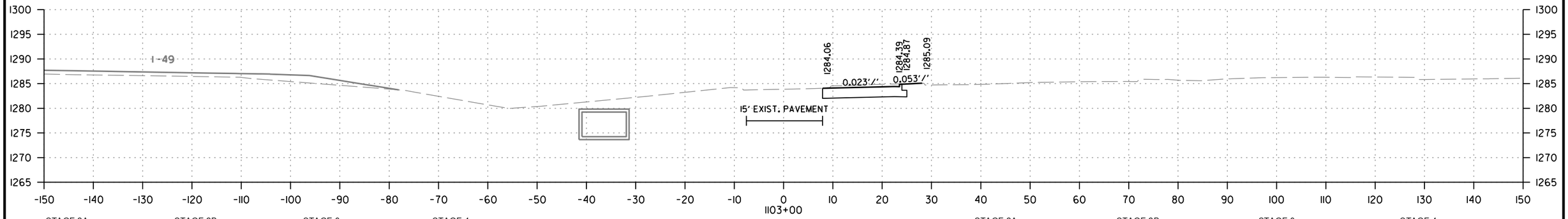
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	141 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	30 CU. YD.

I-49

STA. 265+00 TO STA. 265+24.13

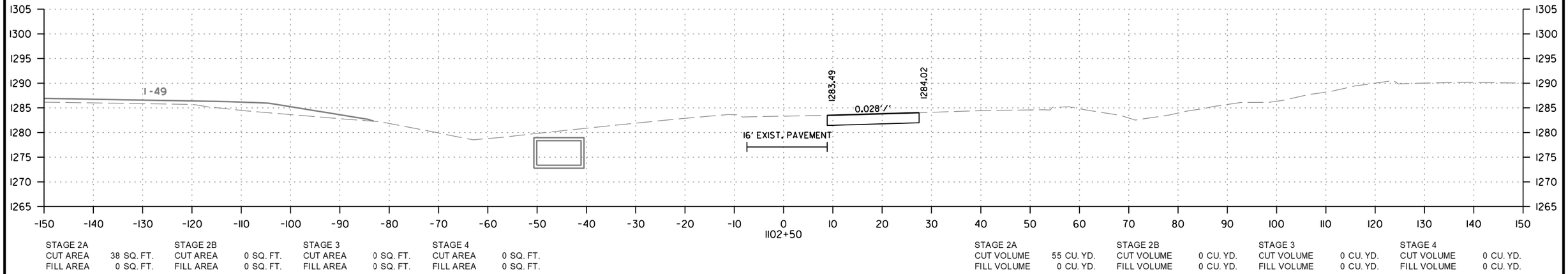
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	571	832
		CROSS SECTIONS				



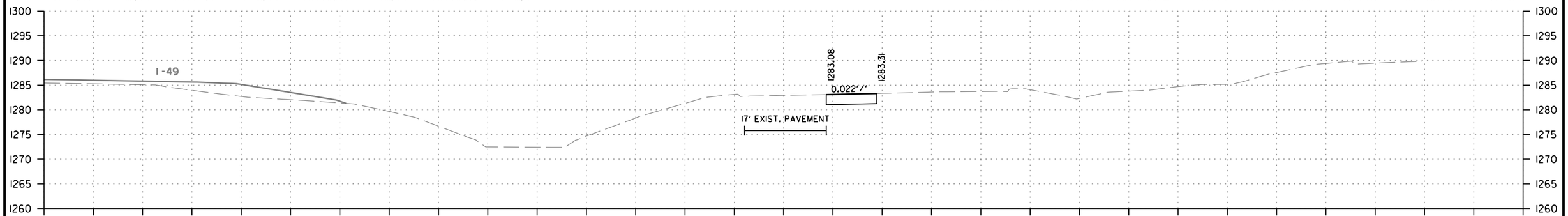
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	41 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	73 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.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	38 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	55 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.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

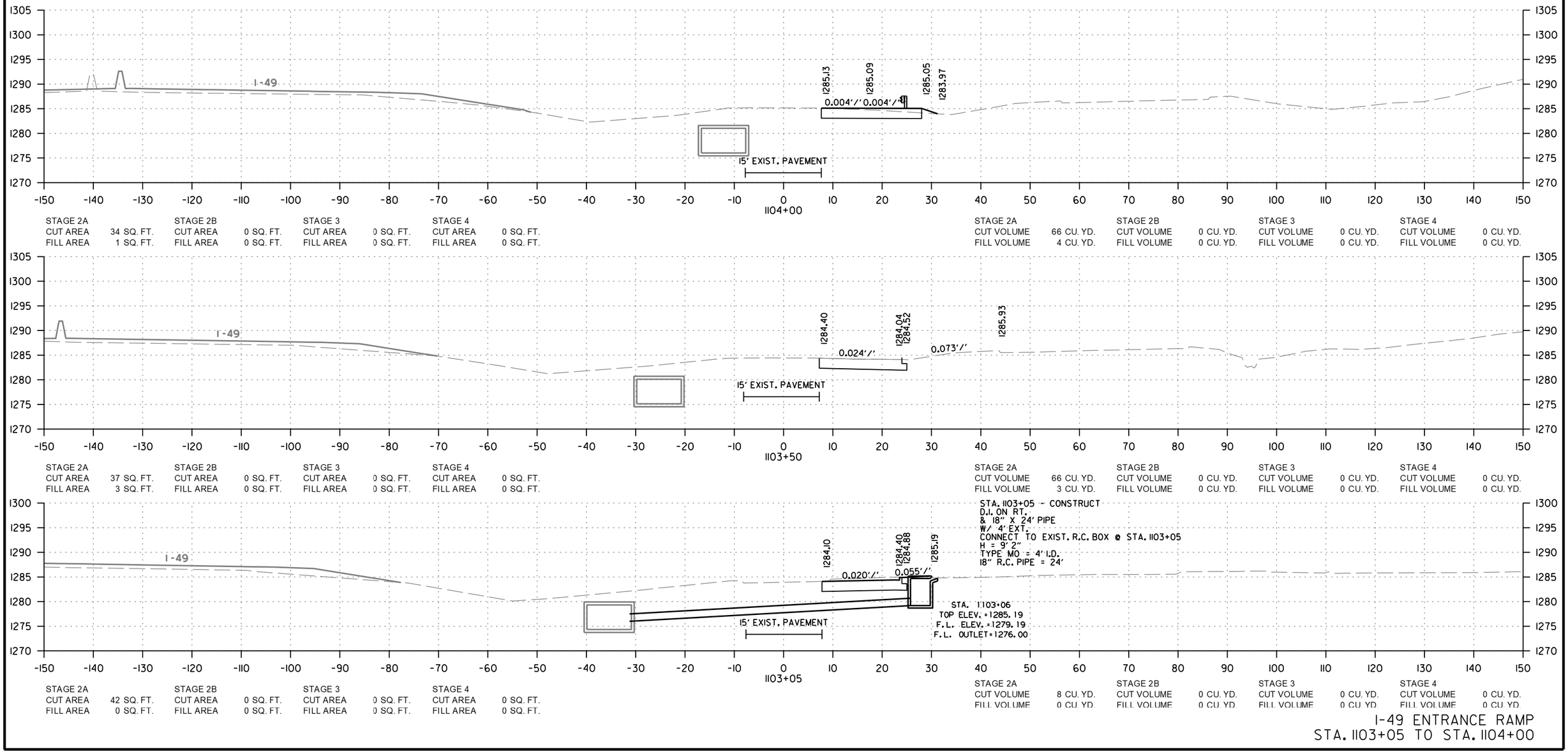
1101+82.83
BEGIN I-49 ENTRANCE RAMP

STAGE 2A		STAGE 2B		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.

I-49 ENTRANCE RAMP
STA. 1102+00 TO STA. 1103+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	572	832
		CROSS SECTIONS				



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	66 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	37 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	66 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

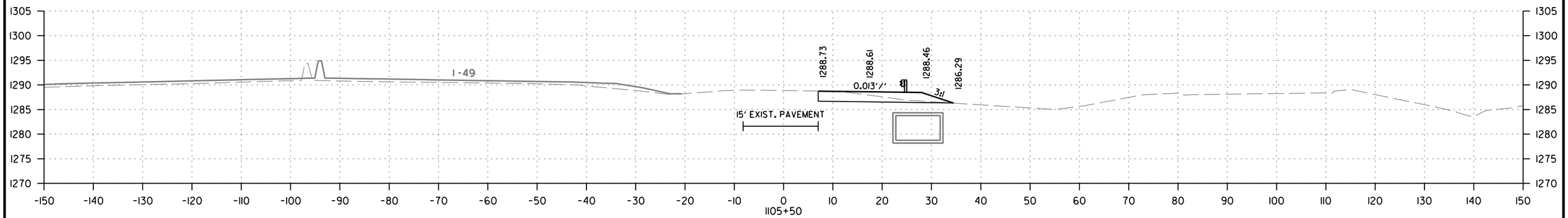
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	42 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	8 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.

CD41256 2/21/2024
R040846B.DGN

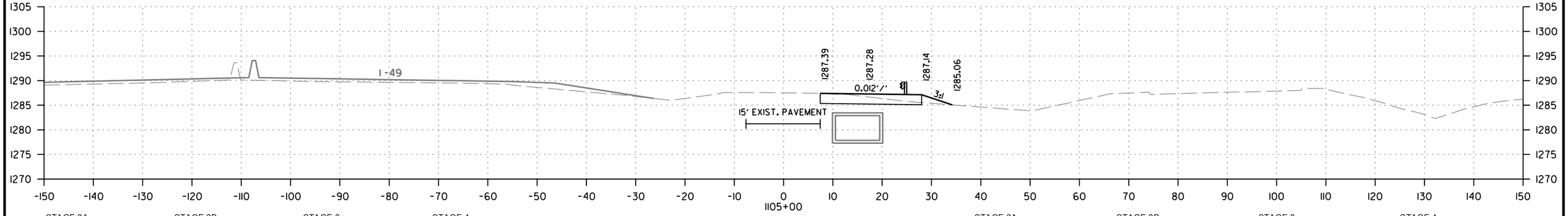
I-49 ENTRANCE RAMP
STA. 1103+05 TO STA. 1104+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	573	832
		CROSS SECTIONS				



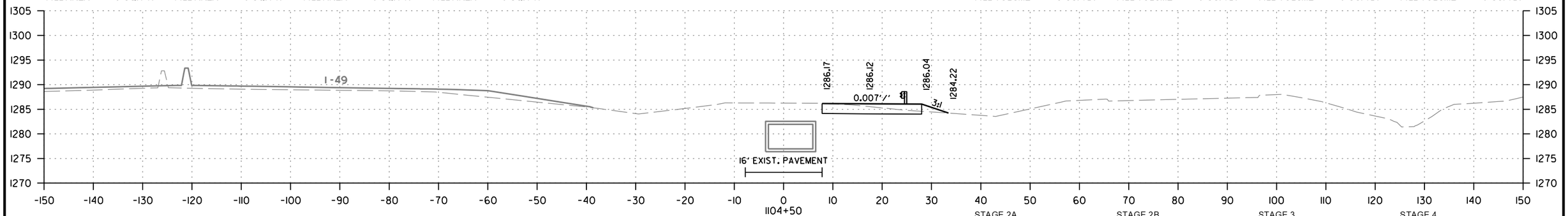
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	28 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	28 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



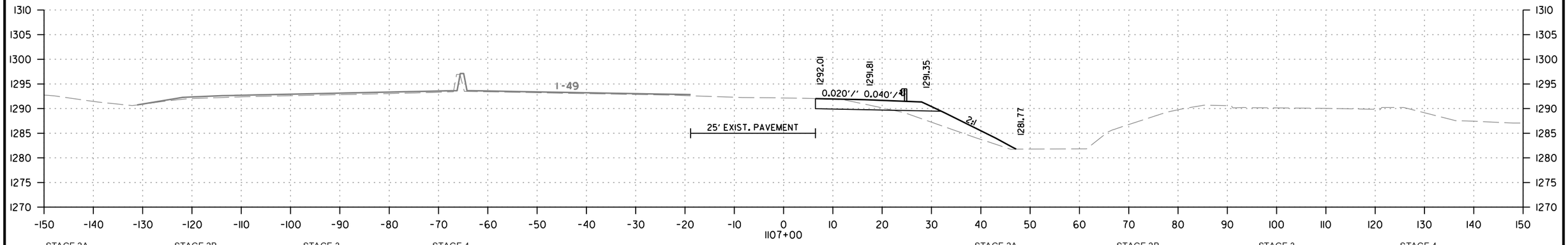
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	28 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	57 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

I-49 ENTRANCE RAMP
STA. 1104+50 TO STA. 1105+50

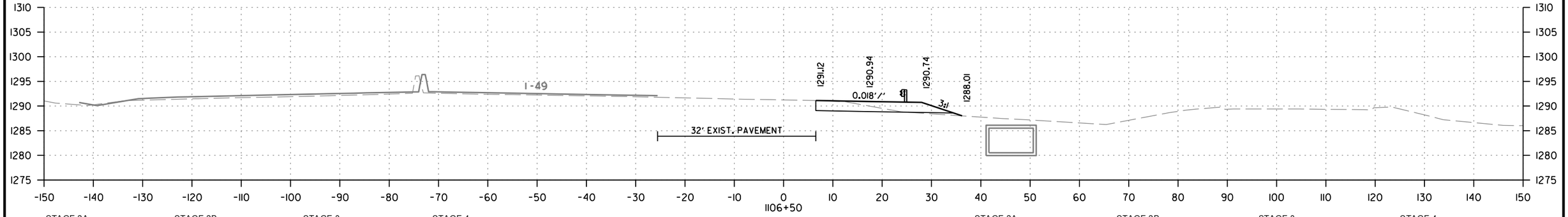
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	574	832
		CROSS SECTIONS				



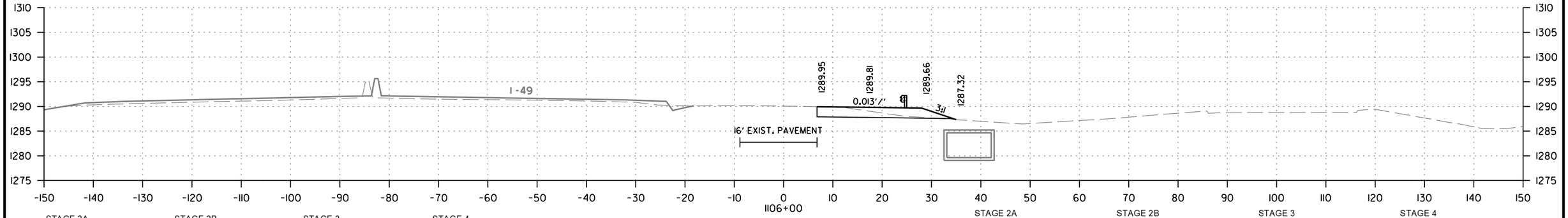
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	39 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	41 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	39 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	23 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	45 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



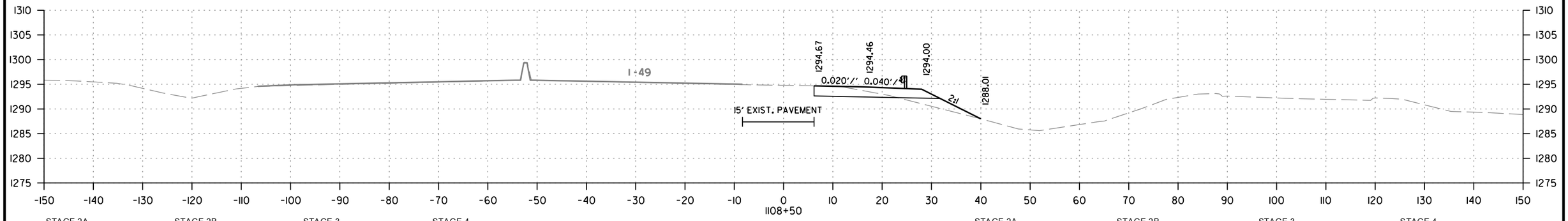
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	50 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.

I-49 ENTRANCE RAMP
STA. 1106+00 TO STA. 1107+00

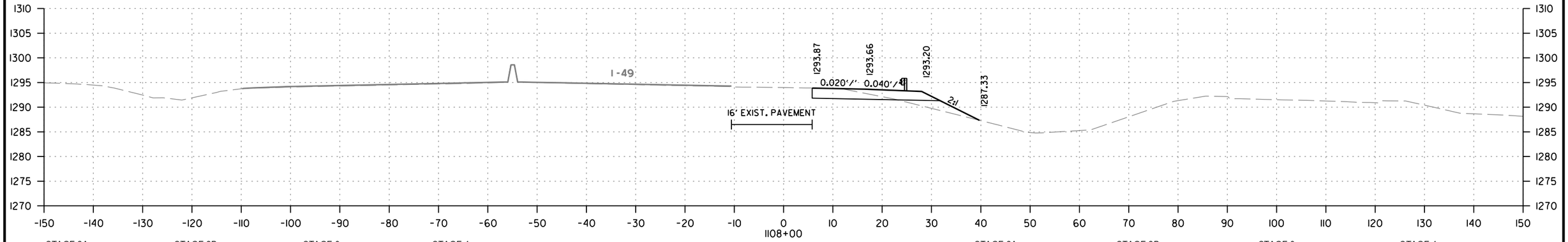
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	575	832
		CROSS SECTIONS				



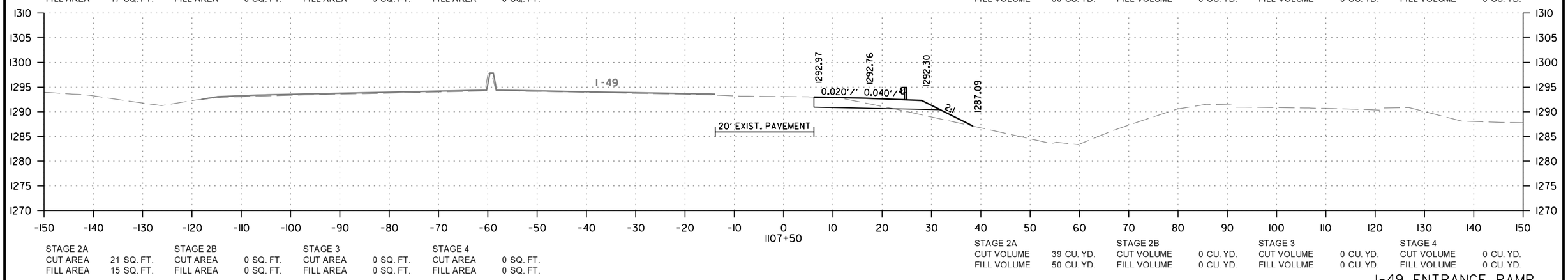
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	23 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	17 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	44 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	31 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	24 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	17 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	42 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	30 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	15 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

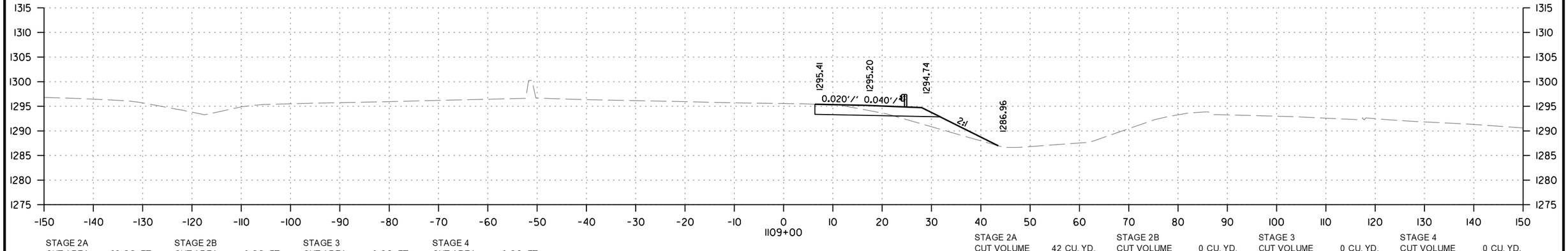
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	39 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	50 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

I-49 ENTRANCE RAMP
STA. 1107+50 TO STA. 1108+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	576	832
		CROSS SECTIONS				

1109+00.21
END I-49 ENTRANCE RAMP



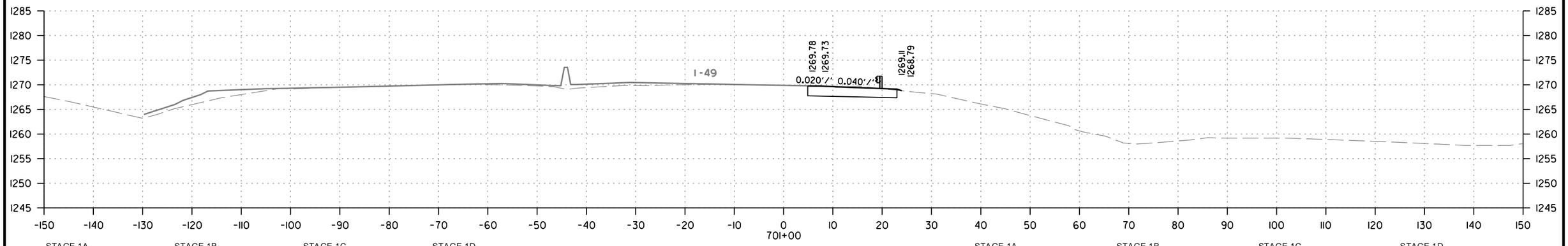
STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT AREA	22 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	27 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 2B		STAGE 3		STAGE 4	
CUT VOLUME	42 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	41 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

I-49 ENTRANCE RAMP
STA. 1109+00 TO STA. 1109+00

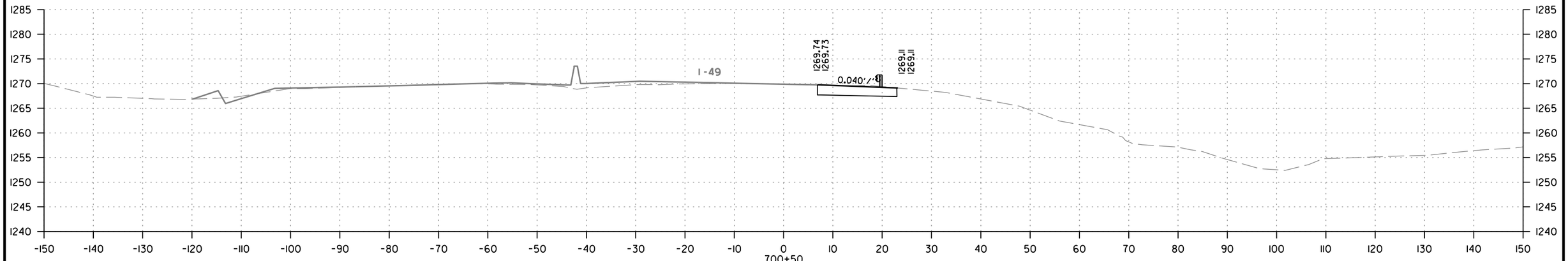
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	577	832
		CROSS SECTIONS				



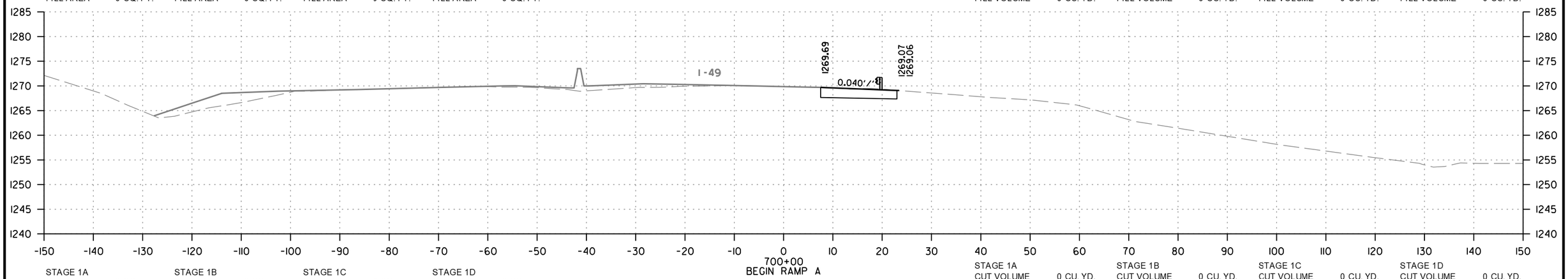
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	35 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	62 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	57 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.



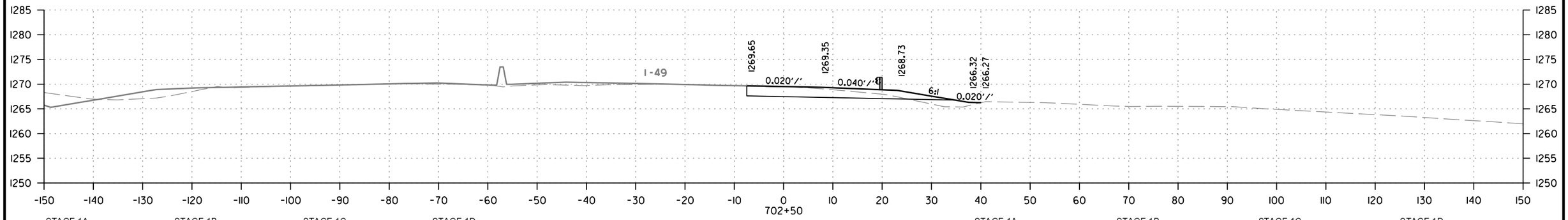
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	30 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

RAMP A
STA. 700+00 TO STA. 701+00

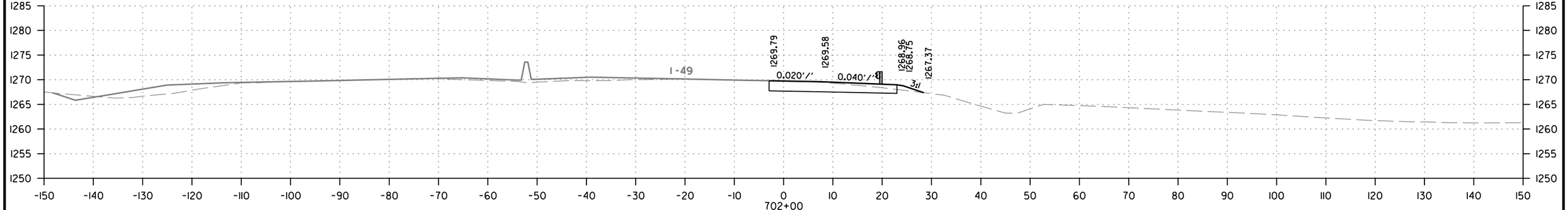
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	578	832
		CROSS SECTIONS				



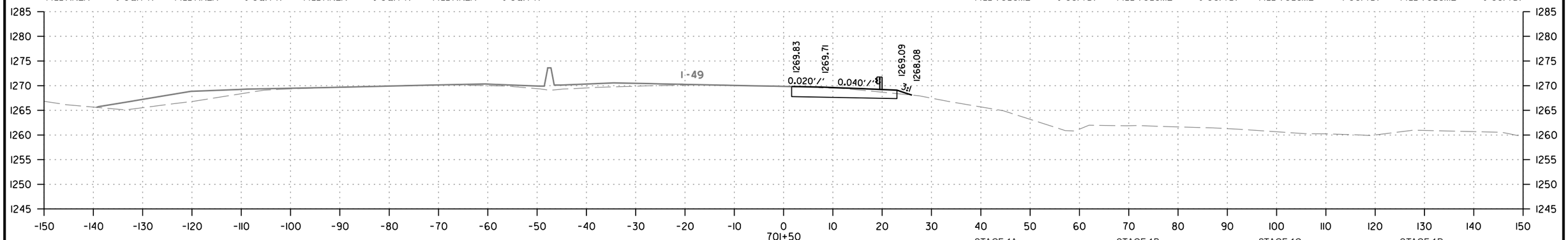
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	49 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	85 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	43 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	73 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



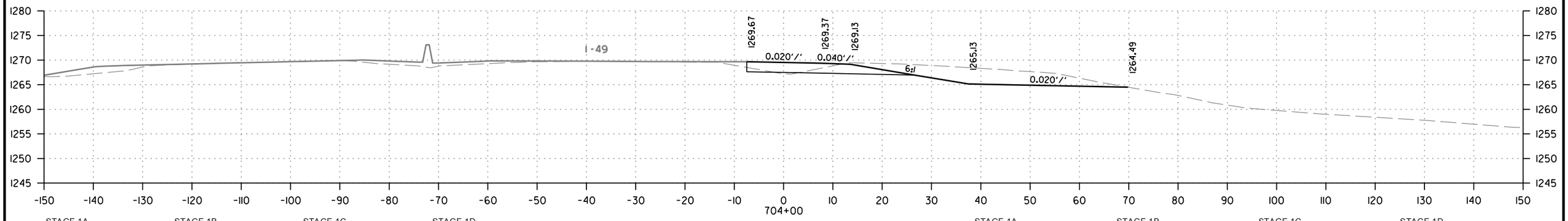
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	66 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

CD41256 2/21/2024
R040846B.DGN

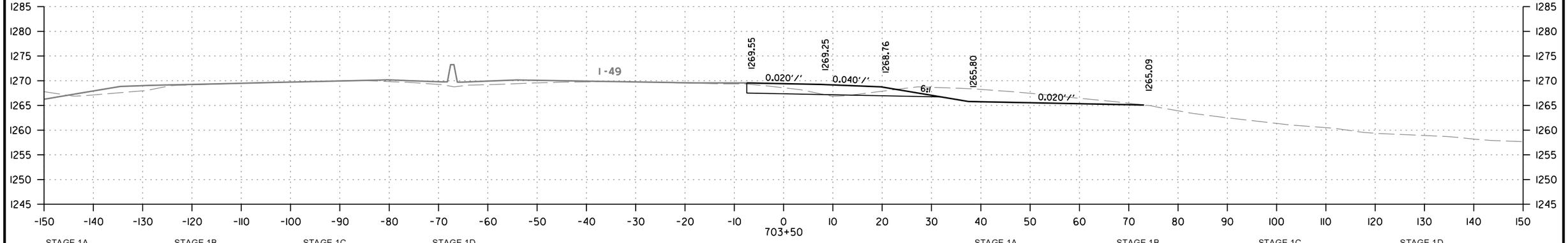
RAMP A
STA. 701+50 TO STA. 702+50

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	579	832
		CROSS SECTIONS				



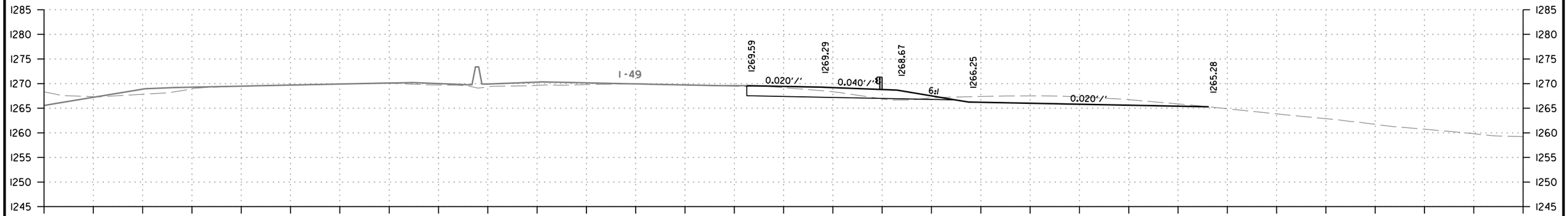
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	143 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	228 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	103 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	182 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



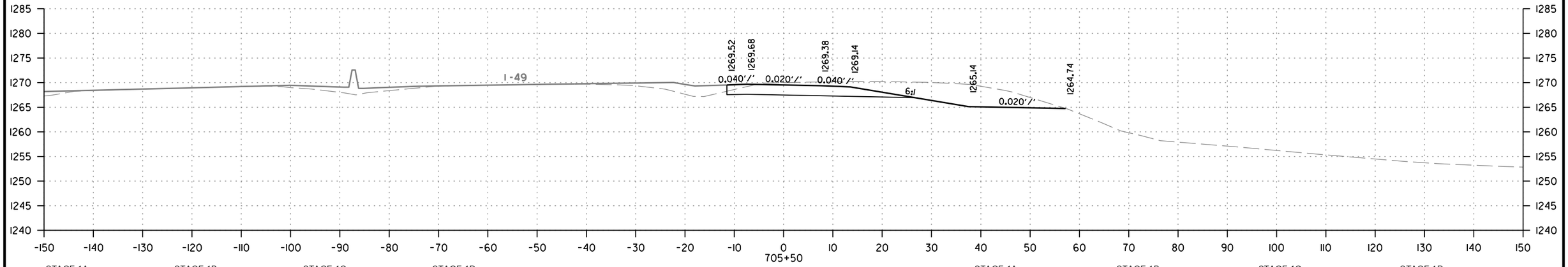
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	94 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	132 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 703+00 TO STA. 704+00

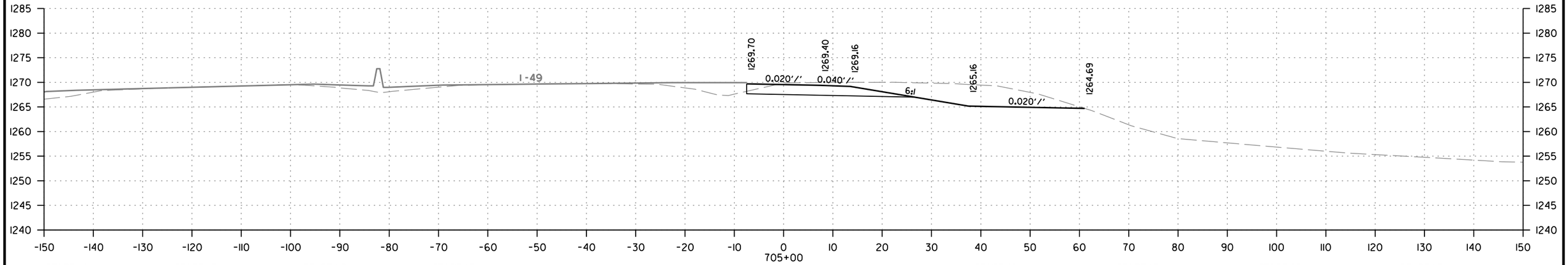
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	580	832
		CROSS SECTIONS				



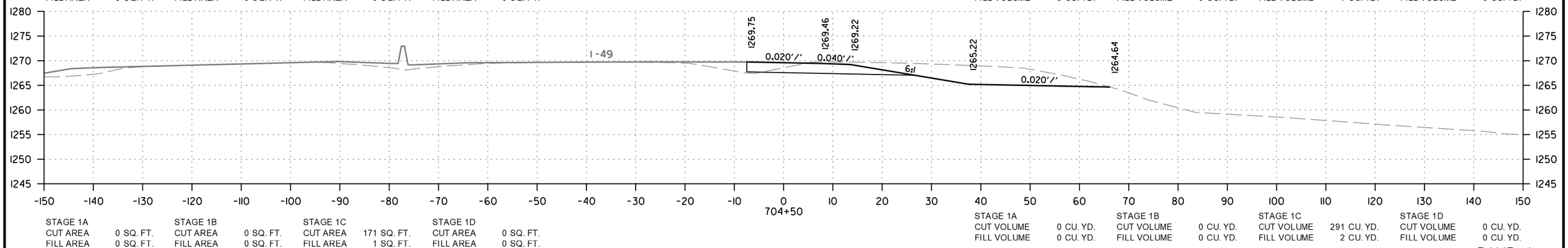
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	193 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	356 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	191 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	335 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



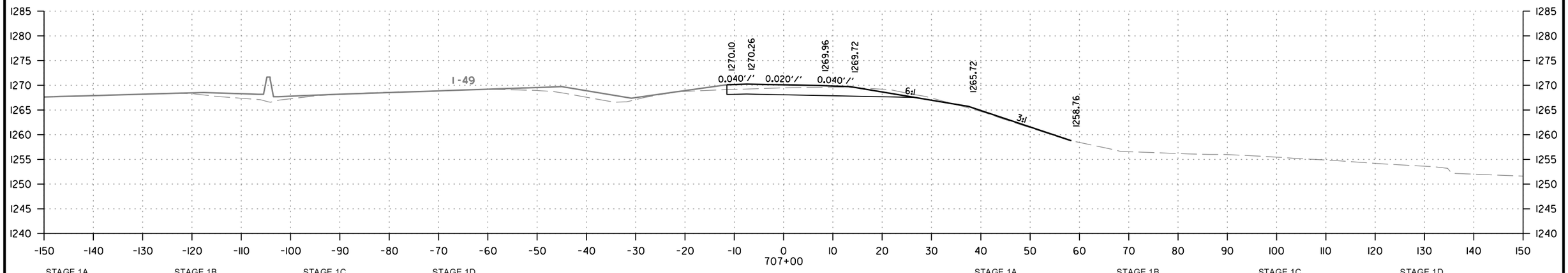
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	171 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	291 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 704+50 TO STA. 705+50

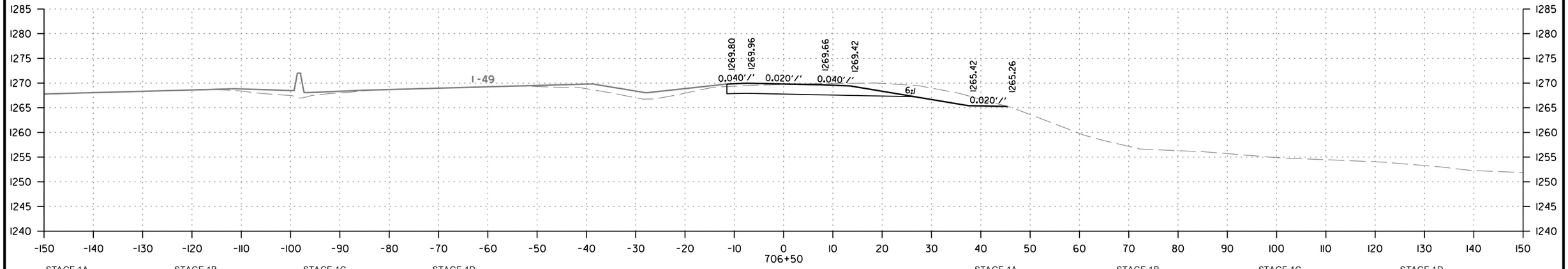
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	581	832
		CROSS SECTIONS				



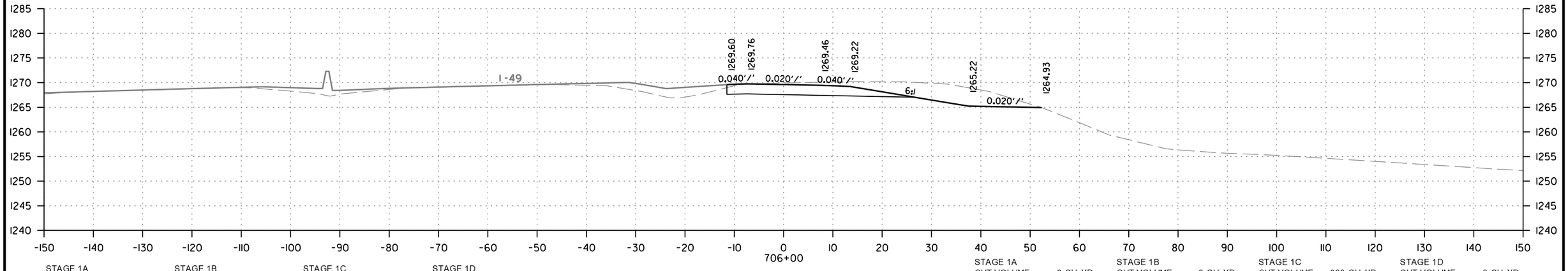
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	57 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	158 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	114 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	260 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.



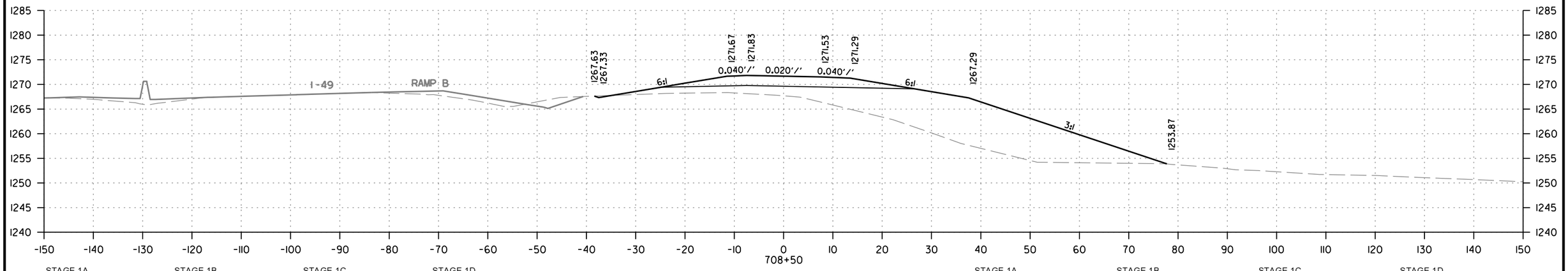
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	167 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	333 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.

RAMP A
STA. 706+00 TO STA. 707+00

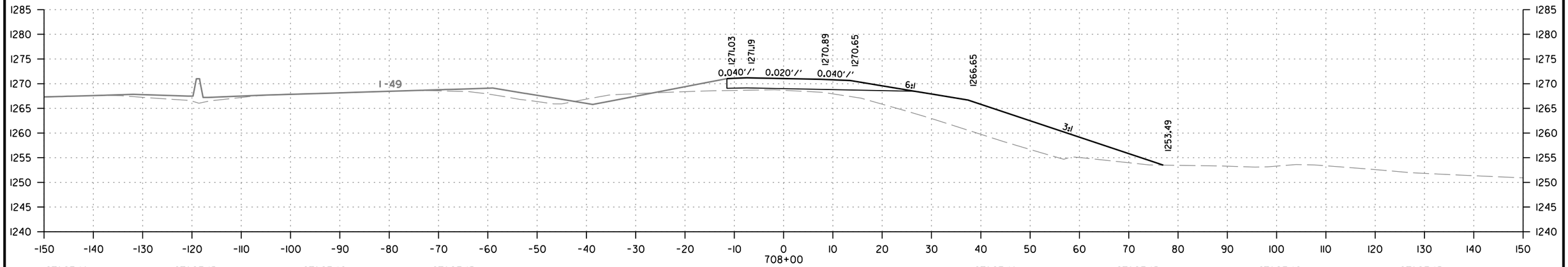
CD41256 2/21/2024
RO40846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	582	832
		CROSS SECTIONS				



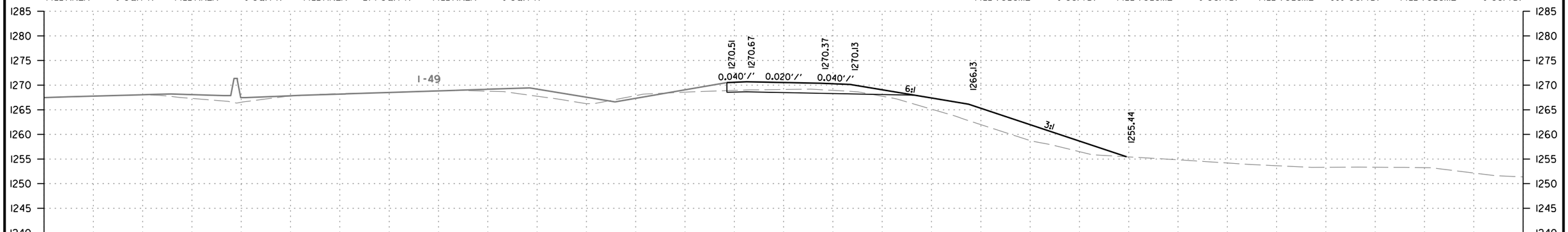
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	494 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	711 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	274 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	359 CU. YD.	FILL VOLUME	0 CU. YD.



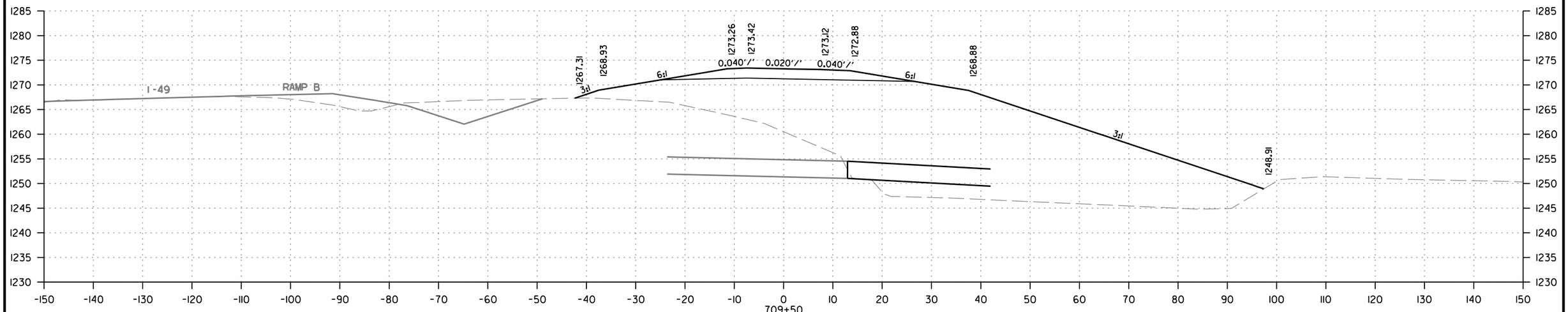
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	114 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	68 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	109 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 707+50 TO STA. 708+50

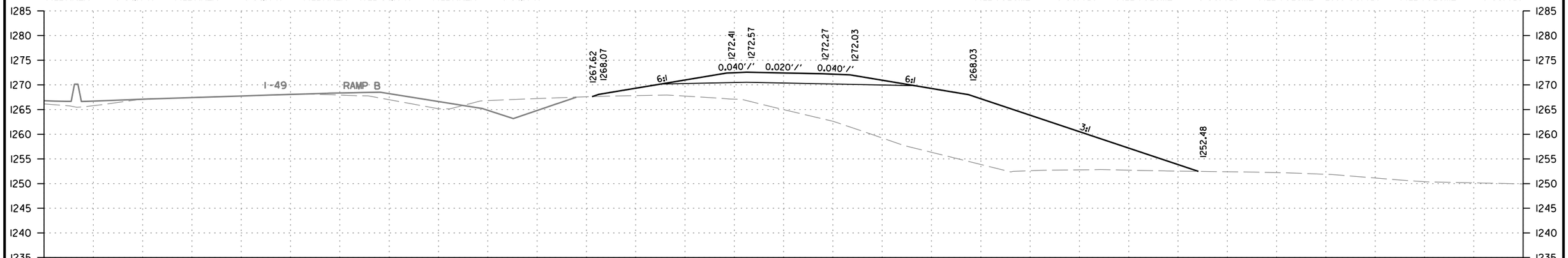
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	583	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1722 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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	2358 CU. YD.	FILL VOLUME	0 CU. YD.



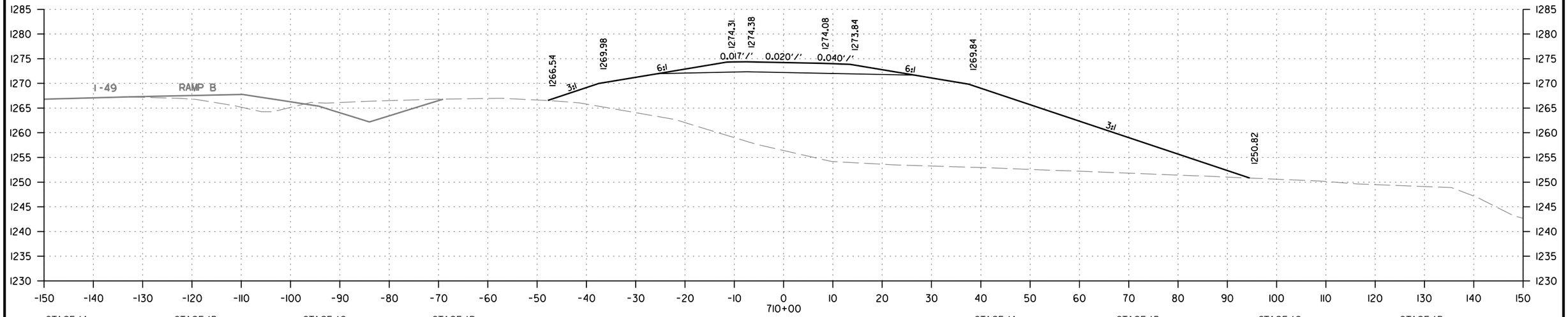
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	825 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1221 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 709+00 TO STA. 709+50

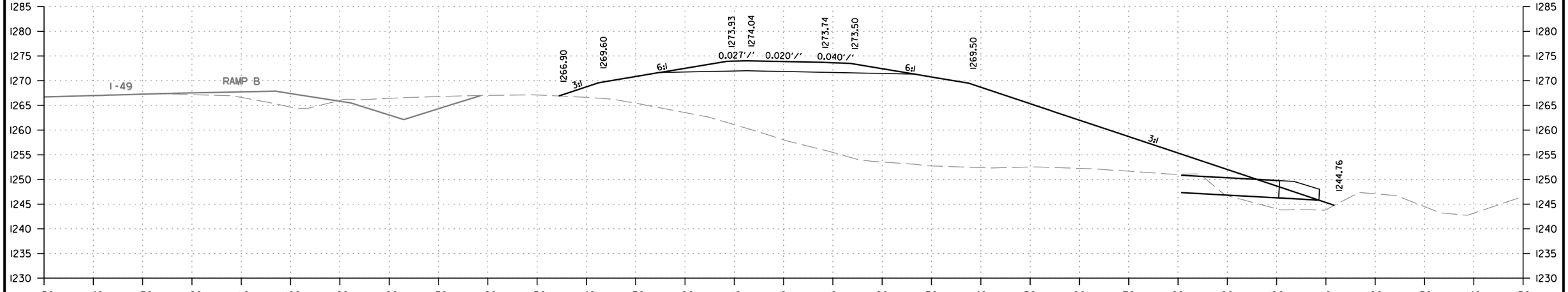
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	584	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1554 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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	971 CU. YD.	FILL VOLUME	0 CU. YD.



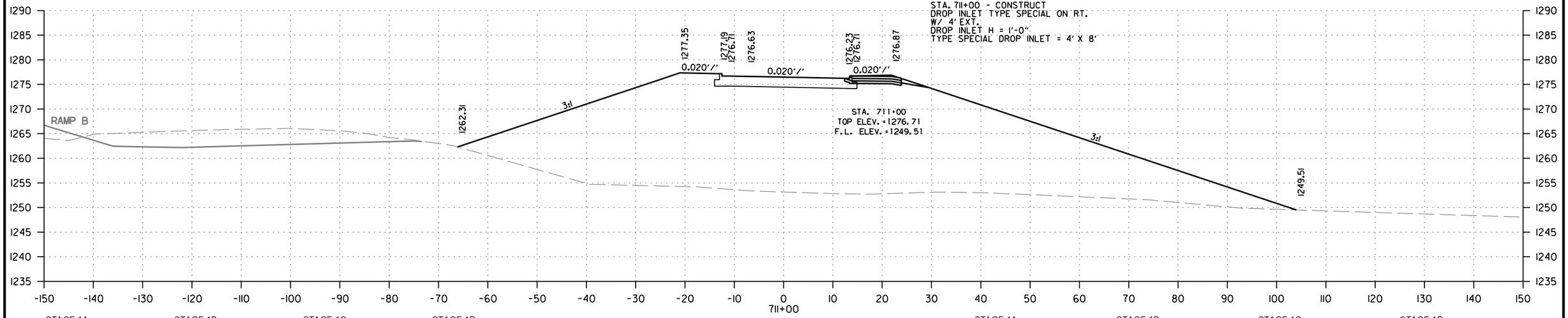
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1529 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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	1987 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 709+83 TO STA. 710+00

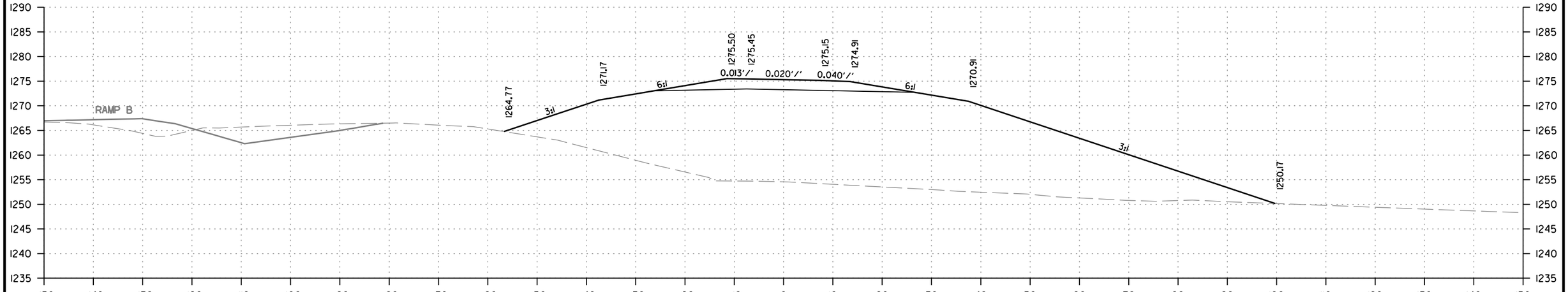
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	585	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2470 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2287 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1851 CU. YD.	FILL VOLUME	0 CU. YD.



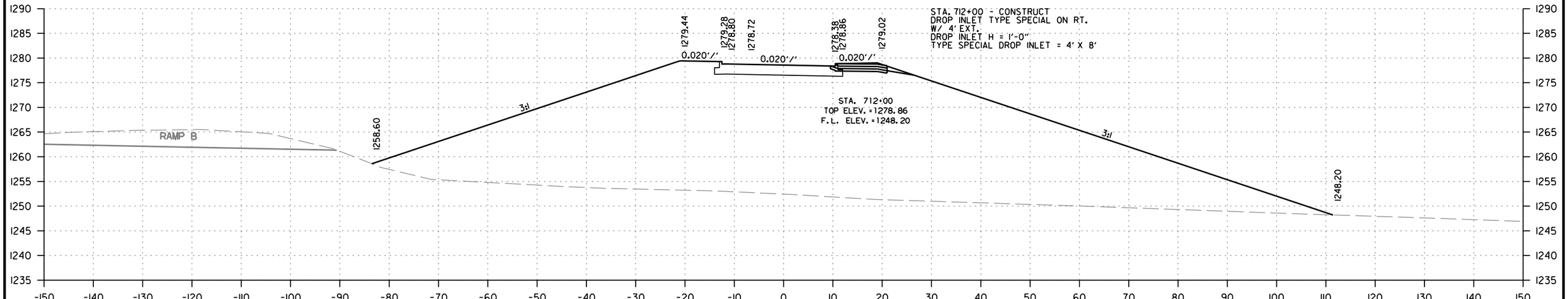
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1999 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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	3290 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 710+50 TO STA. 711+00

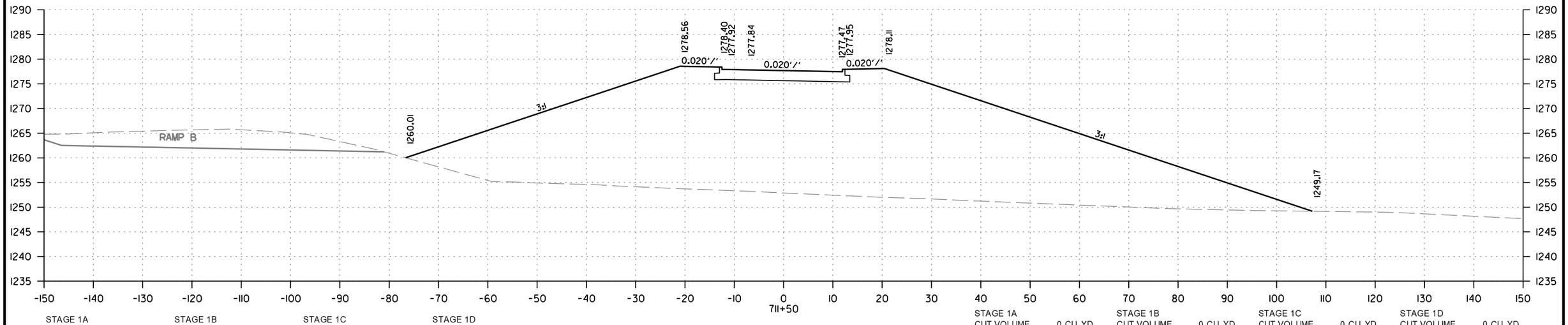
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	586	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3177 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5629 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



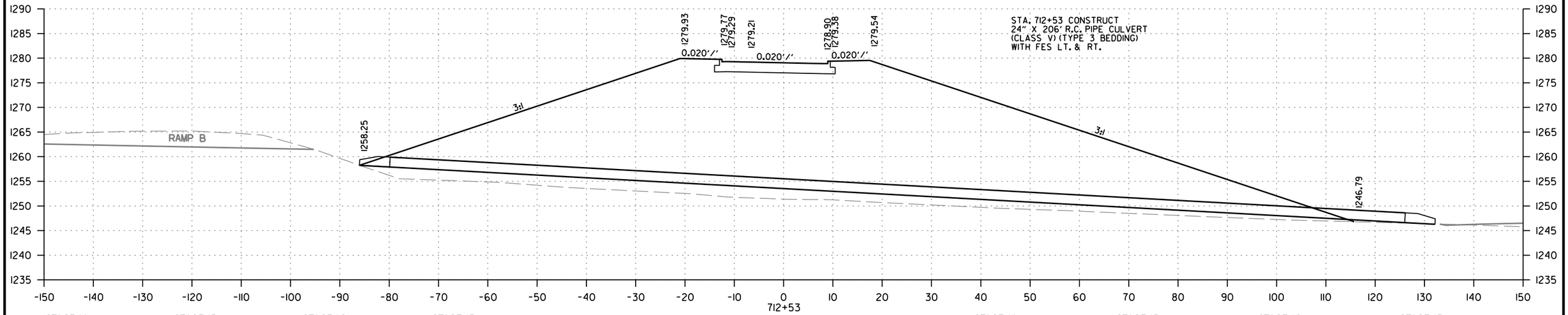
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2902 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	4974 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 711+50 TO STA. 712+00

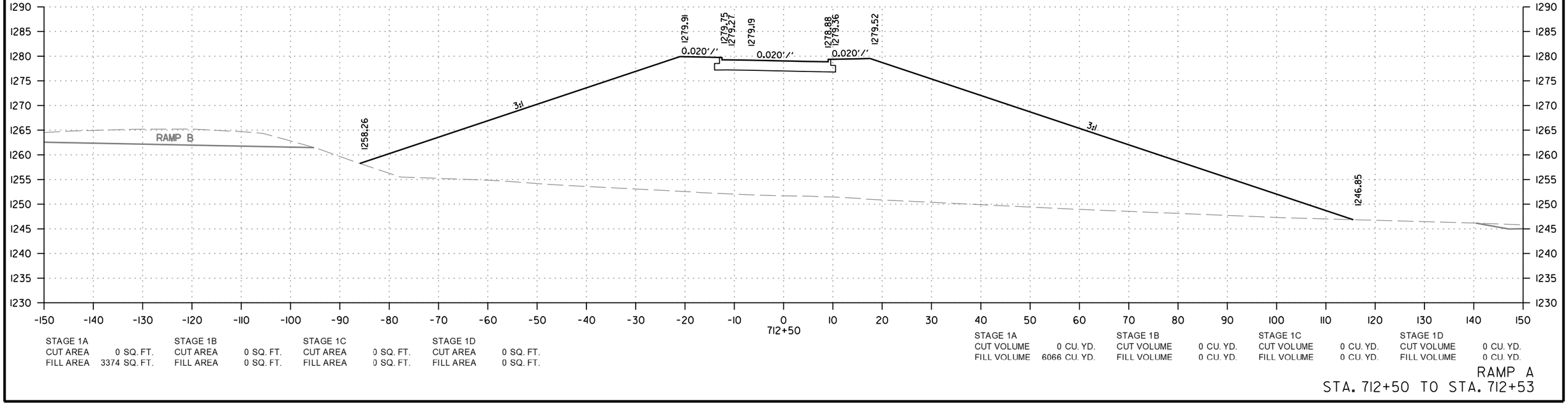
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	587	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3392 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	376 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



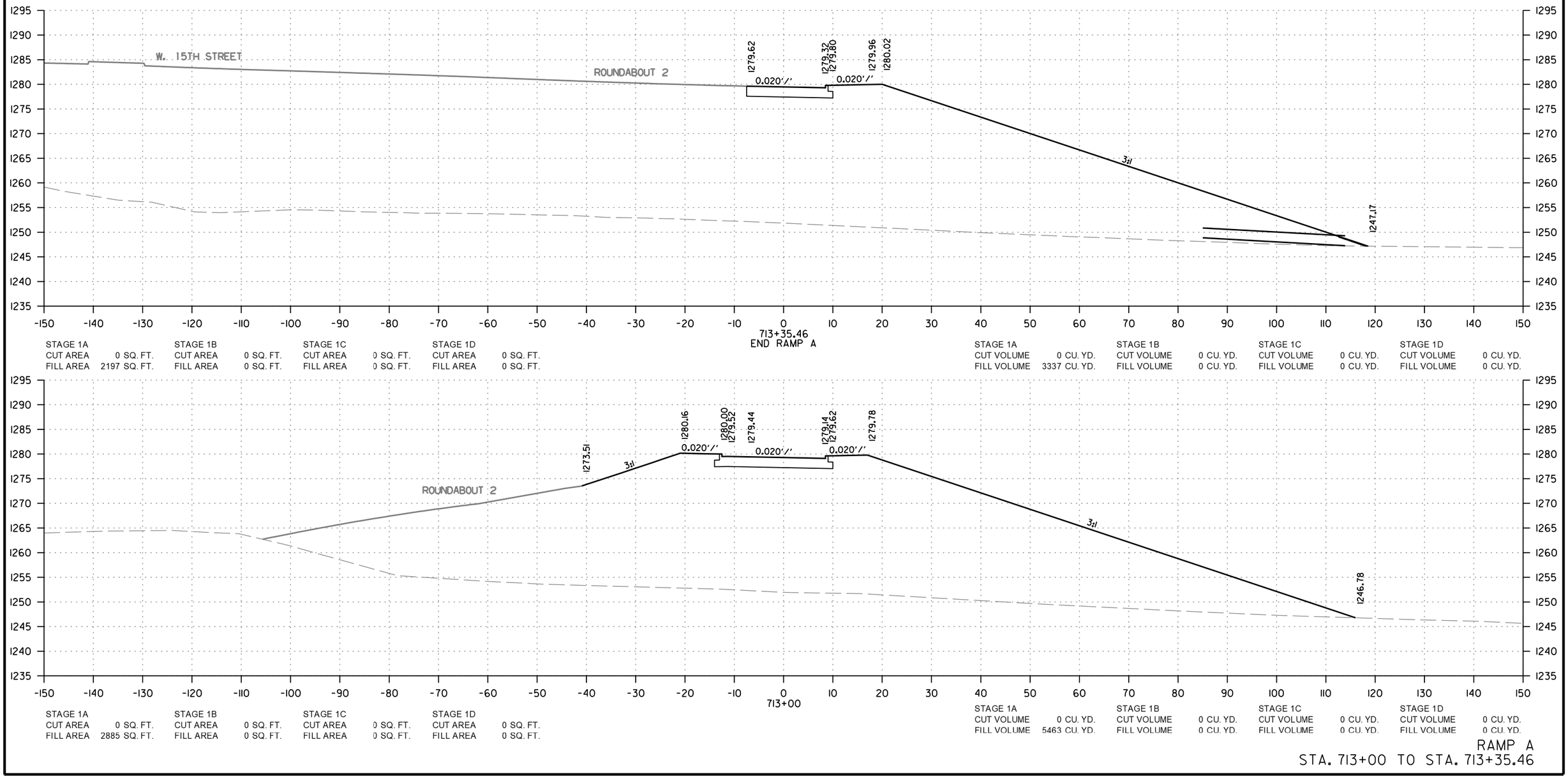
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3374 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	6066 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 712+50 TO STA. 712+53

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	588	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2197 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	3337 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

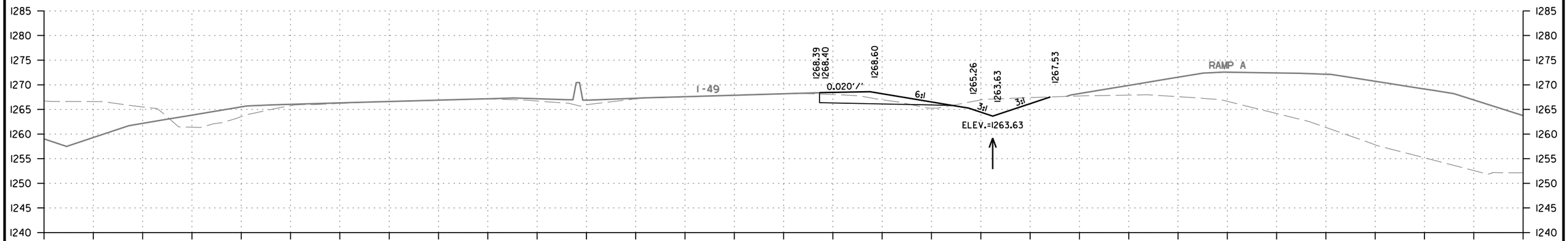
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2885 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5463 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP A
STA. 713+00 TO STA. 713+35.46

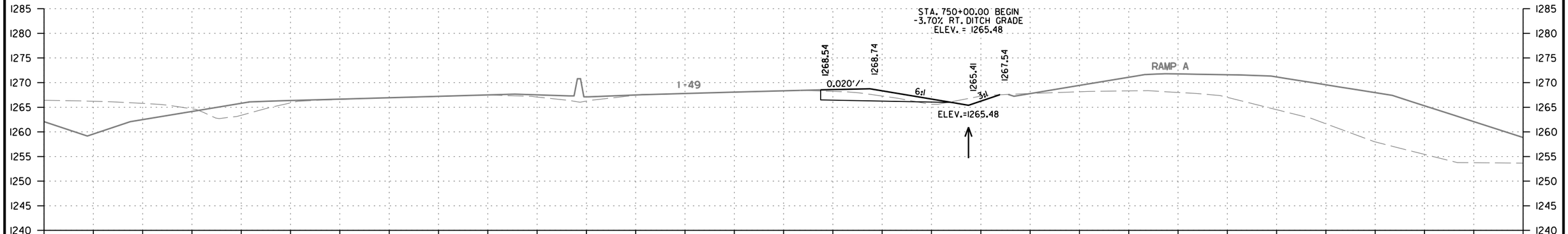
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	589	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	56 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	81 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.



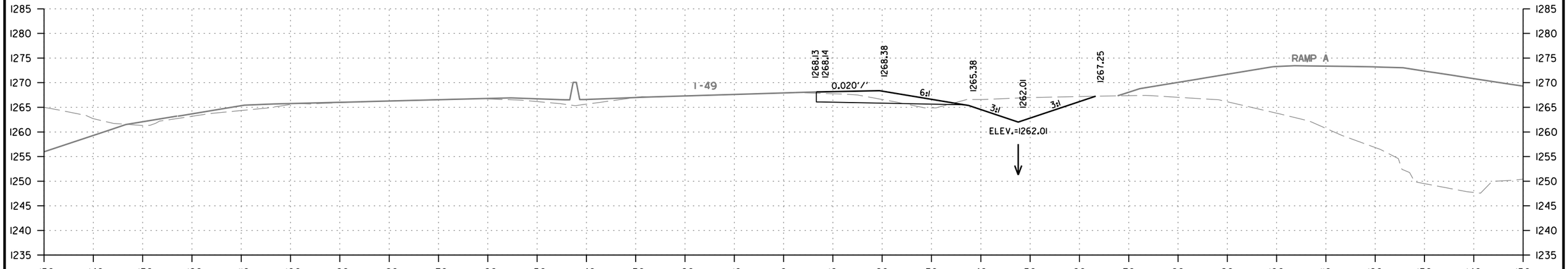
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	31 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

RAMP B
STA. 750+00 TO STA. 750+50

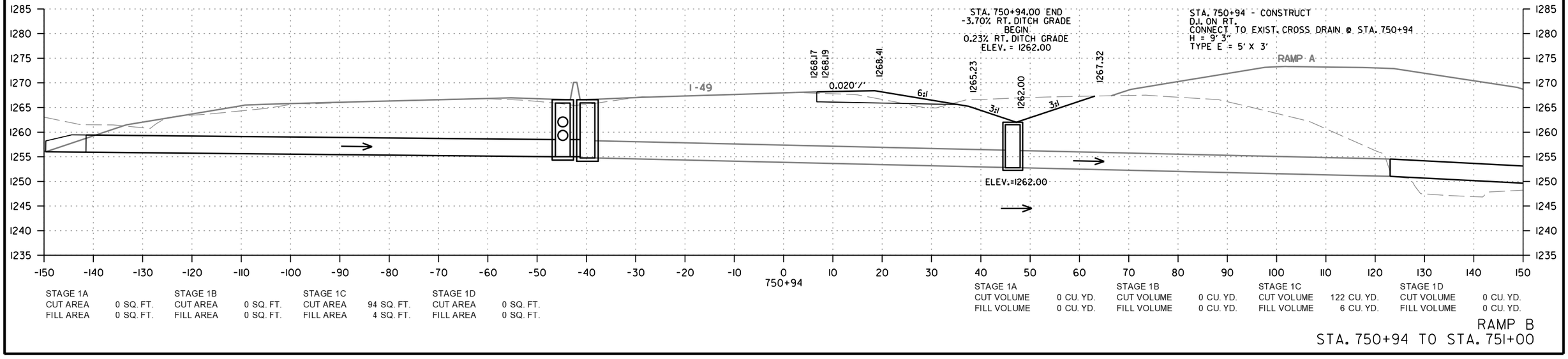
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	590	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	93 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



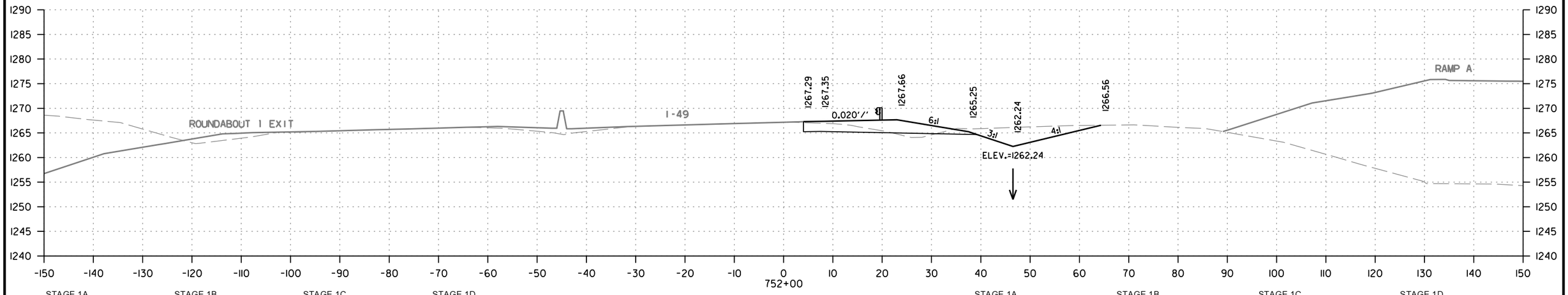
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	94 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	122 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 750+94 TO STA. 751+00

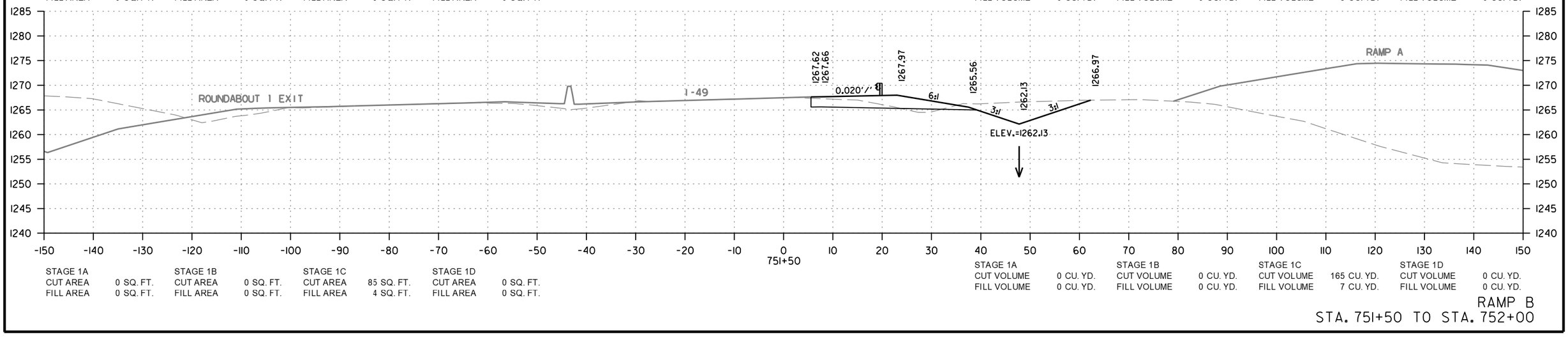
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	591	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	82 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	155 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.



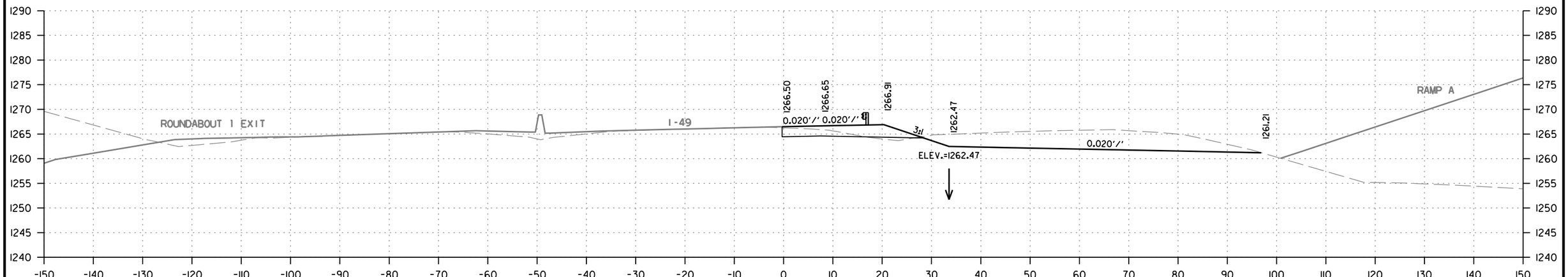
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	85 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	165 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 751+50 TO STA. 752+00

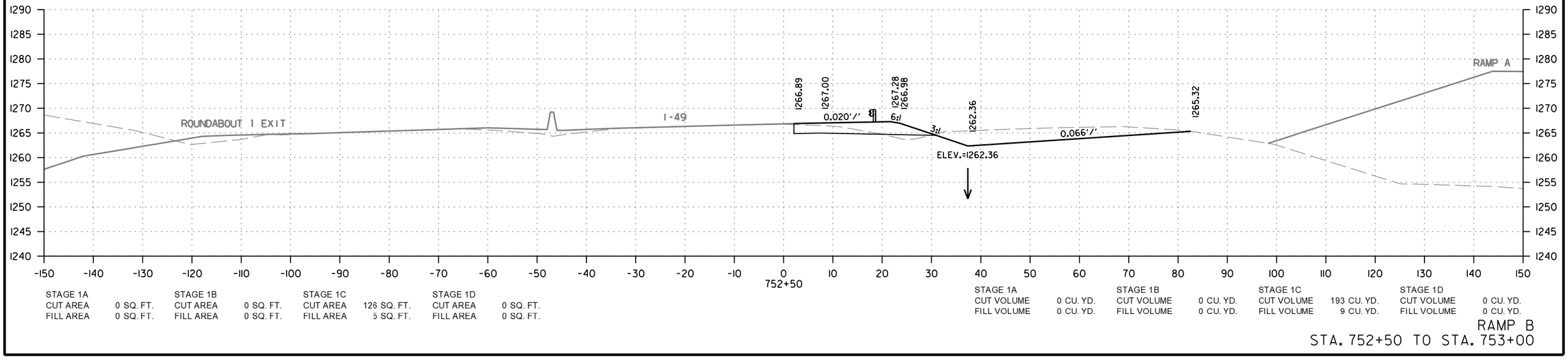
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	592	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	219 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	319 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	0 CU. YD.



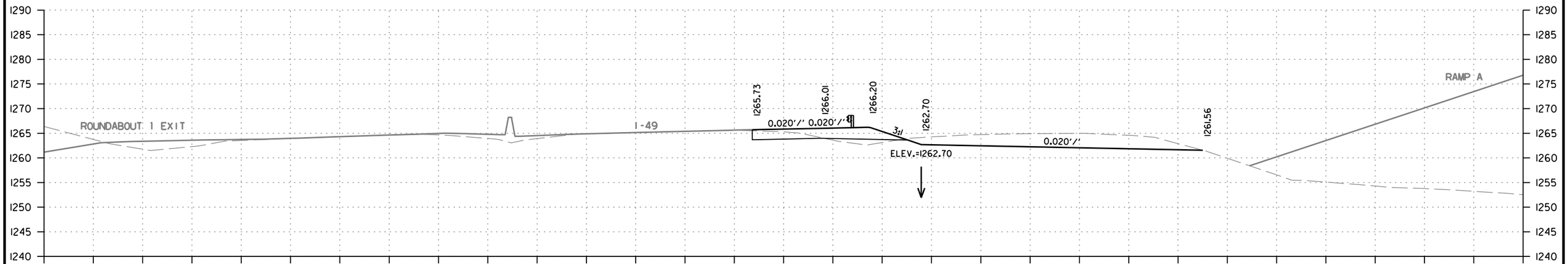
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	126 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	193 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 752+50 TO STA. 753+00

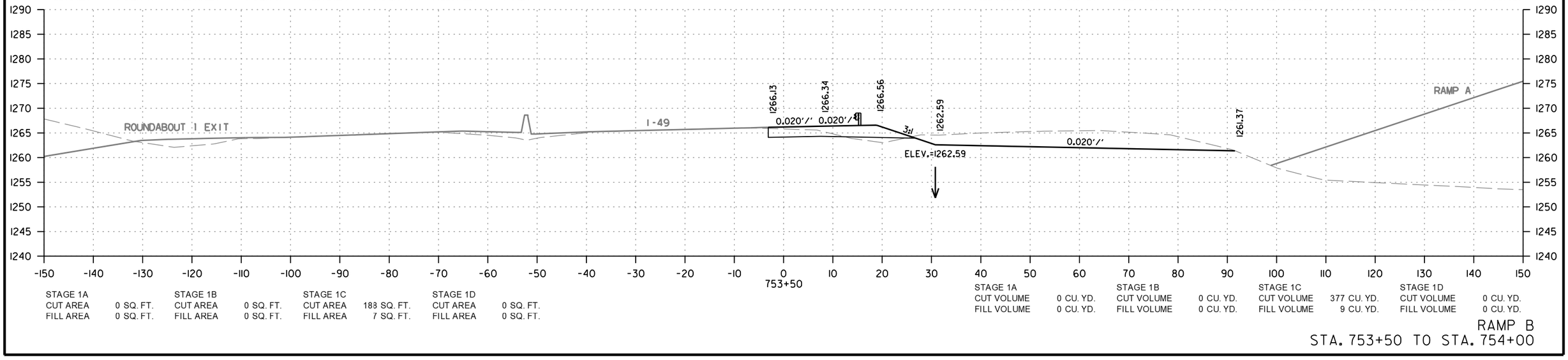
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	593	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	150 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	313 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	15 CU. YD.	FILL VOLUME	0 CU. YD.



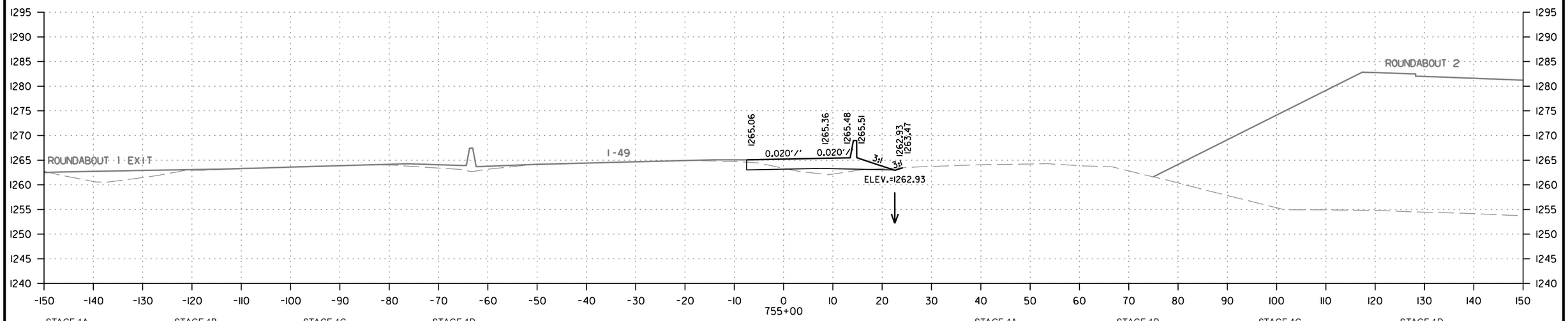
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	188 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	377 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 753+50 TO STA. 754+00

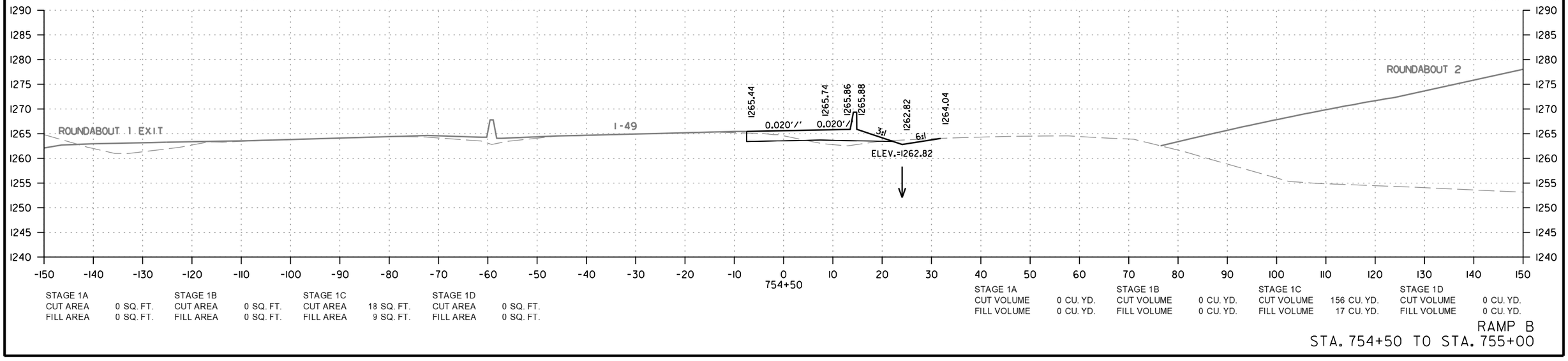
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	594	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	9 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	11 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	25 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	19 CU. YD.	FILL VOLUME	0 CU. YD.



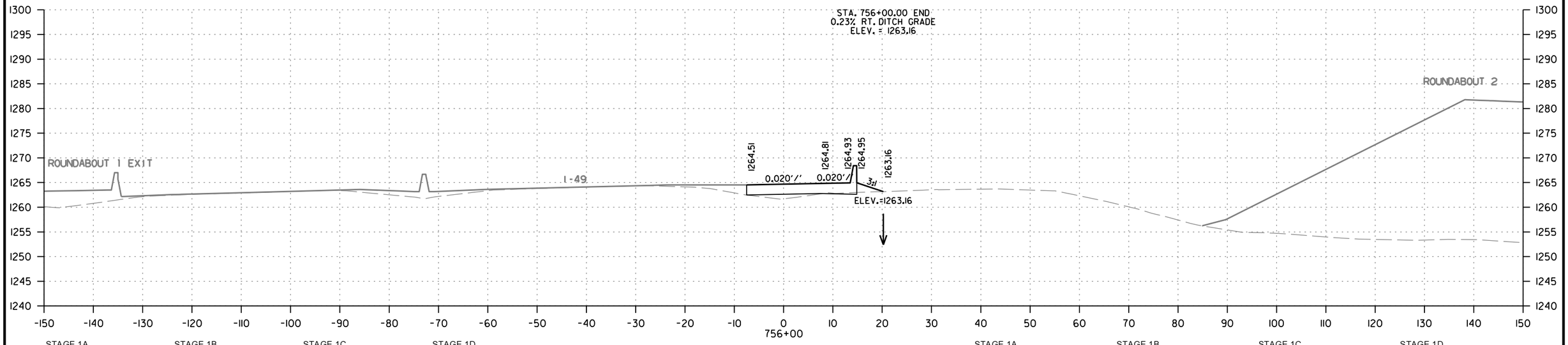
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	18 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	156 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 754+50 TO STA. 755+00

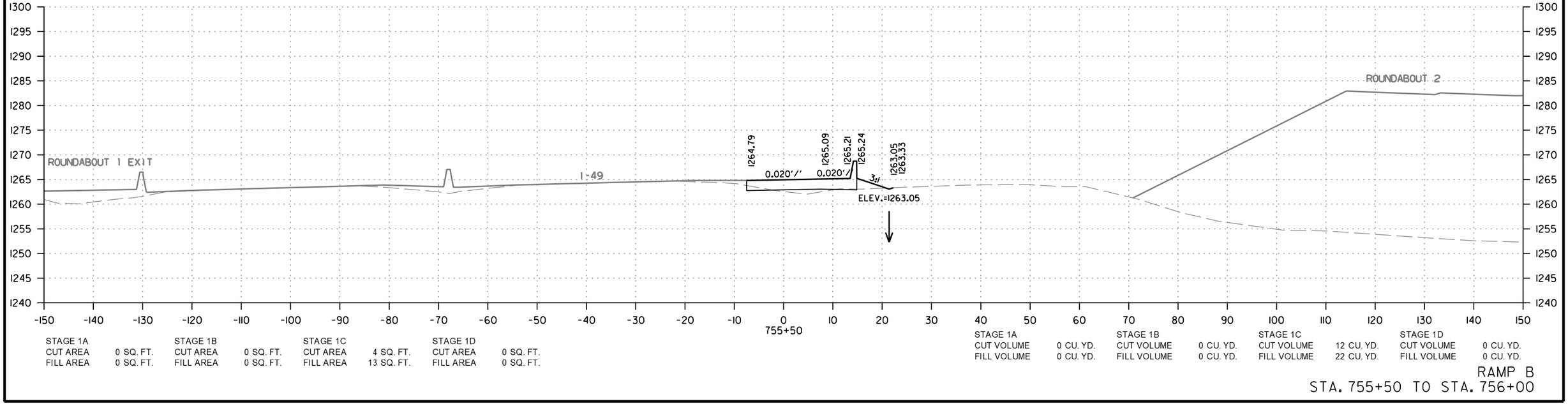
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	595	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	24 CU. YD.	FILL VOLUME	0 CU. YD.



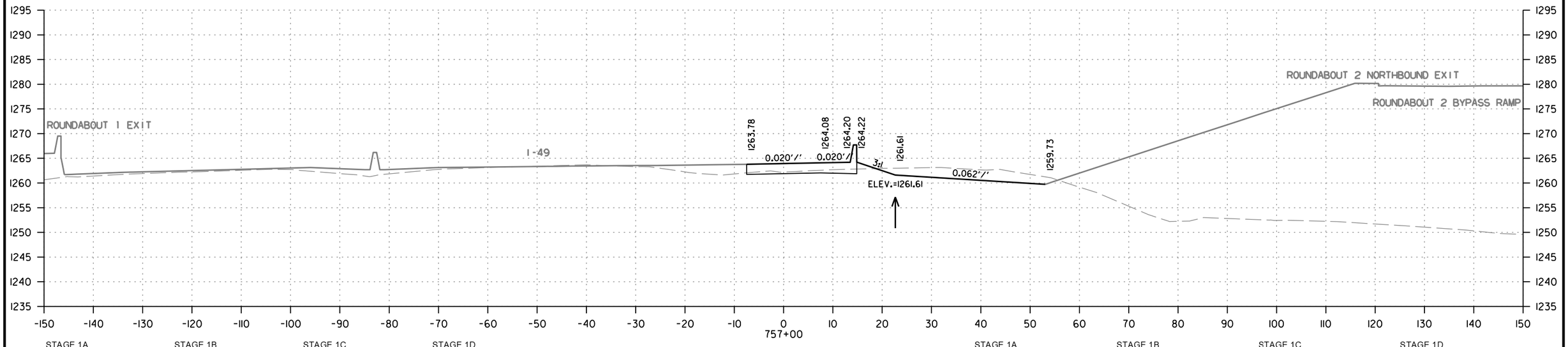
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	22 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 755+50 TO STA. 756+00

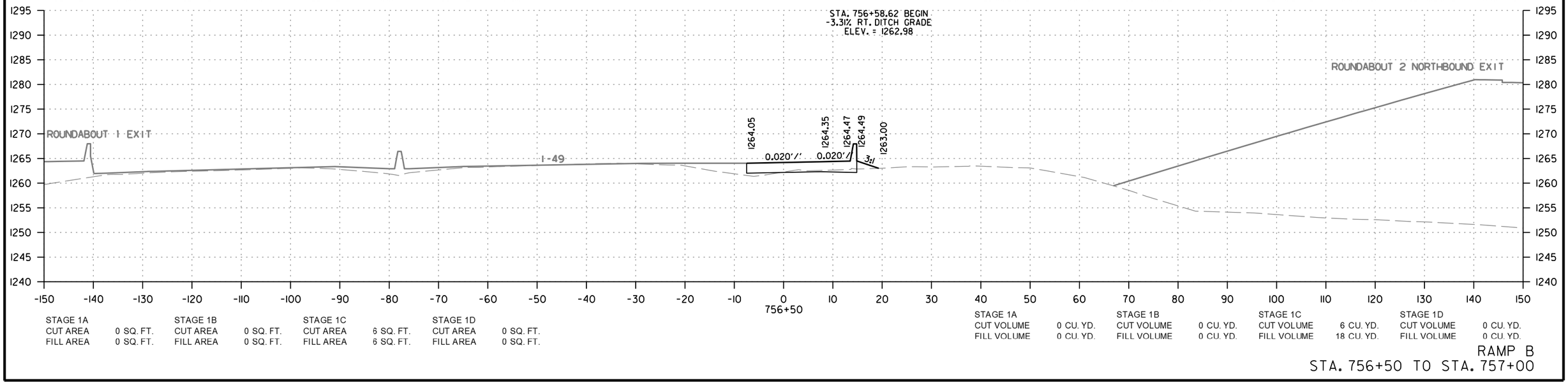
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	596	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	75 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	75 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.



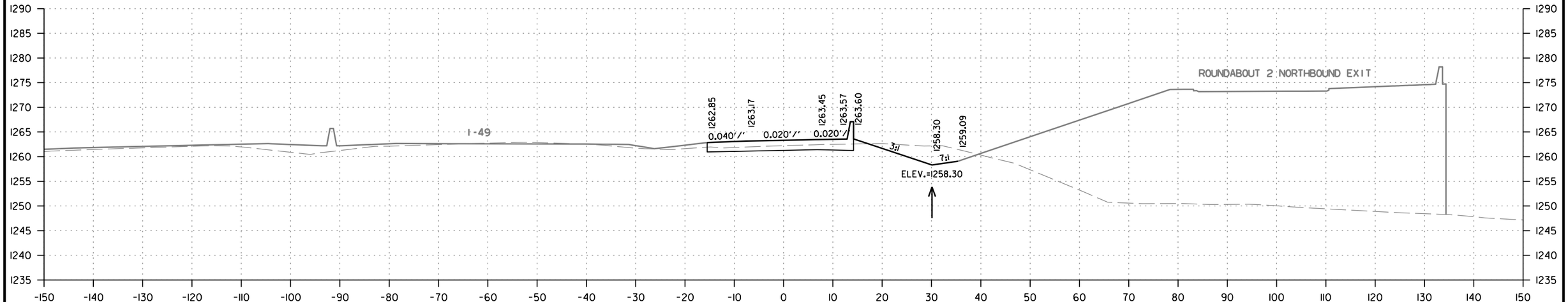
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	18 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 756+50 TO STA. 757+00

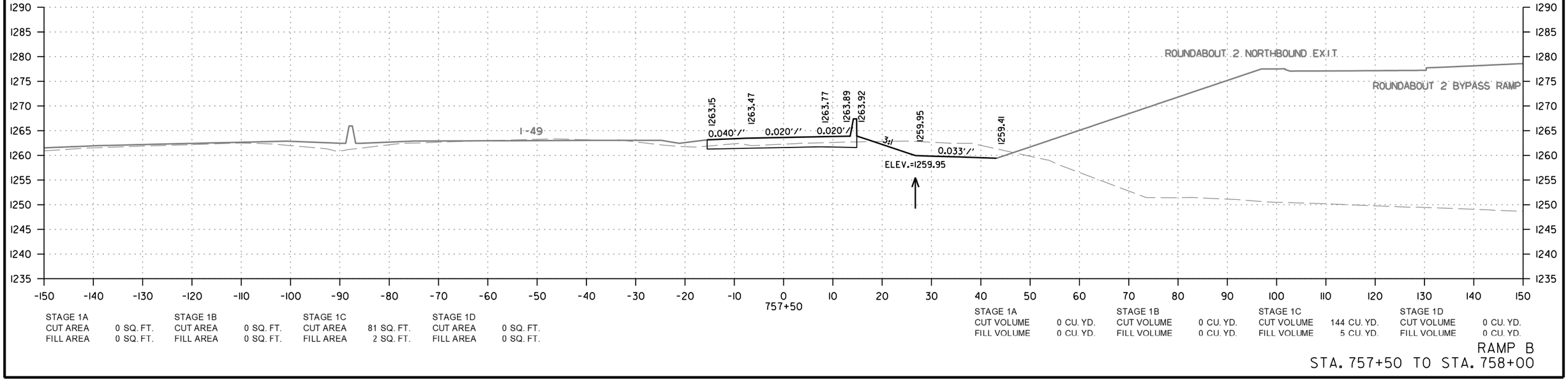
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	597	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	71 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	141 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



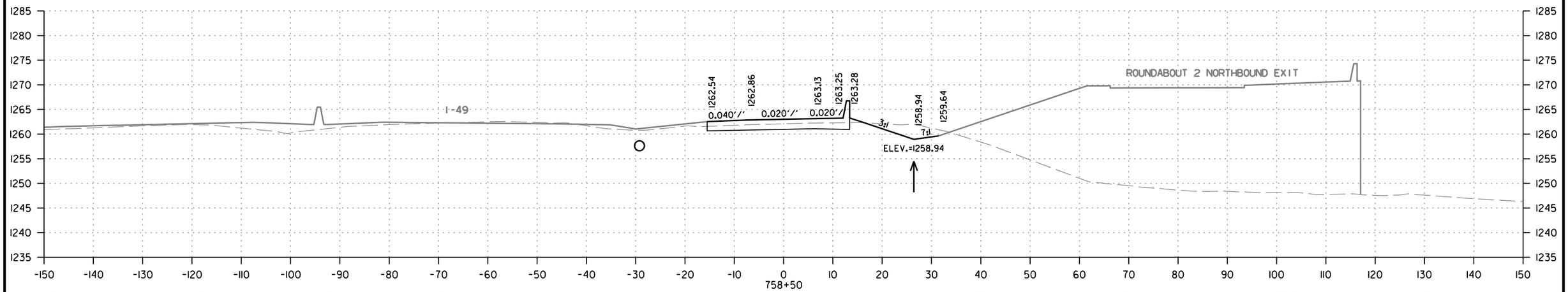
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	81 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	144 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 757+50 TO STA. 758+00

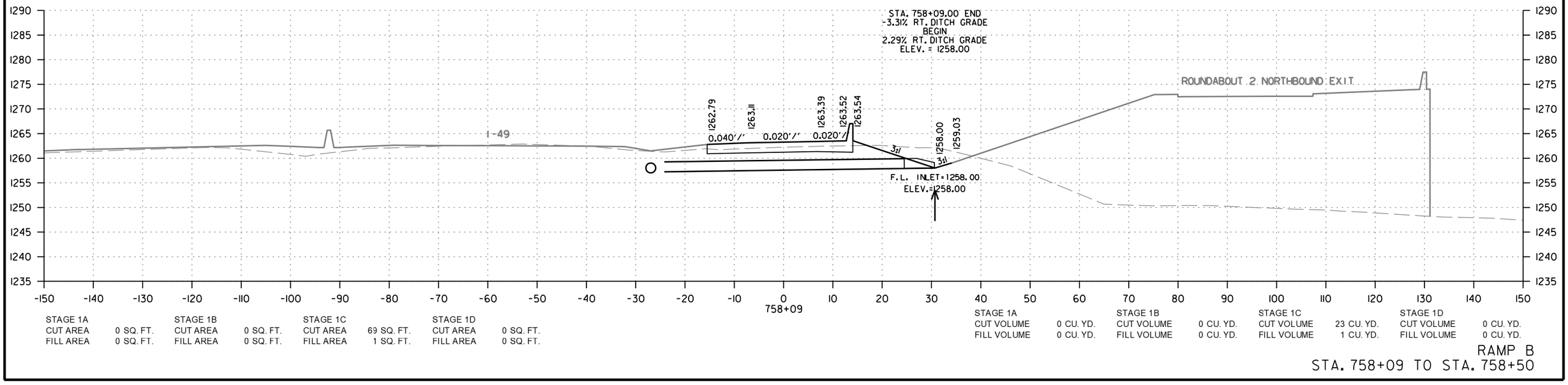
CD41256 2/21/2024
RO40846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	598	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	58 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	96 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



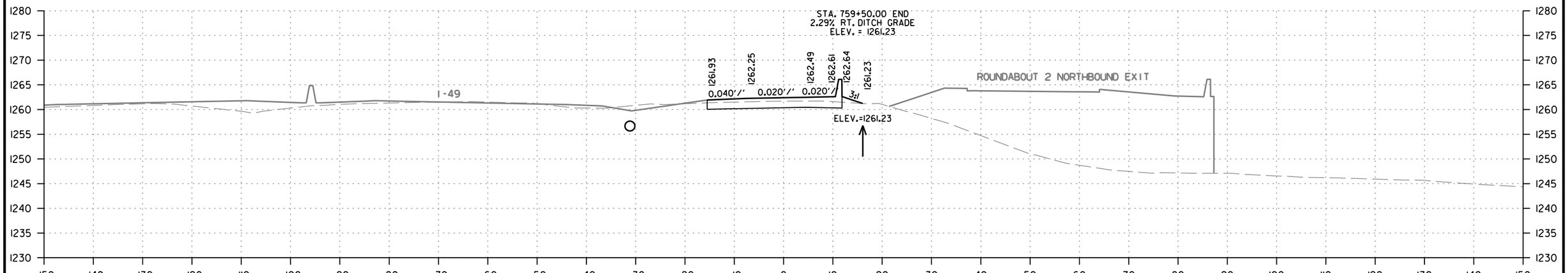
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	69 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	23 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 758+09 TO STA. 758+50

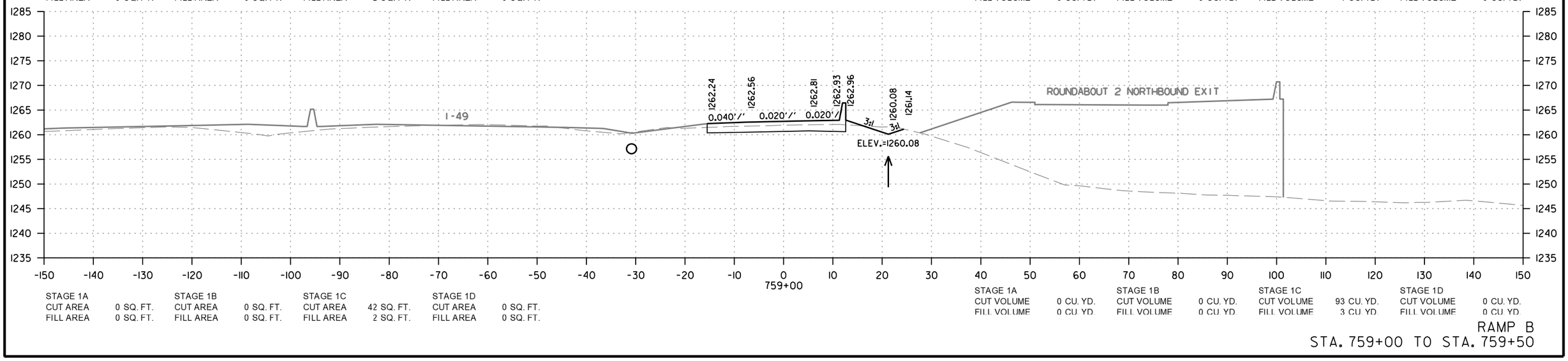
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	599	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	72 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.



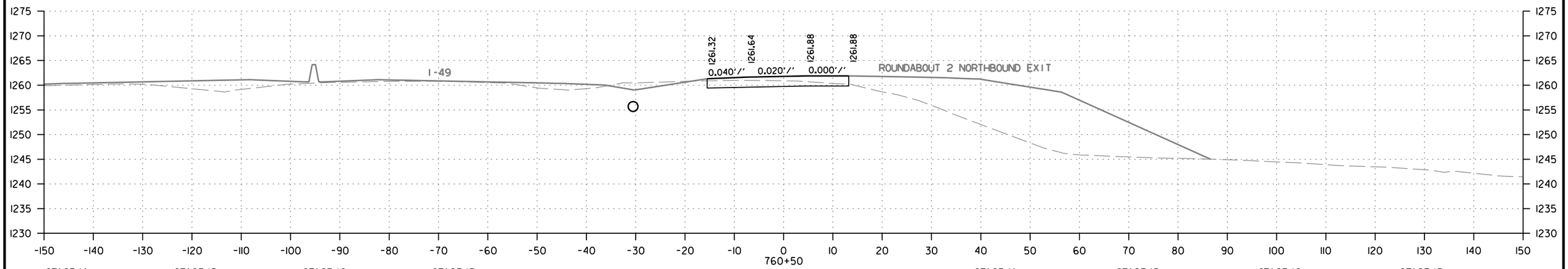
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	42 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	93 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 759+00 TO STA. 759+50

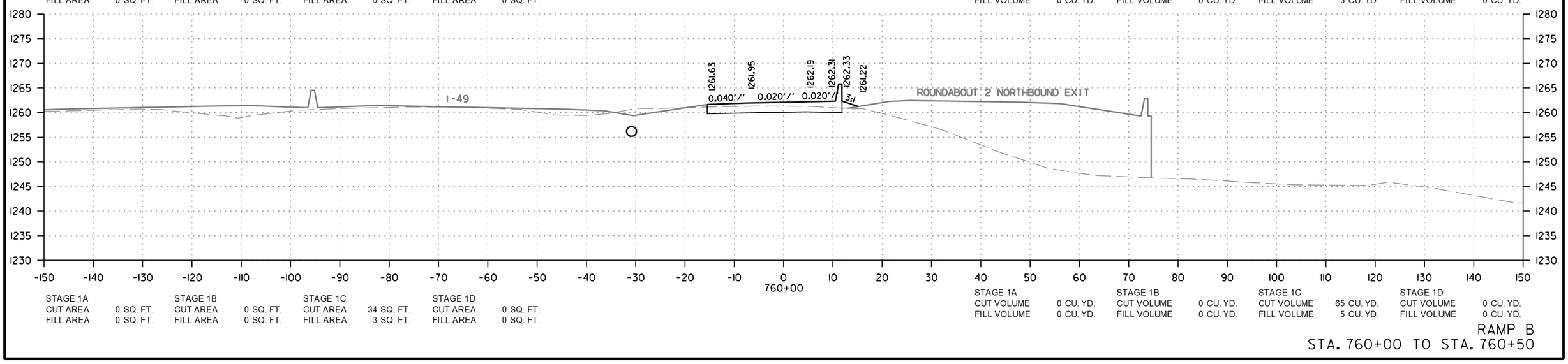
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	600	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	31 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	60 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



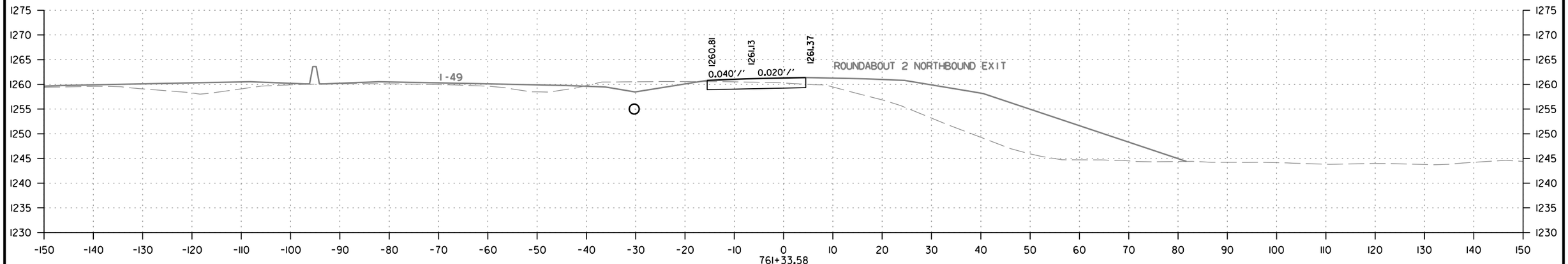
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	65 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.

RAMP B
STA. 760+00 TO STA. 760+50

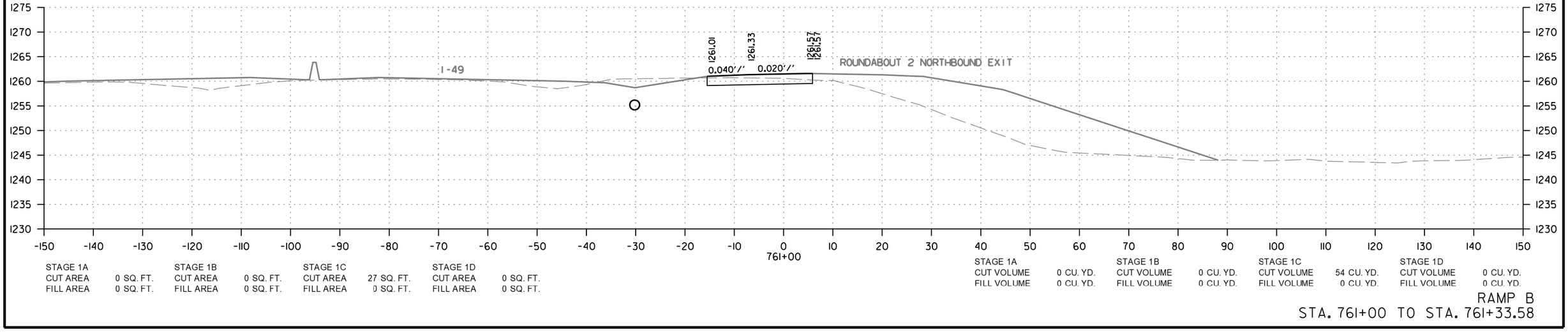
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	601	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	25 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	32 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.



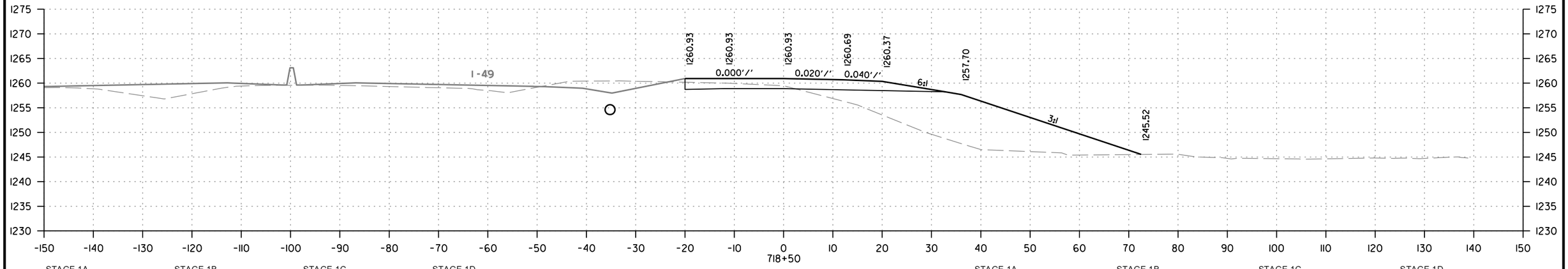
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	27 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	54 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.

RAMP B
STA. 761+00 TO STA. 761+33.58

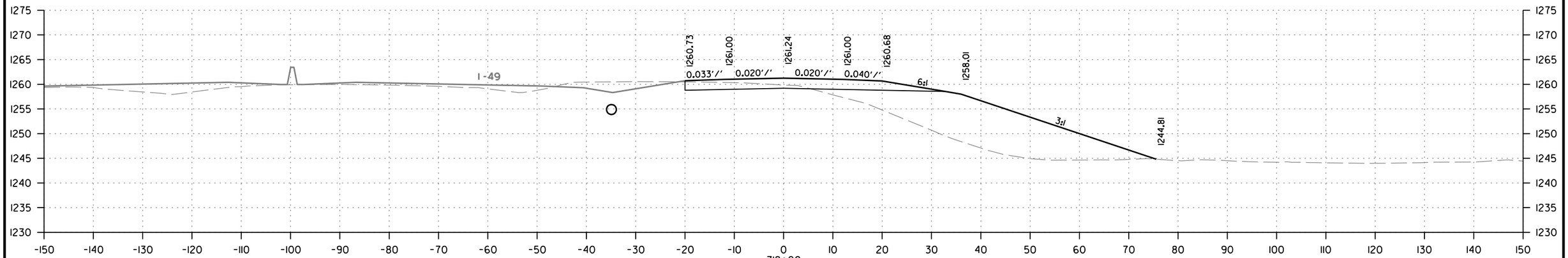
CD41256 2/21/2024
RO40846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	602	832
		CROSS SECTIONS				



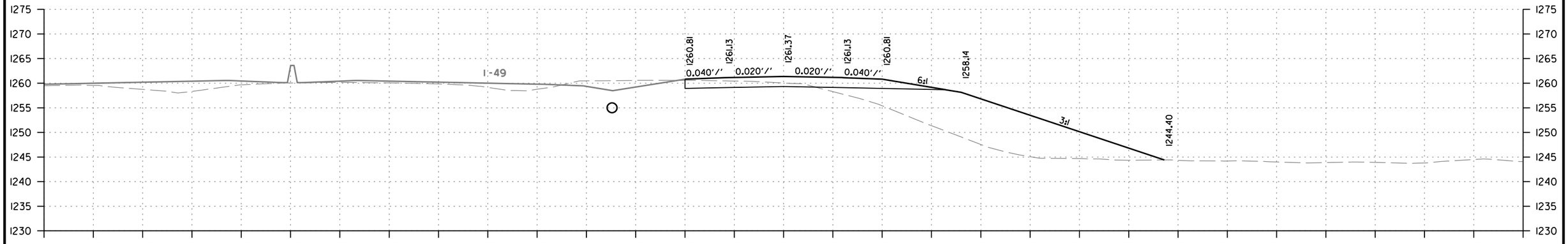
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	370 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	45 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	696 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	28 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	382 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	23 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	304 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



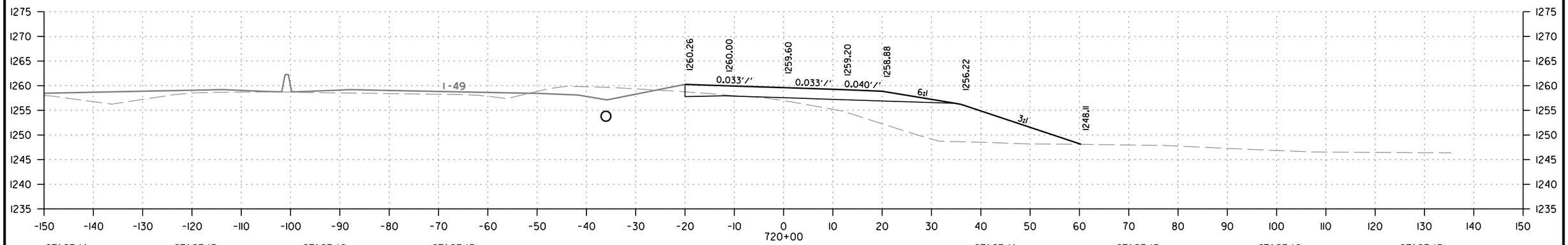
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	29 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	373 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

S. FUTRALL DR. COMBINED LANES
STA. 717+78.24 TO STA. 718+50

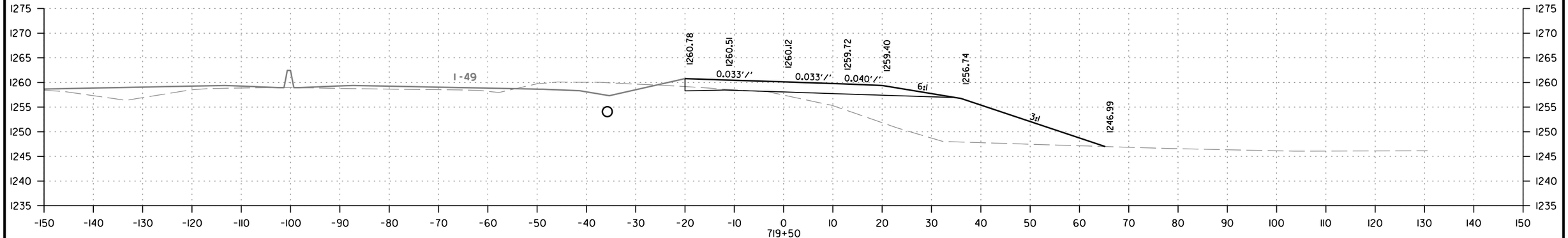
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	603	832
		CROSS SECTIONS				



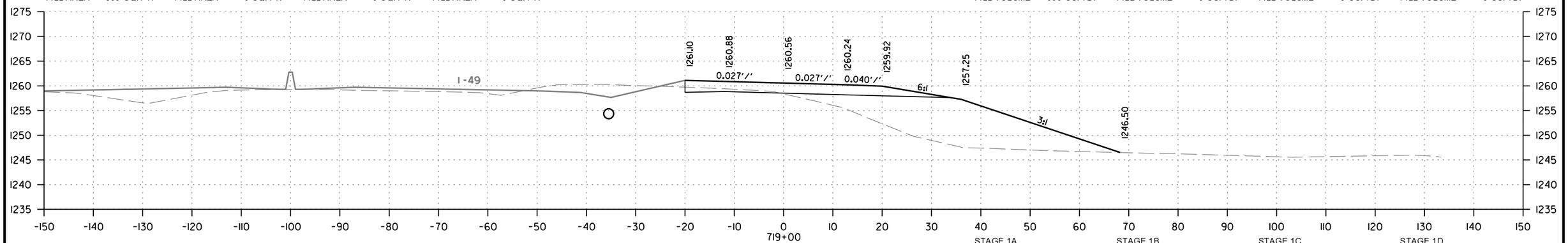
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	5 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	248 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	9 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	516 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	5 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	309 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	15 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	600 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



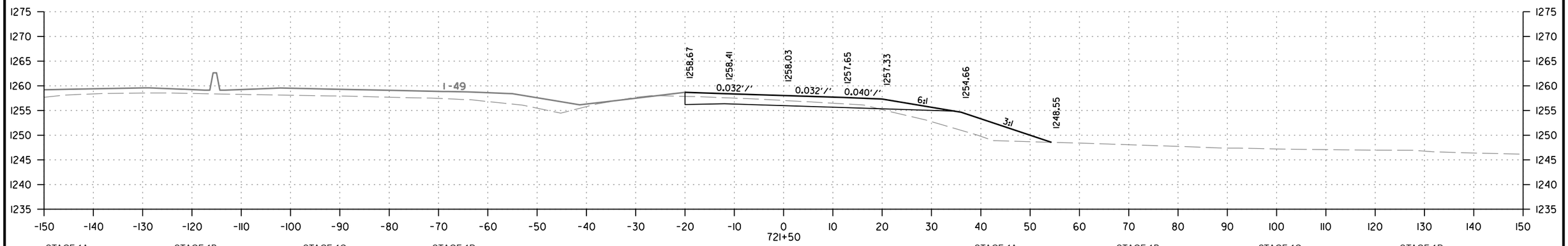
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	11 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	339 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	30 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	656 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. FUTRALL DR. COMBINED LANES
STA. 719+00 TO STA. 720+00

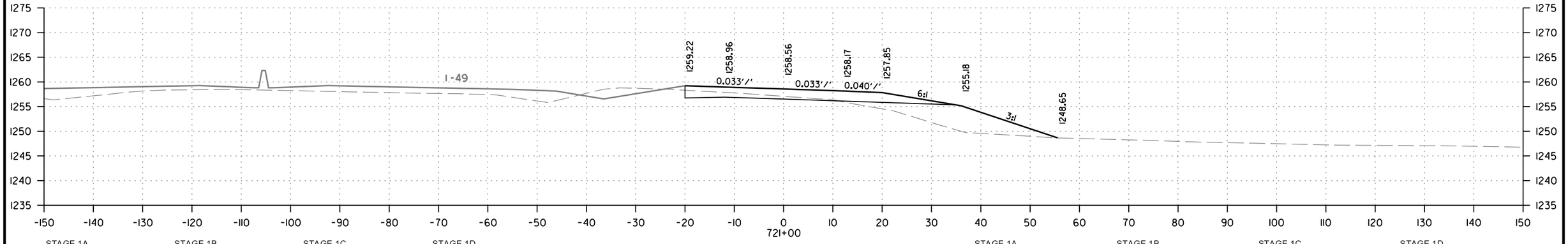
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	604	832
		CROSS SECTIONS				



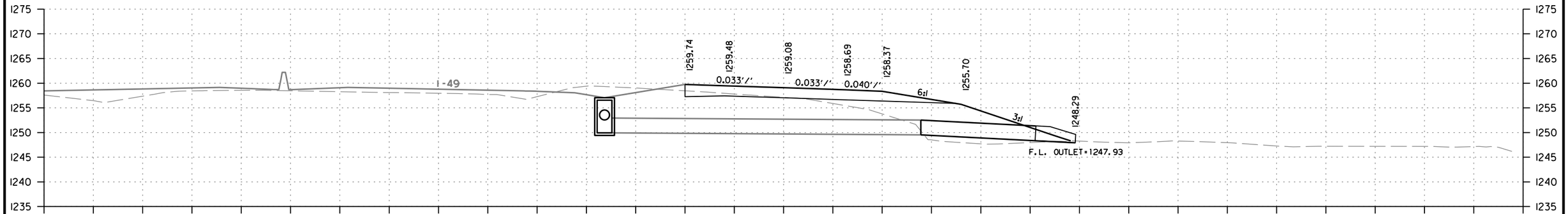
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	40 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	75 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	58 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	171 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	23 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	110 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	31 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	287 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



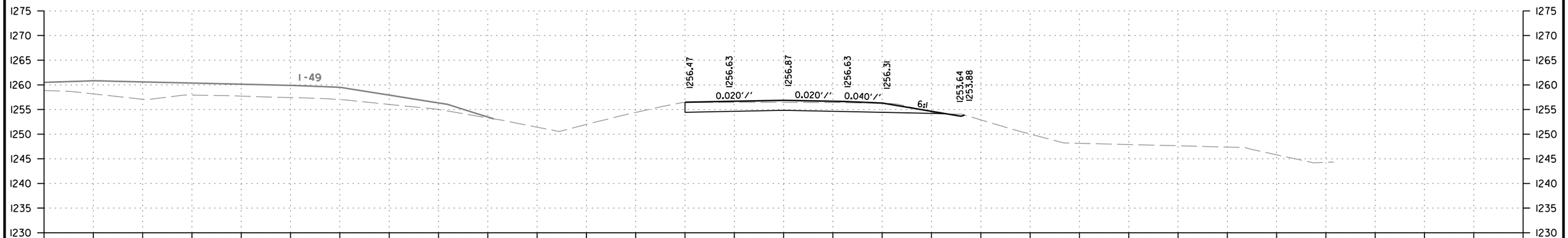
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	11 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	200 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	15 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	415 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. FUTRALL DR. COMBINED LANES
STA. 720+50 TO STA. 721+50

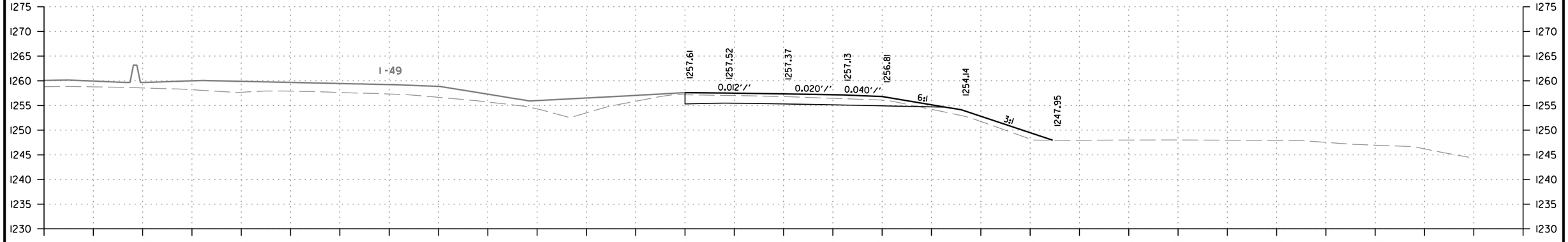
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	605	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	85 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	133 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	22 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



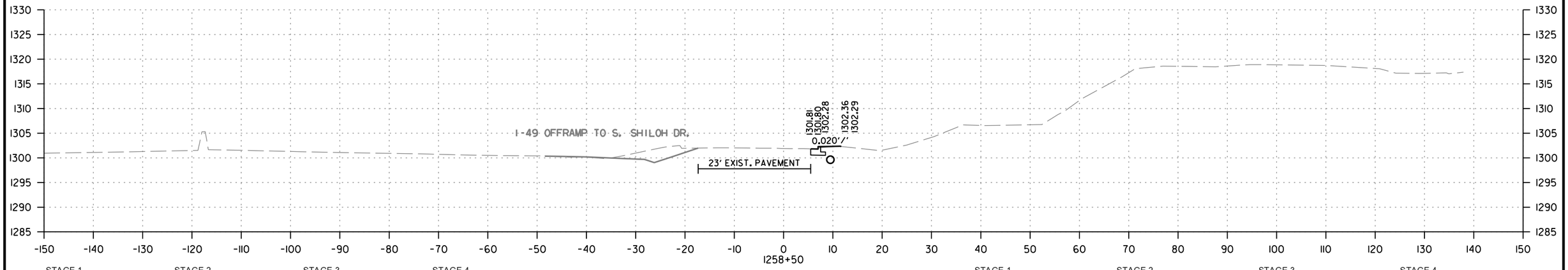
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	63 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	25 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	95 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	93 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. FUTRALL DR. COMBINED LANES
STA. 722+00 TO STA. 722+48.43

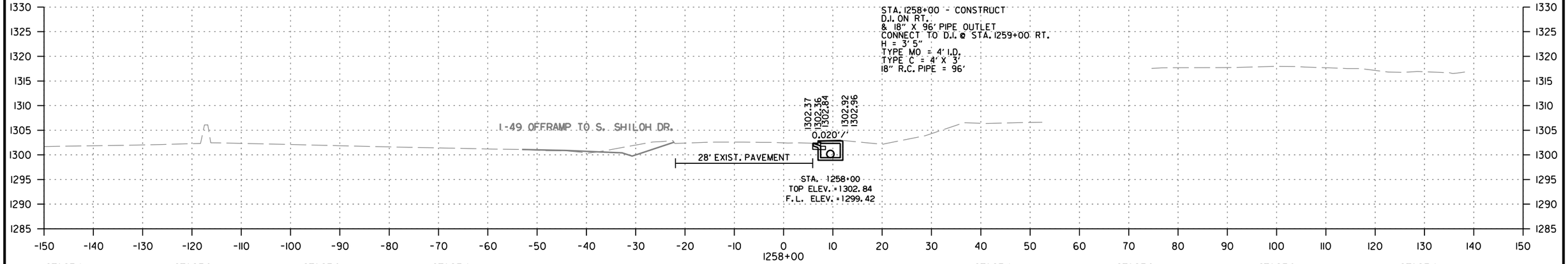
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	606	832
		CROSS SECTIONS				



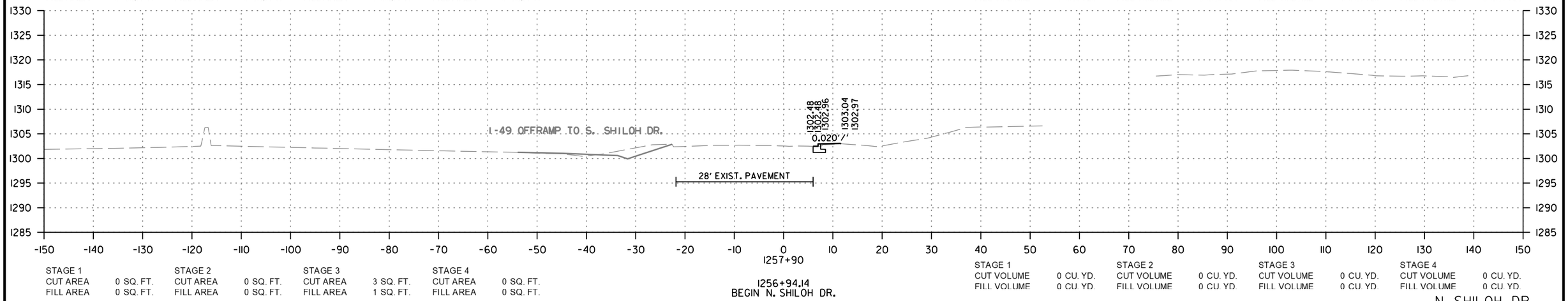
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 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.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	1 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.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

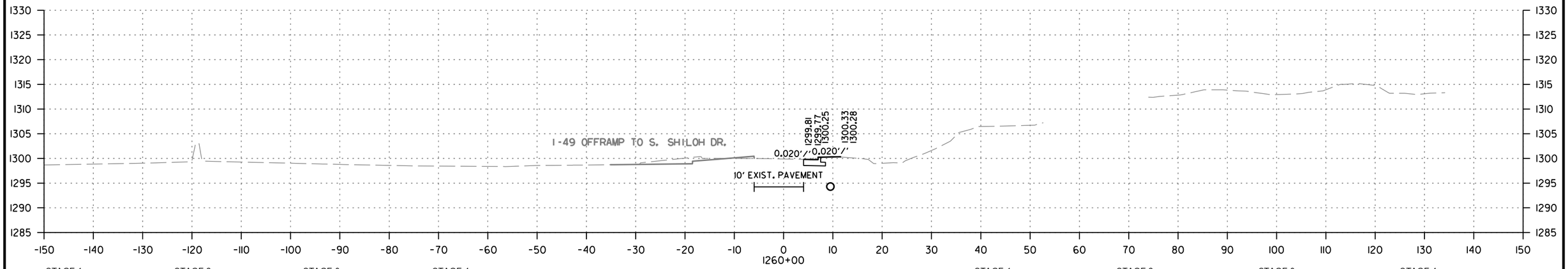
1256+94.14
BEGIN N. SHILOH DR.

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.

N. SHILOH DR.
STA. 1257+90 TO STA. 1258+50

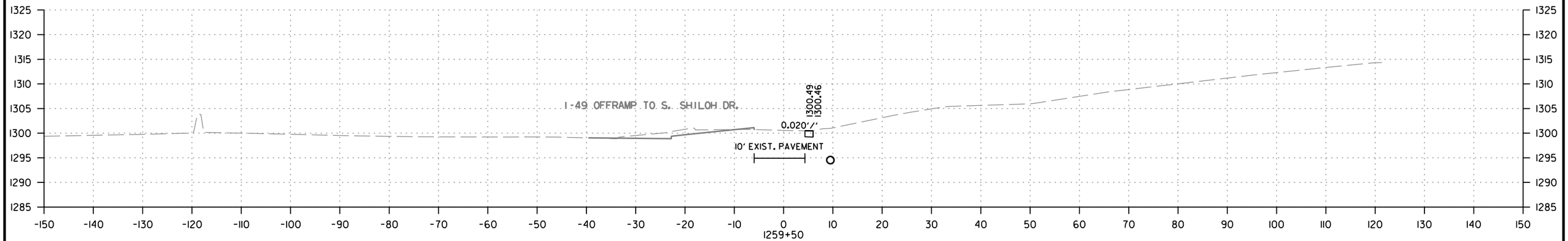
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	607	832
		CROSS SECTIONS				



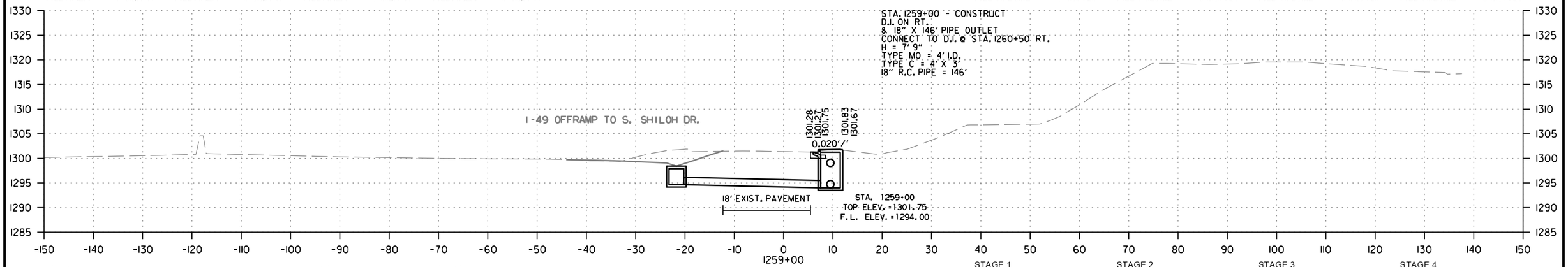
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	7 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.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	5 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.



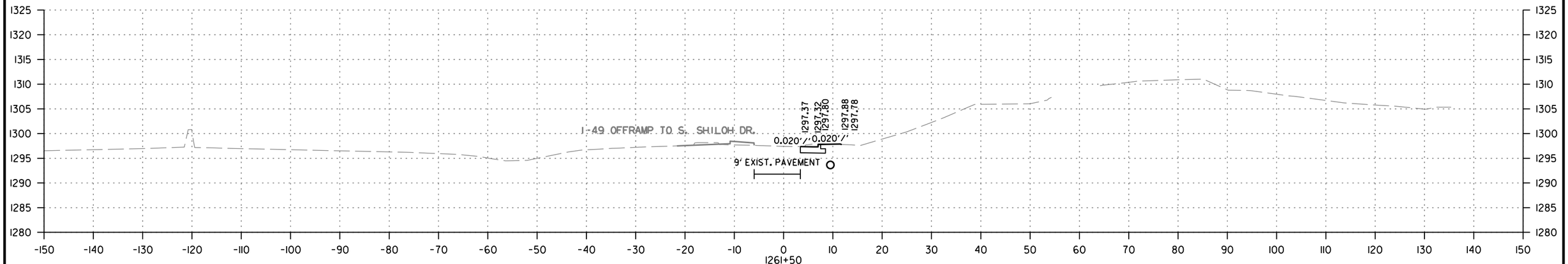
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 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.

N. SHILOH DR.
STA. 1259+00 TO STA. 1260+00

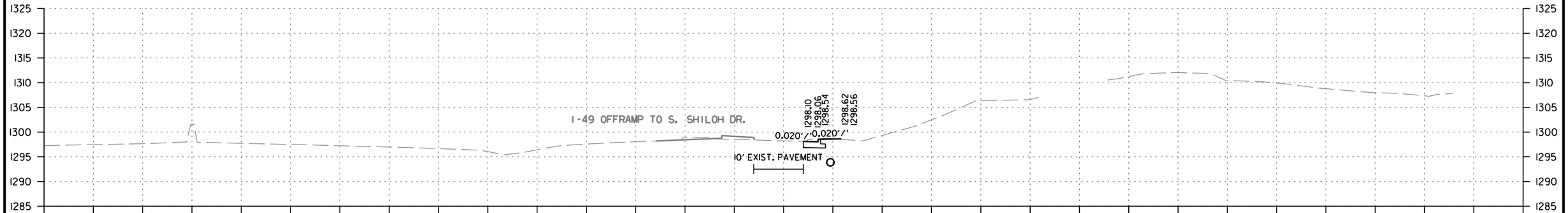
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	608	832
		CROSS SECTIONS				



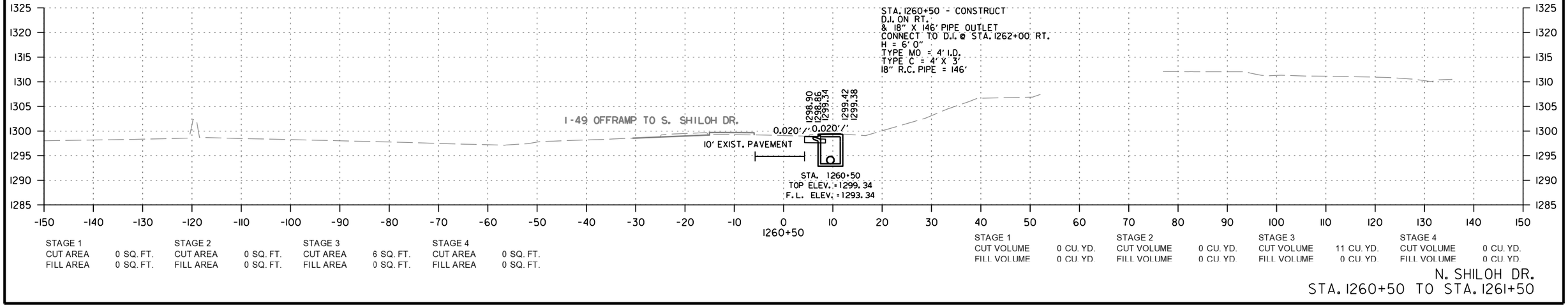
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	14 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.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	12 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.



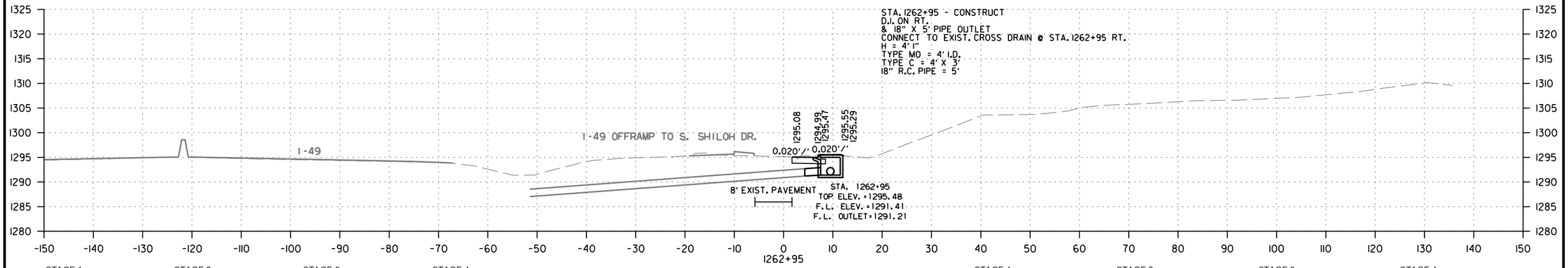
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	11 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.

N. SHILOH DR.
STA. 1260+50 TO STA. 1261+50

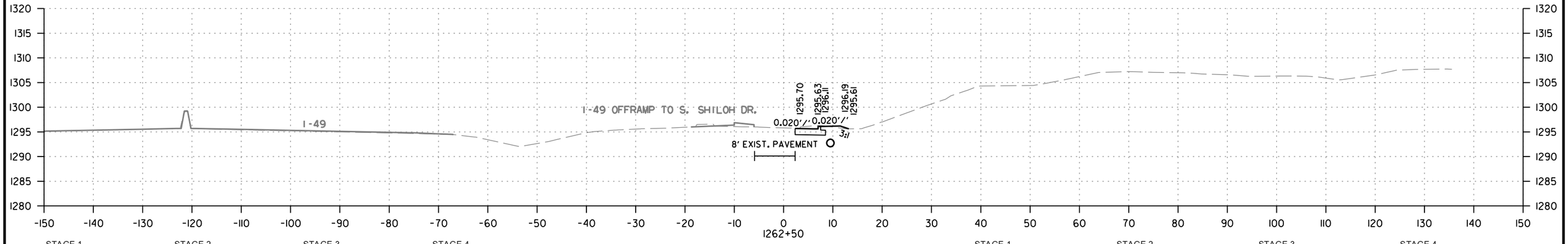
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	609	832
		CROSS SECTIONS				



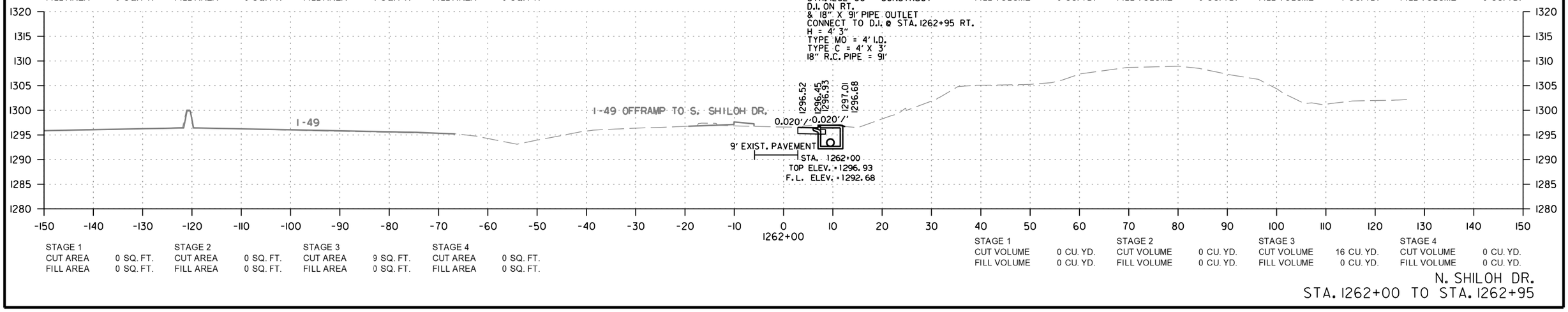
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	17 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 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	18 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



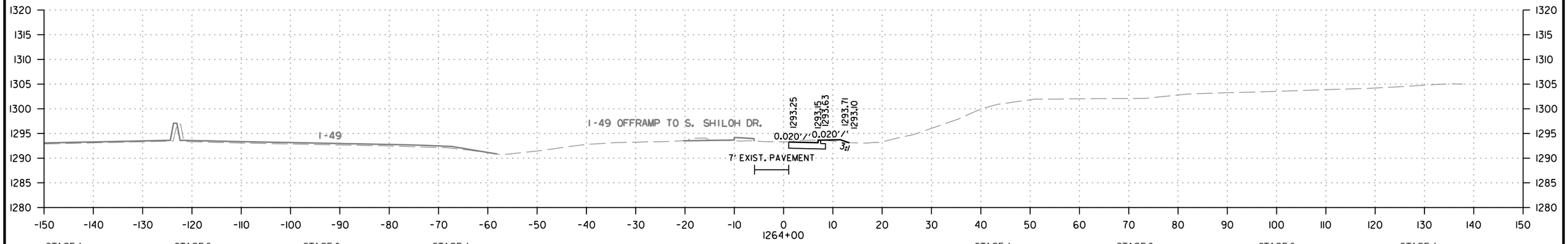
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	9 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	16 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.

N. SHILOH DR.
STA. 1262+00 TO STA. 1262+95

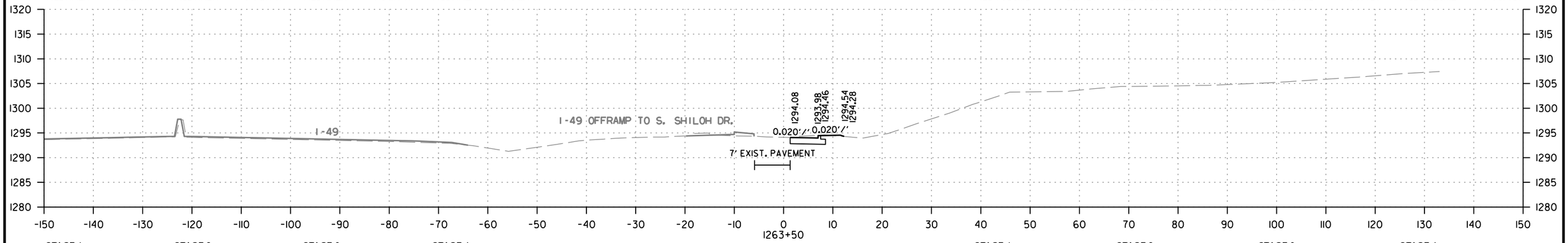
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	610	832
		CROSS SECTIONS				



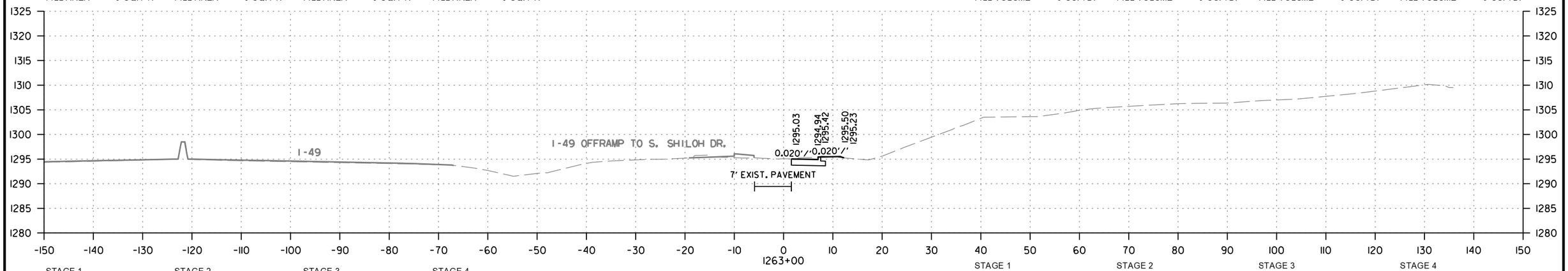
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	12 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	19 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.



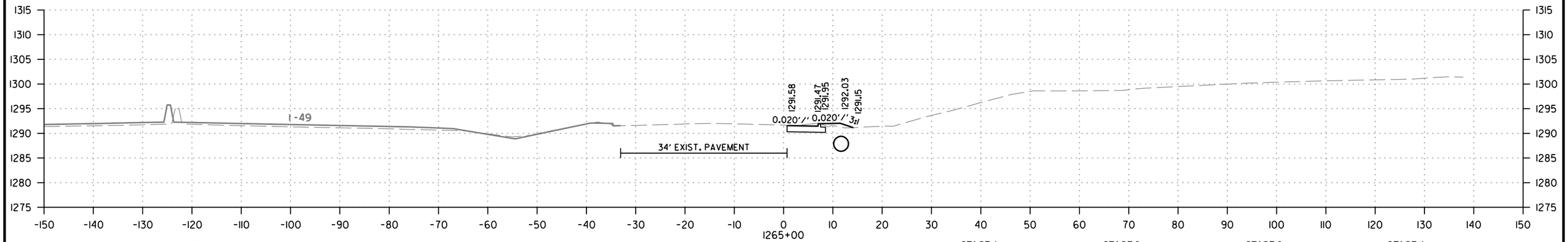
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 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.

CD41256 2/21/2024
R040846B.DGN

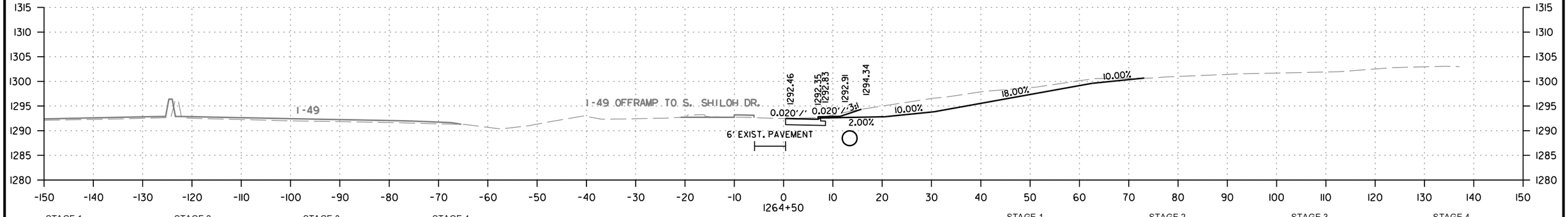
N. SHILOH DR.
STA. 1263+00 TO STA. 1264+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	611	832
		CROSS SECTIONS				



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

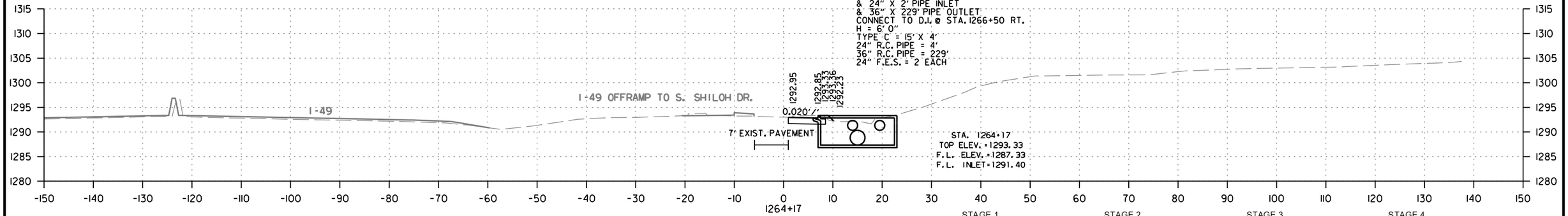
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	22 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	15 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 1264+17 - CONSTRUCT
D.I. ON RT.
& 24" X 2' PIPE INLET
& 24" X 2' PIPE INLET
& 36" X 229' PIPE OUTLET
CONNECT TO D.I. @ STA. 1266+50 RT.
H = 6' 0"
TYPE C = 15' X 4'
24" R.C. PIPE = 4'
36" R.C. PIPE = 229'
24" F.E.S. = 2 EACH



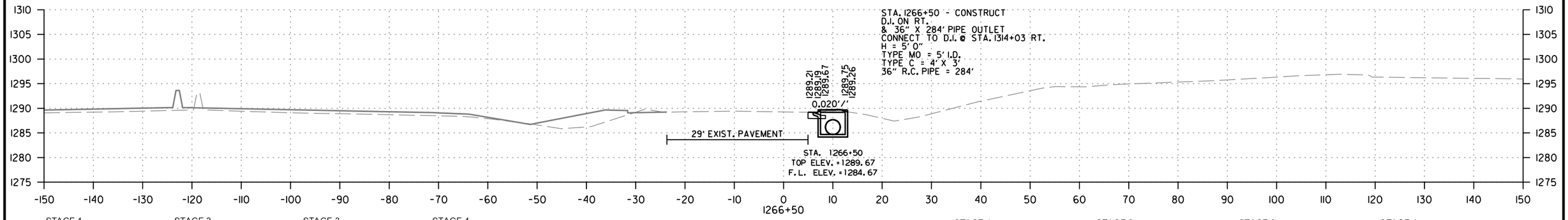
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	12 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	8 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

N. SHILOH DR.
STA. 1264+17 TO STA. 1265+00

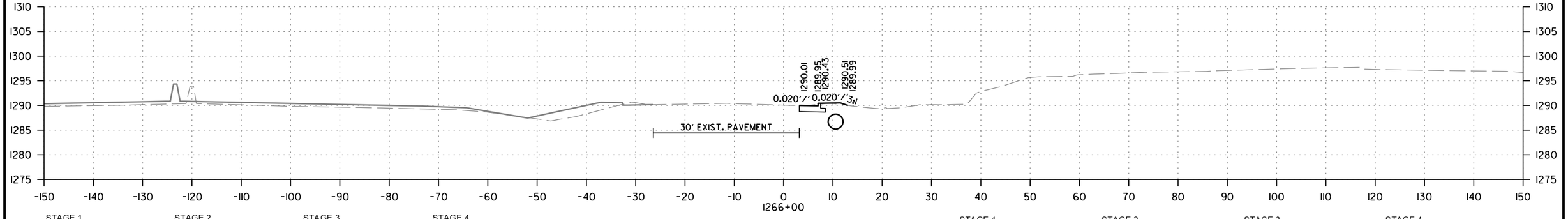
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	612	832
		CROSS SECTIONS				



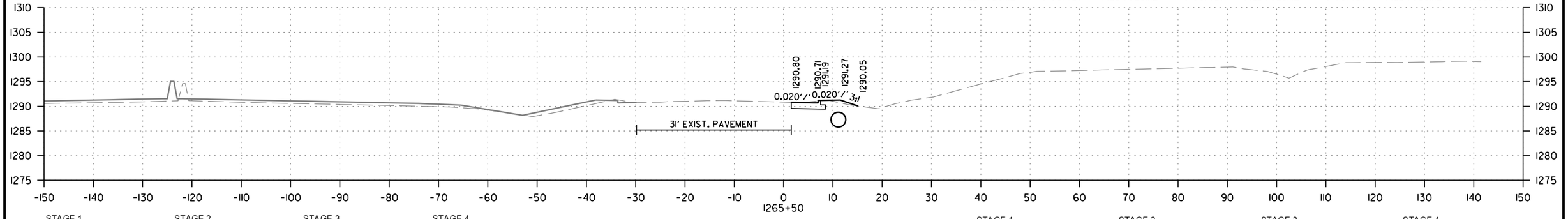
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	10 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 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	15 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



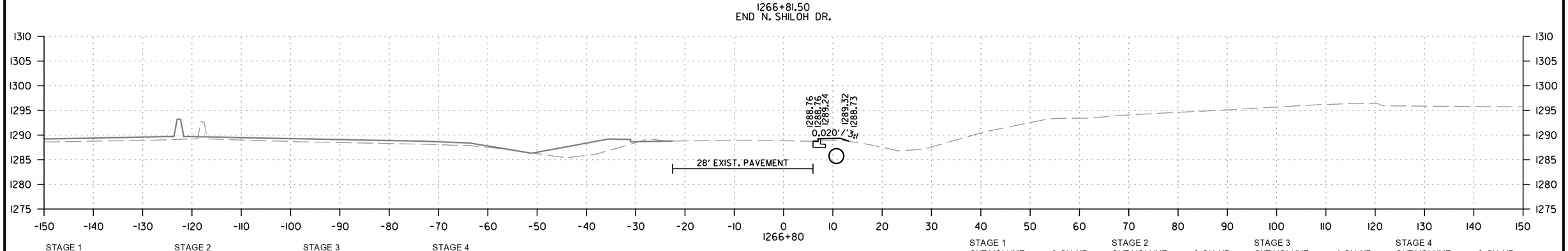
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	9 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.

CD41256 2/21/2024
R040846B.DGN

N. SHILOH DR.
STA. 1265+50 TO STA. 1266+50

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	613	832
		CROSS SECTIONS				



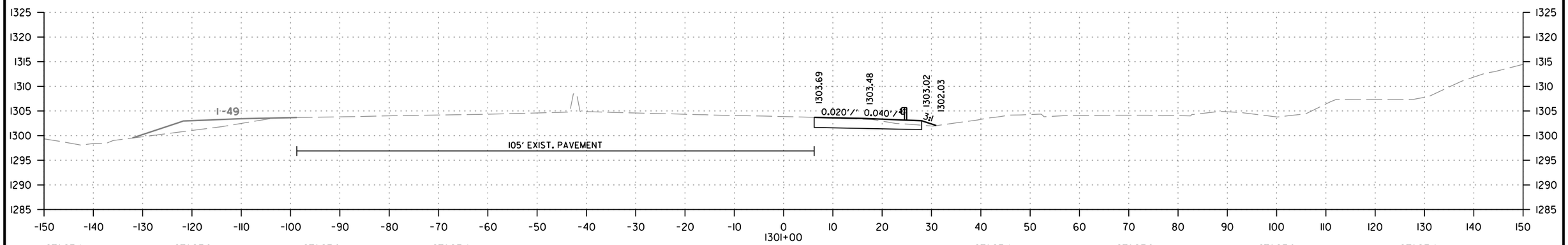
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.

N. SHILOH DR.
STA. 1266+80 TO STA. 1266+80

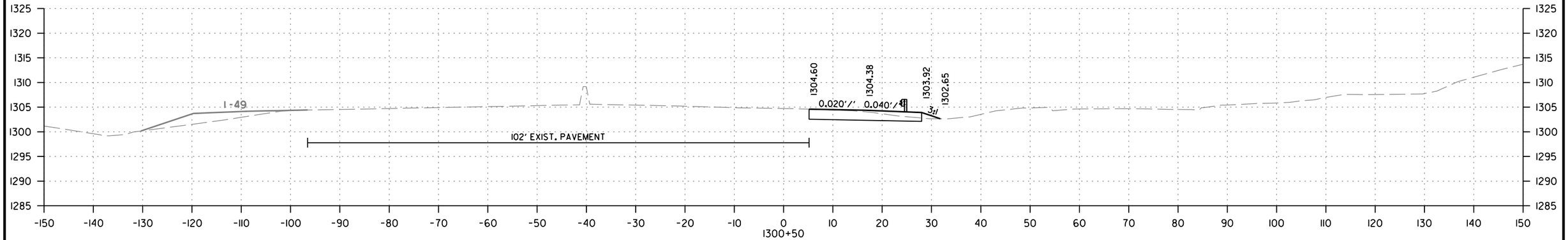
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	614	832
		CROSS SECTIONS				



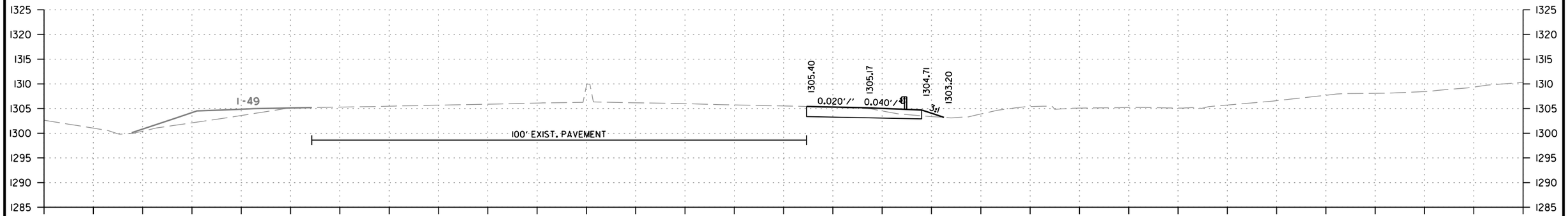
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	35 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.

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	66 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 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	36 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 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	68 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.



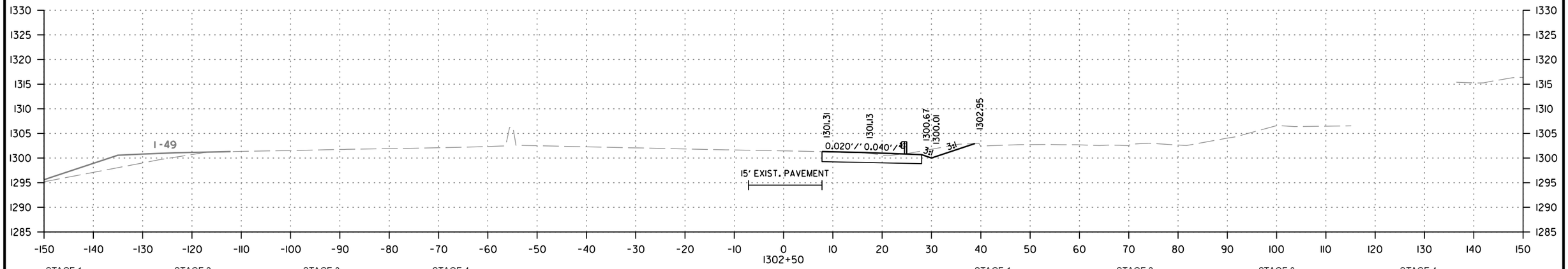
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	37 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.

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.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1300+00 TO STA. 1301+00

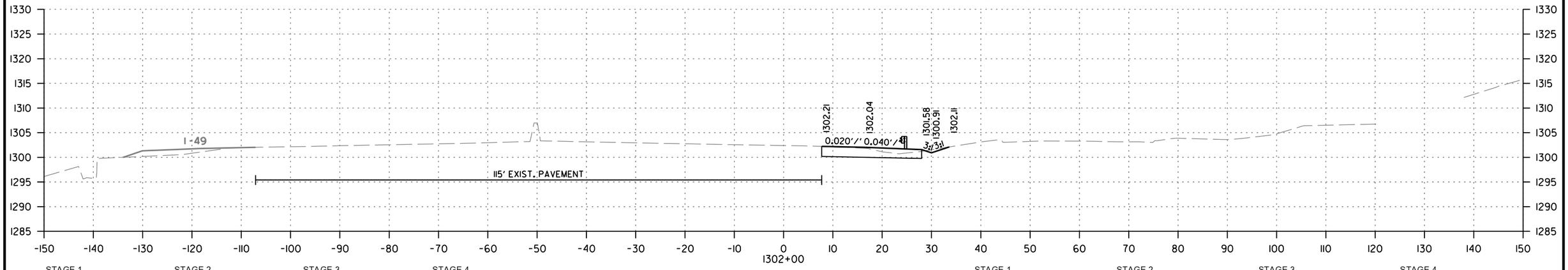
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	615	832
		CROSS SECTIONS				



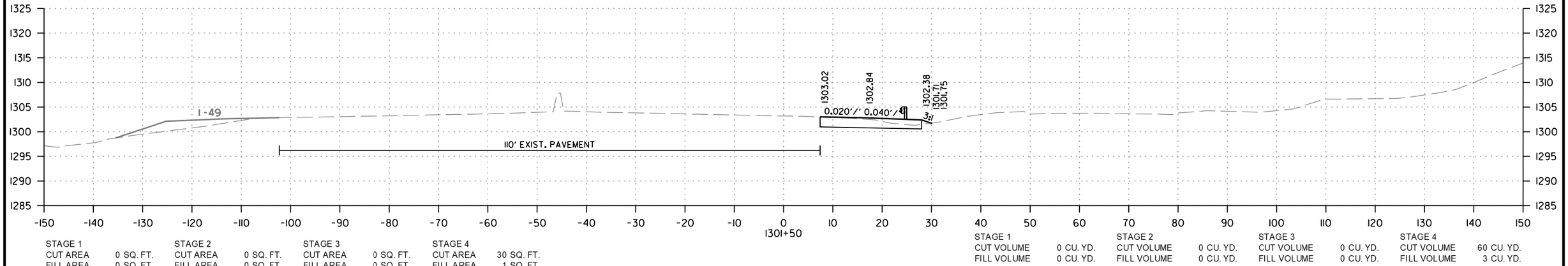
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	50 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	77 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 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	33 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	58 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



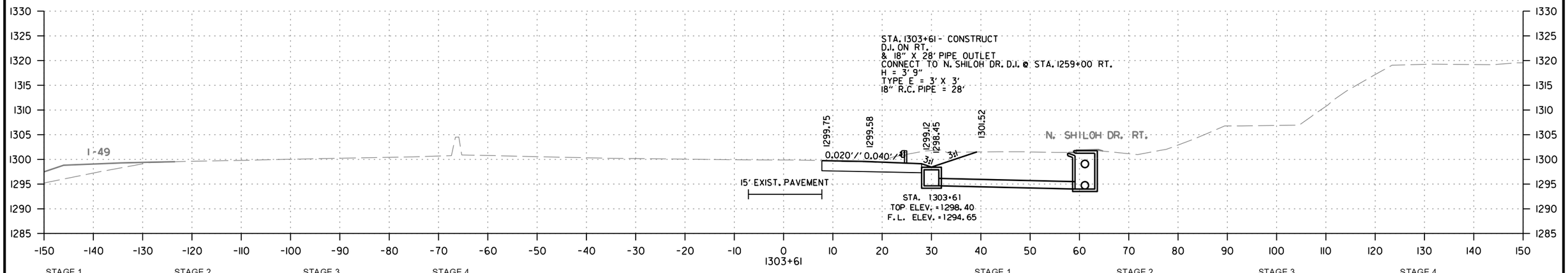
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	30 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

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	60 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1301+50 TO STA. 1302+50

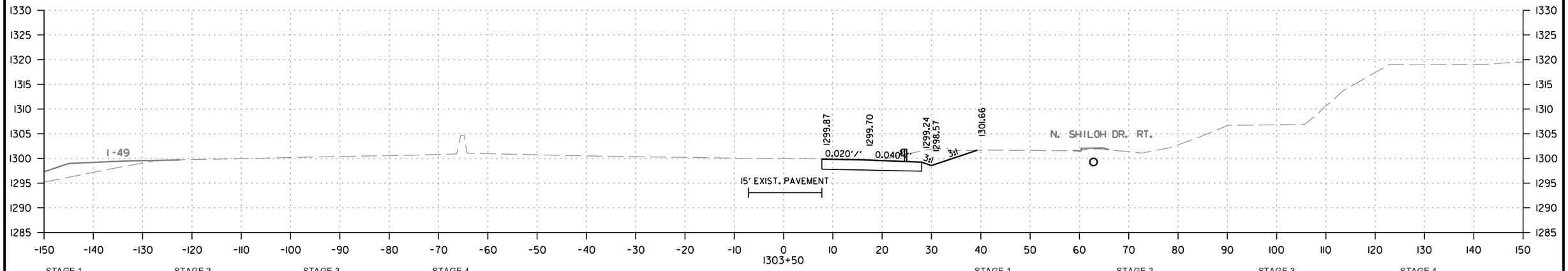
CD41256 2/21/2024
RO40846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	616	832
		CROSS SECTIONS				



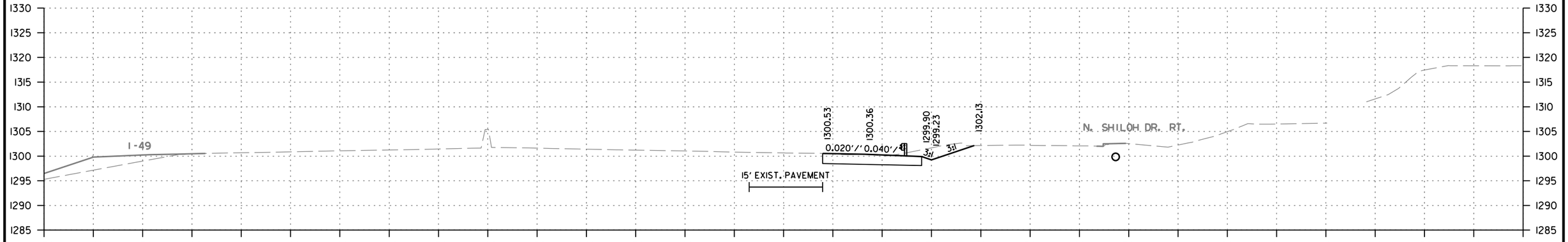
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	72 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	29 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 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	70 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	120 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



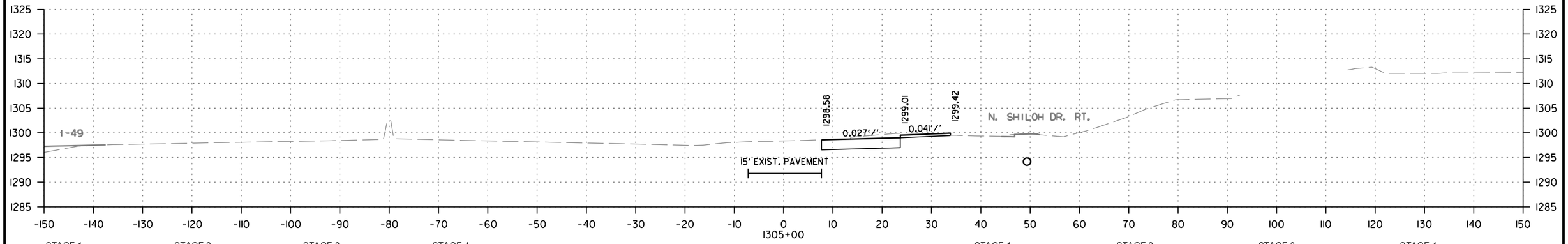
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	60 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	102 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1303+00 TO STA. 1303+61

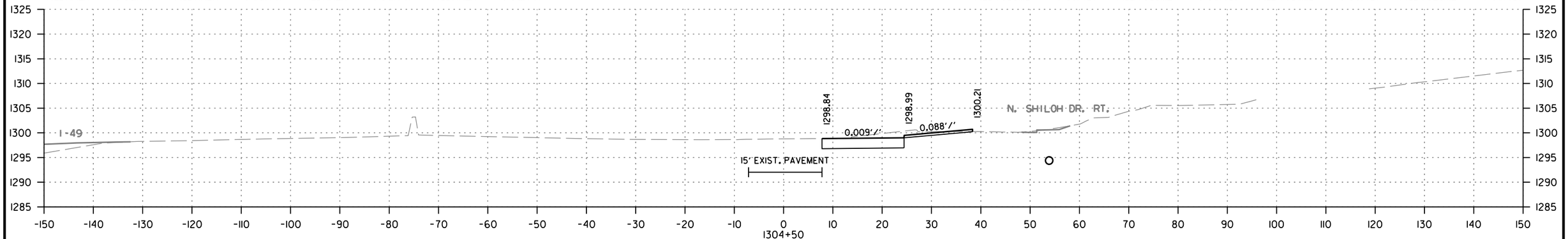
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	617	832
		CROSS SECTIONS				



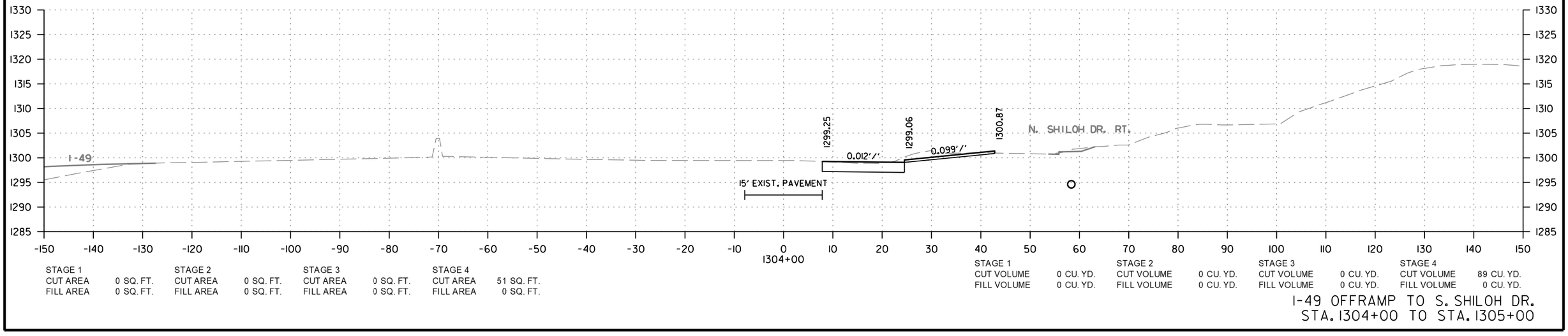
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	42 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	88 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 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	53 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	96 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



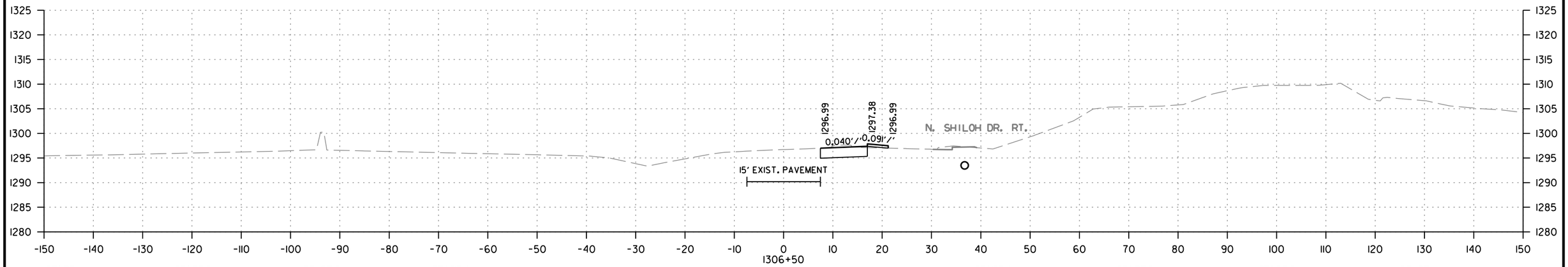
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	51 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	89 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1304+00 TO STA. 1305+00

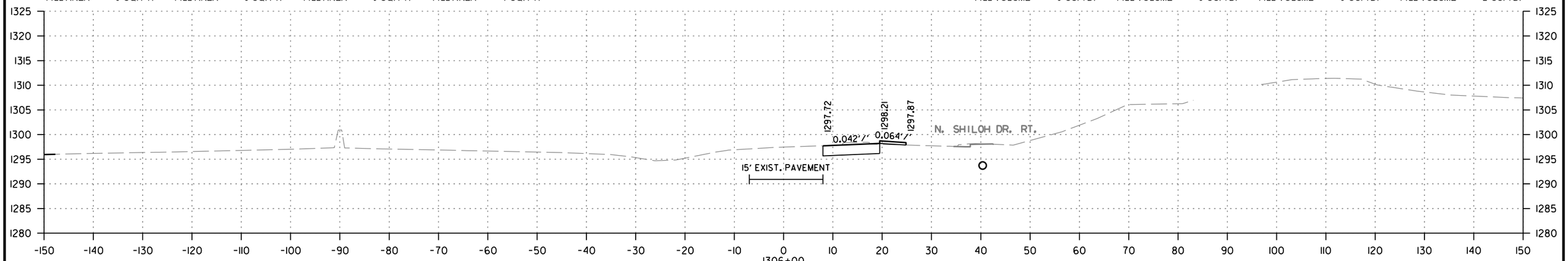
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	618	832
		CROSS SECTIONS				



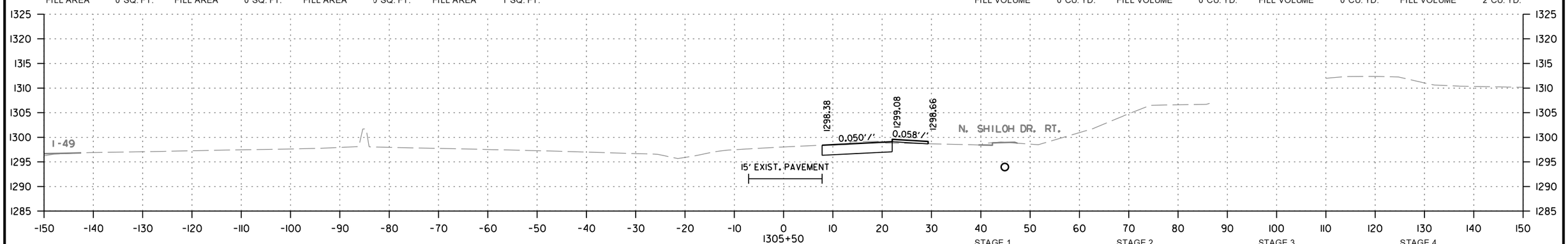
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

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	43 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 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	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	25 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 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	52 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.



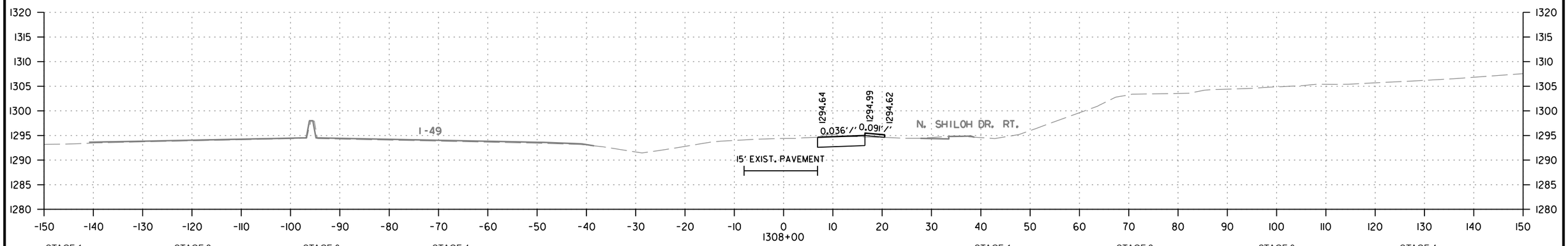
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	31 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

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	68 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1305+50 TO STA. 1306+50

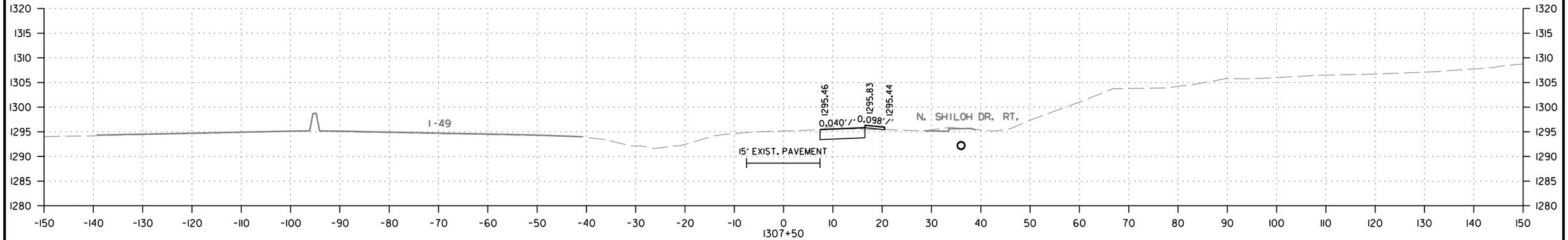
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	619	832
		CROSS SECTIONS				



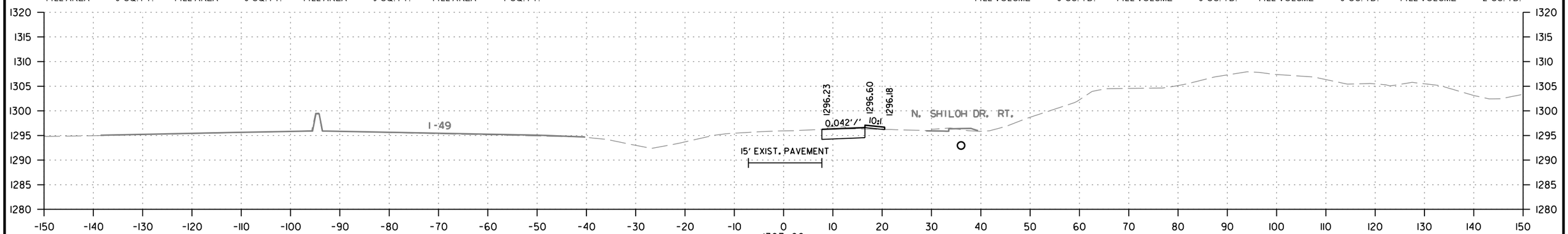
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	21 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

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	37 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 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	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 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	35 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.



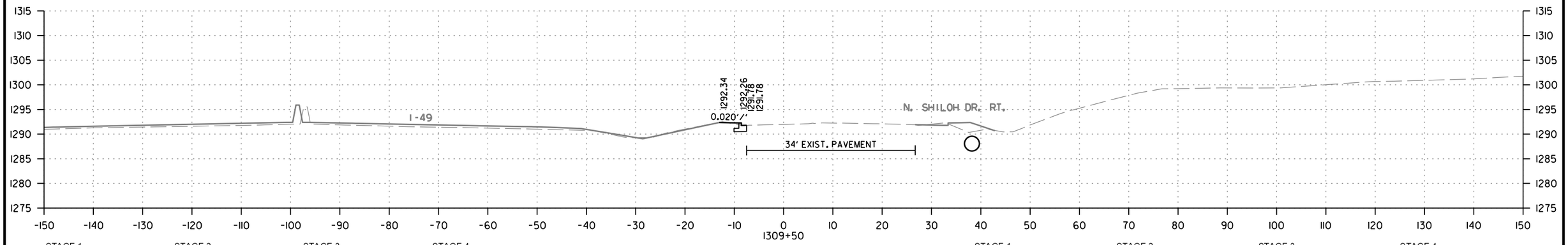
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

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	37 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1307+00 TO STA. 1308+00

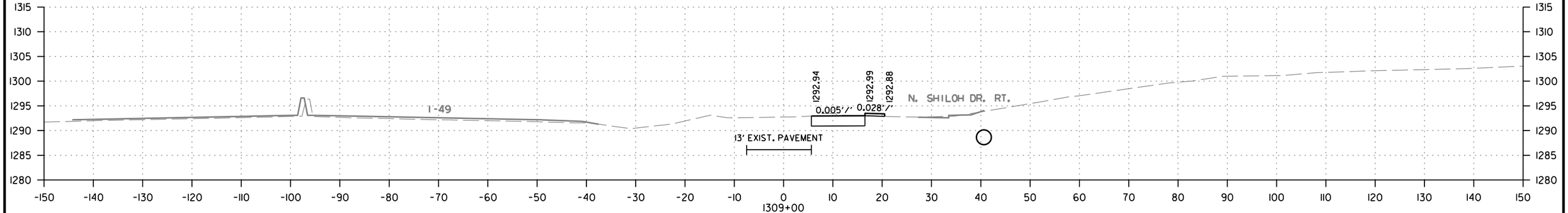
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	620	832
		CROSS SECTIONS				



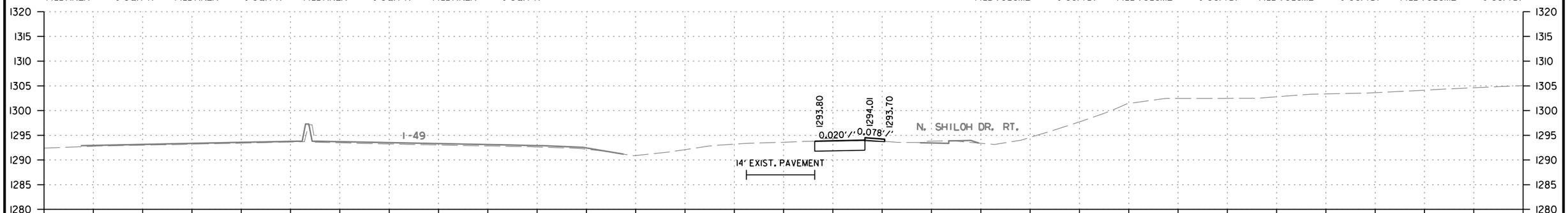
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	26 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 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	25 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 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	44 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



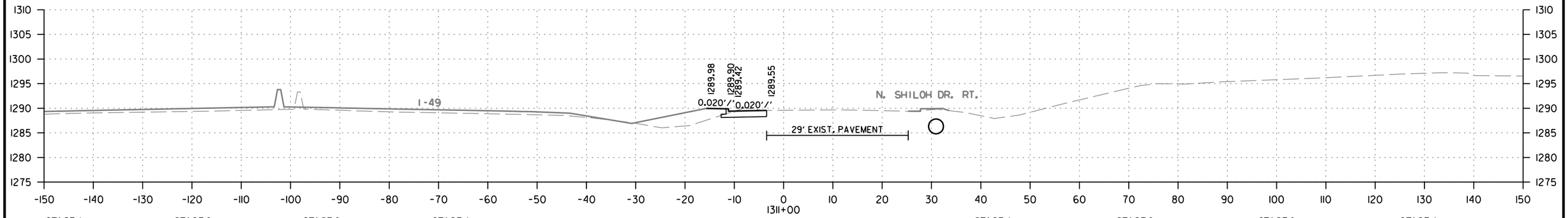
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	22 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

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	40 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1308+50 TO STA. 1309+50

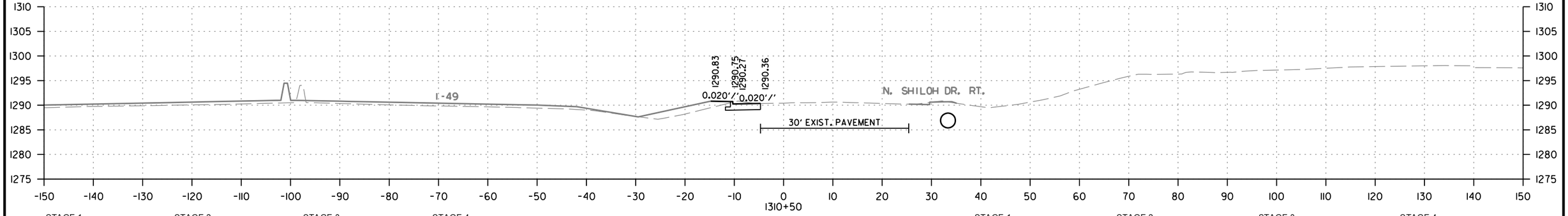
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	621	832
		CROSS SECTIONS				



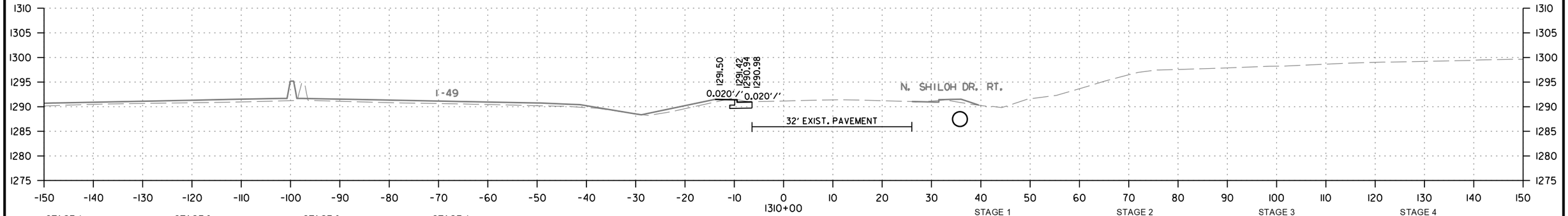
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	12 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.

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	20 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 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	10 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 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	15 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.



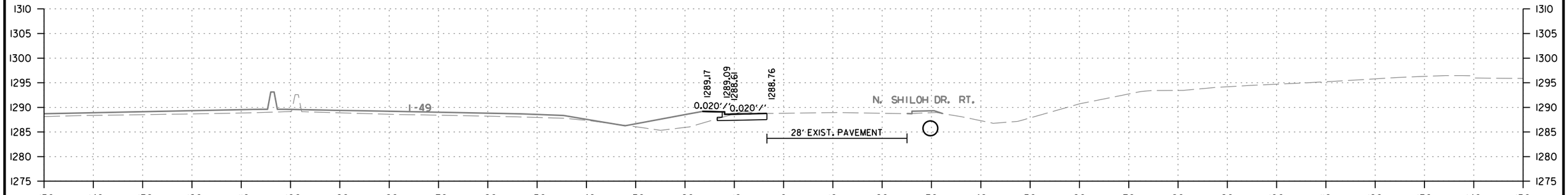
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

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	8 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 1310+00 TO STA. 1311+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	622	832
		CROSS SECTIONS				



13II+46.14
END I-49 OFFRAMP TO
S. SHILOH DR

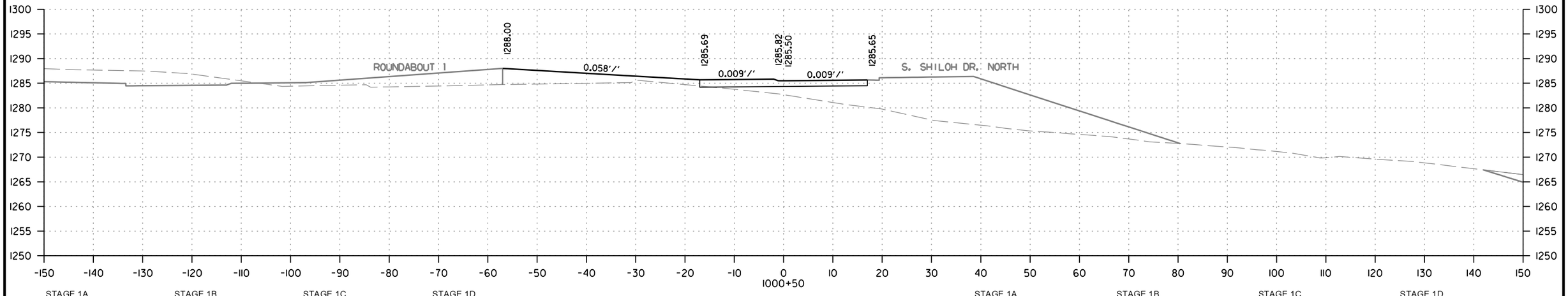
STAGE 1		STAGE 2		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	13 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.

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	21 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	12 CU. YD.

I-49 OFFRAMP TO S. SHILOH DR.
STA. 13II+46 TO STA. 13II+46

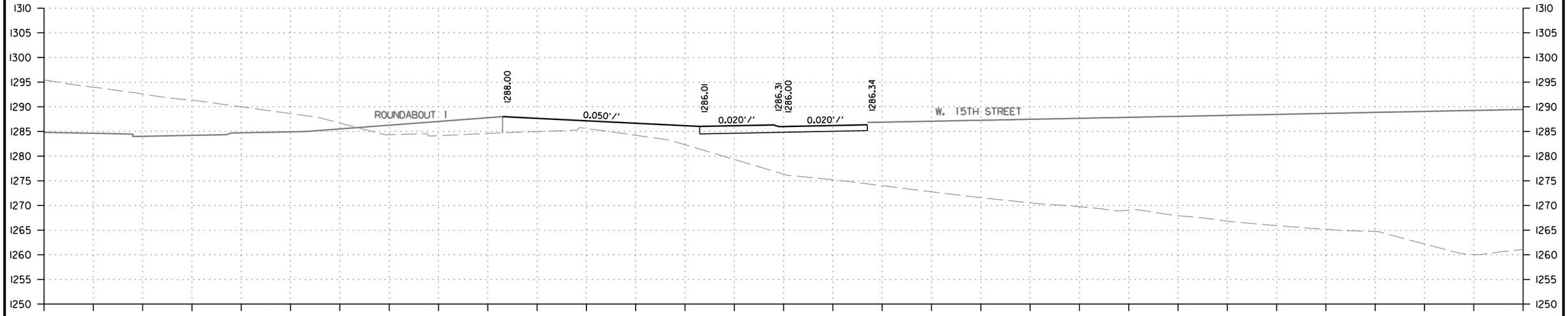
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	623	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	138 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	468 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



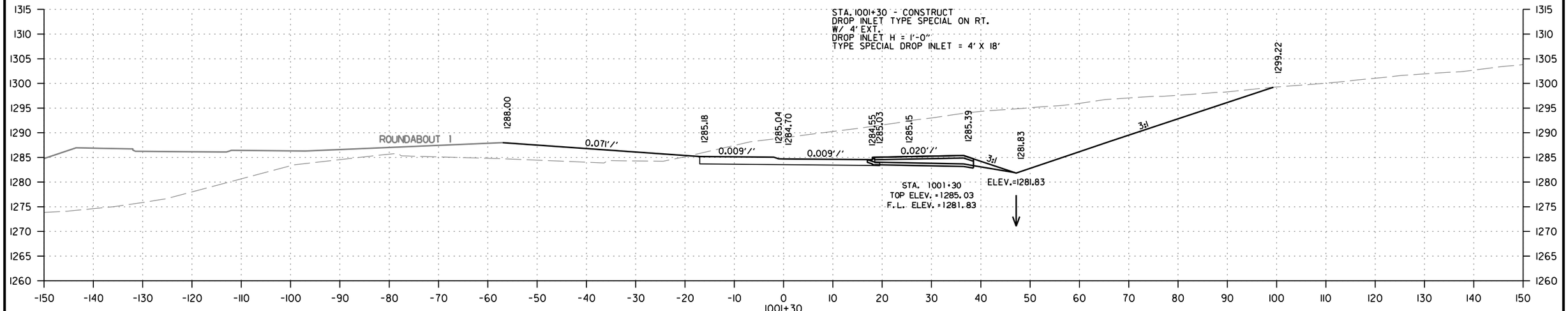
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	367 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

ROUNDABOUT 1
STA. 1000+00 TO STA. 1000+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	624	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	783 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	87 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	435 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	106 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

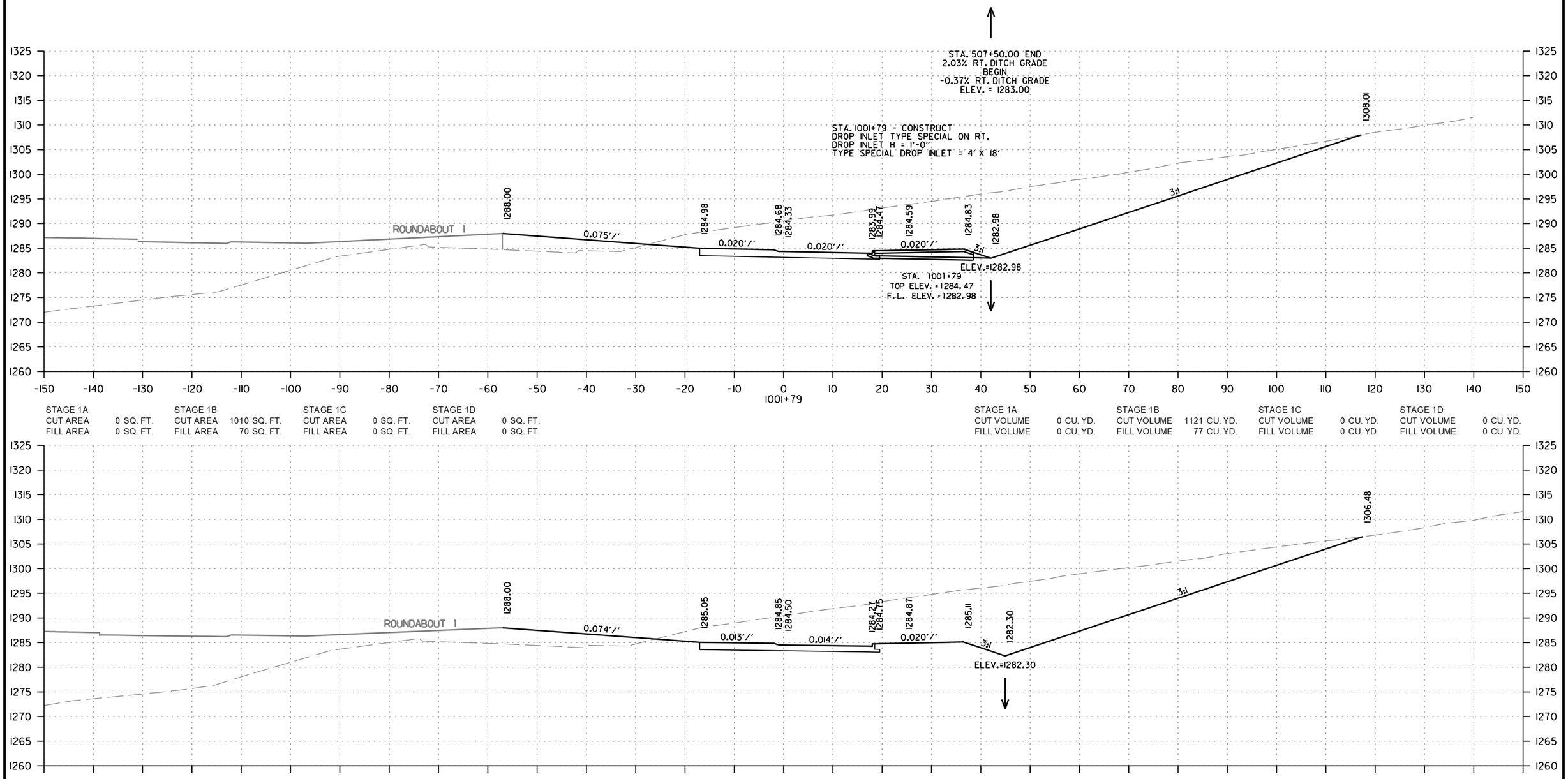
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	104 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	128 CU. YD.	FILL VOLUME	96 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT I
STA. 1001+00 TO STA. 1001+30

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	625	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	1010 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	70 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1121 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	77 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

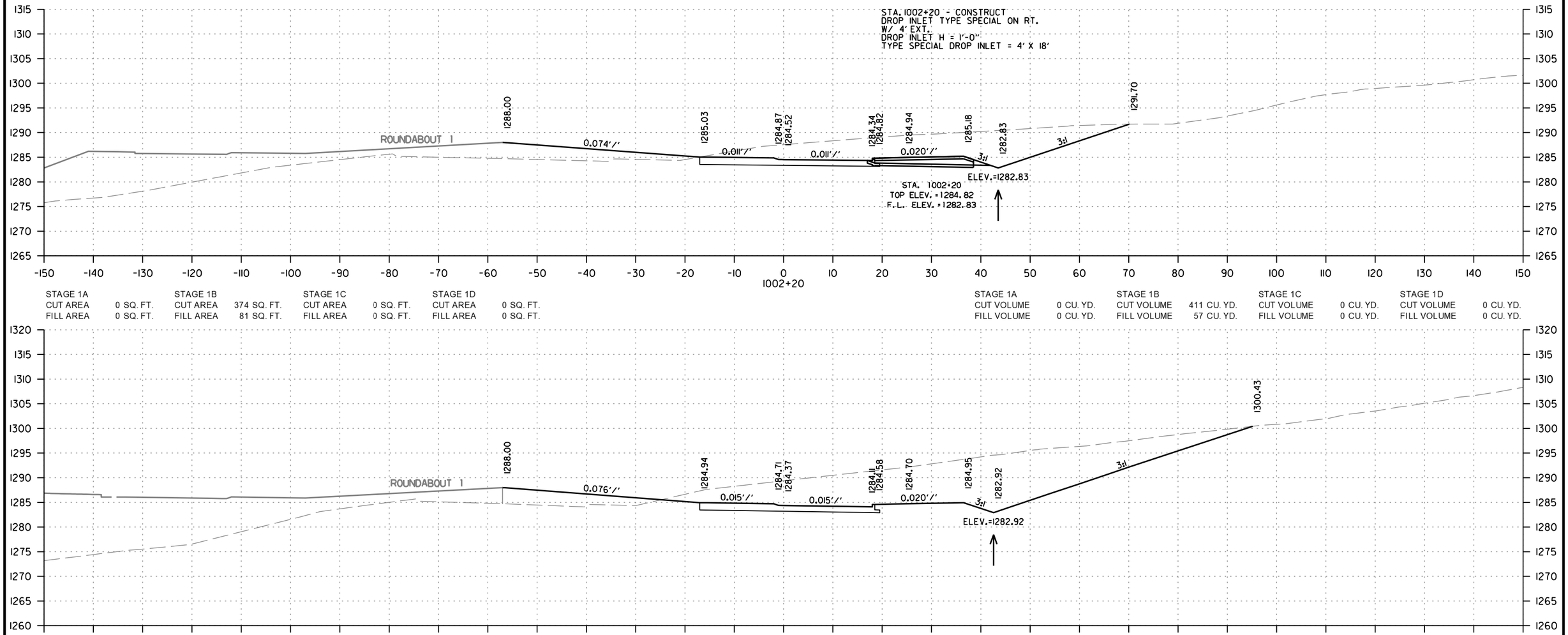
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	1077 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	74 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	689 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	60 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1
STA. 1001+50 TO STA. 1001+79

CD41256 2/21/2024
R040846B.DGN

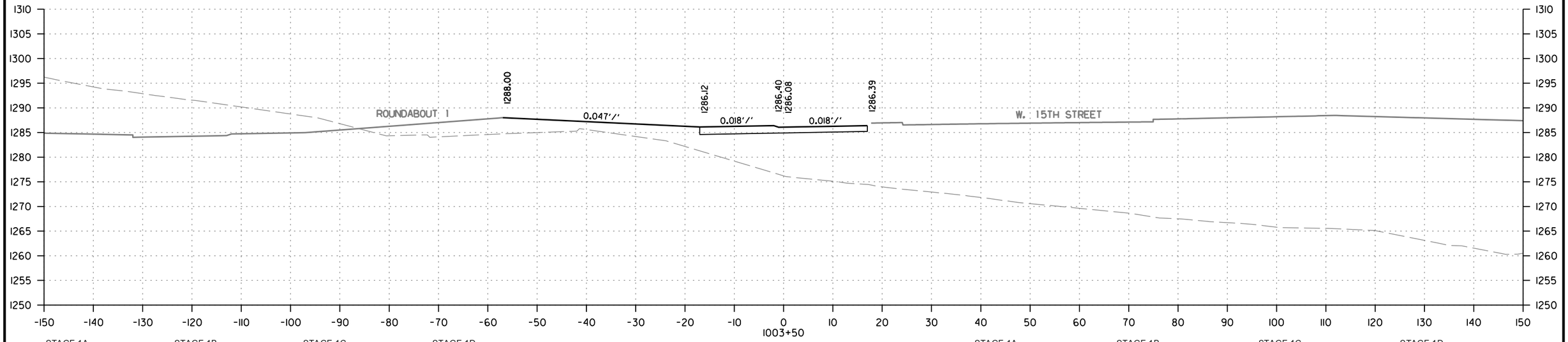
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	626	832
		CROSS SECTIONS				



ROUNDABOUT 1
STA. 1002+00 TO STA. 1002+20

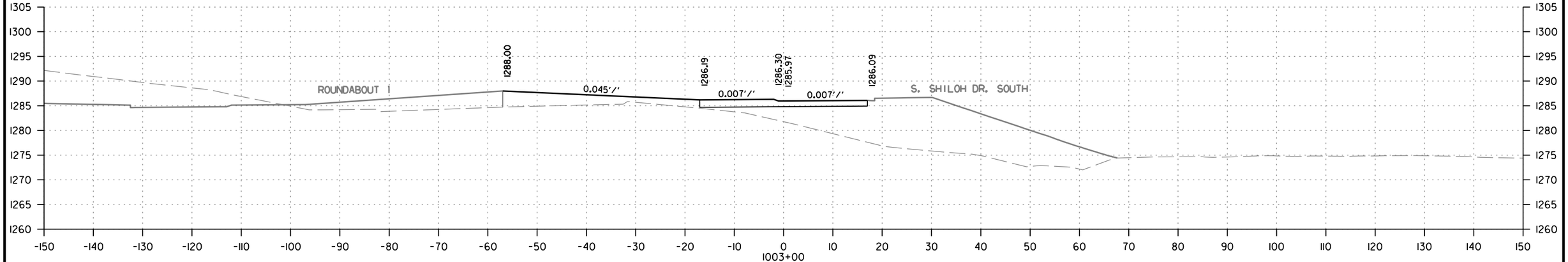
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	627	832
		CROSS SECTIONS				



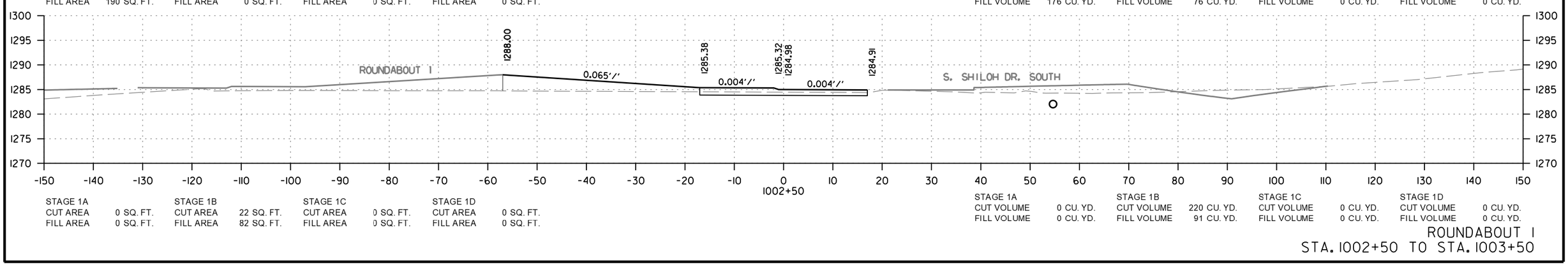
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	377 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	525 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	190 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	20 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	176 CU. YD.	FILL VOLUME	76 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



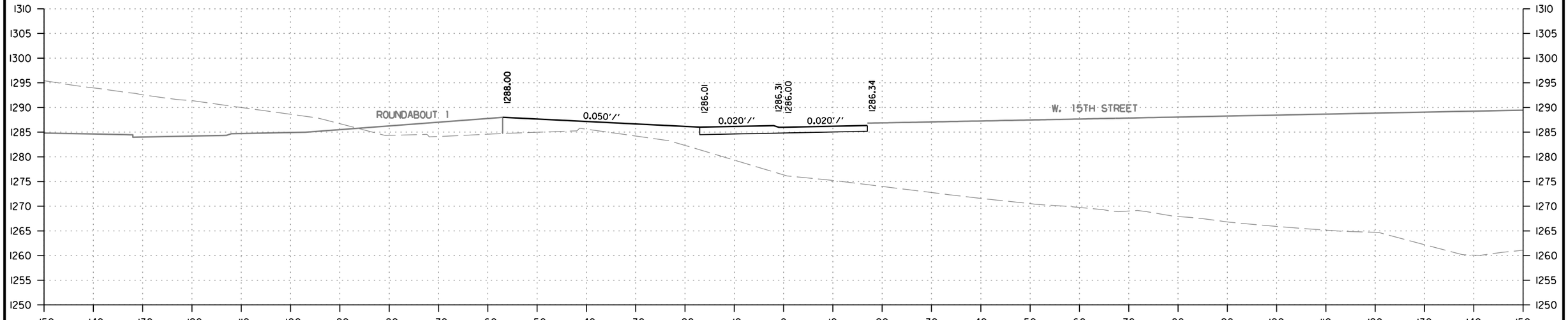
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	22 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	82 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	220 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	91 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1
STA. 1002+50 TO STA. 1003+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	628	832
		CROSS SECTIONS				



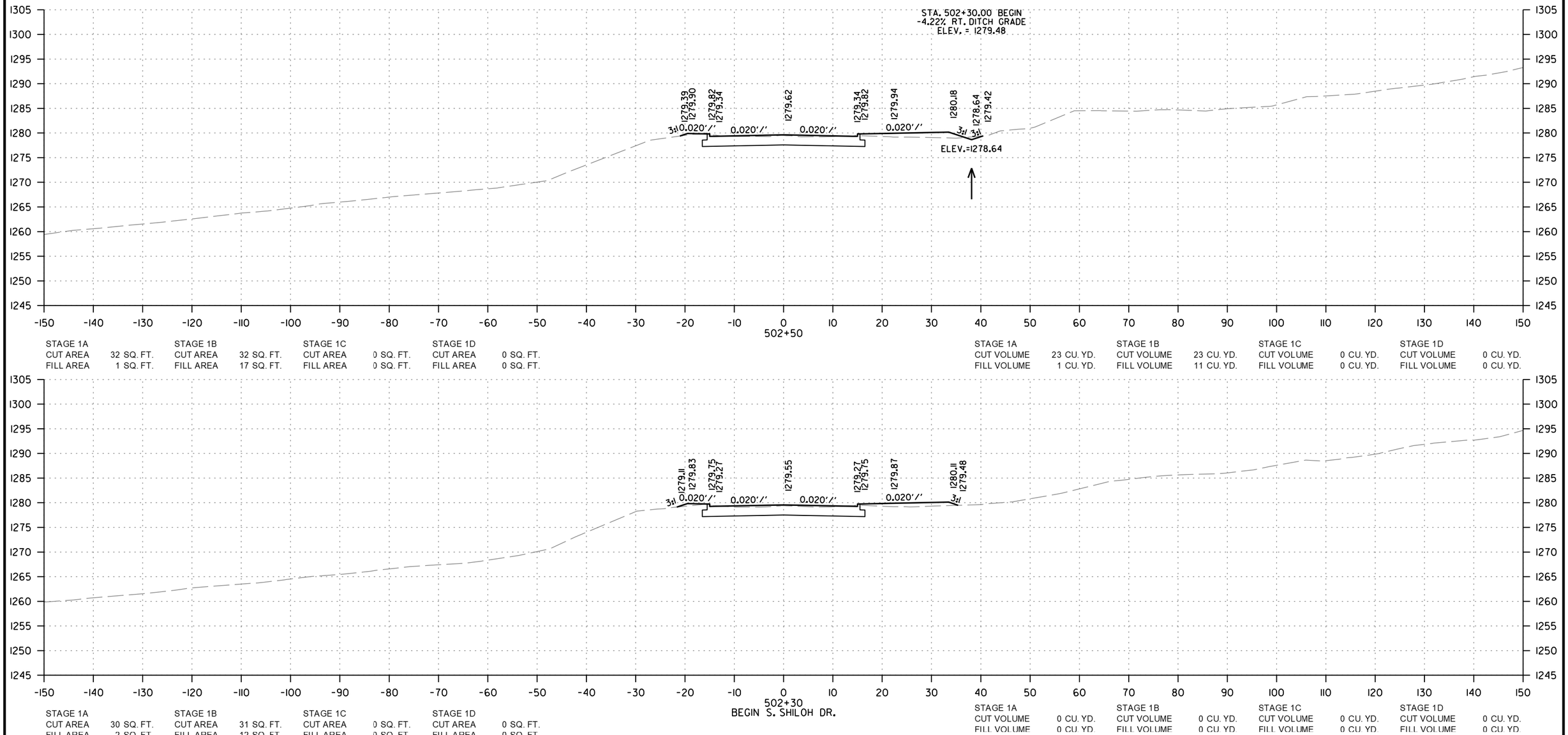
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	367 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	112 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1
STA. 1003+58.14

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	629	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	32 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	17 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	23 CU. YD.	CUT VOLUME	23 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

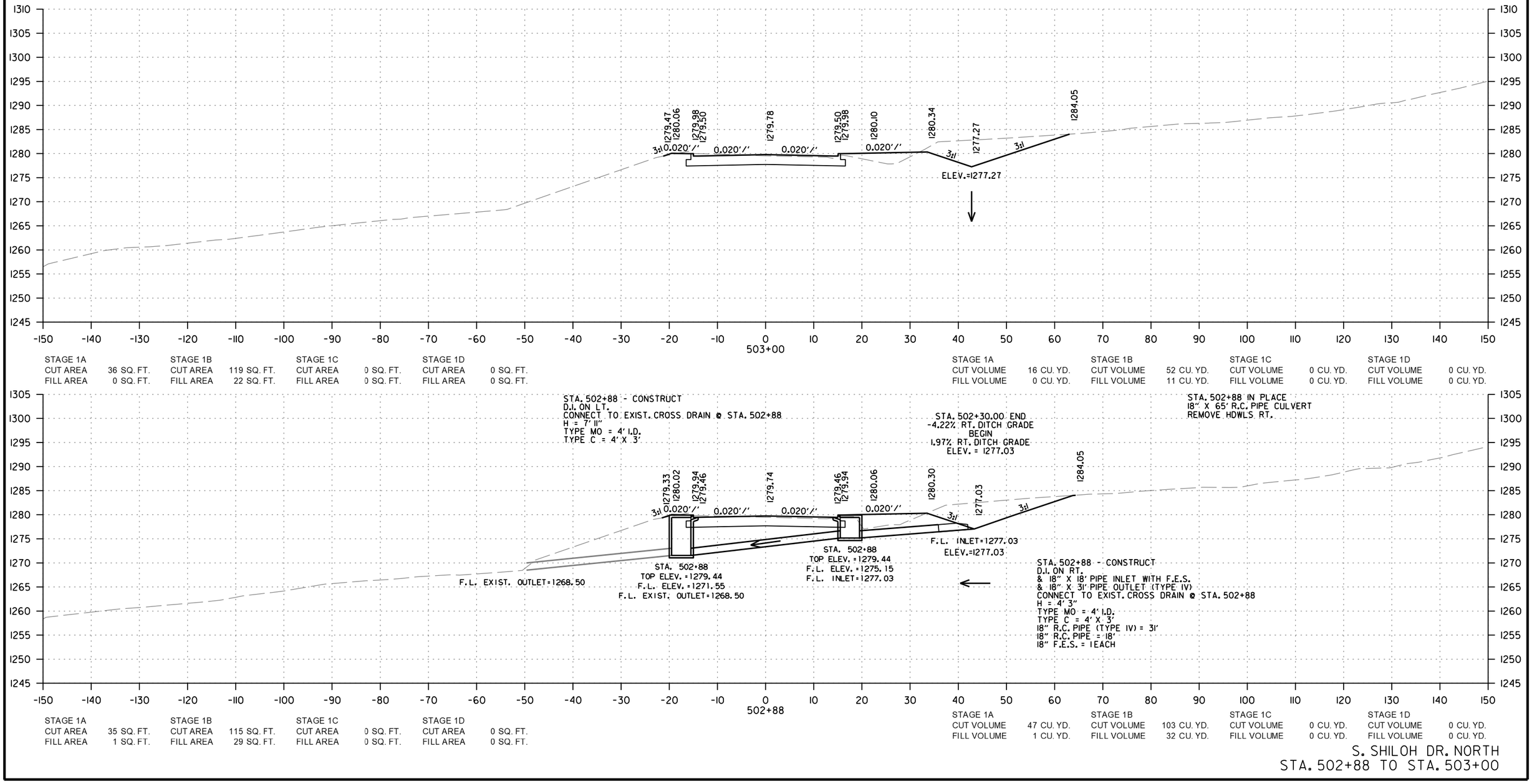
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	30 SQ. FT.	CUT AREA	31 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

S. SHILOH DR. NORTH
STA. 502+30 TO STA. 502+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	630	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	36 SQ. FT.	CUT AREA	119 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	22 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	16 CU. YD.	CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

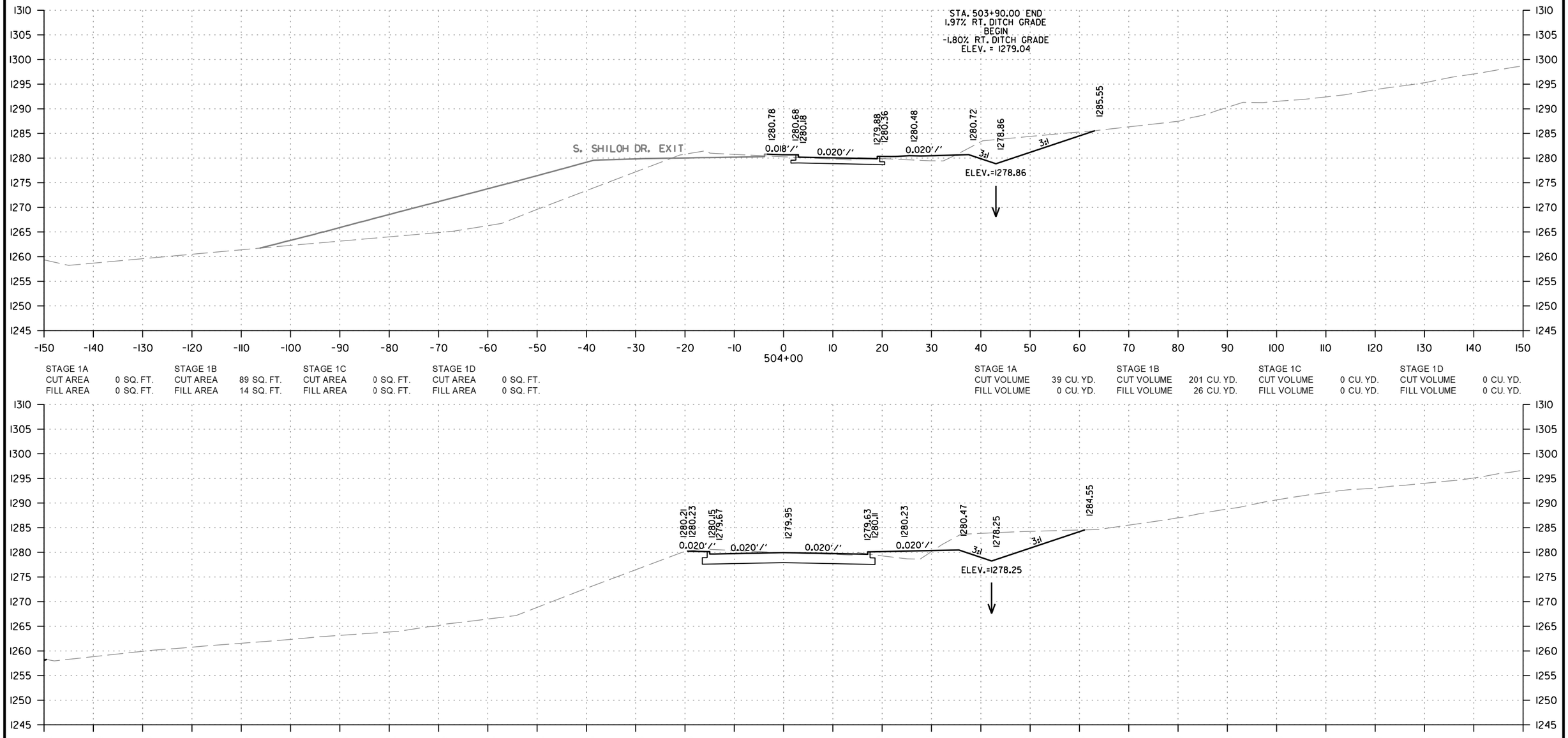
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	35 SQ. FT.	CUT AREA	115 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	29 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	47 CU. YD.	CUT VOLUME	103 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	32 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 502+88 TO STA. 503+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	631	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	89 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	14 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	39 CU. YD.	CUT VOLUME	201 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

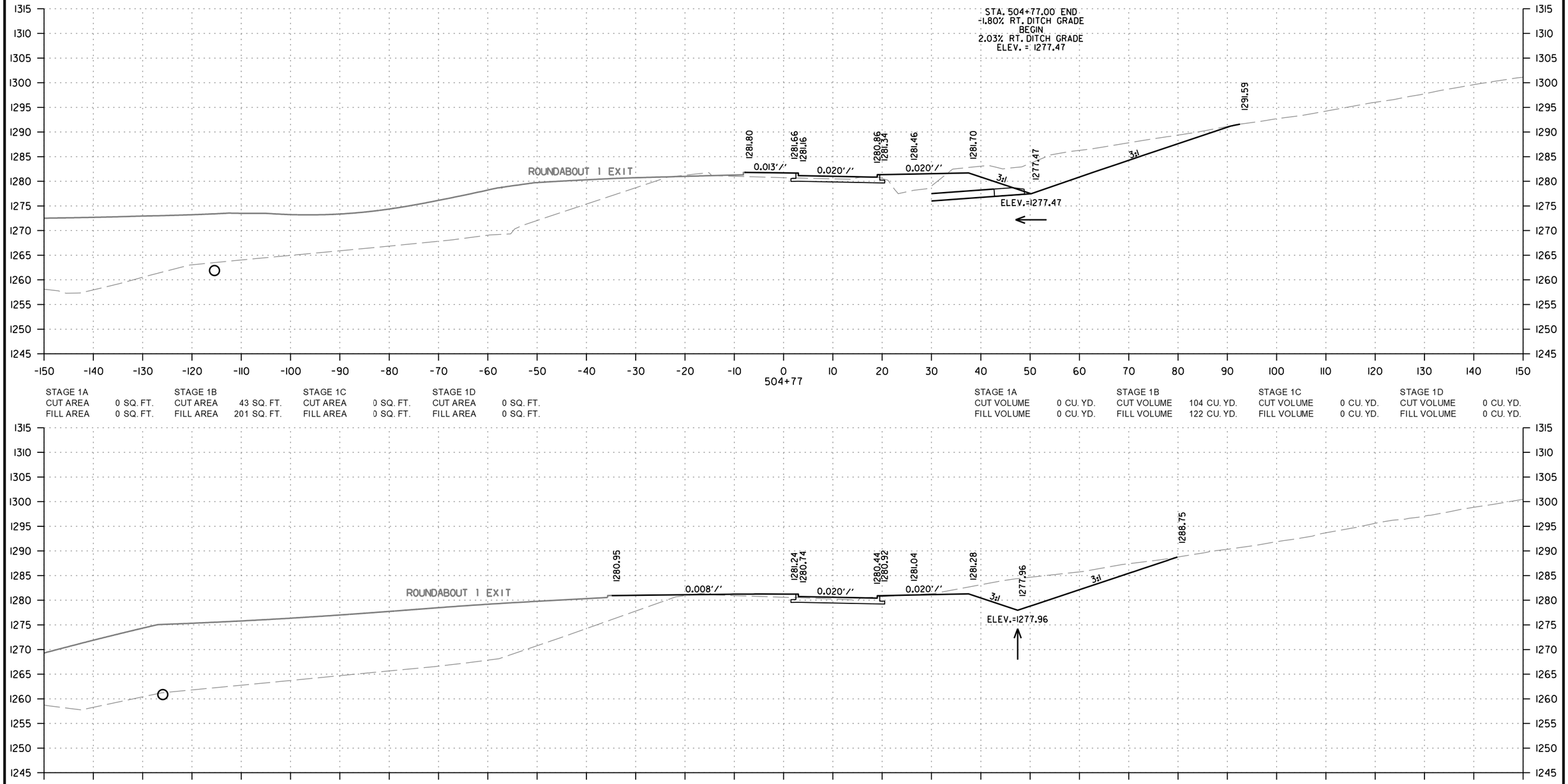
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	42 SQ. FT.	CUT AREA	128 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	14 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	72 CU. YD.	CUT VOLUME	229 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	33 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 503+50 TO STA. 504+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	632	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	43 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	201 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	104 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	122 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

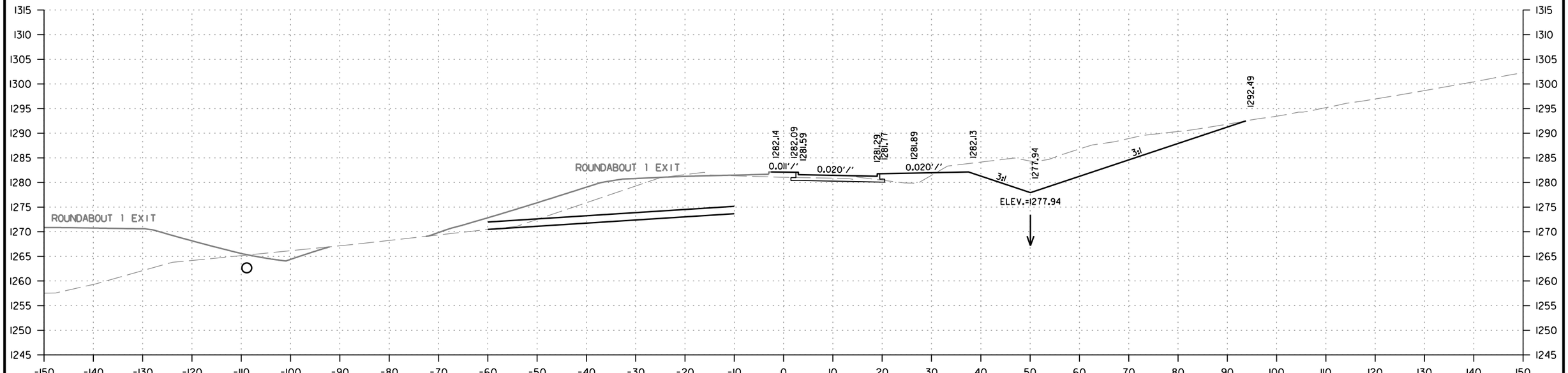
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	164 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	43 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	234 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	53 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 504+50 TO STA. 504+77

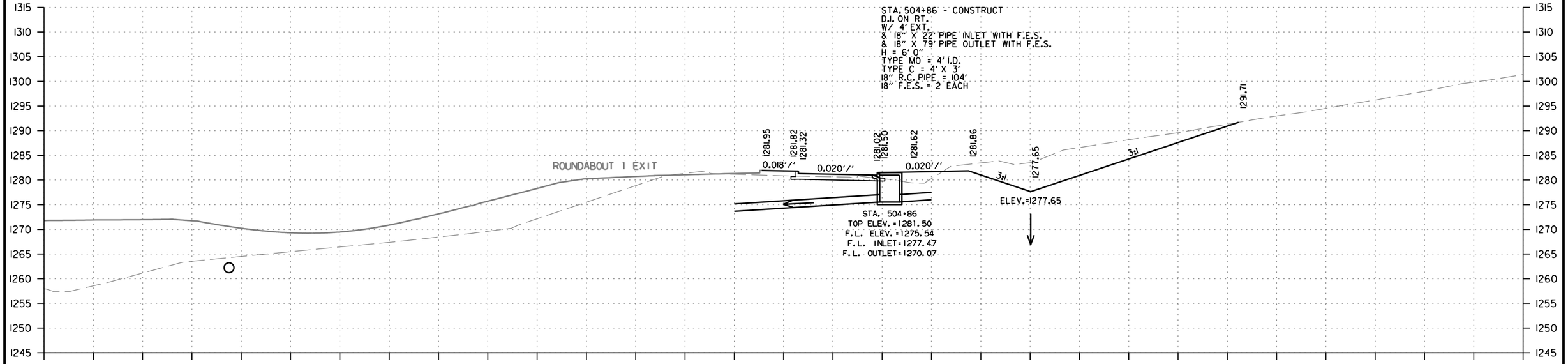
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	633	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	233 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	22 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	116 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



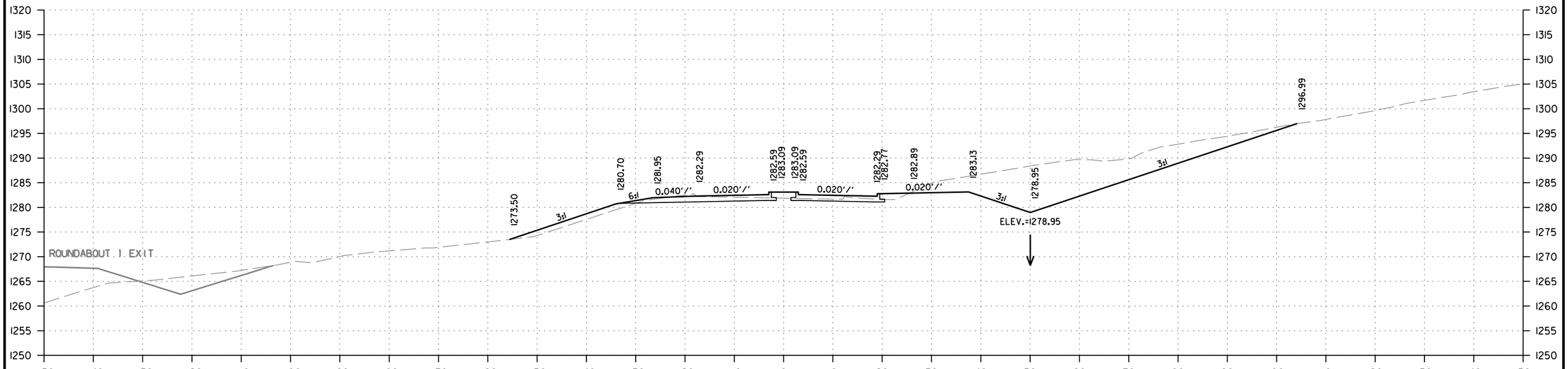
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	213 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	27 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	43 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	38 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 504+86 TO STA. 505+00

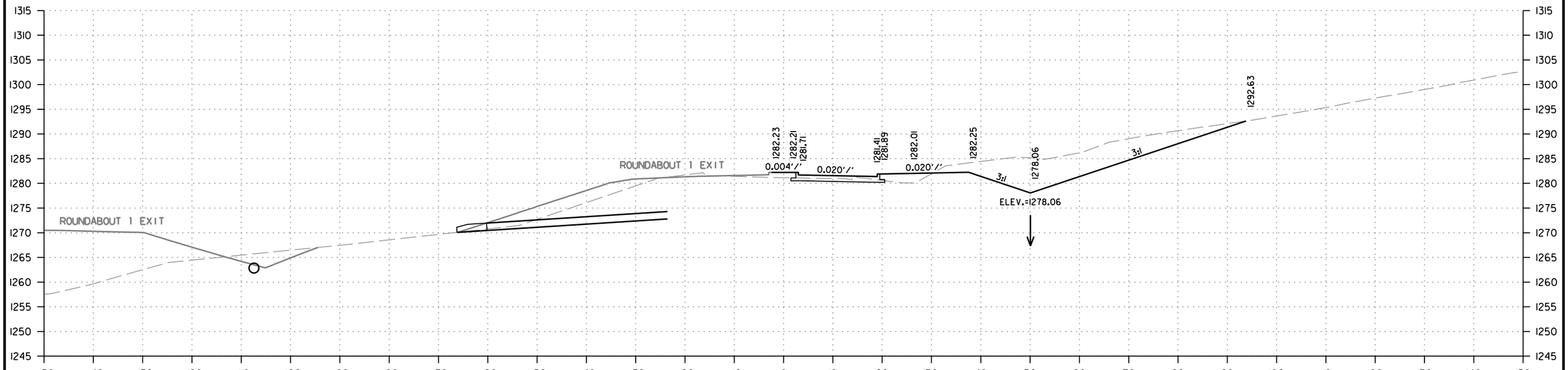
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	634	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	24 SQ. FT.	CUT AREA	343 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	24 SQ. FT.	FILL AREA	11 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	20 CU. YD.	CUT VOLUME	473 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	20 CU. YD.	FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



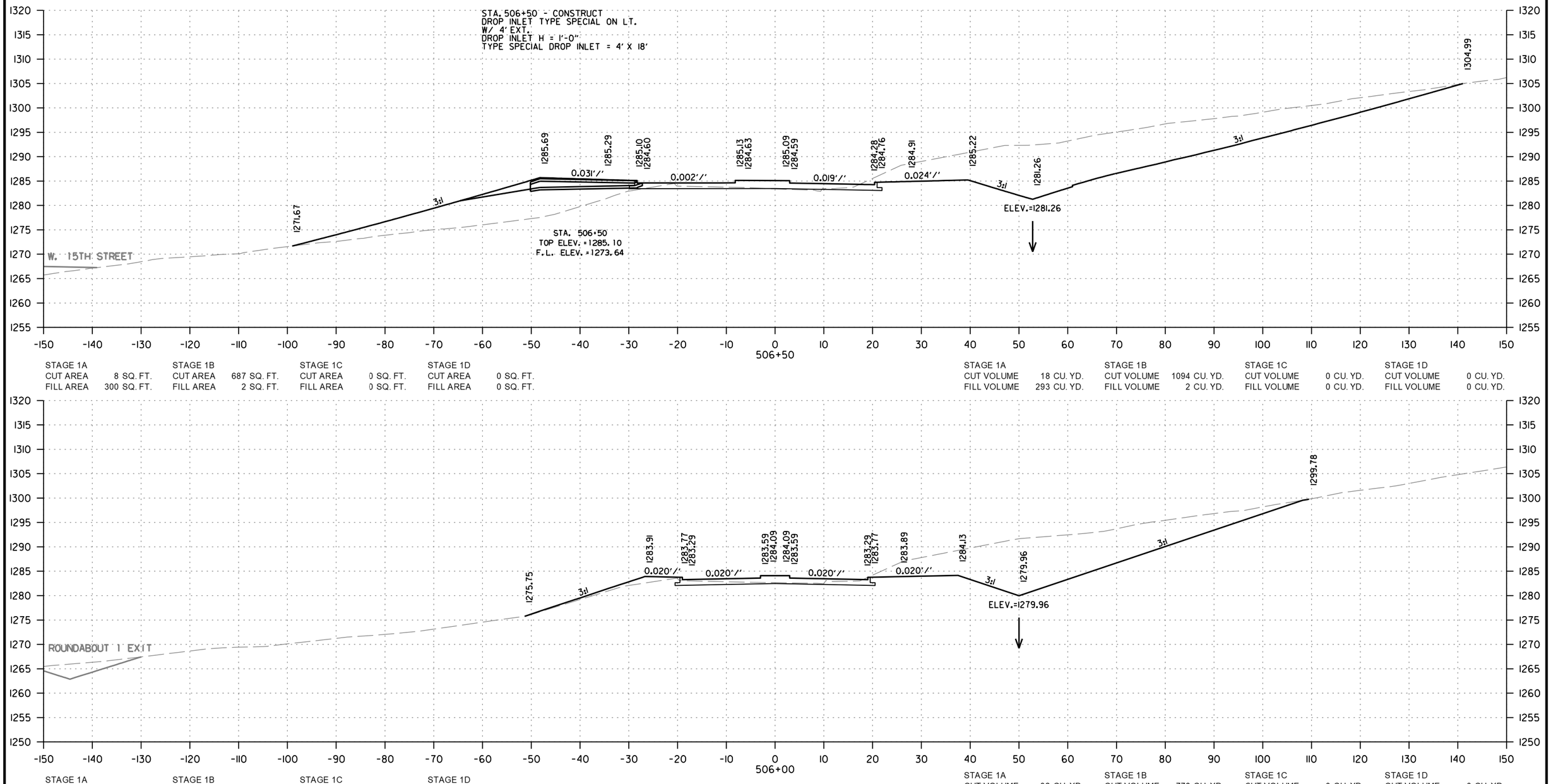
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	237 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	21 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 505+06 TO STA. 505+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	635	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	8 SQ. FT.	CUT AREA	687 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	300 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	18 CU. YD.	CUT VOLUME	1094 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	293 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

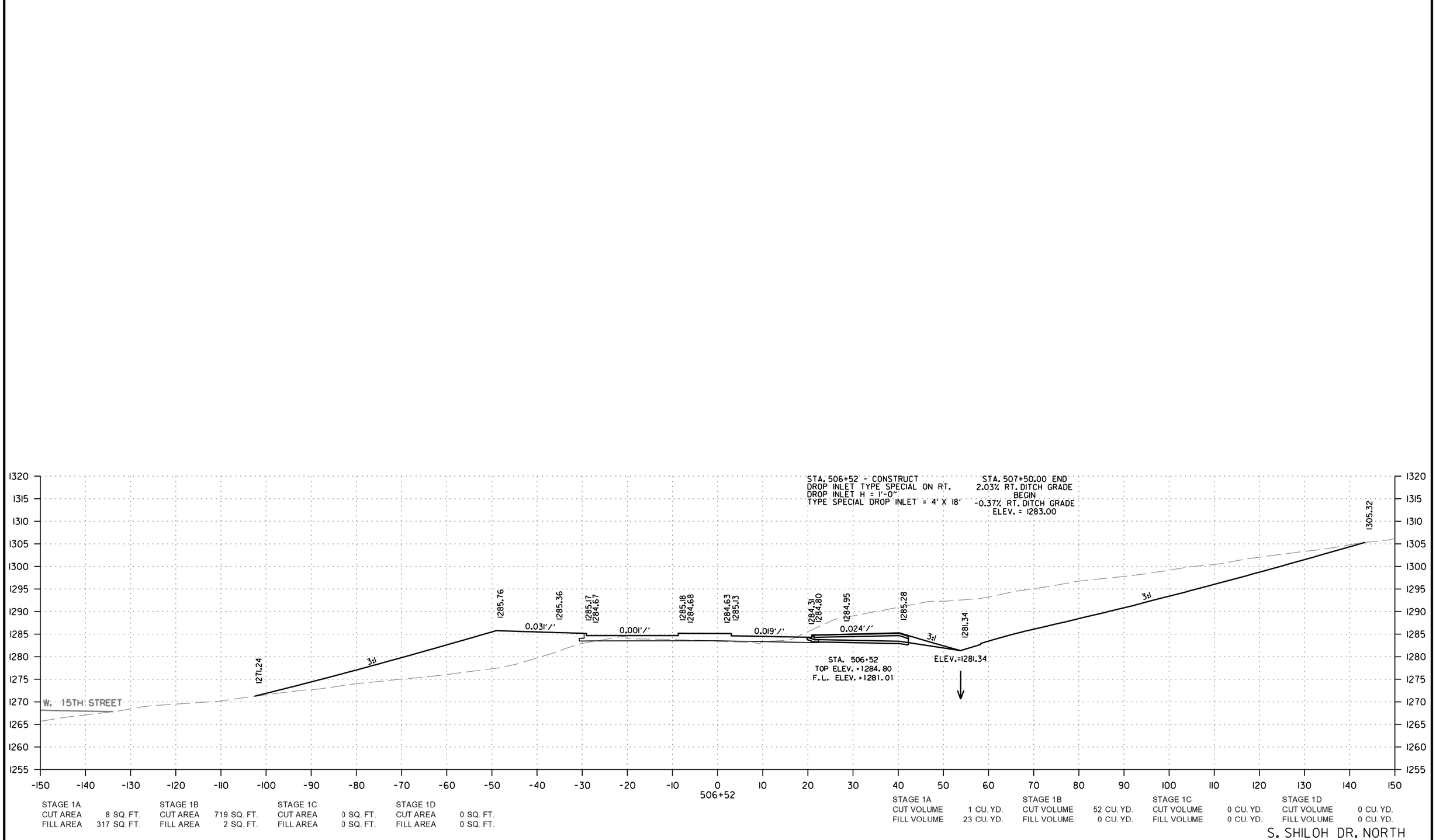
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	11 SQ. FT.	CUT AREA	495 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	16 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	32 CU. YD.	CUT VOLUME	776 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	37 CU. YD.	FILL VOLUME	10 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 506+00 TO STA. 506+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	636	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	8 SQ. FT.	CUT AREA	719 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	317 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	1 CU. YD.	CUT VOLUME	52 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	23 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. NORTH
STA. 506+52

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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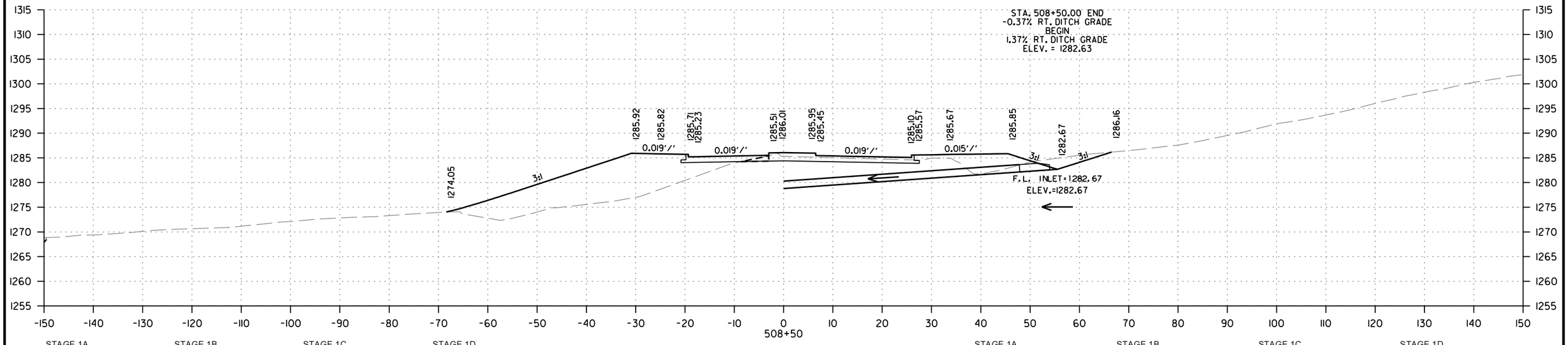
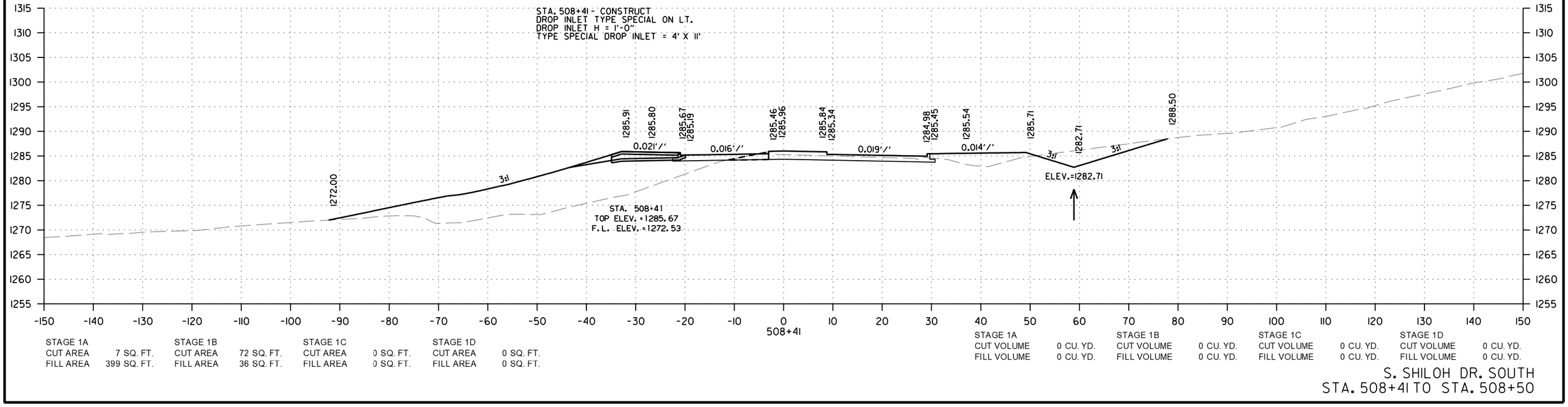
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	3 SQ. FT.	CUT AREA	44 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	301 SQ. FT.	FILL AREA	49 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	2 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	117 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



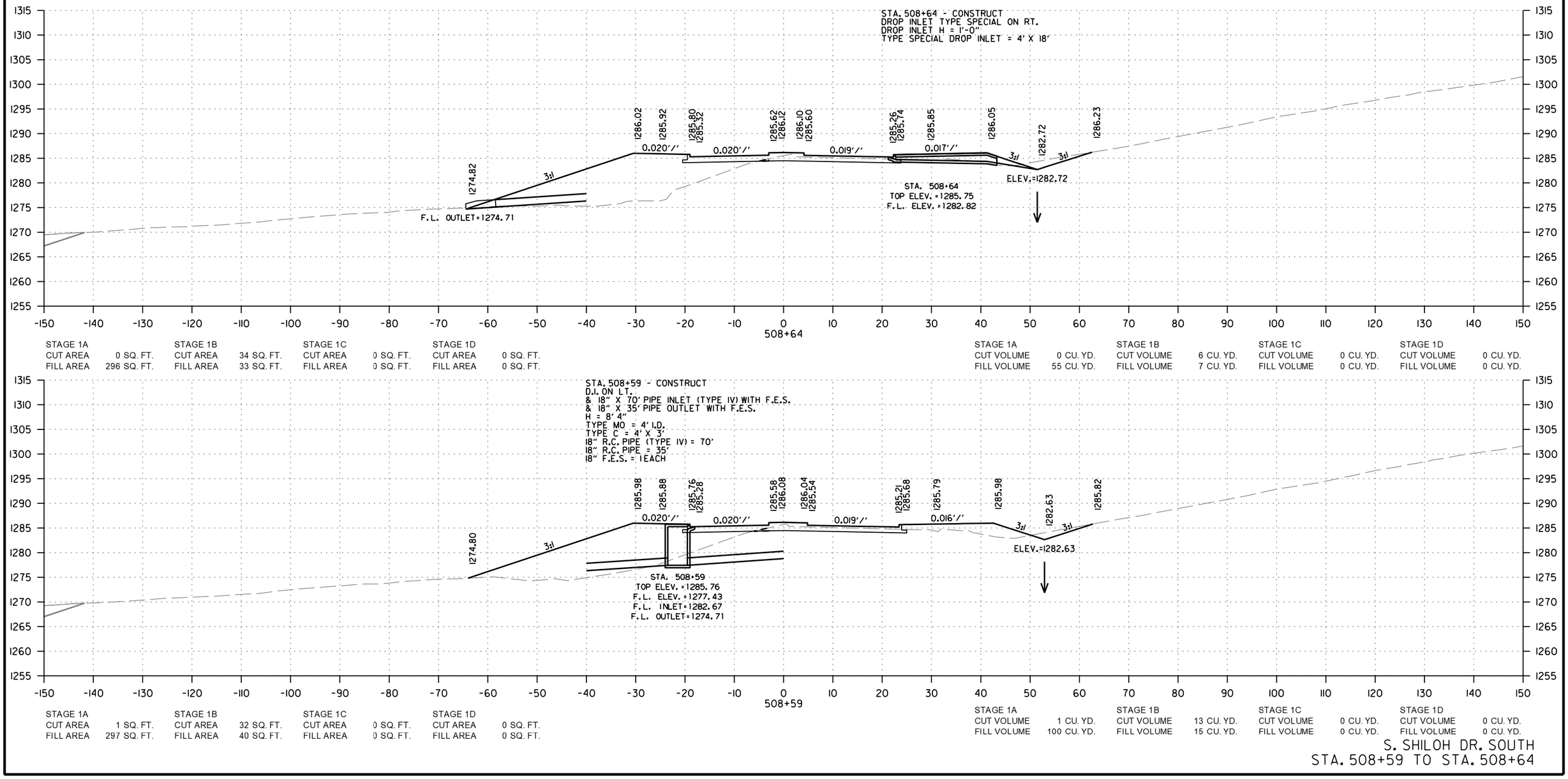
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	7 SQ. FT.	CUT AREA	72 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	399 SQ. FT.	FILL AREA	36 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

S. SHILOH DR. SOUTH
STA. 508+41 TO STA. 508+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	638	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	296 SQ. FT.	FILL AREA	33 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	55 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

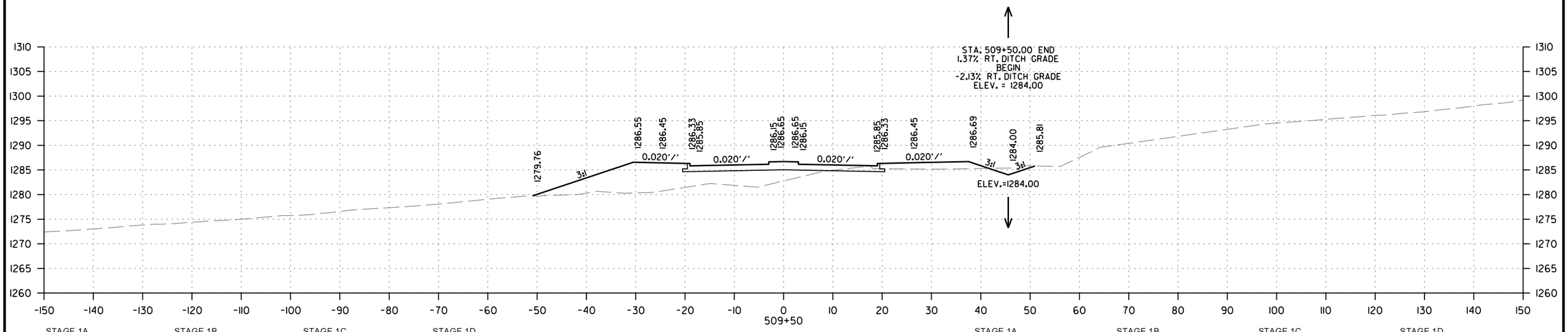
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	1 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	297 SQ. FT.	FILL AREA	40 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	1 CU. YD.	CUT VOLUME	13 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	100 CU. YD.	FILL VOLUME	15 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. SOUTH
STA. 508+59 TO STA. 508+64

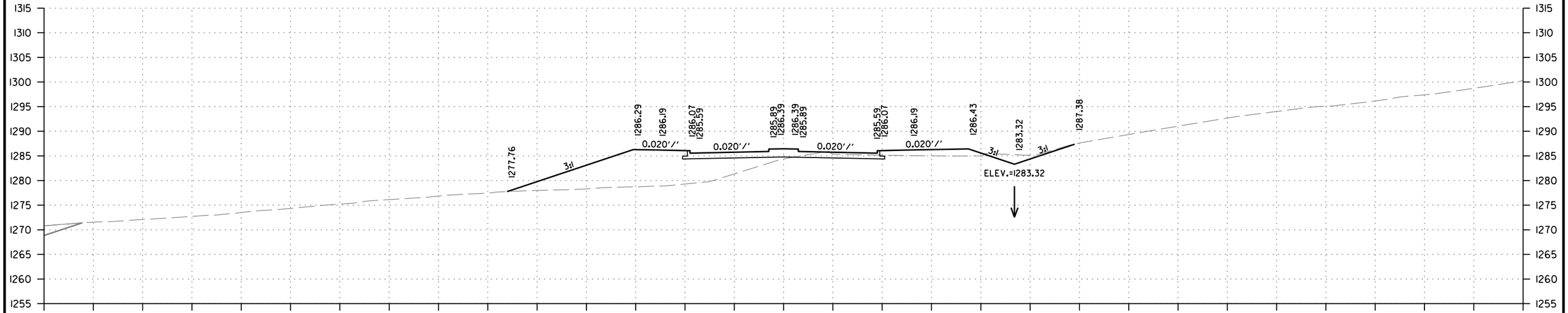
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	639	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	172 SQ. FT.	FILL AREA	44 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	36 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	375 CU. YD.	FILL VOLUME	66 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



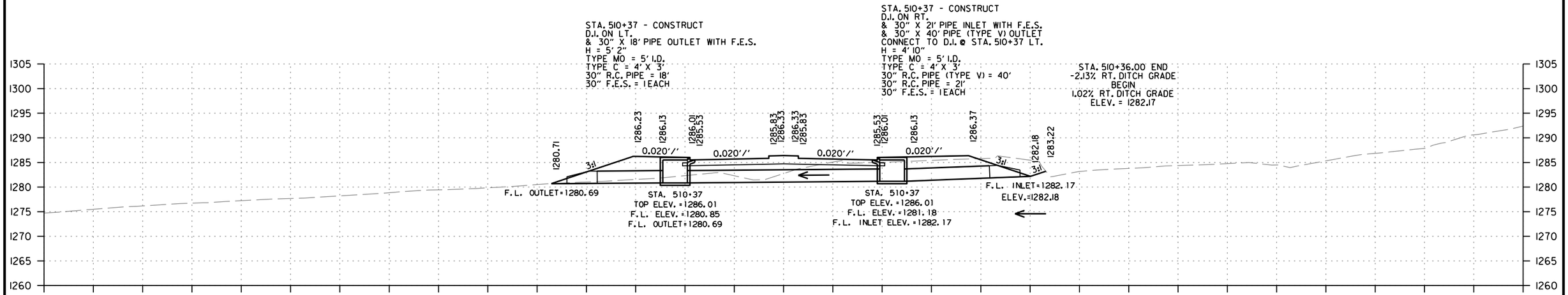
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	233 SQ. FT.	FILL AREA	27 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	40 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	353 CU. YD.	FILL VOLUME	40 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. SOUTH
STA. 509+00 TO STA. 509+50

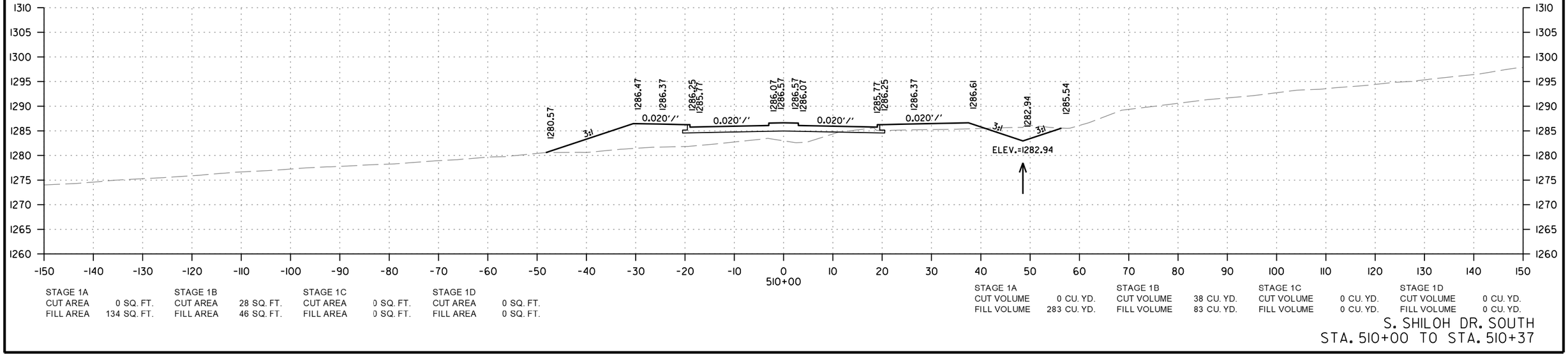
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	640	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	34 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	122 SQ. FT.	FILL AREA	29 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	42 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	175 CU. YD.	FILL VOLUME	51 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



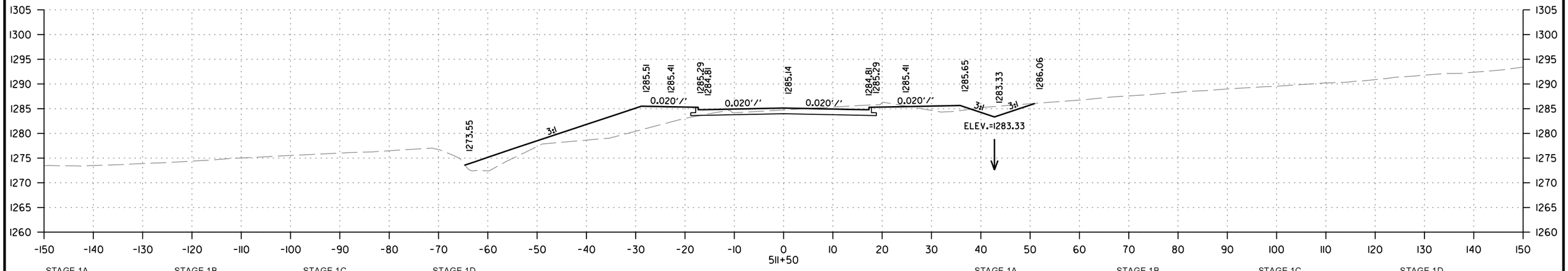
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	28 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	134 SQ. FT.	FILL AREA	46 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	38 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	283 CU. YD.	FILL VOLUME	83 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. SOUTH
STA. 510+00 TO STA. 510+37

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	641	832
		CROSS SECTIONS				



STAGE 1A
CUT AREA 9 SQ. FT.
FILL AREA 130 SQ. FT.

STAGE 1B
CUT AREA 44 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 1C
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1D
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

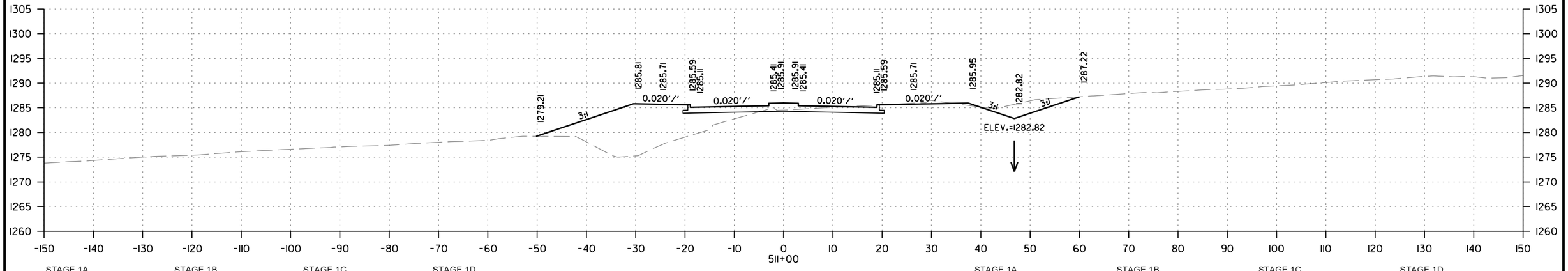
511+50

STAGE 1A
CUT VOLUME 8 CU. YD.
FILL VOLUME 326 CU. YD.

STAGE 1B
CUT VOLUME 87 CU. YD.
FILL VOLUME 10 CU. YD.

STAGE 1C
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1D
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 222 SQ. FT.

STAGE 1B
CUT AREA 50 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 1C
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1D
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

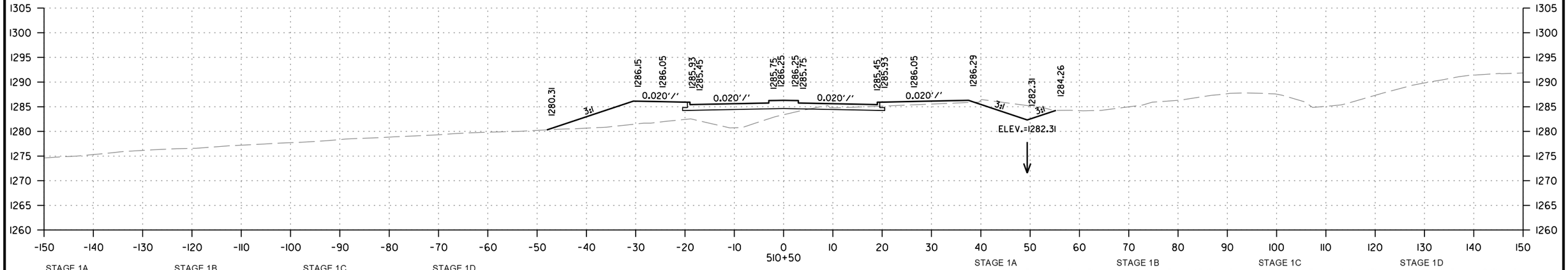
511+00

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 331 CU. YD.

STAGE 1B
CUT VOLUME 80 CU. YD.
FILL VOLUME 19 CU. YD.

STAGE 1C
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1D
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 135 SQ. FT.

STAGE 1B
CUT AREA 36 SQ. FT.
FILL AREA 20 SQ. FT.

STAGE 1C
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1D
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

510+50

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 62 CU. YD.

STAGE 1B
CUT VOLUME 17 CU. YD.
FILL VOLUME 12 CU. YD.

STAGE 1C
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

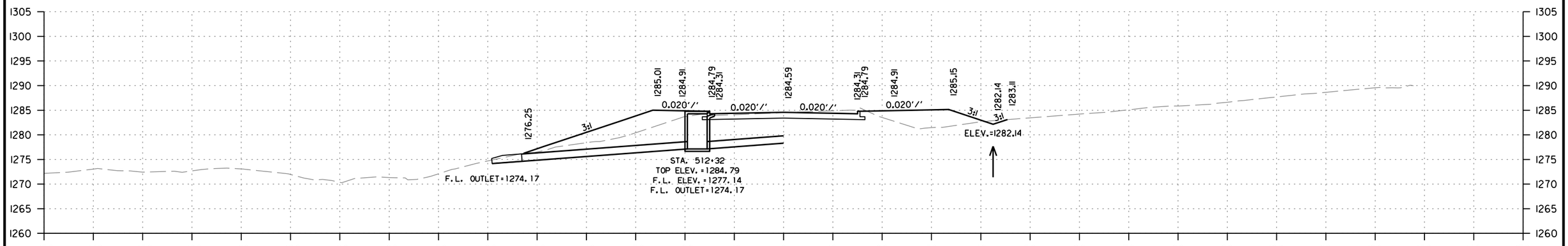
STAGE 1D
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

S. SHILOH DR. SOUTH
STA. 510+50 TO STA. 511+50

CD41256 2/21/2024
R040846B.DGN

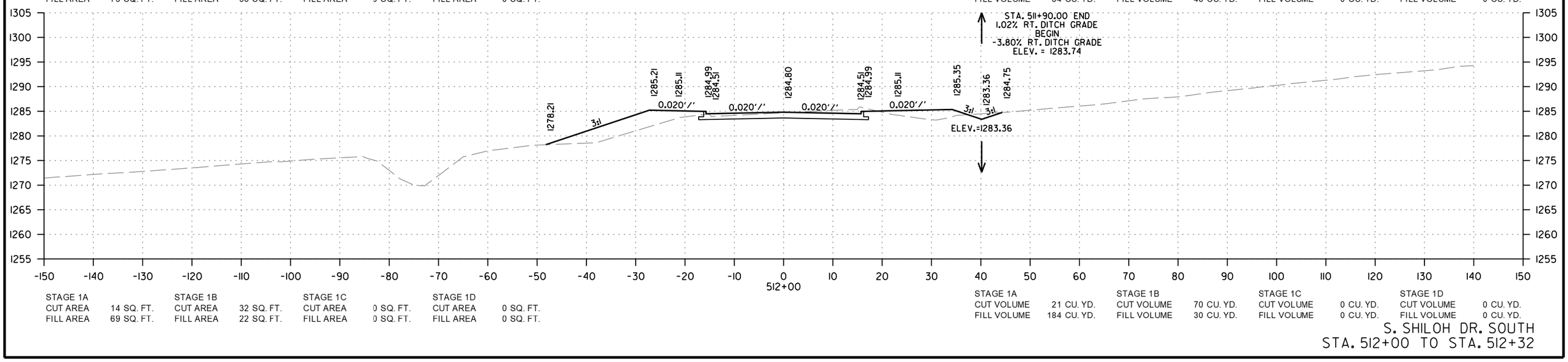
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	642	832
		CROSS SECTIONS				

STA. 512+32 - CONSTRUCT
D.I. ON LT.
& 18" X 34' PIPE OUTLET WITH F.E.S.
H = 7' 8"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'
18" R.C. PIPE = 34'
18" F.E.S. = 1EACH



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	15 SQ. FT.	CUT AREA	27 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	73 SQ. FT.	FILL AREA	56 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	17 CU. YD.	CUT VOLUME	35 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	84 CU. YD.	FILL VOLUME	46 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



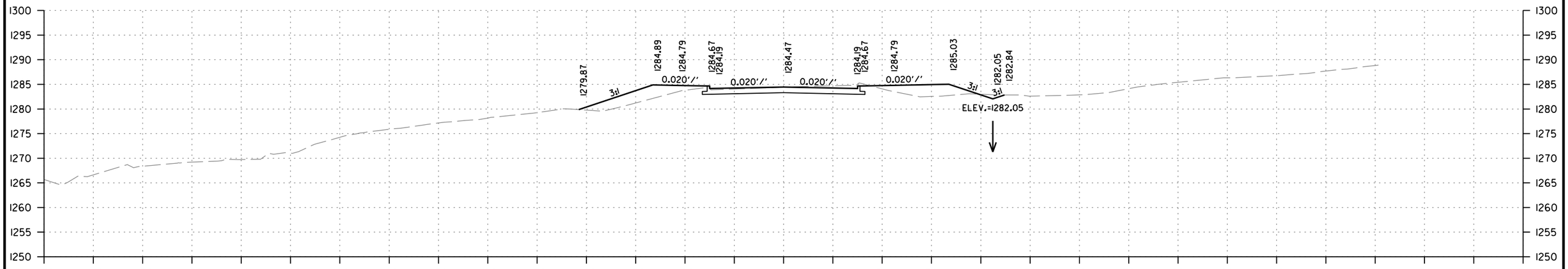
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	14 SQ. FT.	CUT AREA	32 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	69 SQ. FT.	FILL AREA	22 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	21 CU. YD.	CUT VOLUME	70 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	184 CU. YD.	FILL VOLUME	30 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. SOUTH
STA. 512+00 TO STA. 512+32

CD41256 2/21/2024
R040846B.DGN

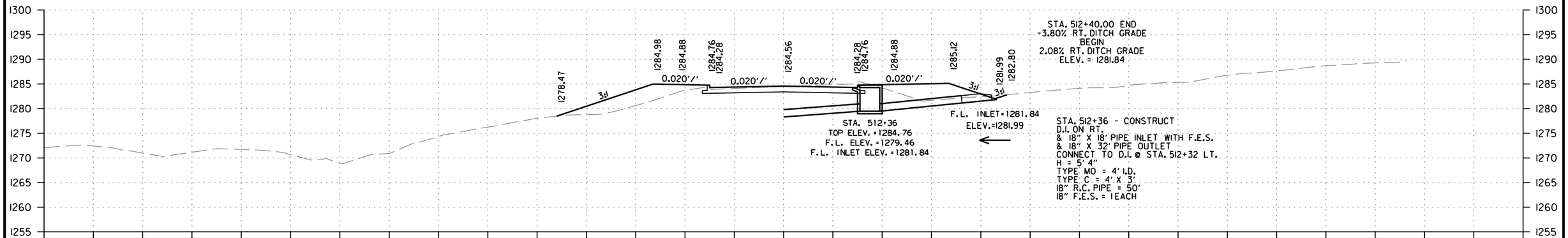
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	643	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	16 SQ. FT.	CUT AREA	27 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	43 SQ. FT.	FILL AREA	33 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

512+50

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	8 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	27 CU. YD.	FILL VOLUME	21 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	15 SQ. FT.	CUT AREA	26 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	61 SQ. FT.	FILL AREA	47 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

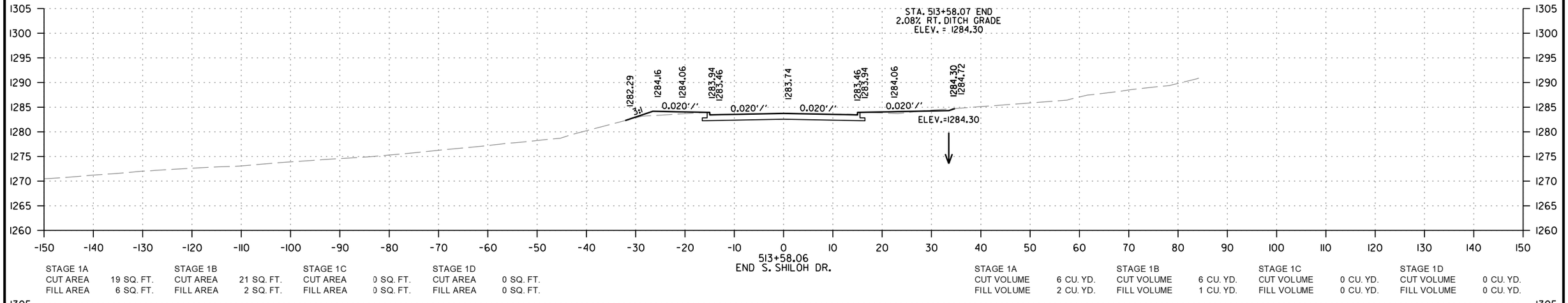
512+36

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	2 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	10 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. SOUTH
STA. 512+36 TO STA. 512+50

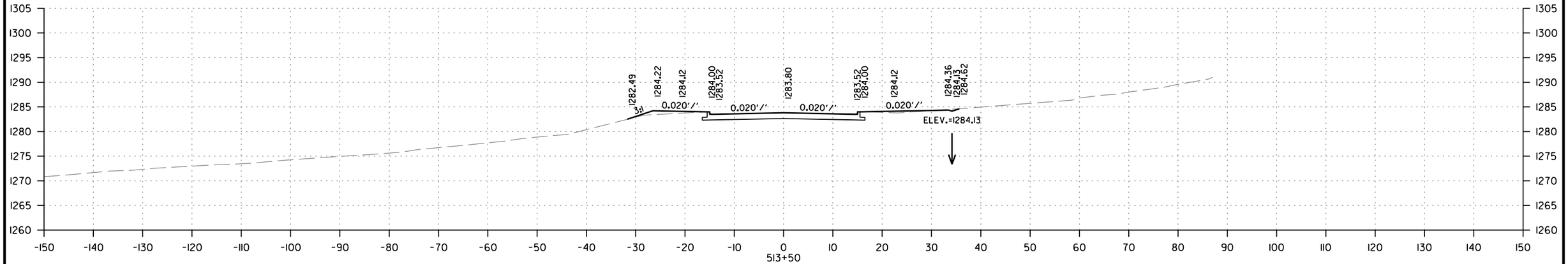
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	644	832
		CROSS SECTIONS				



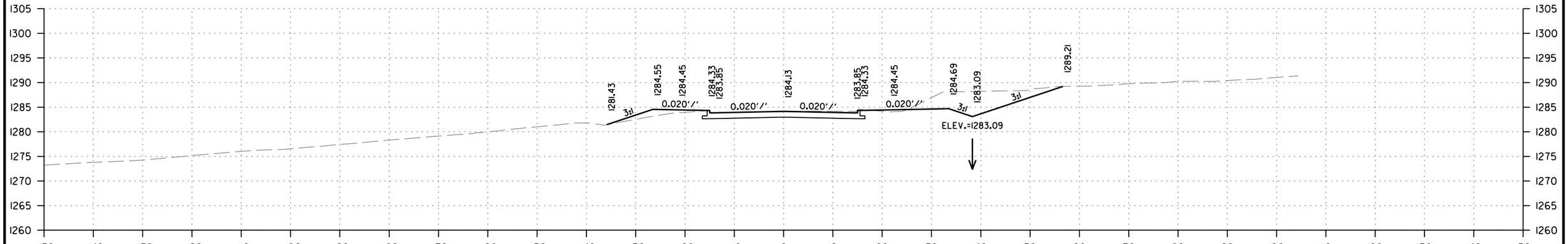
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	19 SQ. FT.	CUT AREA	21 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	6 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	19 SQ. FT.	CUT AREA	20 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	35 CU. YD.	CUT VOLUME	114 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	18 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



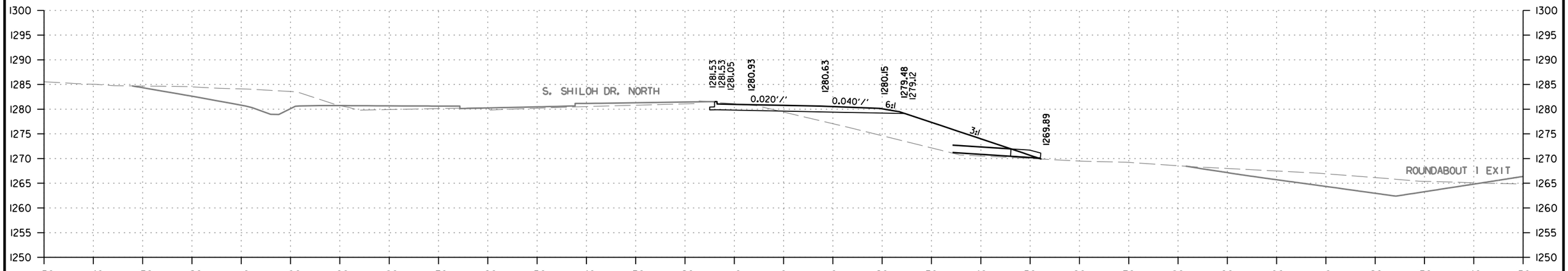
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	19 SQ. FT.	CUT AREA	103 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	13 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	32 CU. YD.	CUT VOLUME	120 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	52 CU. YD.	FILL VOLUME	32 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. SOUTH
STA. 513+00 TO STA. 513+58.06

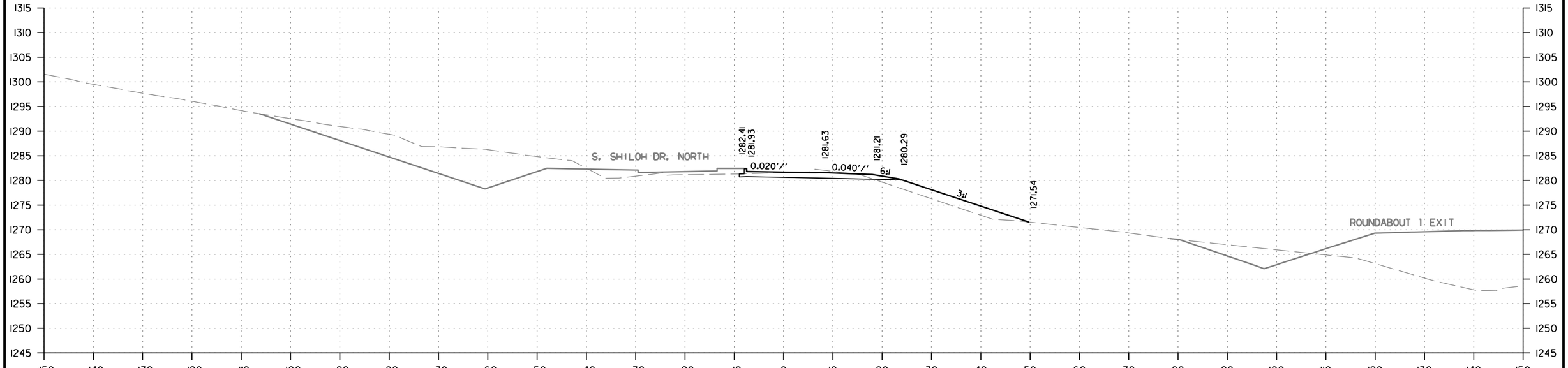
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	645	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	15 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	167 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	39 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	197 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



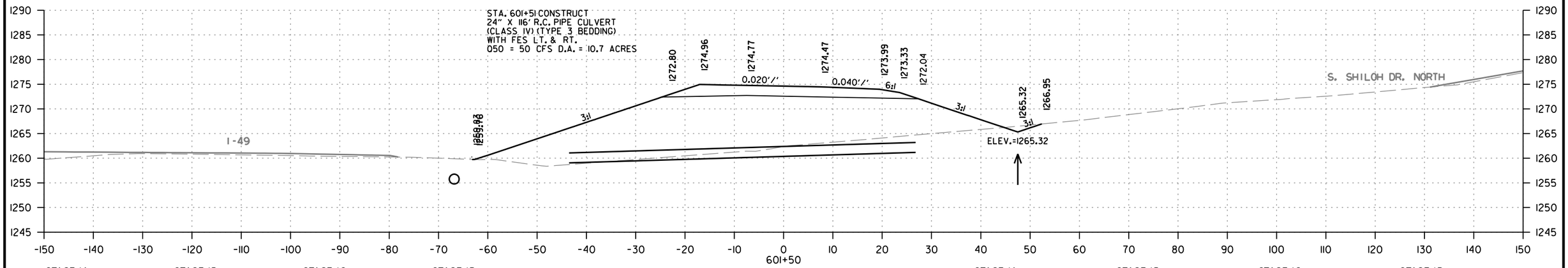
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	27 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	46 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

ROUNDABOUT I EXIT
STA. 600+00 TO STA. 600+50

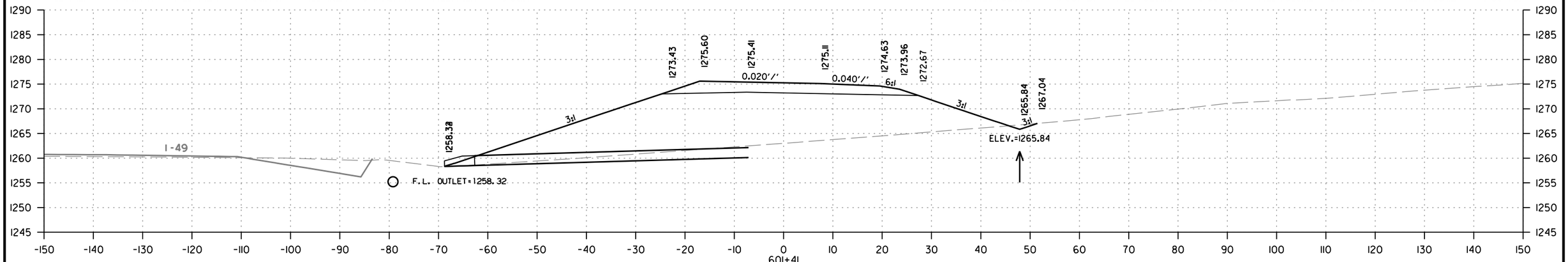
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	646	832
		CROSS SECTIONS				



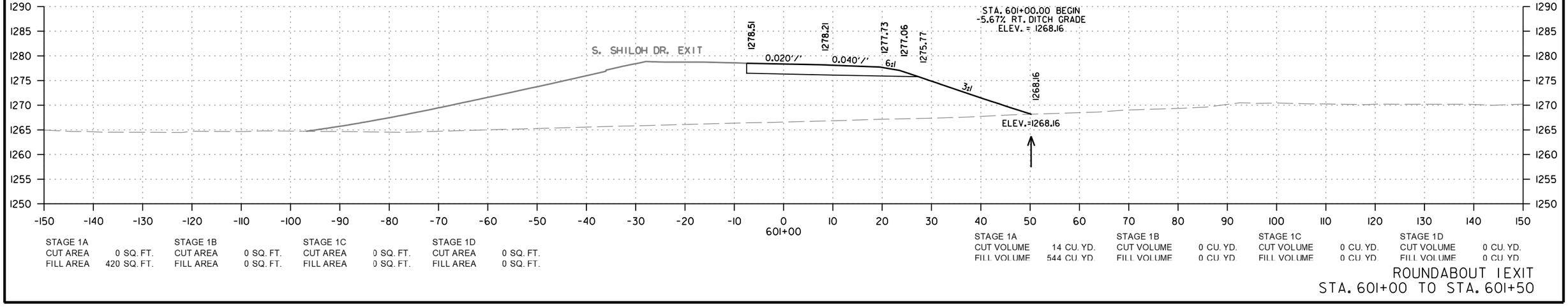
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	845 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	283 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	852 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	319 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	647 CU. YD.	FILL VOLUME	0 CU. YD.



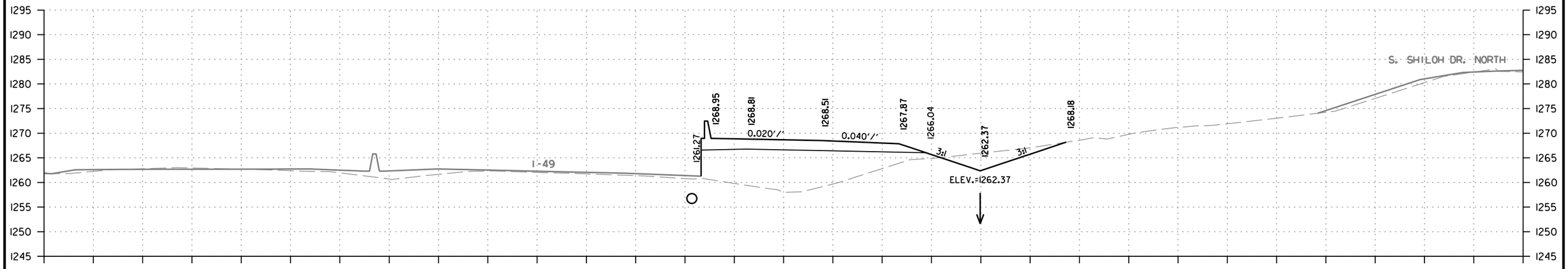
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	420 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	544 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1EXIT
STA. 601+00 TO STA. 601+50

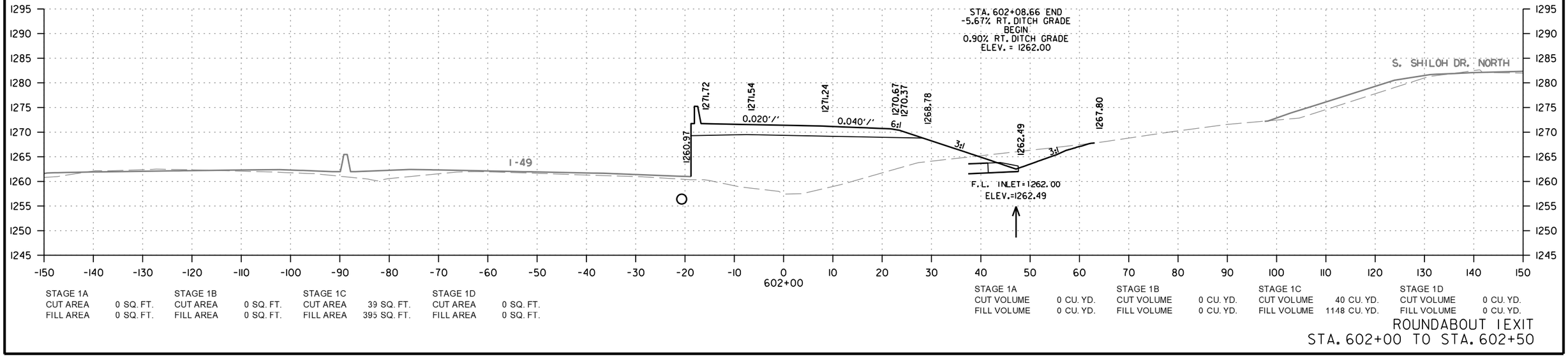
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	647	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	43 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	234 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	76 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	582 CU. YD.	FILL VOLUME	0 CU. YD.



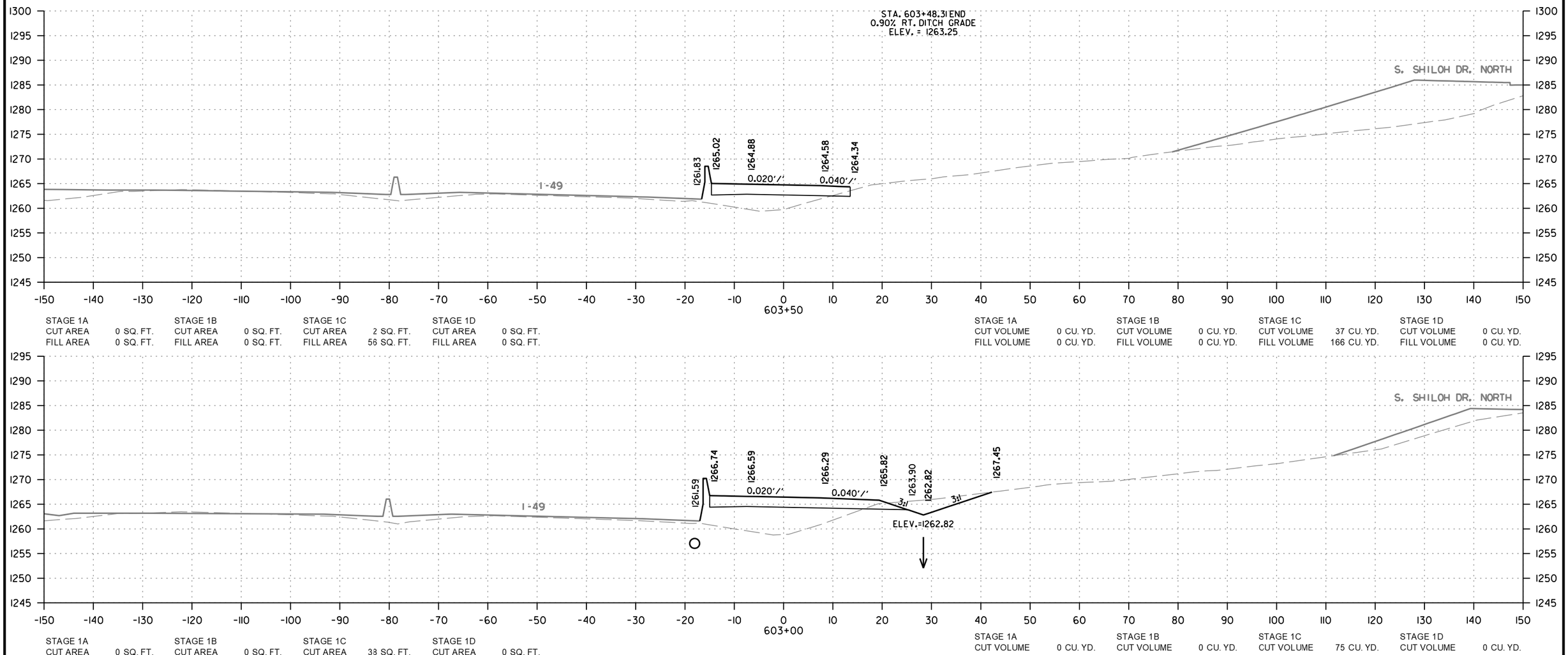
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	39 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	395 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	40 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1148 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1EXIT
STA. 602+00 TO STA. 602+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	648	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	56 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	37 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	166 CU. YD.	FILL VOLUME	0 CU. YD.

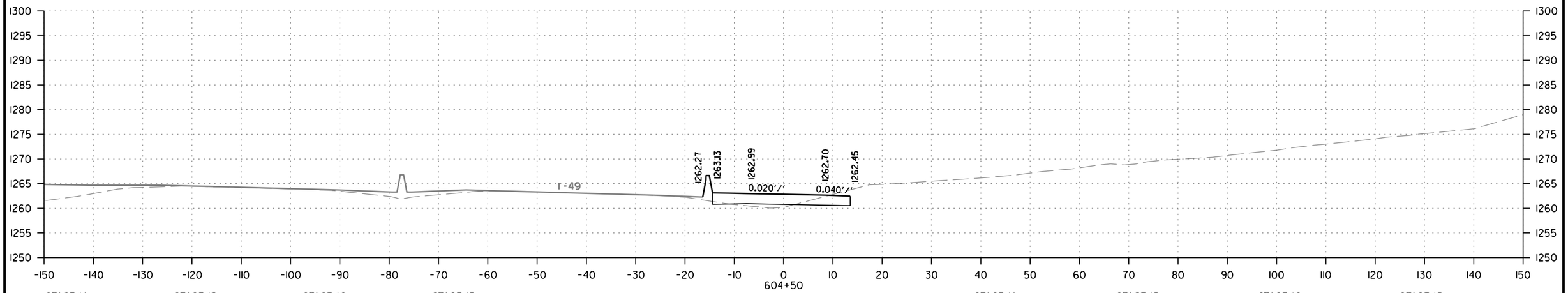
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	38 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	123 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	75 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	331 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1EXIT
STA. 603+00 TO STA. 603+50

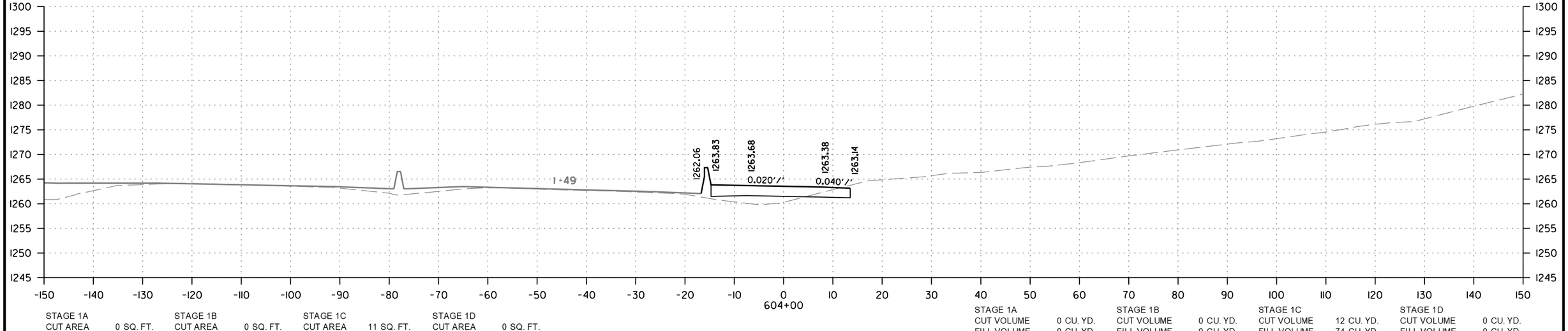
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	649	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	28 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	30 CU. YD.	FILL VOLUME	0 CU. YD.



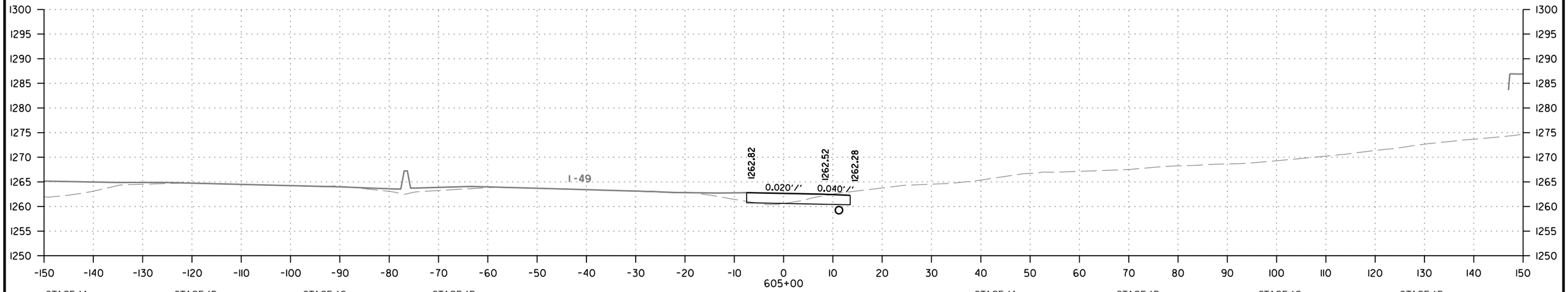
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	11 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	24 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	74 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1 EXIT
STA. 604+00 TO STA. 604+50

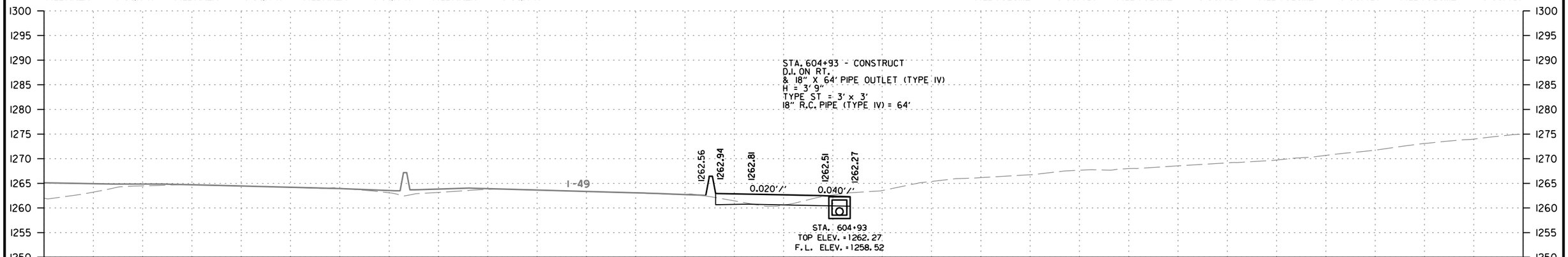
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	650	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 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.



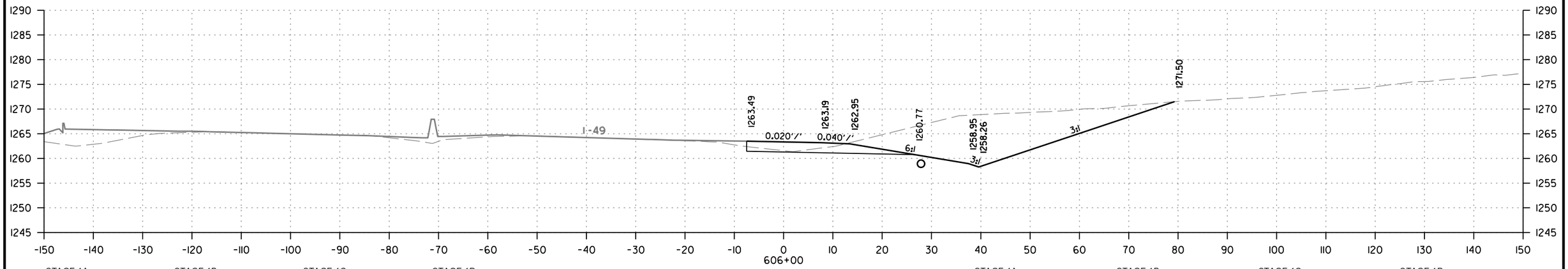
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	25 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	35 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 1EXIT
STA. 604+93 TO STA. 605+00

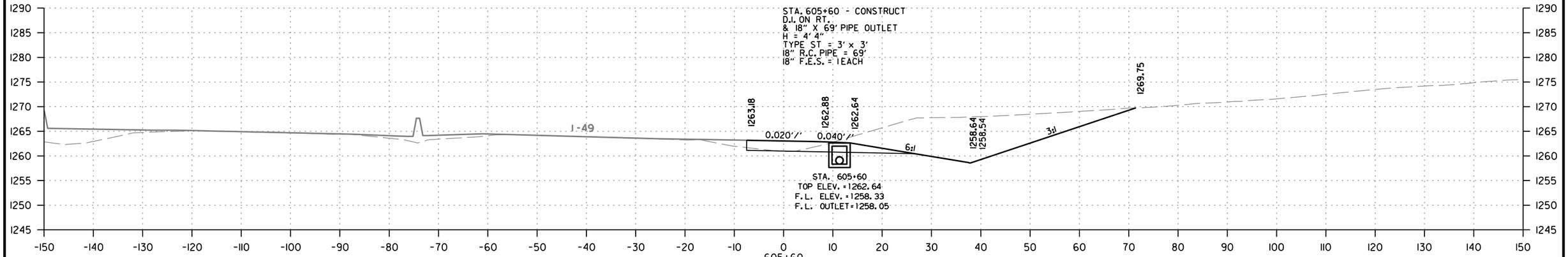
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	651	832
		CROSS SECTIONS				



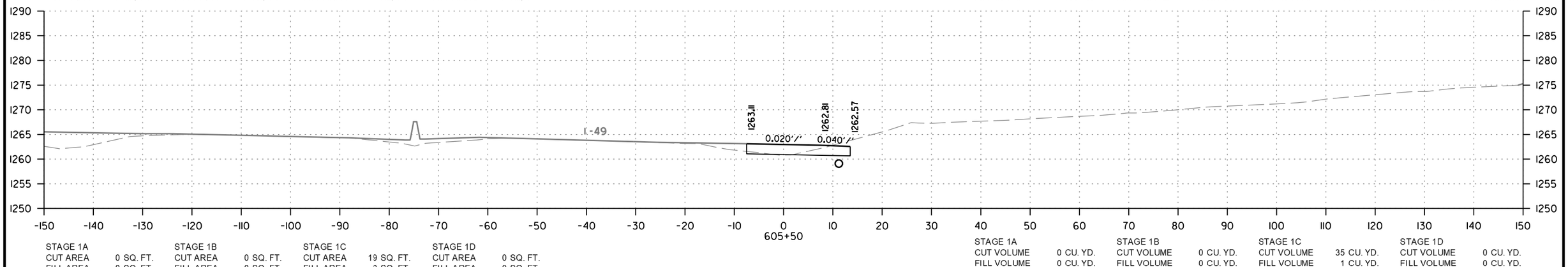
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	377 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	526 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	333 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	65 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.



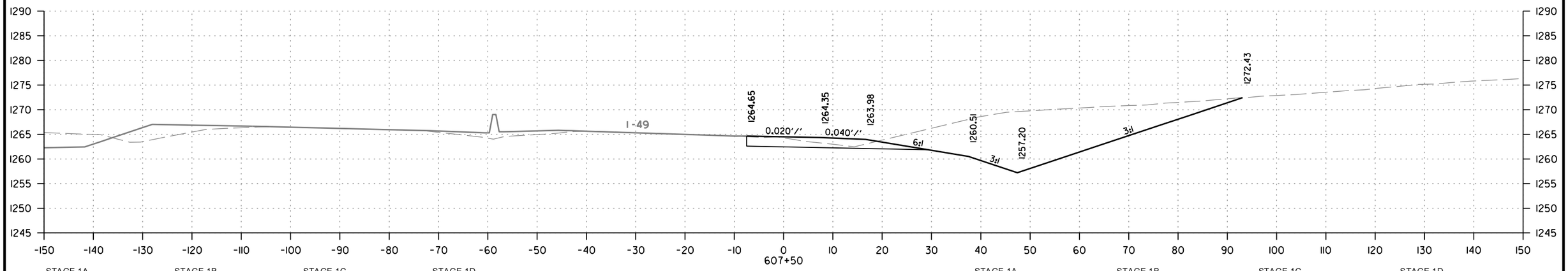
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	19 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	35 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT I EXIT
STA. 605+50 TO STA. 606+00

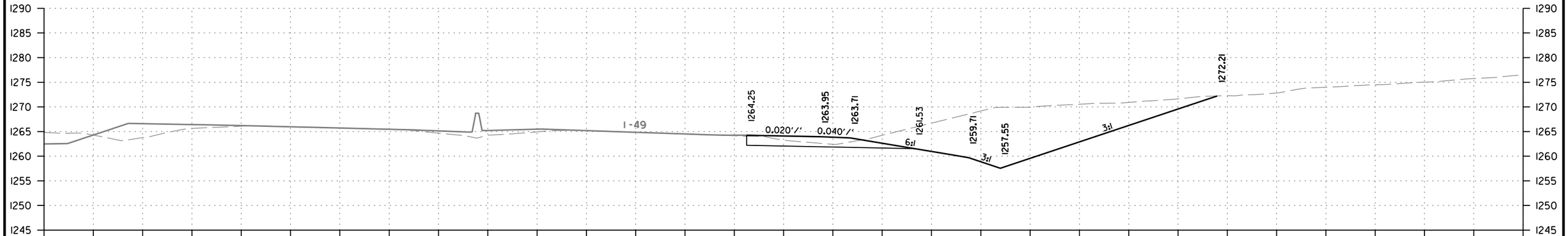
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	652	832
		CROSS SECTIONS				



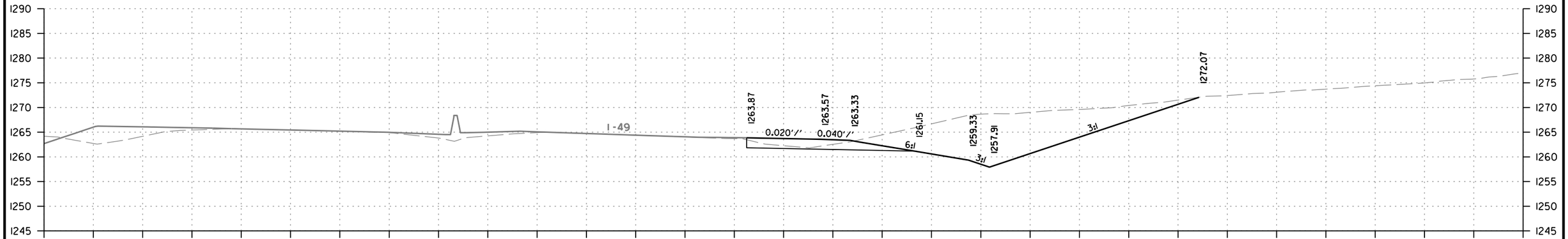
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	490 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	882 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.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	463 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	790 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.



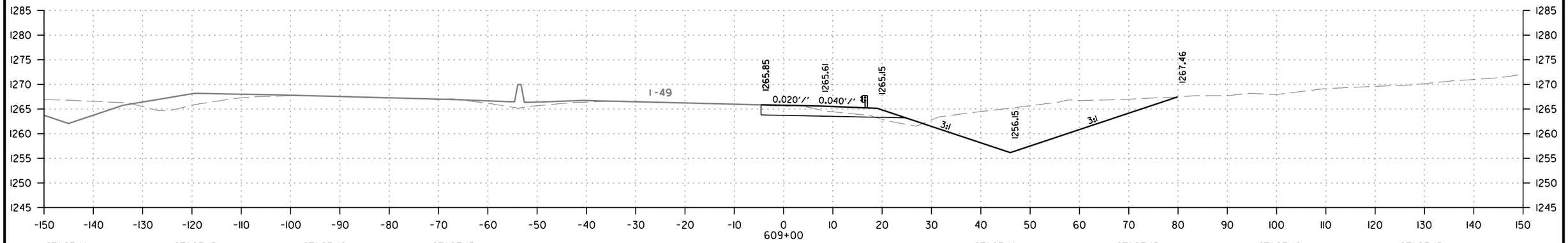
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	390 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	710 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.

ROUNDABOUT 1EXIT
STA. 606+50 TO STA. 607+50

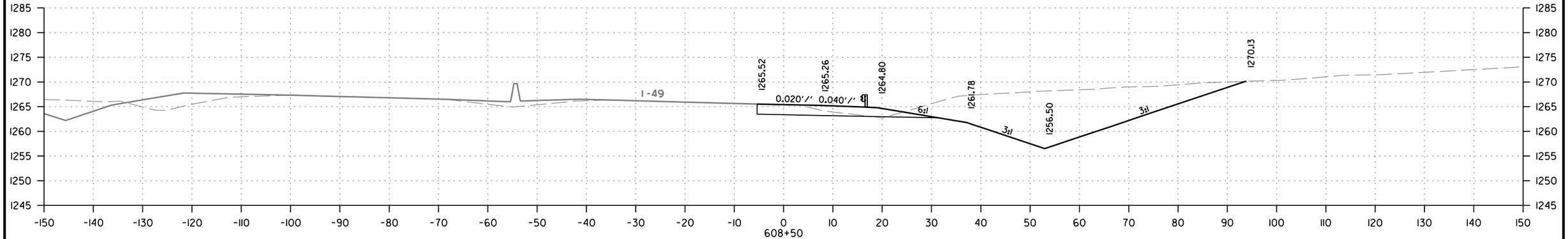
C041256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	653	832
		CROSS SECTIONS				



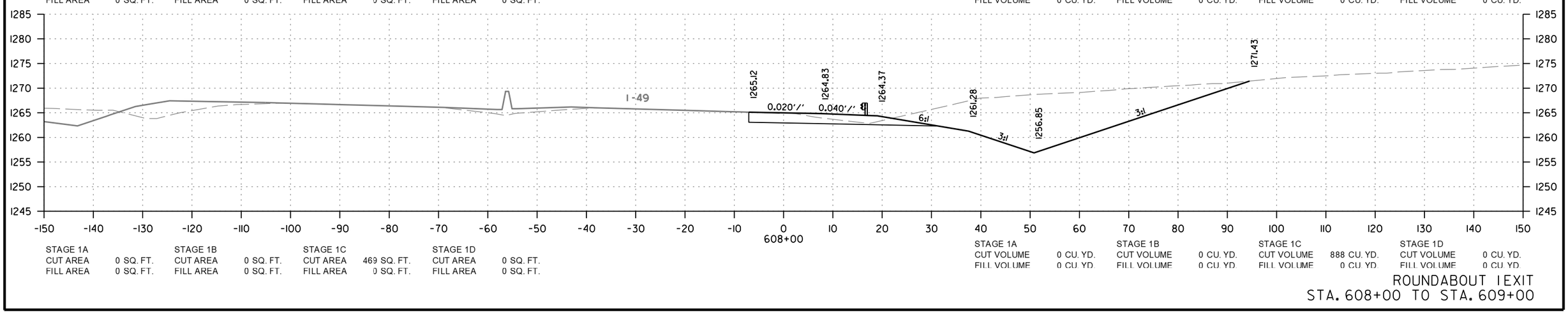
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	280 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	670 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	444 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	845 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.



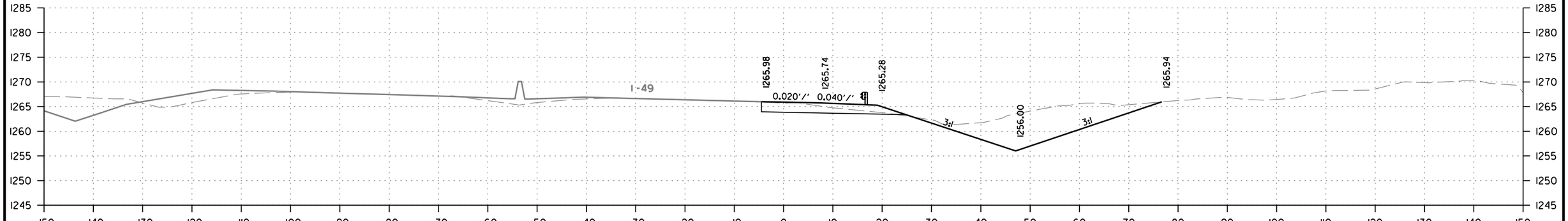
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	469 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	888 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.

ROUNDABOUT 1EXIT
STA. 608+00 TO STA. 609+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	654	832
		CROSS SECTIONS				



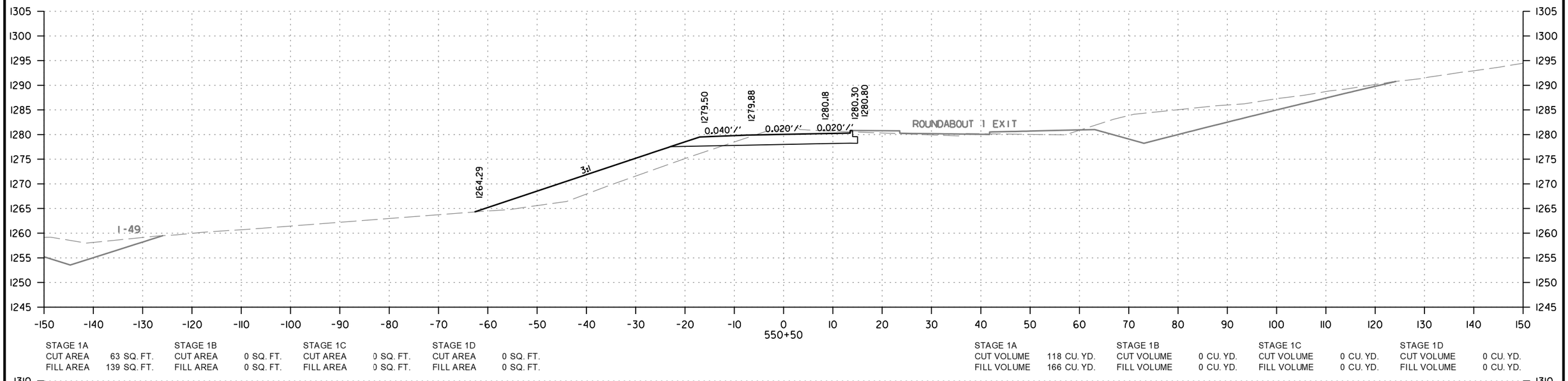
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	212 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	193 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT I EXIT
STA. 609+21.17

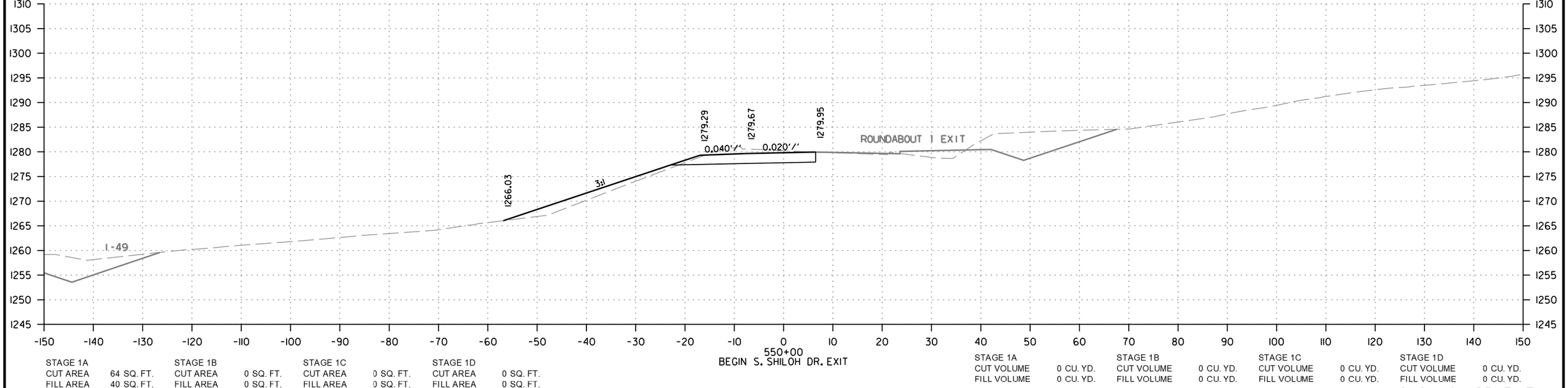
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	655	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	63 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	139 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	118 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	166 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



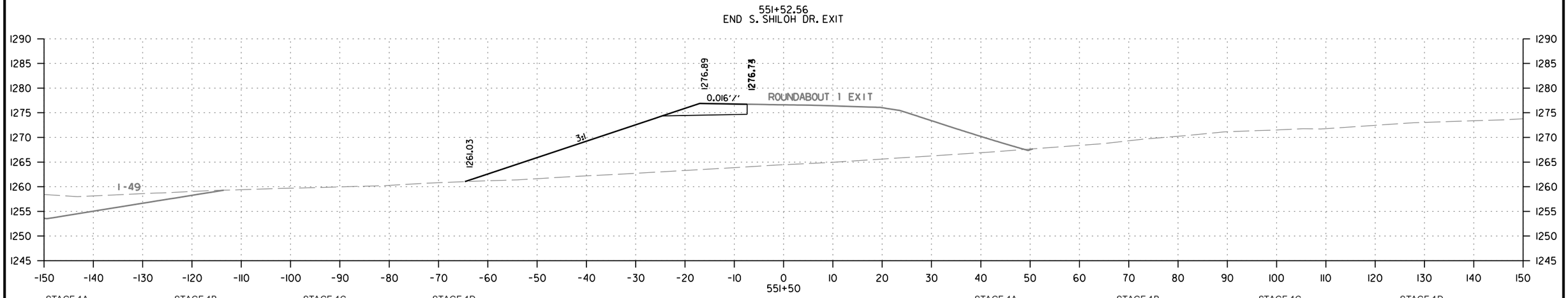
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	64 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	40 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

S. SHILOH DR. EXIT
STA. 550+00 TO STA. 550+50

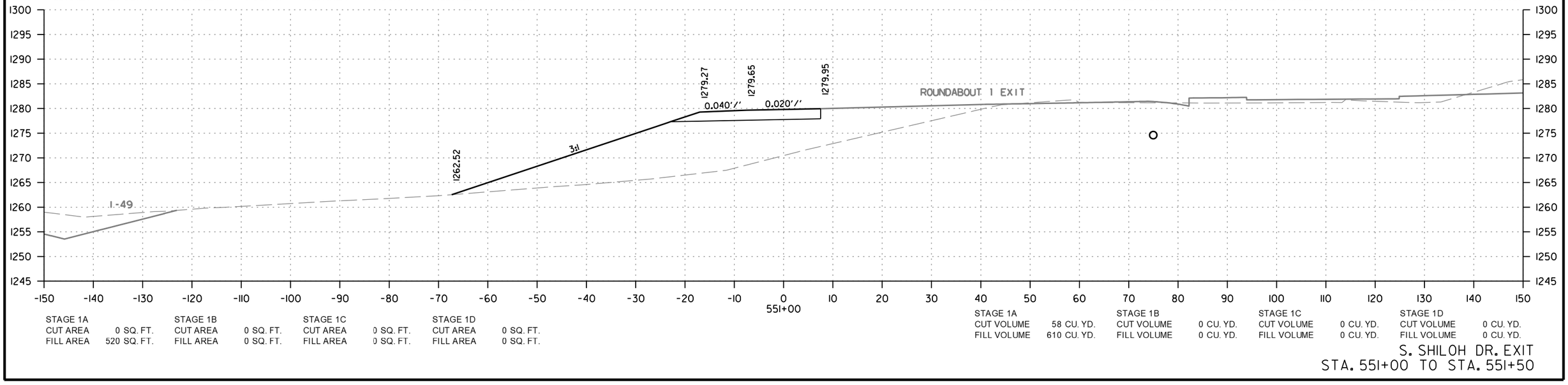
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	656	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	420 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	870 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



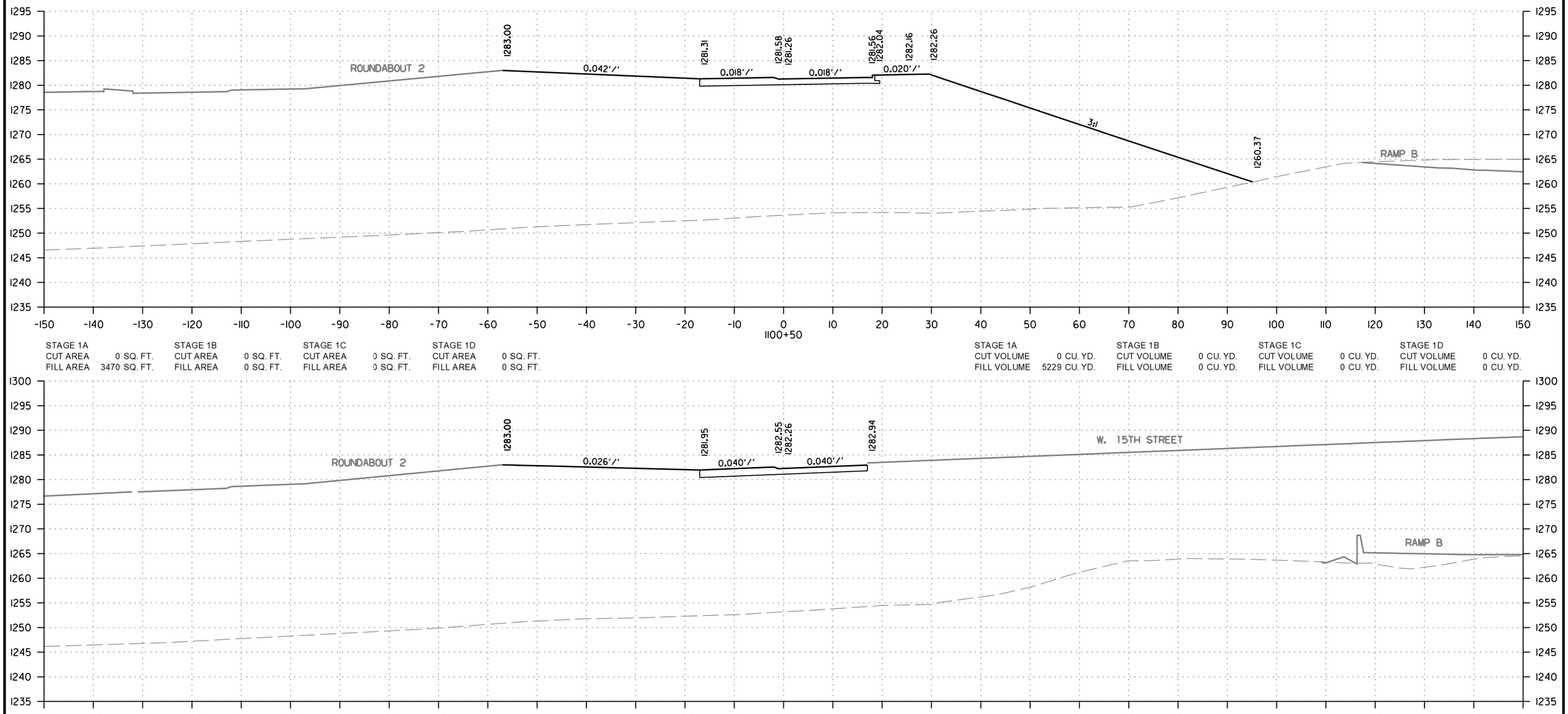
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	520 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	58 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	610 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH DR. EXIT
STA. 551+00 TO STA. 551+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	657	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3470 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5229 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

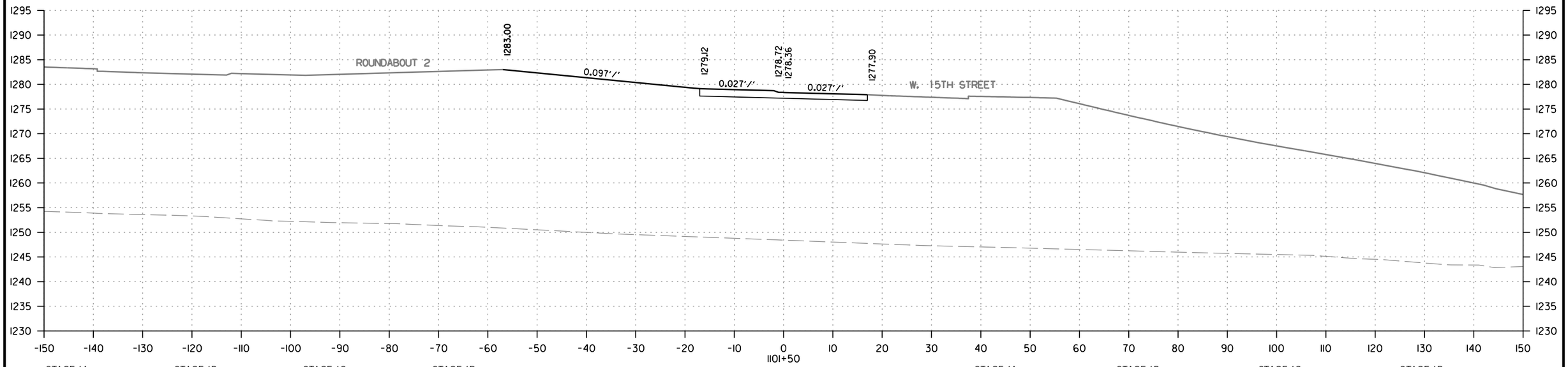
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2177 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

ROUNDABOUT 2
STA. 1100+00 TO STA. 1100+50

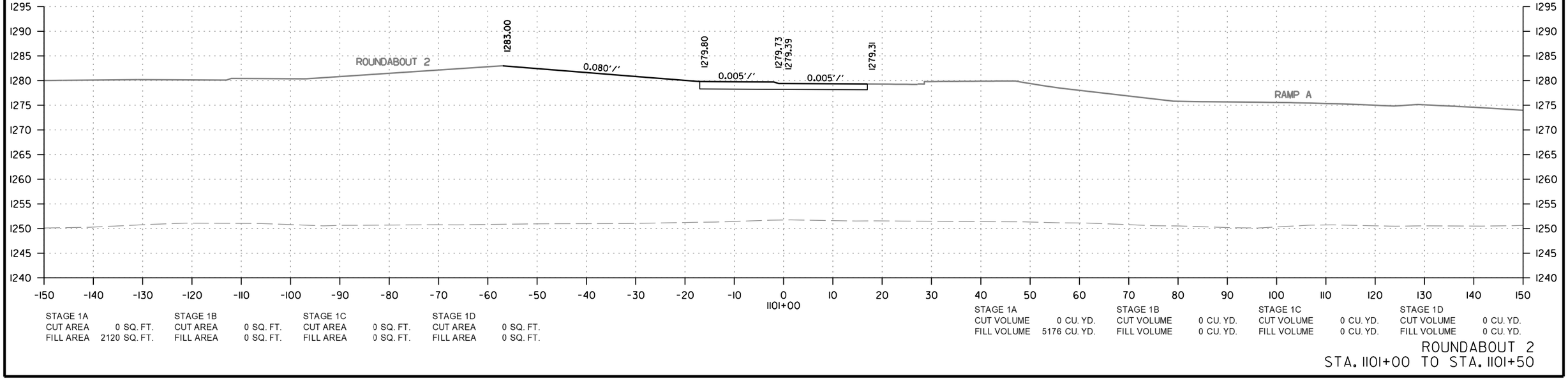
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	658	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2226 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	4024 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



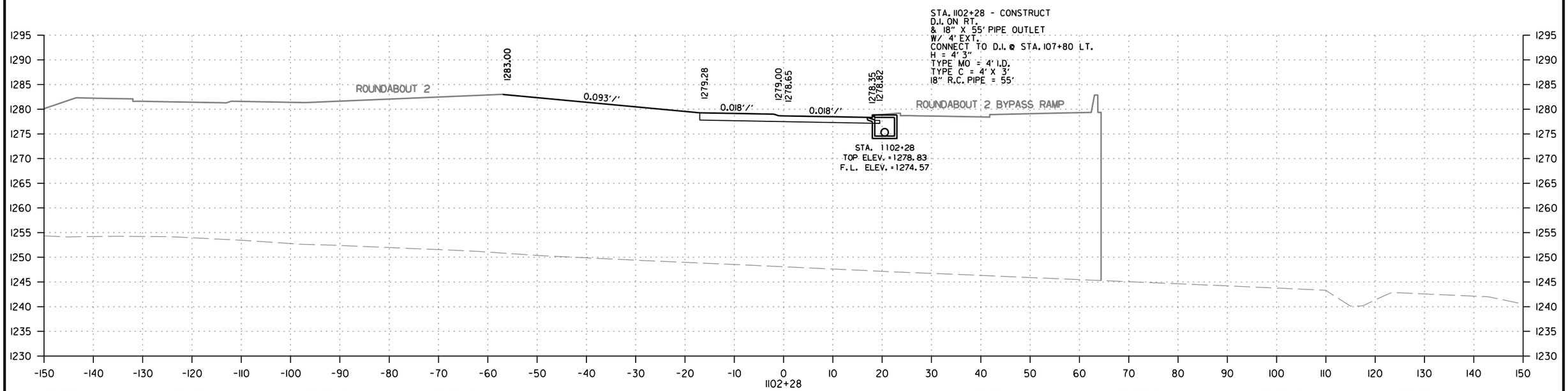
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2120 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5176 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2
STA. 1101+00 TO STA. 1101+50

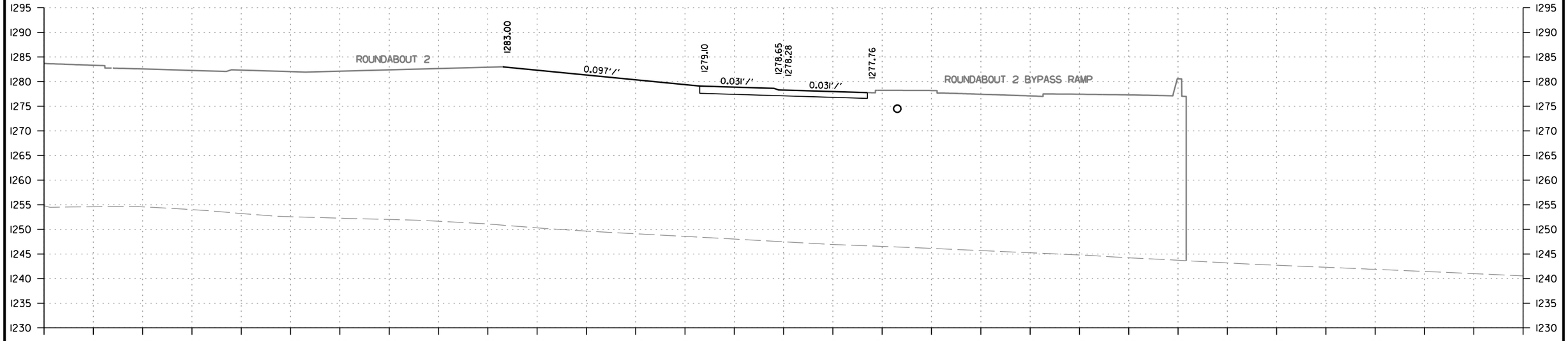
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	659	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2329 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2384 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



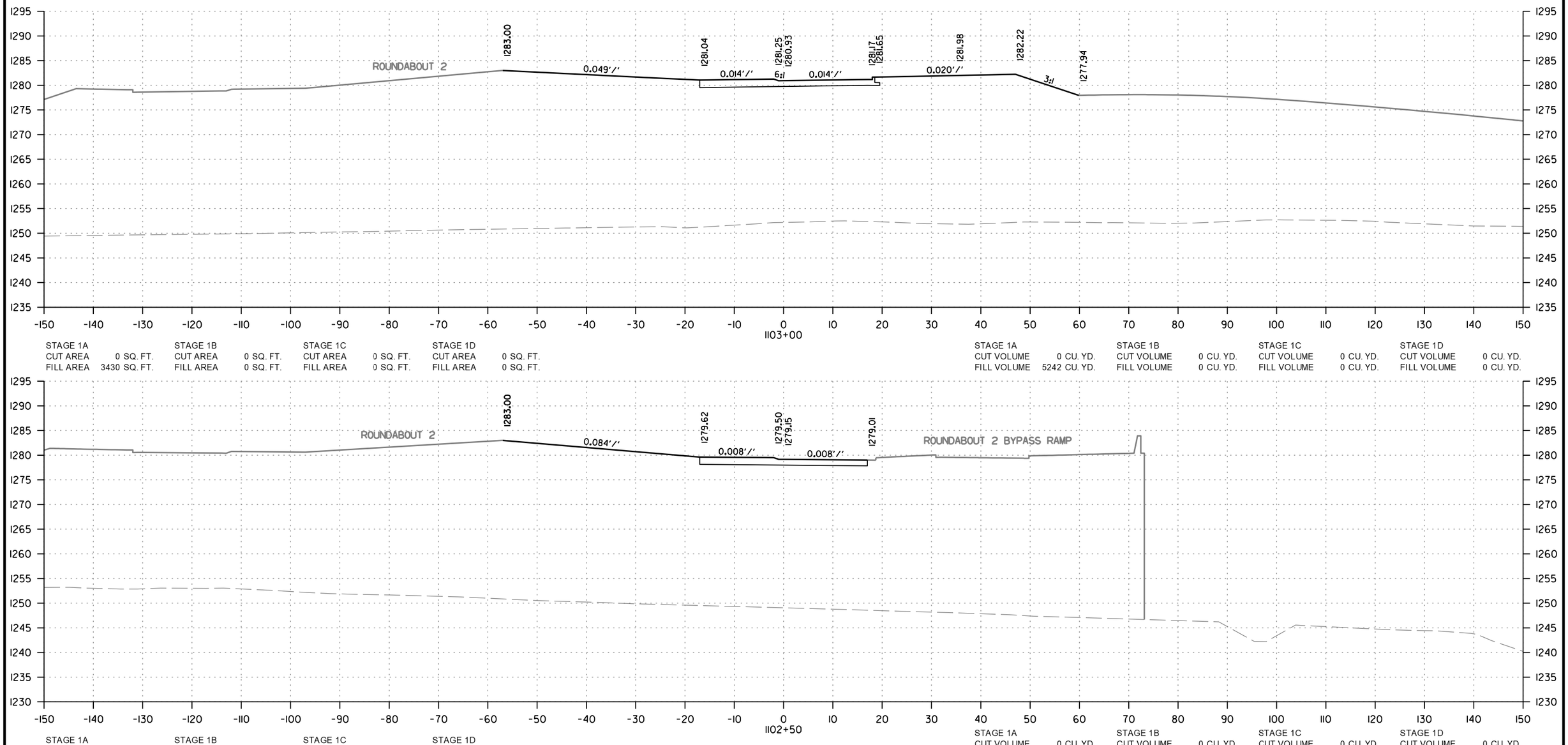
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2268 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	4161 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2
STA. 1102+00 TO STA. 1102+28

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	660	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3430 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5242 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

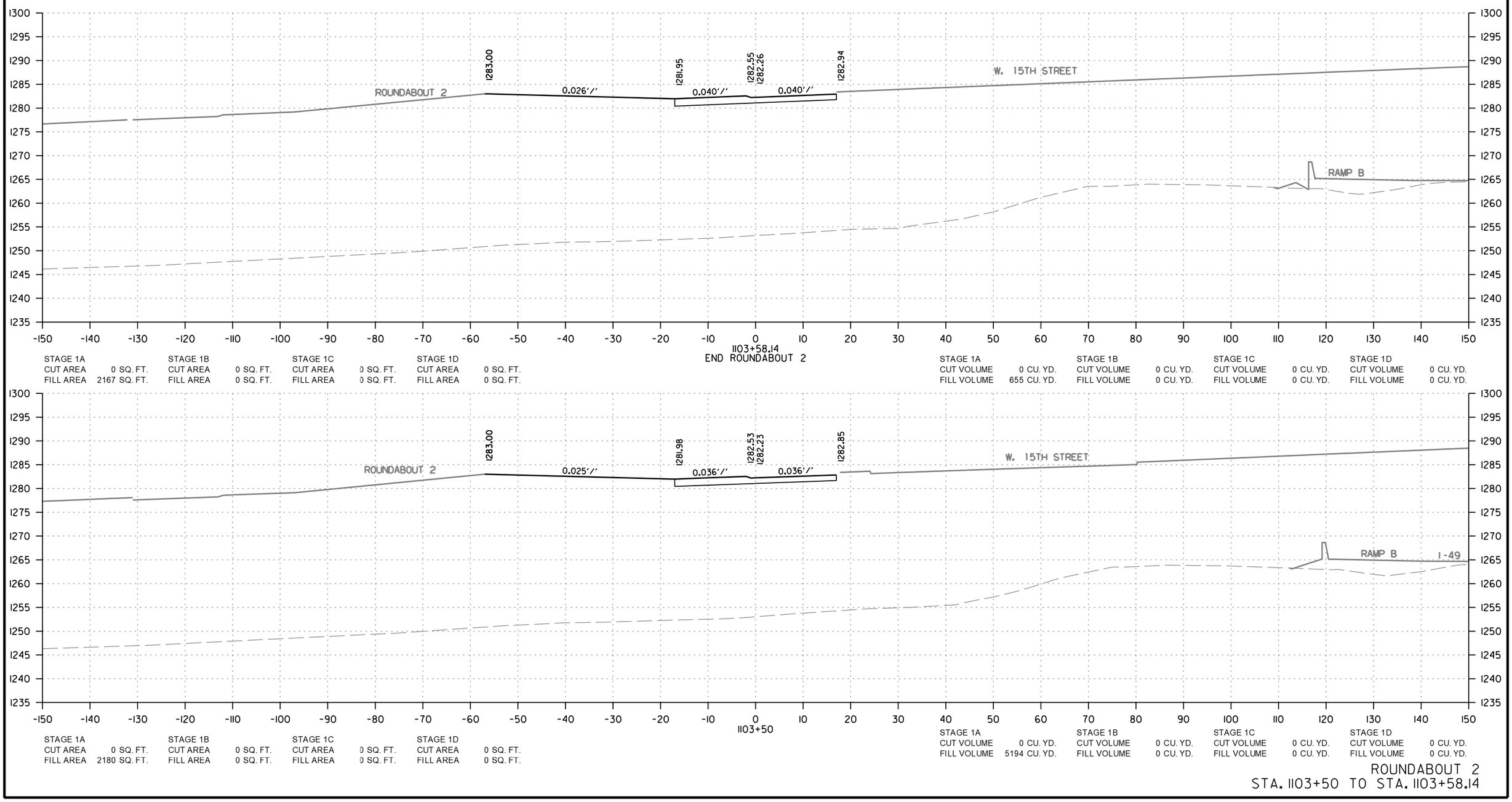
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2231 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1858 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2
STA. 1102+50 TO STA. 1103+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	661	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2167 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	655 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

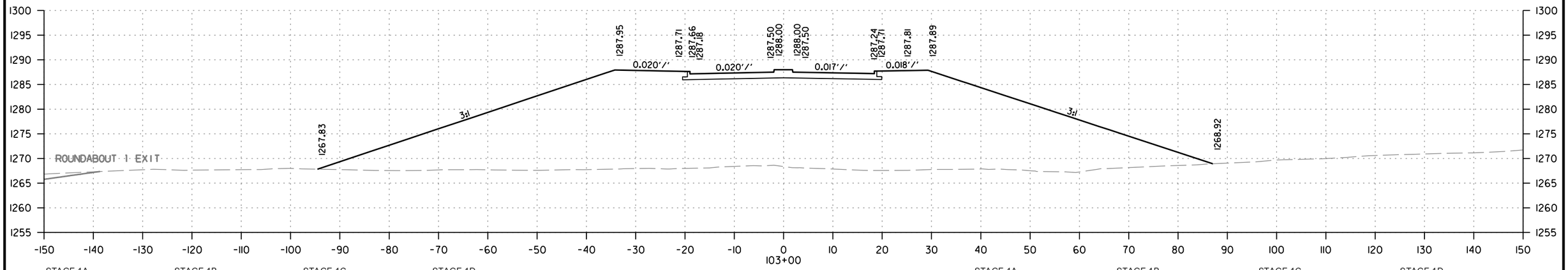
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2180 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5194 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2
STA. 1103+50 TO STA. 1103+58.14

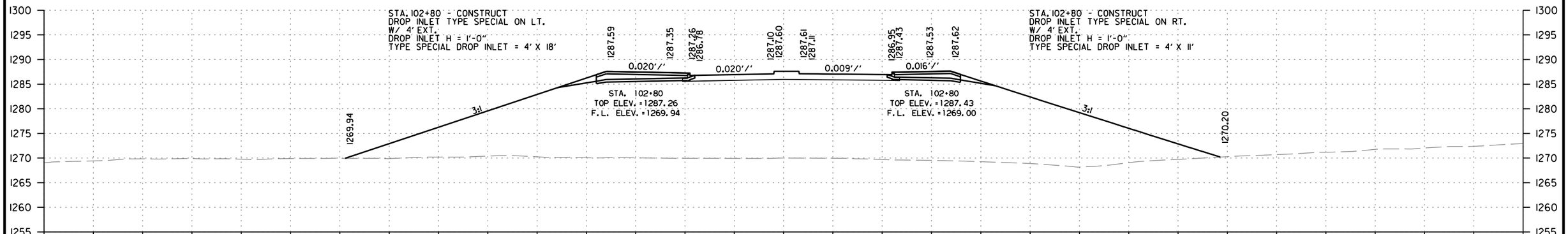
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	662	832
		CROSS SECTIONS				



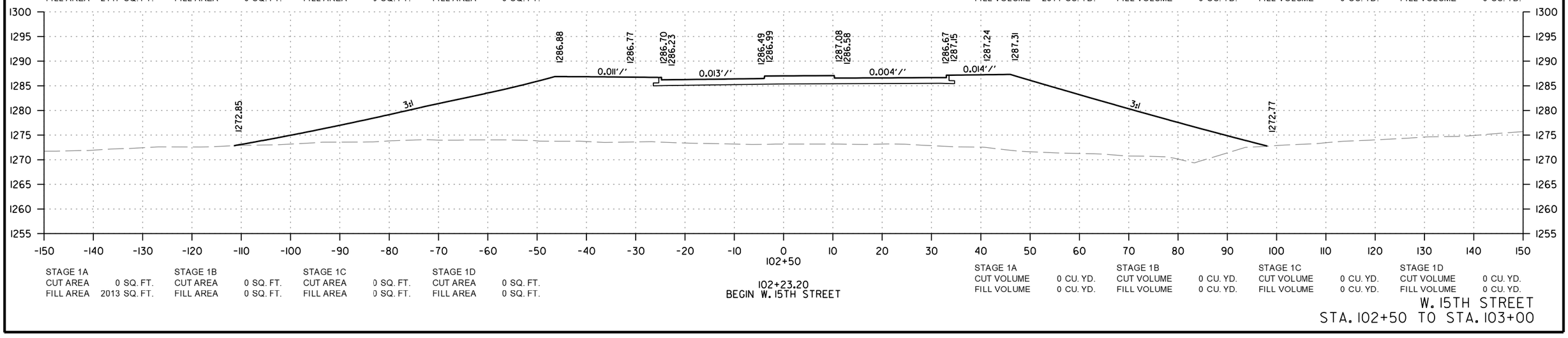
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2416 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1690 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2147 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2311 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2013 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

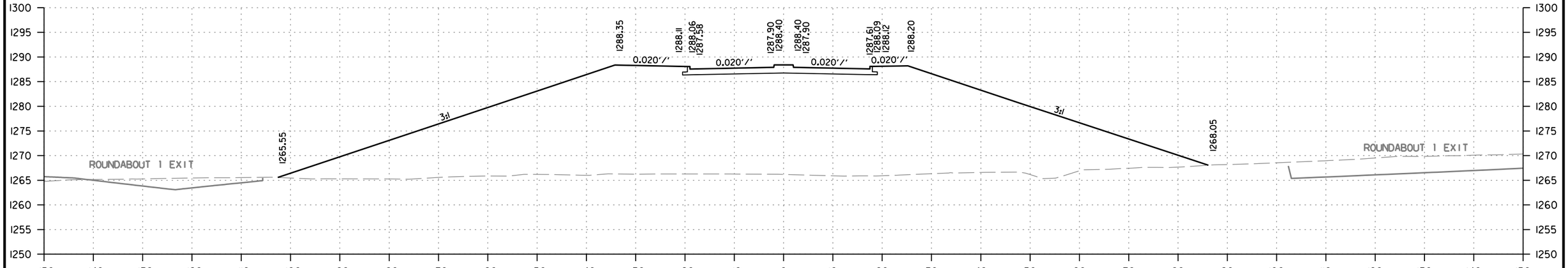
102+23.20
BEGIN W. 15TH STREET

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

W. 15TH STREET
STA. 102+50 TO STA. 103+00

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	663	832
		CROSS SECTIONS				



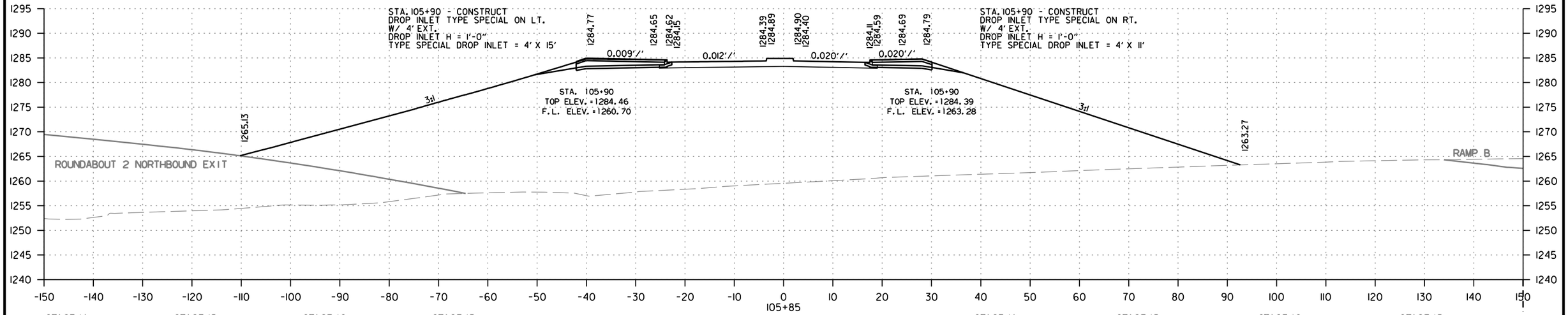
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2709 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1898 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

W. 15TH STREET
STA. 103+20

CD41256 2/21/2024
R040846B.DGN

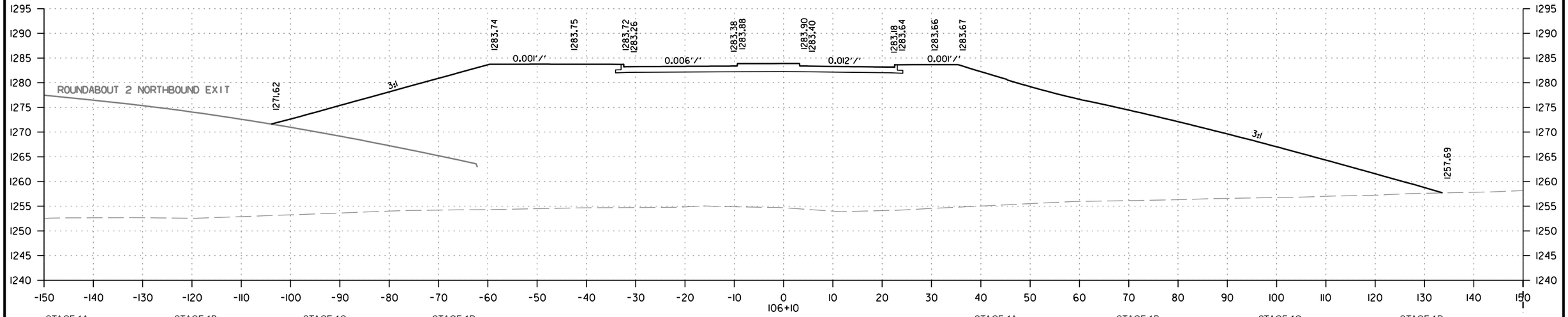
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	664	832
		CROSS SECTIONS				



W. 15TH STREET
STA. 105+55 TO STA. 105+85

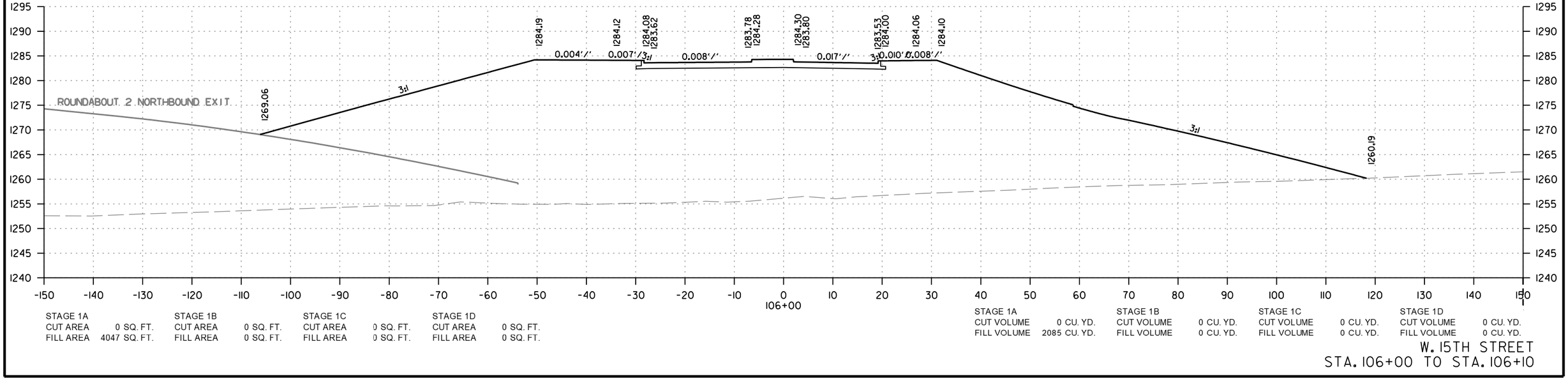
CD41256 2/21/2024
RO40846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	665	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	4563 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1594 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



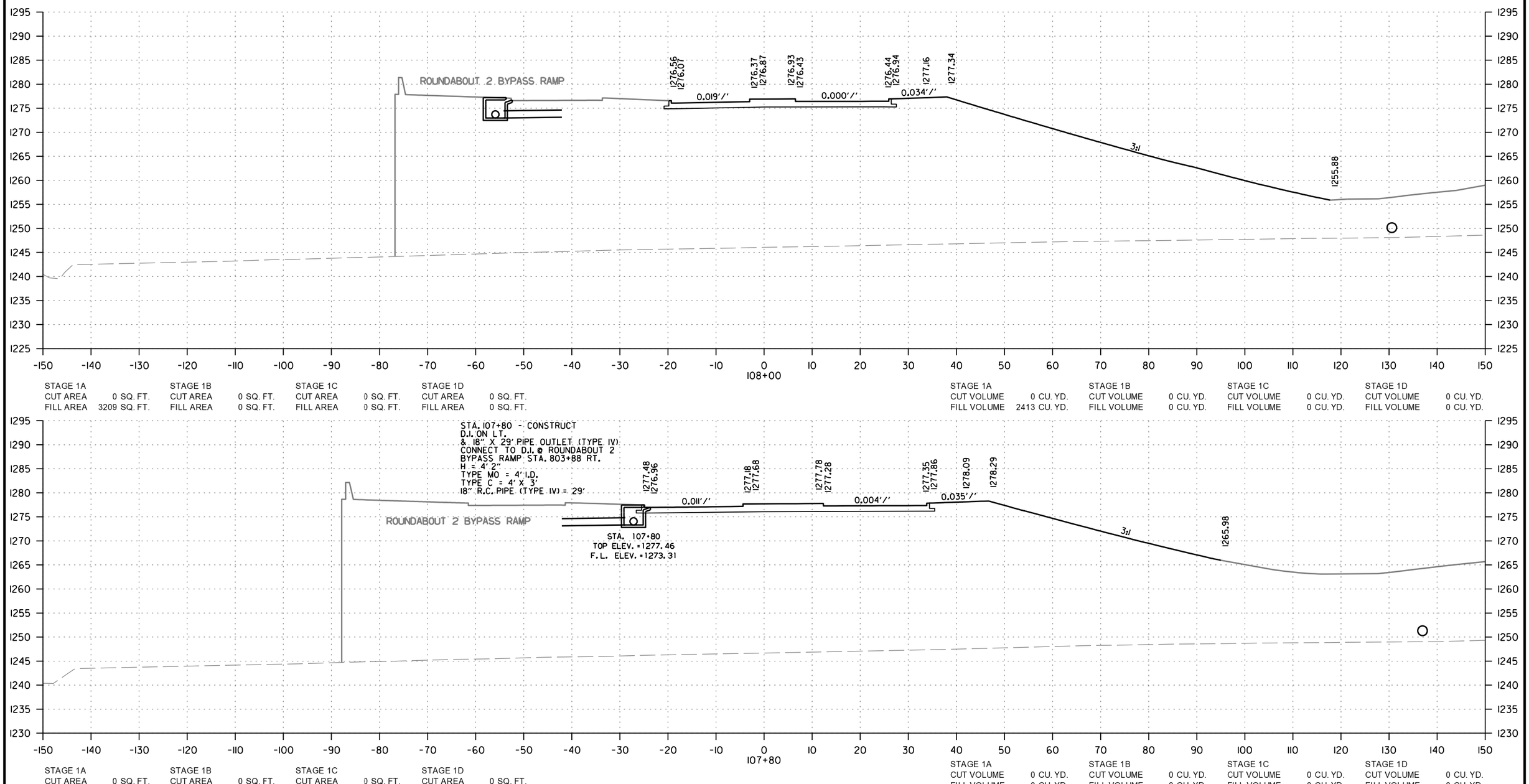
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	4047 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2085 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

W. 15TH STREET
STA. 106+00 TO STA. 106+10

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	666	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3209 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2413 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

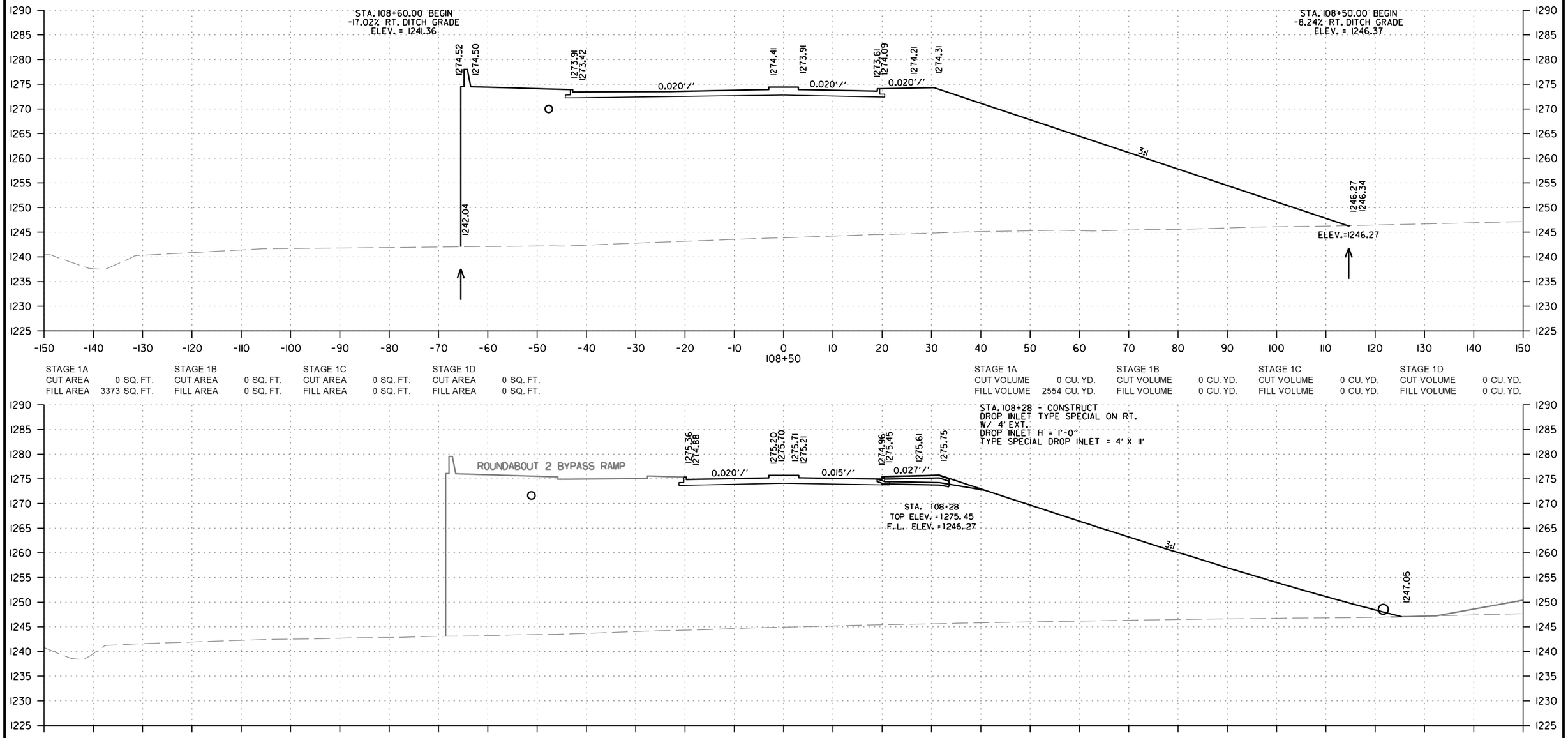
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3305 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

W. 15TH STREET
STA. 107+80 TO STA. 108+00

CD41256 2/21/2024
R040846B.DGN

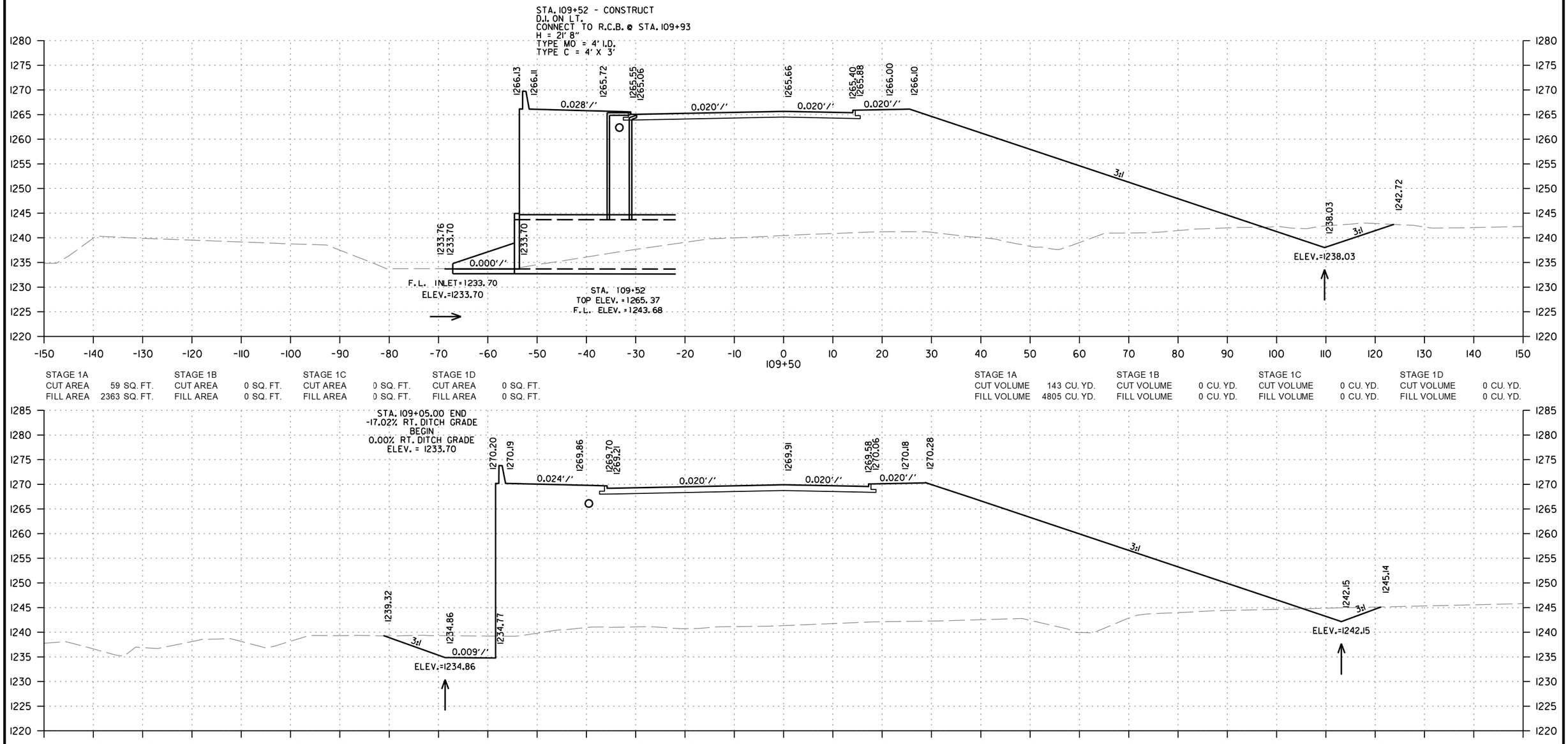
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	667	832
		CROSS SECTIONS				



W. 15TH STREET
STA. 108+28 TO STA. 108+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	668	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	59 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2363 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	143 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	4805 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

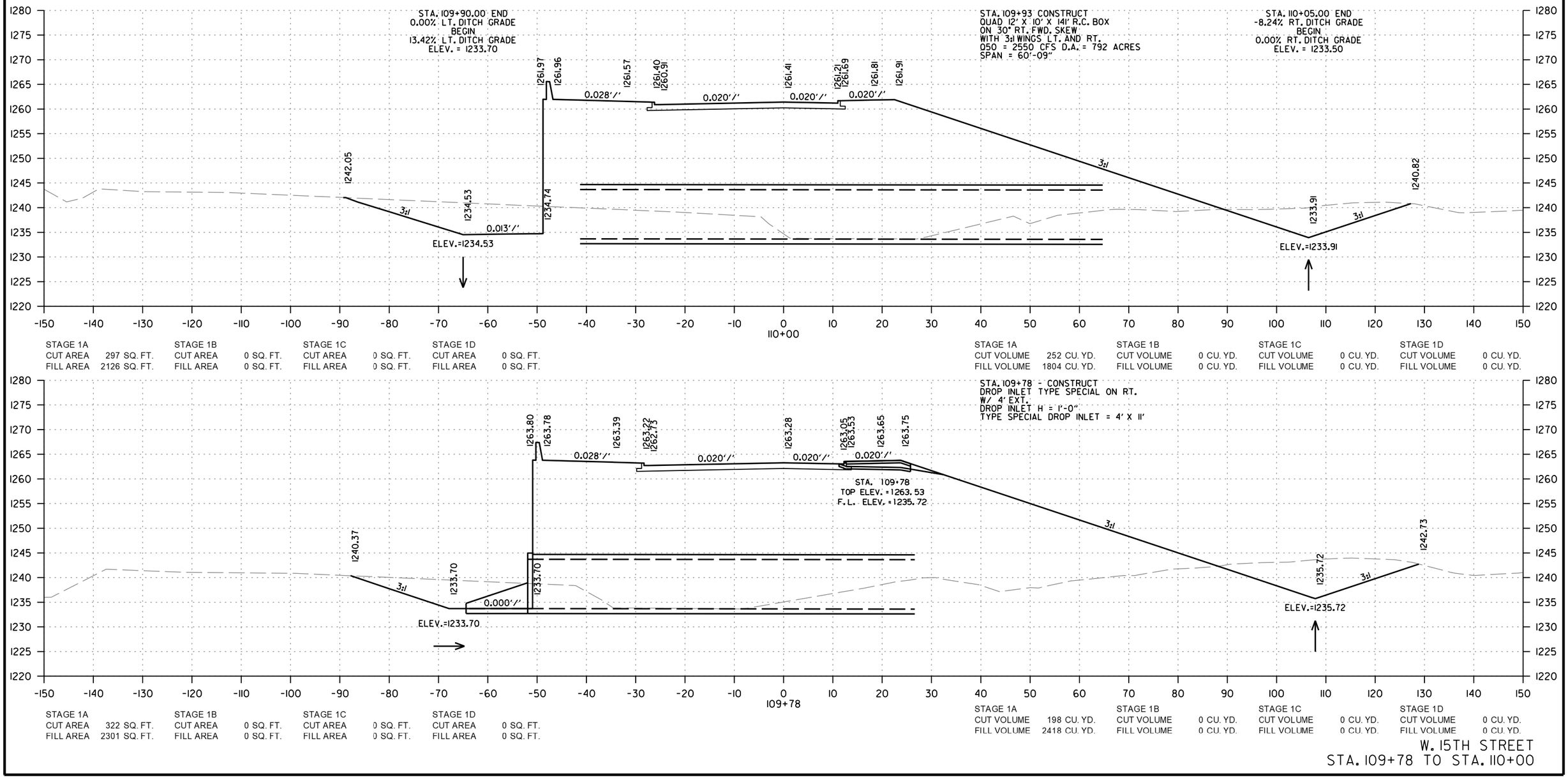
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	95 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2826 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	88 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5740 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

W. 15TH STREET
STA. 109+00 TO STA. 109+50

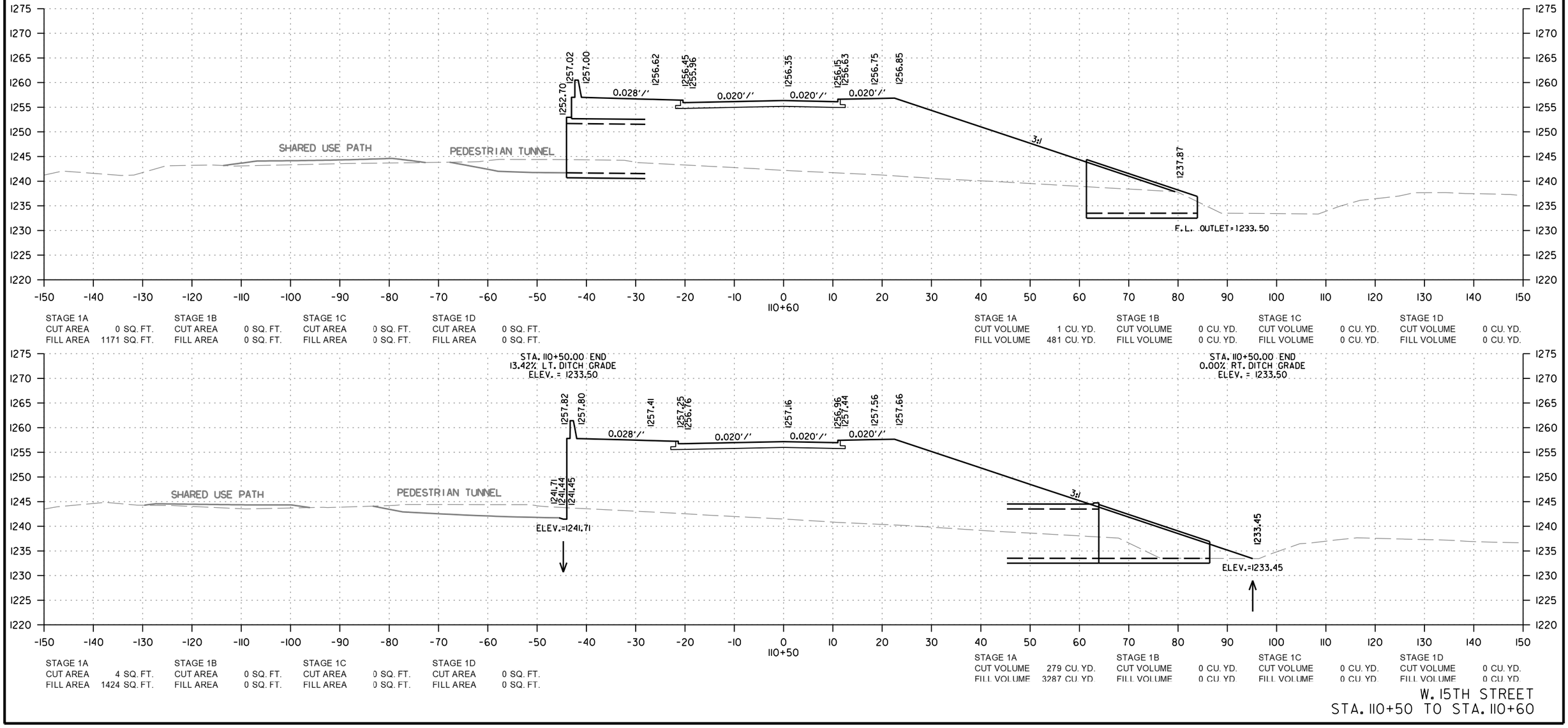
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	669	832
		CROSS SECTIONS				



CD41256 2/21/2024
R040846B.DGN

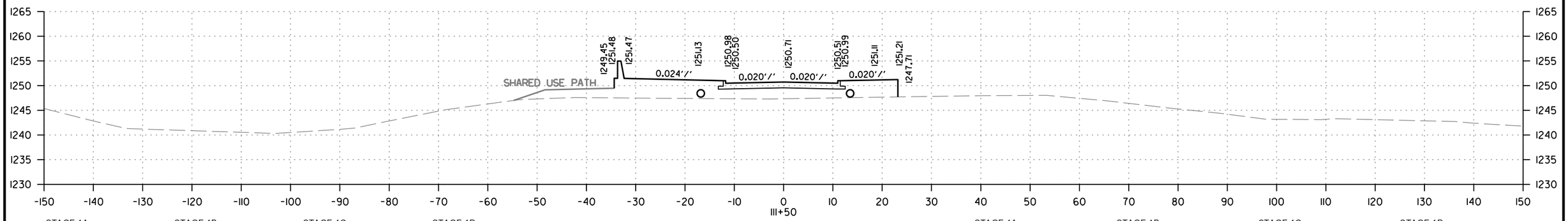
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	670	832
		CROSS SECTIONS				



W. 15TH STREET
STA. 110+50 TO STA. 110+60

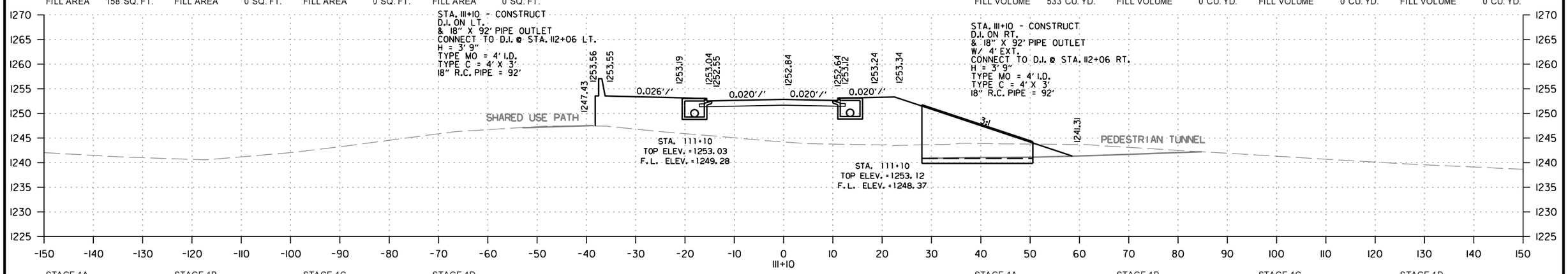
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	671	832
		CROSS SECTIONS				



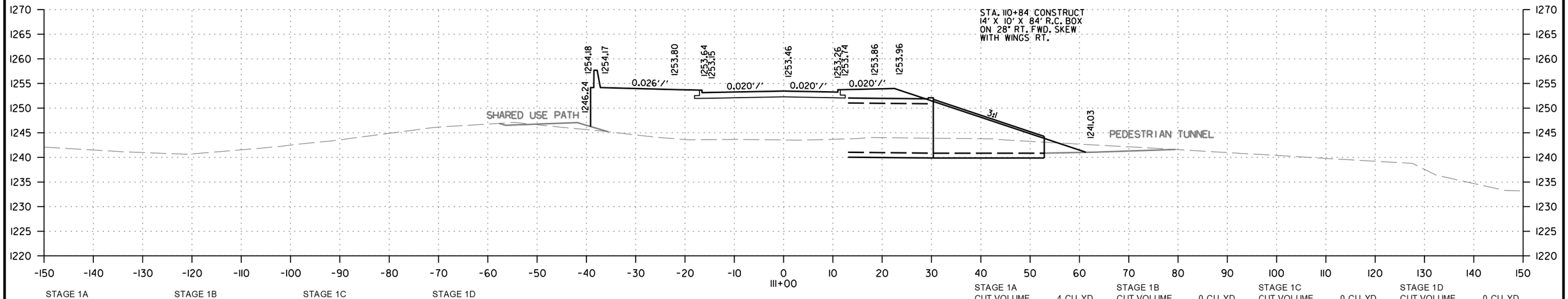
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	158 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	7 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	533 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	9 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	561 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	229 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	5 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	673 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1366 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

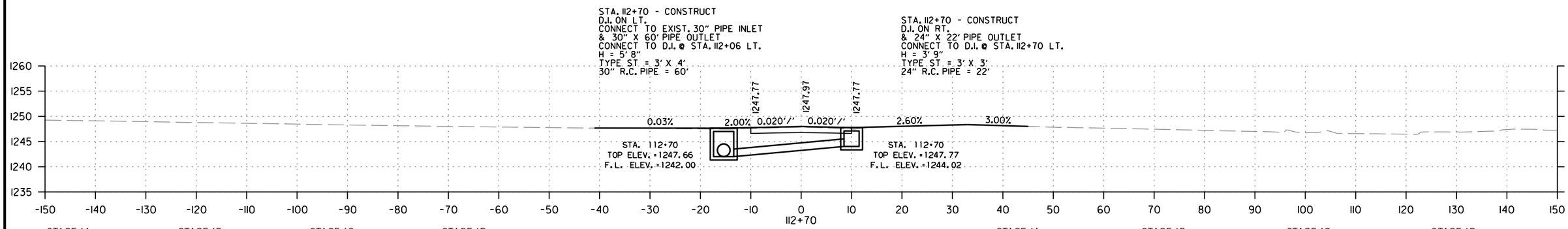
W. 15TH STREET
STA. III+00 TO STA. III+50

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	672	832
		CROSS SECTIONS				

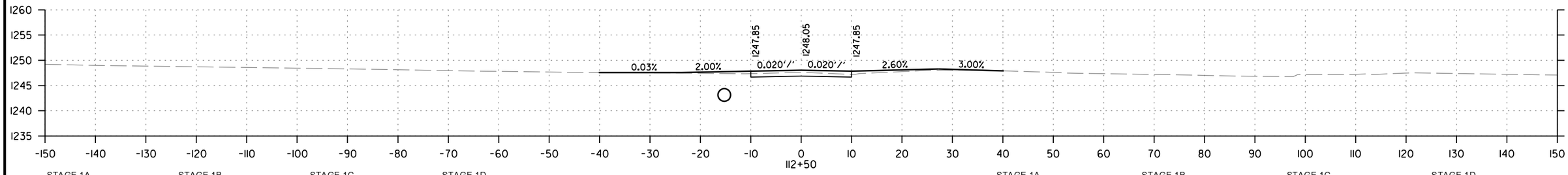
STA. 112+70 - CONSTRUCT
D.I. ON LT.
CONNECT TO EXIST. 30" PIPE INLET
& 30" X 60' PIPE OUTLET
CONNECT TO D.I. @ STA. 112+06 LT.
H = 5' 8"
TYPE ST = 3' X 4'
30" R.C. PIPE = 60'

STA. 112+70 - CONSTRUCT
D.I. ON RT.
& 24" X 22' PIPE OUTLET
CONNECT TO D.I. @ STA. 112+70 LT.
H = 3' 9"
TYPE ST = 3' X 3'
24" R.C. PIPE = 22'



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	20 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	12 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.

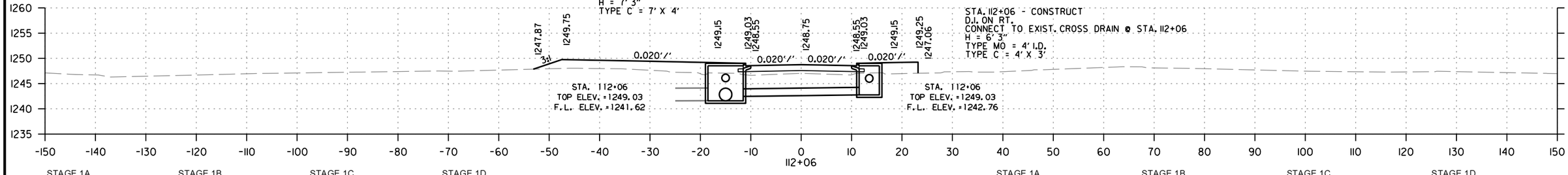


STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	13 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	11 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	86 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

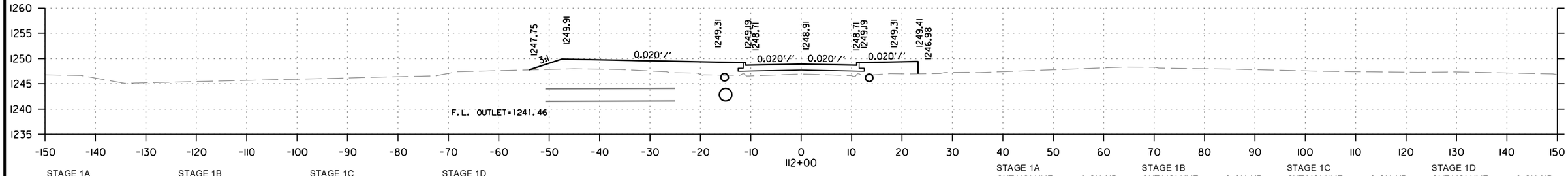
STA. 112+06 - CONSTRUCT
D.I. ON LT.
CONNECT TO EXIST. PIPE INLET AND OUTLET
H = 7' 3"
TYPE C = 7' X 4'

STA. 112+06 - CONSTRUCT
D.I. ON RT.
CONNECT TO EXIST. CROSS DRAIN @ STA. 112+06
H = 6' 3"
TYPE MO = 4' I.D.
TYPE C = 4' X 3'



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	106 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



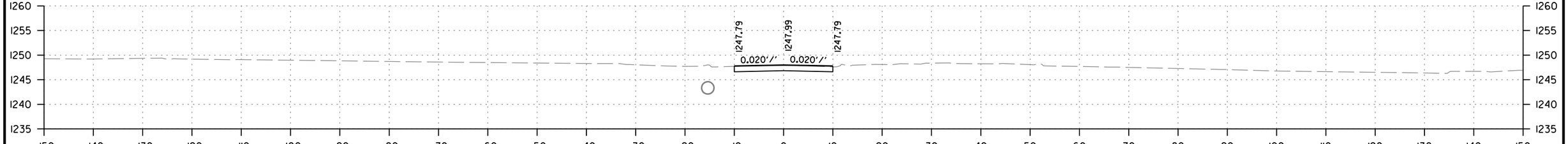
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	126 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	263 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

W. 15TH STREET
STA. 112+00 TO STA. 112+70

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	673	832
		CROSS SECTIONS				



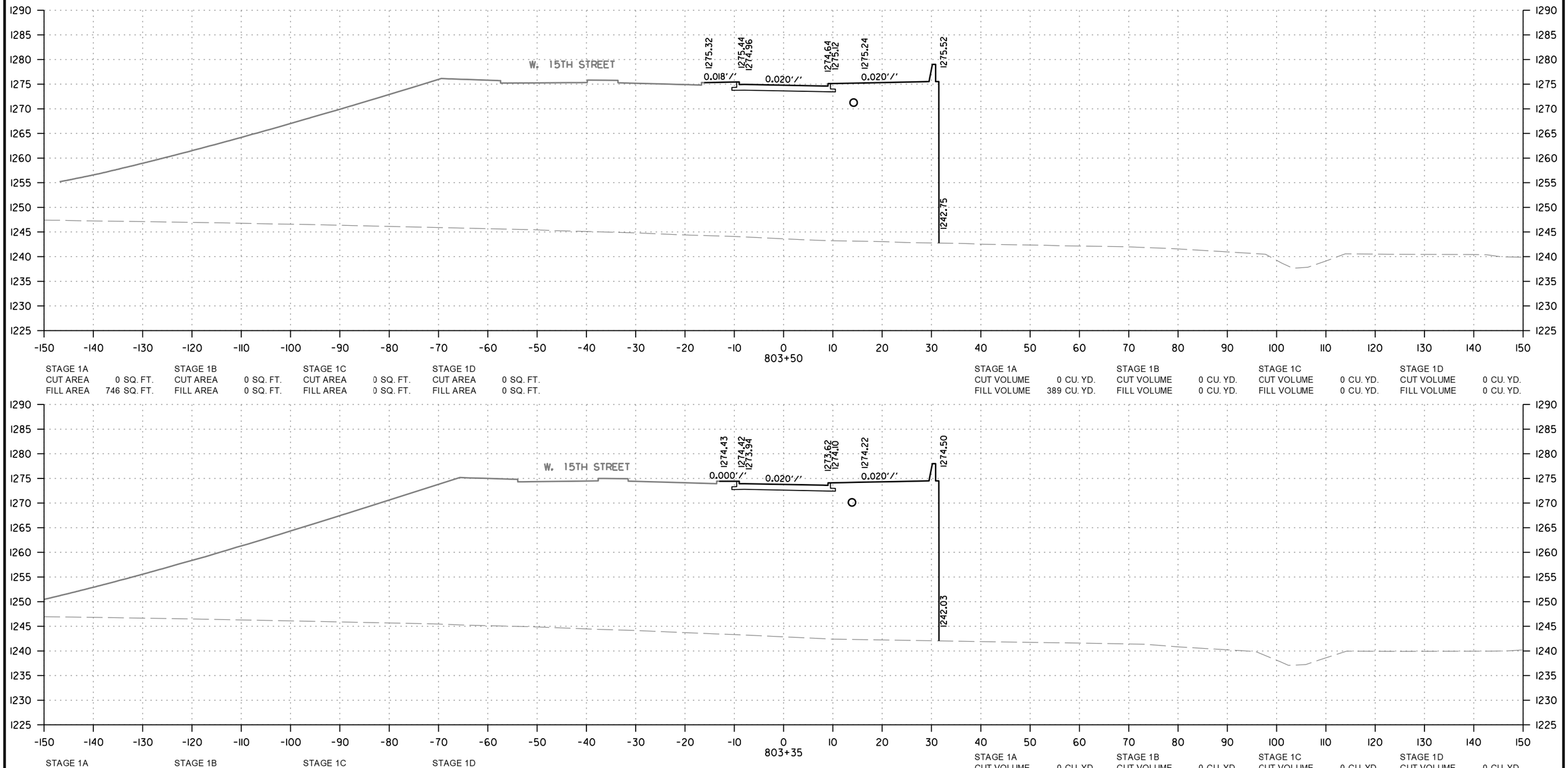
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	22 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	10 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.

W. 15TH STREET
STA. 112+83 TO STA. 112+83

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	674	832
		CROSS SECTIONS				



STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 746 SQ. FT.

STAGE 1B
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1C
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1D
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

803+50

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 389 CU. YD.

STAGE 1B
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1C
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1D
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1A
CUT AREA 0 SQ. FT.
FILL AREA 653 SQ. FT.

STAGE 1B
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1C
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1D
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

803+35

803+29.44
BEGIN ROUNDABOUT 2
BYPASS RAMP

STAGE 1A
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1B
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1C
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1D
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

ROUNDABOUT 2 BYPASS RAMP
STA. 803+35 TO STA. 803+50

CD41256 2/21/2024
R040846B.DGN

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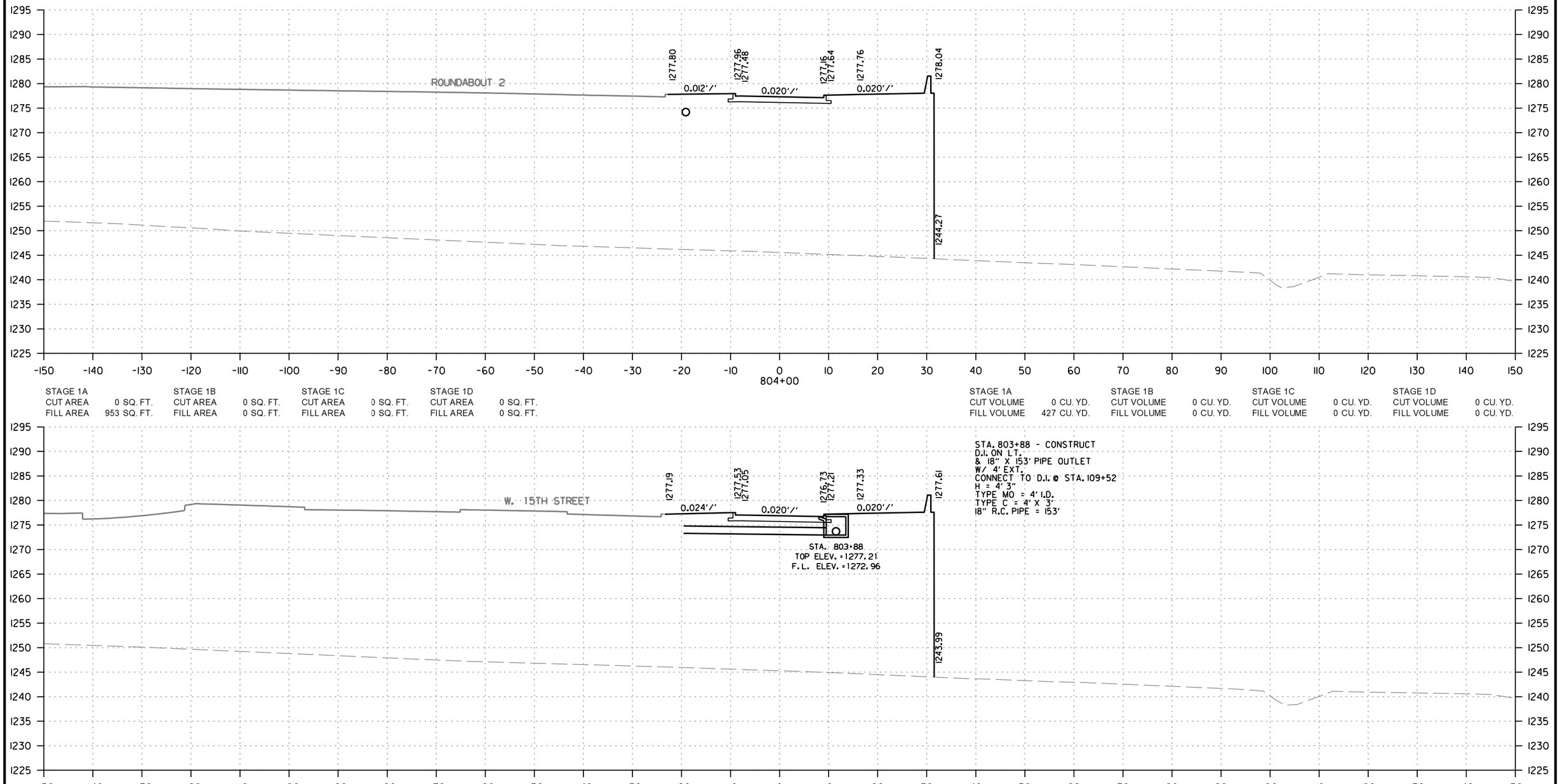
		6	ARK.	040846	675	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	953 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	427 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	970 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1208 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 BYPASS RAMP
STA. 803+88 TO STA. 804+00

CD41256 2/21/2024
R040846B.DGN

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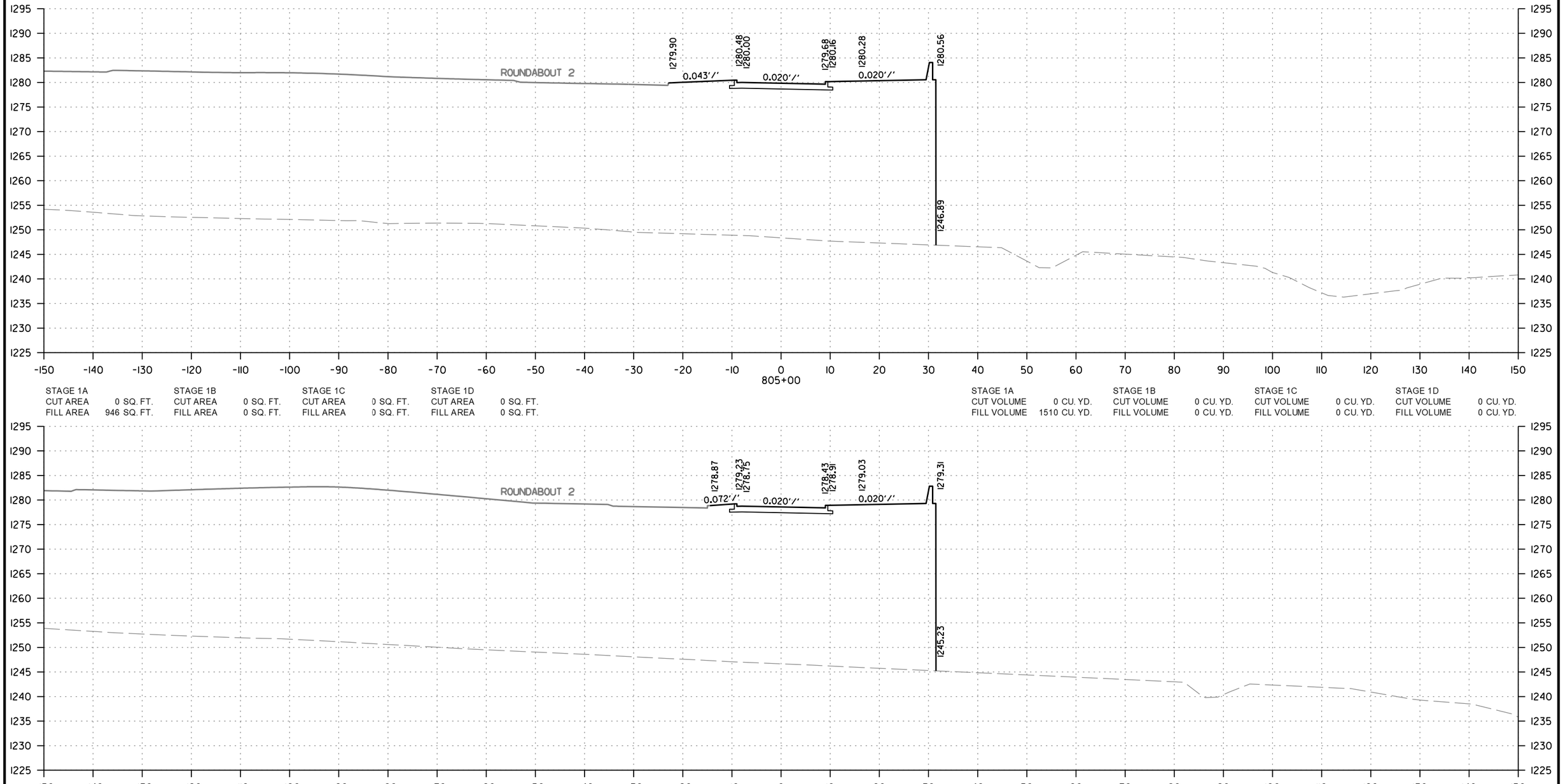
		6	ARK.	040846	676	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	946 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1510 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	685 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1517 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 BYPASS RAMP
STA. 804+50 TO STA. 805+00

CD41256 2/21/2024
R040846B.DGN

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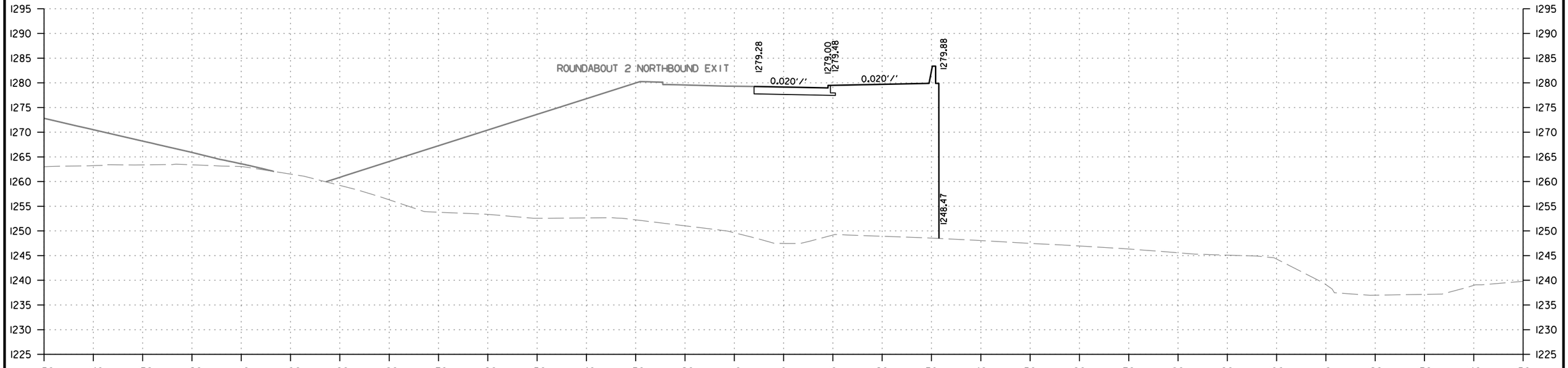
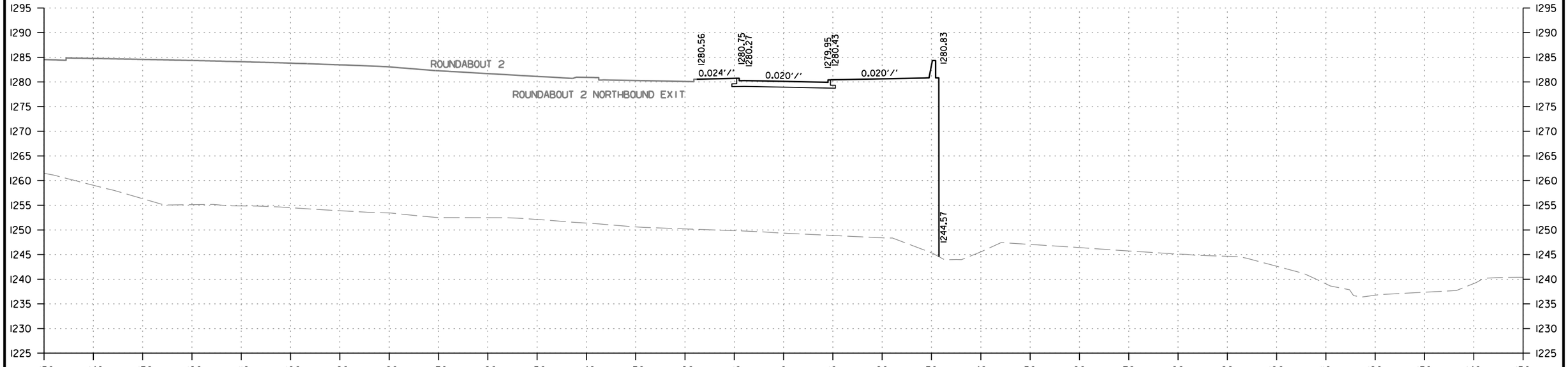
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	461 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1084 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	710 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1533 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 BYPASS RAMP
STA. 805+50 TO STA. 806+00

CD41256 2/21/2024
R040846B.DGN

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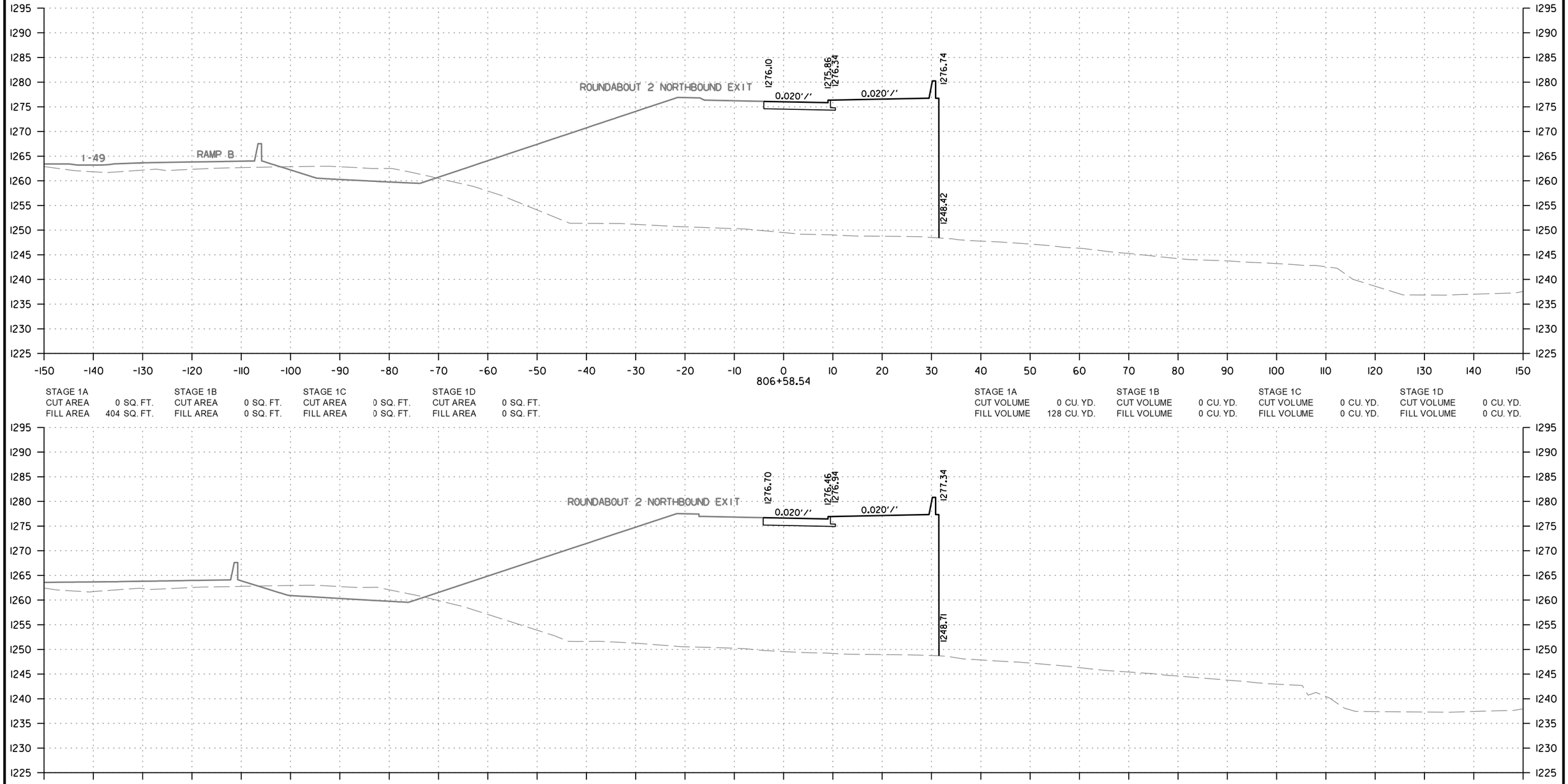
		6	ARK.	040846	678	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	404 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	128 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

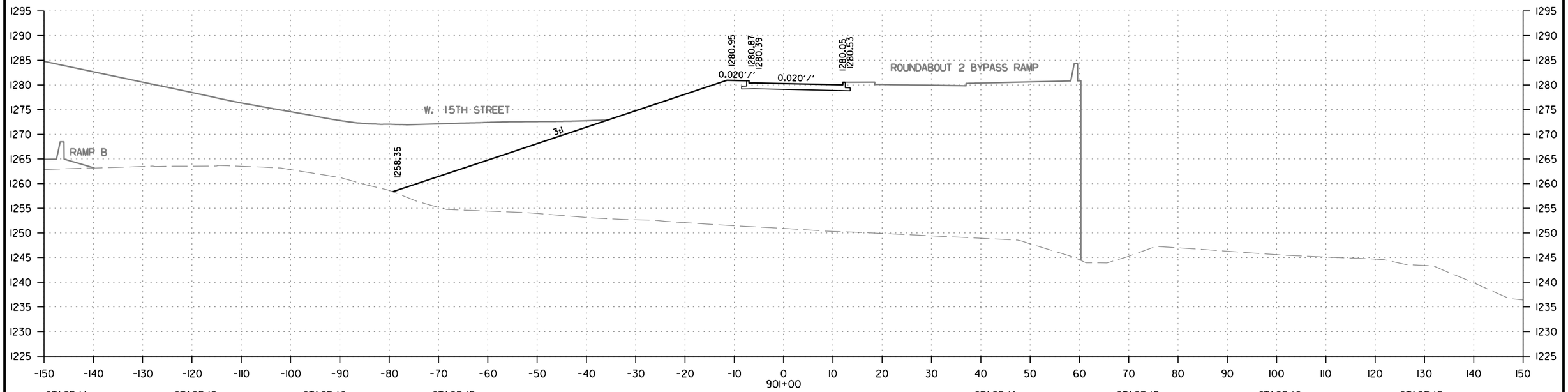
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	404 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	801 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 BYPASS RAMP
STA. 806+50 TO STA. 806+58.54

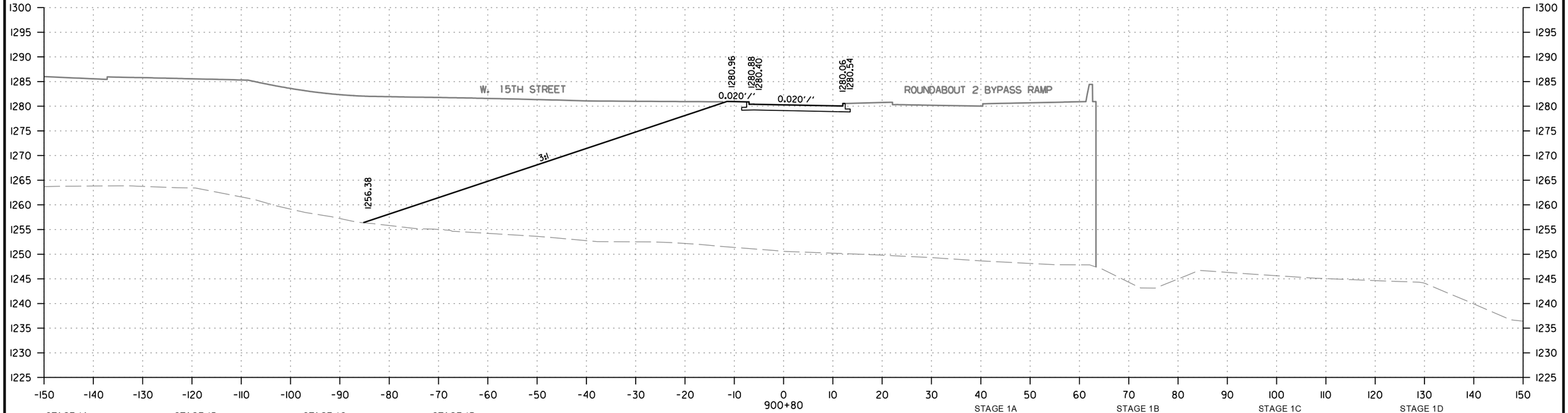
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	679	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1790 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1339 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1826 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

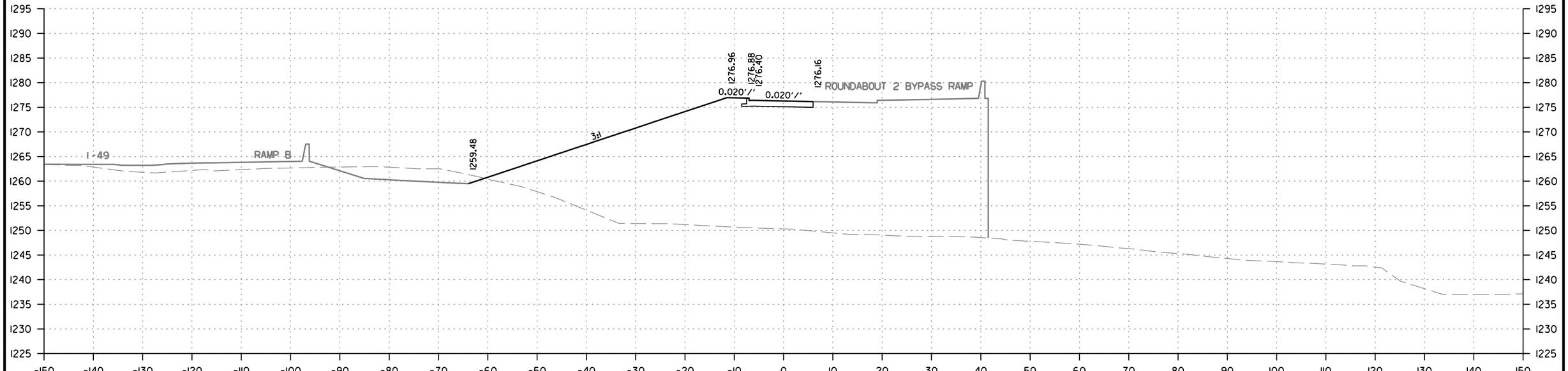
900+39.34
BEGIN ROUNDABOUT 2
NORTHBOUND EXIT

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

ROUNDABOUT 2 NORTHBOUND EXIT
STA. 900+80 TO STA. 901+00

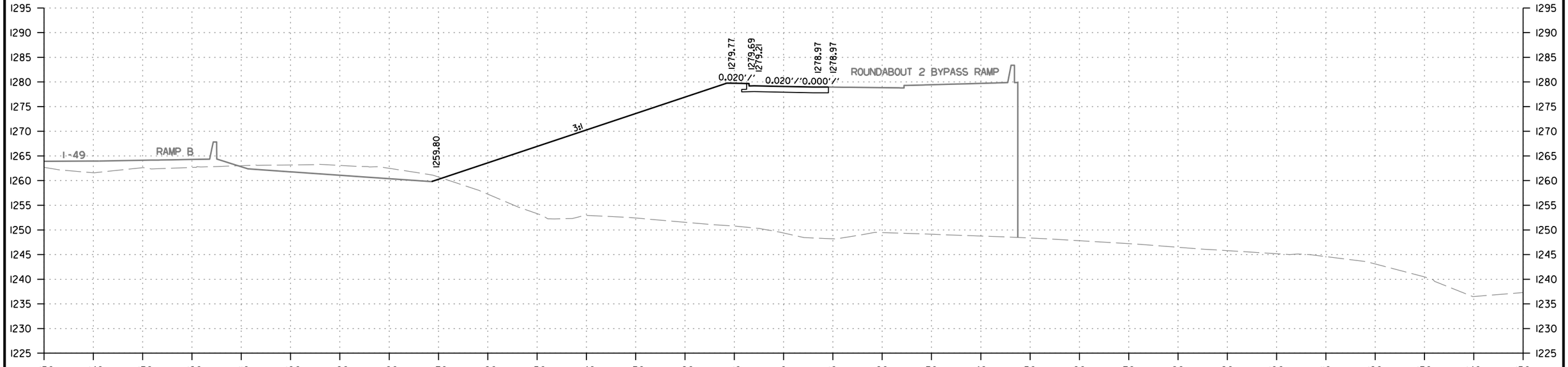
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	680	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1158 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2496 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



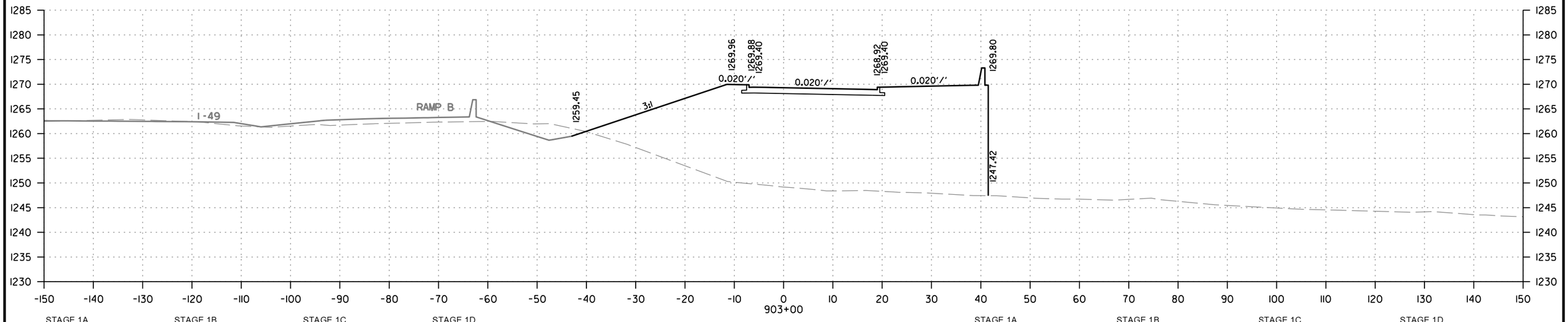
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1538 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	3081 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 NORTHBOUND EXIT
STA. 901+50 TO STA. 902+00

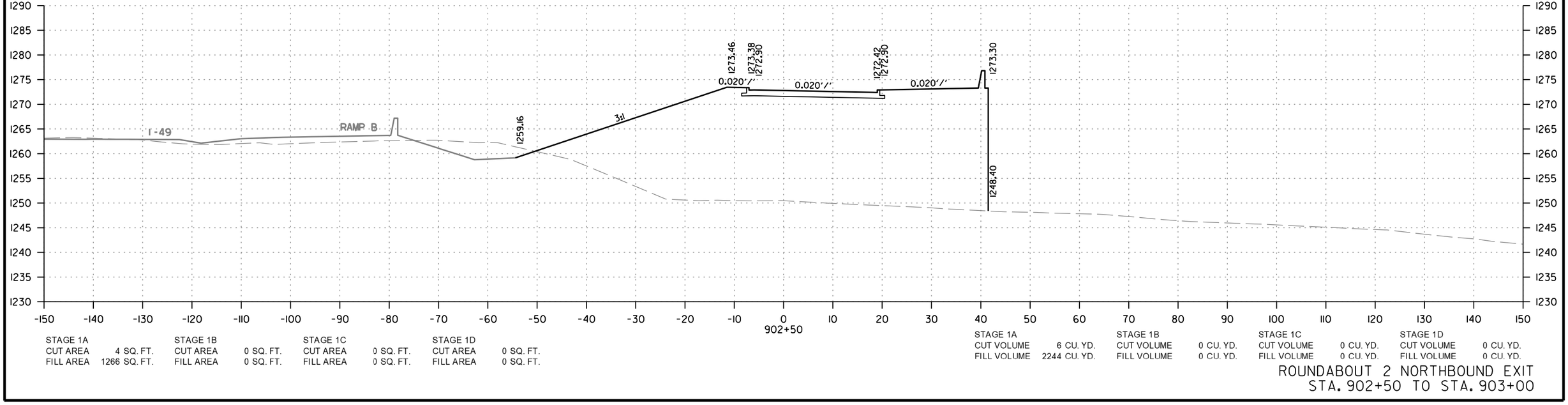
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	681	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1005 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2103 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



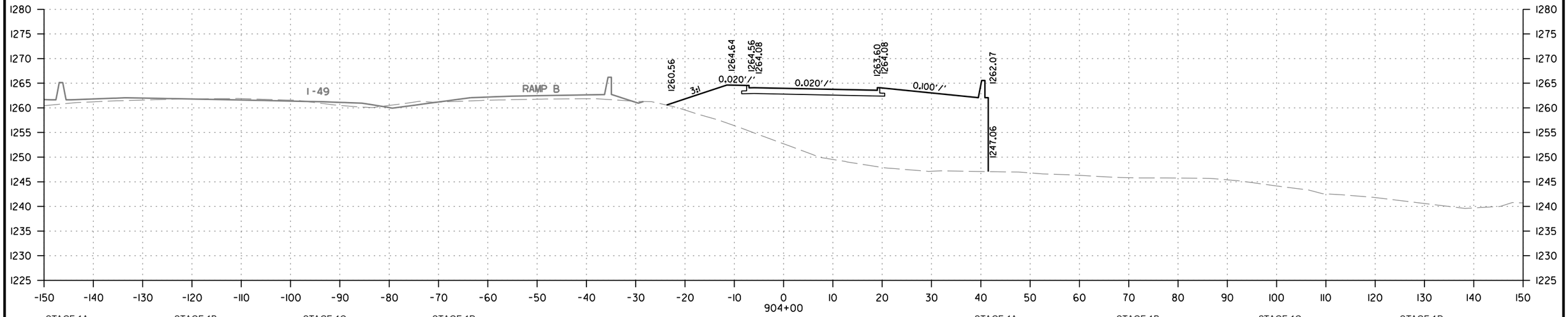
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1266 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	2244 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 NORTHBOUND EXIT
STA. 902+50 TO STA. 903+00

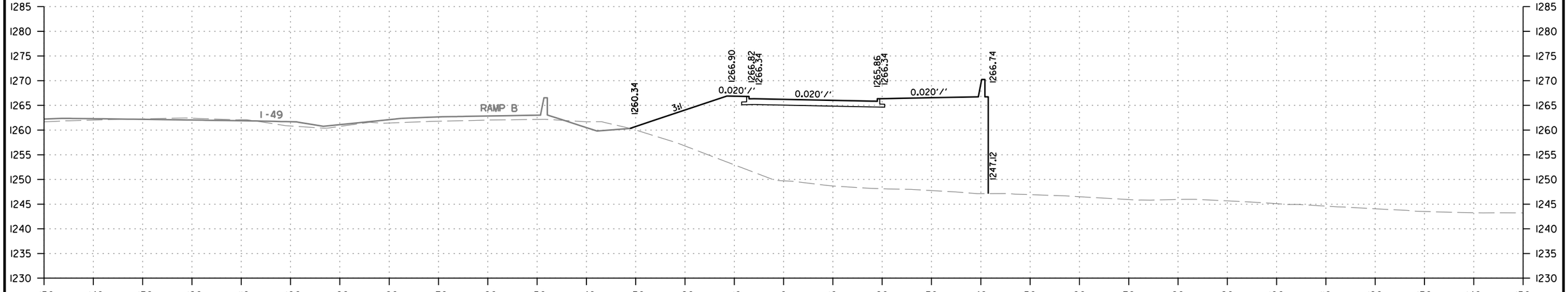
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	682	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	577 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1234 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



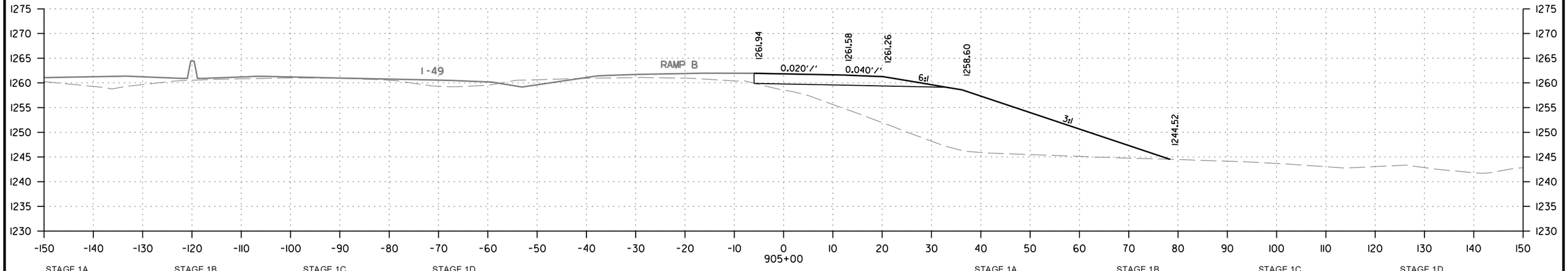
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	756 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1631 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 NORTHBOUND EXIT
STA. 903+50 TO STA. 904+00

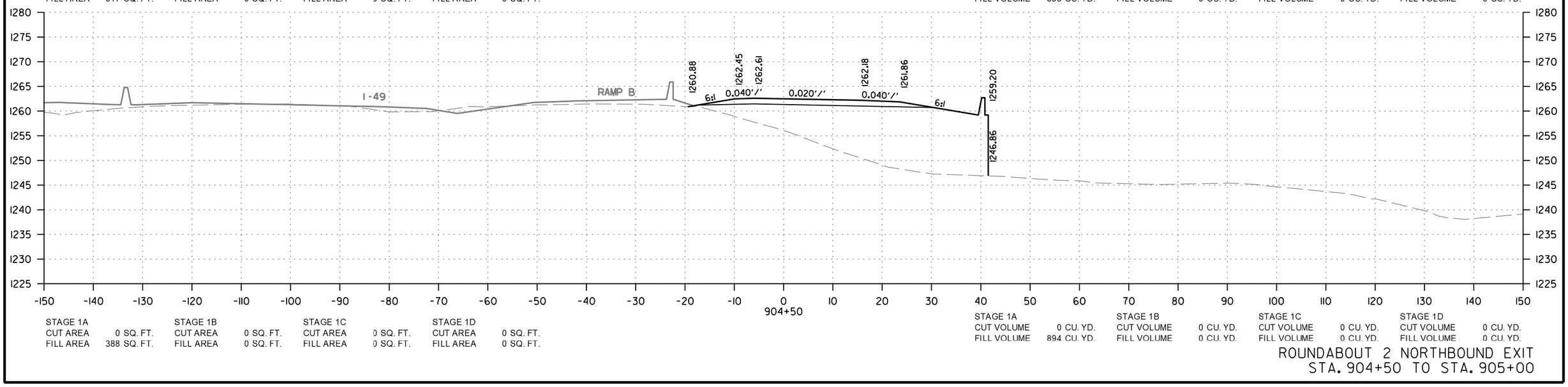
CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	683	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	517 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	838 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



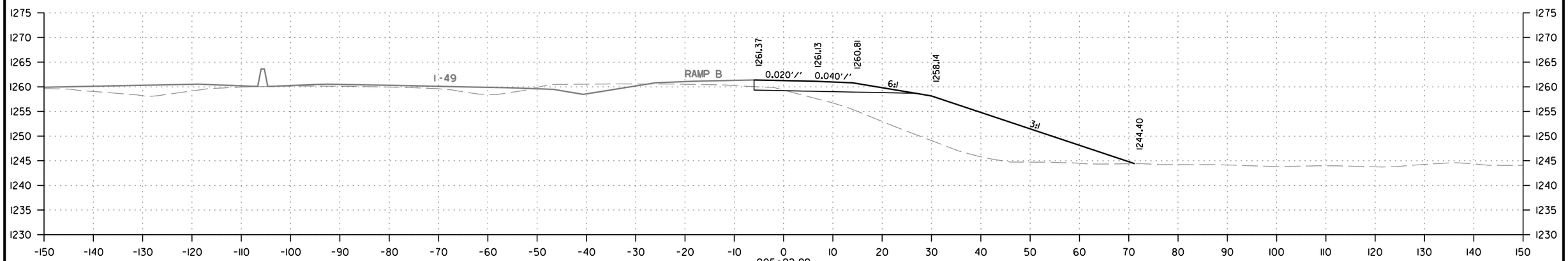
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	388 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	894 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 NORTHBOUND EXIT
STA. 904+50 TO STA. 905+00

CD41256 2/21/2024
R040846B.DGN

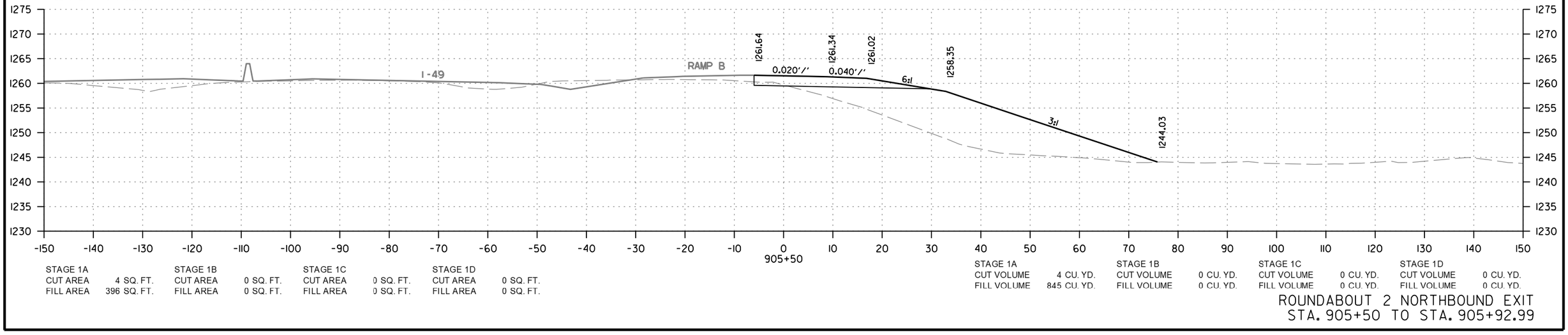
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	684	832
		CROSS SECTIONS				



905+92.99
END ROUNDABOUT 2
NORTHBOUND EXIT

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	373 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	612 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



905+50

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	396 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	845 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

ROUNDABOUT 2 NORTHBOUND EXIT
STA. 905+50 TO STA. 905+92.99

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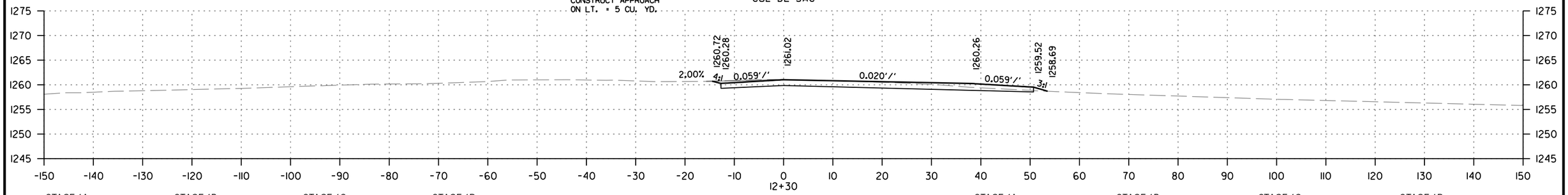
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	685	832
		CROSS SECTIONS				

STA. 12+30
CONSTRUCT APPROACH
ON LT. = 5 CU. YD.

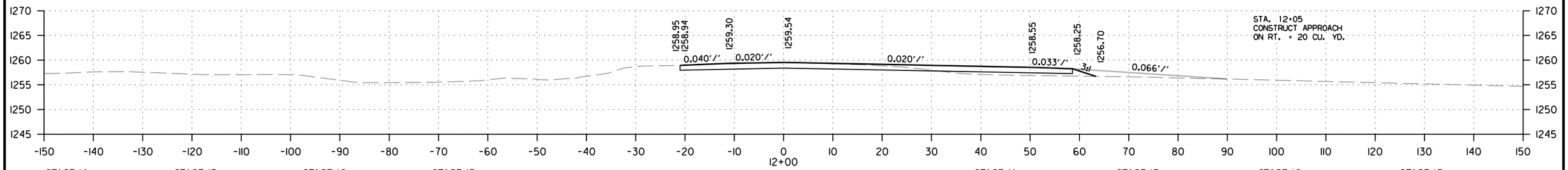
12+51.58
END 18TH ST.
CUL-DE-SAC



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	65 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

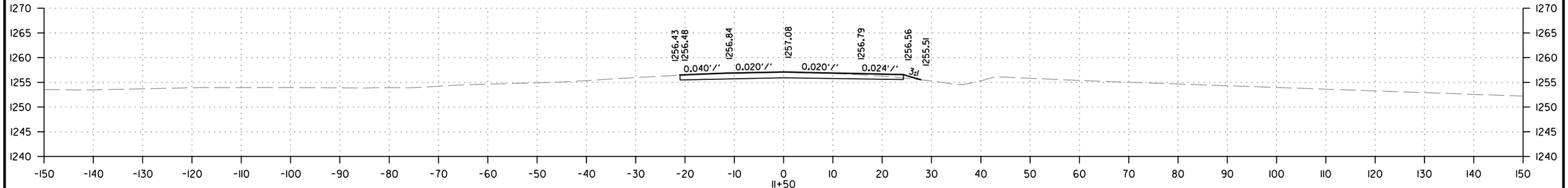
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	65 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 12+05
CONSTRUCT APPROACH
ON RT. = 20 CU. YD.



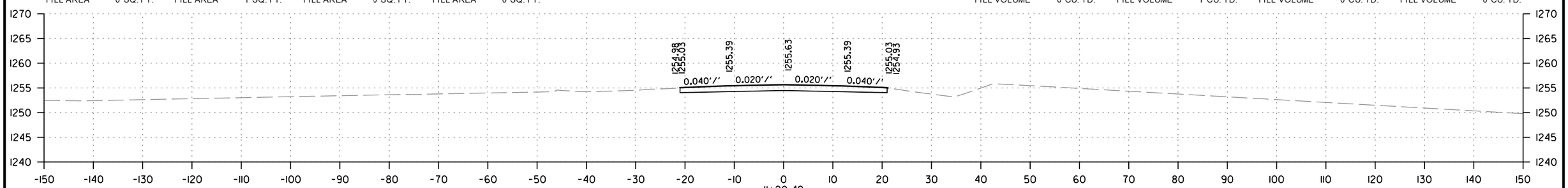
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	52 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	16 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	91 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	16 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	46 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT VOLUME	0 CU. YD.	CUT VOLUME	53 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



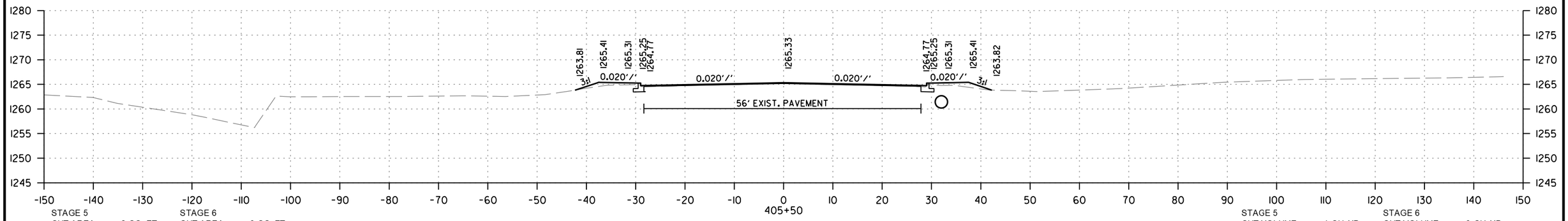
STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
CUT AREA	0 SQ. FT.	CUT AREA	49 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1B		STAGE 1C		STAGE 1D	
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.

18TH STREET CUL-DE-SAC
STA. 11+20 TO STA. 12+30

CD41256 2/21/2024
R040846B.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	686	832
		CROSS SECTIONS				

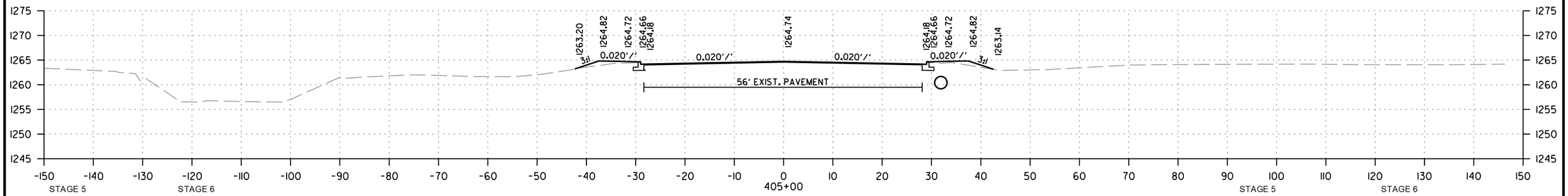


STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 6 SQ. FT.

STAGE 6
CUT AREA 3 SQ. FT.
FILL AREA 7 SQ. FT.

STAGE 5
CUT VOLUME 4 CU. YD.
FILL VOLUME 11 CU. YD.

STAGE 6
CUT VOLUME 6 CU. YD.
FILL VOLUME 11 CU. YD.

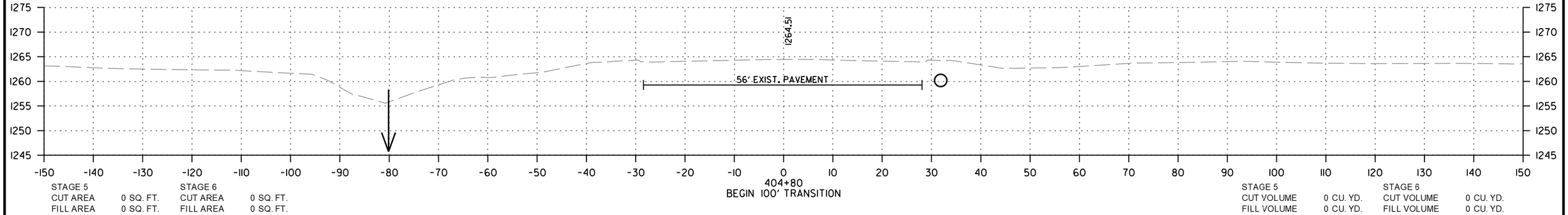


STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 6 SQ. FT.

STAGE 6
CUT AREA 3 SQ. FT.
FILL AREA 5 SQ. FT.

STAGE 5
CUT VOLUME 1 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 1 CU. YD.
FILL VOLUME 2 CU. YD.



STAGE 5
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

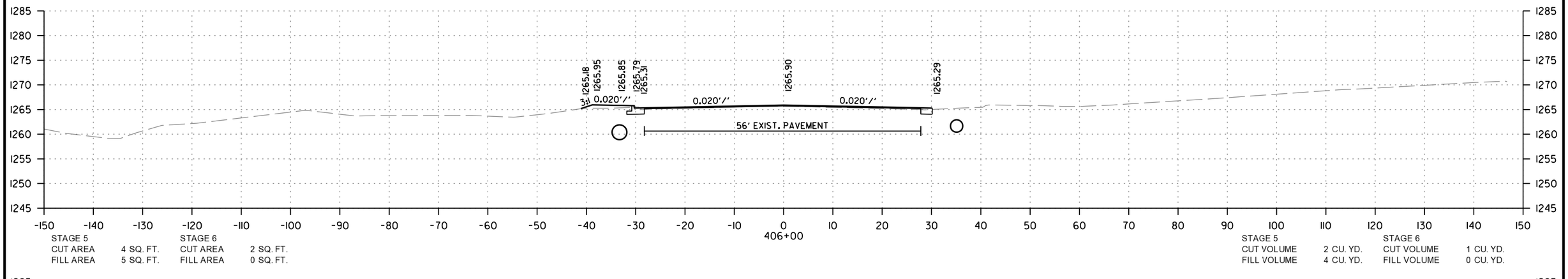
STAGE 5
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 404+80 TO STA. 405+50

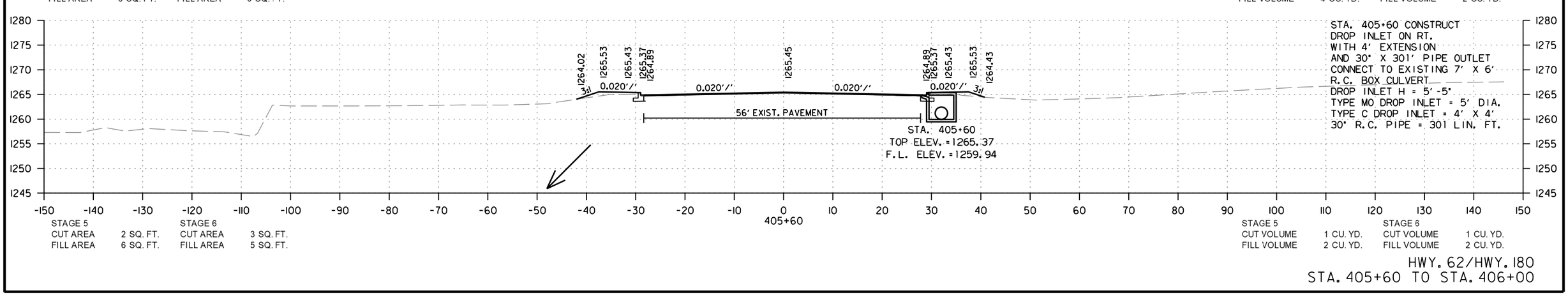
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	687	832
		CROSS SECTIONS				



STAGE 5 CUT AREA 4 SQ. FT. FILL AREA 5 SQ. FT.
STAGE 6 CUT AREA 2 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 2 CU. YD. FILL VOLUME 4 CU. YD.
STAGE 6 CUT VOLUME 1 CU. YD. FILL VOLUME 0 CU. YD.

STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 6 SQ. FT.
STAGE 6 CUT AREA 1 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 1 CU. YD. FILL VOLUME 4 CU. YD.
STAGE 6 CUT VOLUME 1 CU. YD. FILL VOLUME 2 CU. YD.



STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 6 SQ. FT.
STAGE 6 CUT AREA 3 SQ. FT. FILL AREA 5 SQ. FT.
STAGE 5 CUT VOLUME 1 CU. YD. FILL VOLUME 2 CU. YD.
STAGE 6 CUT VOLUME 1 CU. YD. FILL VOLUME 2 CU. YD.

HWY. 62/HWY. 180
STA. 405+60 TO STA. 406+00

CD41256 2/21/2024
R040846A.DGN

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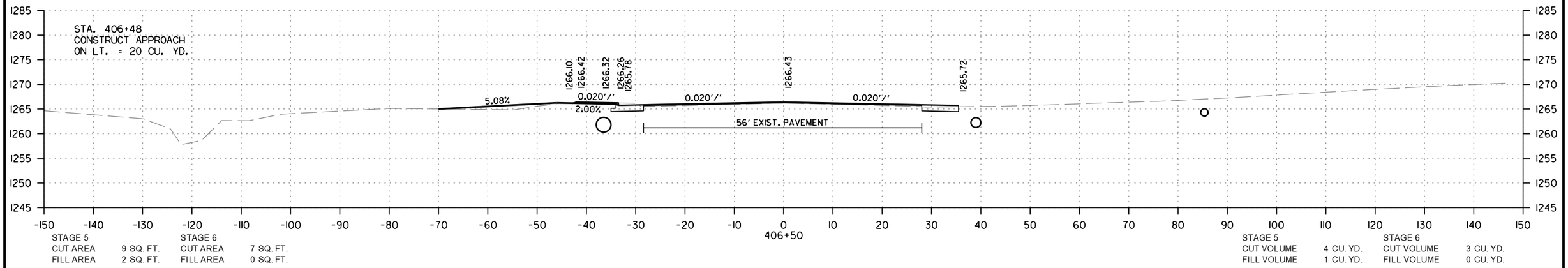
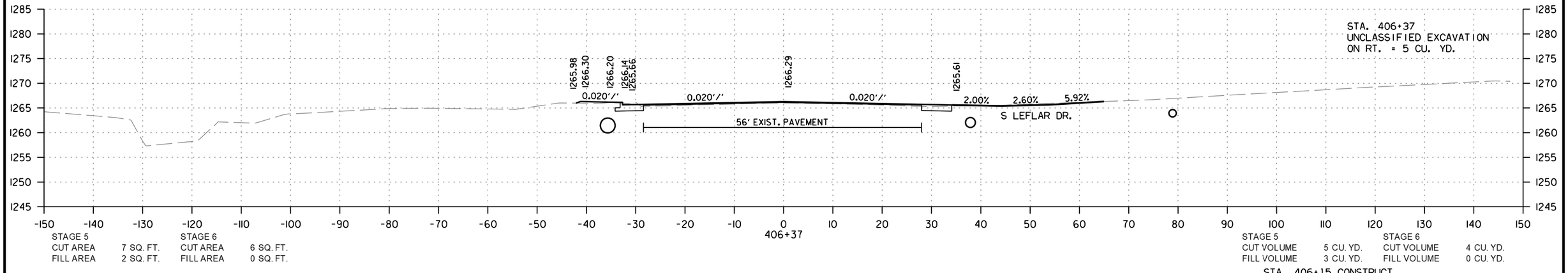
		6	ARK.	040846	688	832
		CROSS SECTIONS				



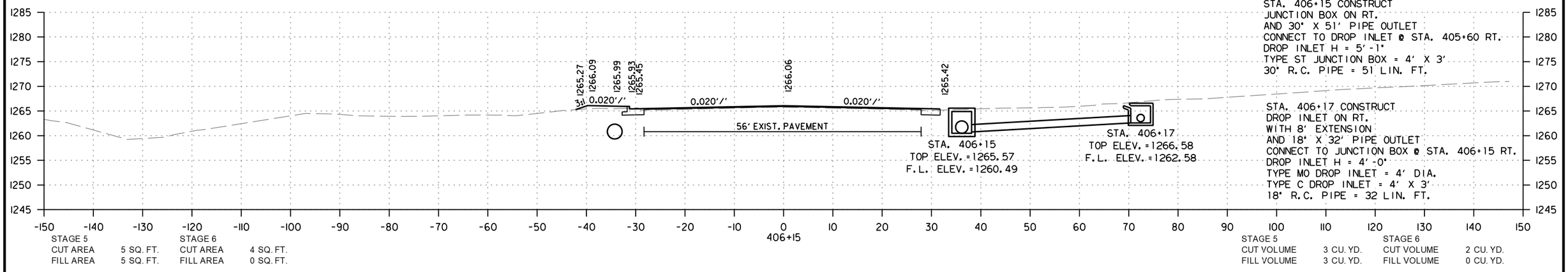
STAGE 5		STAGE 6	
CUT AREA	9 SQ. FT.	CUT AREA	7 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	4 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	7 SQ. FT.	CUT AREA	6 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	5 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	0 SQ. FT.

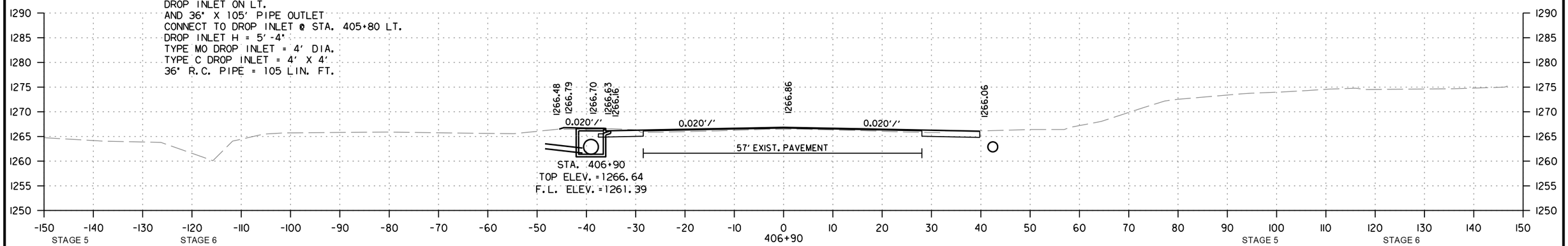
STAGE 5		STAGE 6	
CUT VOLUME	3 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 62/HWY. 180
STA. 406+15 TO STA. 406+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	689	832
		CROSS SECTIONS				

STA. 406+90 CONSTRUCT
DROP INLET ON LT.
AND 36" X 105' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+80 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 105 LIN. FT.



STAGE 5		STAGE 6	
CUT AREA	12 SQ. FT.	CUT AREA	13 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	7 CU. YD.	CUT VOLUME	7 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

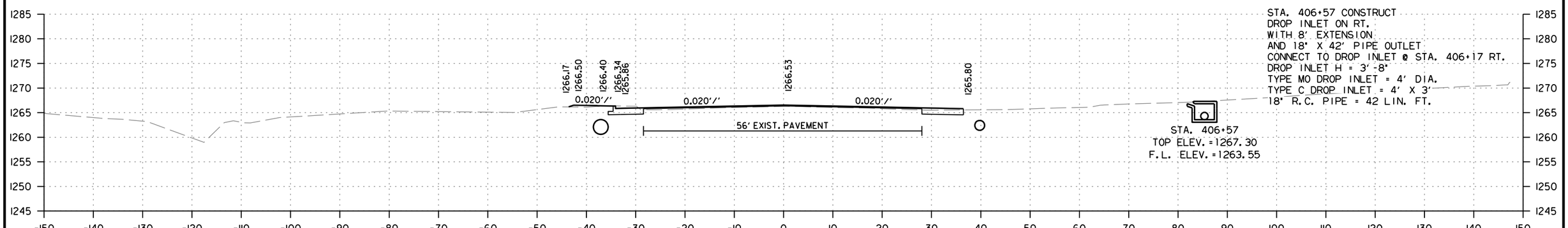
STA. 406+73 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 20' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 406+90 LT.
YARD DRAIN H = 2'-1"
YARD DRAIN = 3'-6" X 3'-6"
12" SIDE DRAIN = 20 LIN FT.



STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	9 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 406+57 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 42' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 406+17 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 42 LIN. FT.



STAGE 5		STAGE 6	
CUT AREA	10 SQ. FT.	CUT AREA	8 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	3 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 62/HWY. 180
STA. 406+59 TO STA. 406+90

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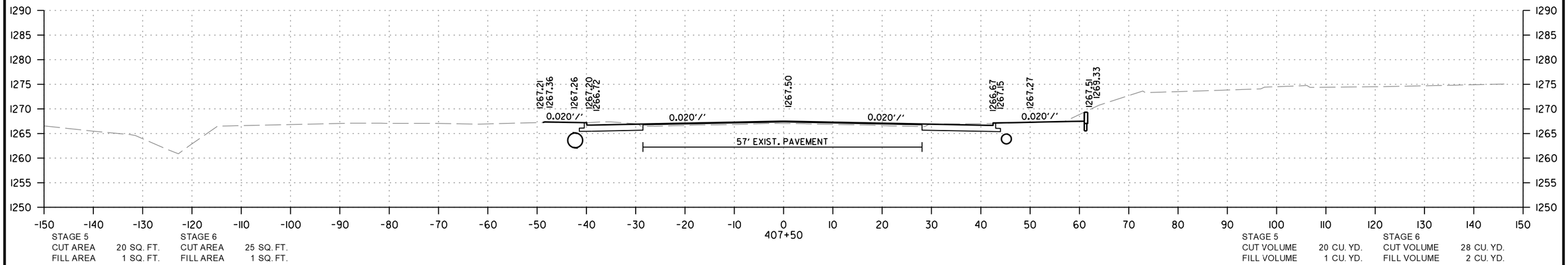
		6	ARK.	040846	690	832
		CROSS SECTIONS				

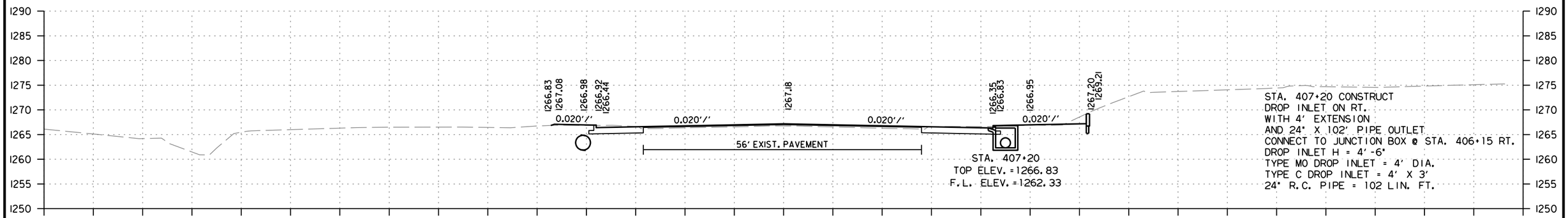


STAGE 5
CUT AREA 20 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 20 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 28 CU. YD.
FILL VOLUME 2 CU. YD.

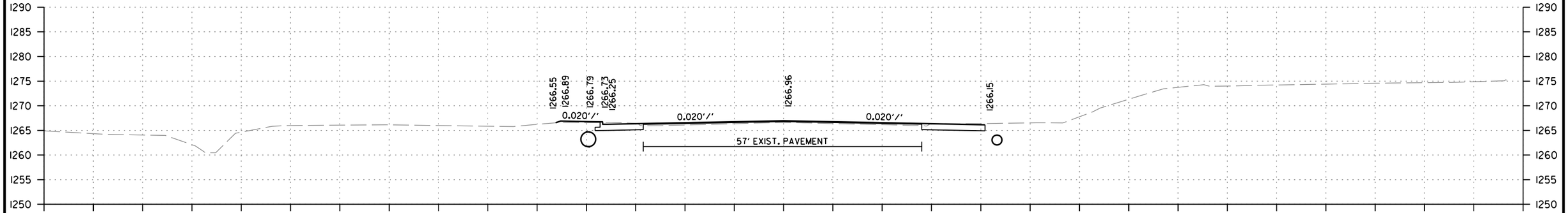


STAGE 5
CUT AREA 16 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 26 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 5
CUT VOLUME 11 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 16 CU. YD.
FILL VOLUME 1 CU. YD.



STAGE 5
CUT AREA 13 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 17 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 5 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 6 CU. YD.
FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 407+00 TO STA. 407+50

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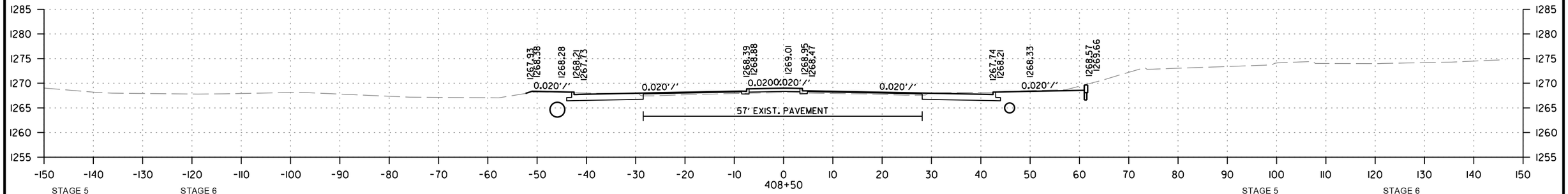
		6	ARK.	040846	691	832
		CROSS SECTIONS				

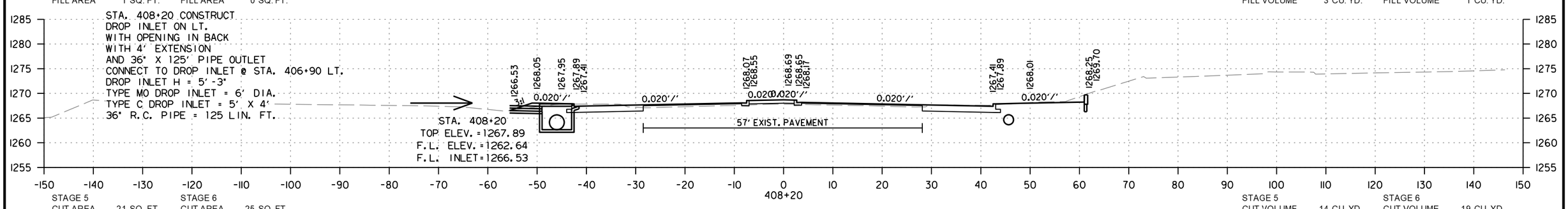


STAGE 5
CUT AREA 20 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 27 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 23 CU. YD.
FILL VOLUME 3 CU. YD.

STAGE 6
CUT VOLUME 29 CU. YD.
FILL VOLUME 1 CU. YD.

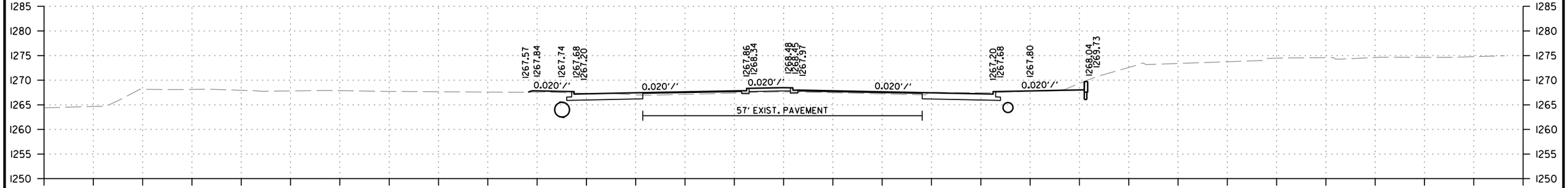


STAGE 5
CUT AREA 21 SQ. FT.
FILL AREA 5 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 14 CU. YD.
FILL VOLUME 3 CU. YD.

STAGE 6
CUT VOLUME 19 CU. YD.
FILL VOLUME 1 CU. YD.



STAGE 5
CUT AREA 18 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 35 CU. YD.
FILL VOLUME 3 CU. YD.

STAGE 6
CUT VOLUME 46 CU. YD.
FILL VOLUME 2 CU. YD.

HWY. 62/HWY. 180
STA. 408+00 TO STA. 408+50

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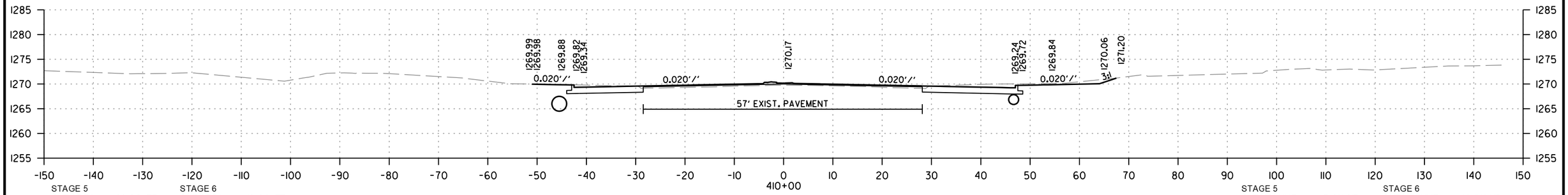
		6	ARK.	040846	692	832
		CROSS SECTIONS				

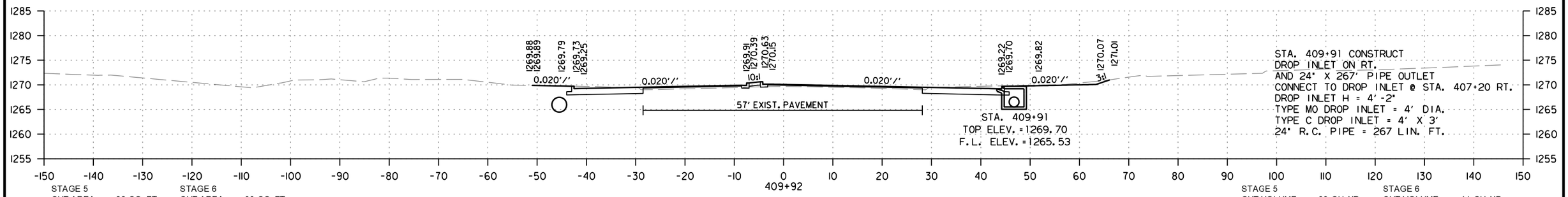


STAGE 5
CUT AREA 22 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 40 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 7 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 10 CU. YD.
FILL VOLUME 0 CU. YD.



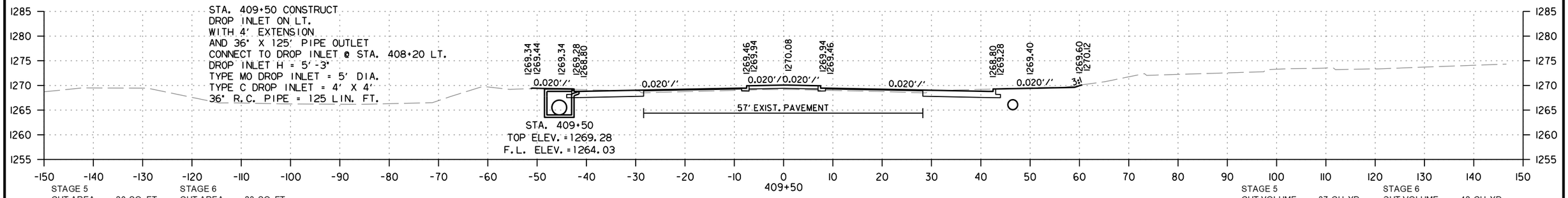
STA. 409+91 CONSTRUCT
DROP INLET ON RT.
AND 24" X 267' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 407+20 RT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 267 LIN. FT.

STAGE 5
CUT AREA 22 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 30 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 33 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 41 CU. YD.
FILL VOLUME 0 CU. YD.



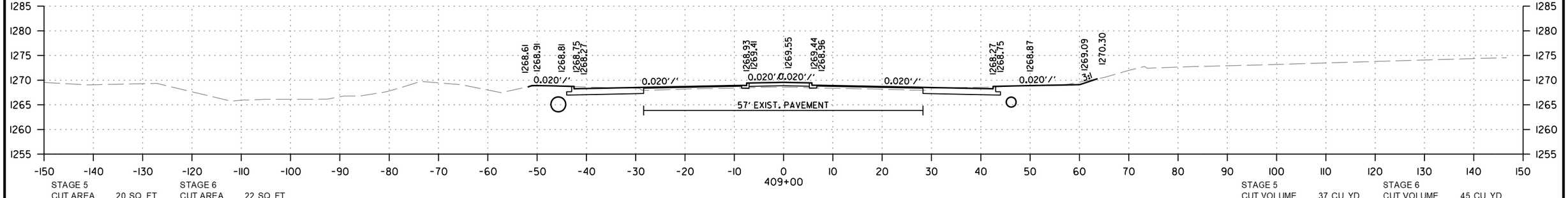
STA. 409+50 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 125' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 408+20 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 125 LIN. FT.

STAGE 5
CUT AREA 20 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 23 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 37 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 42 CU. YD.
FILL VOLUME 1 CU. YD.



STAGE 5
CUT AREA 20 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 22 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 37 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 45 CU. YD.
FILL VOLUME 1 CU. YD.

HWY. 62/HWY. 180
STA. 409+00 TO STA. 410+00

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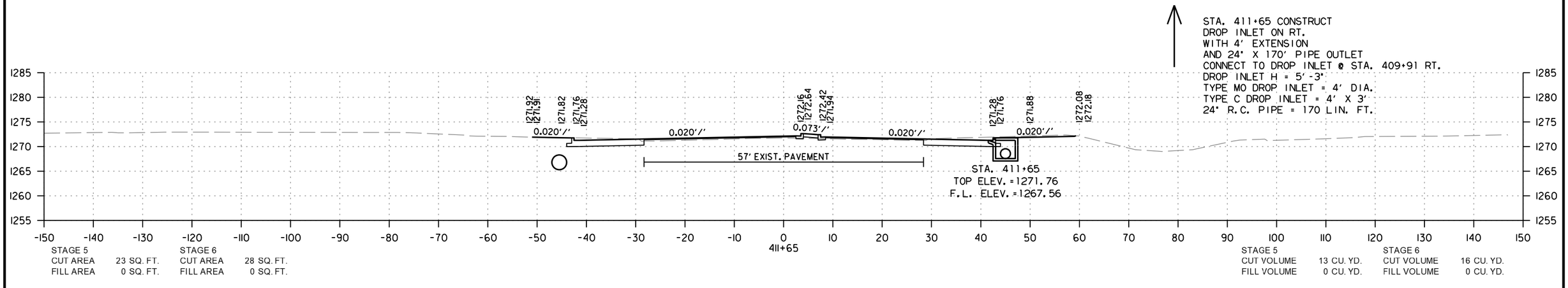
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	693	832
		CROSS SECTIONS				



HWY. 62/HWY. 180
STA. 410+50 TO STA. 411+65

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R040846A.DGN

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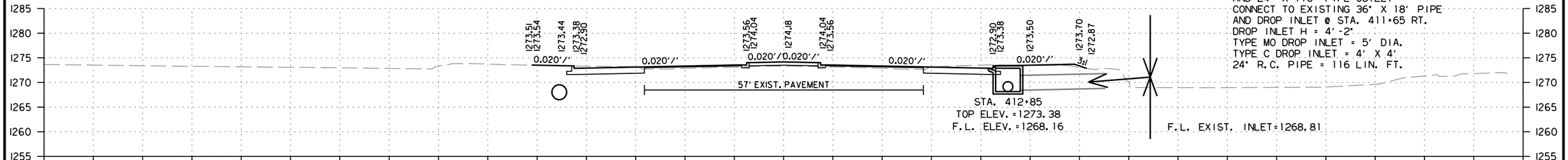
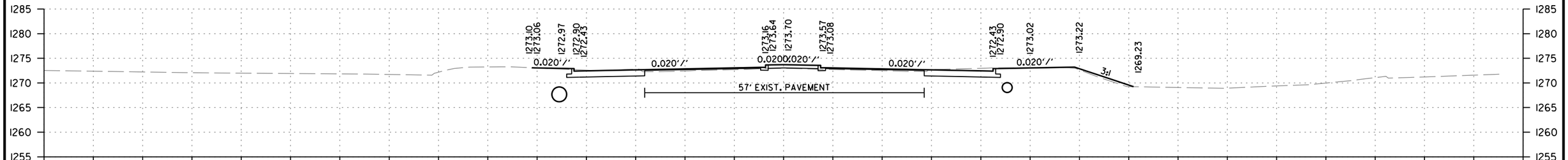
		6	ARK.	040846	694	832
		CROSS SECTIONS				



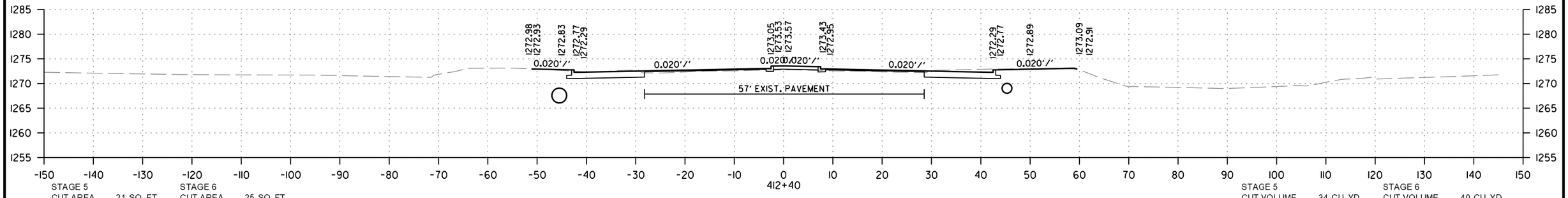
STAGE 5		STAGE 6	
CUT AREA	23 SQ. FT.	CUT AREA	25 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	28 CU. YD.	CUT VOLUME	32 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	5 CU. YD.



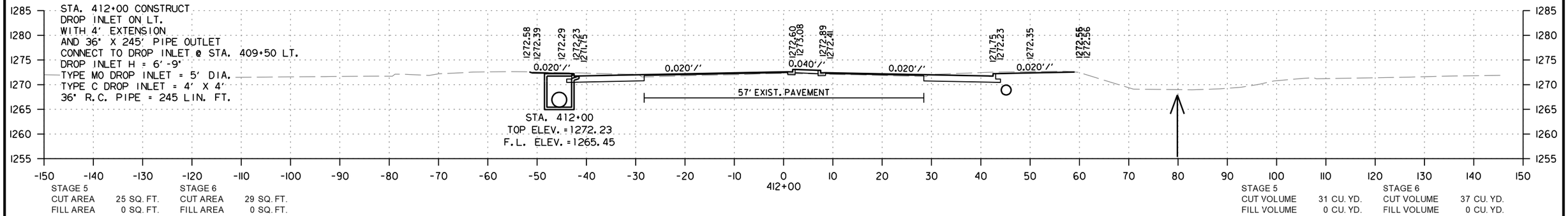
STAGE 5		STAGE 6	
CUT AREA	20 SQ. FT.	CUT AREA	24 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	8 CU. YD.	CUT VOLUME	9 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	21 SQ. FT.	CUT AREA	25 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	34 CU. YD.	CUT VOLUME	40 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	25 SQ. FT.	CUT AREA	29 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	31 CU. YD.	CUT VOLUME	37 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 62/HWY. 180
STA. 412+00 TO STA. 412+85

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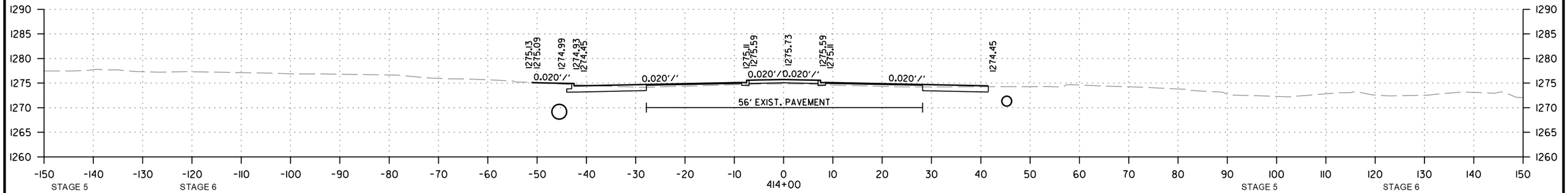
		CROSS SECTIONS				

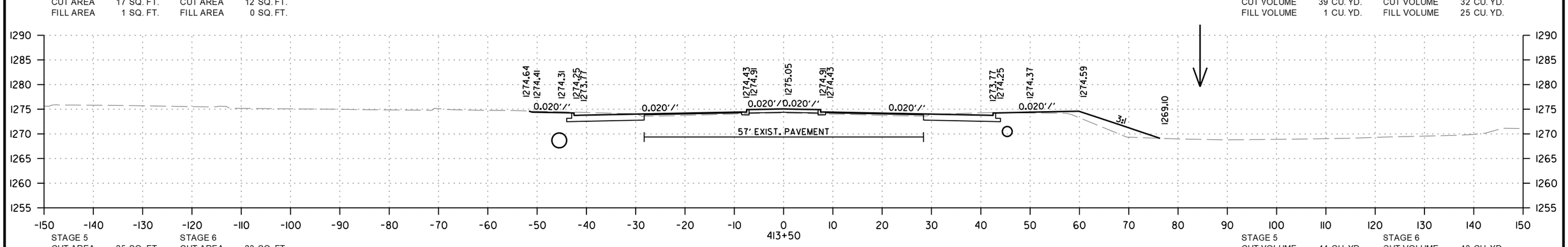


STAGE 5
CUT AREA 17 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 12 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 39 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 32 CU. YD.
FILL VOLUME 25 CU. YD.

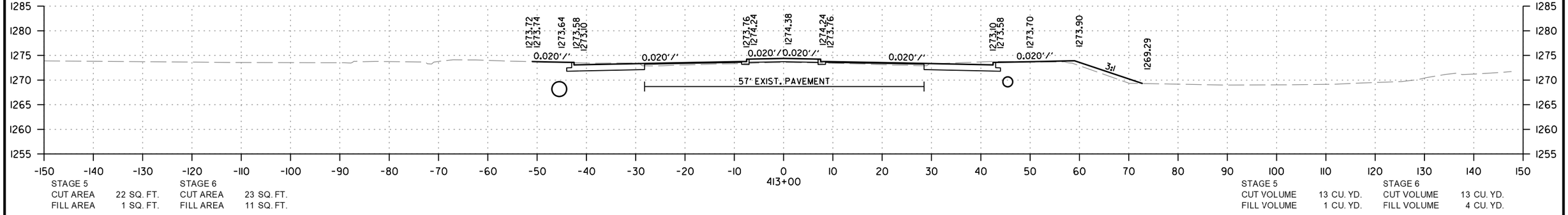


STAGE 5
CUT AREA 25 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 23 SQ. FT.
FILL AREA 27 SQ. FT.

STAGE 5
CUT VOLUME 44 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 43 CU. YD.
FILL VOLUME 35 CU. YD.



STAGE 5
CUT AREA 22 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 23 SQ. FT.
FILL AREA 11 SQ. FT.

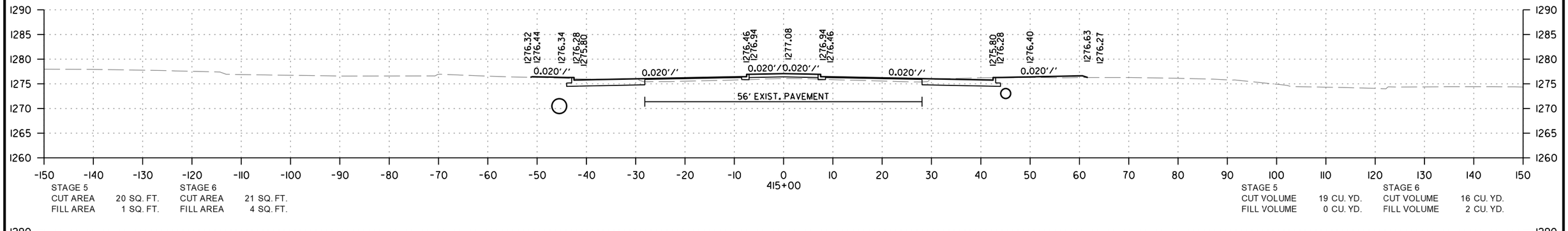
STAGE 5
CUT VOLUME 13 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 13 CU. YD.
FILL VOLUME 4 CU. YD.

HWY. 62/HWY. 180
STA. 413+00 TO STA. 414+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	696	832
		CROSS SECTIONS				

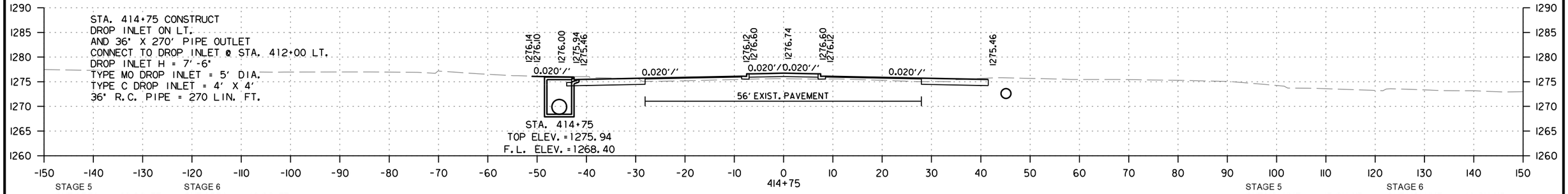


STAGE 5
CUT AREA 20 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 21 SQ. FT.
FILL AREA 4 SQ. FT.

STAGE 5
CUT VOLUME 19 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 16 CU. YD.
FILL VOLUME 2 CU. YD.

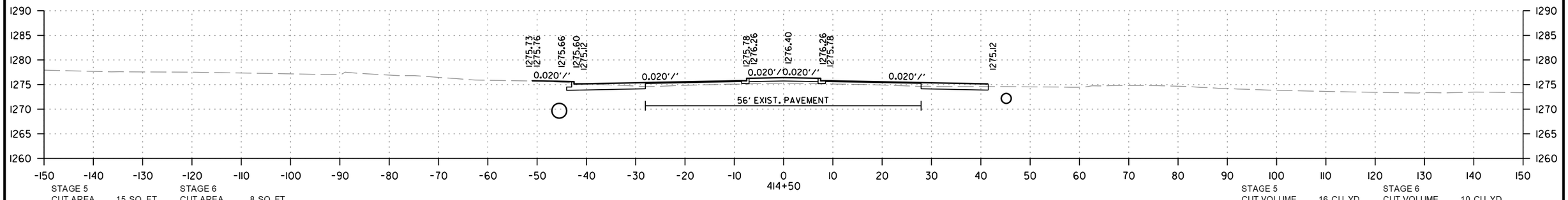


STAGE 5
CUT AREA 22 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 13 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 17 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 10 CU. YD.
FILL VOLUME 0 CU. YD.

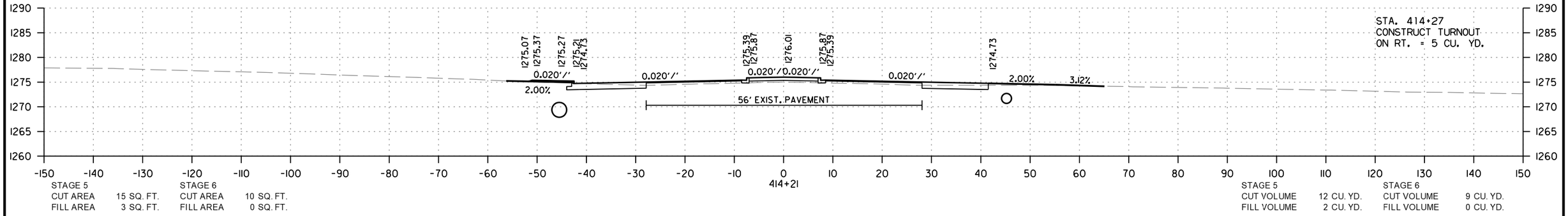


STAGE 5
CUT AREA 15 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 8 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 16 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 10 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 5
CUT AREA 15 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 6
CUT AREA 10 SQ. FT.
FILL AREA 0 SQ. FT.

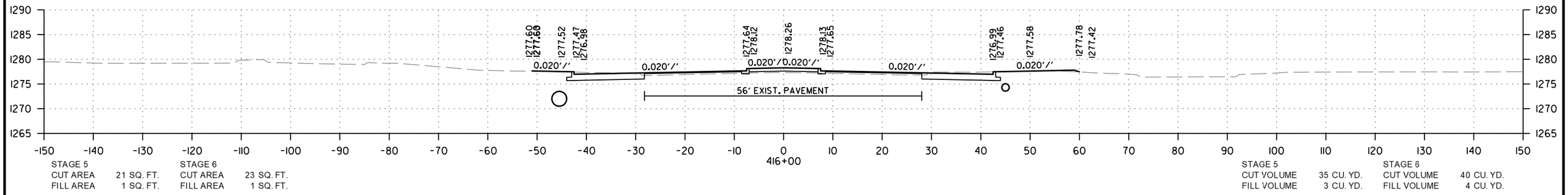
STAGE 5
CUT VOLUME 12 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 9 CU. YD.
FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 414+21 TO STA. 415+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	697	832
		CROSS SECTIONS				

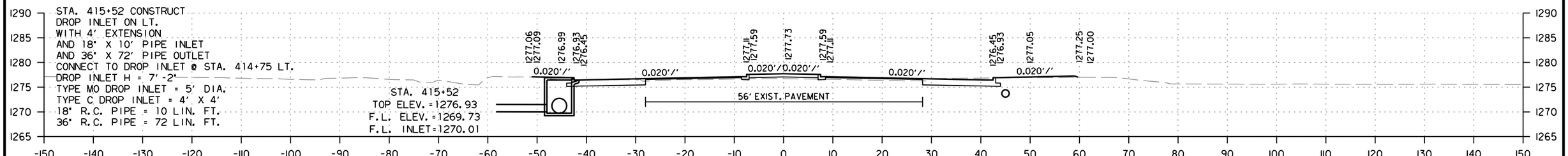


STAGE 5
CUT AREA 21 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 23 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 35 CU. YD.
FILL VOLUME 3 CU. YD.

STAGE 6
CUT VOLUME 40 CU. YD.
FILL VOLUME 4 CU. YD.

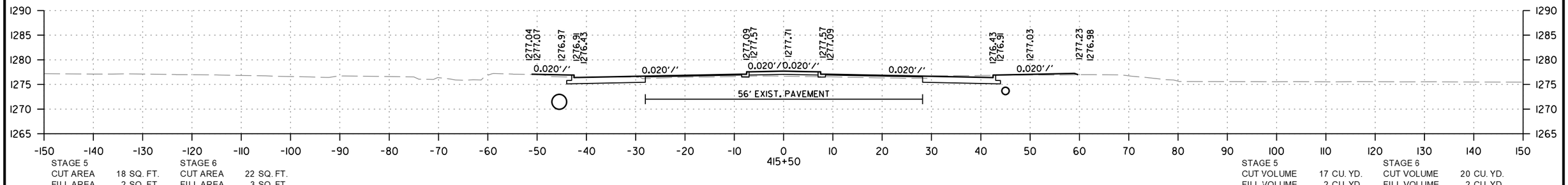


STAGE 5
CUT AREA 18 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 22 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 5
CUT VOLUME 1 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 2 CU. YD.
FILL VOLUME 0 CU. YD.

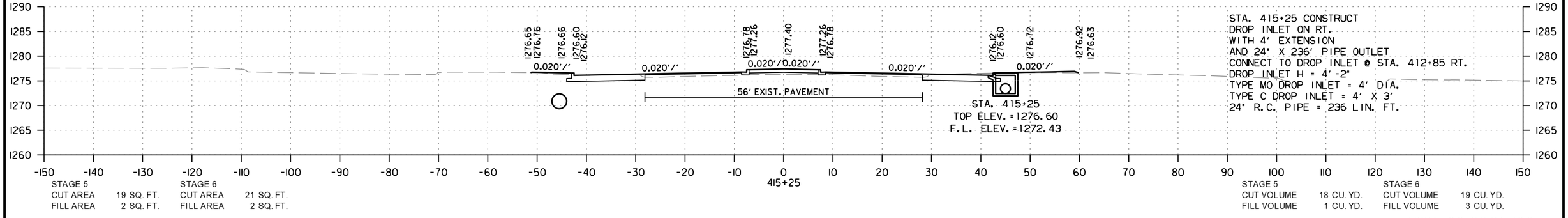


STAGE 5
CUT AREA 18 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 22 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 5
CUT VOLUME 17 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 20 CU. YD.
FILL VOLUME 2 CU. YD.



STAGE 5
CUT AREA 19 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 21 SQ. FT.
FILL AREA 2 SQ. FT.

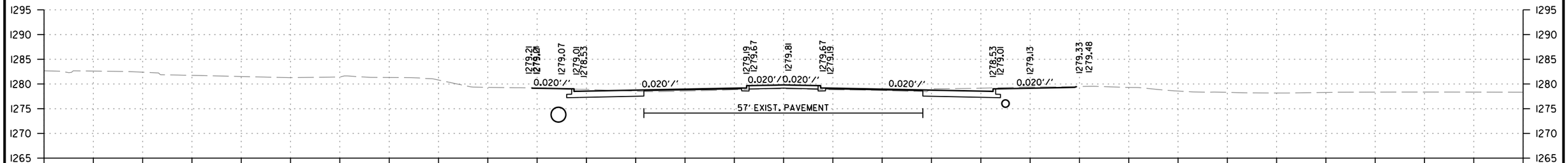
STAGE 5
CUT VOLUME 18 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 19 CU. YD.
FILL VOLUME 3 CU. YD.

HWY. 62/HWY. 180
STA. 415+25 TO STA. 416+00

CD41256 2/21/2024
R040846A.DGN

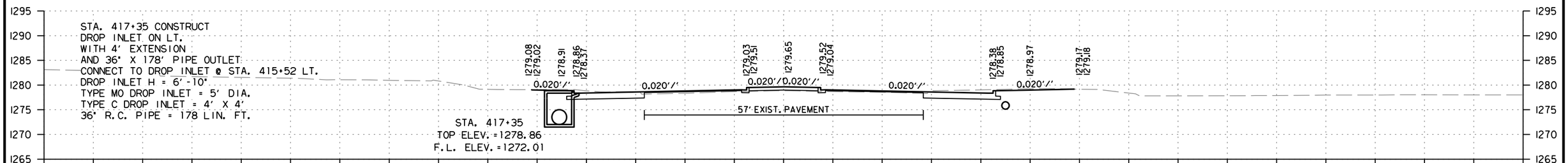
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	698	832
		CROSS SECTIONS				



417+50

STAGE 5		STAGE 6	
CUT AREA	21 SQ. FT.	CUT AREA	28 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

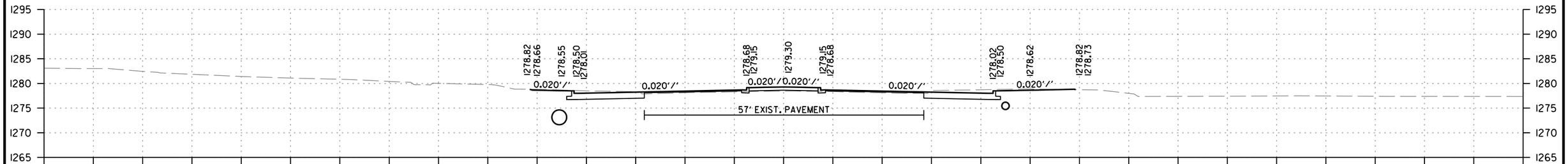
STAGE 5		STAGE 6	
CUT VOLUME	12 CU. YD.	CUT VOLUME	16 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



417+35

STAGE 5		STAGE 6	
CUT AREA	23 SQ. FT.	CUT AREA	28 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

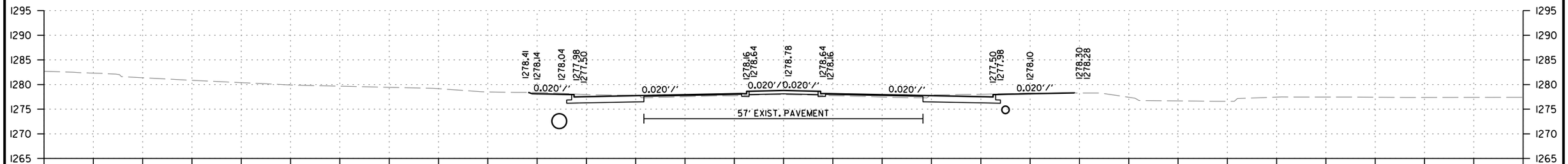
STAGE 5		STAGE 6	
CUT VOLUME	30 CU. YD.	CUT VOLUME	36 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



417+00

STAGE 5		STAGE 6	
CUT AREA	24 SQ. FT.	CUT AREA	28 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	45 CU. YD.	CUT VOLUME	49 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



416+50

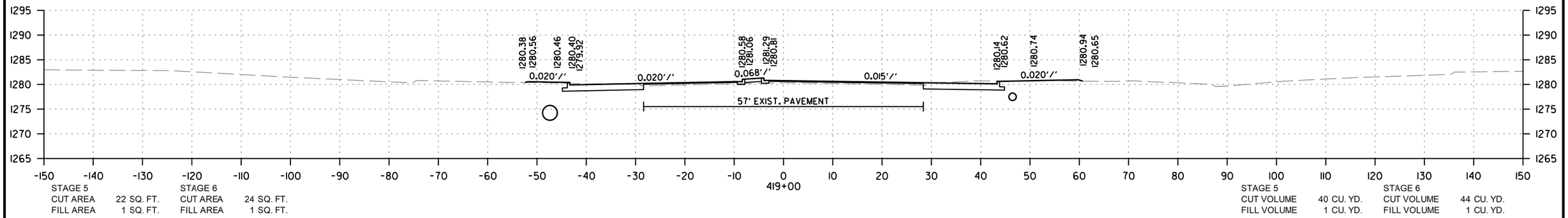
STAGE 5		STAGE 6	
CUT AREA	25 SQ. FT.	CUT AREA	25 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	43 CU. YD.	CUT VOLUME	44 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.

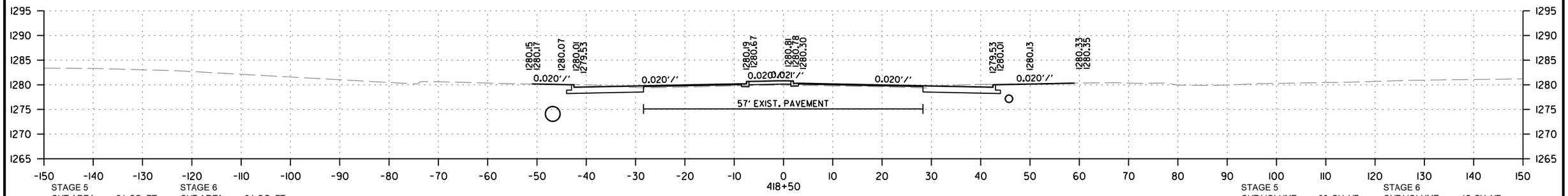
HWY. 62/HWY. 180
STA. 416+50 TO STA. 417+50

CD41256 2/21/2024
R040846A.DGN

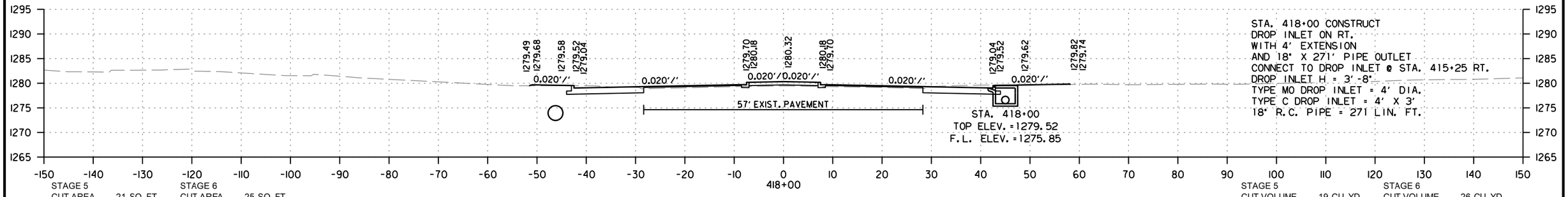
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	699	832
		CROSS SECTIONS				



STAGE 5 — CUT AREA 22 SQ. FT. — FILL AREA 1 SQ. FT.
STAGE 6 — CUT AREA 24 SQ. FT. — FILL AREA 1 SQ. FT.
STAGE 5 — CUT VOLUME 40 CU. YD. — FILL VOLUME 1 CU. YD.
STAGE 6 — CUT VOLUME 44 CU. YD. — FILL VOLUME 1 CU. YD.

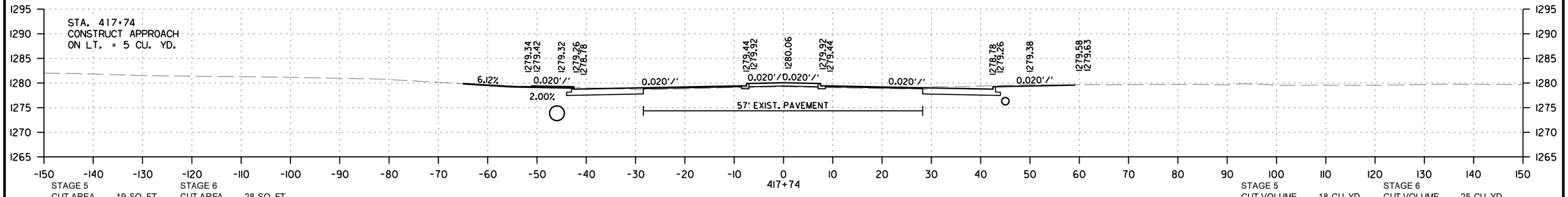


STAGE 5 — CUT AREA 21 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 6 — CUT AREA 24 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 39 CU. YD. — FILL VOLUME 1 CU. YD.
STAGE 6 — CUT VOLUME 45 CU. YD. — FILL VOLUME 1 CU. YD.



STA. 418+00 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 271' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 415+25 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 271 LIN. FT.

STAGE 5 — CUT AREA 21 SQ. FT. — FILL AREA 1 SQ. FT.
STAGE 6 — CUT AREA 25 SQ. FT. — FILL AREA 1 SQ. FT.
STAGE 5 — CUT VOLUME 19 CU. YD. — FILL VOLUME 1 CU. YD.
STAGE 6 — CUT VOLUME 26 CU. YD. — FILL VOLUME 0 CU. YD.

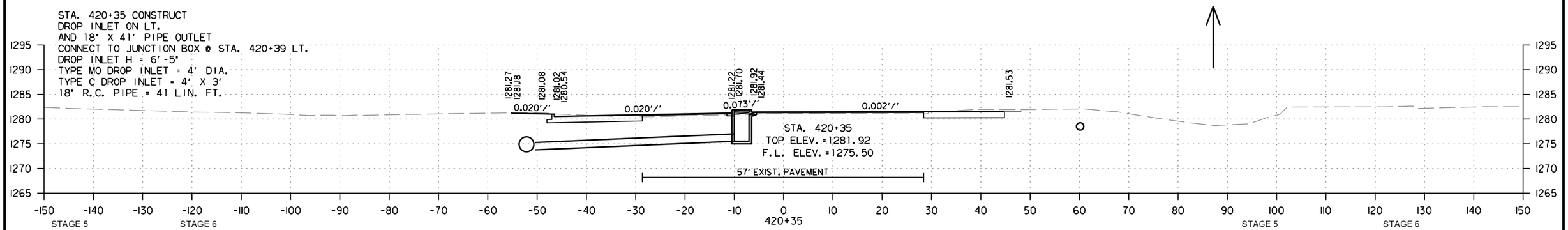


STAGE 5 — CUT AREA 19 SQ. FT. — FILL AREA 1 SQ. FT.
STAGE 6 — CUT AREA 28 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 18 CU. YD. — FILL VOLUME 0 CU. YD.
STAGE 6 — CUT VOLUME 25 CU. YD. — FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 417+74 TO STA. 419+00

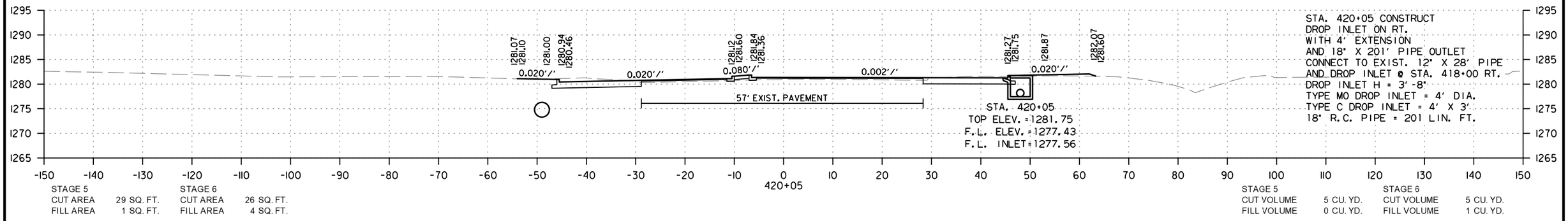
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	700	832
		CROSS SECTIONS				



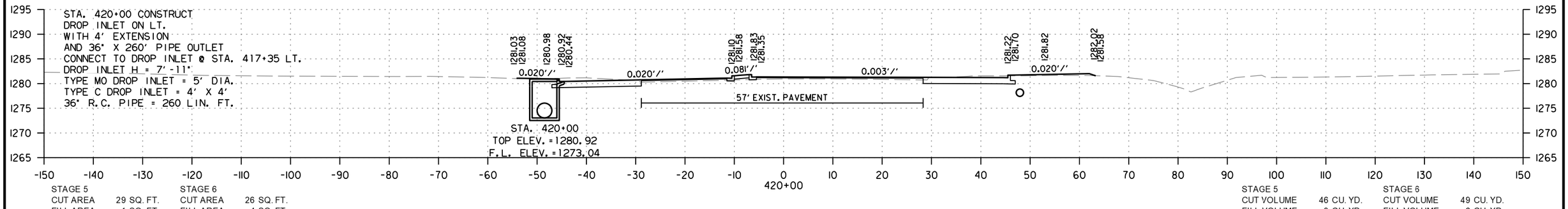
STAGE 5		STAGE 6	
CUT AREA	27 SQ. FT.	CUT AREA	24 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	31 CU. YD.	CUT VOLUME	28 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	2 CU. YD.



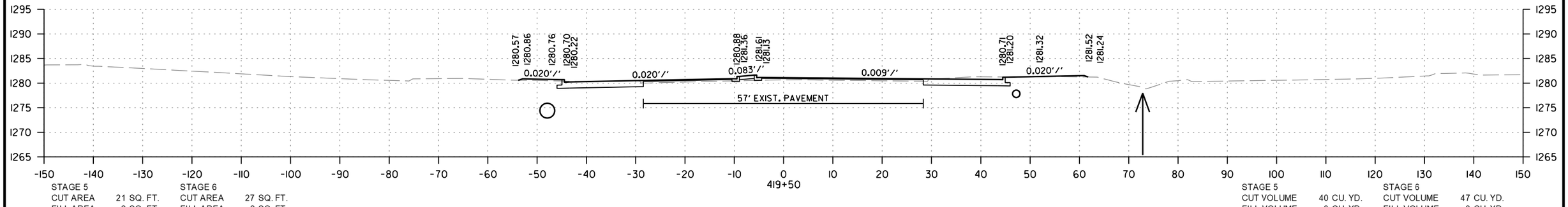
STAGE 5		STAGE 6	
CUT AREA	29 SQ. FT.	CUT AREA	26 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	5 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	29 SQ. FT.	CUT AREA	26 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	46 CU. YD.	CUT VOLUME	49 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	6 CU. YD.



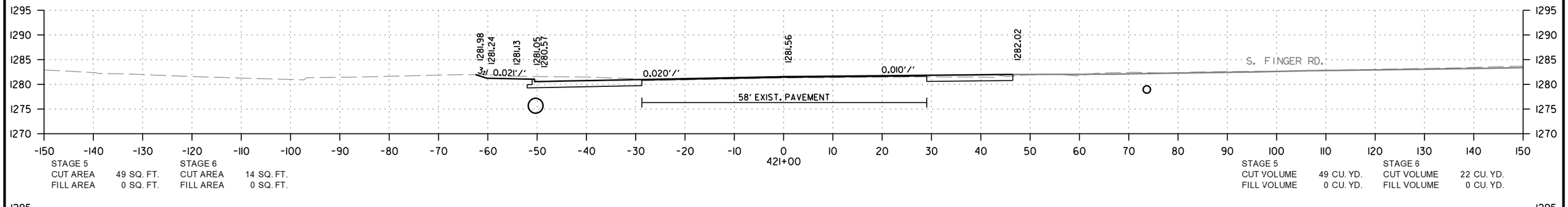
STAGE 5		STAGE 6	
CUT AREA	21 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	40 CU. YD.	CUT VOLUME	47 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	3 CU. YD.

HWY. 62/HWY. 180
STA. 419+50 TO STA. 420+35

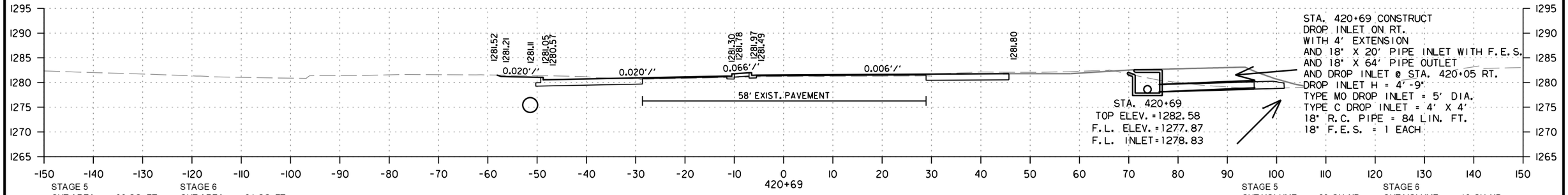
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	701	832
		CROSS SECTIONS				



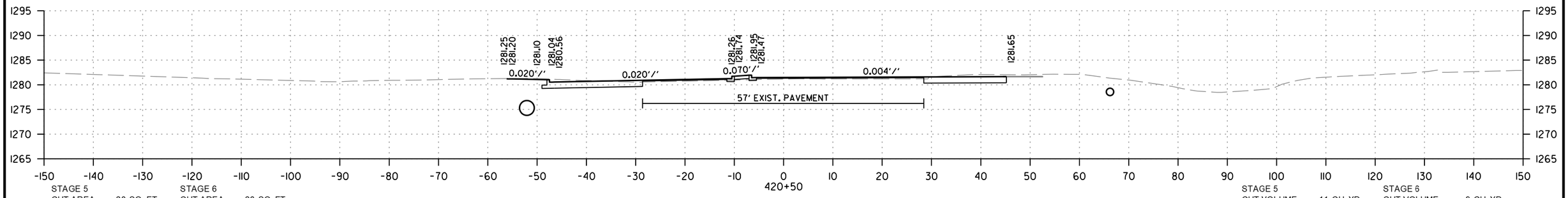
STAGE 5		STAGE 6	
CUT AREA	49 SQ. FT.	CUT AREA	14 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	49 CU. YD.	CUT VOLUME	22 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



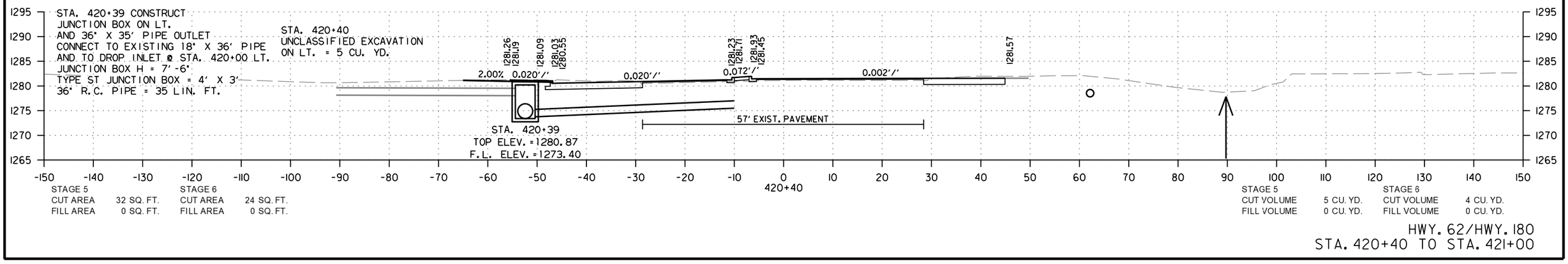
STAGE 5		STAGE 6	
CUT AREA	36 SQ. FT.	CUT AREA	24 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	23 CU. YD.	CUT VOLUME	18 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	28 SQ. FT.	CUT AREA	26 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	11 CU. YD.	CUT VOLUME	9 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



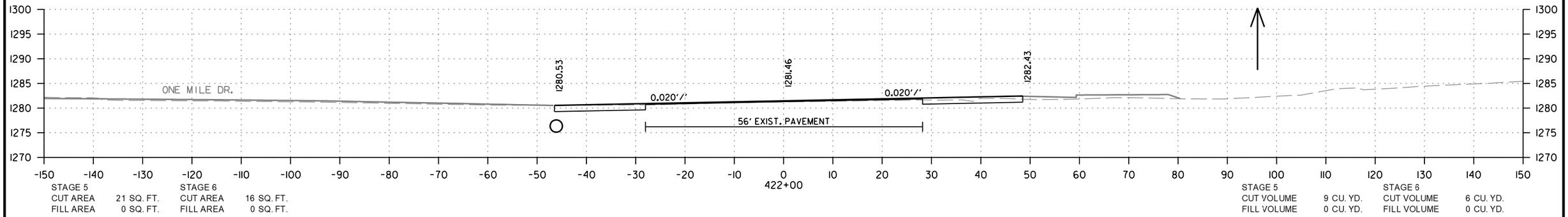
STAGE 5		STAGE 6	
CUT AREA	32 SQ. FT.	CUT AREA	24 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 62/HWY. 180
STA. 420+40 TO STA. 421+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	702	832
		CROSS SECTIONS				

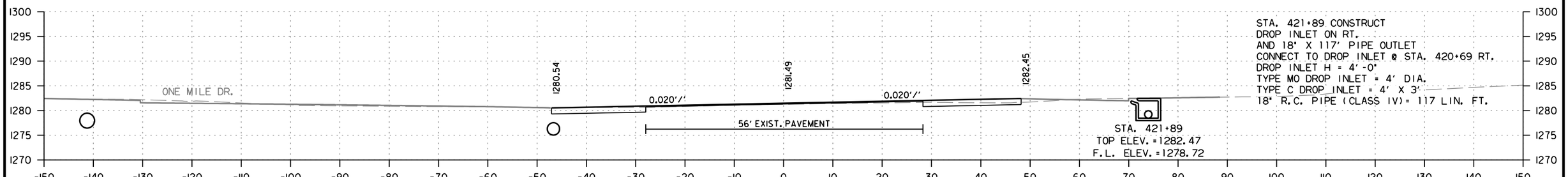


STAGE 5
CUT AREA 21 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 16 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 9 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 6 CU. YD.
FILL VOLUME 0 CU. YD.



STA. 421+89 CONSTRUCT
DROP INLET ON RT.
AND 18" X 117' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 420+69 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS IV) = 117 LIN. FT.

STAGE 5
CUT AREA 22 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 12 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 26 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 16 CU. YD.
FILL VOLUME 0 CU. YD.

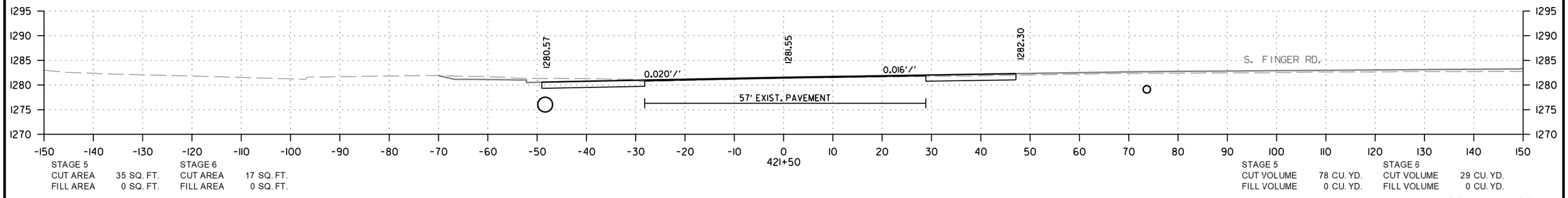


STAGE 5
CUT AREA 26 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 17 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 11 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 6 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 5
CUT AREA 35 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 17 SQ. FT.
FILL AREA 0 SQ. FT.

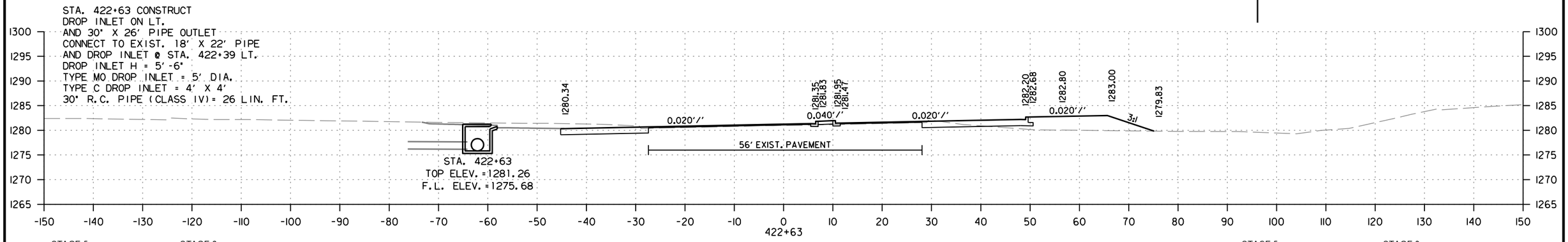
STAGE 5
CUT VOLUME 78 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 29 CU. YD.
FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 421+50 TO STA. 422+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	703	832
		CROSS SECTIONS				

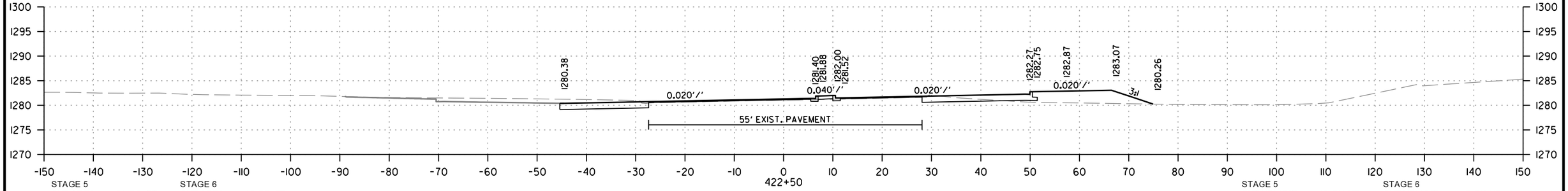


STAGE 5
CUT AREA 33 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 10 SQ. FT.
FILL AREA 62 SQ. FT.

STAGE 5
CUT VOLUME 15 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 5 CU. YD.
FILL VOLUME 27 CU. YD.



STAGE 5
CUT AREA 31 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 12 SQ. FT.
FILL AREA 51 SQ. FT.

STAGE 5
CUT VOLUME 12 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 7 CU. YD.
FILL VOLUME 19 CU. YD.

STAGE 5
CUT AREA 30 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 20 SQ. FT.
FILL AREA 44 SQ. FT.

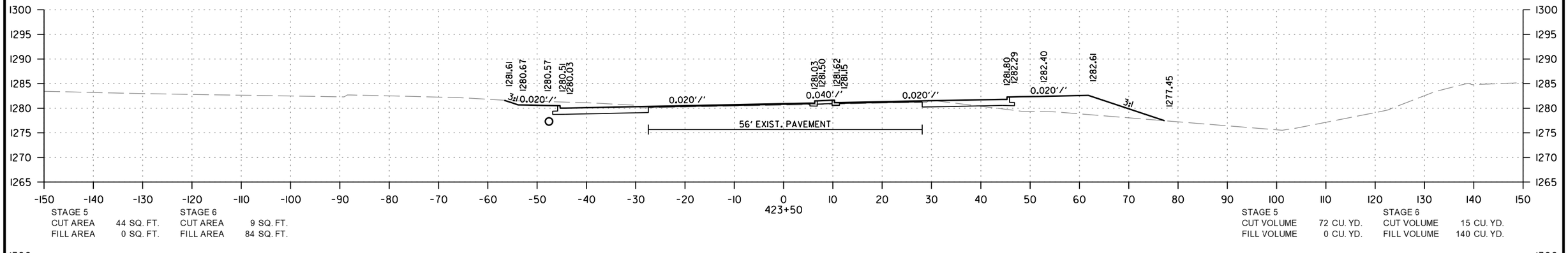
STAGE 5
CUT VOLUME 37 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 26 CU. YD.
FILL VOLUME 32 CU. YD.

HWY. 62/HWY. 180
STA. 422+39 TO STA. 422+63

CD41256 2/21/2024
R040846A.DGN

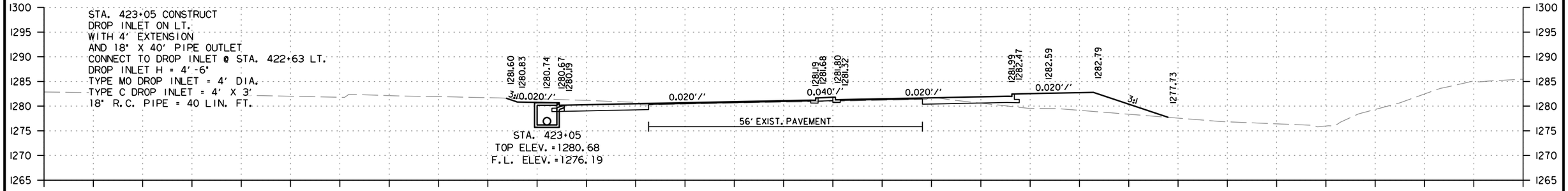
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	704	832
		CROSS SECTIONS				



STAGE 5 CUT AREA 44 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 9 SQ. FT. FILL AREA 84 SQ. FT.

423+50

STAGE 5 CUT VOLUME 72 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 15 CU. YD. FILL VOLUME 140 CU. YD.



STAGE 5 CUT AREA 42 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 9 SQ. FT. FILL AREA 84 SQ. FT.

423+05

STAGE 5 CUT VOLUME 7 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 2 CU. YD. FILL VOLUME 16 CU. YD.

STAGE 5 CUT AREA 31 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 9 SQ. FT. FILL AREA 84 SQ. FT.

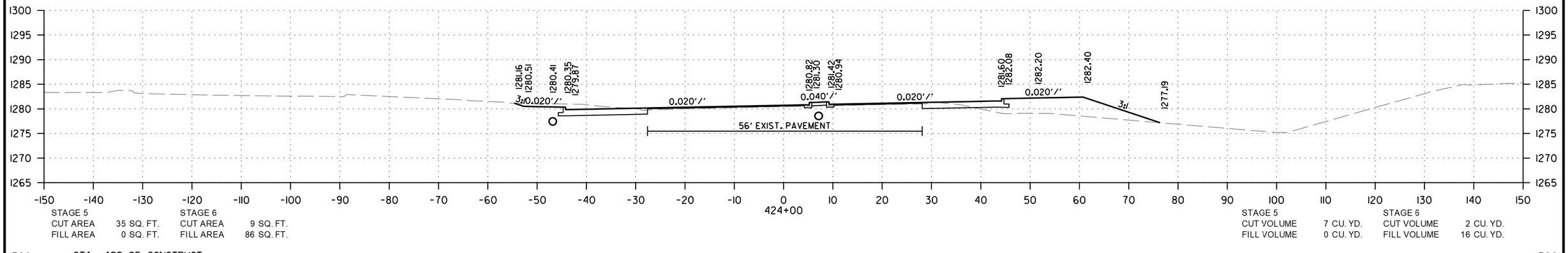
423+00

STAGE 5 CUT VOLUME 44 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 13 CU. YD. FILL VOLUME 100 CU. YD.

HWY. 62/HWY. 180
STA. 423+00 TO STA. 423+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	705	832
		CROSS SECTIONS				

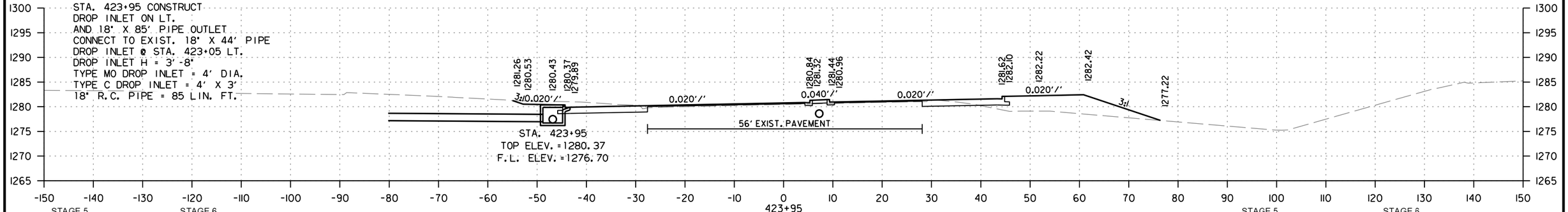


STAGE 5
CUT AREA 35 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 9 SQ. FT.
FILL AREA 86 SQ. FT.

STAGE 5
CUT VOLUME 7 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 2 CU. YD.
FILL VOLUME 16 CU. YD.



STAGE 5
CUT AREA 38 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 9 SQ. FT.
FILL AREA 85 SQ. FT.

STAGE 5
CUT VOLUME 30 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 7 CU. YD.
FILL VOLUME 63 CU. YD.

STAGE 5
CUT AREA 42 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 9 SQ. FT.
FILL AREA 84 SQ. FT.

STAGE 5
CUT VOLUME 40 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 8 CU. YD.
FILL VOLUME 78 CU. YD.

HWY. 62/HWY. 180
STA. 423+75 TO STA. 424+00

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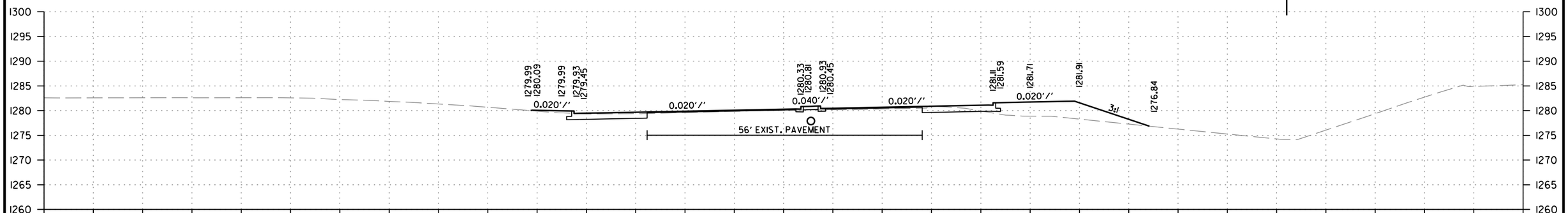
R040846ALDGN

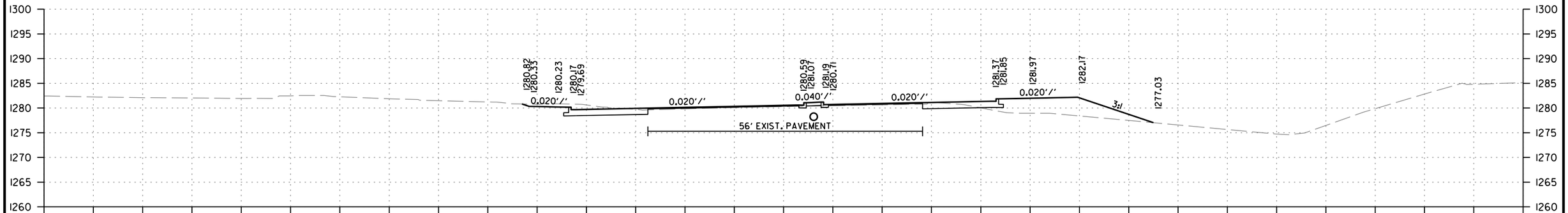
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	706	832
		CROSS SECTIONS				



425+00

STAGE 5		STAGE 6	
CUT AREA	17 SQ. FT.	CUT AREA	10 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	73 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	45 CU. YD.	CUT VOLUME	19 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	142 CU. YD.

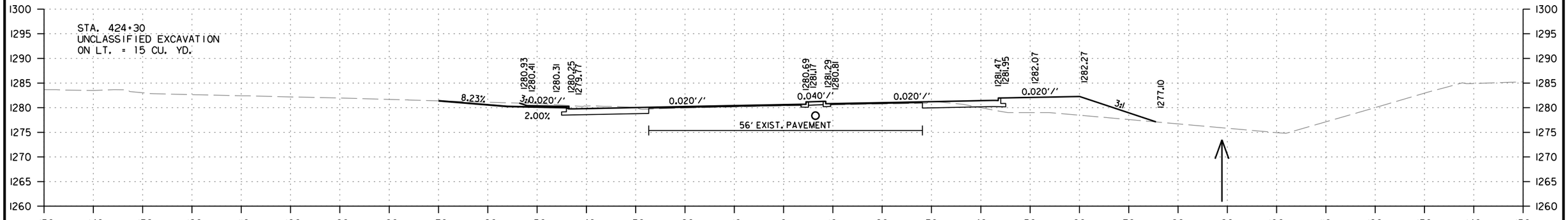


424+50

STAGE 5		STAGE 6	
CUT AREA	32 SQ. FT.	CUT AREA	10 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	80 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	23 CU. YD.	CUT VOLUME	7 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	60 CU. YD.

STA. 424+30
UNCLASSIFIED EXCAVATION
ON LT. = 15 CU. YD.



424+30

STAGE 5		STAGE 6	
CUT AREA	30 SQ. FT.	CUT AREA	9 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	83 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	36 CU. YD.	CUT VOLUME	10 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	94 CU. YD.

HWY. 62/HWY. 180
STA. 424+30 TO STA. 425+00

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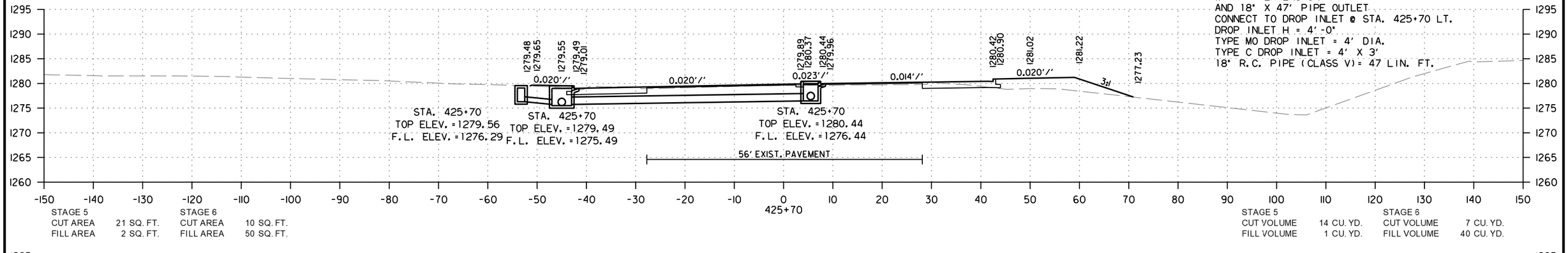
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	707	832
		CROSS SECTIONS				

STA. 425+70 CONSTRUCT
YARD DRAIN ON LT.
AND 12" X 6' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 425+70 LT.
DROP INLET H = 3'-3"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 6 LIN. FT.

STA. 425+70 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 146' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 427+20 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 146 LIN. FT.

STA. 425+70 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 47' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 425+70 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V) = 47 LIN. FT.

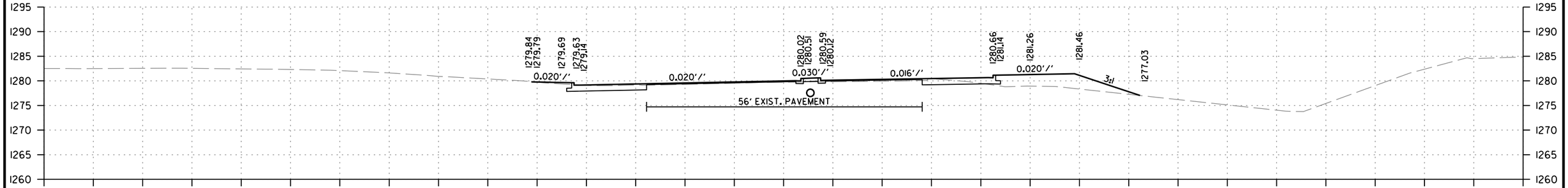


STAGE 5
CUT AREA 21 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 10 SQ. FT.
FILL AREA 50 SQ. FT.

STAGE 5
CUT VOLUME 14 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 7 CU. YD.
FILL VOLUME 40 CU. YD.



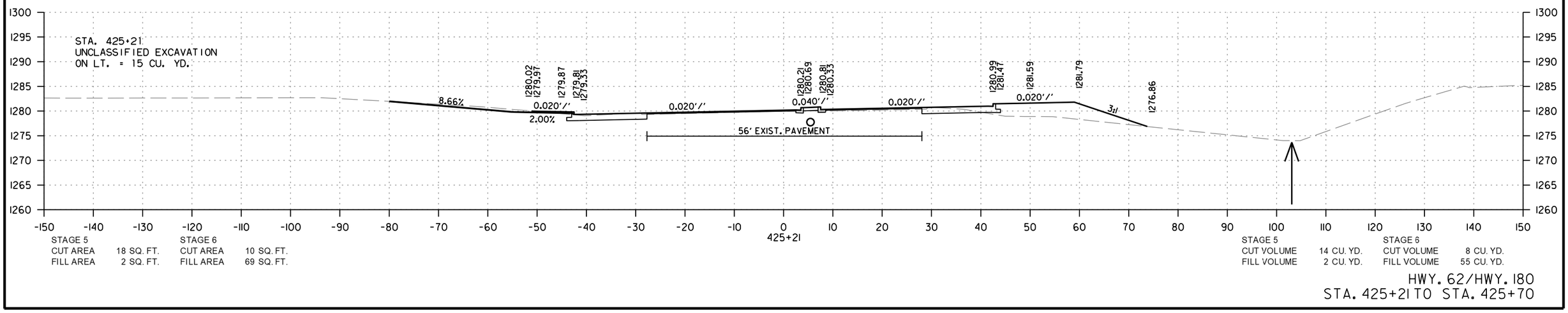
STAGE 5
CUT AREA 17 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 9 SQ. FT.
FILL AREA 59 SQ. FT.

STAGE 5
CUT VOLUME 19 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 10 CU. YD.
FILL VOLUME 69 CU. YD.

STA. 425+21
UNCLASSIFIED EXCAVATION
ON LT. = 15 CU. YD.



STAGE 5
CUT AREA 18 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 10 SQ. FT.
FILL AREA 69 SQ. FT.

STAGE 5
CUT VOLUME 14 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 8 CU. YD.
FILL VOLUME 55 CU. YD.

HWY. 62/HWY. 180
STA. 425+21 TO STA. 425+70

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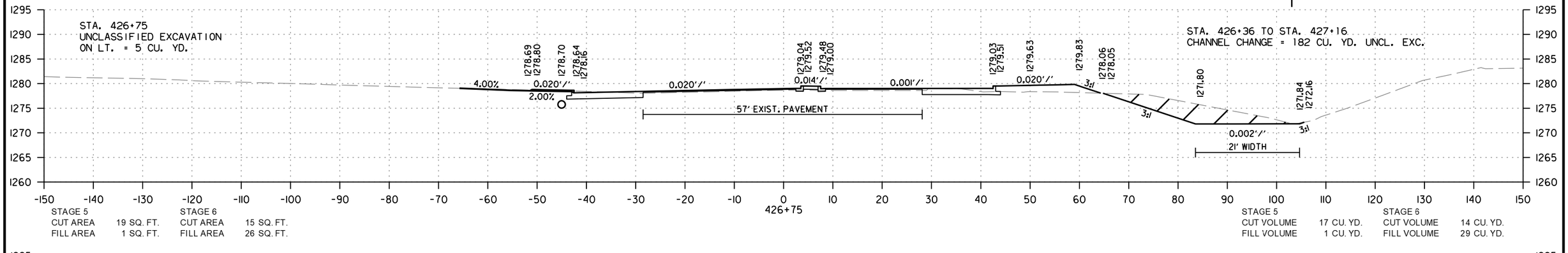
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	708	832
		CROSS SECTIONS				

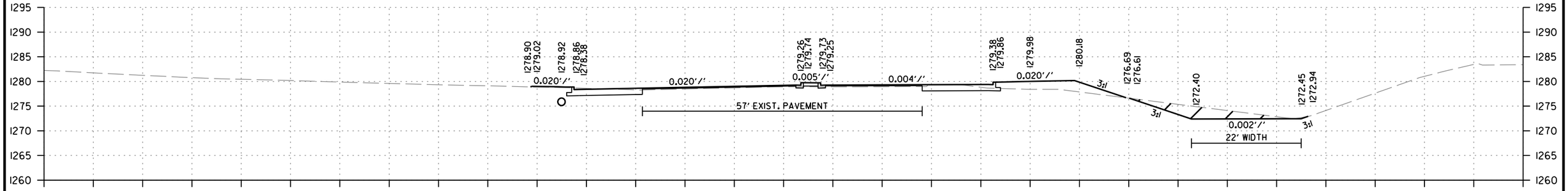


STAGE 5
CUT AREA 19 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 15 SQ. FT.
FILL AREA 26 SQ. FT.

STAGE 5
CUT VOLUME 17 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 14 CU. YD.
FILL VOLUME 29 CU. YD.

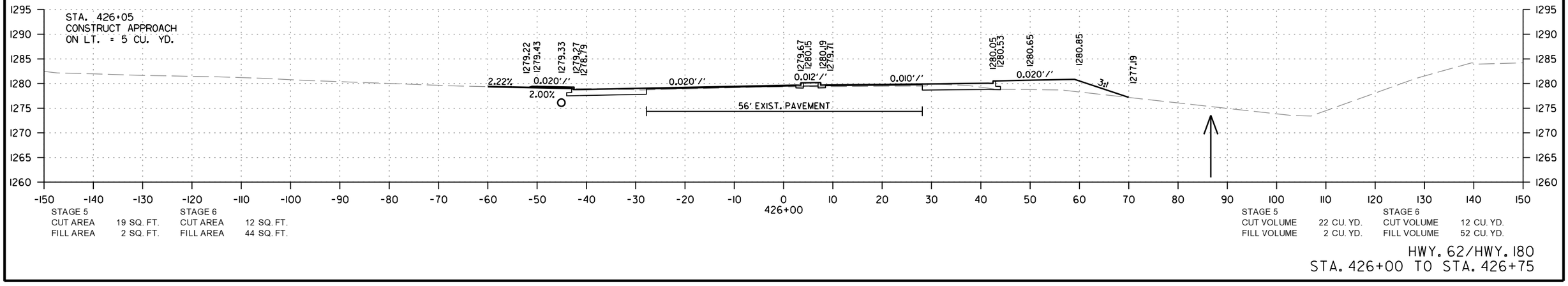


STAGE 5
CUT AREA 18 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 16 SQ. FT.
FILL AREA 37 SQ. FT.

STAGE 5
CUT VOLUME 34 CU. YD.
FILL VOLUME 3 CU. YD.

STAGE 6
CUT VOLUME 26 CU. YD.
FILL VOLUME 75 CU. YD.



STAGE 5
CUT AREA 19 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT AREA 12 SQ. FT.
FILL AREA 44 SQ. FT.

STAGE 5
CUT VOLUME 22 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 12 CU. YD.
FILL VOLUME 52 CU. YD.

HWY. 62/HWY. 180
STA. 426+00 TO STA. 426+75

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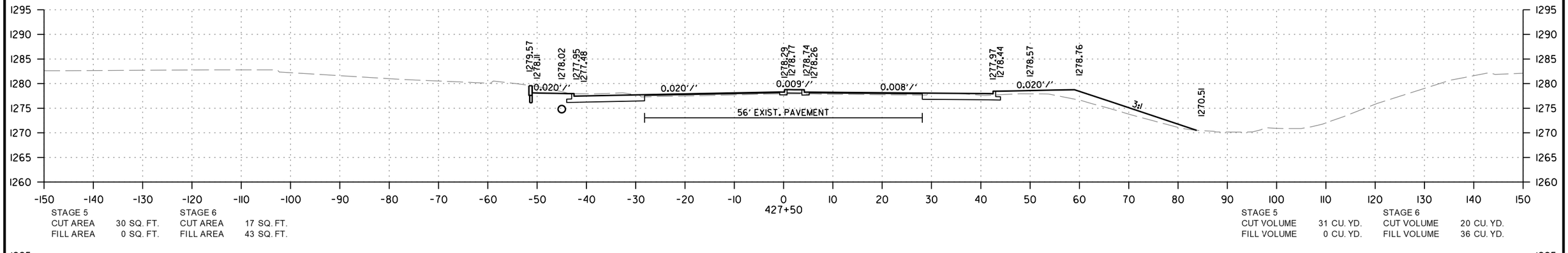
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	709	832
		CROSS SECTIONS				



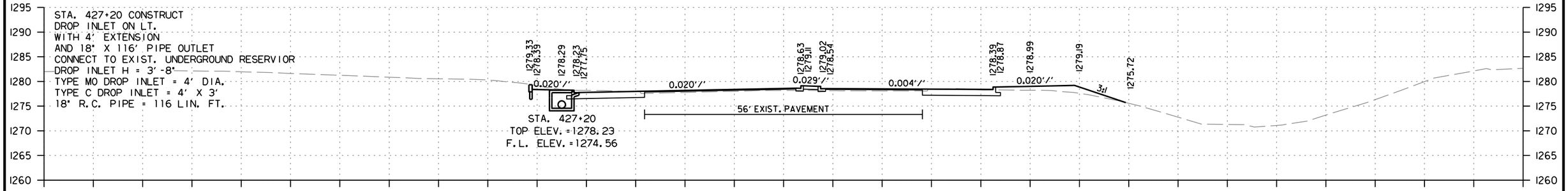
STAGE 5
CUT AREA 30 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 17 SQ. FT.
FILL AREA 43 SQ. FT.

427+50

STAGE 5
CUT VOLUME 31 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 20 CU. YD.
FILL VOLUME 36 CU. YD.



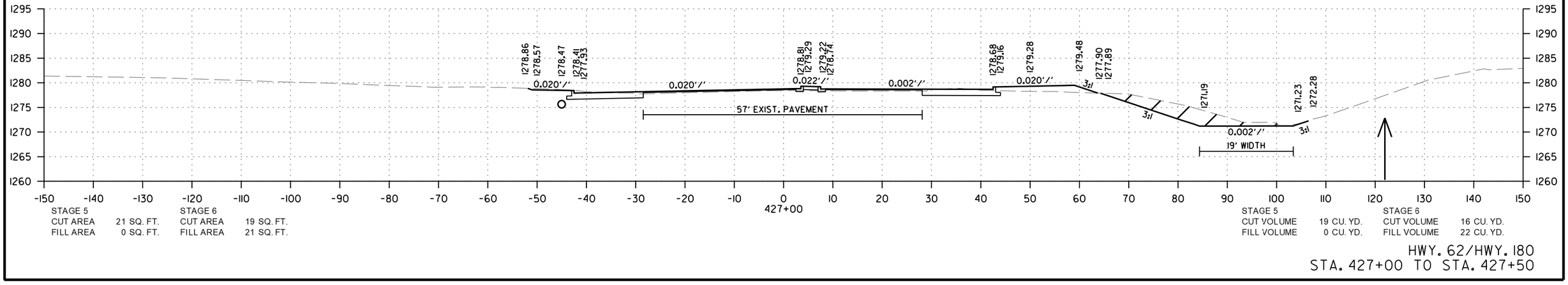
STAGE 5
CUT AREA 25 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 19 SQ. FT.
FILL AREA 21 SQ. FT.

427+20

STAGE 5
CUT VOLUME 17 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 14 CU. YD.
FILL VOLUME 16 CU. YD.



STAGE 5
CUT AREA 21 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 19 SQ. FT.
FILL AREA 21 SQ. FT.

427+00

STAGE 5
CUT VOLUME 19 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 16 CU. YD.
FILL VOLUME 22 CU. YD.

HWY. 62/HWY. 180
STA. 427+00 TO STA. 427+50

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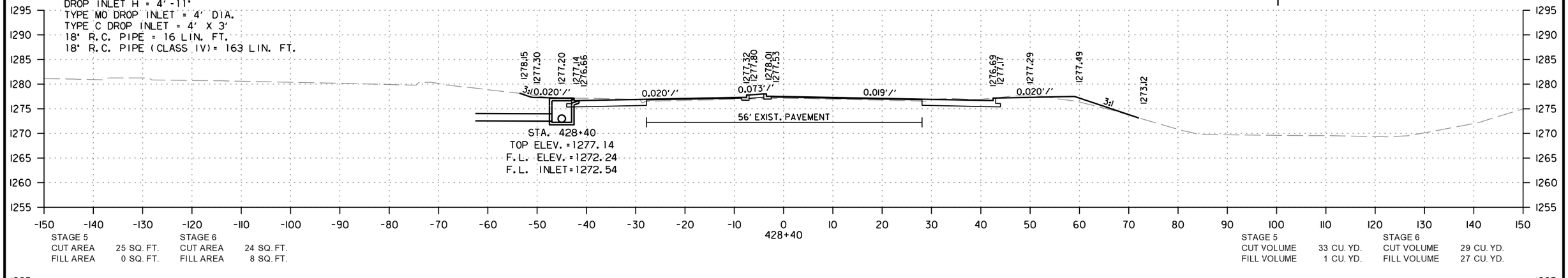
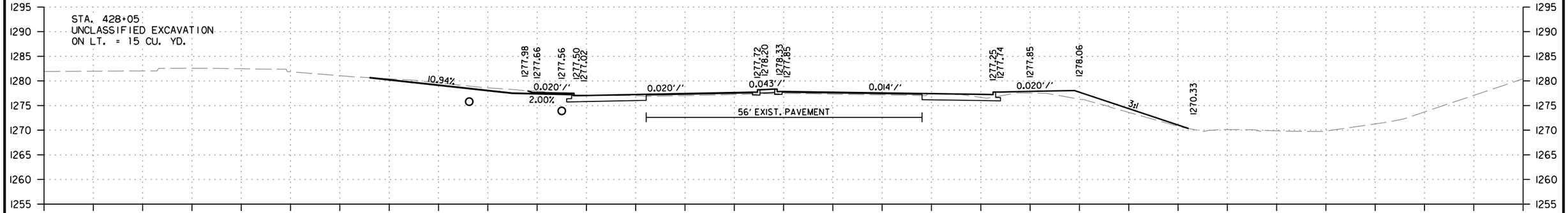
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	710	832
		CROSS SECTIONS				

STA. 428+40 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 16' PIPE INLET
AND 18" X 163' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 430+07 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 16 LIN. FT.
18" R.C. PIPE (CLASS IV)= 163 LIN. FT.



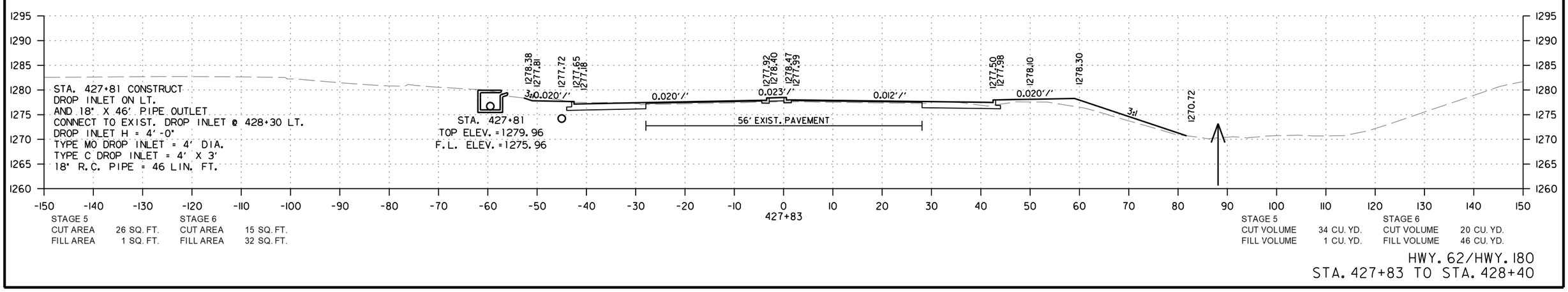
STAGE 5 CUT AREA 25 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 24 SQ. FT. FILL AREA 8 SQ. FT.
STAGE 5 CUT VOLUME 33 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 6 CUT VOLUME 29 CU. YD. FILL VOLUME 27 CU. YD.

STA. 428+05
UNCLASSIFIED EXCAVATION
ON LT. = 15 CU. YD.



STAGE 5 CUT AREA 19 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 6 CUT AREA 15 SQ. FT. FILL AREA 28 SQ. FT.
STAGE 5 CUT VOLUME 14 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 6 CUT VOLUME 9 CU. YD. FILL VOLUME 19 CU. YD.

STA. 427+81 CONSTRUCT
DROP INLET ON LT.
AND 18" X 46' PIPE OUTLET
CONNECT TO EXIST. DROP INLET @ 428+30 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 46 LIN. FT.

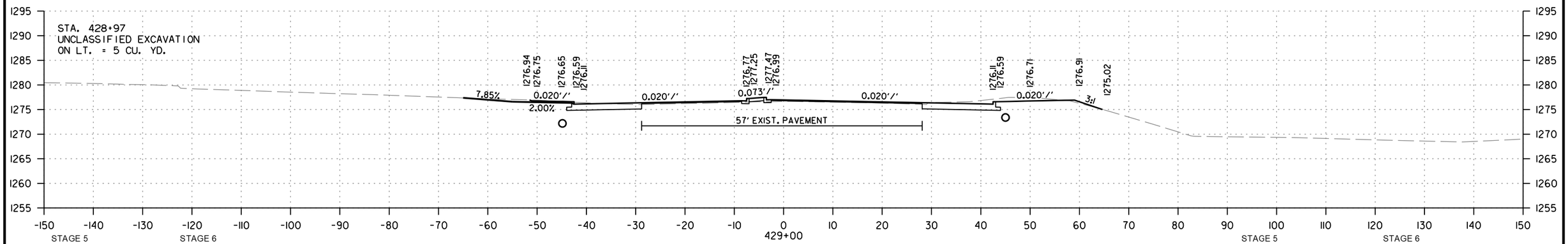


STAGE 5 CUT AREA 26 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 6 CUT AREA 15 SQ. FT. FILL AREA 32 SQ. FT.
STAGE 5 CUT VOLUME 34 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 6 CUT VOLUME 20 CU. YD. FILL VOLUME 46 CU. YD.

HWY. 62/HWY. 180
STA. 427+83 TO STA. 428+40

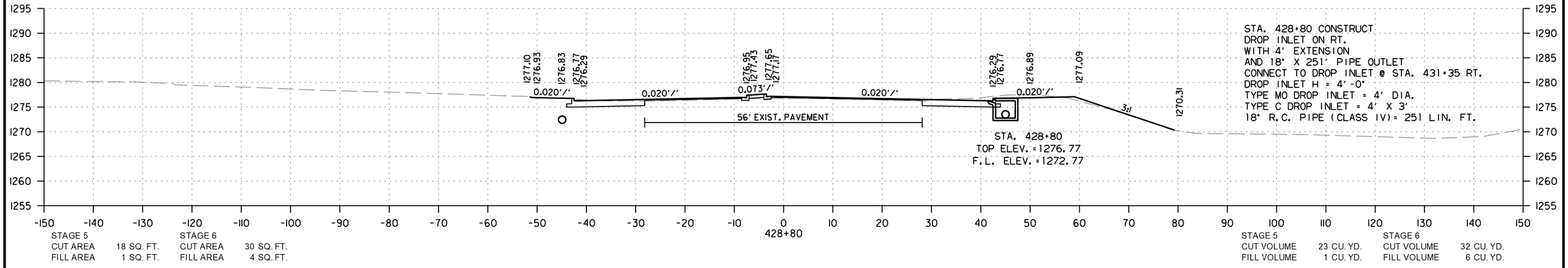
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	711	832
		CROSS SECTIONS				



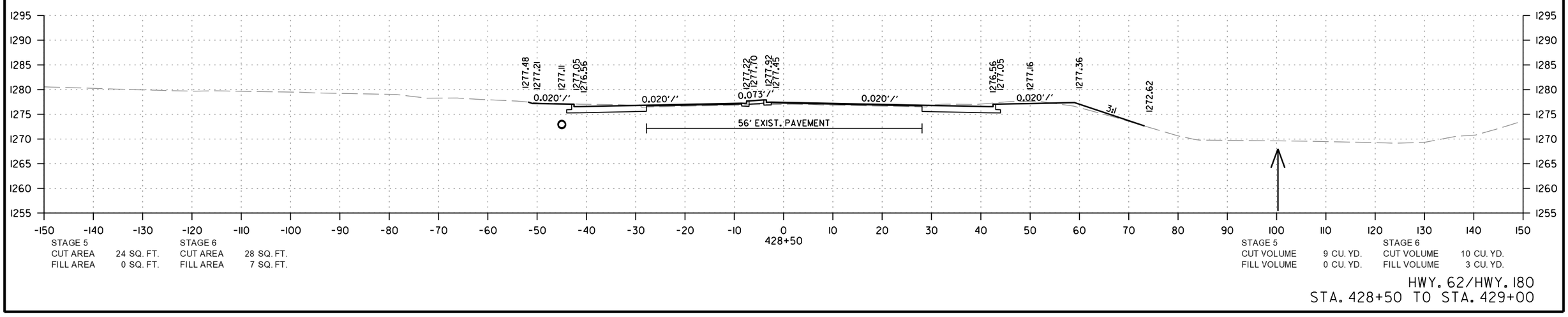
STAGE 5		STAGE 6	
CUT AREA	19 SQ. FT.	CUT AREA	32 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	14 CU. YD.	CUT VOLUME	23 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	18 SQ. FT.	CUT AREA	30 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	23 CU. YD.	CUT VOLUME	32 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	6 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	24 SQ. FT.	CUT AREA	28 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	9 CU. YD.	CUT VOLUME	10 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.

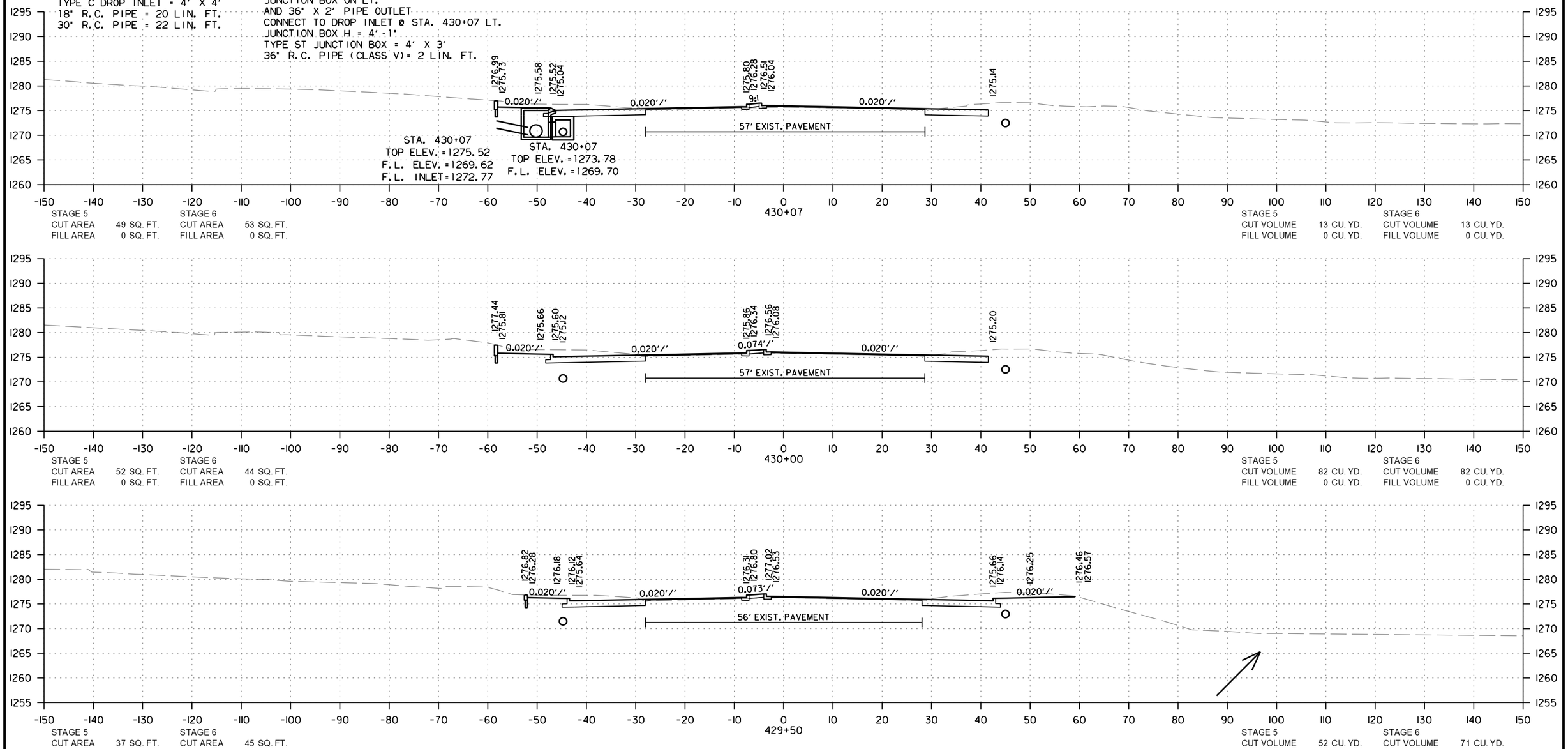
HWY. 62/HWY. 180
STA. 428+50 TO STA. 429+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	712	832
		CROSS SECTIONS				

STA. 430+07 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 20' PIPE INLET
AND 30" X 22' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 430+31 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 20 LIN. FT.
30" R.C. PIPE = 22 LIN. FT.

STA. 430+07 CONSTRUCT
JUNCTION BOX ON LT.
AND 36" X 2' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 430+07 LT.
JUNCTION BOX H = 4'-1"
TYPE ST JUNCTION BOX = 4' X 3'
36" R.C. PIPE (CLASS V) = 2 LIN. FT.



	STAGE 5		STAGE 6	
CUT AREA	49 SQ. FT.	CUT AREA	53 SQ. FT.	
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	
CUT VOLUME	13 CU. YD.	CUT VOLUME	13 CU. YD.	
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	

430+07

	STAGE 5		STAGE 6	
CUT AREA	52 SQ. FT.	CUT AREA	44 SQ. FT.	
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	
CUT VOLUME	82 CU. YD.	CUT VOLUME	82 CU. YD.	
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	

430+00

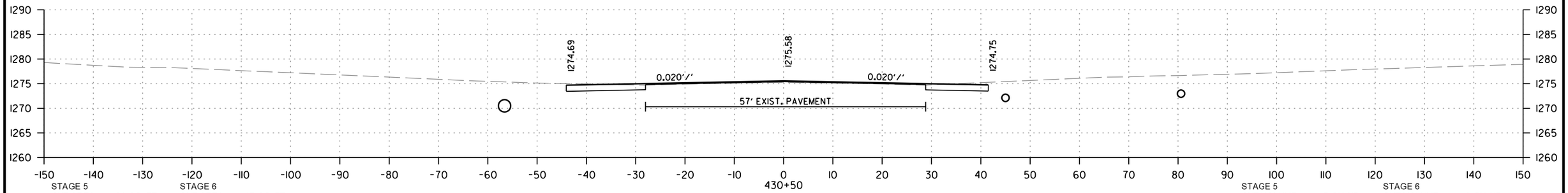
	STAGE 5		STAGE 6	
CUT AREA	37 SQ. FT.	CUT AREA	45 SQ. FT.	
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	
CUT VOLUME	52 CU. YD.	CUT VOLUME	71 CU. YD.	
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	

429+50

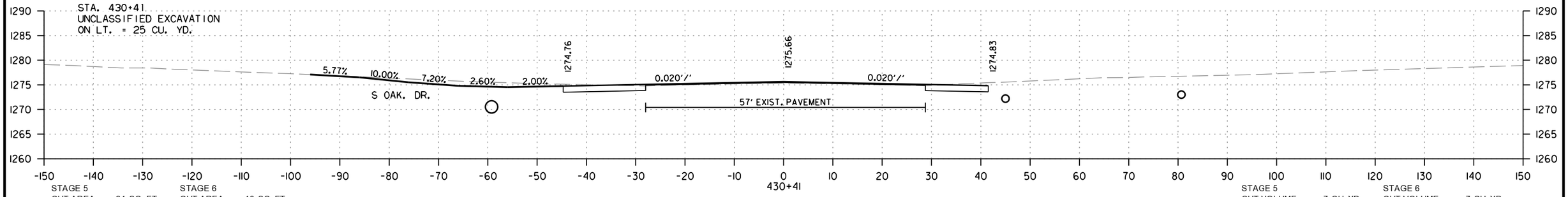
HWY. 62/HWY. 180
STA. 429+50 TO STA. 430+07

CD41256 2/21/2024
R040846A.DGN

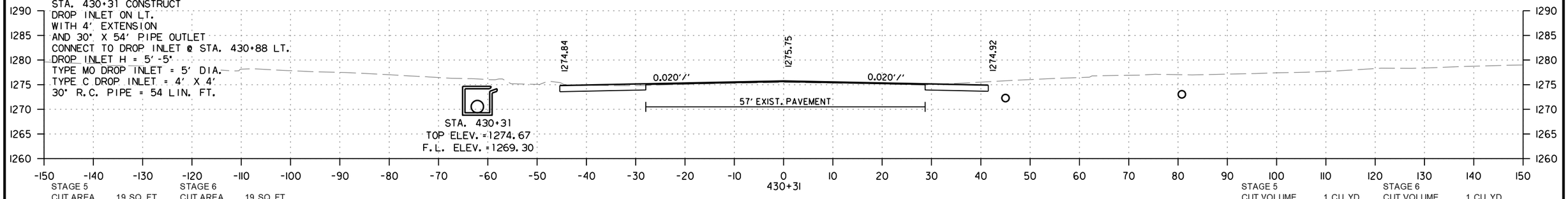
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	713	832
		CROSS SECTIONS				



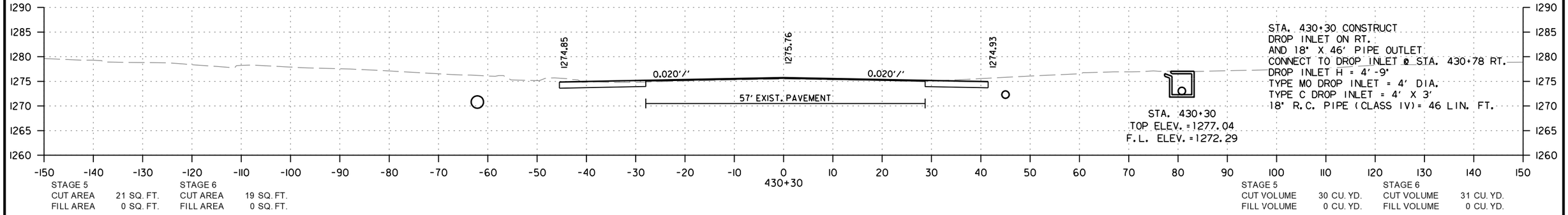
STAGE 5 — CUT AREA 20 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 6 — CUT AREA 17 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 7 CU. YD. — FILL VOLUME 0 CU. YD.
STAGE 6 — CUT VOLUME 6 CU. YD. — FILL VOLUME 0 CU. YD.



STAGE 5 — CUT AREA 21 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 6 — CUT AREA 18 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 7 CU. YD. — FILL VOLUME 0 CU. YD.
STAGE 6 — CUT VOLUME 7 CU. YD. — FILL VOLUME 0 CU. YD.



STAGE 5 — CUT AREA 19 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 6 — CUT AREA 19 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 1 CU. YD. — FILL VOLUME 0 CU. YD.
STAGE 6 — CUT VOLUME 1 CU. YD. — FILL VOLUME 0 CU. YD.



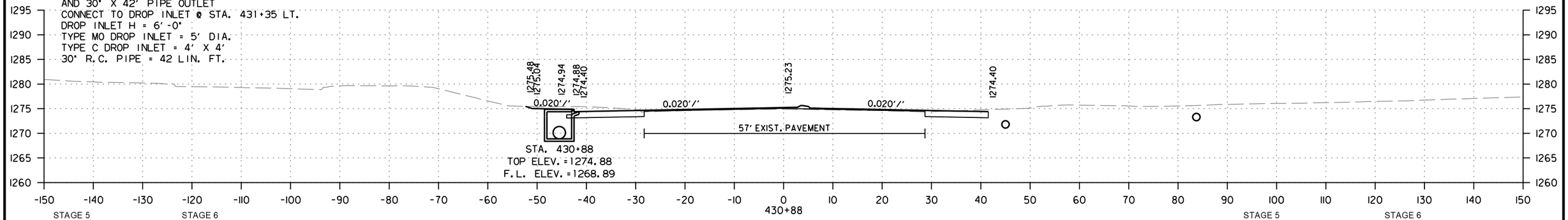
STAGE 5 — CUT AREA 21 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 6 — CUT AREA 19 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 30 CU. YD. — FILL VOLUME 0 CU. YD.
STAGE 6 — CUT VOLUME 31 CU. YD. — FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 430+30 TO STA. 430+50

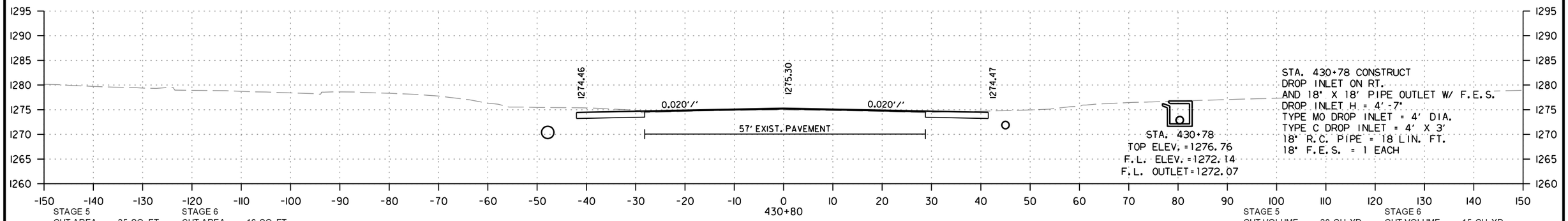
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	714	832
		CROSS SECTIONS				

STA. 430+88 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 30" X 42' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 431+35 LT.
DROP INLET H = 6'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 42 LIN. FT.

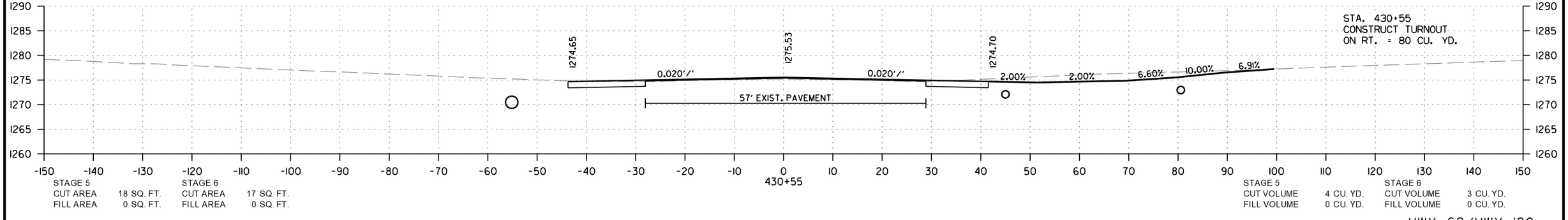


STAGE 5 CUT AREA 32 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 17 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 8 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 5 CU. YD. FILL VOLUME 0 CU. YD.



STA. 430+78 CONSTRUCT
DROP INLET ON RT.
AND 18" X 18' PIPE OUTLET W/ F.E.S.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 18 LIN. FT.
18" F.E.S. = 1 EACH

STAGE 5 CUT AREA 25 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 16 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 20 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 15 CU. YD. FILL VOLUME 0 CU. YD.



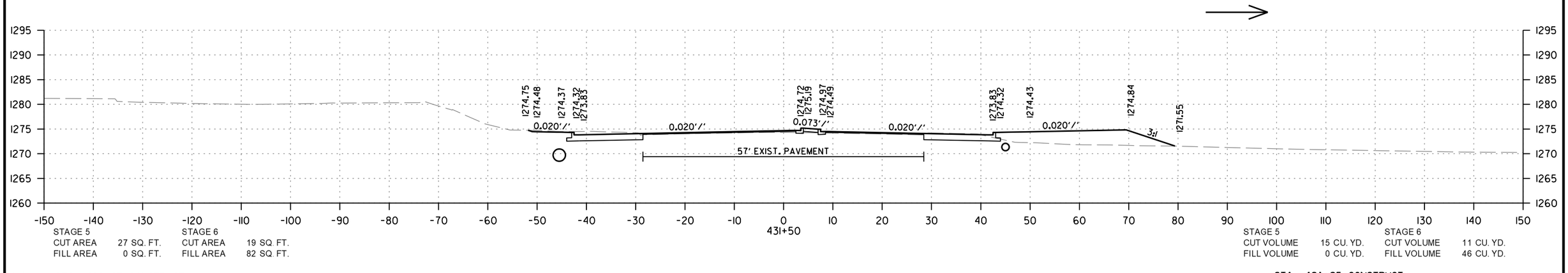
STA. 430+55
CONSTRUCT TURNOUT
ON RT. = 80 CU. YD.

STAGE 5 CUT AREA 18 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 17 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 4 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 3 CU. YD. FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 430+55 TO STA. 430+88

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	715	832
		CROSS SECTIONS				



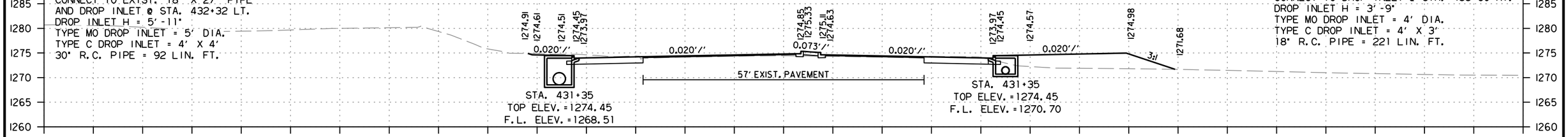
STAGE 5
CUT AREA 27 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 19 SQ. FT.
FILL AREA 82 SQ. FT.

STAGE 5
CUT VOLUME 15 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 11 CU. YD.
FILL VOLUME 46 CU. YD.

STA. 431+35 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 30" X 92' PIPE OUTLET
CONNECT TO EXIST. 18" X 27' PIPE
AND DROP INLET @ STA. 432+32 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 92 LIN. FT.



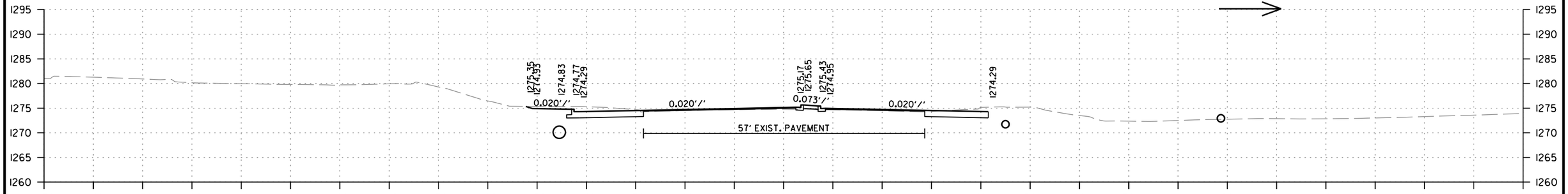
STA. 431+35 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 221' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 433+60 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 221 LIN. FT.

STAGE 5
CUT AREA 26 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 20 SQ. FT.
FILL AREA 84 SQ. FT.

STAGE 5
CUT VOLUME 38 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 25 CU. YD.
FILL VOLUME 54 CU. YD.



STAGE 5
CUT AREA 32 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 19 SQ. FT.
FILL AREA 0 SQ. FT.

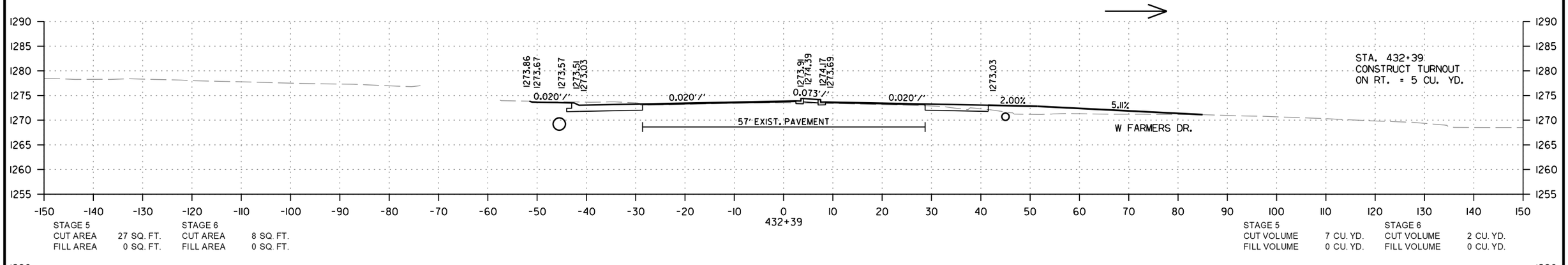
STAGE 5
CUT VOLUME 14 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 8 CU. YD.
FILL VOLUME 0 CU. YD.

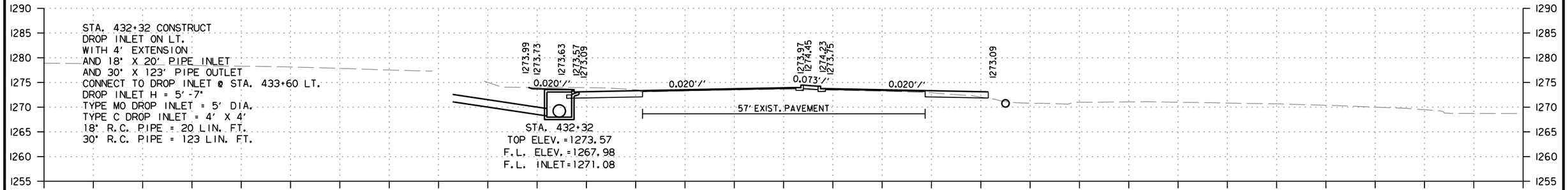
HWY. 62/HWY. 180
STA. 431+00 TO STA. 431+50

CD41256 2/21/2024
R040846A.DGN

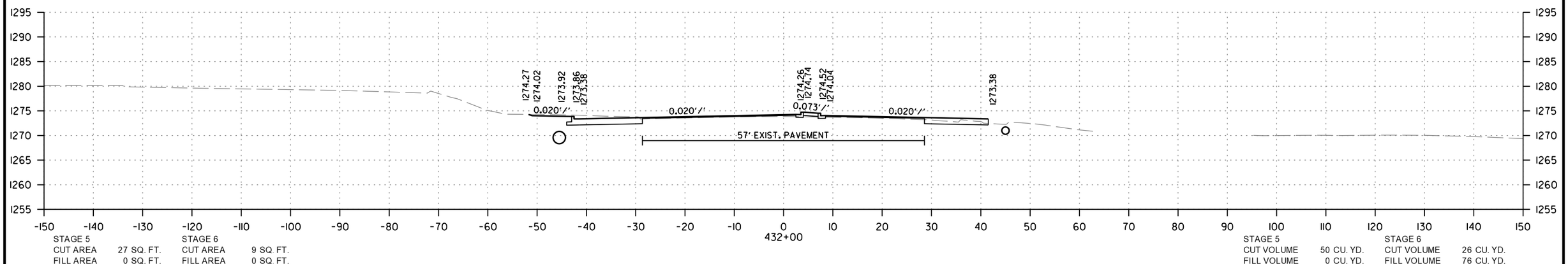
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	716	832
		CROSS SECTIONS				



STAGE 5 CUT AREA 27 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 8 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 7 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 2 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 5 CUT AREA 30 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 7 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 34 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 9 CU. YD. FILL VOLUME 0 CU. YD.

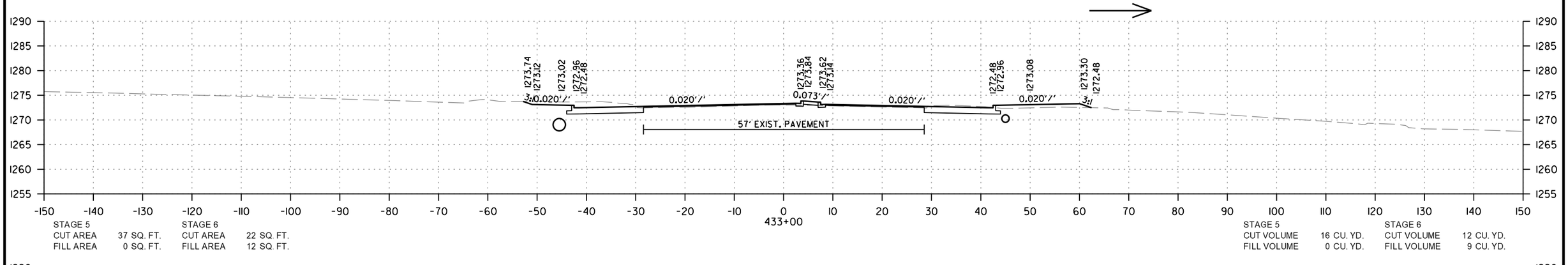


STAGE 5 CUT AREA 27 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 9 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 50 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 26 CU. YD. FILL VOLUME 76 CU. YD.

HWY. 62/HWY. 180
STA. 432+00 TO STA. 432+39

CD41256 2/21/2024
R040846A.DGN

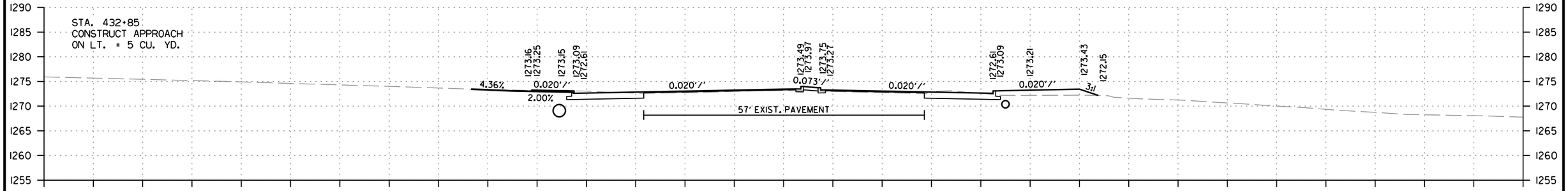
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	717	832
		CROSS SECTIONS				



433+00

STAGE 5		STAGE 6	
CUT AREA	37 SQ. FT.	CUT AREA	22 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.

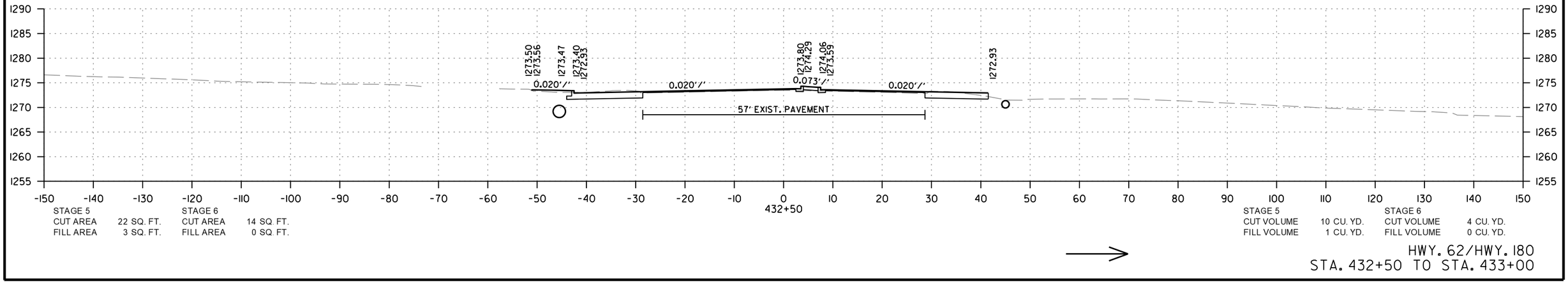
STAGE 5		STAGE 6	
CUT VOLUME	16 CU. YD.	CUT VOLUME	12 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.



432+85

STAGE 5		STAGE 6	
CUT AREA	21 SQ. FT.	CUT AREA	20 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	20 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	28 CU. YD.	CUT VOLUME	22 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	13 CU. YD.



432+50

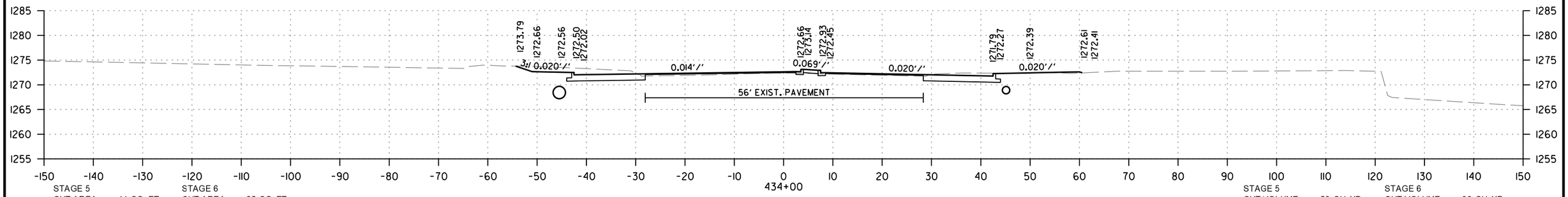
STAGE 5		STAGE 6	
CUT AREA	22 SQ. FT.	CUT AREA	14 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	10 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

HWY. 62/HWY. 180
STA. 432+50 TO STA. 433+00

CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	718	832
		CROSS SECTIONS				



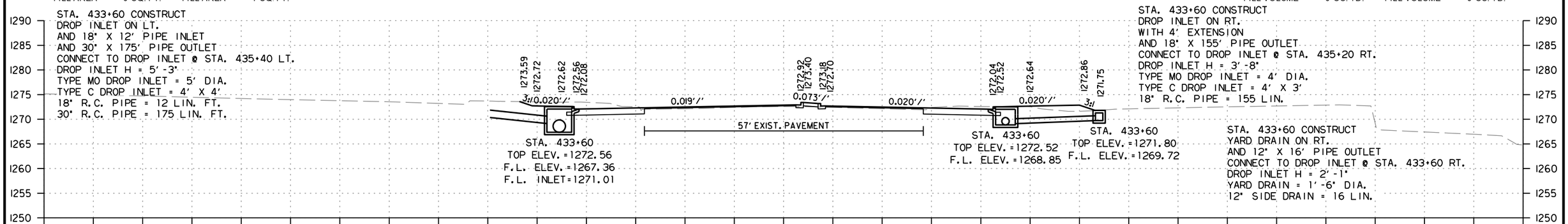
STAGE 5
CUT AREA 41 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 59 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 38 CU. YD.
FILL VOLUME 9 CU. YD.

STA. 433+60 CONSTRUCT
DROP INLET ON LT.
AND 18" X 12' PIPE INLET
AND 30" X 175' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+40 LT.
DROP INLET H = 5'-3"
TYPE M0 DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 12 LIN. FT.
30" R.C. PIPE = 175 LIN. FT.



STA. 433+60
TOP ELEV. = 1272.56
F.L. ELEV. = 1267.36
F.L. INLET = 1271.01

STA. 433+60
TOP ELEV. = 1272.52
F.L. ELEV. = 1268.85

STA. 433+60
TOP ELEV. = 1271.80
F.L. ELEV. = 1269.72

STA. 433+60 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 155' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+20 RT.
DROP INLET H = 3'-8"
TYPE M0 DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 155 LIN.

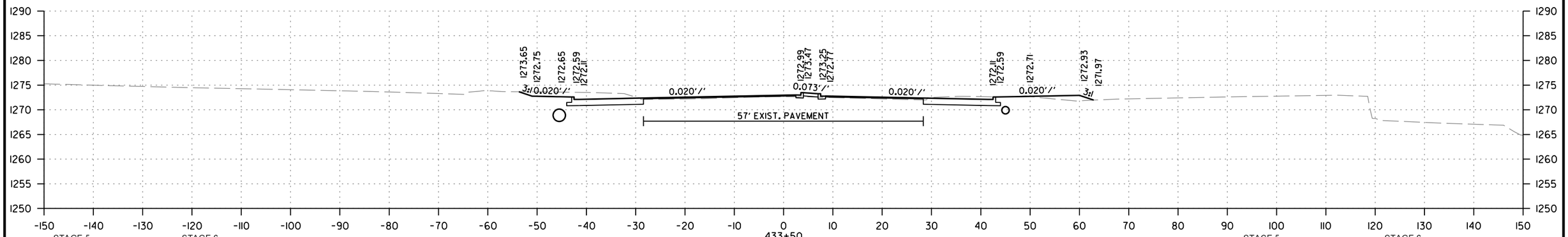
STA. 433+60 CONSTRUCT
YARD DRAIN ON RT.
AND 12" X 16' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 433+60 RT.
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 16 LIN.

STAGE 5
CUT AREA 39 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 26 SQ. FT.
FILL AREA 11 SQ. FT.

STAGE 5
CUT VOLUME 15 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 9 CU. YD.
FILL VOLUME 4 CU. YD.



STAGE 5
CUT AREA 42 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 8 SQ. FT.

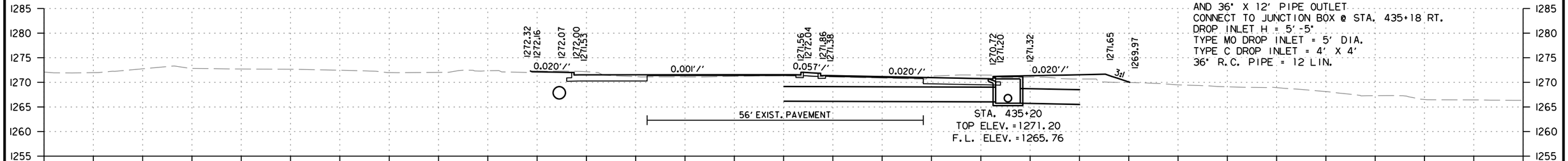
STAGE 5
CUT VOLUME 73 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 44 CU. YD.
FILL VOLUME 19 CU. YD.

HWY. 62/HWY. 180
STA. 433+50 TO STA. 434+00

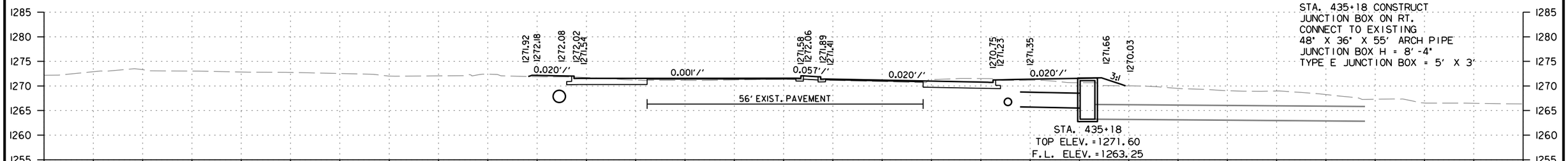
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	719	832
		CROSS SECTIONS				



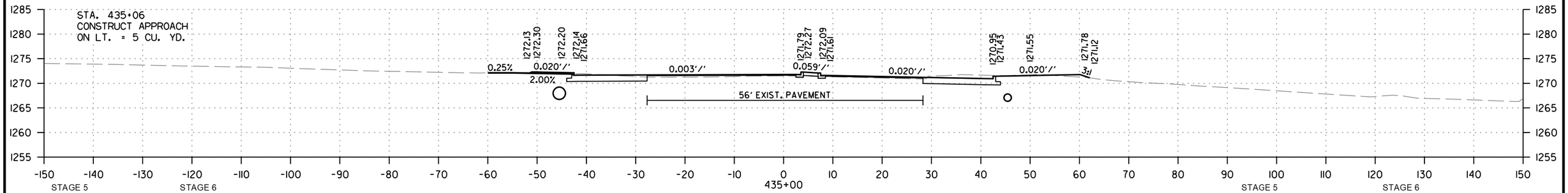
STAGE 5		STAGE 6	
CUT AREA	23 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	17 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



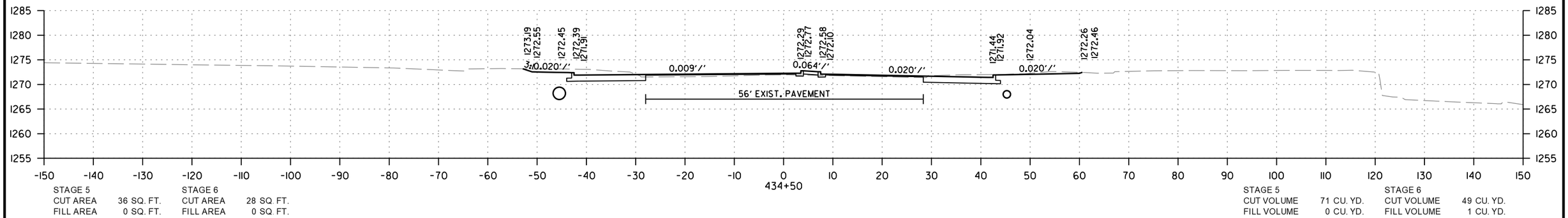
STAGE 5		STAGE 6	
CUT AREA	19 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	15 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	13 CU. YD.	CUT VOLUME	18 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	6 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	19 SQ. FT.	CUT AREA	28 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	51 CU. YD.	CUT VOLUME	52 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	2 CU. YD.



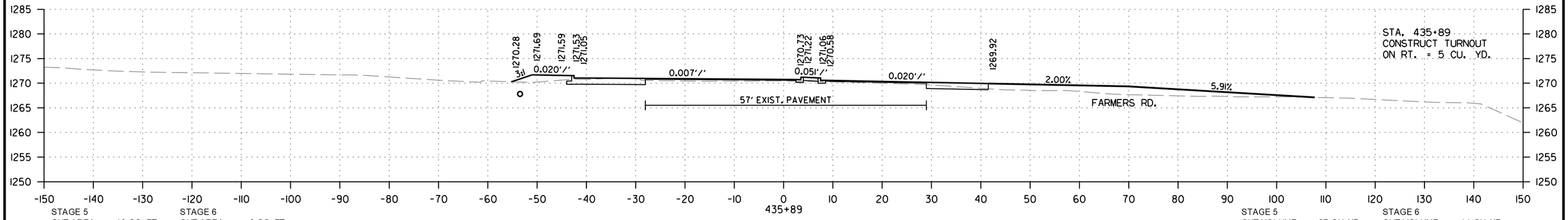
STAGE 5		STAGE 6	
CUT AREA	36 SQ. FT.	CUT AREA	28 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	71 CU. YD.	CUT VOLUME	49 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.

HWY. 62/HWY. 180
STA. 434+50 TO STA. 435+20

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	720	832
		CROSS SECTIONS				



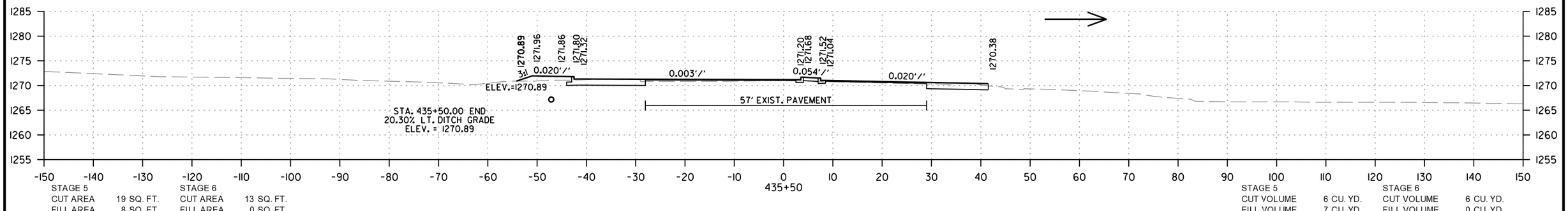
STAGE 5
CUT AREA 18 SQ. FT.
FILL AREA 13 SQ. FT.

STAGE 6
CUT AREA 6 SQ. FT.
FILL AREA 0 SQ. FT.

435+89

STAGE 5
CUT VOLUME 27 CU. YD.
FILL VOLUME 15 CU. YD.

STAGE 6
CUT VOLUME 14 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 5
CUT AREA 19 SQ. FT.
FILL AREA 8 SQ. FT.

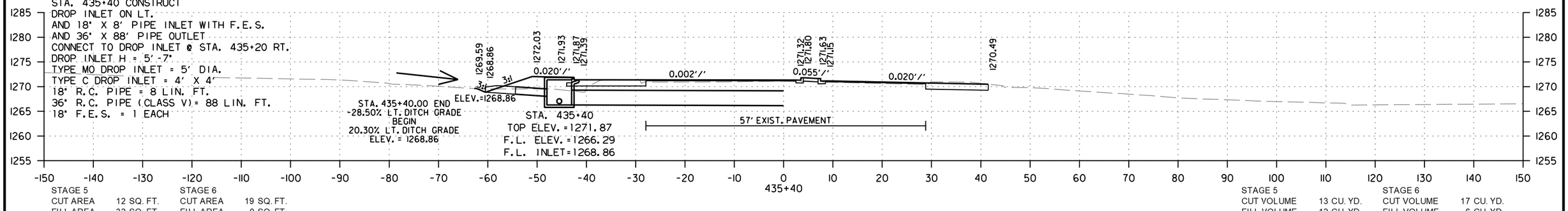
STAGE 6
CUT AREA 13 SQ. FT.
FILL AREA 0 SQ. FT.

435+50

STAGE 5
CUT VOLUME 6 CU. YD.
FILL VOLUME 7 CU. YD.

STAGE 6
CUT VOLUME 6 CU. YD.
FILL VOLUME 0 CU. YD.

STA. 435+40 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' PIPE INLET WITH F.E.S.
AND 36" X 88' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 435+20 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" R.C. PIPE = 8 LIN. FT.
36" R.C. PIPE (CLASS V)= 88 LIN. FT.
18" F.E.S. = 1 EACH



STAGE 5
CUT AREA 12 SQ. FT.
FILL AREA 32 SQ. FT.

STAGE 6
CUT AREA 19 SQ. FT.
FILL AREA 0 SQ. FT.

435+40

STAGE 5
CUT VOLUME 13 CU. YD.
FILL VOLUME 12 CU. YD.

STAGE 6
CUT VOLUME 17 CU. YD.
FILL VOLUME 6 CU. YD.

STA. 435+30.00 BEGIN
-28.50% LT. DITCH GRADE
ELEV. = 1271.71

HWY. 62/HWY. 180
STA. 435+40 TO STA. 435+89

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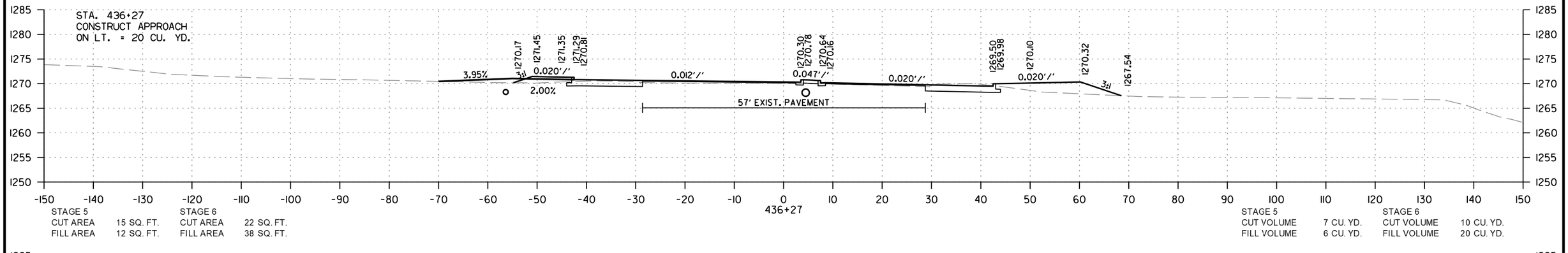
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	721	832
		CROSS SECTIONS				

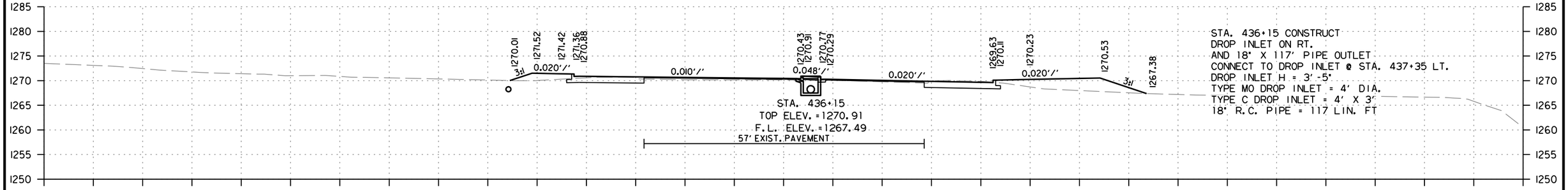


STAGE 5
CUT AREA 15 SQ. FT.
FILL AREA 12 SQ. FT.

STAGE 6
CUT AREA 22 SQ. FT.
FILL AREA 38 SQ. FT.

STAGE 5
CUT VOLUME 7 CU. YD.
FILL VOLUME 6 CU. YD.

STAGE 6
CUT VOLUME 10 CU. YD.
FILL VOLUME 20 CU. YD.



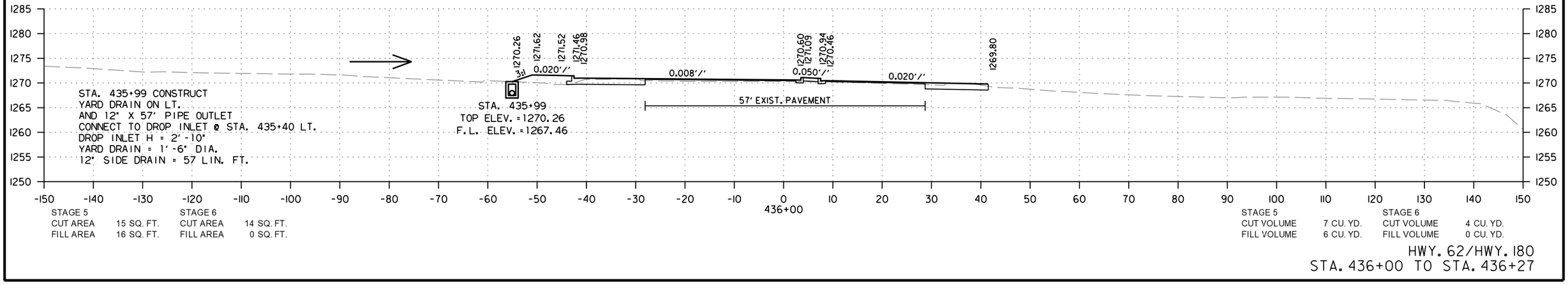
STA. 436+15 CONSTRUCT
DROP INLET ON RT.
AND 18" X 117' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 437+35 LT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 117 LIN. FT

STAGE 5
CUT AREA 16 SQ. FT.
FILL AREA 14 SQ. FT.

STAGE 6
CUT AREA 21 SQ. FT.
FILL AREA 51 SQ. FT.

STAGE 5
CUT VOLUME 9 CU. YD.
FILL VOLUME 8 CU. YD.

STAGE 6
CUT VOLUME 10 CU. YD.
FILL VOLUME 14 CU. YD.



STAGE 5
CUT AREA 15 SQ. FT.
FILL AREA 16 SQ. FT.

STAGE 6
CUT AREA 14 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 7 CU. YD.
FILL VOLUME 6 CU. YD.

STAGE 6
CUT VOLUME 4 CU. YD.
FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 436+00 TO STA. 436+27

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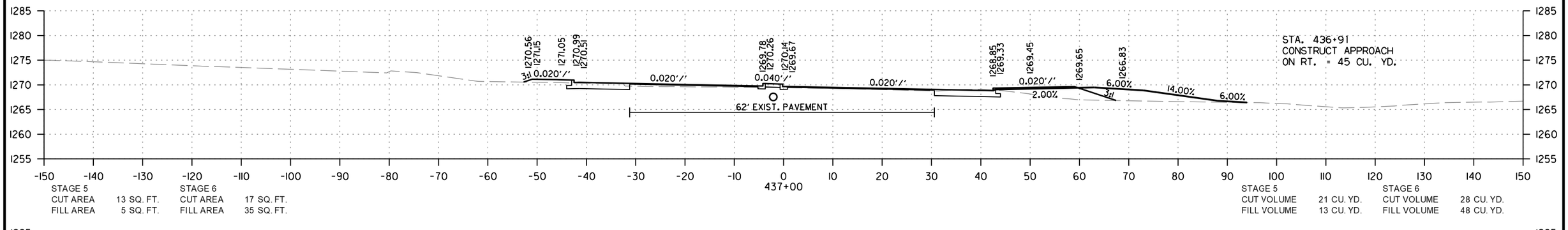
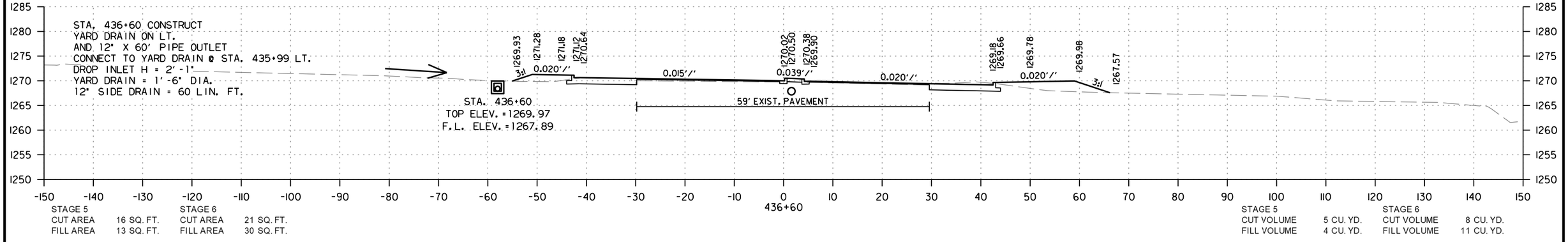
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	722	832
		CROSS SECTIONS				



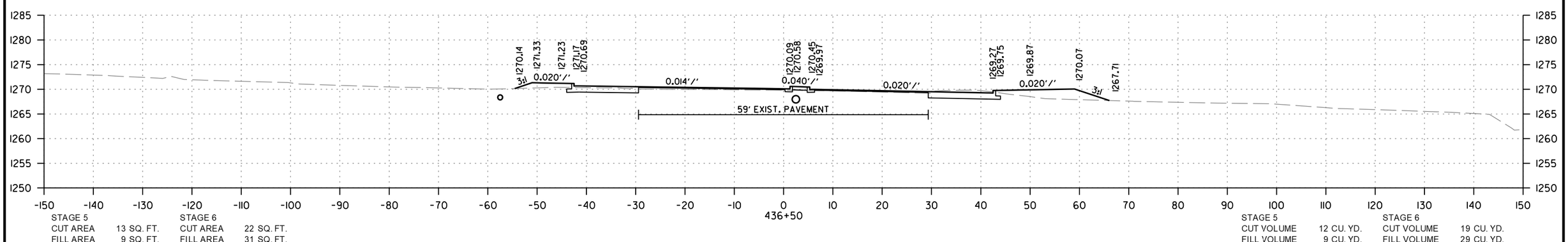
STAGE 5		STAGE 6	
CUT AREA	13 SQ. FT.	CUT AREA	17 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	35 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	21 CU. YD.	CUT VOLUME	28 CU. YD.
FILL VOLUME	13 CU. YD.	FILL VOLUME	48 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	16 SQ. FT.	CUT AREA	21 SQ. FT.
FILL AREA	13 SQ. FT.	FILL AREA	30 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	8 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	13 SQ. FT.	CUT AREA	22 SQ. FT.
FILL AREA	9 SQ. FT.	FILL AREA	31 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	12 CU. YD.	CUT VOLUME	19 CU. YD.
FILL VOLUME	9 CU. YD.	FILL VOLUME	29 CU. YD.

HWY. 62/HWY. 180
STA. 436+50 TO STA. 437+00

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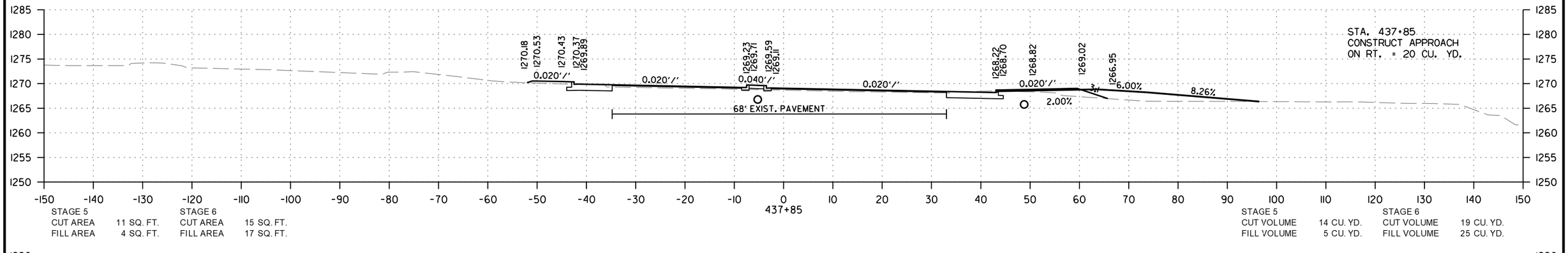
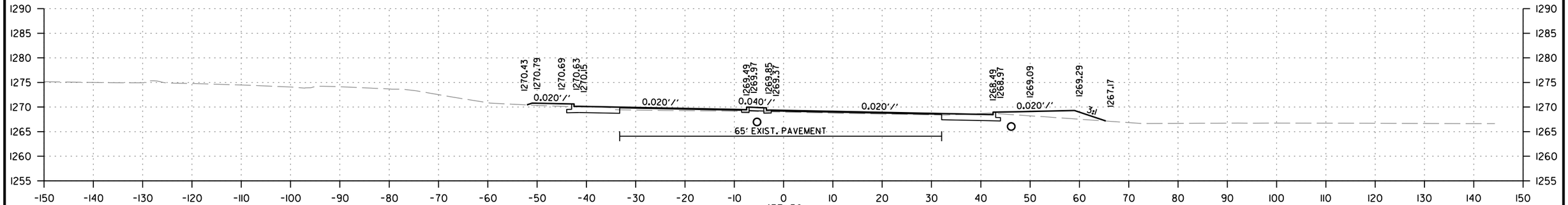
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	723	832
		CROSS SECTIONS				



STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	15 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	17 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	14 CU. YD.	CUT VOLUME	19 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	25 CU. YD.

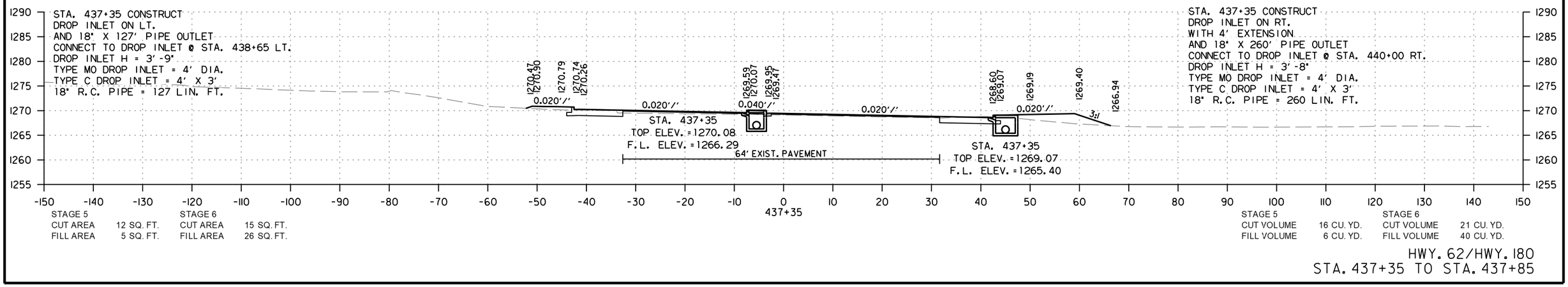


STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	15 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	21 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	6 CU. YD.	CUT VOLUME	8 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	13 CU. YD.

STA. 437+35 CONSTRUCT
DROP INLET ON LT.
AND 18" X 127' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 438+65 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 127 LIN. FT.

STA. 437+35 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 260' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 440+00 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 260 LIN. FT.



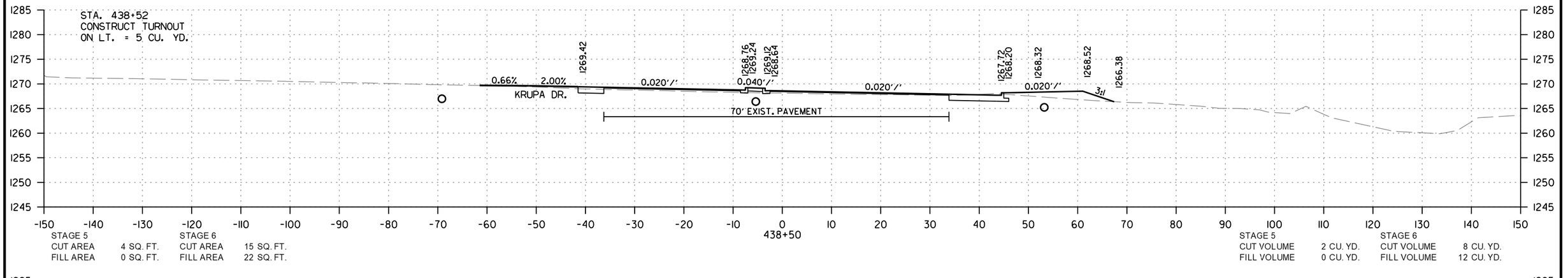
STAGE 5		STAGE 6	
CUT AREA	12 SQ. FT.	CUT AREA	15 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	26 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	16 CU. YD.	CUT VOLUME	21 CU. YD.
FILL VOLUME	6 CU. YD.	FILL VOLUME	40 CU. YD.

HWY. 62/HWY. 180
STA. 437+35 TO STA. 437+85

CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	724	832
		CROSS SECTIONS				

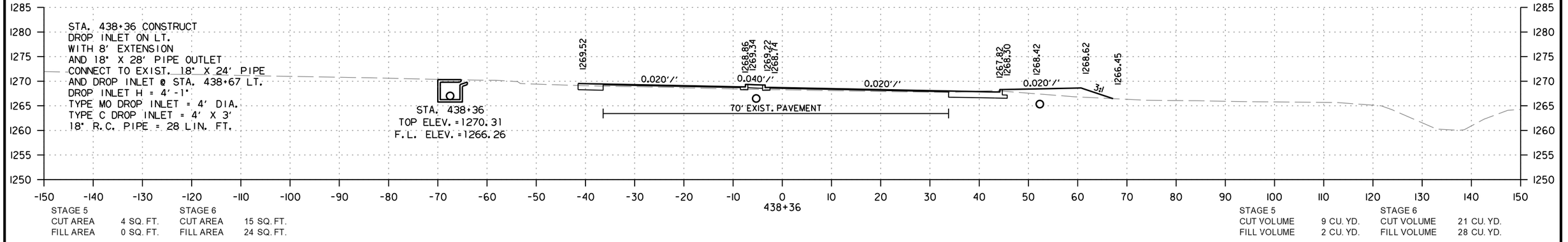


STAGE 5
CUT AREA 4 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 15 SQ. FT.
FILL AREA 22 SQ. FT.

STAGE 5
CUT VOLUME 2 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 8 CU. YD.
FILL VOLUME 12 CU. YD.

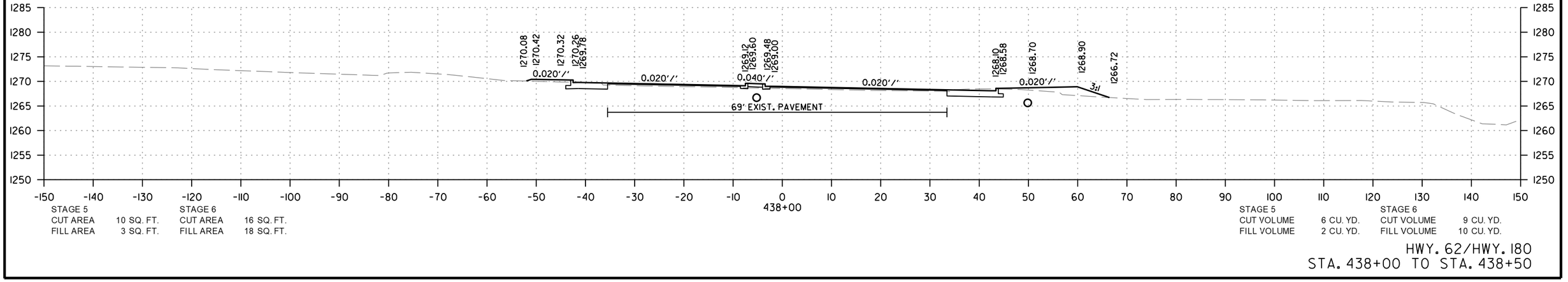


STAGE 5
CUT AREA 4 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 15 SQ. FT.
FILL AREA 24 SQ. FT.

STAGE 5
CUT VOLUME 9 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 21 CU. YD.
FILL VOLUME 28 CU. YD.



STAGE 5
CUT AREA 10 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 6
CUT AREA 16 SQ. FT.
FILL AREA 18 SQ. FT.

STAGE 5
CUT VOLUME 6 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT VOLUME 9 CU. YD.
FILL VOLUME 10 CU. YD.

HWY. 62/HWY. 180
STA. 438+00 TO STA. 438+50

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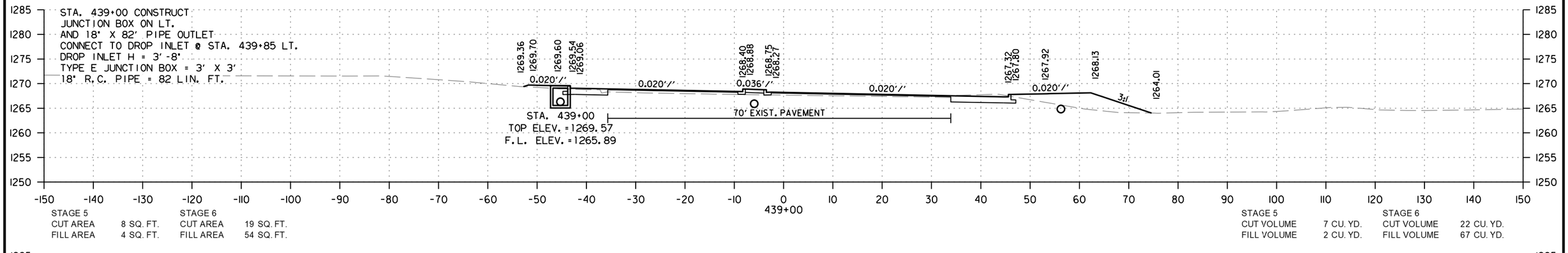
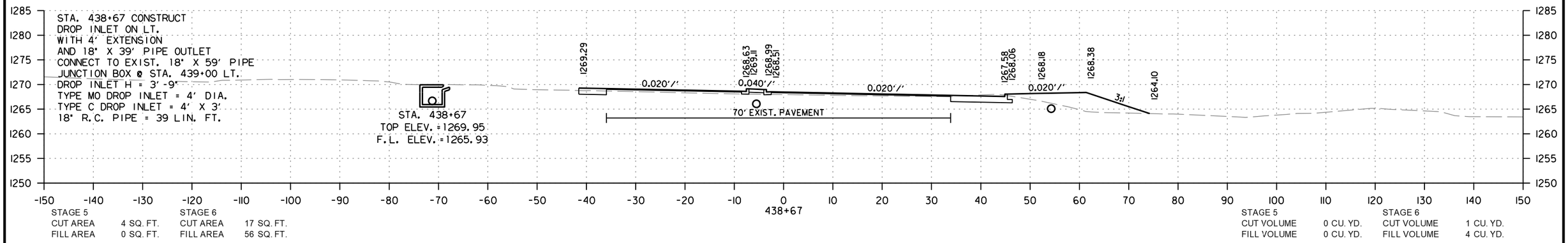
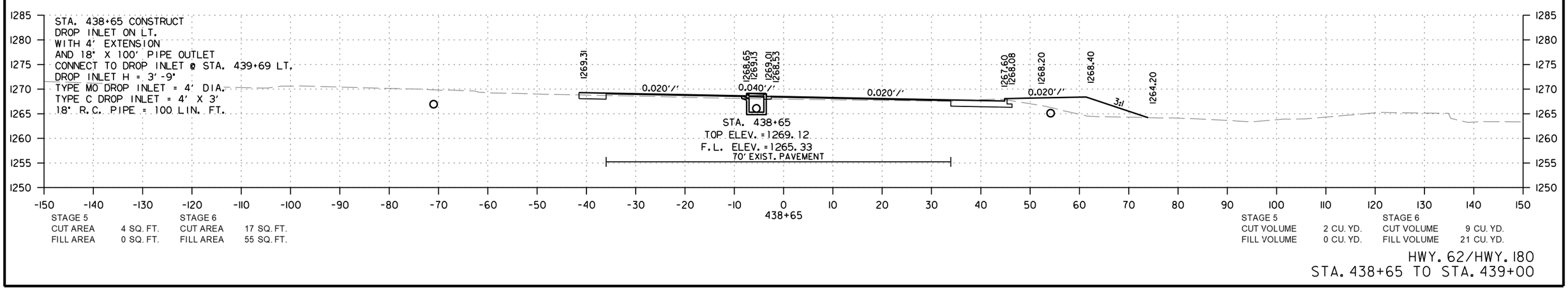
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	725	832
		CROSS SECTIONS				



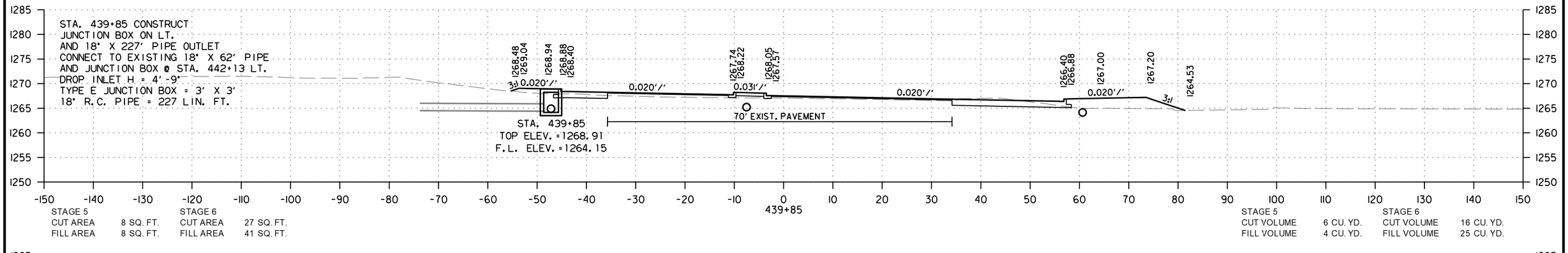




HWY. 62/HWY. 180
STA. 438+65 TO STA. 439+00

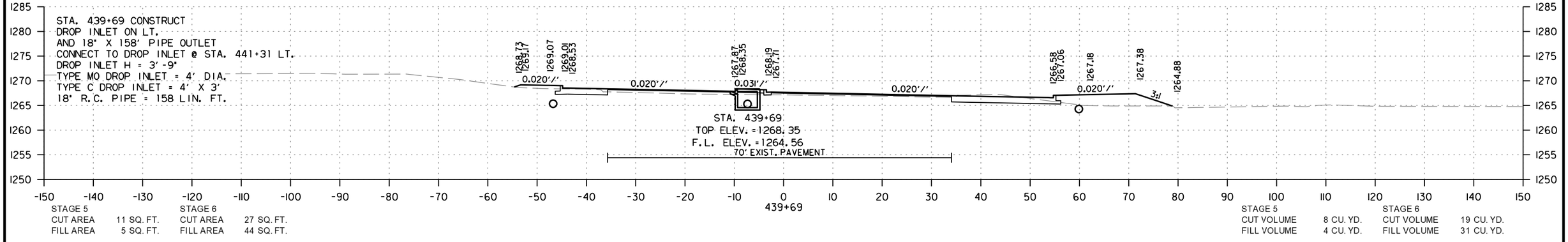
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	726	832
		CROSS SECTIONS				



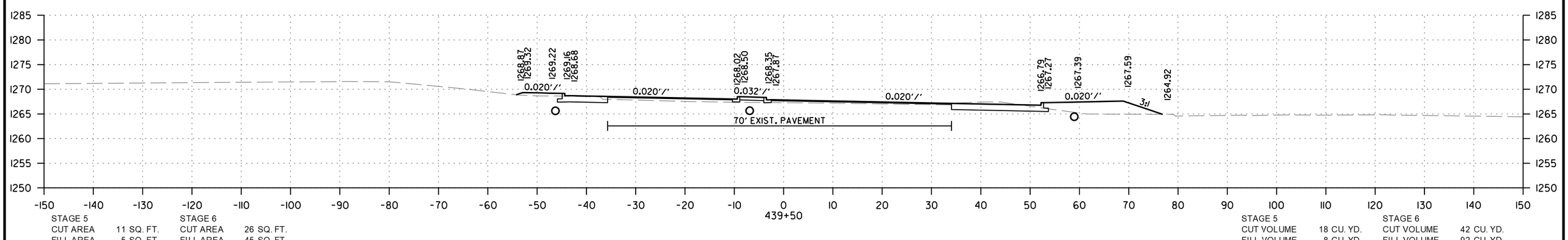
STAGE 5		STAGE 6	
CUT AREA	8 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	8 SQ. FT.	FILL AREA	41 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	6 CU. YD.	CUT VOLUME	16 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	25 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	44 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	8 CU. YD.	CUT VOLUME	19 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	31 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	26 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	45 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	18 CU. YD.	CUT VOLUME	42 CU. YD.
FILL VOLUME	8 CU. YD.	FILL VOLUME	92 CU. YD.

HWY. 62/HWY. 180
STA. 439+50 TO STA. 439+85

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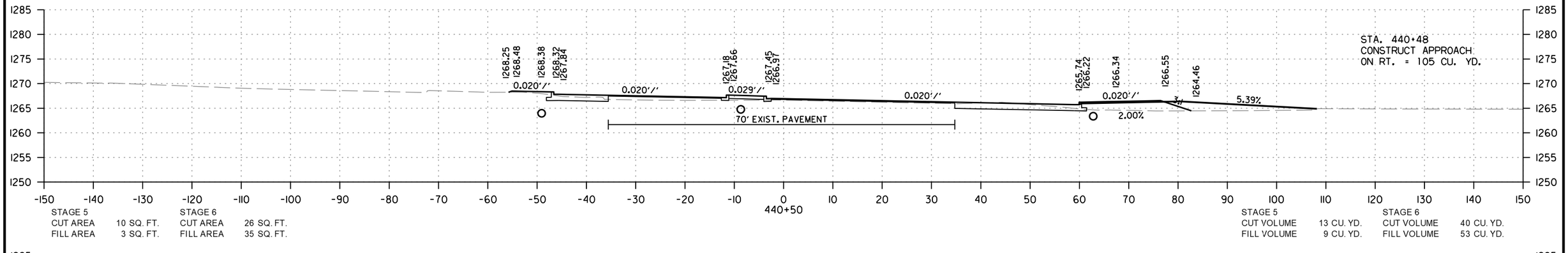
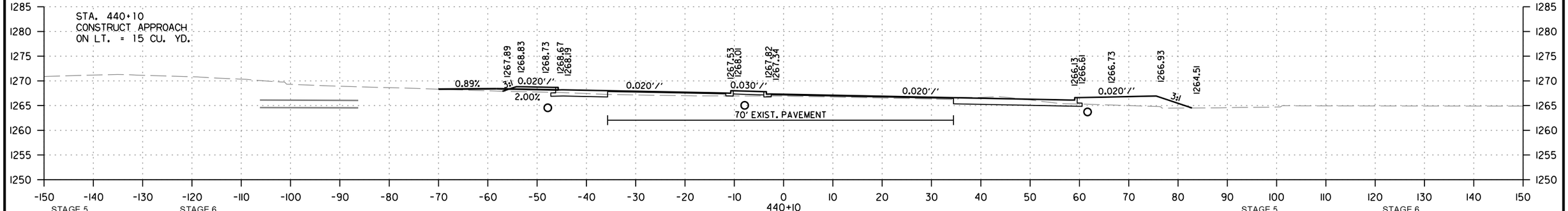
R040846A.DGN

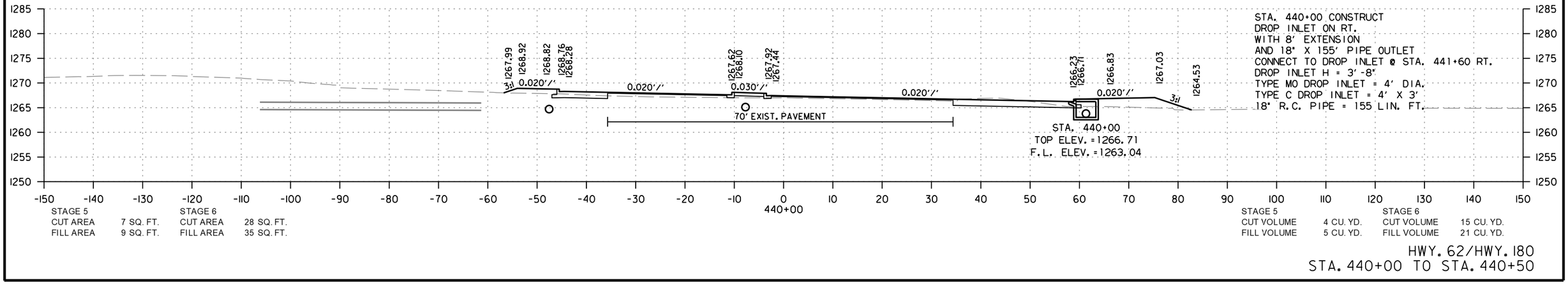
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	727	832
		CROSS SECTIONS				



STAGE 5 — CUT AREA 10 SQ. FT. — FILL AREA 3 SQ. FT.
STAGE 6 — CUT AREA 26 SQ. FT. — FILL AREA 35 SQ. FT.
STAGE 5 — CUT VOLUME 13 CU. YD. — FILL VOLUME 9 CU. YD.
STAGE 6 — CUT VOLUME 40 CU. YD. — FILL VOLUME 53 CU. YD.



STAGE 5 — CUT AREA 7 SQ. FT. — FILL AREA 9 SQ. FT.
STAGE 6 — CUT AREA 28 SQ. FT. — FILL AREA 36 SQ. FT.
STAGE 5 — CUT VOLUME 3 CU. YD. — FILL VOLUME 3 CU. YD.
STAGE 6 — CUT VOLUME 10 CU. YD. — FILL VOLUME 13 CU. YD.

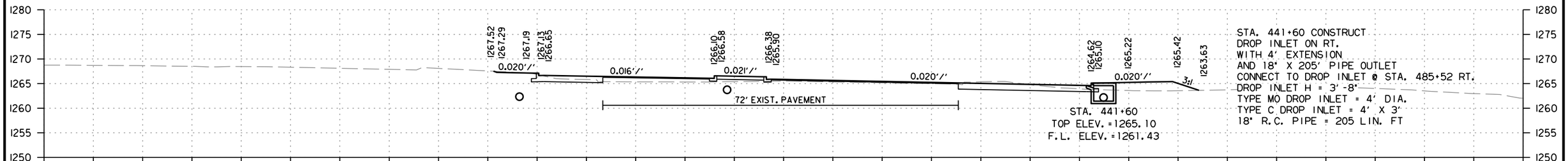


STAGE 5 — CUT AREA 7 SQ. FT. — FILL AREA 9 SQ. FT.
STAGE 6 — CUT AREA 28 SQ. FT. — FILL AREA 35 SQ. FT.
STAGE 5 — CUT VOLUME 4 CU. YD. — FILL VOLUME 5 CU. YD.
STAGE 6 — CUT VOLUME 15 CU. YD. — FILL VOLUME 21 CU. YD.

HWY. 62/HWY. 180
STA. 440+00 TO STA. 440+50

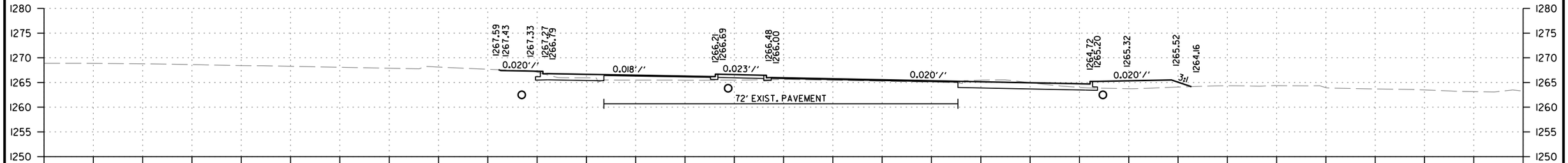
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	728	832
		CROSS SECTIONS				



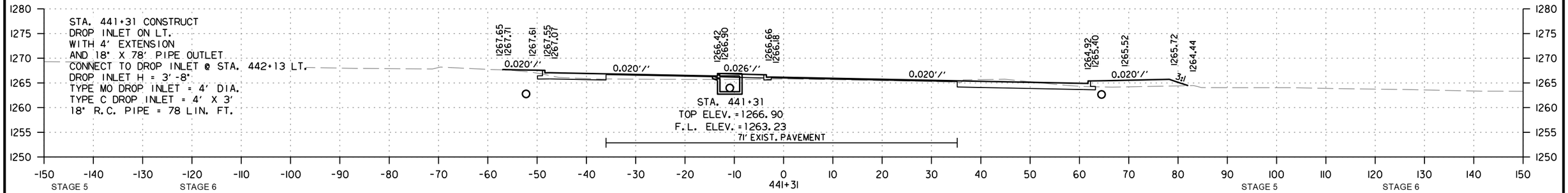
STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	32 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	31 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	4 CU. YD.	CUT VOLUME	12 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.



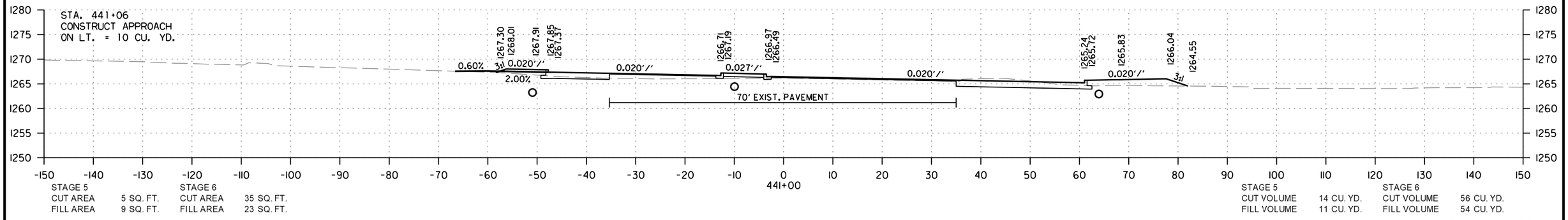
STAGE 5		STAGE 6	
CUT AREA	9 SQ. FT.	CUT AREA	32 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	27 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	24 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	18 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	5 SQ. FT.	CUT AREA	35 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	24 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	6 CU. YD.	CUT VOLUME	40 CU. YD.
FILL VOLUME	7 CU. YD.	FILL VOLUME	27 CU. YD.



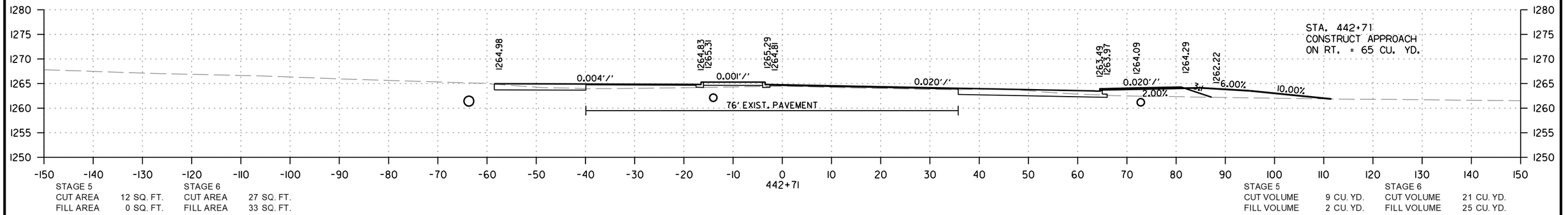
STAGE 5		STAGE 6	
CUT AREA	5 SQ. FT.	CUT AREA	35 SQ. FT.
FILL AREA	9 SQ. FT.	FILL AREA	23 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	14 CU. YD.	CUT VOLUME	56 CU. YD.
FILL VOLUME	11 CU. YD.	FILL VOLUME	54 CU. YD.

HWY. 62/HWY. 180
STA. 441+00 TO STA. 441+60

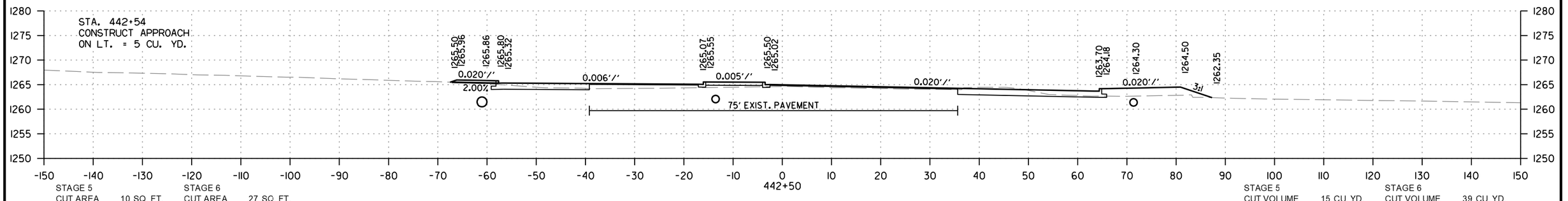
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	729	832
		CROSS SECTIONS				



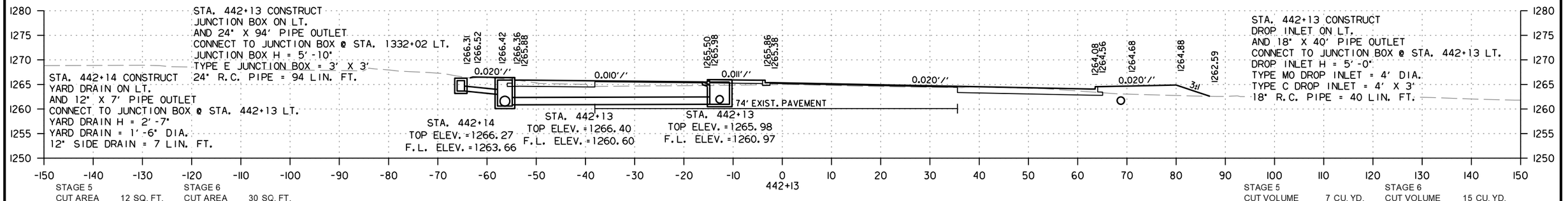
STAGE 5		STAGE 6	
CUT AREA	12 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	33 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	9 CU. YD.	CUT VOLUME	21 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	25 CU. YD.



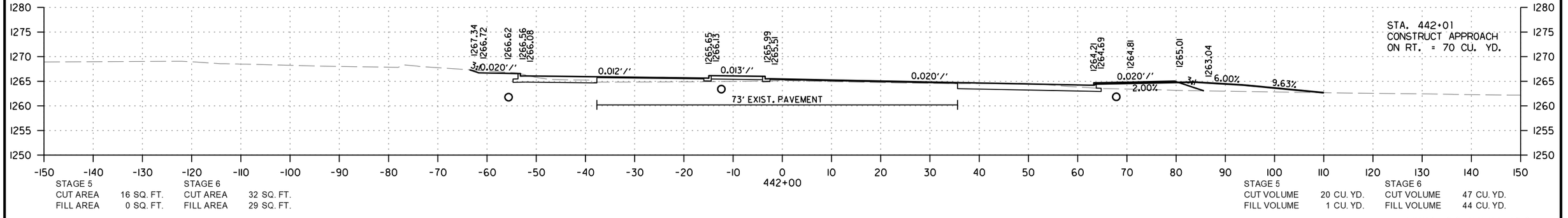
STAGE 5		STAGE 6	
CUT AREA	10 SQ. FT.	CUT AREA	27 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	31 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	15 CU. YD.	CUT VOLUME	39 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	45 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	12 SQ. FT.	CUT AREA	30 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	35 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	7 CU. YD.	CUT VOLUME	15 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	15 CU. YD.



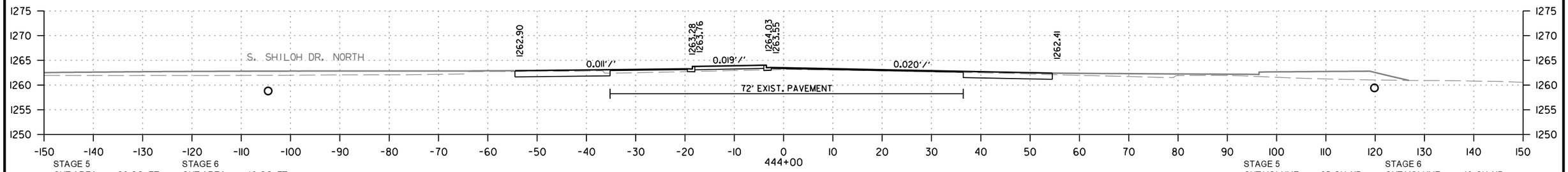
STAGE 5		STAGE 6	
CUT AREA	16 SQ. FT.	CUT AREA	32 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	29 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	20 CU. YD.	CUT VOLUME	47 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	44 CU. YD.

HWY. 62/HWY. 180
STA. 442+00 TO STA. 442+71

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	730	832
		CROSS SECTIONS				

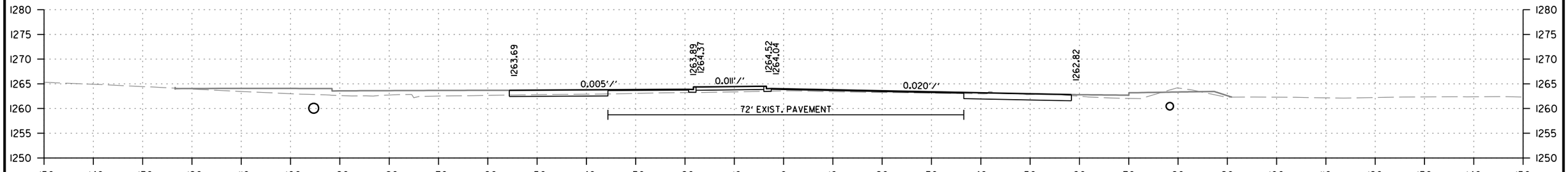


STAGE 5
CUT AREA 20 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 18 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 25 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 40 CU. YD.
FILL VOLUME 0 CU. YD.

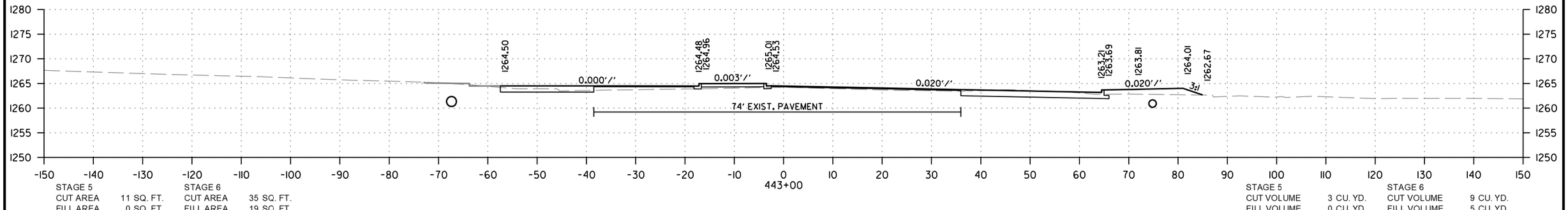


STAGE 5
CUT AREA 7 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 17 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 56 CU. YD.
FILL VOLUME 18 CU. YD.

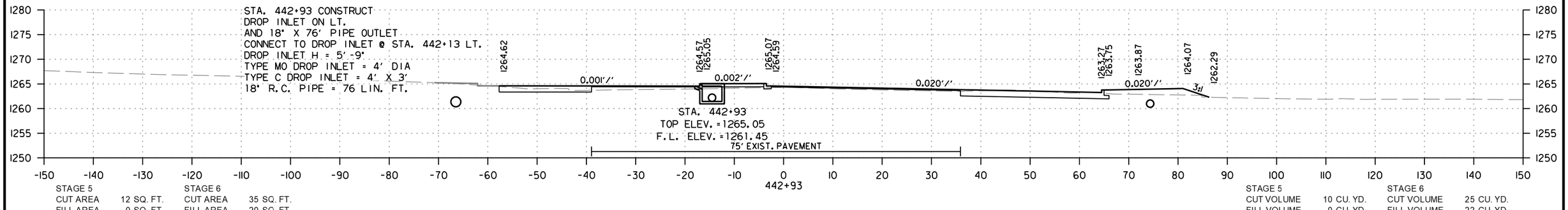


STAGE 5
CUT AREA 11 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 35 SQ. FT.
FILL AREA 19 SQ. FT.

STAGE 5
CUT VOLUME 3 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 9 CU. YD.
FILL VOLUME 5 CU. YD.



STAGE 5
CUT AREA 12 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 35 SQ. FT.
FILL AREA 20 SQ. FT.

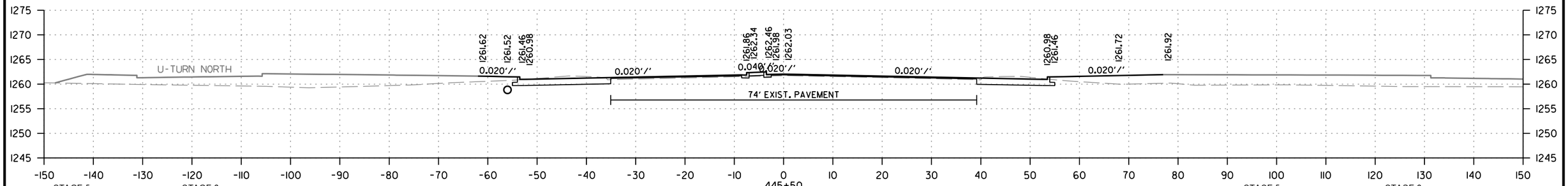
STAGE 5
CUT VOLUME 10 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 25 CU. YD.
FILL VOLUME 22 CU. YD.

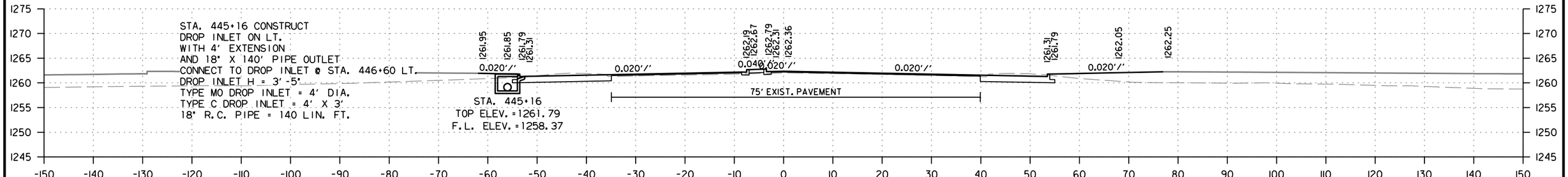
HWY. 62/HWY. 180
STA. 442+93 TO STA. 444+00

CD41256 2/21/2024
R040846A.DGN

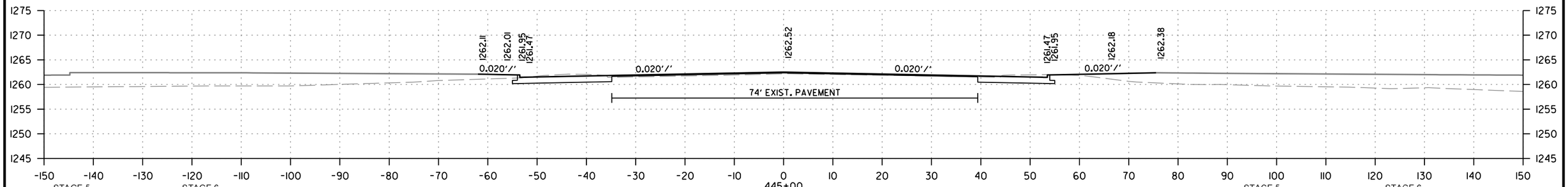
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	731	832
		CROSS SECTIONS				



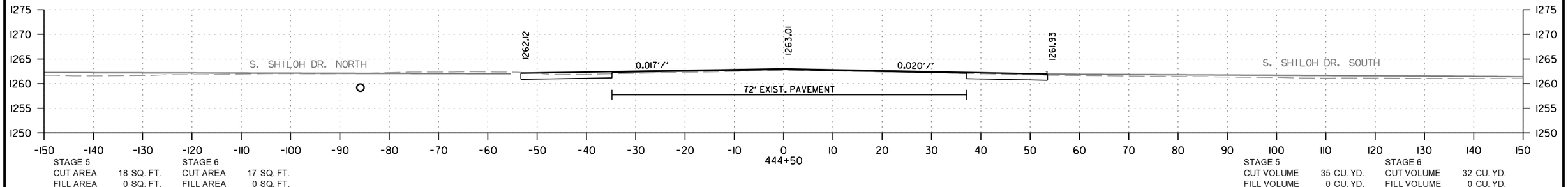
STAGE 5 — CUT AREA 28 SQ. FT. — FILL AREA 7 SQ. FT.
STAGE 6 — CUT AREA 24 SQ. FT. — FILL AREA 32 SQ. FT.
STAGE 5 — CUT VOLUME 35 CU. YD. — FILL VOLUME 9 CU. YD.
STAGE 6 — CUT VOLUME 30 CU. YD. — FILL VOLUME 41 CU. YD.



STAGE 5 — CUT AREA 28 SQ. FT. — FILL AREA 7 SQ. FT.
STAGE 6 — CUT AREA 23 SQ. FT. — FILL AREA 33 SQ. FT.
STAGE 5 — CUT VOLUME 17 CU. YD. — FILL VOLUME 4 CU. YD.
STAGE 6 — CUT VOLUME 13 CU. YD. — FILL VOLUME 16 CU. YD.



STAGE 5 — CUT AREA 29 SQ. FT. — FILL AREA 7 SQ. FT.
STAGE 6 — CUT AREA 22 SQ. FT. — FILL AREA 20 SQ. FT.
STAGE 5 — CUT VOLUME 44 CU. YD. — FILL VOLUME 6 CU. YD.
STAGE 6 — CUT VOLUME 36 CU. YD. — FILL VOLUME 19 CU. YD.



STAGE 5 — CUT AREA 18 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 6 — CUT AREA 17 SQ. FT. — FILL AREA 0 SQ. FT.
STAGE 5 — CUT VOLUME 35 CU. YD. — FILL VOLUME 0 CU. YD.
STAGE 6 — CUT VOLUME 32 CU. YD. — FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 444+50 TO STA. 445+50

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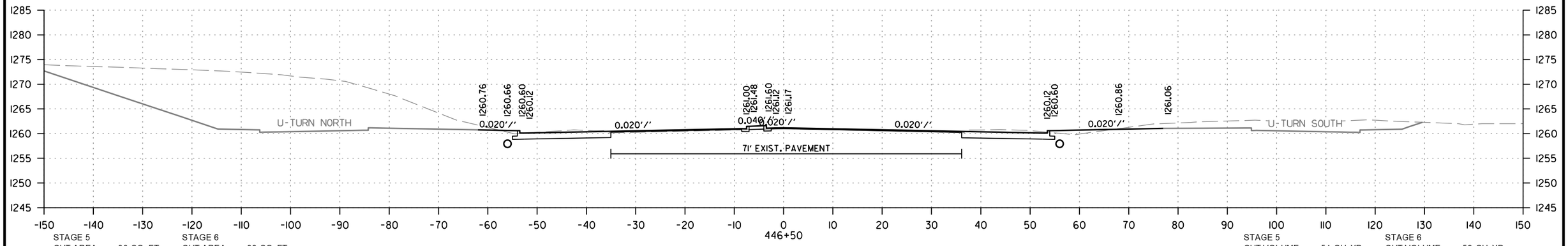
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	732	832
		CROSS SECTIONS				



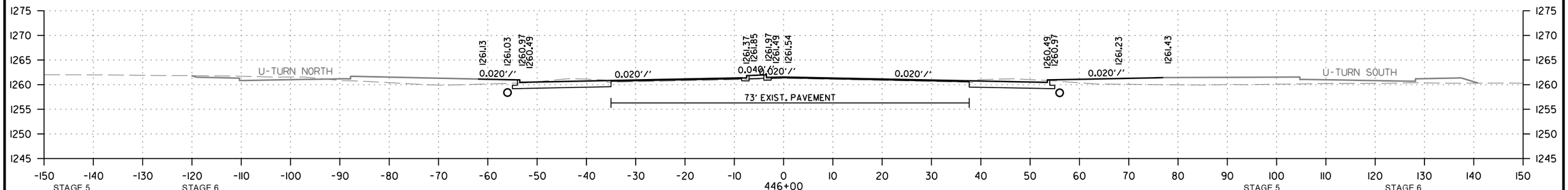
446+50

STAGE 5
CUT AREA 30 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 36 SQ. FT.
FILL AREA 7 SQ. FT.

STAGE 5
CUT VOLUME 54 CU. YD.
FILL VOLUME 7 CU. YD.

STAGE 6
CUT VOLUME 59 CU. YD.
FILL VOLUME 27 CU. YD.



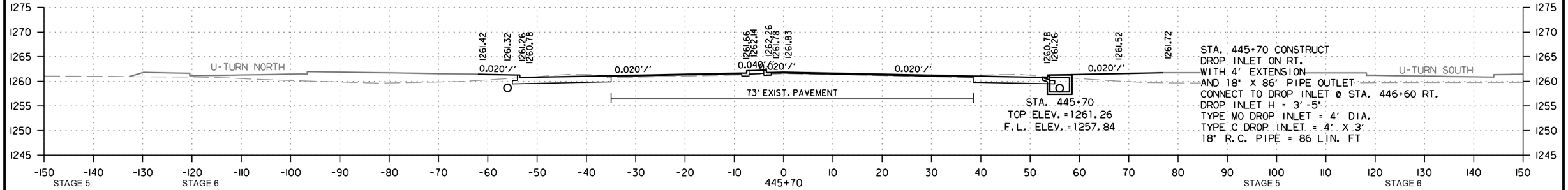
446+00

STAGE 5
CUT AREA 28 SQ. FT.
FILL AREA 7 SQ. FT.

STAGE 6
CUT AREA 28 SQ. FT.
FILL AREA 22 SQ. FT.

STAGE 5
CUT VOLUME 31 CU. YD.
FILL VOLUME 8 CU. YD.

STAGE 6
CUT VOLUME 29 CU. YD.
FILL VOLUME 28 CU. YD.



445+70

STAGE 5
CUT AREA 28 SQ. FT.
FILL AREA 7 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 29 SQ. FT.

STAGE 5
CUT VOLUME 21 CU. YD.
FILL VOLUME 5 CU. YD.

STAGE 6
CUT VOLUME 18 CU. YD.
FILL VOLUME 23 CU. YD.

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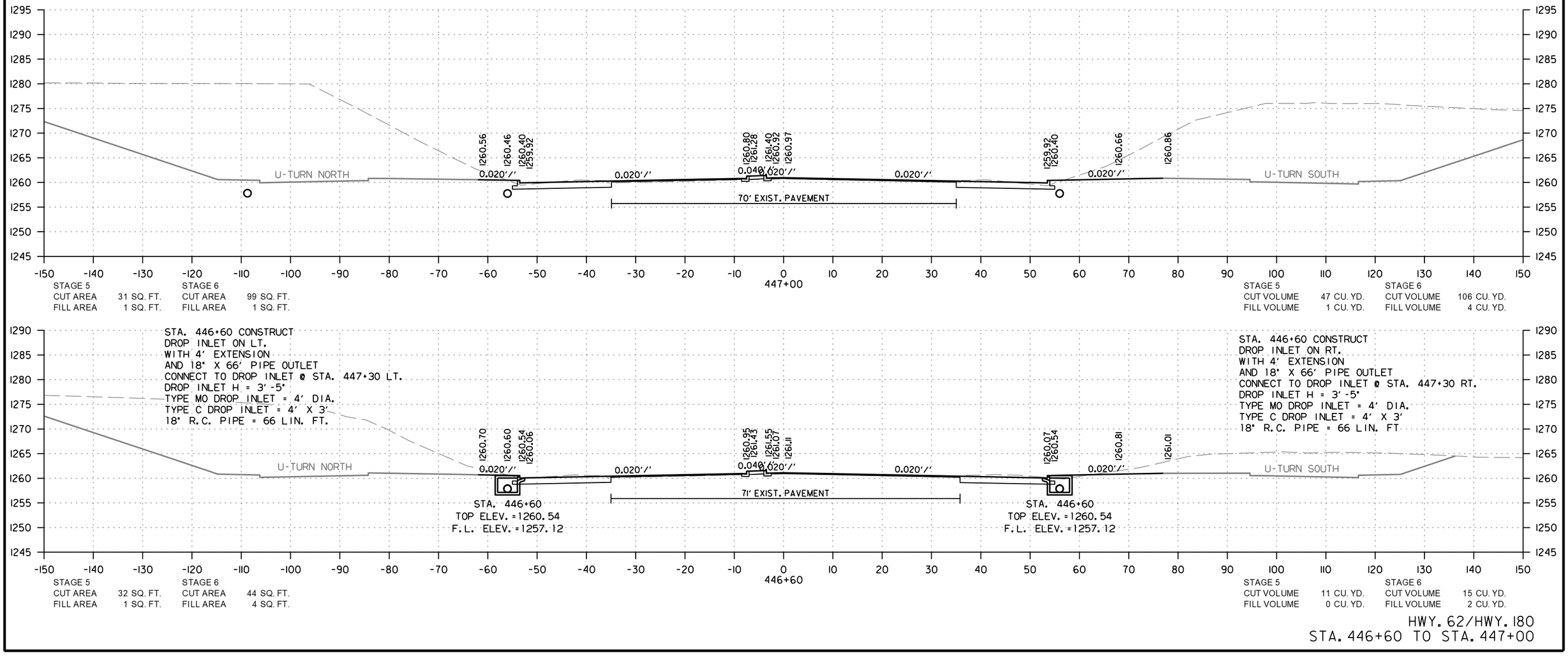
HWY. 62/HWY. 180
STA. 445+70 TO STA. 446+50

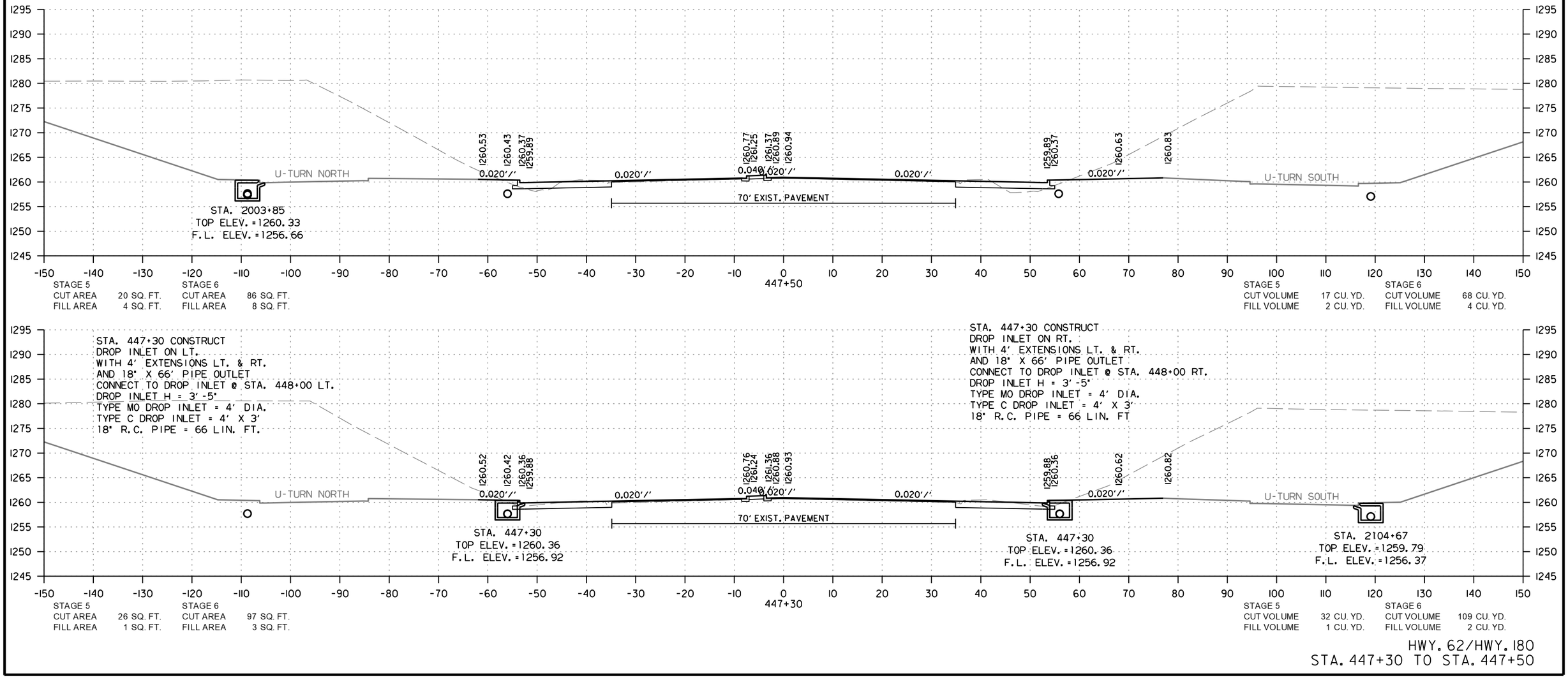
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	733	832
		CROSS SECTIONS				



CD41256 2/21/2024
R040846A.DGN

HWY. 62/HWY. 180
STA. 446+60 TO STA. 447+00

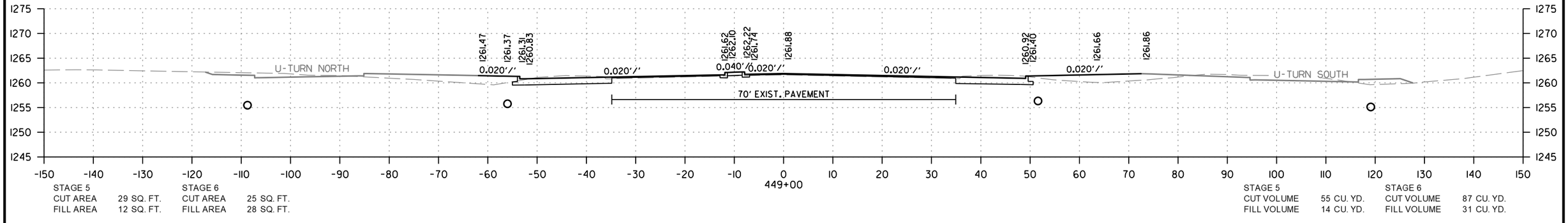
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	734	832
		CROSS SECTIONS				



HWY. 62/HWY. 180
STA. 447+30 TO STA. 447+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	735	832
		CROSS SECTIONS				

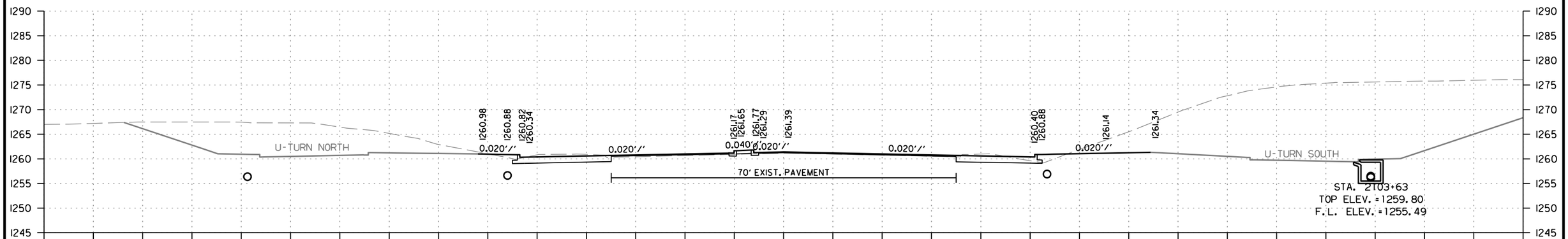


STAGE 5
CUT AREA 29 SQ. FT.
FILL AREA 12 SQ. FT.

STAGE 6
CUT AREA 25 SQ. FT.
FILL AREA 28 SQ. FT.

STAGE 5
CUT VOLUME 55 CU. YD.
FILL VOLUME 14 CU. YD.

STAGE 6
CUT VOLUME 87 CU. YD.
FILL VOLUME 31 CU. YD.



STA. 2103+63
TOP ELEV. = 1259.80
F.L. ELEV. = 1255.49

STAGE 5
CUT AREA 30 SQ. FT.
FILL AREA 3 SQ. FT.

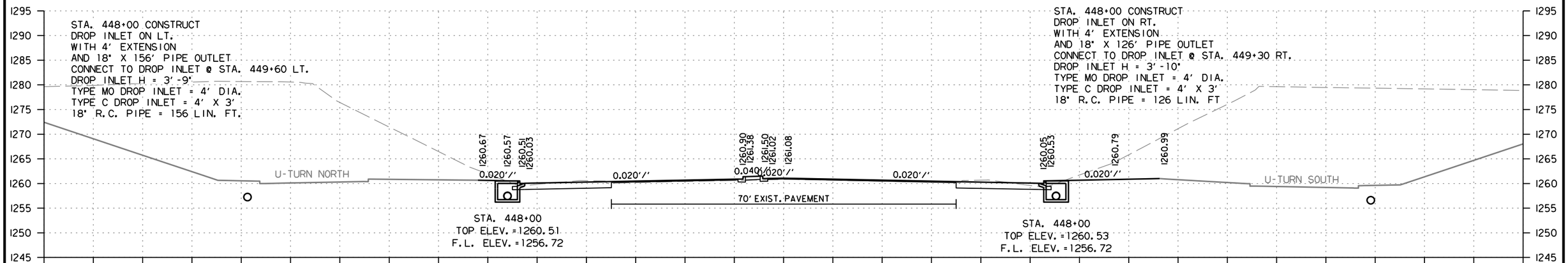
STAGE 6
CUT AREA 69 SQ. FT.
FILL AREA 6 SQ. FT.

STAGE 5
CUT VOLUME 56 CU. YD.
FILL VOLUME 4 CU. YD.

STAGE 6
CUT VOLUME 151 CU. YD.
FILL VOLUME 7 CU. YD.

STA. 448+00 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 156' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 449+60 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 156 LIN. FT.

STA. 448+00 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 126' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 449+30 RT.
DROP INLET H = 3'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 126 LIN. FT



STA. 448+00
TOP ELEV. = 1260.51
F.L. ELEV. = 1256.72

STA. 448+00
TOP ELEV. = 1260.53
F.L. ELEV. = 1256.72

STAGE 5
CUT AREA 30 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 6
CUT AREA 94 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 5
CUT VOLUME 46 CU. YD.
FILL VOLUME 5 CU. YD.

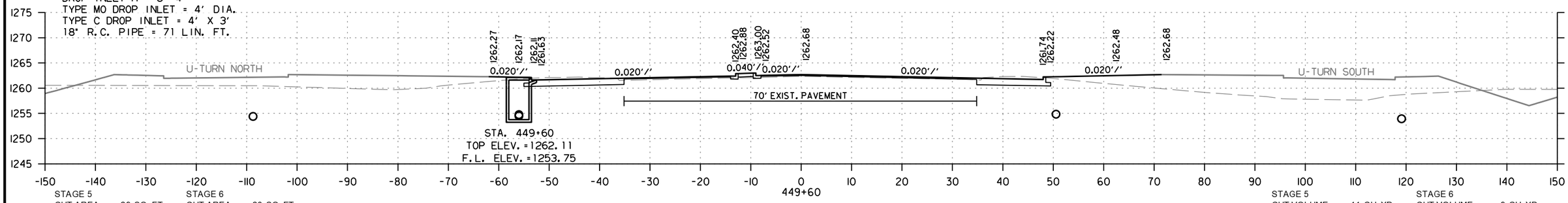
STAGE 6
CUT VOLUME 167 CU. YD.
FILL VOLUME 9 CU. YD.

HWY. 62/HWY. 180
STA. 448+00 TO STA. 449+00

CD41256 2/21/2024
R040846A.DGN

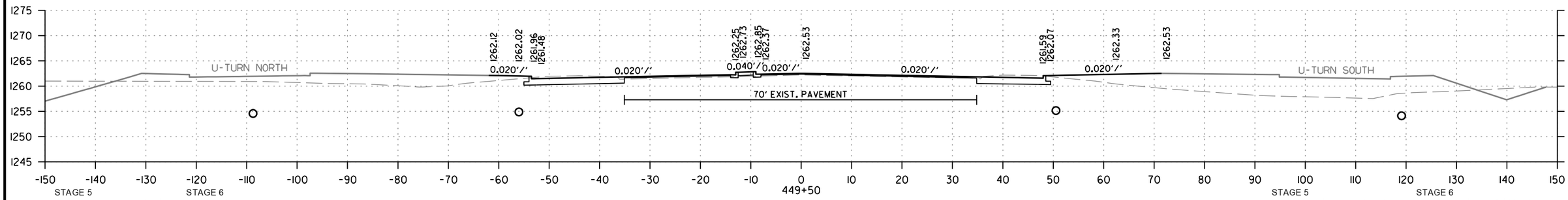
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	736	832
		CROSS SECTIONS				

STA. 449+60 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 18" X 71' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 8'-4"
TYPE M0 DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 71 LIN. FT.



STAGE 5		STAGE 6	
CUT AREA	29 SQ. FT.	CUT AREA	23 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	34 SQ. FT.

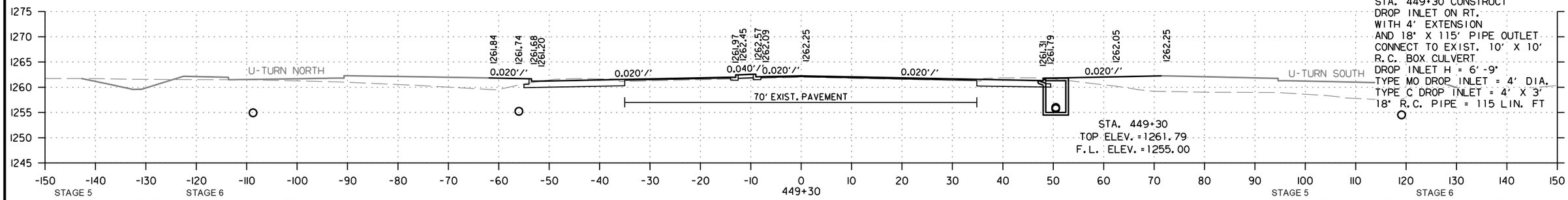
STAGE 5		STAGE 6	
CUT VOLUME	11 CU. YD.	CUT VOLUME	9 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	13 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	29 SQ. FT.	CUT AREA	23 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	36 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	21 CU. YD.	CUT VOLUME	17 CU. YD.
FILL VOLUME	7 CU. YD.	FILL VOLUME	27 CU. YD.

STA. 449+30 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 115' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 6'-9"
TYPE M0 DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 115 LIN. FT



STAGE 5		STAGE 6	
CUT AREA	27 SQ. FT.	CUT AREA	23 SQ. FT.
FILL AREA	14 SQ. FT.	FILL AREA	36 SQ. FT.

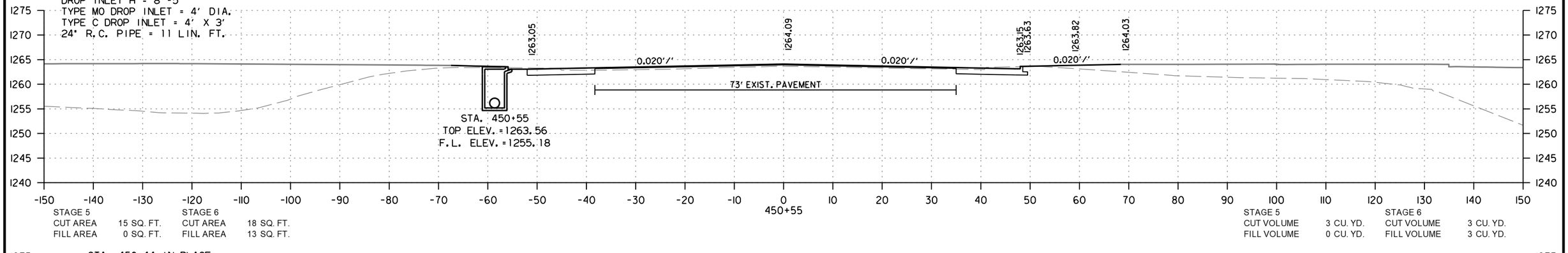
STAGE 5		STAGE 6	
CUT VOLUME	31 CU. YD.	CUT VOLUME	27 CU. YD.
FILL VOLUME	14 CU. YD.	FILL VOLUME	36 CU. YD.

HWY. 62/HWY. 180
STA. 449+30 TO STA. 449+60

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	737	832
		CROSS SECTIONS				

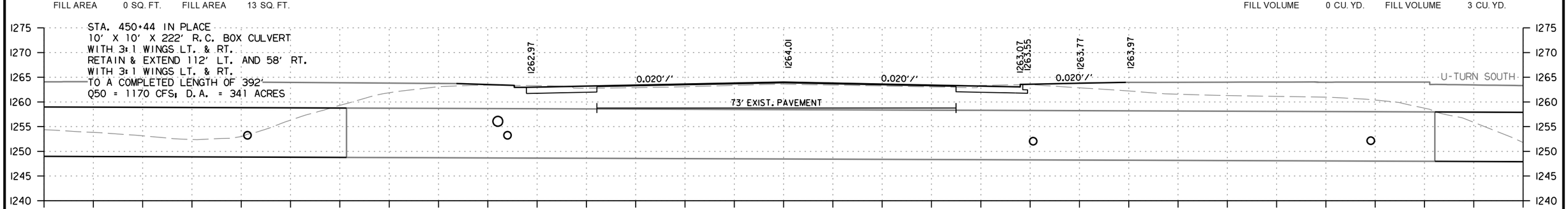
STA. 450+55 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 24" X 11' PIPE OUTLET
CONNECT TO EXIST. 10' X 10'
R.C. BOX CULVERT
DROP INLET H = 8'-5"
TYPE M0 DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 11 LIN. FT.



STAGE 5		STAGE 6	
CUT AREA	15 SQ. FT.	CUT AREA	18 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.

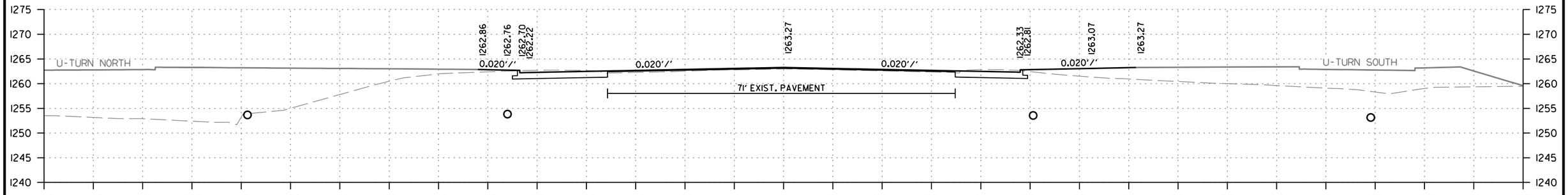
STAGE 5		STAGE 6	
CUT VOLUME	3 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.

STA. 450+44 IN PLACE
10' X 10' X 222' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 112' LT. AND 58' RT.
WITH 3:1 WINGS LT. & RT.
TO A COMPLETED LENGTH OF 392'
Q50 = 1170 CFS, D.A. = 341 ACRES



STAGE 5		STAGE 6	
CUT AREA	18 SQ. FT.	CUT AREA	19 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	17 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	43 CU. YD.	CUT VOLUME	38 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	47 CU. YD.



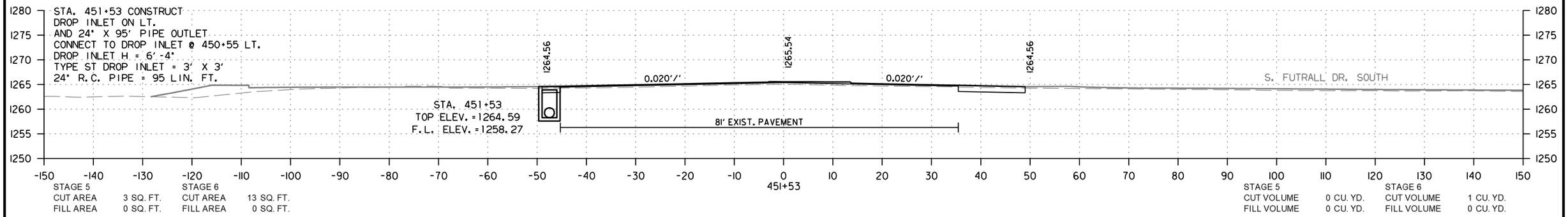
STAGE 5		STAGE 6	
CUT AREA	28 SQ. FT.	CUT AREA	22 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	34 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	42 CU. YD.	CUT VOLUME	33 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	50 CU. YD.

HWY. 62/HWY. 180
STA. 450+00 TO STA. 450+55

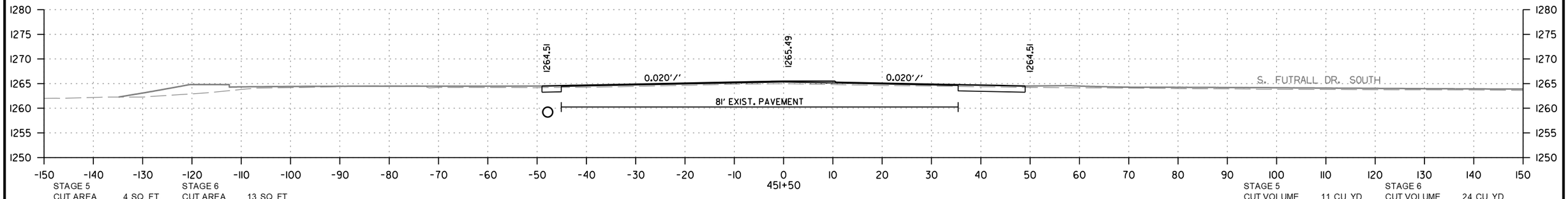
CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	738	832
		CROSS SECTIONS				



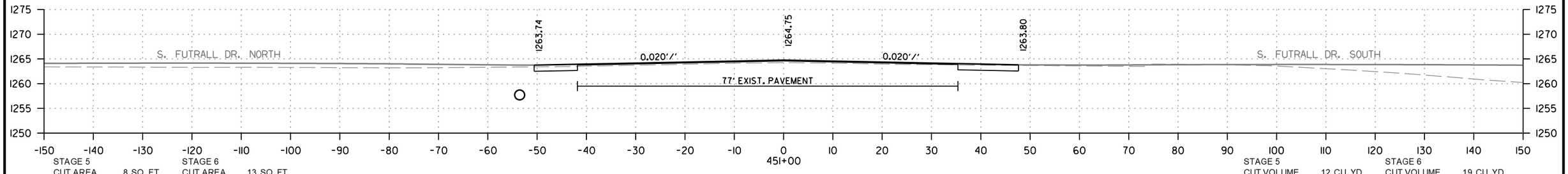
STAGE 5		STAGE 6	
CUT AREA	3 SQ. FT.	CUT AREA	13 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



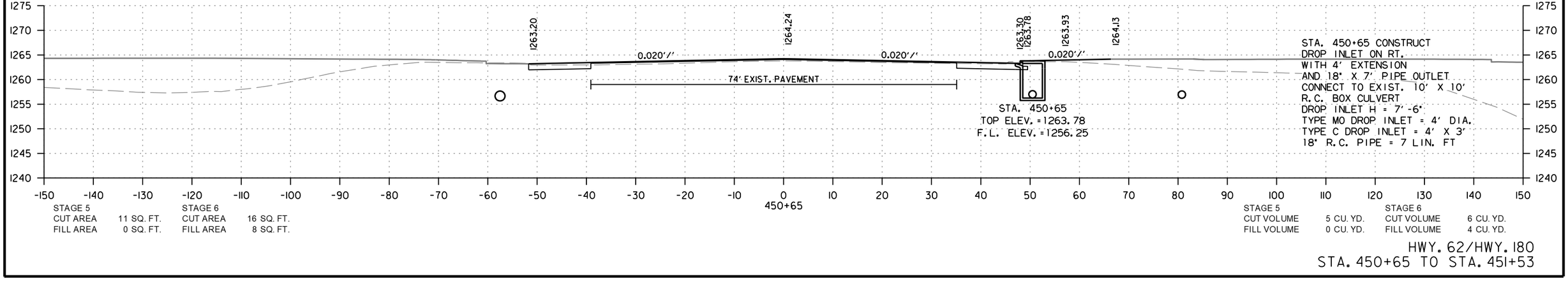
STAGE 5		STAGE 6	
CUT AREA	4 SQ. FT.	CUT AREA	13 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	11 CU. YD.	CUT VOLUME	24 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	8 SQ. FT.	CUT AREA	13 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	12 CU. YD.	CUT VOLUME	19 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.



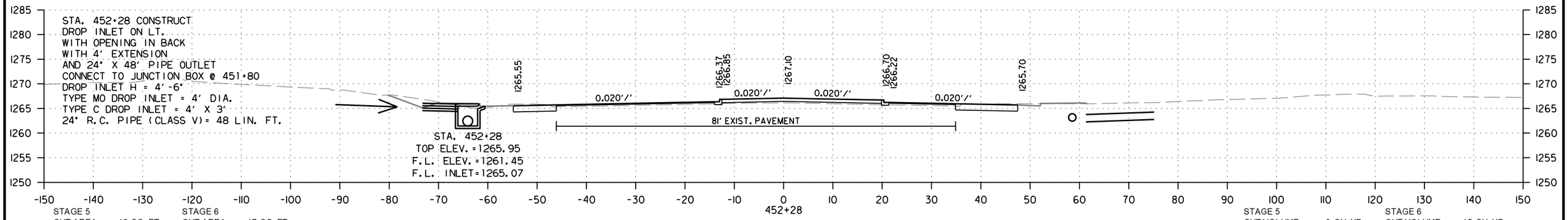
STAGE 5		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	16 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	8 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	6 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.

HWY. 62/HWY. 180
STA. 450+65 TO STA. 451+53

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	739	832
		CROSS SECTIONS				

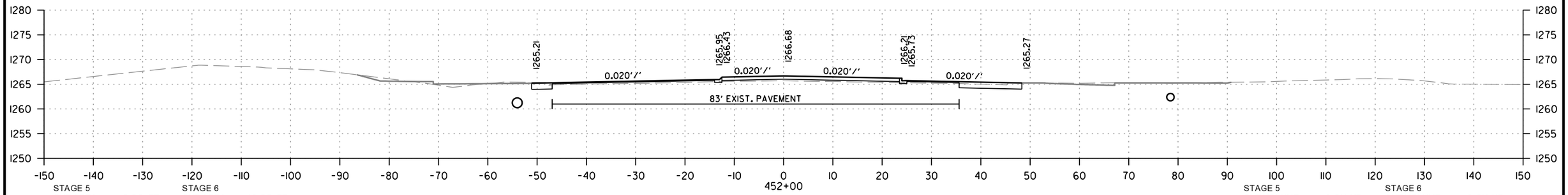


STAGE 5
CUT AREA 12 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 17 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 9 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 15 CU. YD.
FILL VOLUME 0 CU. YD.

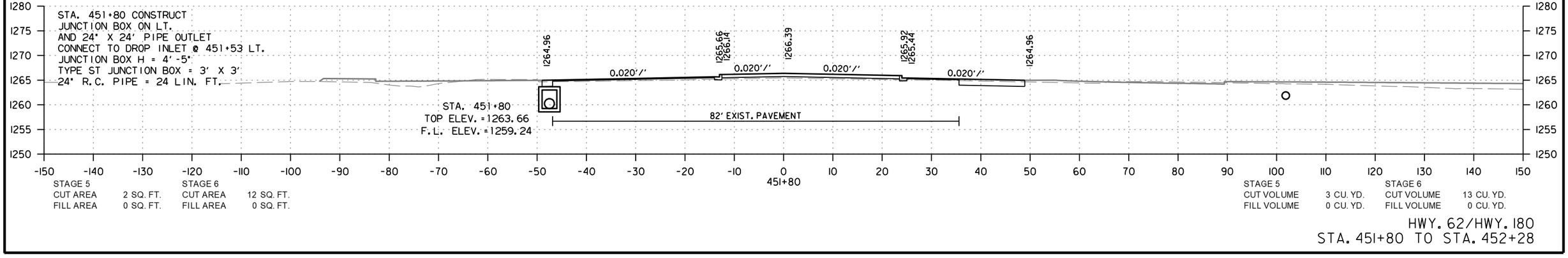


STAGE 5
CUT AREA 5 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 12 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 3 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 9 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 12 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT VOLUME 3 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 13 CU. YD.
FILL VOLUME 0 CU. YD.

HWY. 62/HWY. 180
STA. 451+80 TO STA. 452+28

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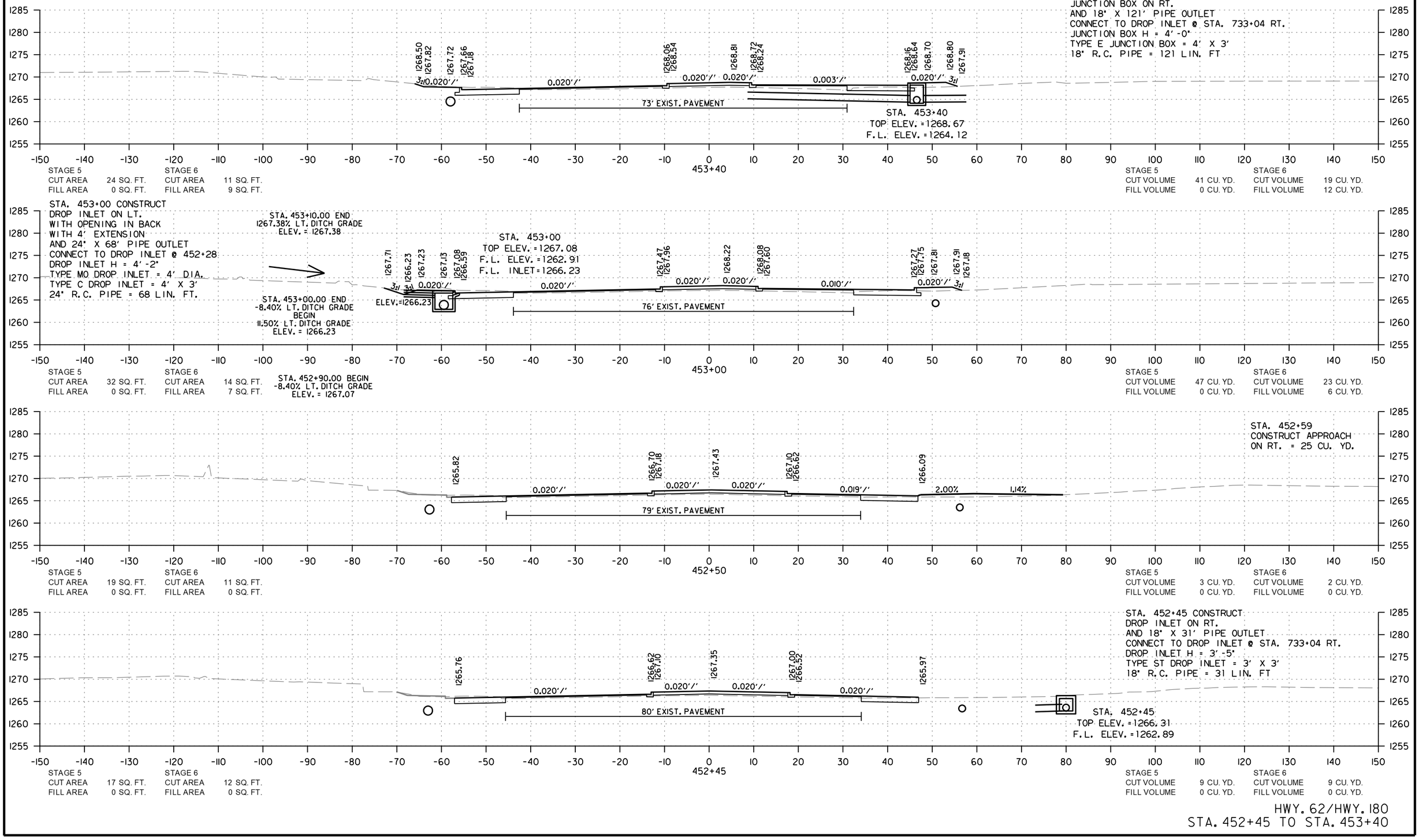
R040846A.DGN

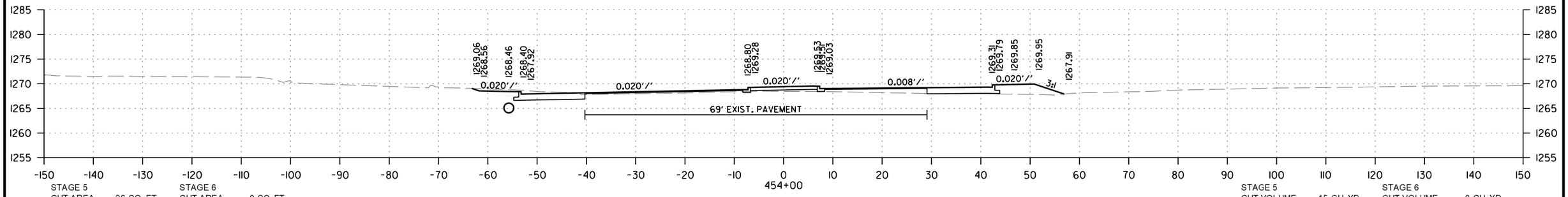
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	740	832
		CROSS SECTIONS				



HWY. 62/HWY. 180
STA. 452+45 TO STA. 453+40

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	741	832
		CROSS SECTIONS				

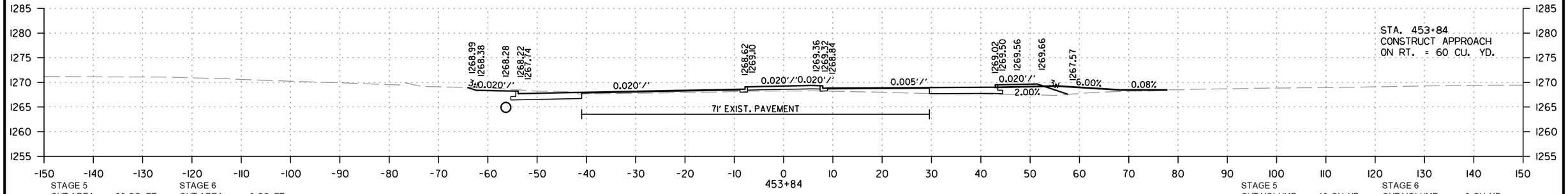


STAGE 5
CUT AREA 26 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 0 SQ. FT.
FILL AREA 22 SQ. FT.

STAGE 5
CUT VOLUME 15 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 0 CU. YD.
FILL VOLUME 14 CU. YD.



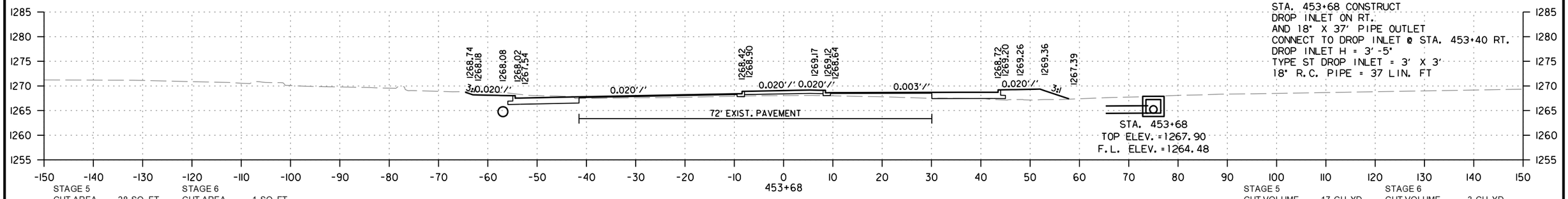
STA. 453+84
CONSTRUCT APPROACH
ON RT. = 60 CU. YD.

STAGE 5
CUT AREA 26 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 0 SQ. FT.
FILL AREA 24 SQ. FT.

STAGE 5
CUT VOLUME 16 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 0 CU. YD.
FILL VOLUME 14 CU. YD.



STA. 453+68 CONSTRUCT
DROP INLET ON RT.
AND 18" X 37' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 453+40 RT.
DROP INLET H = 3'-5"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 37 LIN. FT

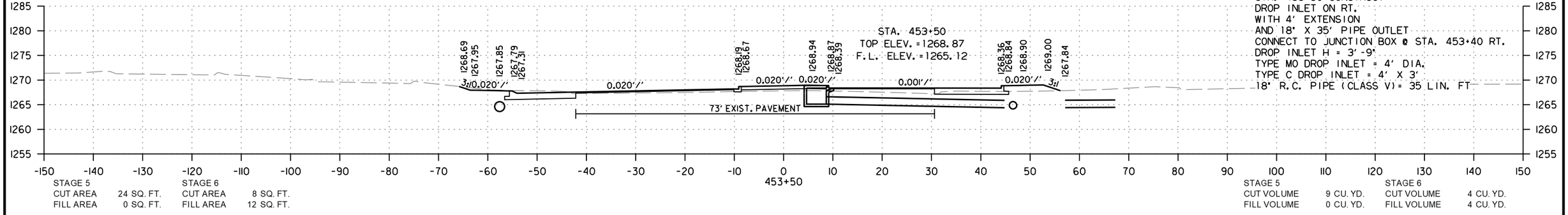
STA. 453+68
TOP ELEV. = 1267.90
F.L. ELEV. = 1264.48

STAGE 5
CUT AREA 28 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 1 SQ. FT.
FILL AREA 23 SQ. FT.

STAGE 5
CUT VOLUME 17 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 3 CU. YD.
FILL VOLUME 12 CU. YD.



STA. 453+50
TOP ELEV. = 1268.87
F.L. ELEV. = 1265.12

STA. 453+50 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 35' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 453+40 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V) = 35 LIN. FT

STAGE 5
CUT AREA 24 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 8 SQ. FT.
FILL AREA 12 SQ. FT.

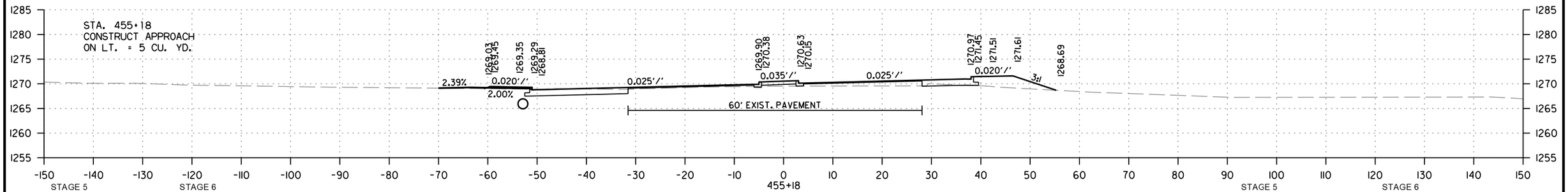
STAGE 5
CUT VOLUME 9 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 4 CU. YD.
FILL VOLUME 4 CU. YD.

CD41256 2/21/2024
R040846A.DGN

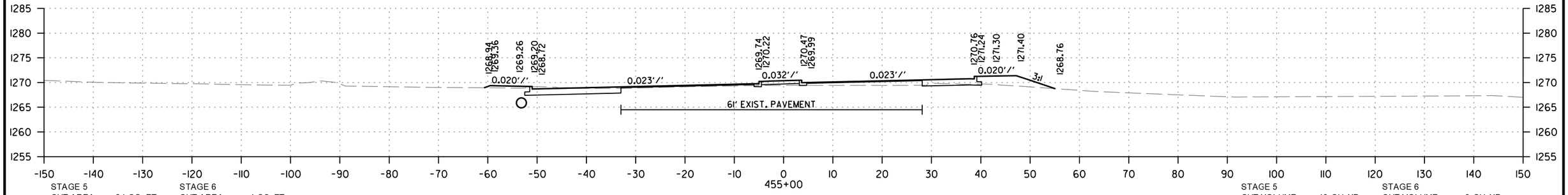
HWY. 62/HWY. 180
STA. 453+50 TO STA. 454+00

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	742	832
		CROSS SECTIONS				



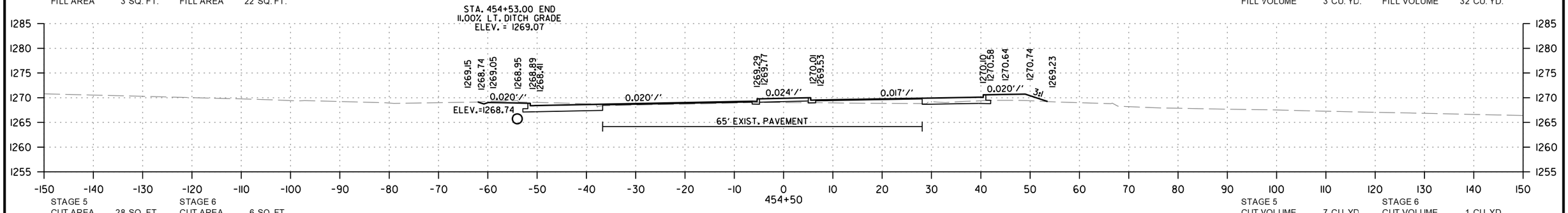
STAGE 5		STAGE 6	
CUT AREA	24 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	27 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	16 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	16 CU. YD.



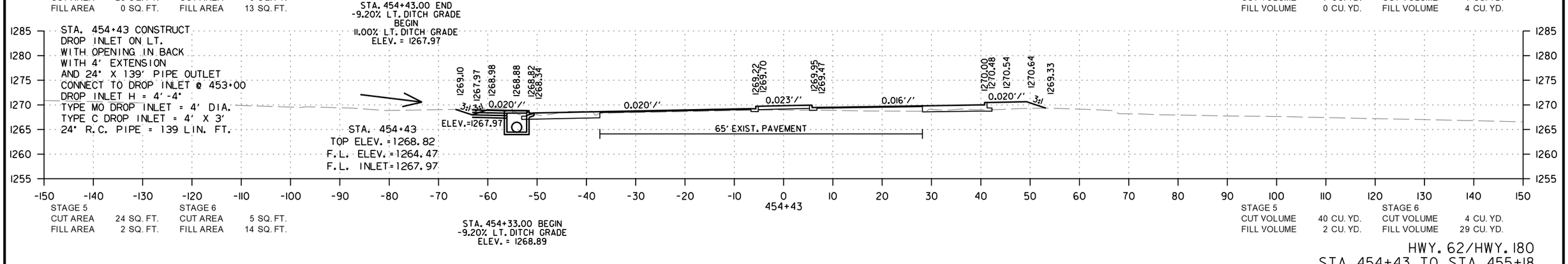
STAGE 5		STAGE 6	
CUT AREA	24 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	22 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	48 CU. YD.	CUT VOLUME	9 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	32 CU. YD.



STAGE 5		STAGE 6	
CUT AREA	28 SQ. FT.	CUT AREA	6 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	7 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.



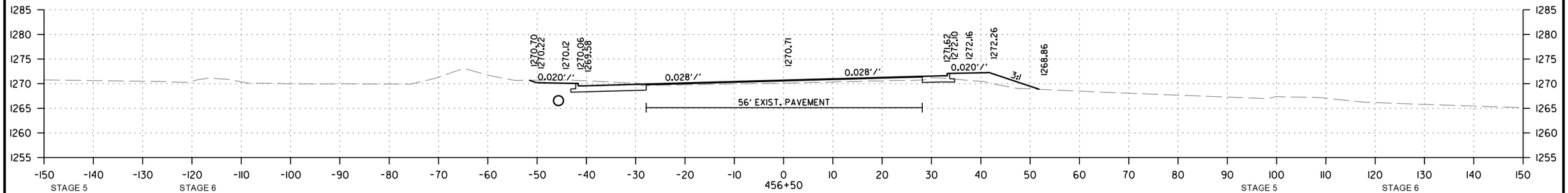
STAGE 5		STAGE 6	
CUT AREA	24 SQ. FT.	CUT AREA	5 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	14 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	40 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	29 CU. YD.

CD41256 2/21/2024
R040846A.DGN

HWY. 62/HWY. 180
STA. 454+43 TO STA. 455+18

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	743	832
		CROSS SECTIONS				



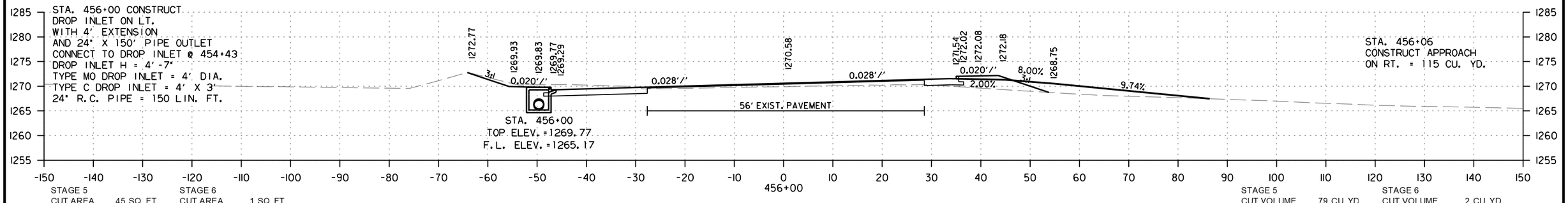
STAGE 5
CUT AREA 32 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 5 SQ. FT.
FILL AREA 25 SQ. FT.

STAGE 5
CUT VOLUME 71 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 6 CU. YD.
FILL VOLUME 55 CU. YD.

STA. 456+00 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 24" X 150' PIPE OUTLET
CONNECT TO DROP INLET @ 454+43
DROP INLET H = 4'-7"
TYPE M0 DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 150 LIN. FT.



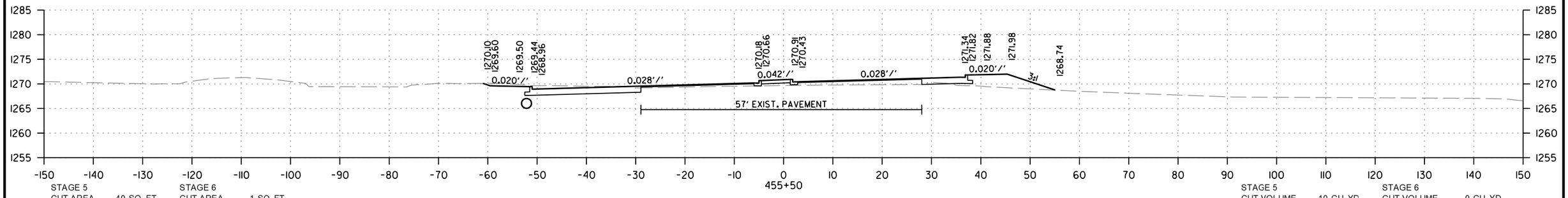
STA. 456+06
CONSTRUCT APPROACH
ON RT. = 115 CU. YD.

STAGE 5
CUT AREA 45 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 1 SQ. FT.
FILL AREA 34 SQ. FT.

STAGE 5
CUT VOLUME 79 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 2 CU. YD.
FILL VOLUME 63 CU. YD.

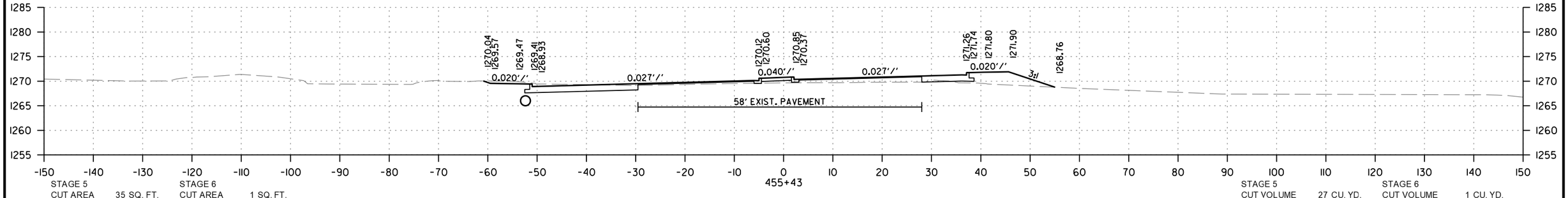


STAGE 5
CUT AREA 40 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 1 SQ. FT.
FILL AREA 34 SQ. FT.

STAGE 5
CUT VOLUME 10 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 6
CUT VOLUME 0 CU. YD.
FILL VOLUME 9 CU. YD.



STAGE 5
CUT AREA 35 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 6
CUT AREA 1 SQ. FT.
FILL AREA 32 SQ. FT.

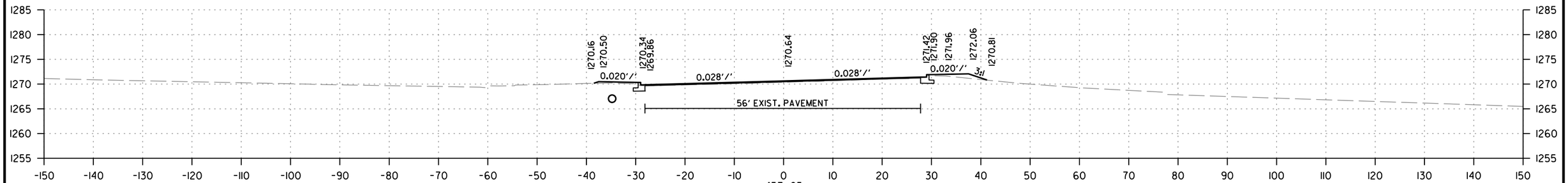
STAGE 5
CUT VOLUME 27 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 6
CUT VOLUME 1 CU. YD.
FILL VOLUME 27 CU. YD.

HWY. 62/HWY. 180
STA. 455+43 TO STA. 456+50

CD41256 2/21/2024
R040846A.DGN

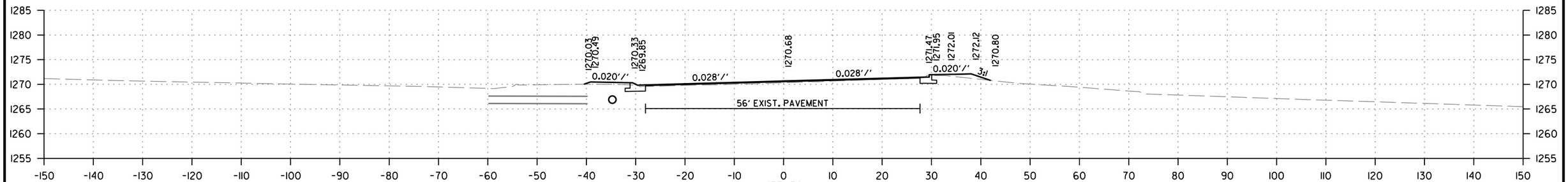
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	744	832
		CROSS SECTIONS				



457+65
END HWY. 62/180
BEGIN 100' TRANSITION

STAGE 5		STAGE 6	
CUT AREA	2 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	5 SQ. FT.

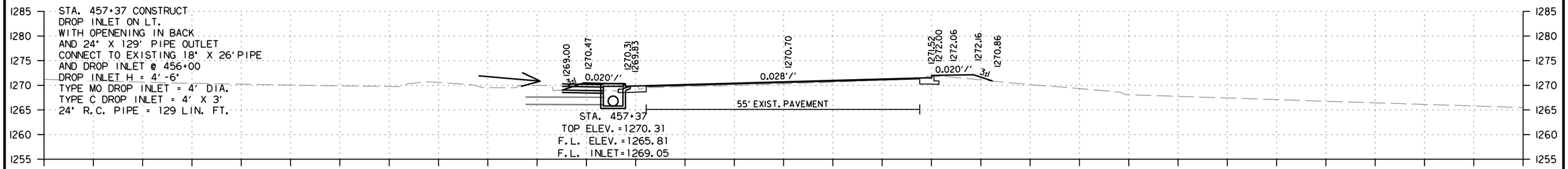
STAGE 5		STAGE 6	
CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	2 CU. YD.	FILL VOLUME	3 CU. YD.



457+50

STAGE 5		STAGE 6	
CUT AREA	4 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	3 CU. YD.

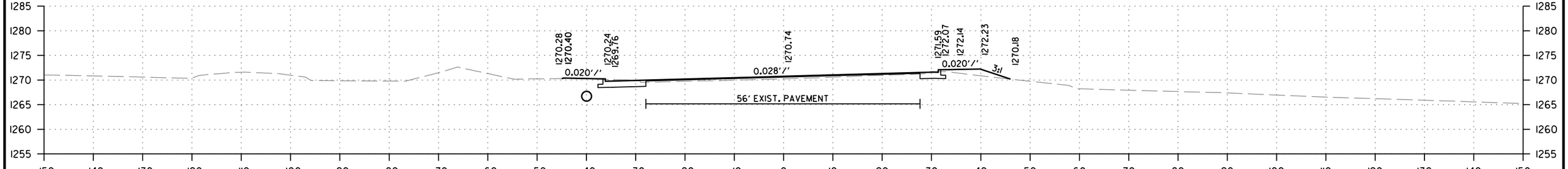


STA. 457+37
TOP ELEV. = 1270.31
F.L. ELEV. = 1265.81
F.L. INLET = 1269.05

457+37

STAGE 5		STAGE 6	
CUT AREA	6 SQ. FT.	CUT AREA	5 SQ. FT.
FILL AREA	15 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	13 CU. YD.	CUT VOLUME	8 CU. YD.
FILL VOLUME	11 CU. YD.	FILL VOLUME	12 CU. YD.



457+00

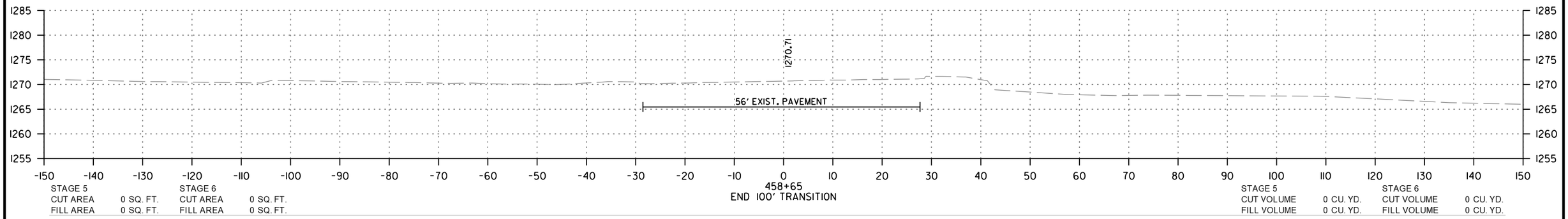
STAGE 5		STAGE 6	
CUT AREA	13 SQ. FT.	CUT AREA	6 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	11 SQ. FT.

STAGE 5		STAGE 6	
CUT VOLUME	42 CU. YD.	CUT VOLUME	10 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	33 CU. YD.

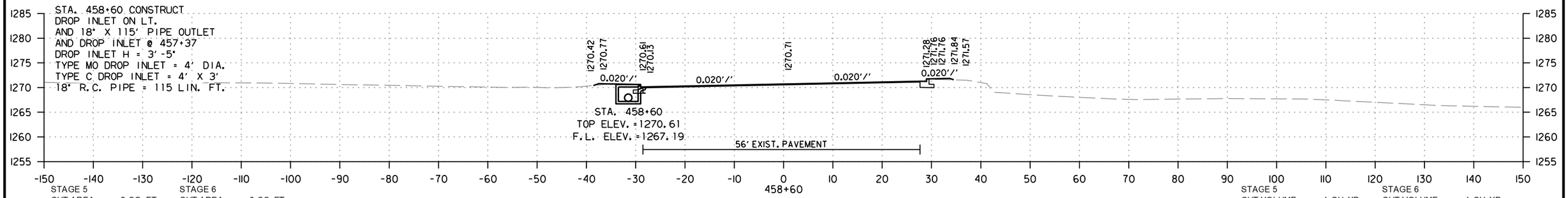
HWY. 62/HWY. 180
STA. 457+00 TO STA. 457+65

CD41256 2/21/2024
R040846A.DGN

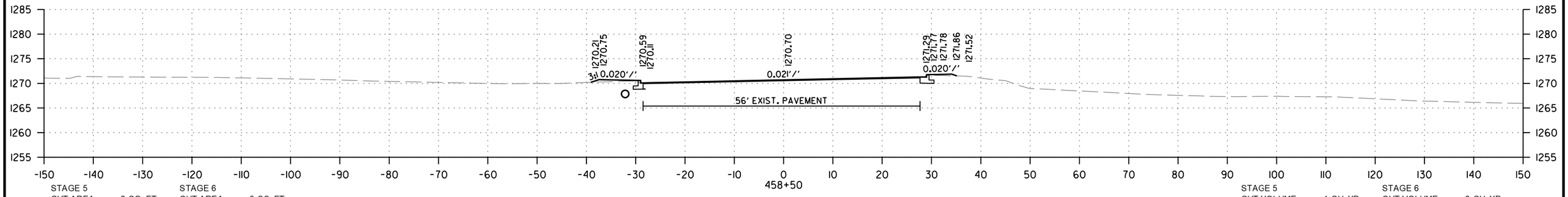
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	745	832
		CROSS SECTIONS				



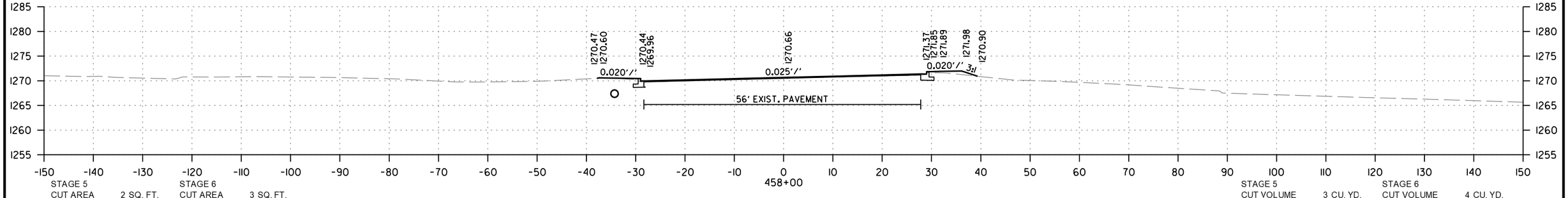
STAGE 5 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 6 CUT AREA 3 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 5 CUT VOLUME 1 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 6 CUT VOLUME 1 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 2 SQ. FT.
STAGE 6 CUT AREA 3 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 5 CUT VOLUME 4 CU. YD. FILL VOLUME 3 CU. YD.
STAGE 6 CUT VOLUME 6 CU. YD. FILL VOLUME 5 CU. YD.

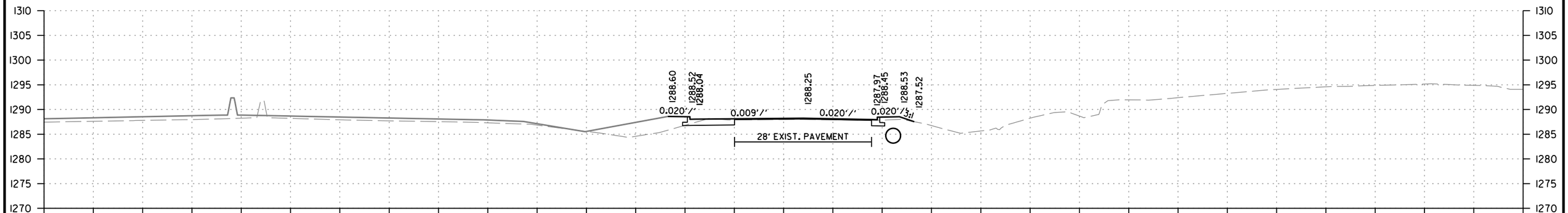


STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 6 CUT AREA 3 SQ. FT. FILL AREA 4 SQ. FT.
STAGE 5 CUT VOLUME 3 CU. YD. FILL VOLUME 2 CU. YD.
STAGE 6 CUT VOLUME 4 CU. YD. FILL VOLUME 6 CU. YD.

HWY. 62/HWY. 180
STA. 458+00 TO STA. 458+65

CD41256 2/21/2024
R040846A.DGN

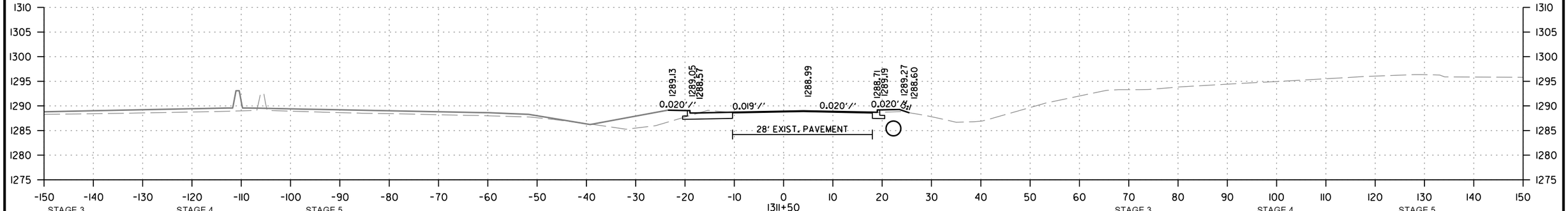
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	746	832
		CROSS SECTIONS				



1312+00

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	3 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.

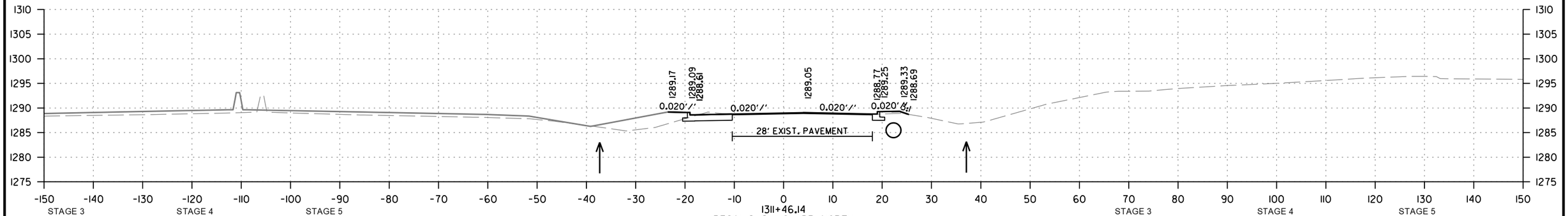
STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	6 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	0 CU. YD.



1311+50

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	3 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



1311+46.14
BEGIN S. SHILOH DR. NORTH

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	3 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
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.

S. SHILOH. DR. NORTH
STA. 1311+46.14 TO STA. 1312+00

CD41256 2/21/2024
R040846A.DGN

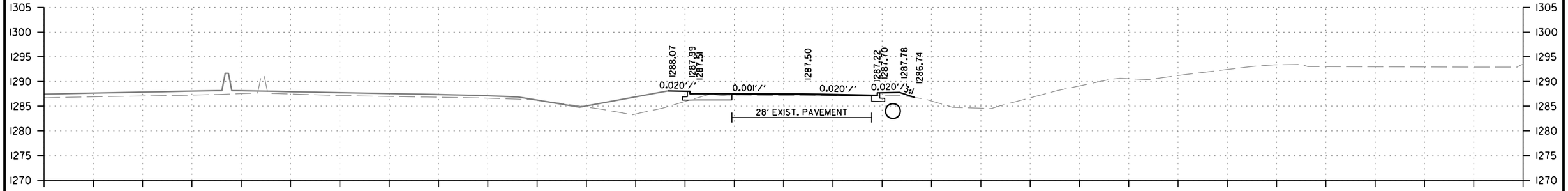
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	747	832
		CROSS SECTIONS				



1313+00

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	2 SQ. FT.	CUT AREA	5 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	5 SQ. FT.	FILL AREA	11 SQ. FT.	FILL AREA	0 SQ. FT.

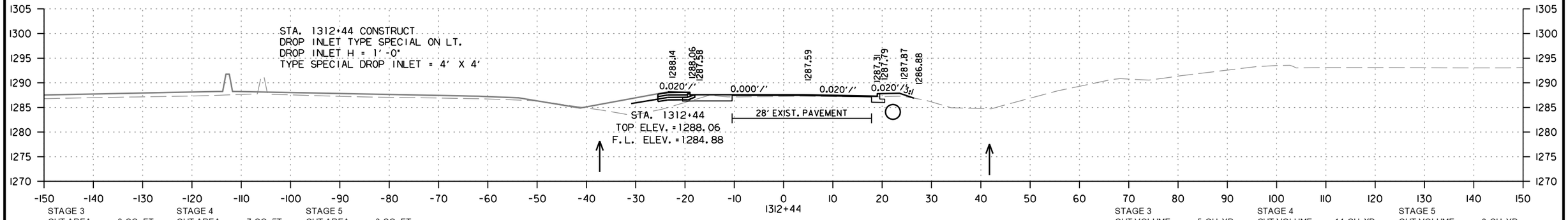
STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	5 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	7 CU. YD.	FILL VOLUME	19 CU. YD.	FILL VOLUME	0 CU. YD.



1312+50

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	3 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	10 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	1 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



1312+44

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	3 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	10 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	5 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	15 CU. YD.	FILL VOLUME	0 CU. YD.

S. SHILOH. DR. NORTH
STA. 1312+44 TO STA. 1313+00

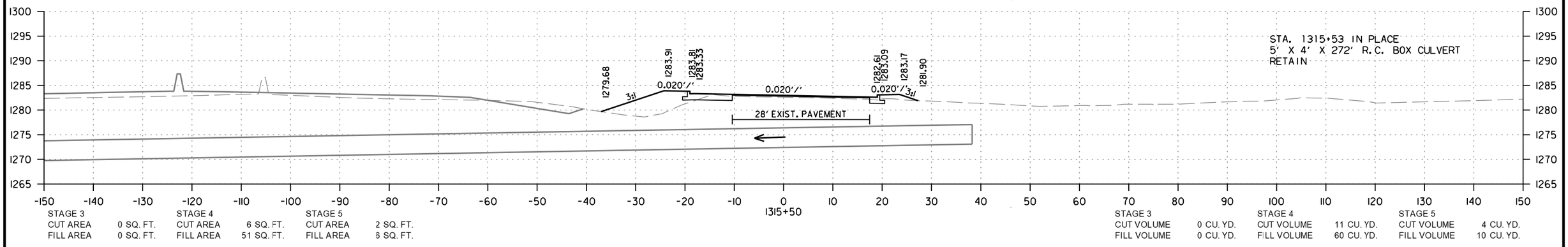
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	748	832
		CROSS SECTIONS				

S. SHILOH. DR. NORTH
STA. 1313+50 TO STA. 1314+03

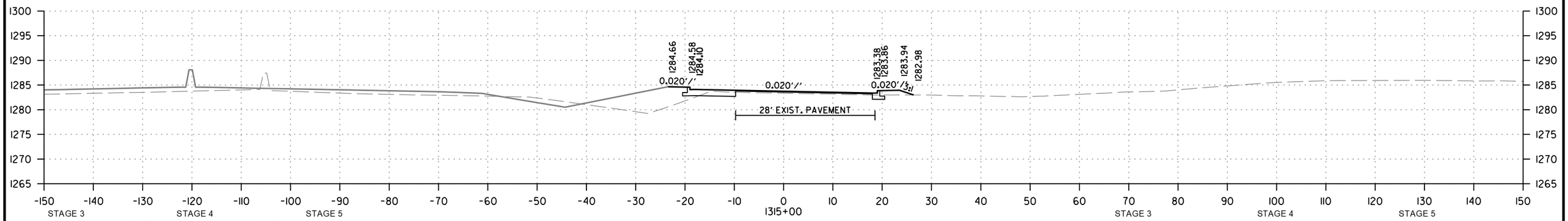
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	749	832
		CROSS SECTIONS				



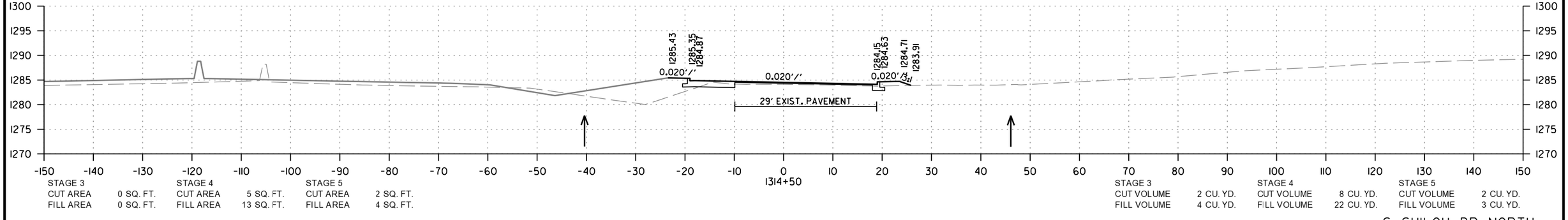
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	51 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	60 CU. YD.	FILL VOLUME	10 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	14 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	10 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	25 CU. YD.	FILL VOLUME	8 CU. YD.



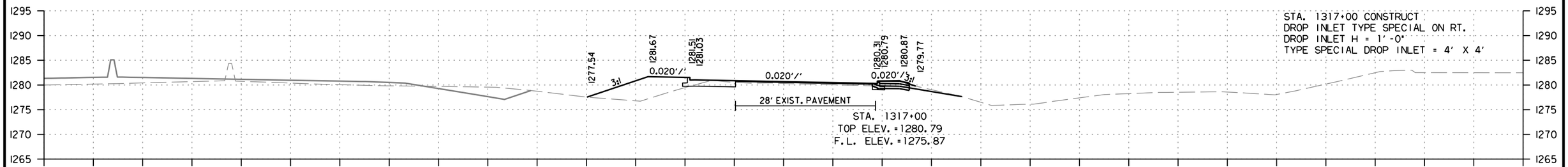
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	5 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	2 CU. YD.	CUT VOLUME	8 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	22 CU. YD.	FILL VOLUME	3 CU. YD.

S. SHILOH. DR. NORTH
STA. 1314+50 TO STA. 1315+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	750	832
		CROSS SECTIONS				



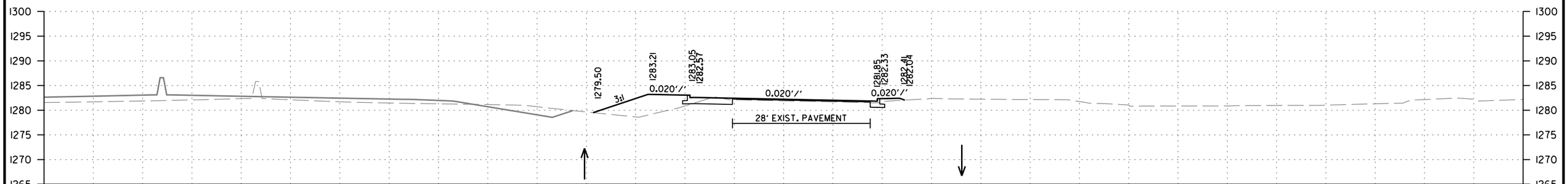
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	55 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	99 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	52 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	95 CU. YD.	FILL VOLUME	7 CU. YD.



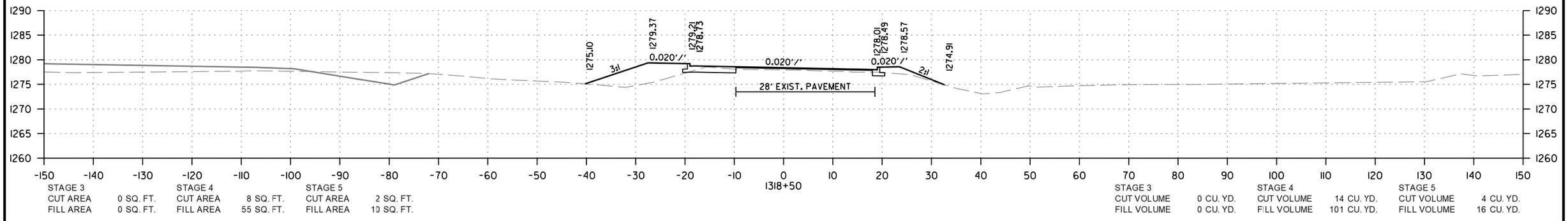
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	51 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	12 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	94 CU. YD.	FILL VOLUME	7 CU. YD.

S. SHILOH. DR. NORTH
STA. 1316+00 TO STA. 1317+00

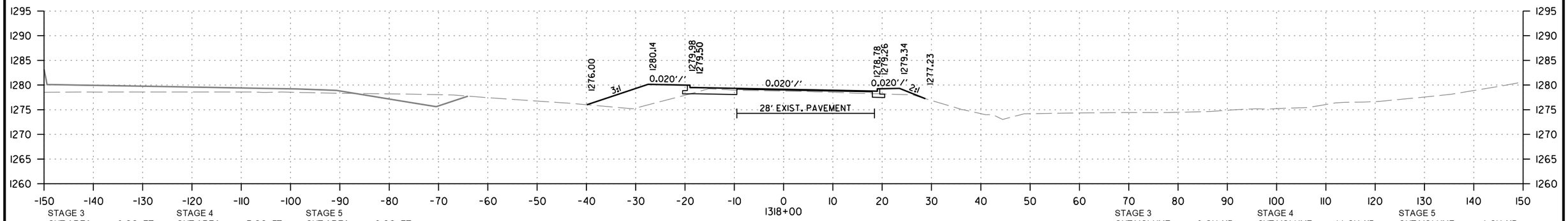
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	751	832
		CROSS SECTIONS				



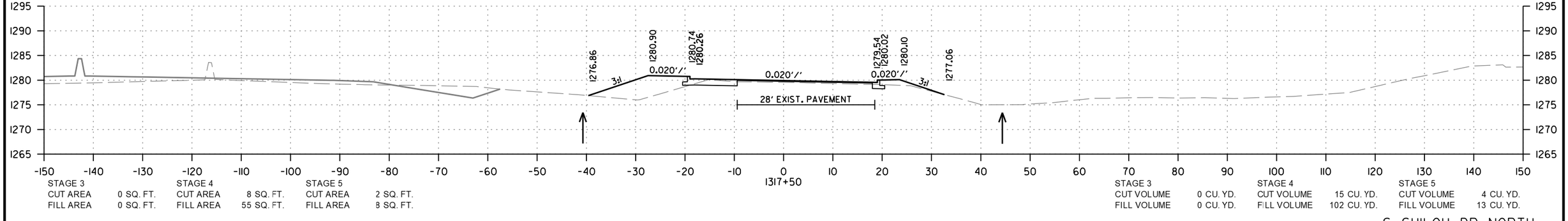
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	55 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	101 CU. YD.	FILL VOLUME	16 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	54 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	14 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	101 CU. YD.	FILL VOLUME	14 CU. YD.



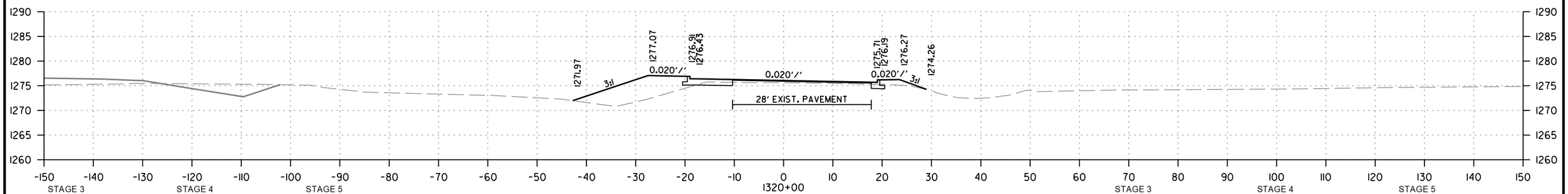
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	55 SQ. FT.	FILL AREA	8 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	15 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	102 CU. YD.	FILL VOLUME	13 CU. YD.

S. SHILOH. DR. NORTH
STA. 1317+50 TO STA. 1318+50

CD41256 2/21/2024
R040846A.DGN

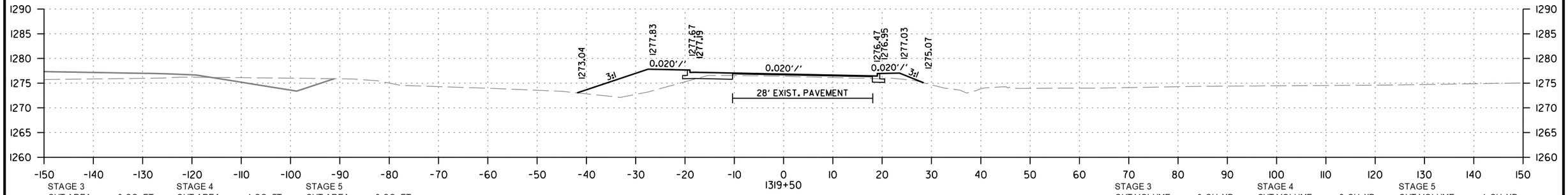
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	752	832
		CROSS SECTIONS				



1320+00

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	75 SQ. FT.	FILL AREA	7 SQ. FT.

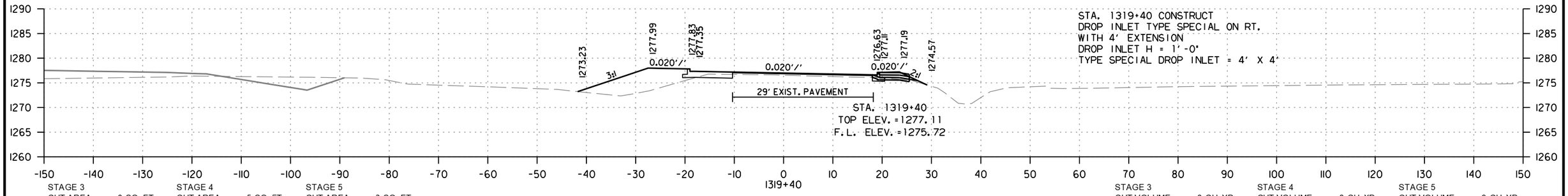
STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	132 CU. YD.	FILL VOLUME	13 CU. YD.



1319+50

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	68 SQ. FT.	FILL AREA	7 SQ. FT.

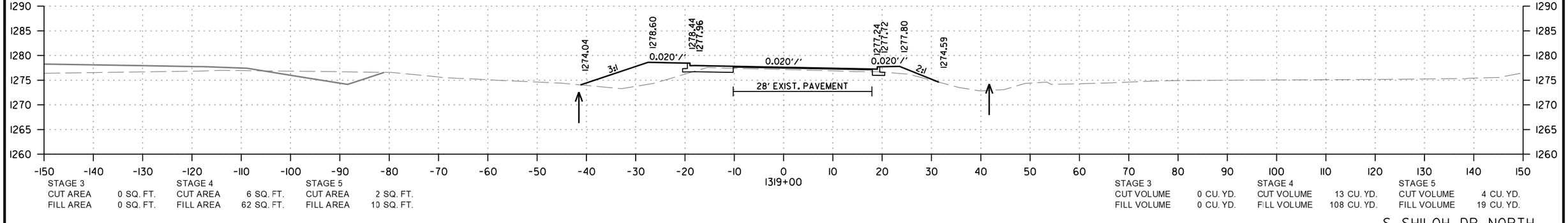
STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	25 CU. YD.	FILL VOLUME	3 CU. YD.



1319+40

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	5 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	67 SQ. FT.	FILL AREA	8 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	8 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	96 CU. YD.	FILL VOLUME	13 CU. YD.



1319+00

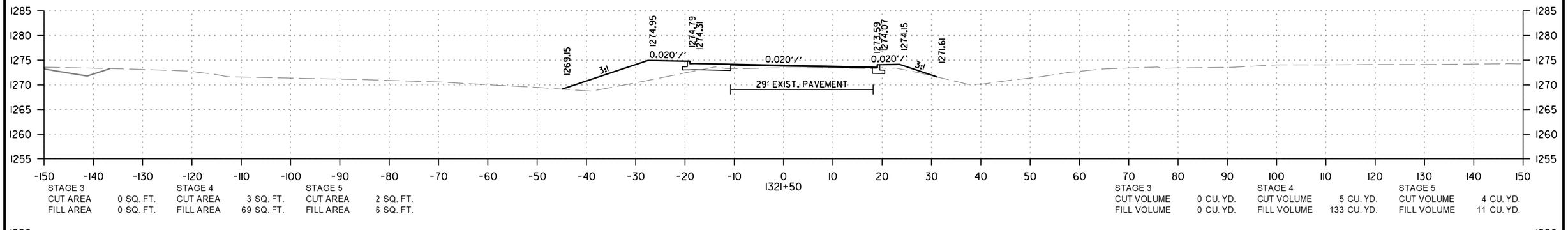
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	62 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	13 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	108 CU. YD.	FILL VOLUME	19 CU. YD.

S. SHILOH. DR. NORTH
STA. 1319+00 TO STA. 1320+00

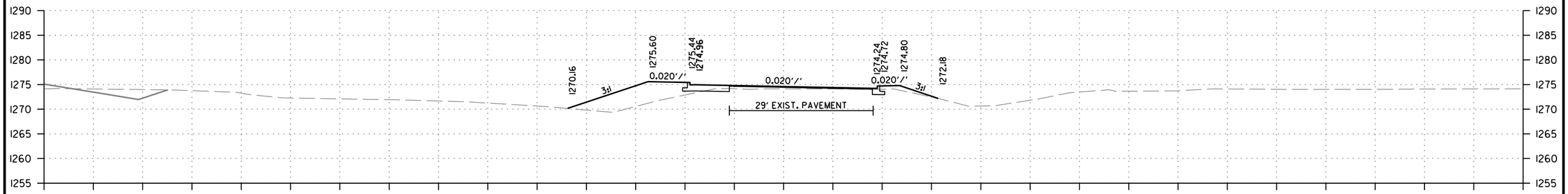
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	753	832
		CROSS SECTIONS				



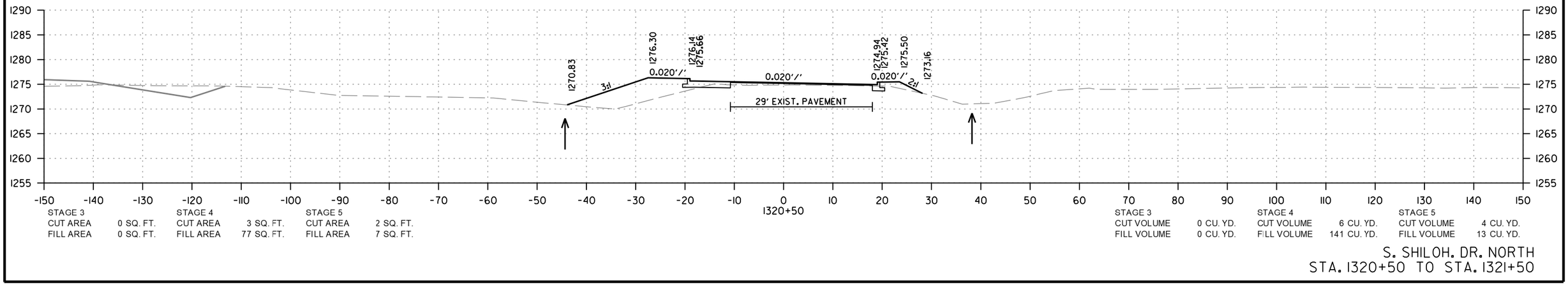
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	69 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	133 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	75 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	141 CU. YD.	FILL VOLUME	12 CU. YD.



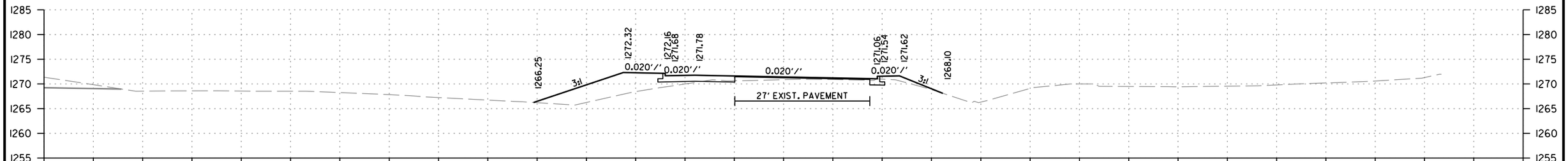
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	77 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	141 CU. YD.	FILL VOLUME	13 CU. YD.

S. SHILOH. DR. NORTH
STA. 1320+50 TO STA. 1321+50

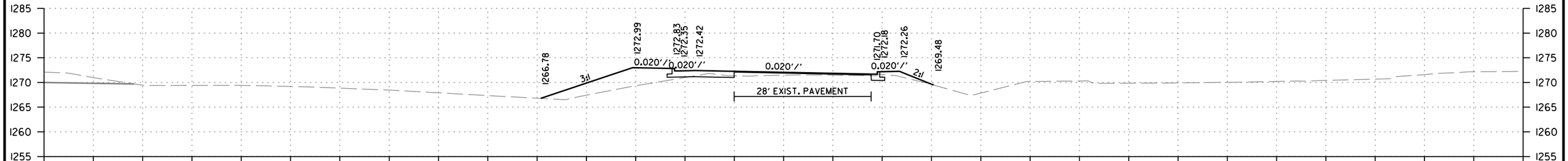
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	754	832
		CROSS SECTIONS				



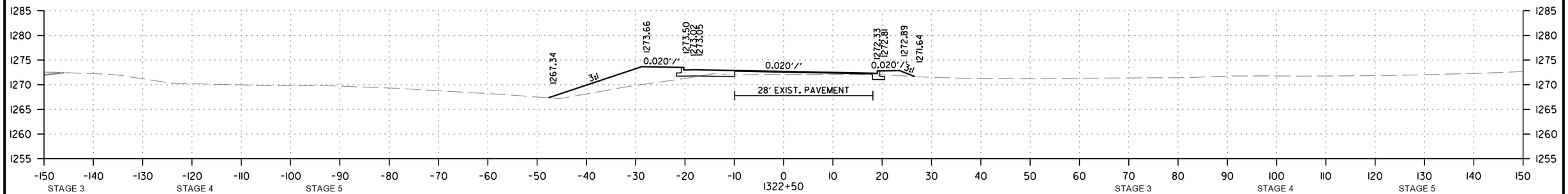
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	84 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	5 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	141 CU. YD.	FILL VOLUME	12 CU. YD.



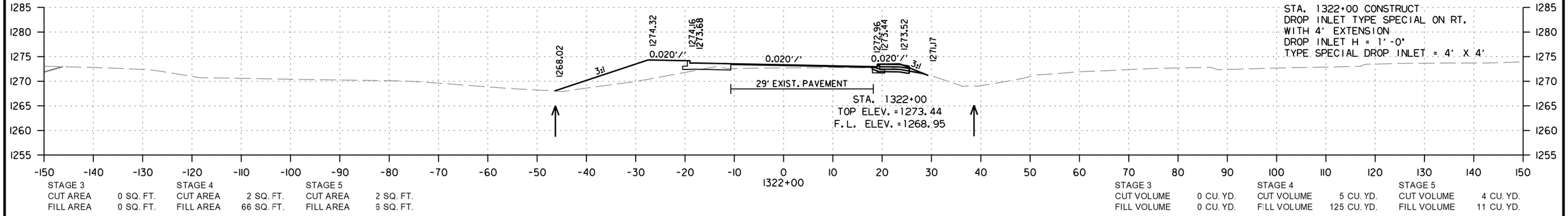
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	68 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	121 CU. YD.	FILL VOLUME	10 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	63 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	119 CU. YD.	FILL VOLUME	10 CU. YD.



STA. 1322+00 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

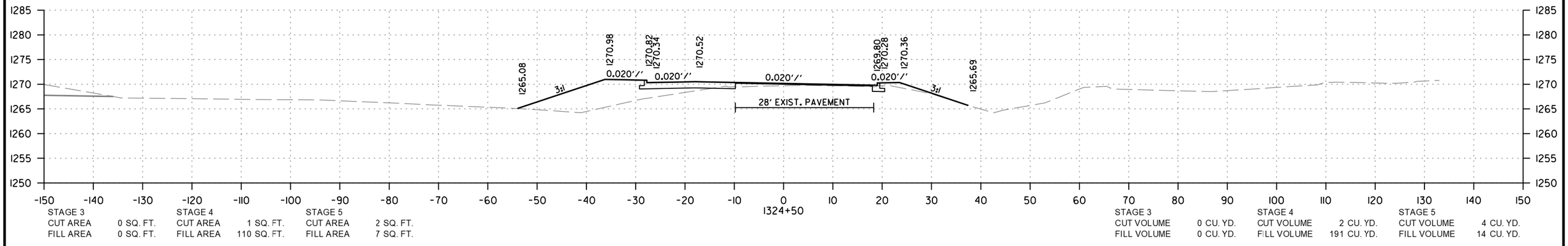
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	66 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	125 CU. YD.	FILL VOLUME	11 CU. YD.

S. SHILOH. DR. NORTH
STA. 1322+00 TO STA. 1323+50

CD41256 2/21/2024
R040846A.DGN

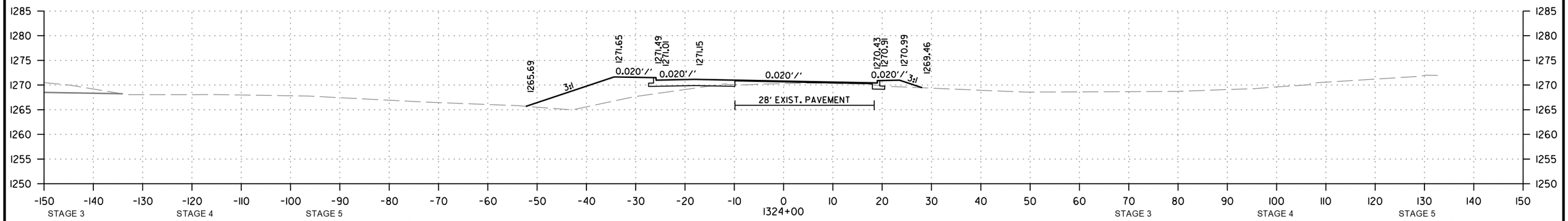
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	755	832
		CROSS SECTIONS				



1324+50

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	110 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	191 CU. YD.	FILL VOLUME	14 CU. YD.

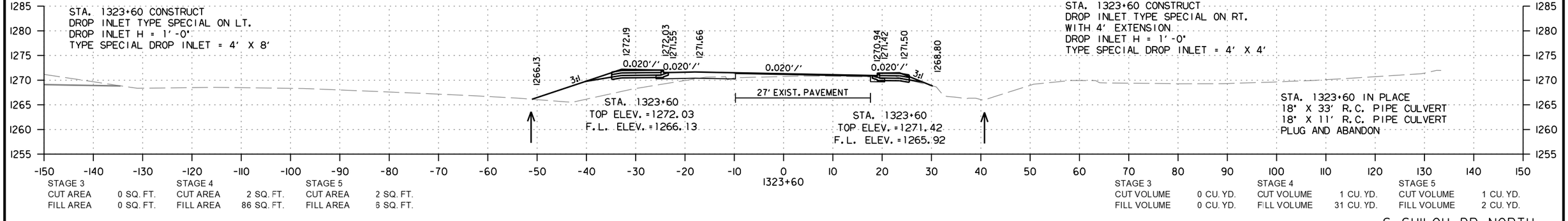


1324+00

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	96 SQ. FT.	FILL AREA	8 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	135 CU. YD.	FILL VOLUME	10 CU. YD.

STA. 1323+60 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'



STA. 1323+60
TOP ELEV. =1272.03
F.L. ELEV. =1266.13

STA. 1323+60
TOP ELEV. =1271.42
F.L. ELEV. =1265.92

1323+60

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	86 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	31 CU. YD.	FILL VOLUME	2 CU. YD.

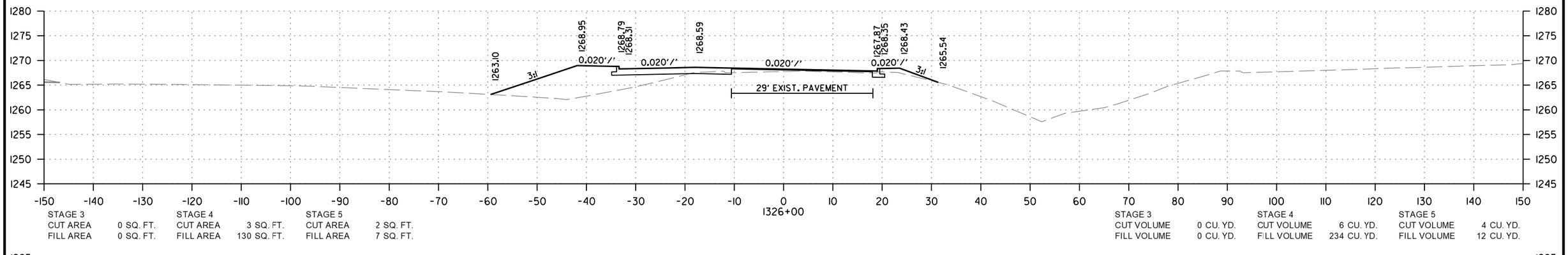
STA. 1323+60 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'

STA. 1323+60 IN PLACE
18" X 33' R.C. PIPE CULVERT
18" X 11' R.C. PIPE CULVERT
PLUG AND ABANDON

S. SHILOH. DR. NORTH
STA. 1323+60 TO STA. 1324+50

CD41256 2/21/2024
R040846A.DGN

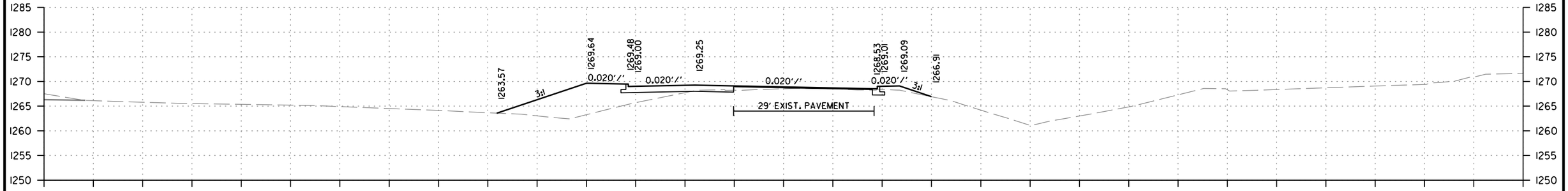
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	756	832
		CROSS SECTIONS				



1326+00

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	130 SQ. FT.	FILL AREA	7 SQ. FT.

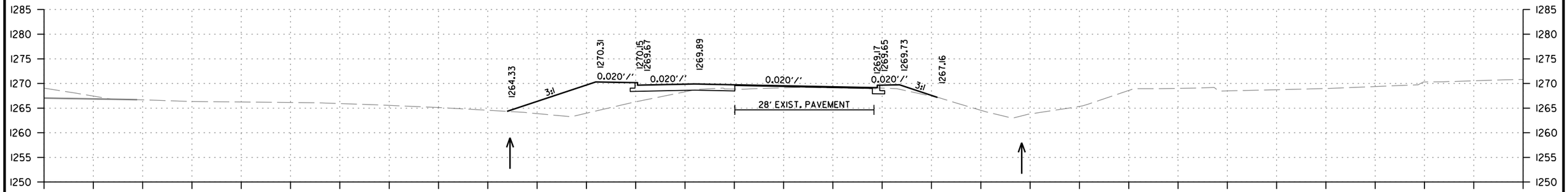
STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	234 CU. YD.	FILL VOLUME	12 CU. YD.



1325+50

STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	123 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	219 CU. YD.	FILL VOLUME	11 CU. YD.



1325+00

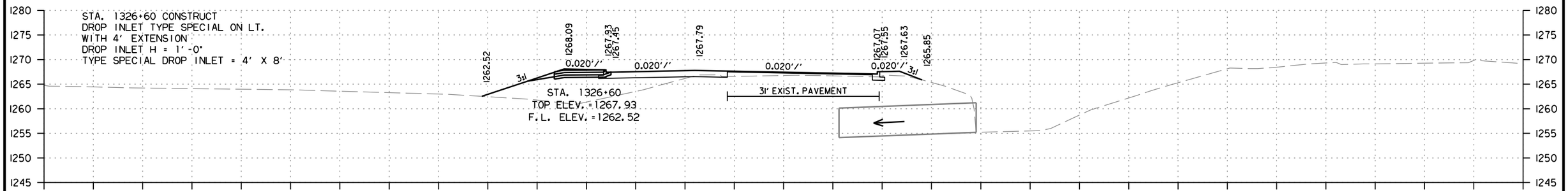
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	114 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	207 CU. YD.	FILL VOLUME	12 CU. YD.

S. SHILOH. DR. NORTH
STA. 1325+00 TO STA. 1326+00

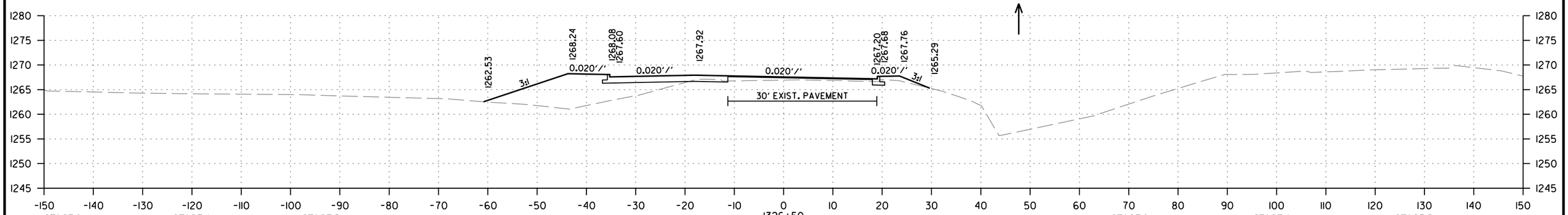
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	757	832
		CROSS SECTIONS				



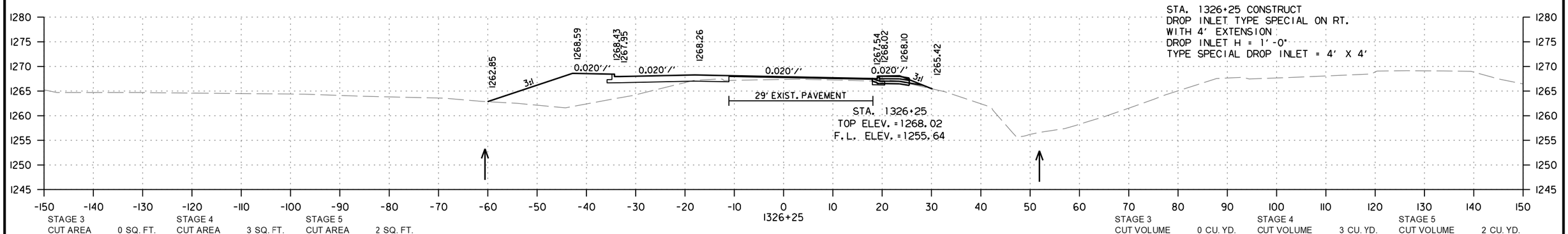
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	147 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	54 CU. YD.	FILL VOLUME	2 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	142 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	128 CU. YD.	FILL VOLUME	6 CU. YD.



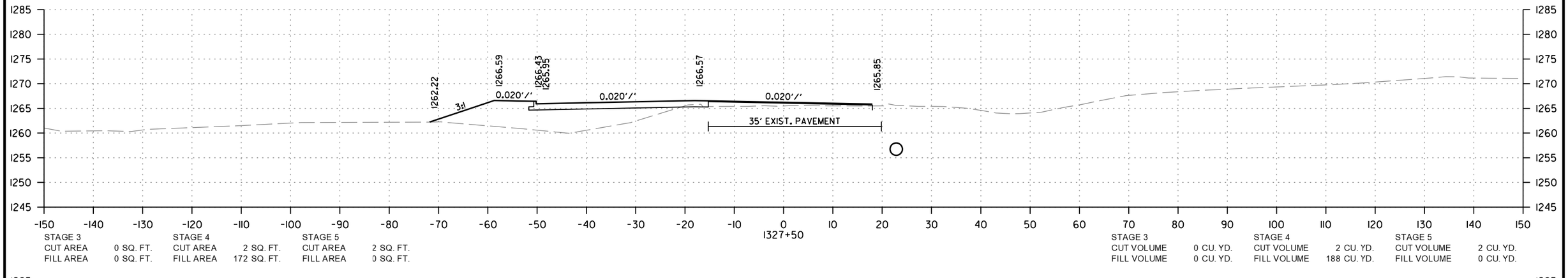
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	134 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	122 CU. YD.	FILL VOLUME	6 CU. YD.

S. SHILOH. DR. NORTH
STA. 1326+25 TO STA. 1326+60

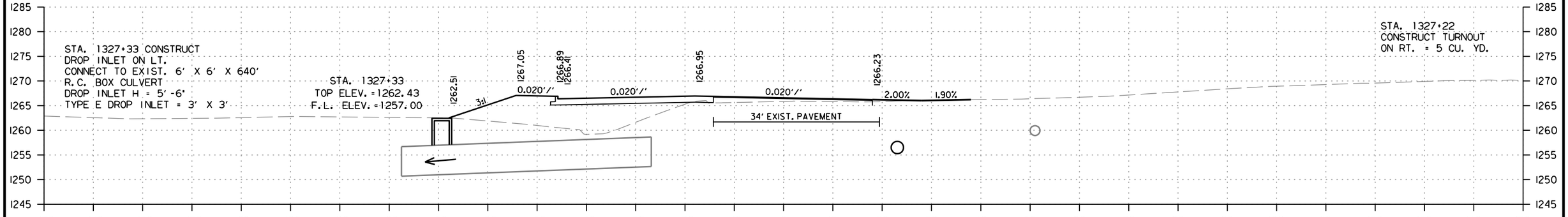
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	758	832
		CROSS SECTIONS				



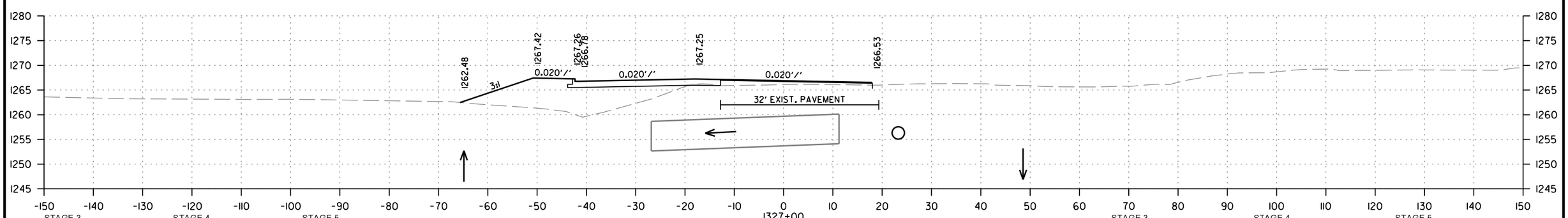
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	172 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	188 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	191 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	150 CU. YD.	FILL VOLUME	0 CU. YD.



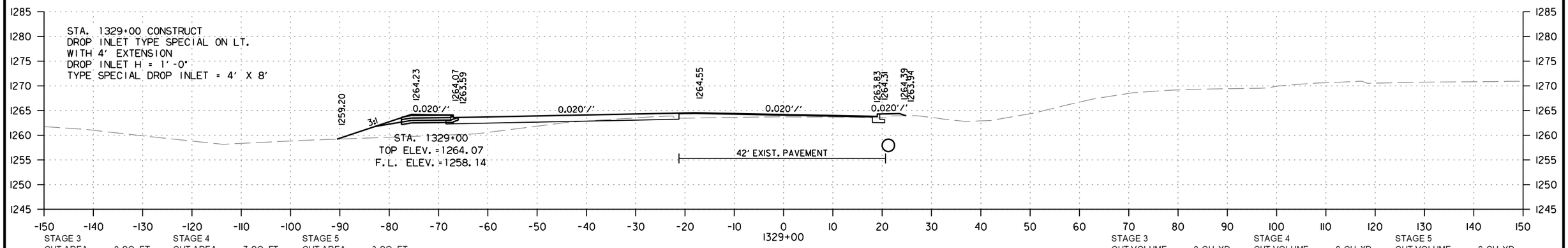
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	178 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	241 CU. YD.	FILL VOLUME	4 CU. YD.

S. SHILOH. DR. NORTH
STA. 1327+00 TO STA. 1327+50

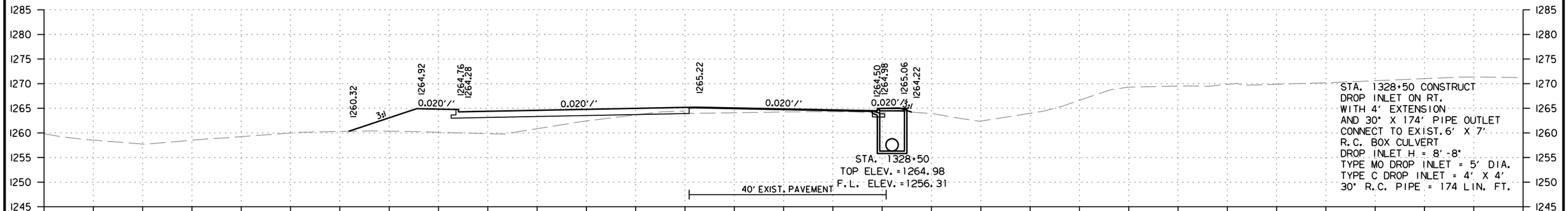
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	759	832
		CROSS SECTIONS				



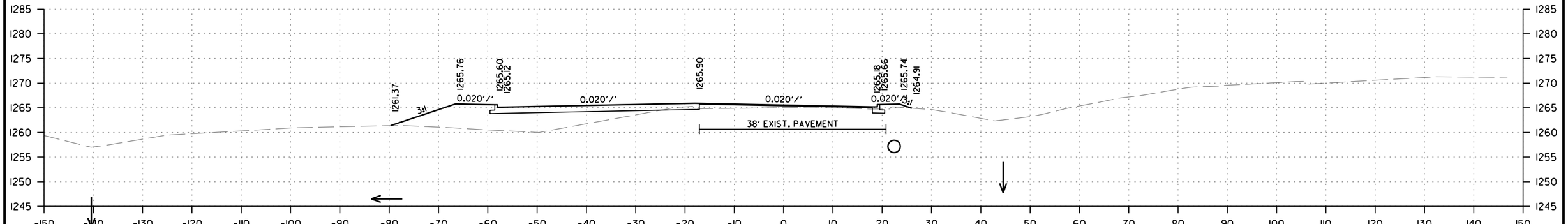
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	100 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	9 CU. YD.	CUT VOLUME	6 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	225 CU. YD.	FILL VOLUME	6 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	143 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	5 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	275 CU. YD.	FILL VOLUME	7 CU. YD.



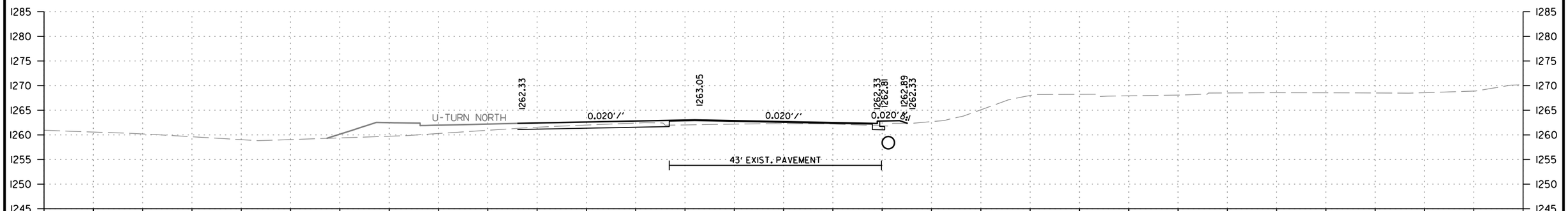
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	154 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	302 CU. YD.	FILL VOLUME	4 CU. YD.

S. SHILOH. DR. NORTH
STA. 1328+00 TO STA. 1329+00

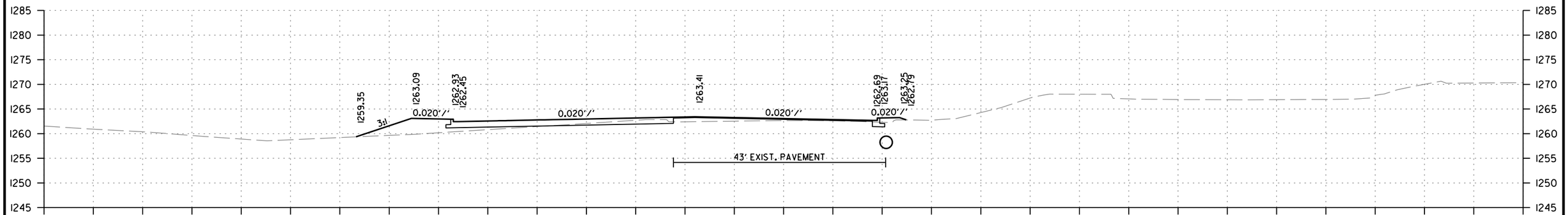
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	760	832
		CROSS SECTIONS				



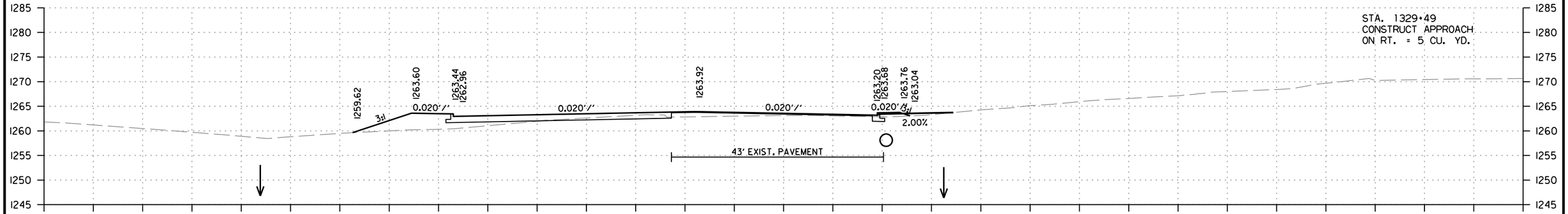
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	19 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	30 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	45 CU. YD.	FILL VOLUME	6 CU. YD.



STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	49 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	24 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	98 CU. YD.	FILL VOLUME	6 CU. YD.



STA. 1329+49
CONSTRUCT APPROACH
ON RT. = 5 CU. YD.

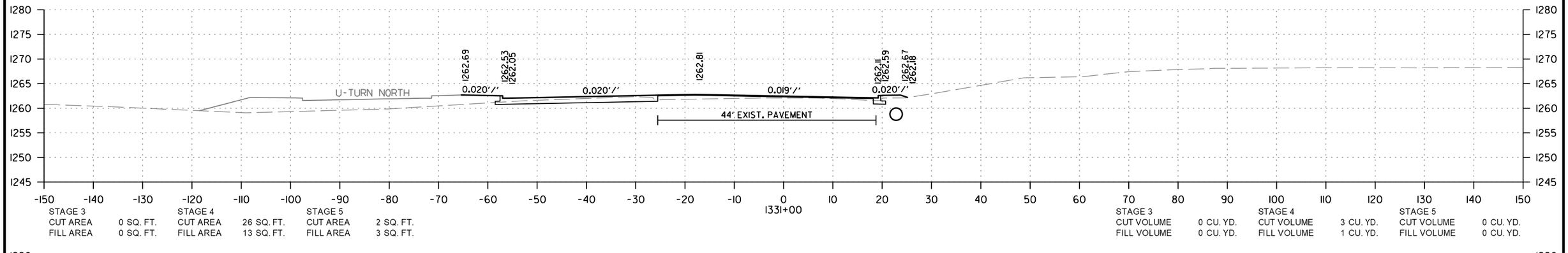
STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	57 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 3		STAGE 4		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.	CUT VOLUME	5 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	145 CU. YD.	FILL VOLUME	6 CU. YD.

S. SHILOH. DR. NORTH
STA. 1329+50 TO STA. 1330+50

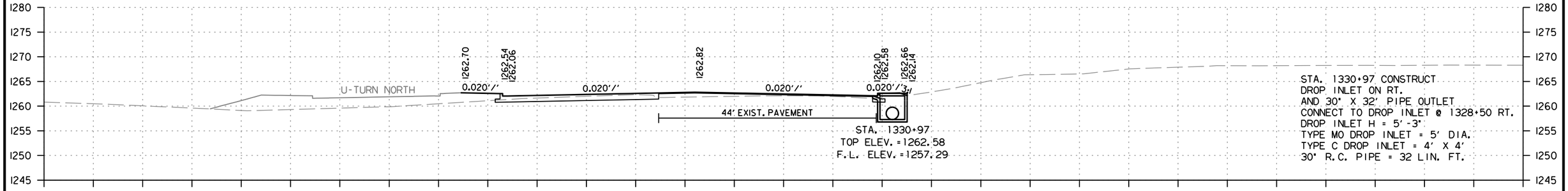
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	761	832
		CROSS SECTIONS				



STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 26 SQ. FT. FILL AREA 13 SQ. FT.
STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 3 SQ. FT.

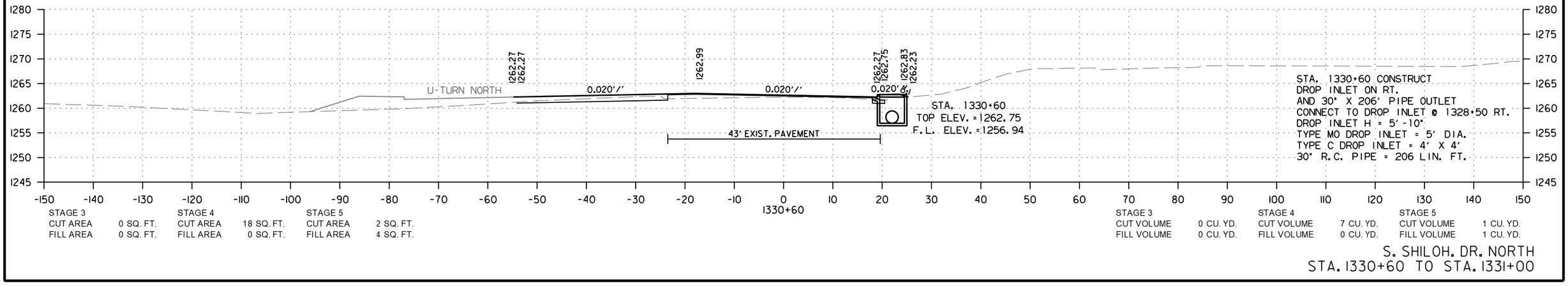
STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 3 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 5 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STA. 1330+97 CONSTRUCT
DROP INLET ON RT.
AND 30" X 32' PIPE OUTLET
CONNECT TO DROP INLET @ 1328+50 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 32 LIN. FT.

STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 26 SQ. FT. FILL AREA 13 SQ. FT.
STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 3 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 30 CU. YD. FILL VOLUME 9 CU. YD.
STAGE 5 CUT VOLUME 3 CU. YD. FILL VOLUME 5 CU. YD.



STA. 1330+60 CONSTRUCT
DROP INLET ON RT.
AND 30" X 206' PIPE OUTLET
CONNECT TO DROP INLET @ 1328+50 RT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 206 LIN. FT.

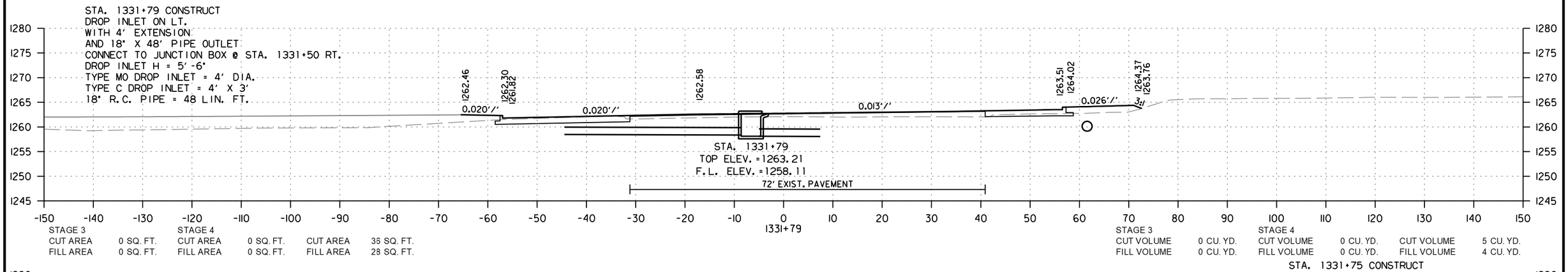
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 18 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 5 CUT AREA 2 SQ. FT. FILL AREA 4 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 7 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 5 CUT VOLUME 1 CU. YD. FILL VOLUME 1 CU. YD.

S. SHILOH. DR. NORTH
STA. 1330+60 TO STA. 1331+00

CD41256 2/21/2024
R040846A.DGN

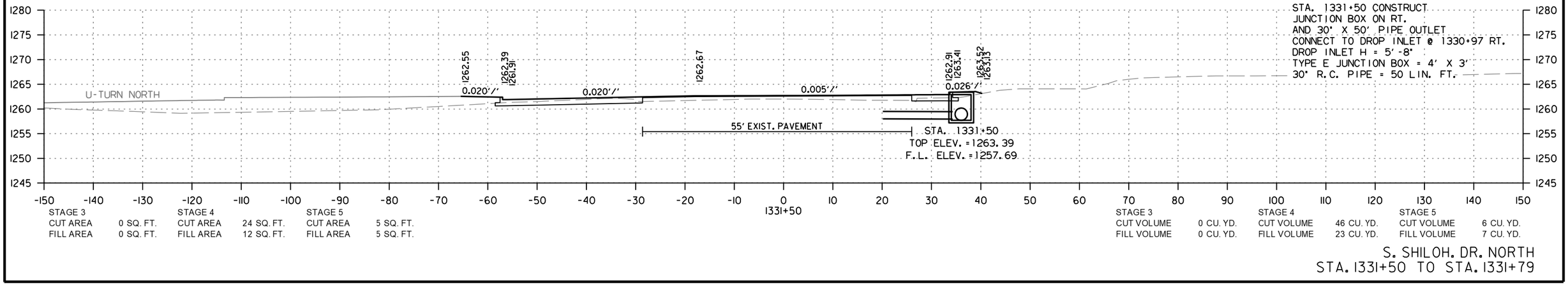
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	762	832
		CROSS SECTIONS				



STAGE 3		STAGE 4				STAGE 3		STAGE 4			
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	36 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	28 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.



STAGE 3		STAGE 4				STAGE 3		STAGE 4			
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	37 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	19 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	31 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.	FILL VOLUME	17 CU. YD.

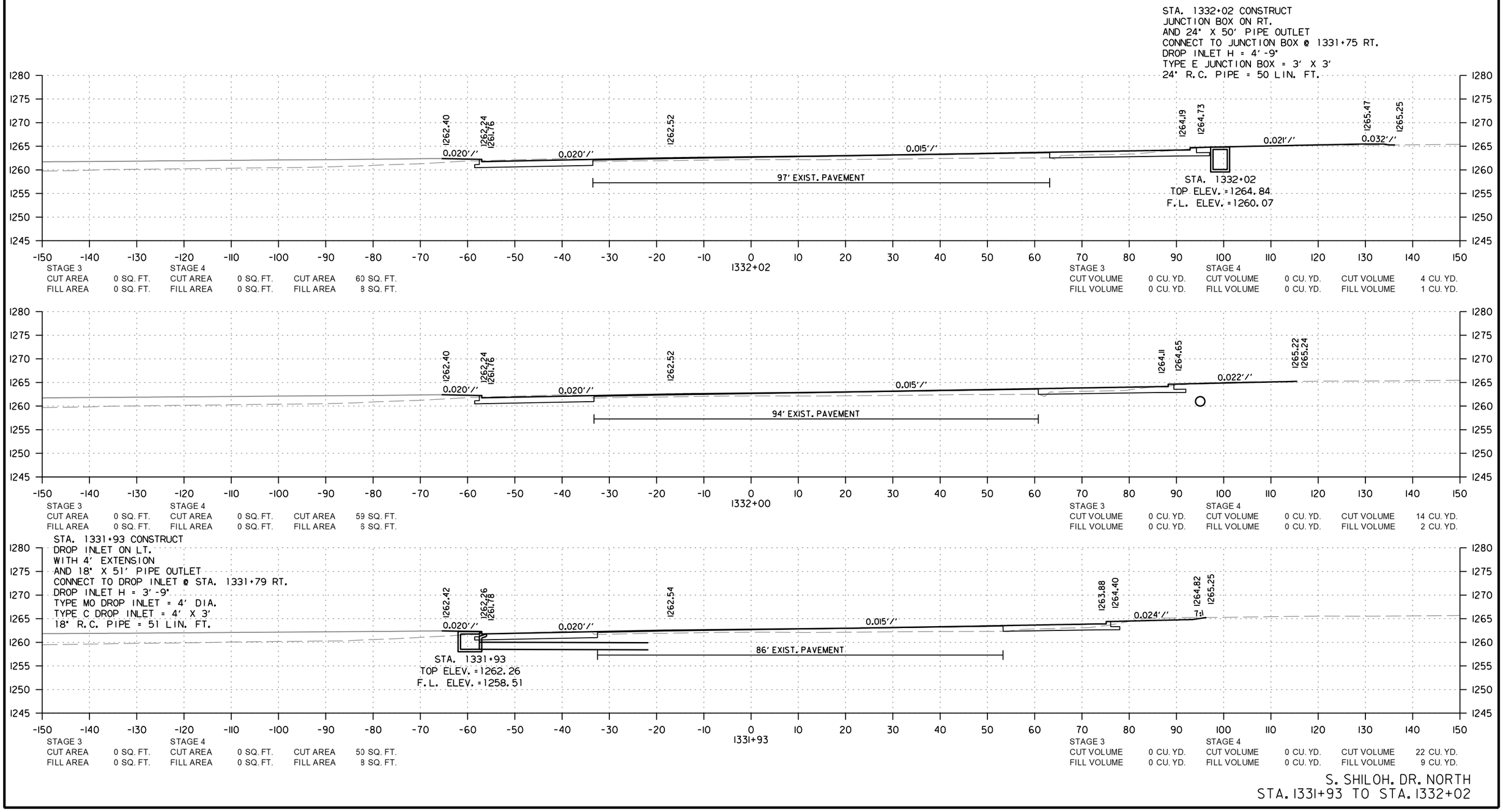


STAGE 3		STAGE 4		STAGE 5		STAGE 3		STAGE 4		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	24 SQ. FT.	CUT AREA	5 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	46 CU. YD.	CUT VOLUME	6 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	5 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	23 CU. YD.	FILL VOLUME	7 CU. YD.

S. SHILOH. DR. NORTH
STA. 1331+50 TO STA. 1331+79

CD41256 2/21/2024
R040846A.DGN

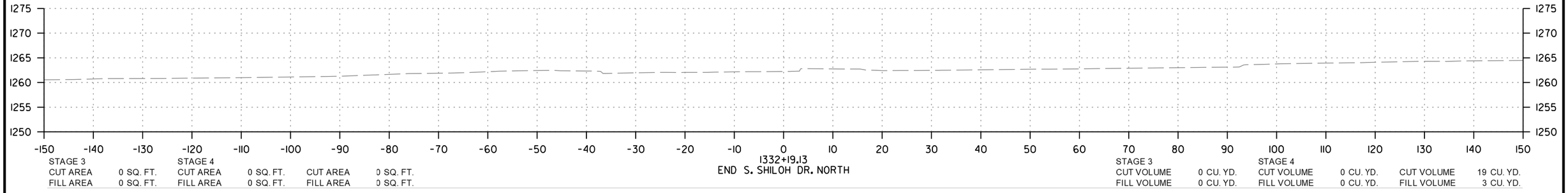
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	763	832
		CROSS SECTIONS				



S. SHILOH. DR. NORTH
STA. 1331+93 TO STA. 1332+02

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	764	832
		CROSS SECTIONS				

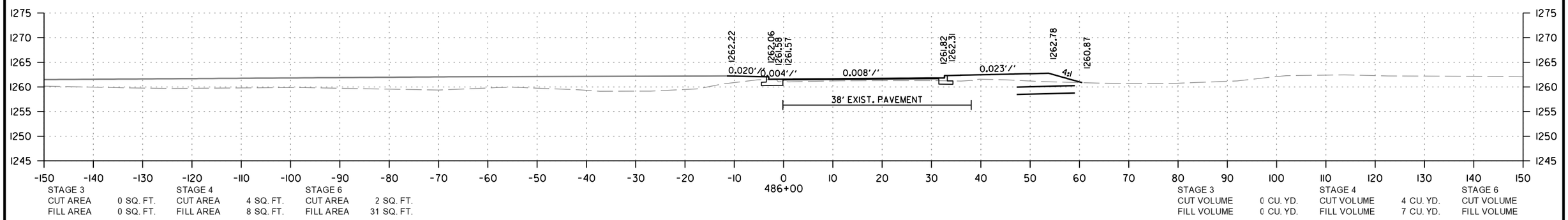


STAGE 3		STAGE 4				STAGE 3		STAGE 4			
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.

S. SHILOH. DR. NORTH
STA. 1332+19 TO STA. 1332+19

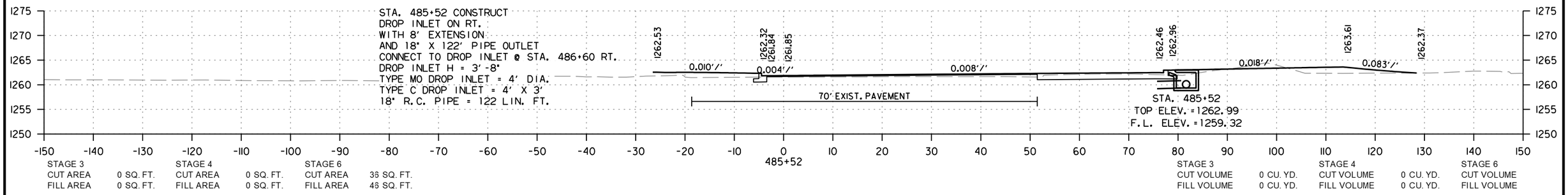
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	765	832
		CROSS SECTIONS				



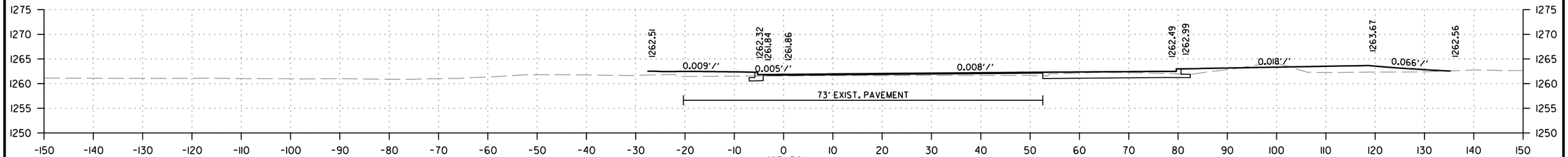
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 4 SQ. FT. FILL AREA 8 SQ. FT.
STAGE 6 CUT AREA 2 SQ. FT. FILL AREA 31 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 4 CU. YD. FILL VOLUME 7 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



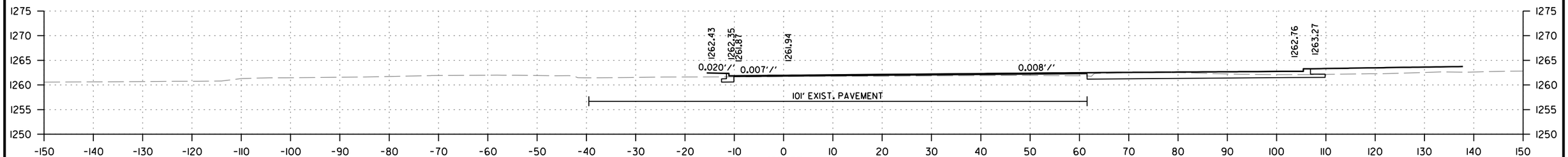
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 36 SQ. FT. FILL AREA 46 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 36 SQ. FT. FILL AREA 55 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



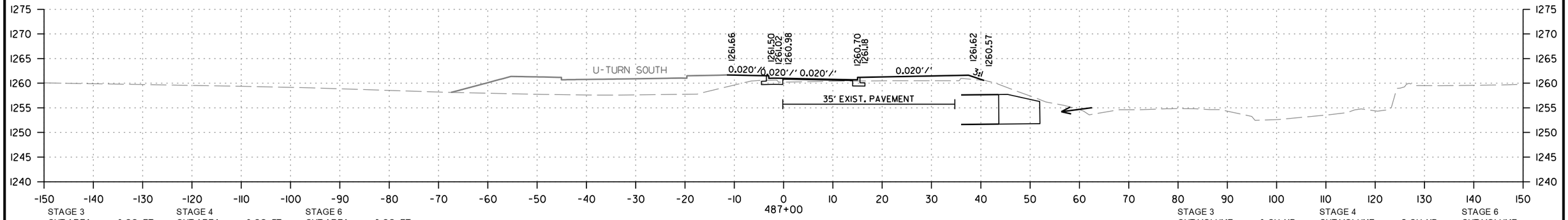
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 6 CUT AREA 47 SQ. FT. FILL AREA 38 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 485+37 TO STA. 486+00

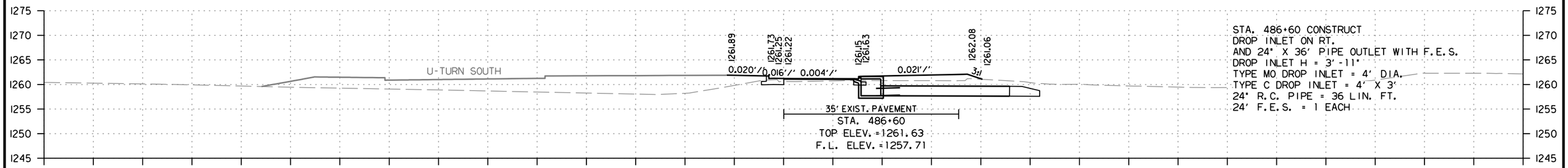
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	766	832
		CROSS SECTIONS				



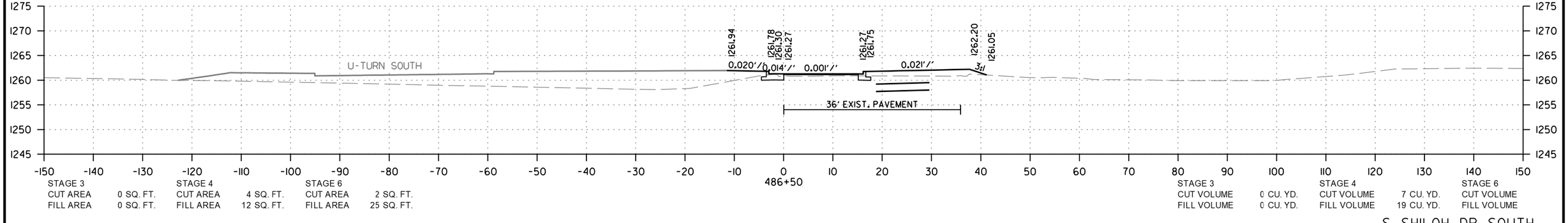
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	21 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	18 CU. YD.	FILL VOLUME	



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	24 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	



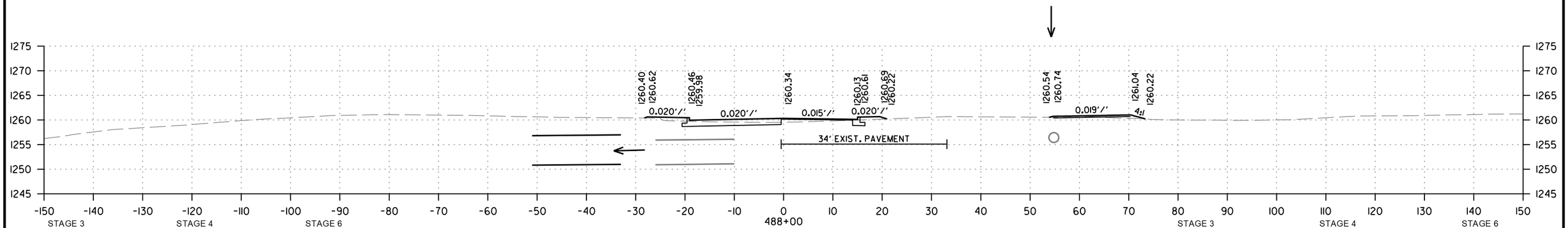
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	25 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	19 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 486+50 TO STA. 487+00

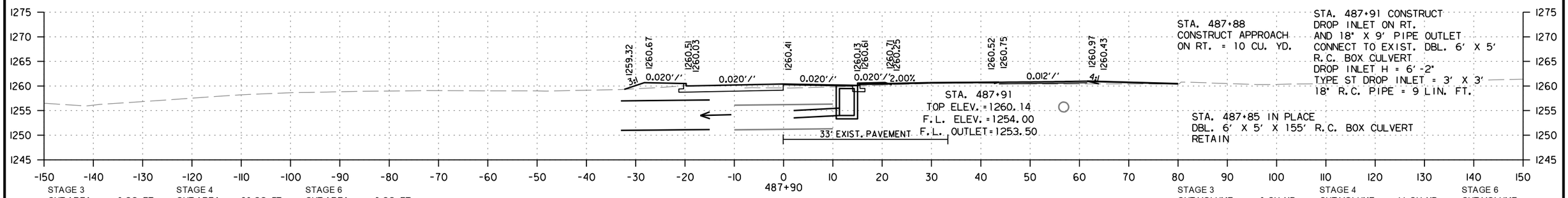
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	767	832
		CROSS SECTIONS				



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	14 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME
FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME



STA. 487+88
CONSTRUCT APPROACH
ON RT. = 10 CU. YD.

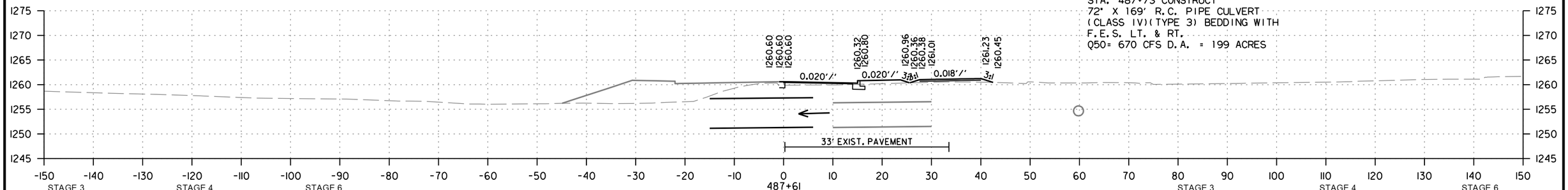
STA. 487+91 CONSTRUCT
DROP INLET ON RT.
AND 18" X 9' PIPE OUTLET
CONNECT TO EXIST. DBL. 6' X 5'
R.C. BOX CULVERT
DROP INLET H = 6'-2"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 9 LIN. FT.

STA. 487+85 IN PLACE
DBL. 6' X 5' X 155' R.C. BOX CULVERT
RETAIN

STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	20 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	6 SQ. FT.

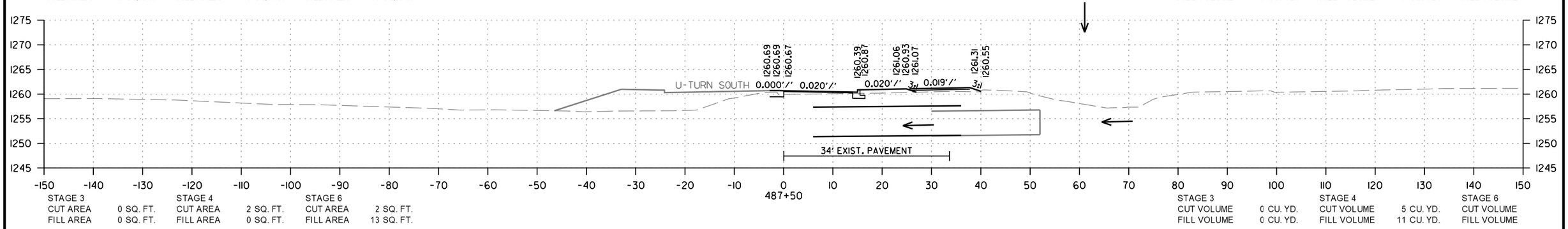
STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME

STA. 487+73 CONSTRUCT
72" X 169' R.C. PIPE CULVERT
(CLASS IV)(TYPE 3) BEDDING WITH
F.E.S. LT. & RT.
Q50= 670 CFS D.A. = 199 ACRES



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	11 SQ. FT.

STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME



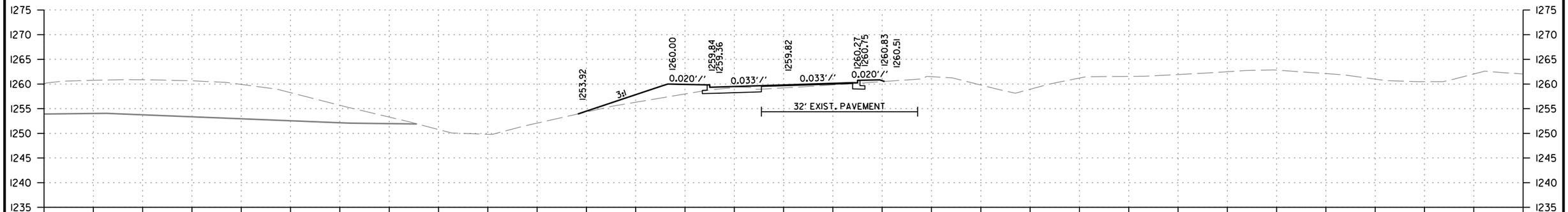
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.

STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	0 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME
FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 487+50 TO STA. 488+00

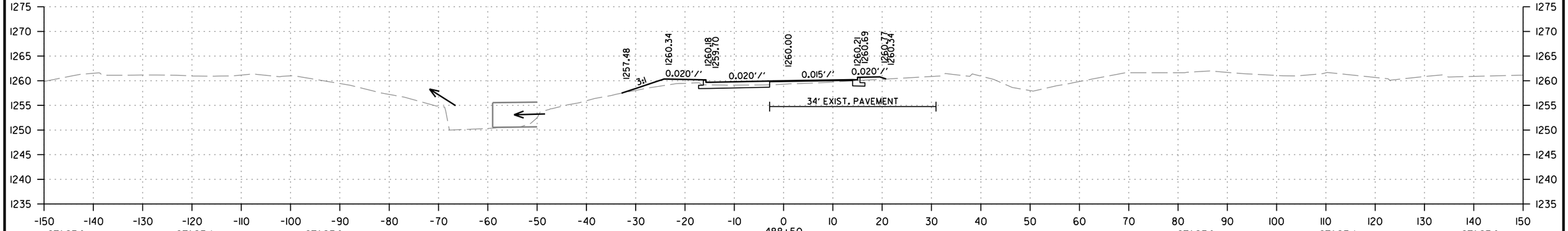
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	768	832
		CROSS SECTIONS				



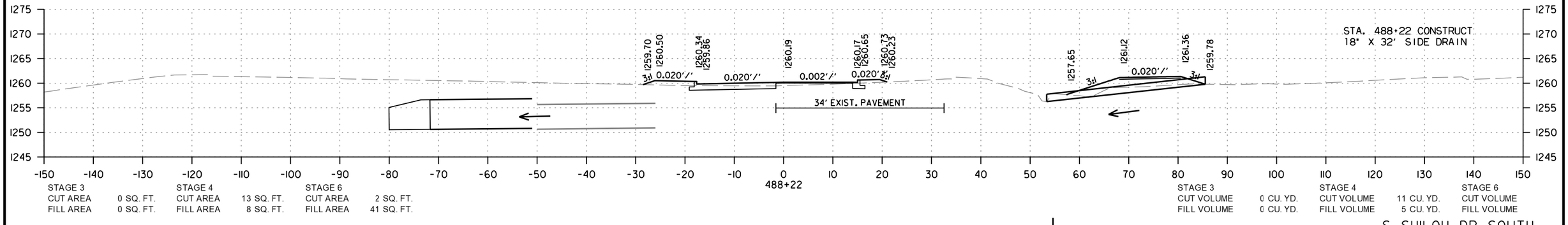
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	36 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	17 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	44 CU. YD.	FILL VOLUME	



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	10 CU. YD.	FILL VOLUME	



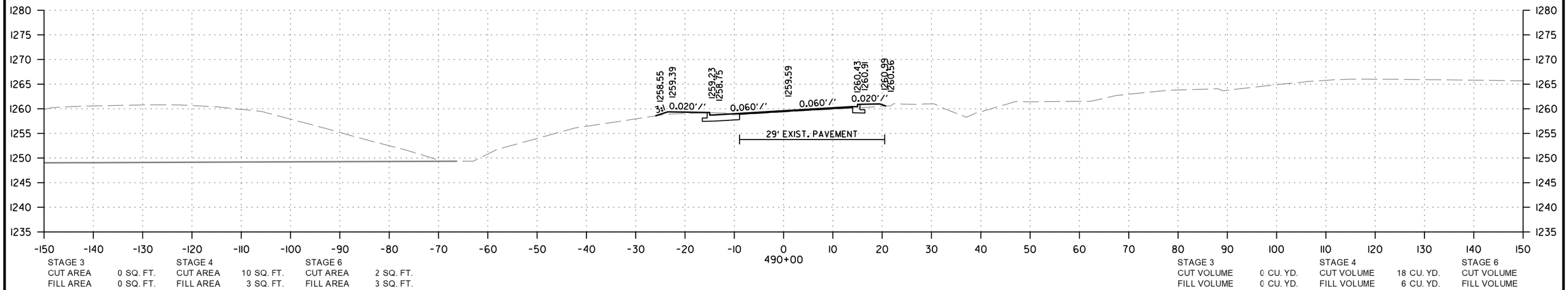
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	41 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 488+22 TO STA. 489+00

CD41256 2/21/2024
R040846ALDGN

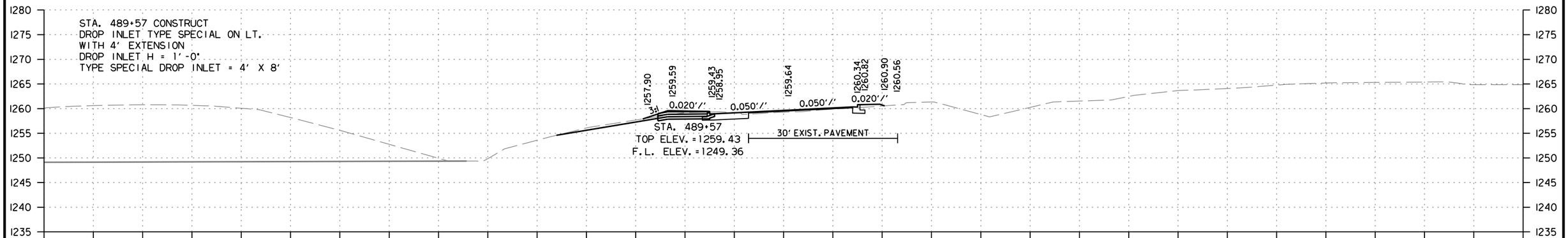
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	769	832
		CROSS SECTIONS				



STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 10 SQ. FT. FILL AREA 3 SQ. FT.
STAGE 6 CUT AREA 2 SQ. FT. FILL AREA 3 SQ. FT.

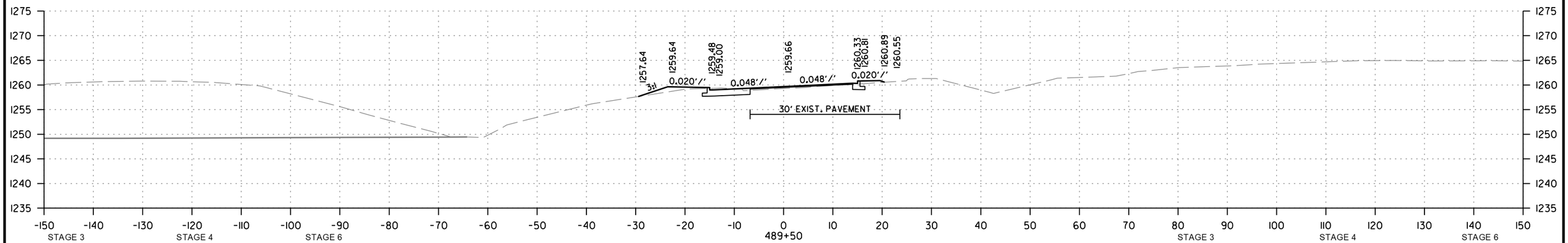
STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 18 CU. YD. FILL VOLUME 6 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

STA. 489+57 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'



STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 12 SQ. FT. FILL AREA 5 SQ. FT.
STAGE 6 CUT AREA 2 SQ. FT. FILL AREA 2 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 3 CU. YD. FILL VOLUME 2 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



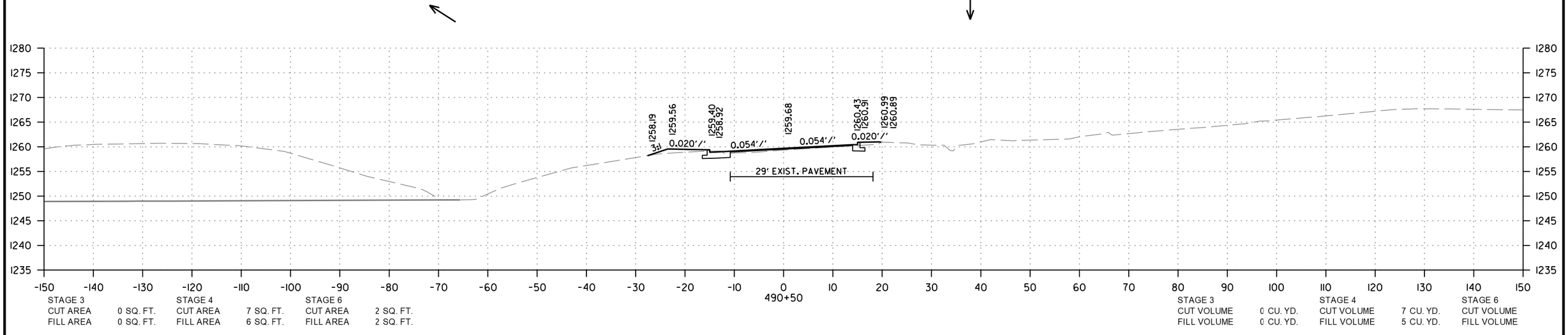
STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 12 SQ. FT. FILL AREA 7 SQ. FT.
STAGE 6 CUT AREA 2 SQ. FT. FILL AREA 2 SQ. FT.

STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 20 CU. YD. FILL VOLUME 40 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 489+50 TO STA. 490+00

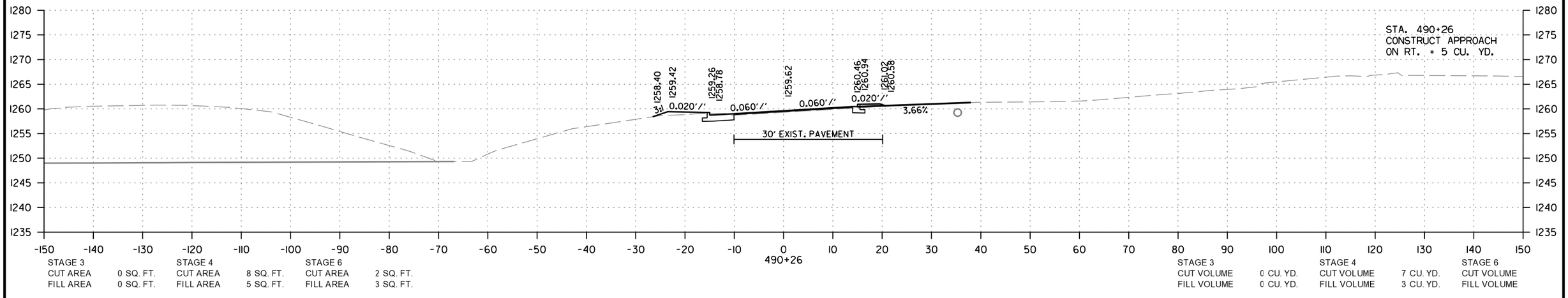
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	770	832
		CROSS SECTIONS				



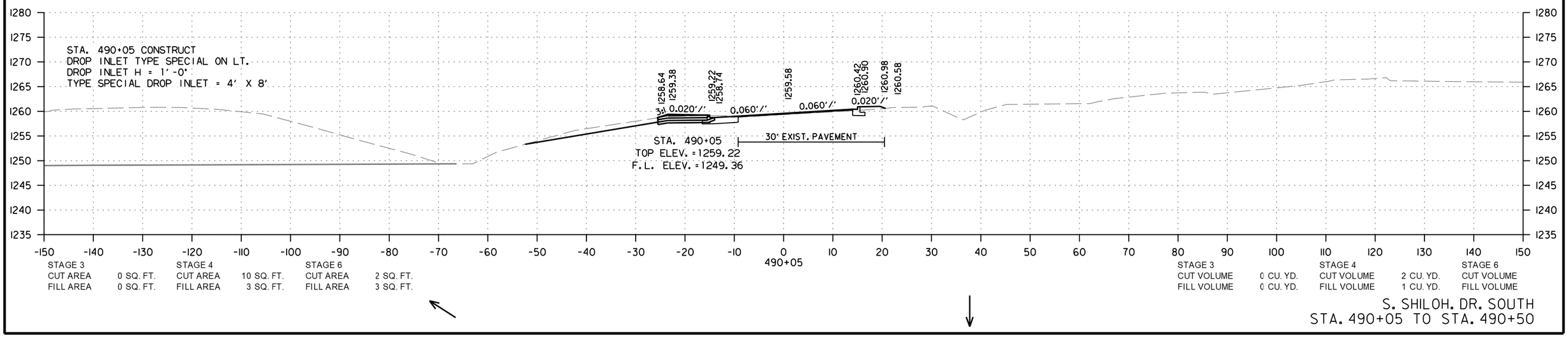
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	



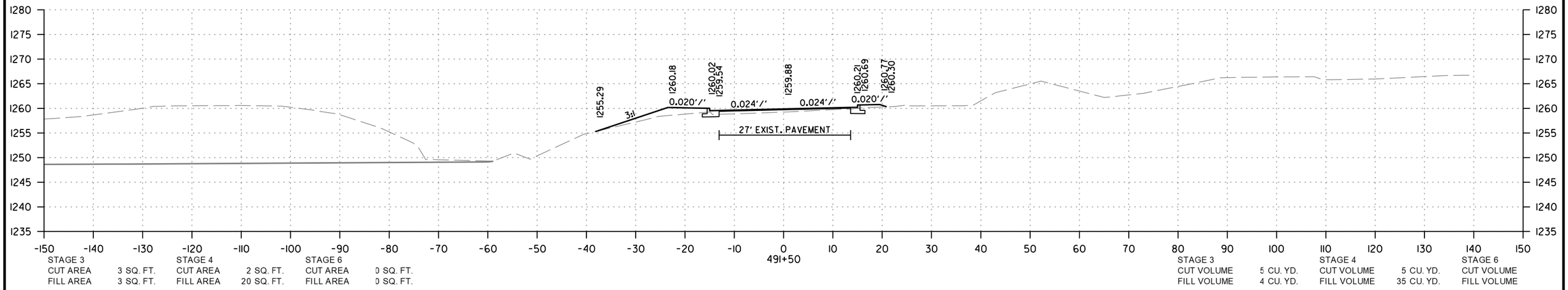
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	10 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	3 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	

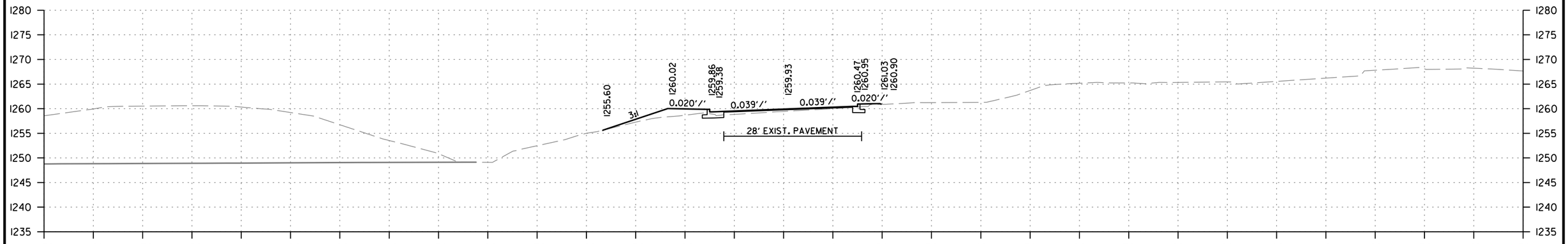
S. SHILOH. DR. SOUTH
STA. 490+05 TO STA. 490+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	771	832
		CROSS SECTIONS				

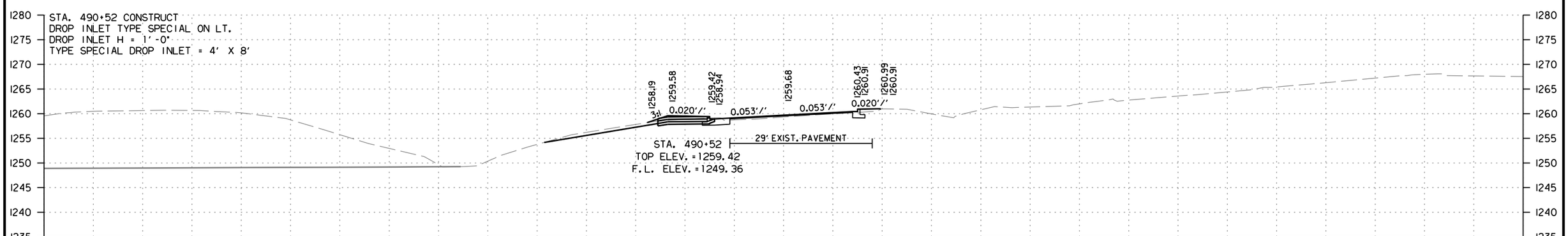


STAGE 3 CUT AREA 3 SQ. FT. FILL AREA 3 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 20 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 3 CUT VOLUME 5 CU. YD. FILL VOLUME 4 CU. YD.
STAGE 4 CUT VOLUME 5 CU. YD. FILL VOLUME 35 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



STAGE 3 CUT AREA 2 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 4 CUT AREA 3 SQ. FT. FILL AREA 18 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 3 CUT VOLUME 2 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 4 CUT VOLUME 8 CU. YD. FILL VOLUME 22 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

STA. 490+52 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

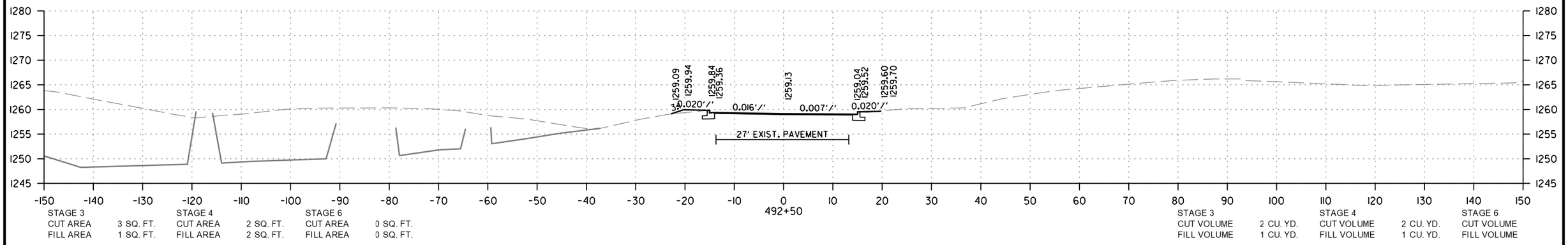


STAGE 3 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 6 SQ. FT. FILL AREA 7 SQ. FT.
STAGE 6 CUT AREA 2 SQ. FT. FILL AREA 2 SQ. FT.
STAGE 3 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 490+52 TO STA. 491+50

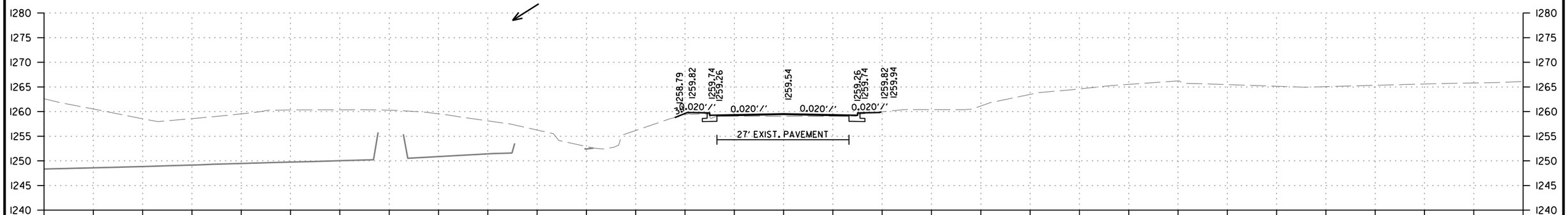
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	772	832
		CROSS SECTIONS				



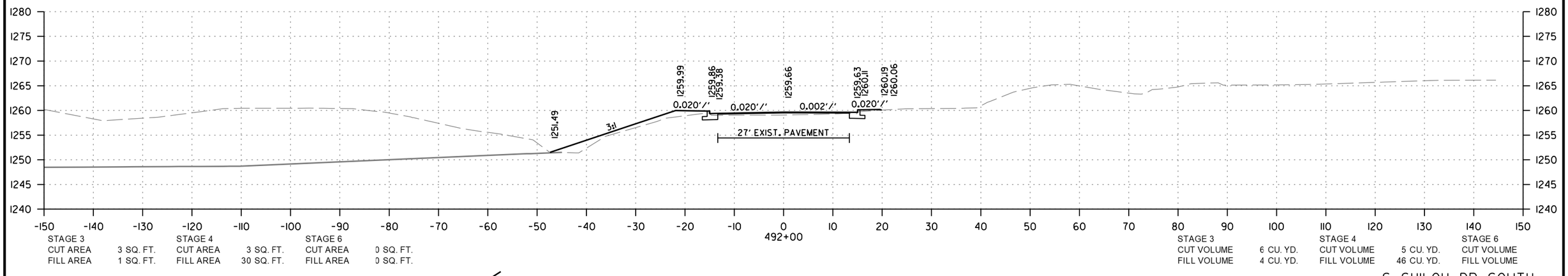
STAGE 3 CUT AREA 3 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 2 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

STAGE 3 CUT VOLUME 2 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 4 CUT VOLUME 2 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



STAGE 3 CUT AREA 3 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 4 CUT AREA 3 SQ. FT. FILL AREA 2 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

STAGE 3 CUT VOLUME 3 CU. YD. FILL VOLUME 1 CU. YD.
STAGE 4 CUT VOLUME 3 CU. YD. FILL VOLUME 18 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



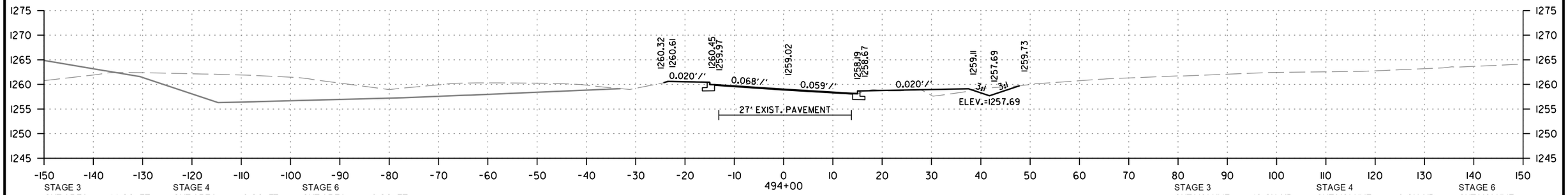
STAGE 3 CUT AREA 3 SQ. FT. FILL AREA 1 SQ. FT.
STAGE 4 CUT AREA 3 SQ. FT. FILL AREA 30 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

STAGE 3 CUT VOLUME 6 CU. YD. FILL VOLUME 4 CU. YD.
STAGE 4 CUT VOLUME 5 CU. YD. FILL VOLUME 46 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 492+00 TO STA. 492+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	773	832
		CROSS SECTIONS				

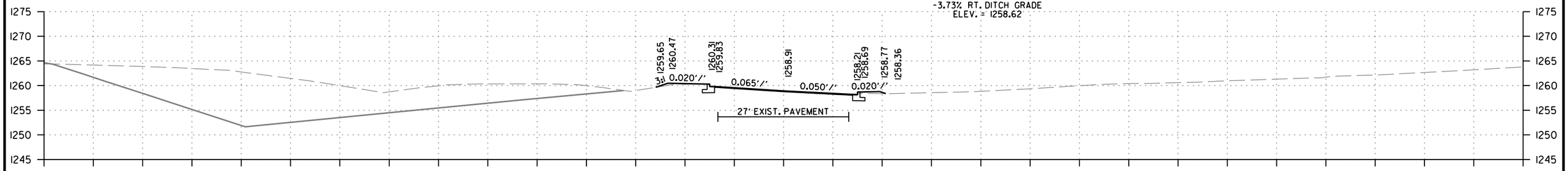


494+00

STAGE 3		STAGE 4		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	9 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	12 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	
FILL VOLUME	10 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	

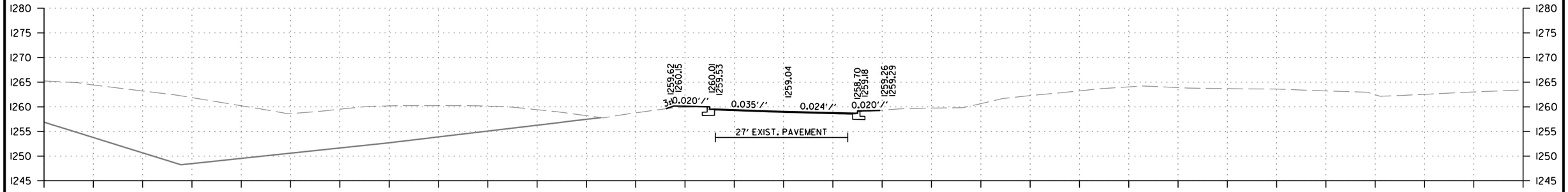
STA. 493+75.00 BEGIN
-3.73% RT. DITCH GRADE
ELEV. = 1258.62



493+50

STAGE 3		STAGE 4		STAGE 6	
CUT AREA	2 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	5 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	
FILL VOLUME	3 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	



493+00

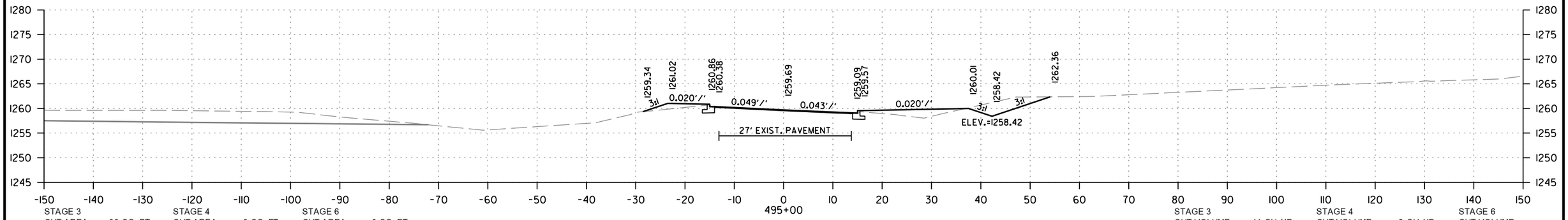
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	6 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	
FILL VOLUME	2 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 493+00 TO STA. 494+00

CD41256 2/21/2024
R040846A.DGN

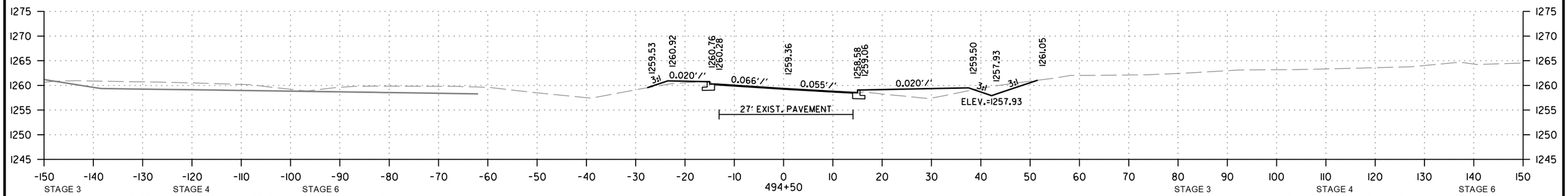
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	774	832
		CROSS SECTIONS				



495+00

STAGE 3		STAGE 4		STAGE 6	
CUT AREA	30 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	20 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	41 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	
FILL VOLUME	44 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	



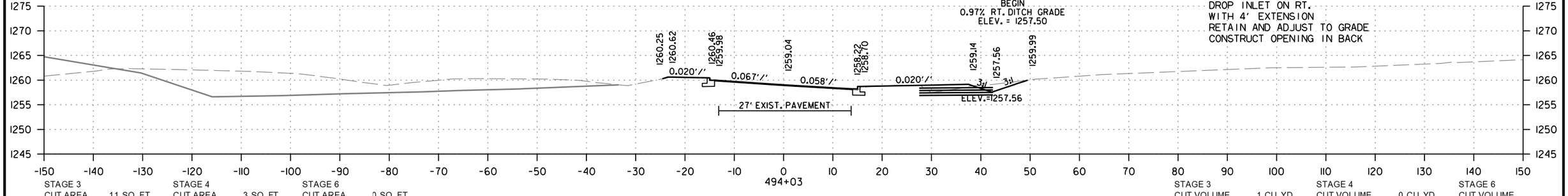
494+50

STAGE 3		STAGE 4		STAGE 6	
CUT AREA	14 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	27 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	22 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	
FILL VOLUME	32 CU. YD.	FILL VOLUME	4 CU. YD.	FILL VOLUME	

STA. 494+05.00 END
-3.73% RT. DITCH GRADE
BEGIN
0.97% RT. DITCH GRADE
ELEV. = 1257.50

STA. 494+03 IN PLACE
DROP INLET ON RT.
WITH 4' EXTENSION
RETAIN AND ADJUST TO GRADE
CONSTRUCT OPENING IN BACK



494+03

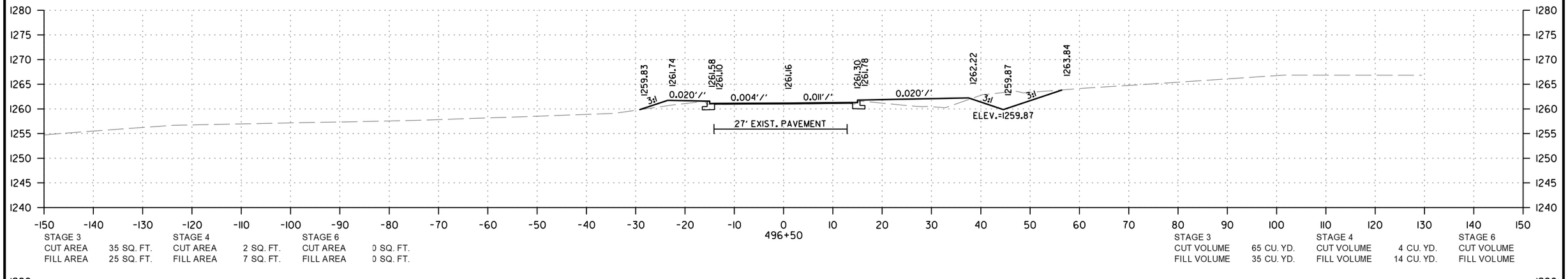
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	11 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	10 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	
FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 494+03 TO STA. 495+00

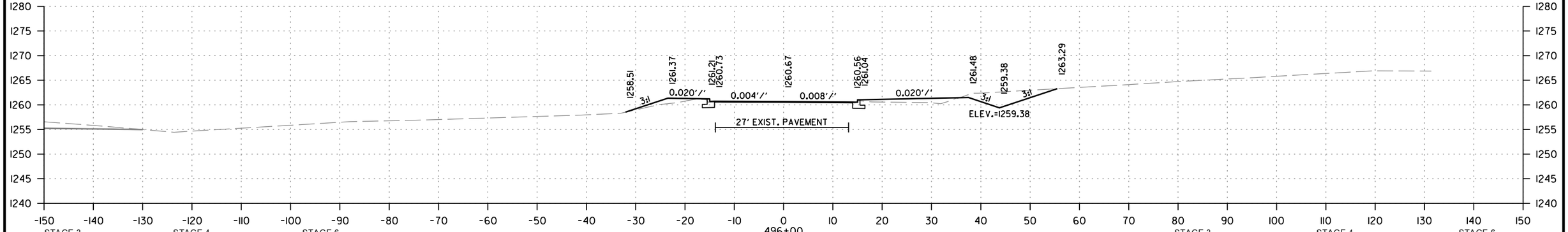
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	775	832
		CROSS SECTIONS				



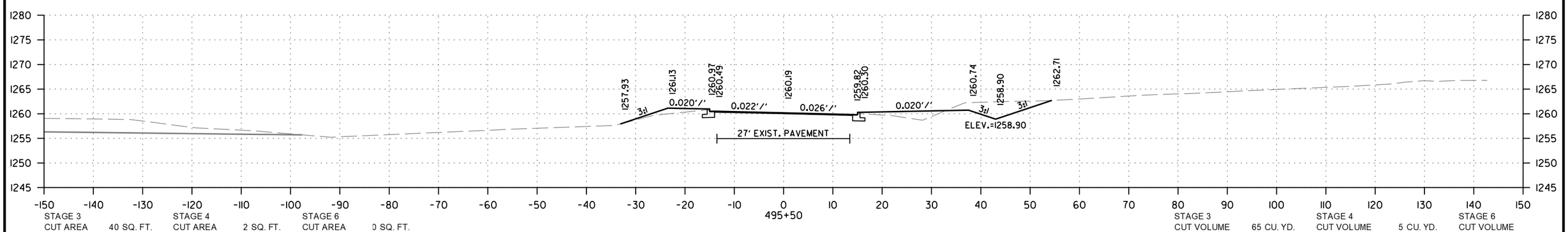
STAGE 3 — CUT AREA 35 SQ. FT. — FILL AREA 25 SQ. FT.
STAGE 4 — CUT AREA 2 SQ. FT. — FILL AREA 7 SQ. FT.
STAGE 6 — CUT AREA 0 SQ. FT. — FILL AREA 0 SQ. FT.

STAGE 3 — CUT VOLUME 65 CU. YD. — FILL VOLUME 35 CU. YD.
STAGE 4 — CUT VOLUME 4 CU. YD. — FILL VOLUME 14 CU. YD.
STAGE 6 — CUT VOLUME — FILL VOLUME



STAGE 3 — CUT AREA 35 SQ. FT. — FILL AREA 13 SQ. FT.
STAGE 4 — CUT AREA 2 SQ. FT. — FILL AREA 8 SQ. FT.
STAGE 6 — CUT AREA 0 SQ. FT. — FILL AREA 0 SQ. FT.

STAGE 3 — CUT VOLUME 69 CU. YD. — FILL VOLUME 27 CU. YD.
STAGE 4 — CUT VOLUME 4 CU. YD. — FILL VOLUME 16 CU. YD.
STAGE 6 — CUT VOLUME — FILL VOLUME



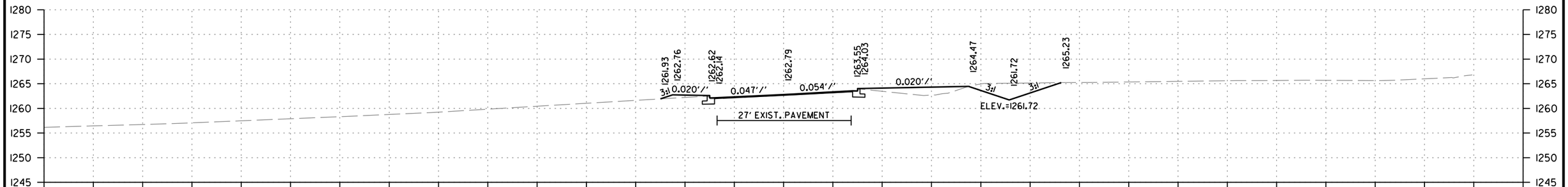
STAGE 3 — CUT AREA 40 SQ. FT. — FILL AREA 16 SQ. FT.
STAGE 4 — CUT AREA 2 SQ. FT. — FILL AREA 9 SQ. FT.
STAGE 6 — CUT AREA 0 SQ. FT. — FILL AREA 0 SQ. FT.

STAGE 3 — CUT VOLUME 65 CU. YD. — FILL VOLUME 33 CU. YD.
STAGE 4 — CUT VOLUME 5 CU. YD. — FILL VOLUME 16 CU. YD.
STAGE 6 — CUT VOLUME — FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 495+50 TO STA. 496+50

CD41256 2/21/2024
R040846A.DGN

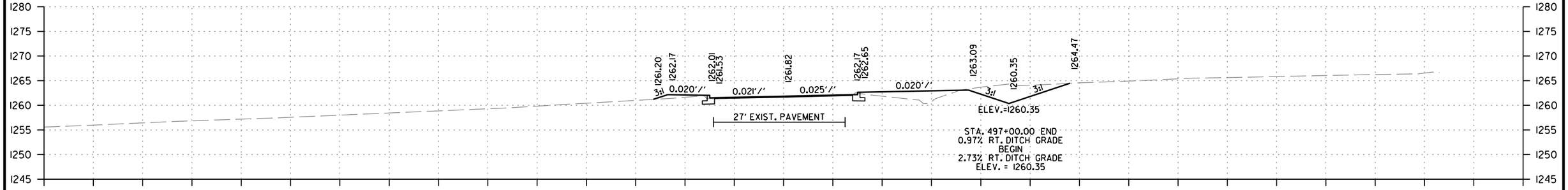
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	776	832
		CROSS SECTIONS				



STAGE 3 CUT AREA 36 SQ. FT. FILL AREA 22 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 4 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

497+50

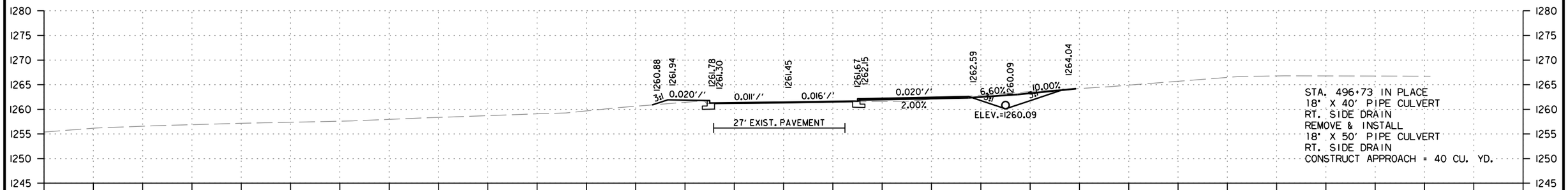
STAGE 3 CUT VOLUME 73 CU. YD. FILL VOLUME 43 CU. YD.
STAGE 4 CUT VOLUME 4 CU. YD. FILL VOLUME 8 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



STAGE 3 CUT AREA 43 SQ. FT. FILL AREA 24 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 5 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

497+00

STAGE 3 CUT VOLUME 38 CU. YD. FILL VOLUME 17 CU. YD.
STAGE 4 CUT VOLUME 2 CU. YD. FILL VOLUME 5 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME



STAGE 3 CUT AREA 33 SQ. FT. FILL AREA 10 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 5 SQ. FT.
STAGE 6 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

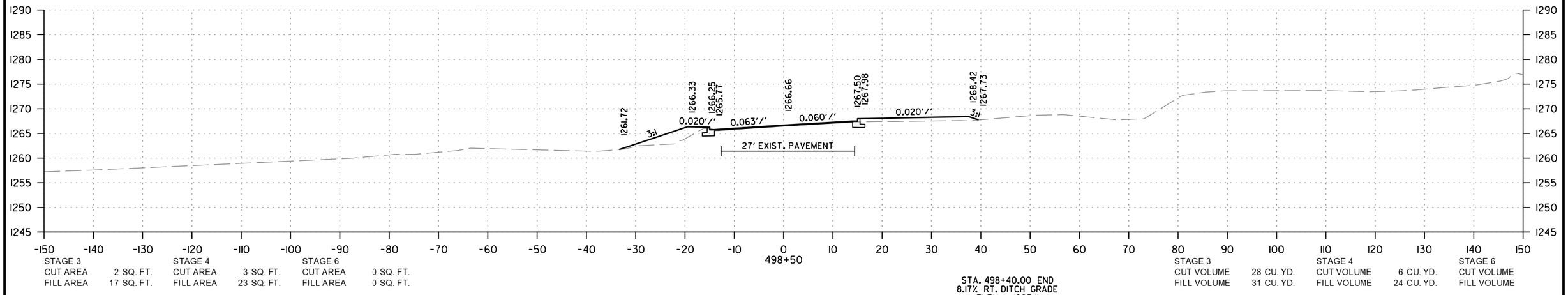
496+73

STAGE 3 CUT VOLUME 29 CU. YD. FILL VOLUME 15 CU. YD.
STAGE 4 CUT VOLUME 2 CU. YD. FILL VOLUME 5 CU. YD.
STAGE 6 CUT VOLUME FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 496+73 TO STA. 497+50

CD41256 2/21/2024
R040846A.DGN

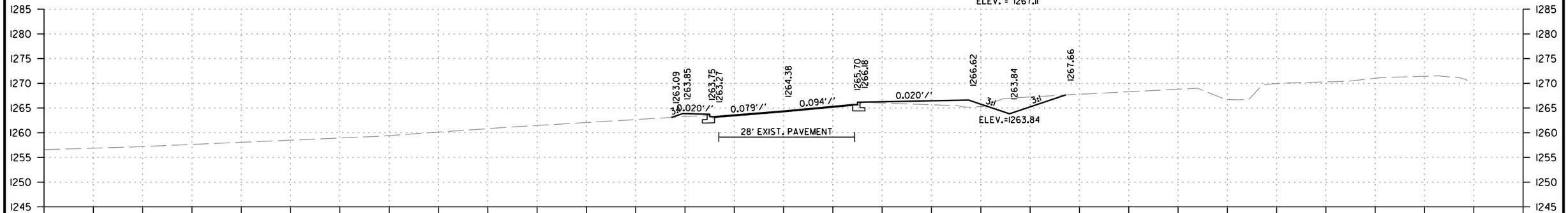
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	777	832
		CROSS SECTIONS				



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	2 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	17 SQ. FT.	FILL AREA	23 SQ. FT.	FILL AREA	0 SQ. FT.

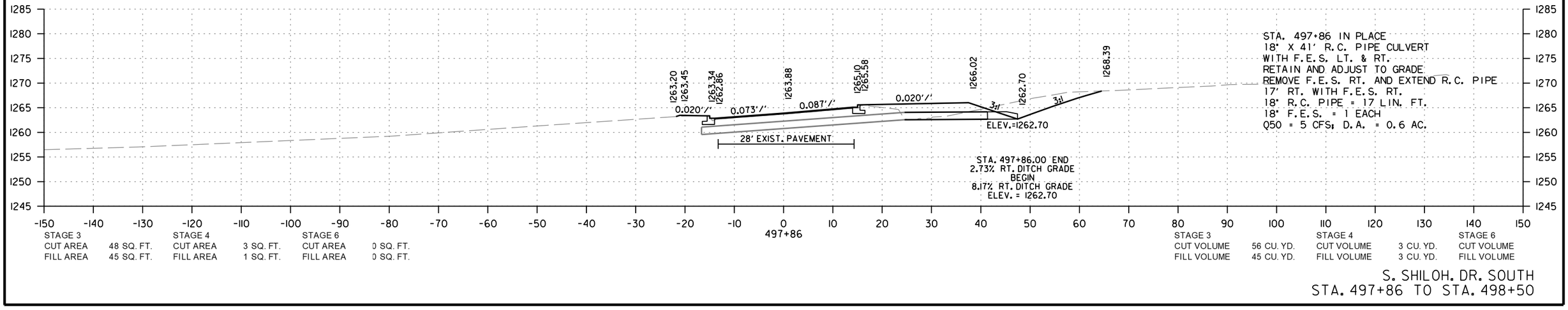
STA. 498+40.00 END
8.17% RT. DITCH GRADE
ELEV. = 1267.11

STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	28 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME
FILL VOLUME	31 CU. YD.	FILL VOLUME	24 CU. YD.	FILL VOLUME



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	28 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	17 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	20 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME
FILL VOLUME	16 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME



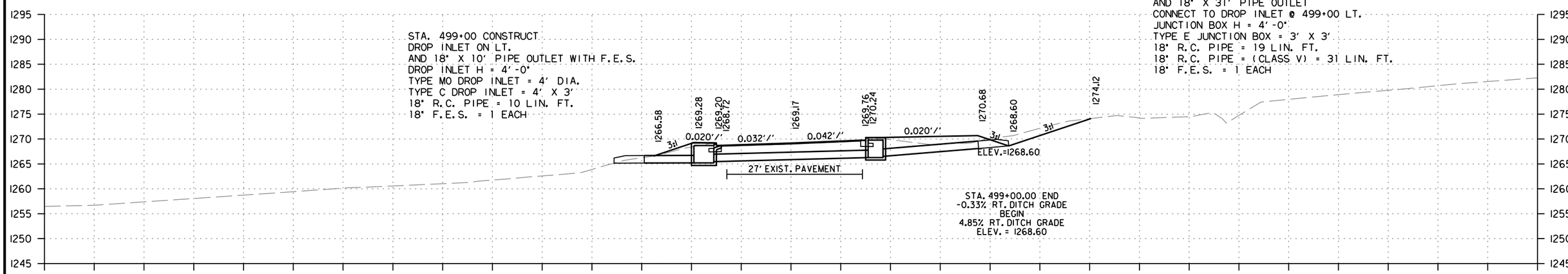
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	48 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	45 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6
CUT VOLUME	56 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME
FILL VOLUME	45 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME

S. SHILOH. DR. SOUTH
STA. 497+86 TO STA. 498+50

CD41256 2/21/2024
R040846A.DGN

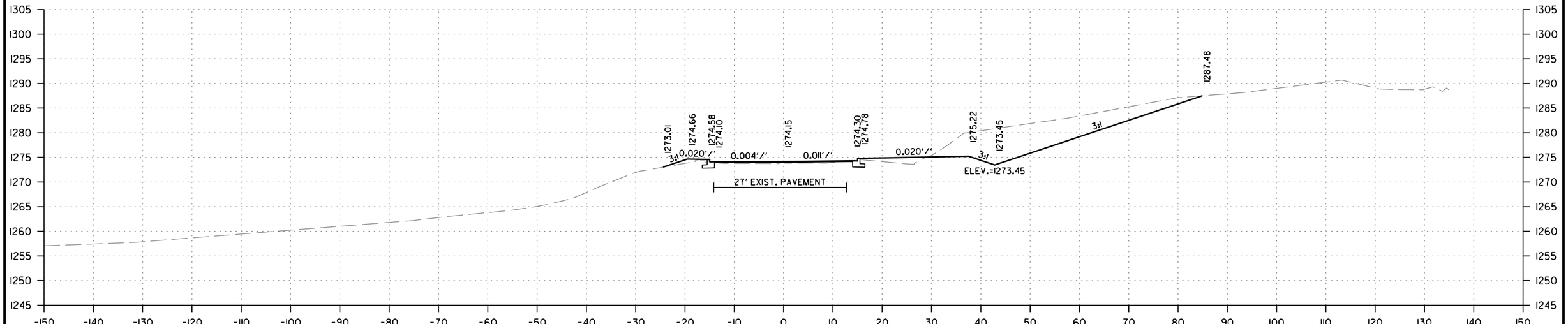
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	778	832
		CROSS SECTIONS				



S. SHILOH. DR. SOUTH
STA. 498+58 TO STA. 499+00

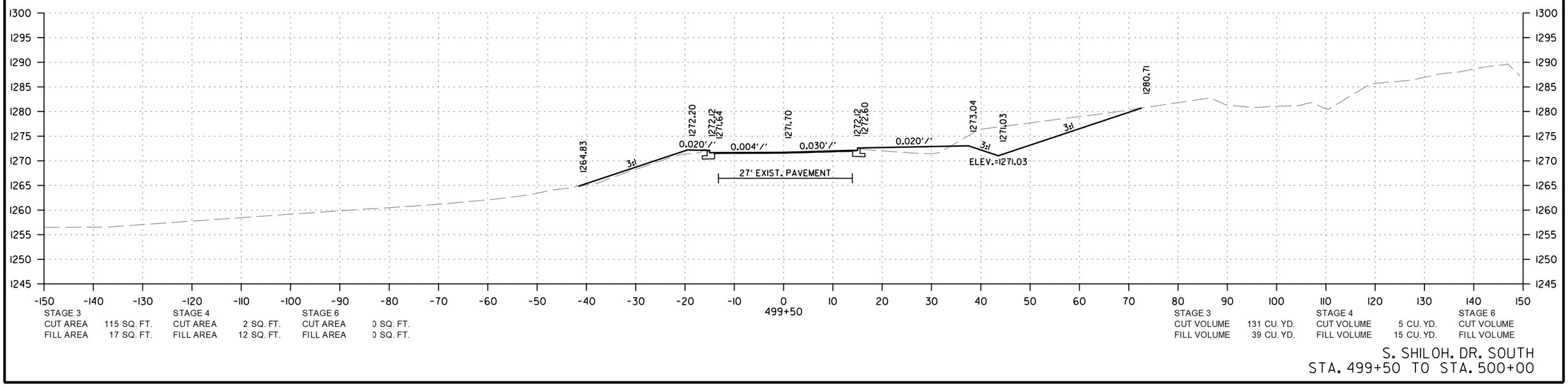
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	779	832
		CROSS SECTIONS				



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	213 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	11 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	304 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	
FILL VOLUME	26 CU. YD.	FILL VOLUME	15 CU. YD.	FILL VOLUME	



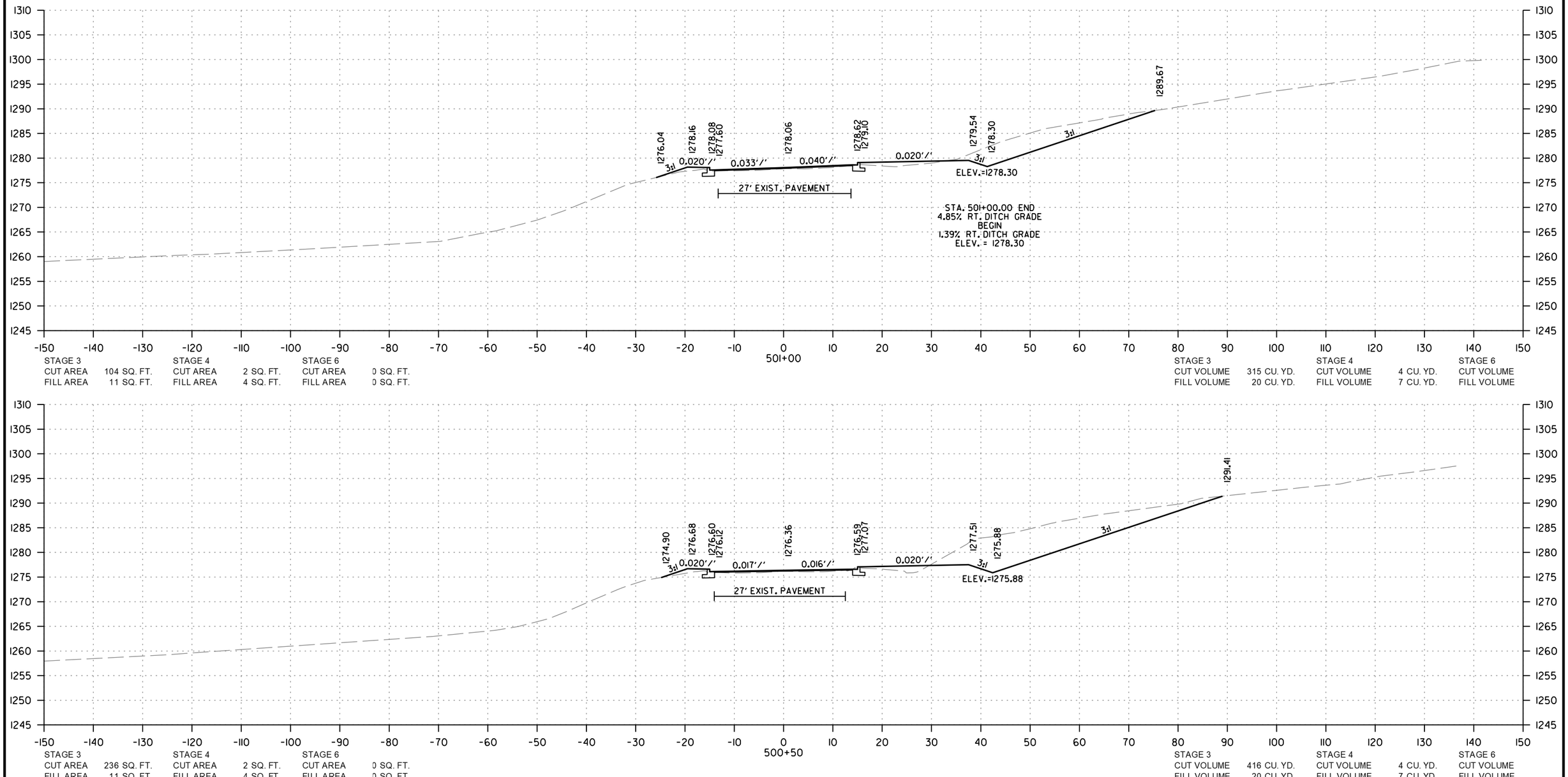
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	115 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	17 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	131 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	
FILL VOLUME	39 CU. YD.	FILL VOLUME	15 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 499+50 TO STA. 500+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	780	832
		CROSS SECTIONS				



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	104 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	11 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	315 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	
FILL VOLUME	20 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	

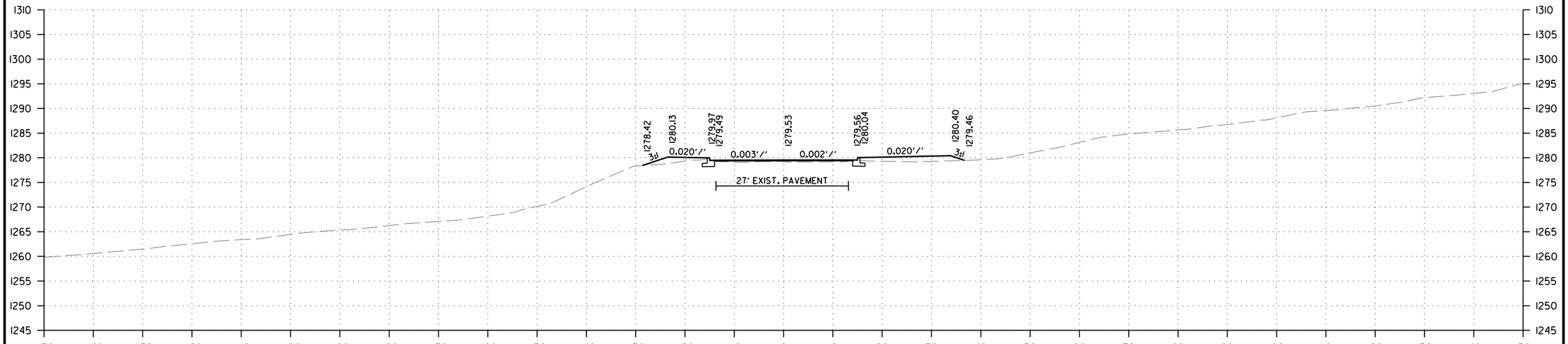
STAGE 3		STAGE 4		STAGE 6	
CUT AREA	236 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	11 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	416 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	
FILL VOLUME	20 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 500+50 TO STA. 501+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	781	832
		CROSS SECTIONS				

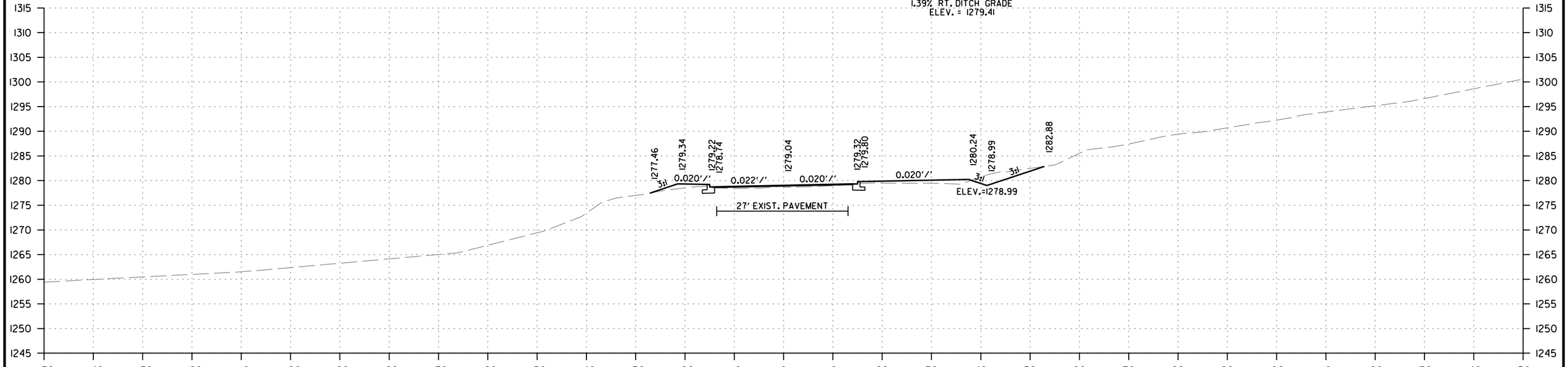


STAGE 3		STAGE 4		STAGE 6	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	19 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

502+00

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	20 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	
FILL VOLUME	30 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	

STA. 501+80.00 END
1.39% RT. DITCH GRADE
ELEV. = 1279.41



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	20 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	13 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

501+50

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	115 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	
FILL VOLUME	22 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 501+50 TO STA. 502+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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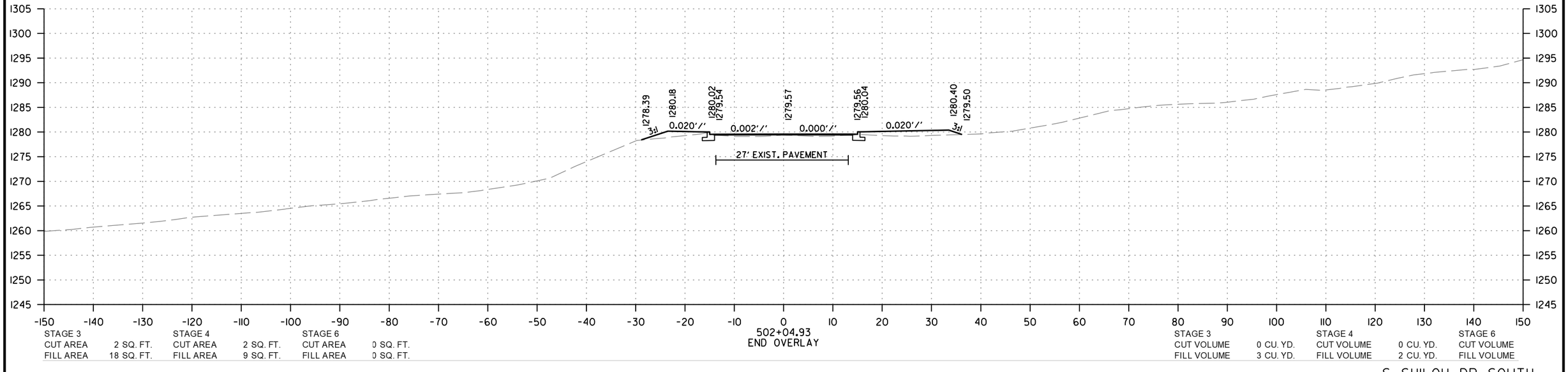
		CROSS SECTIONS				



STAGE 3		STAGE 4		STAGE 6	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	18 SQ. FT.	FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 3		STAGE 4		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	
FILL VOLUME	3 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	

S. SHILOH. DR. SOUTH
STA. 502+04.93

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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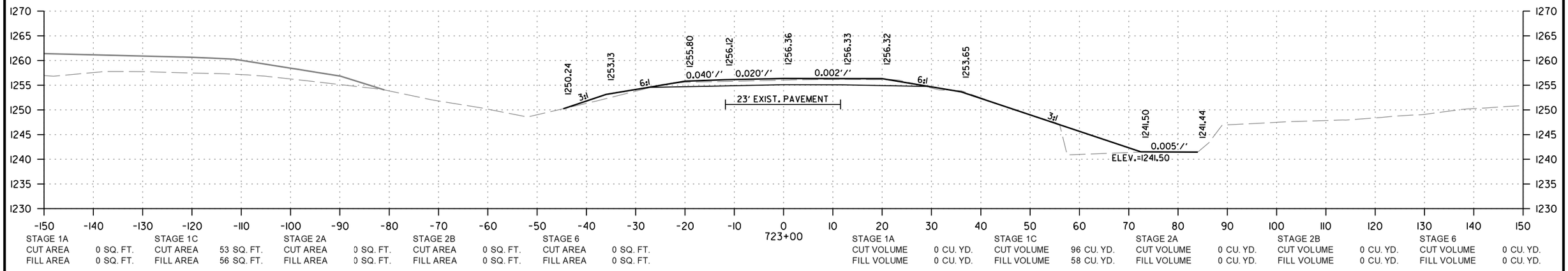
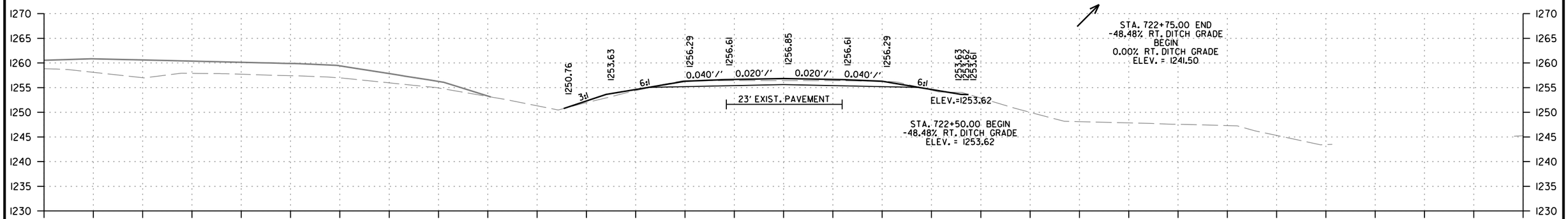
		CROSS SECTIONS				



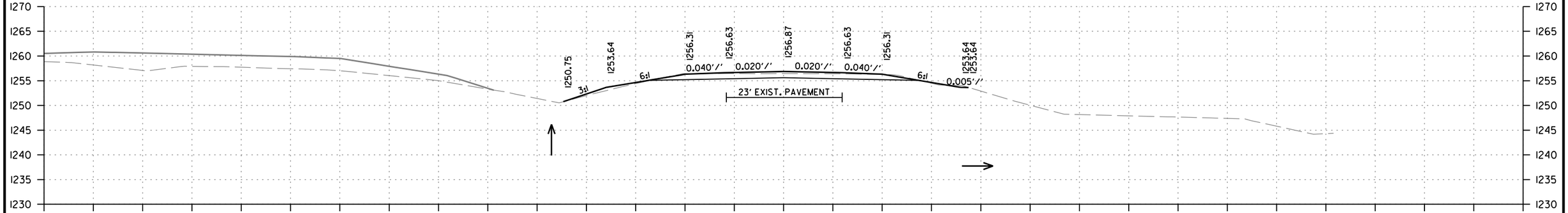
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	53 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	56 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	96 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	58 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	51 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	3 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.	FILL VOLUME	0 CU. YD.



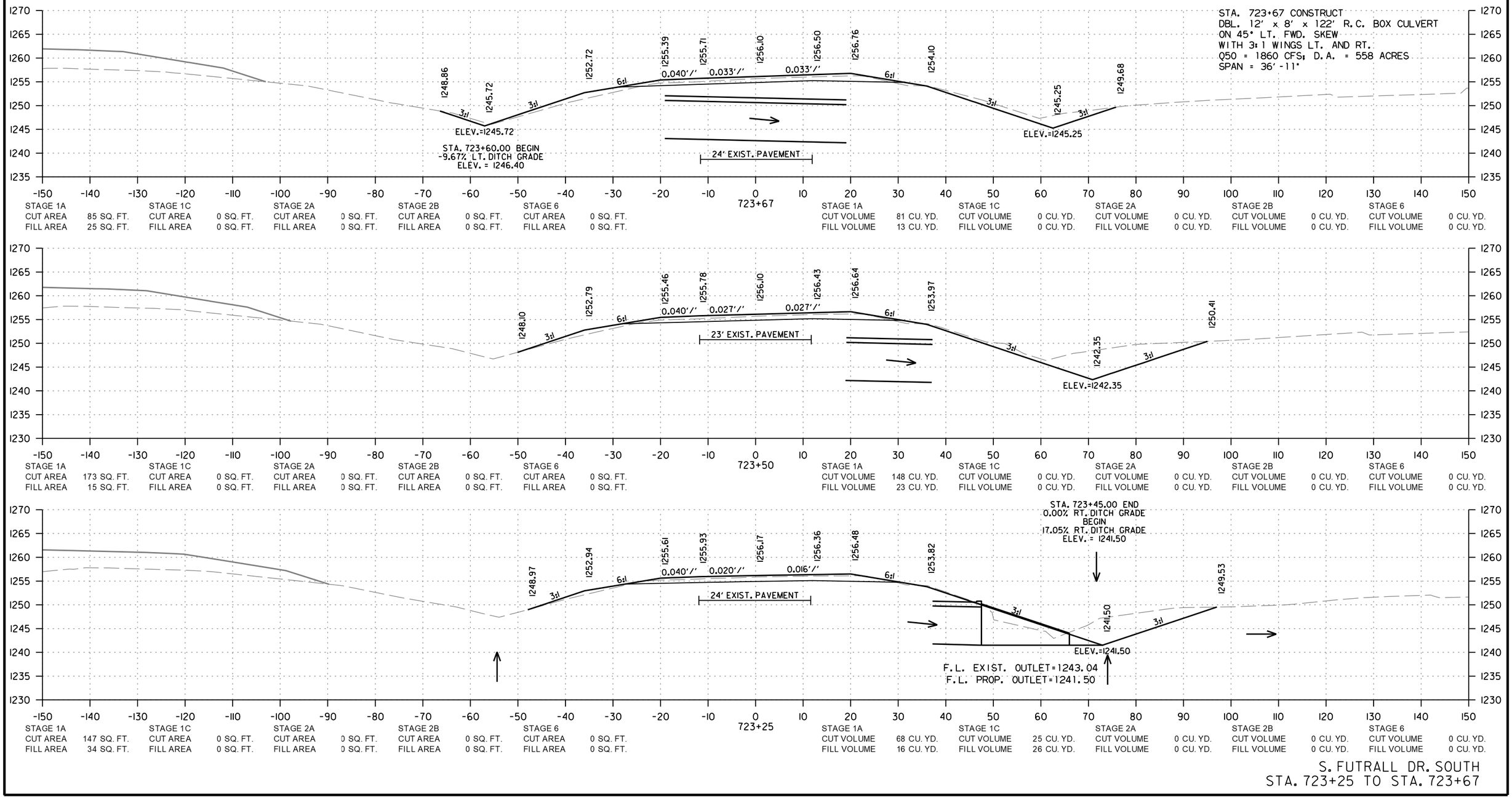
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	51 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	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.	FILL VOLUME	0 CU. YD.

S. FUTRALL DR. SOUTH
STA. 722+48 TO STA. 723+00

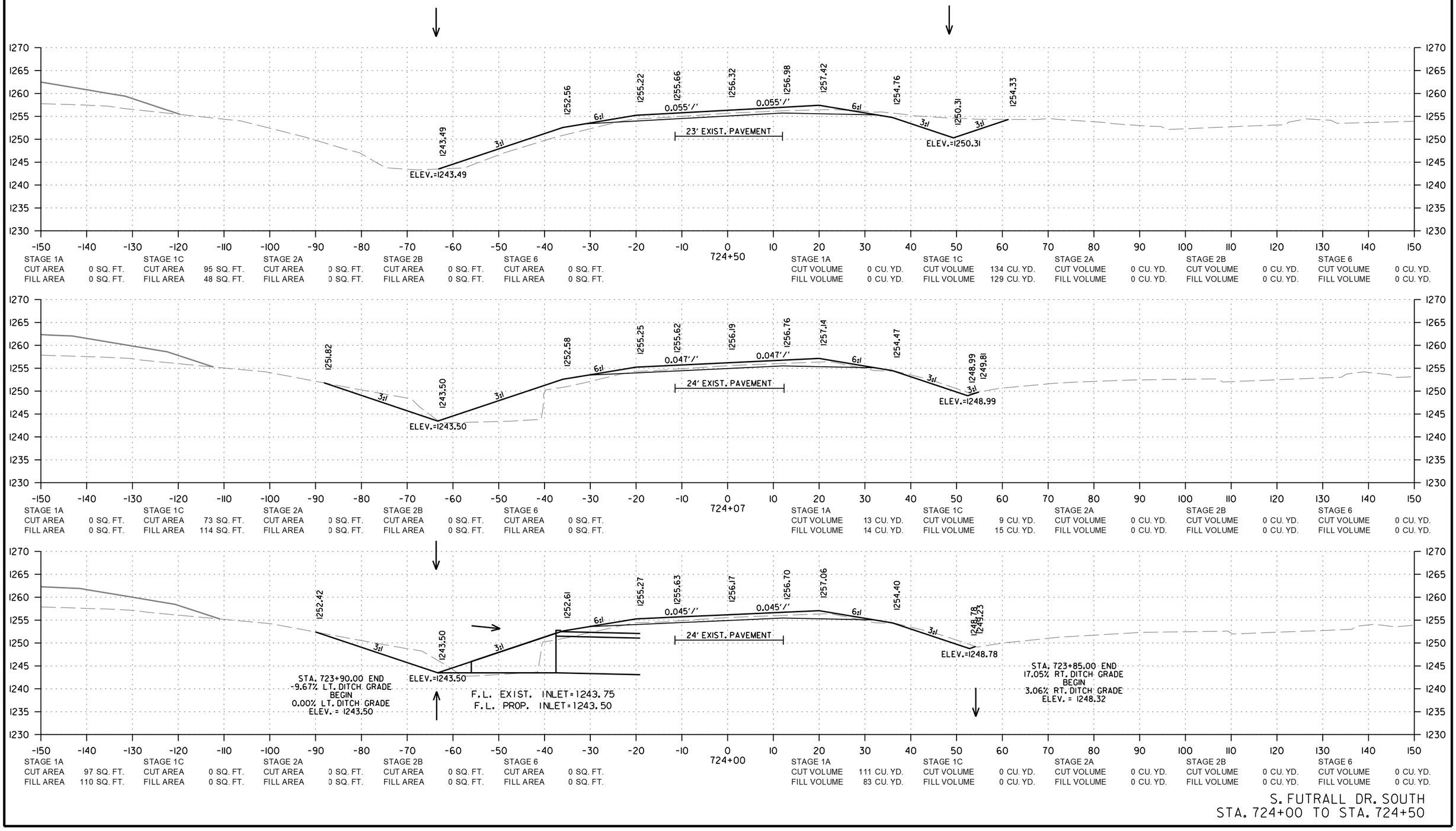
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	784	832
		CROSS SECTIONS				



CD41256 2/21/2024
R040846A.DGN

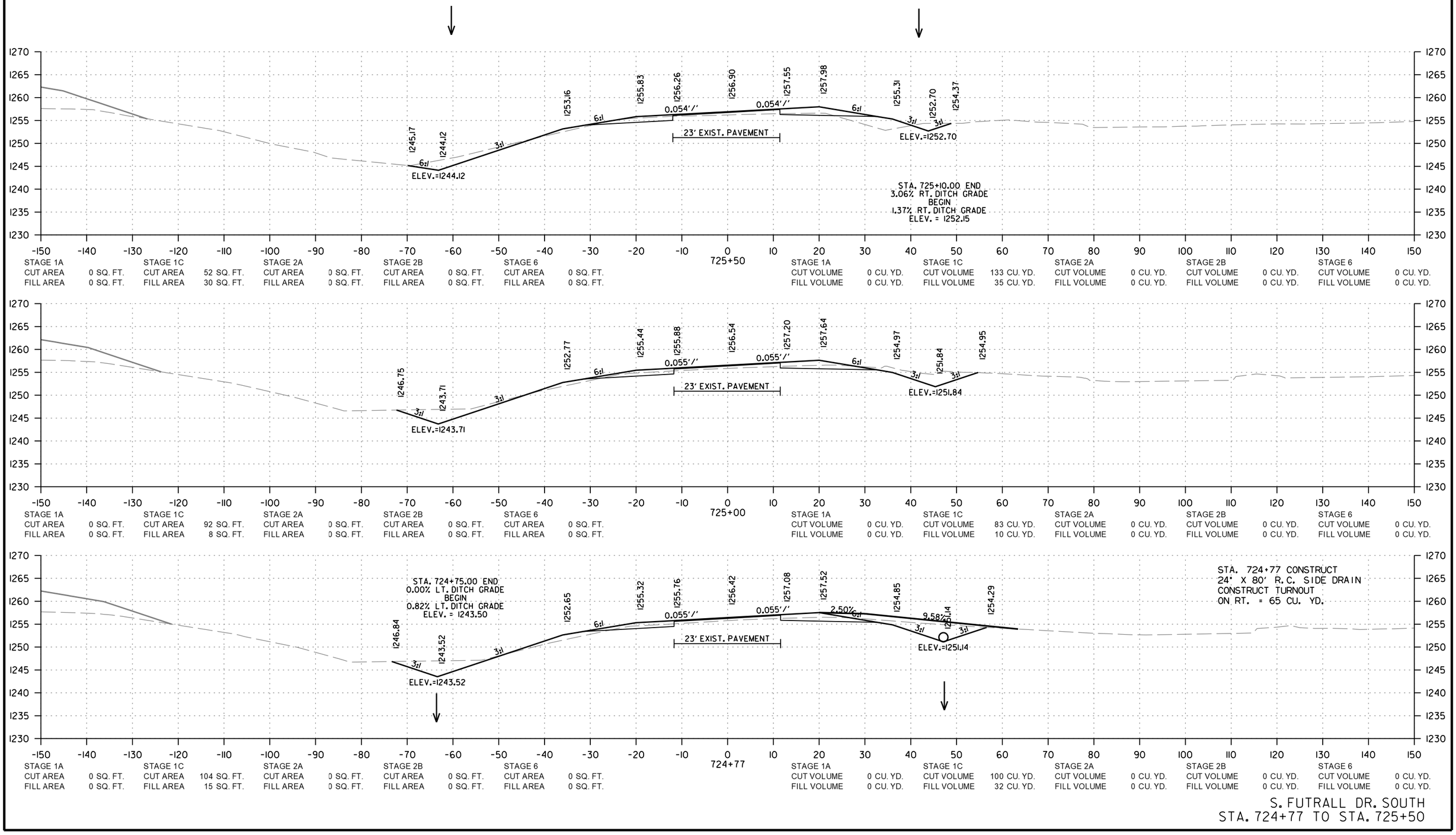
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	785	832
		CROSS SECTIONS				



S. FUTRALL DR. SOUTH
STA. 724+00 TO STA. 724+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	786	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	52 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	30 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	133 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	35 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	92 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	83 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	10 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

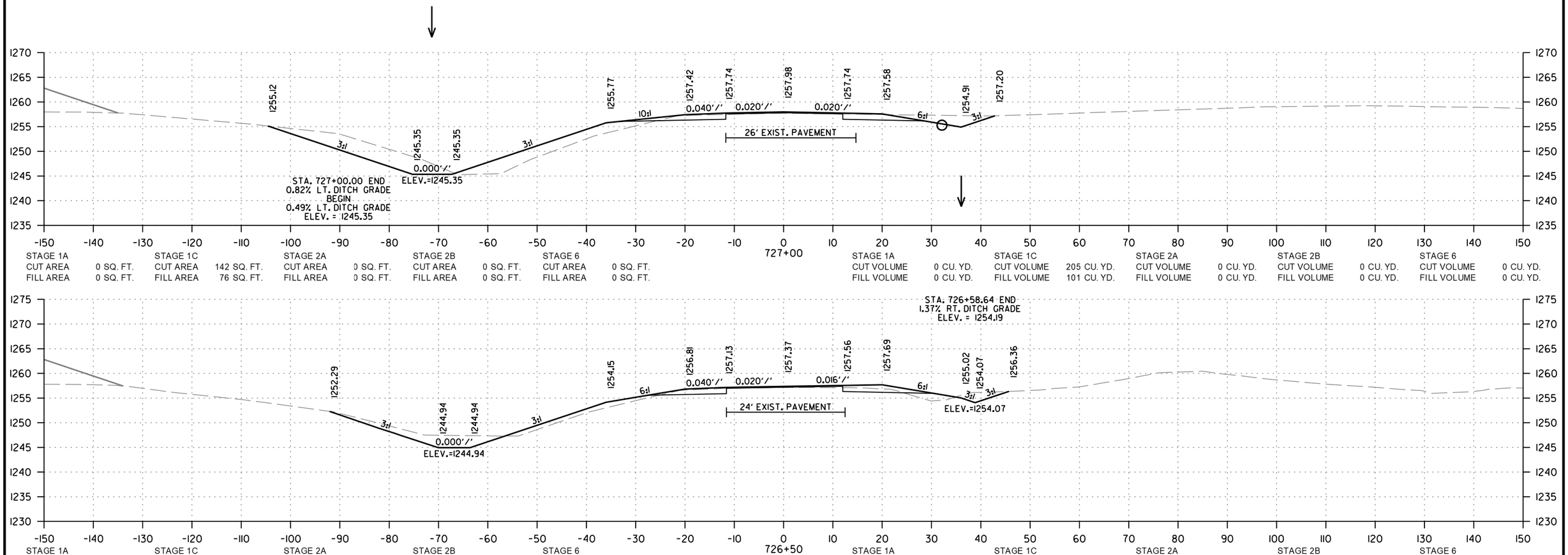
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	104 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	15 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	100 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	32 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

S. FUTRALL DR. SOUTH
STA. 724+77 TO STA. 725+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	787	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	142 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	76 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	205 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	101 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	79 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	33 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	116 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	51 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

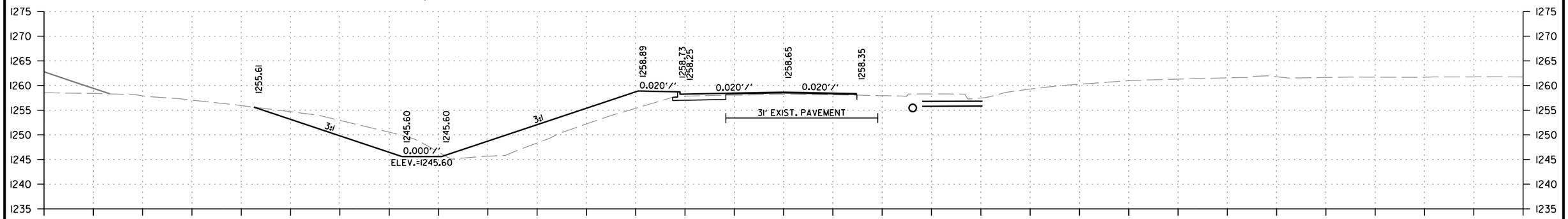
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	46 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	22 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	91 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	48 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

CD41256 2/21/2024
R040846A.DGN

S. FUTRALL DR. SOUTH
STA. 726+00 TO STA. 727+00

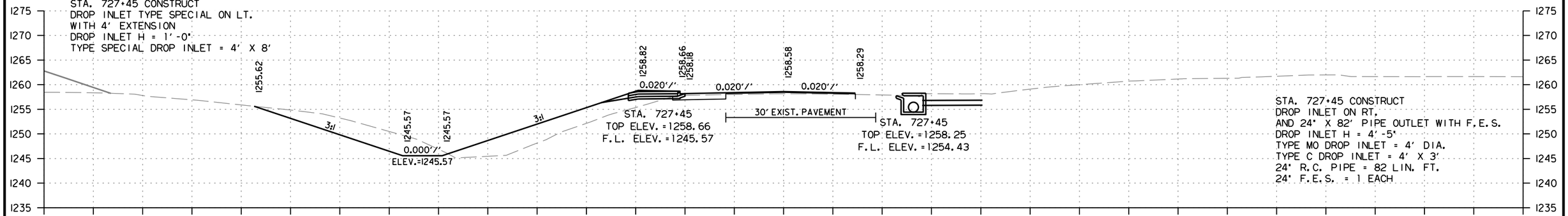
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	788	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	109 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	21 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	138 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.

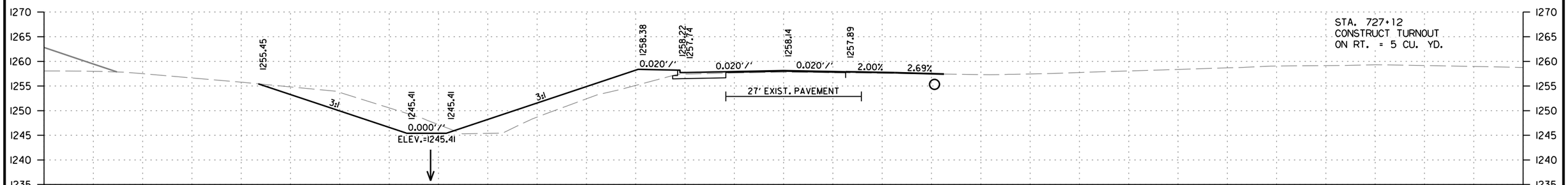
727+50

STA. 727+45 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	114 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	141 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	139 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	155 CU. YD.	FILL VOLUME	0 CU. YD.

727+45



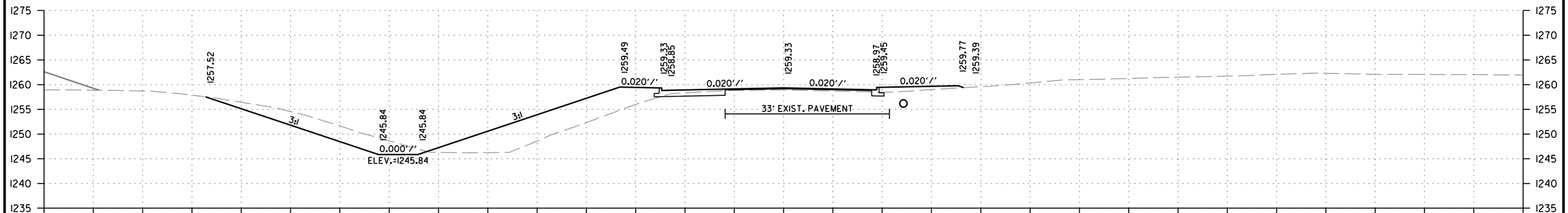
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	117 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	32 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	26 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	115 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	26 CU. YD.	FILL VOLUME	0 CU. YD.

727+12

S. FUTRALL DR. SOUTH
STA. 727+12 TO STA. 727+50

CD41256 2/21/2024
R040846A.DGN

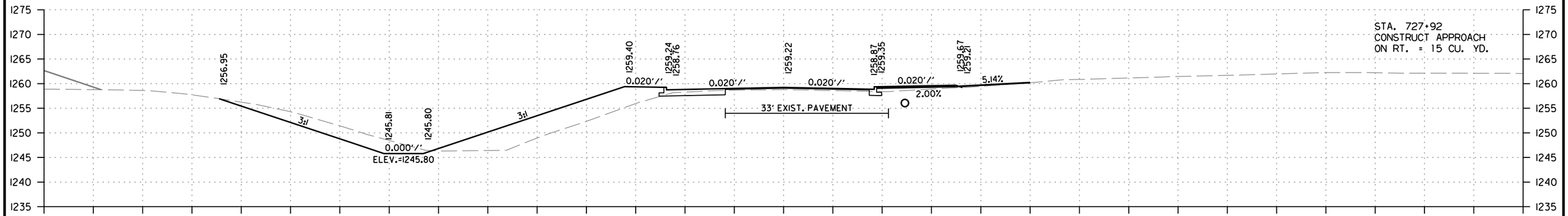
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	789	832
		CROSS SECTIONS				



728+00

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	111 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	189 SQ. FT.	FILL AREA	13 SQ. FT.

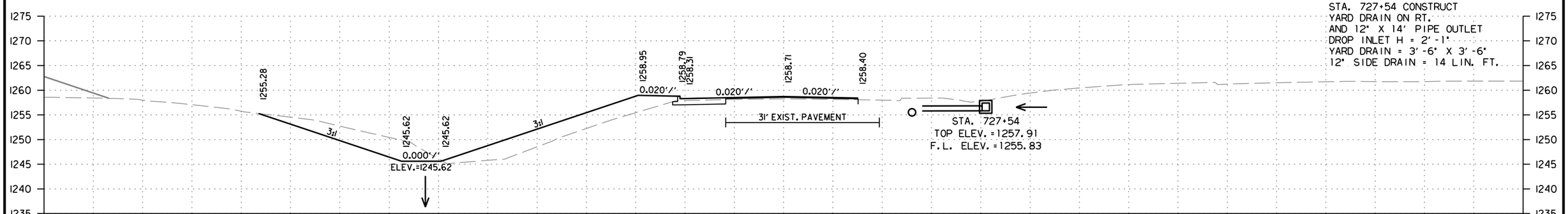
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	30 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	53 CU. YD.	FILL VOLUME	4 CU. YD.



727+92

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	91 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	169 SQ. FT.	FILL AREA	13 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	135 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	215 CU. YD.	FILL VOLUME	9 CU. YD.



727+54

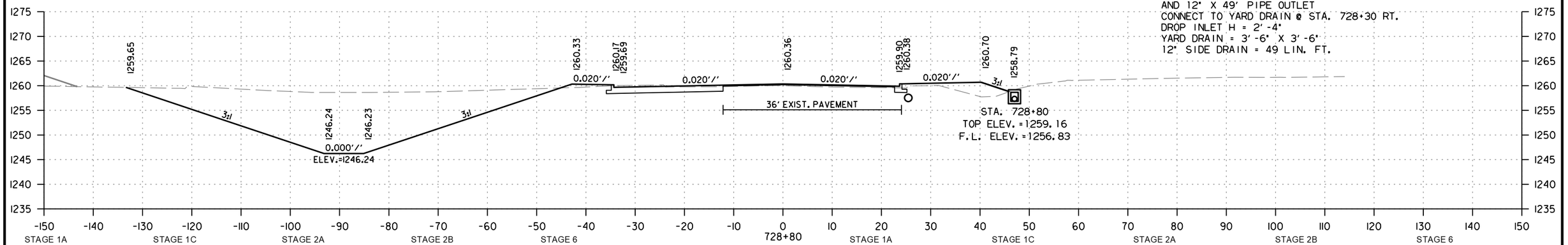
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	101 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	137 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	16 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	20 CU. YD.	FILL VOLUME	0 CU. YD.

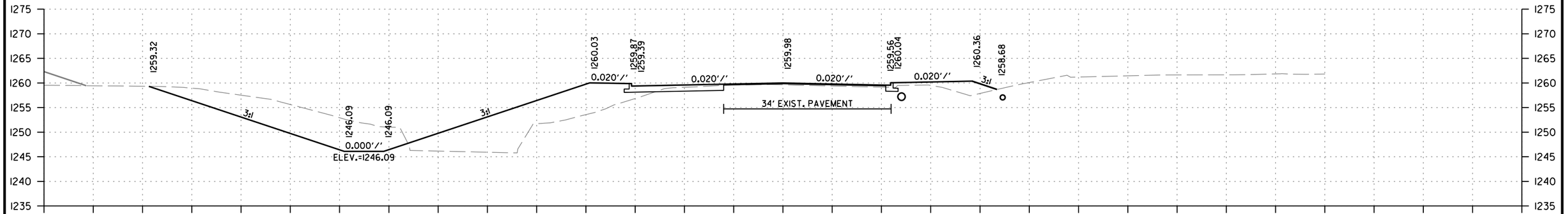
S. FUTRALL DR. SOUTH
STA. 727+54 TO STA. 728+00

CD41256 2/21/2024
R040846A.DGN

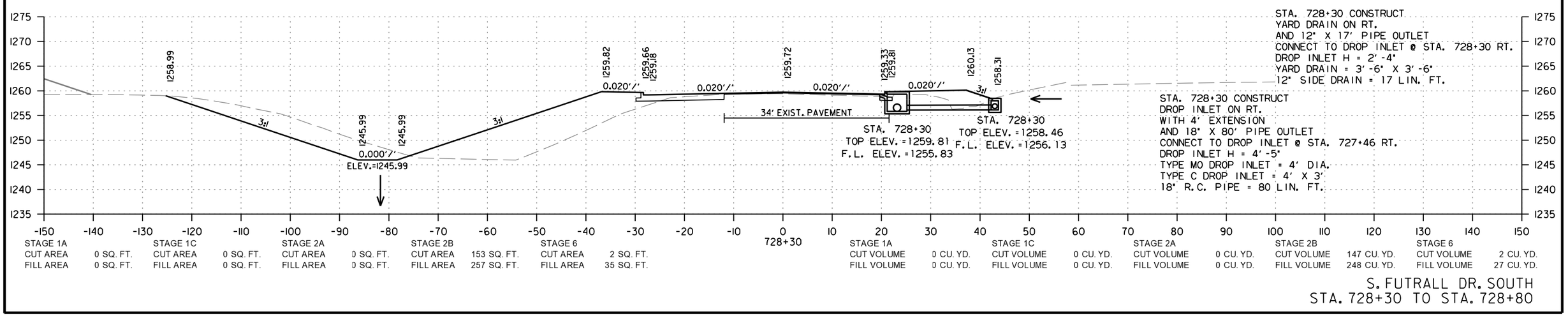
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	790	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	629 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	484 CU. YD.	CUT VOLUME	2 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	5 SQ. FT.	FILL AREA	29 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	141 CU. YD.	FILL VOLUME	31 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	242 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	146 CU. YD.	CUT VOLUME	1 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	249 SQ. FT.	FILL AREA	27 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	187 CU. YD.	FILL VOLUME	23 CU. YD.

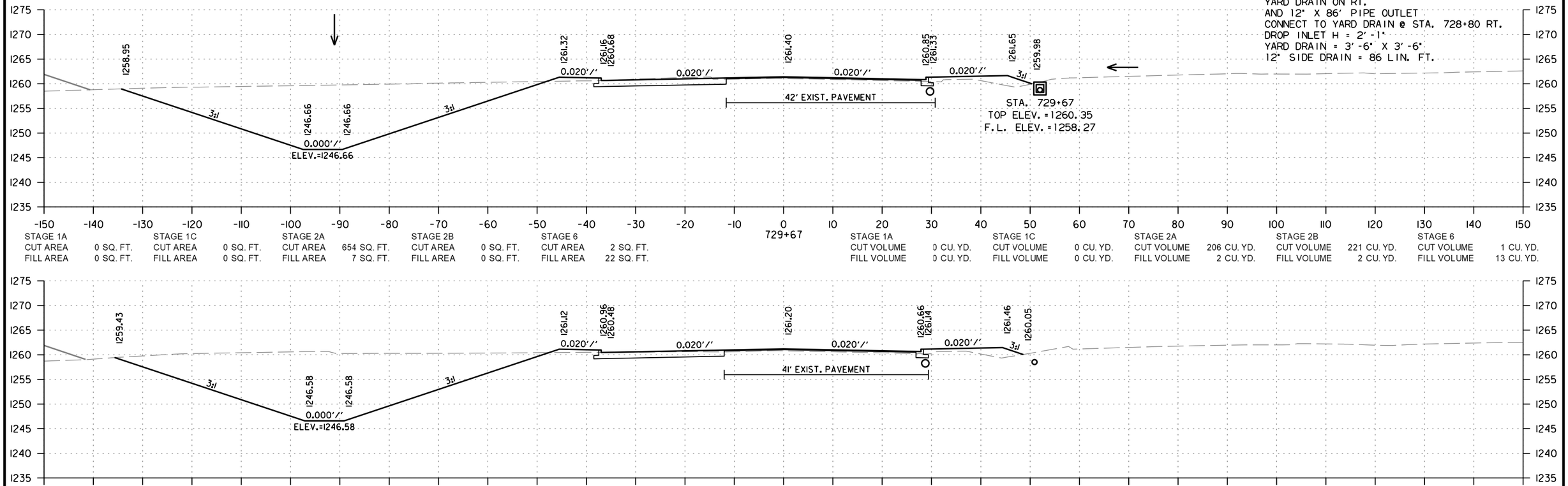


STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	153 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	147 CU. YD.	CUT VOLUME	2 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	257 SQ. FT.	FILL AREA	35 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	248 CU. YD.	FILL VOLUME	27 CU. YD.

S. FUTRALL DR. SOUTH
STA. 728+30 TO STA. 728+80

CD41256 2/21/2024
R040846A.DGN

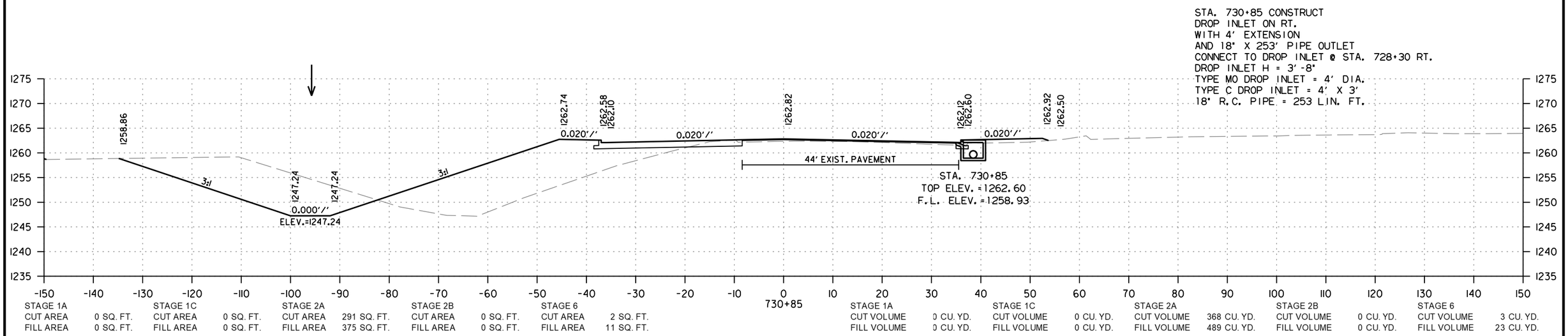
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	791	832
		CROSS SECTIONS				



S. FUTRALL DR. SOUTH
STA. 729+00 TO STA. 729+67

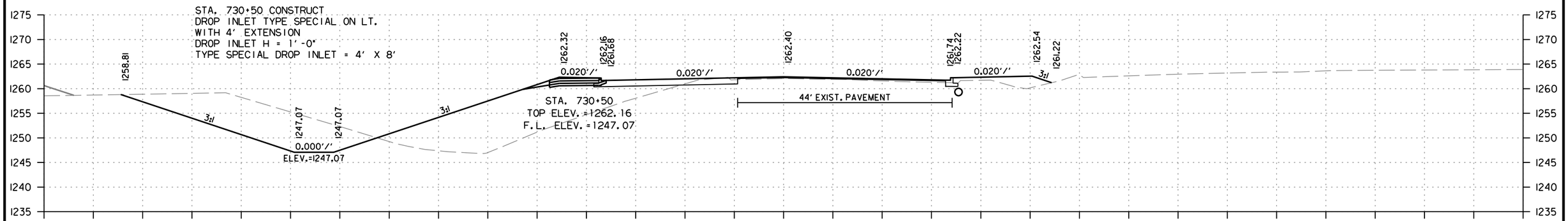
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	792	832
		CROSS SECTIONS				



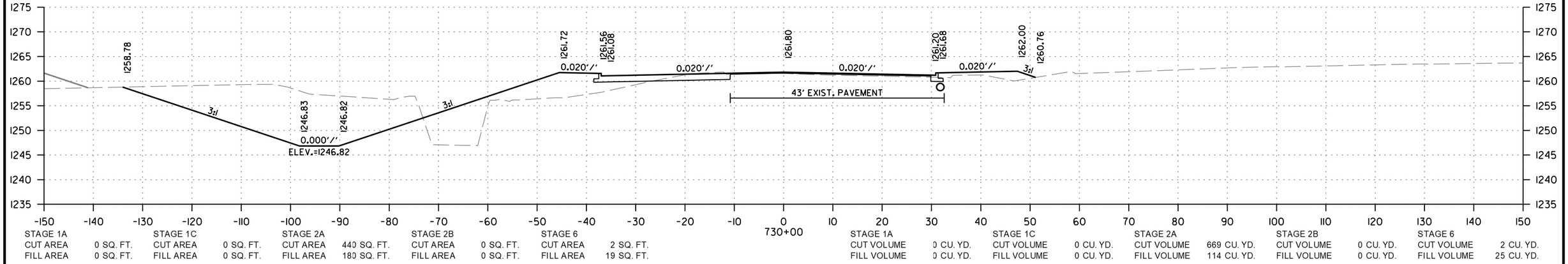
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	291 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	375 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	11 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	368 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	489 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	23 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	275 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	380 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	25 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	663 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	519 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	41 CU. YD.



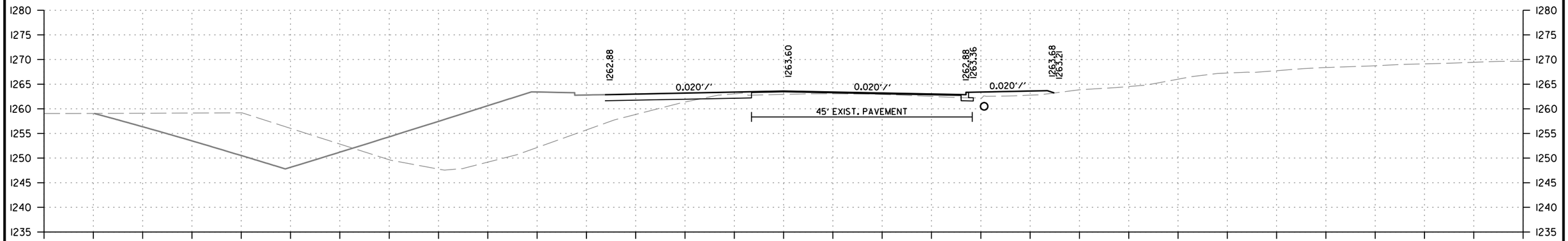
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	440 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	180 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	19 SQ. FT.

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	669 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	114 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	25 CU. YD.

S. FUTRALL DR. SOUTH
STA. 730+00 TO STA. 730+85

CD41256 2/21/2024
R040846A.DGN

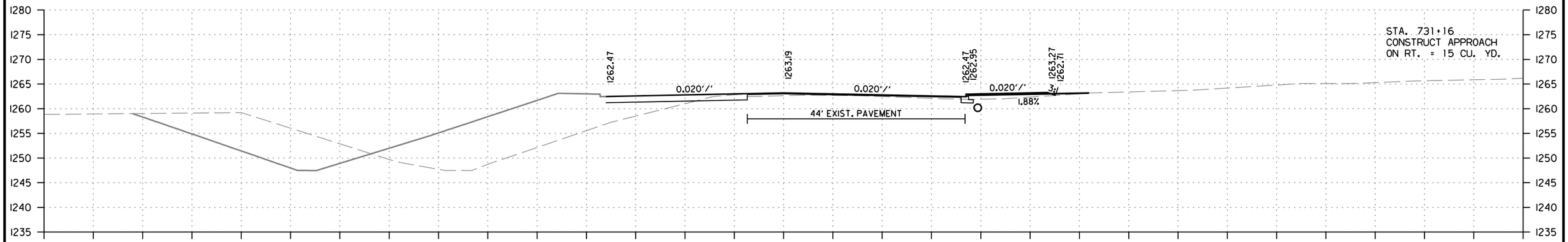
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	793	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	41 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	15 SQ. FT.

731+50

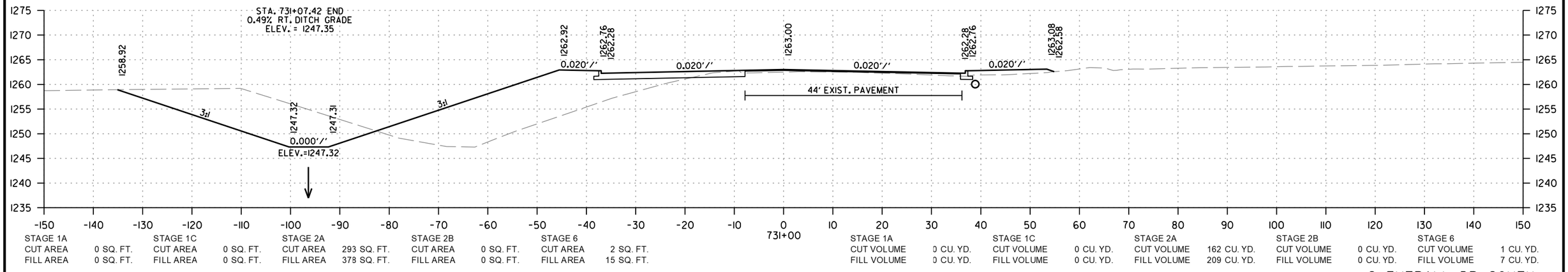
STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	9 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	50 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	20 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	8 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	39 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	16 SQ. FT.

731+16

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	89 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	124 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	293 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	378 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	15 SQ. FT.

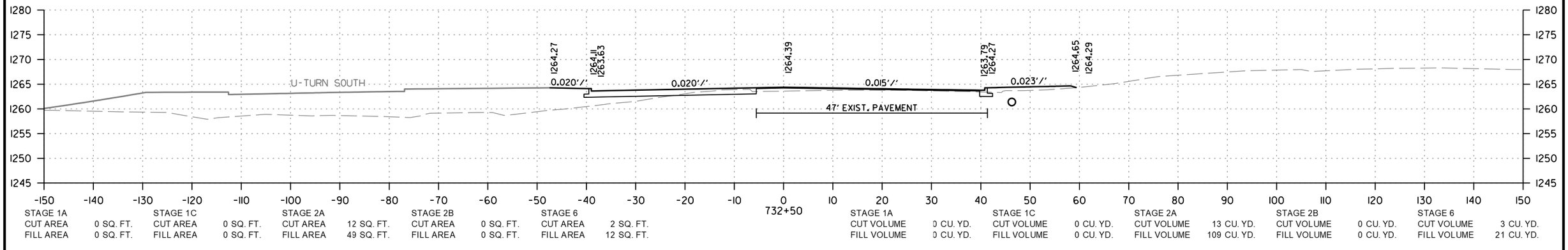
731+00

STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	162 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	209 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.

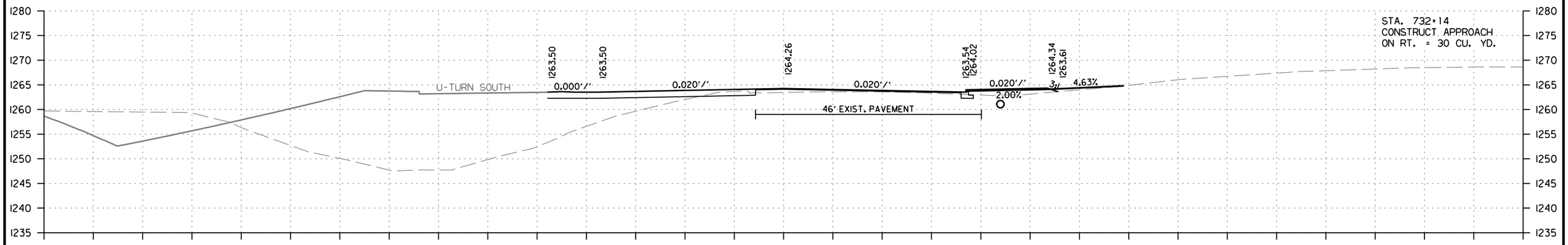
S. FUTRALL DR. SOUTH
STA. 731+00 TO STA. 731+50

CD41256 2/21/2024
R040846A.DGN

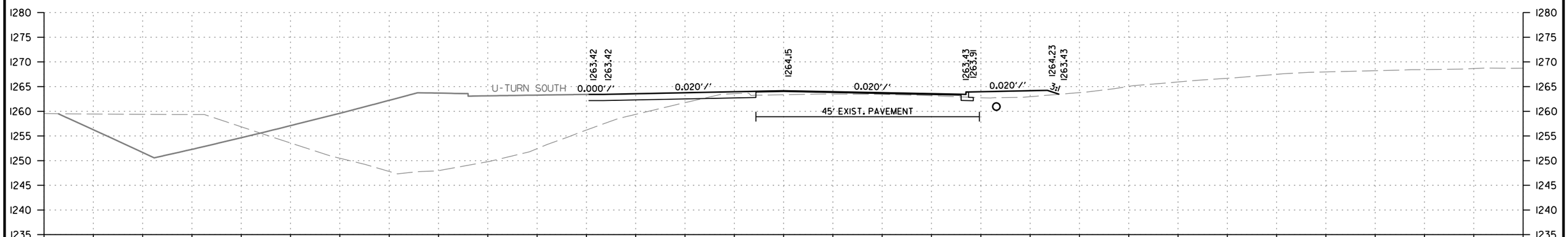
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	794	832
		CROSS SECTIONS				



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	12 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	13 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	49 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	12 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	109 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	21 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	115 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	19 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	45 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	10 CU. YD.



STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6		STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	7 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	13 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	60 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	21 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	94 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	33 CU. YD.

S. FUTRALL DR. SOUTH
STA. 732+00 TO STA. 732+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	795	832
		CROSS SECTIONS				

	STAGE 1A	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 6
CUT AREA	0 SQ. FT.	0 SQ. FT.	25 SQ. FT.	0 SQ. FT.	49 SQ. FT.
FILL AREA	0 SQ. FT.	0 SQ. FT.	7 SQ. FT.	0 SQ. FT.	5 SQ. FT.
CUT VOLUME	0 CU. YD.	0 CU. YD.	4 CU. YD.	0 CU. YD.	7 CU. YD.
FILL VOLUME	0 CU. YD.	0 CU. YD.	1 CU. YD.	0 CU. YD.	0 CU. YD.

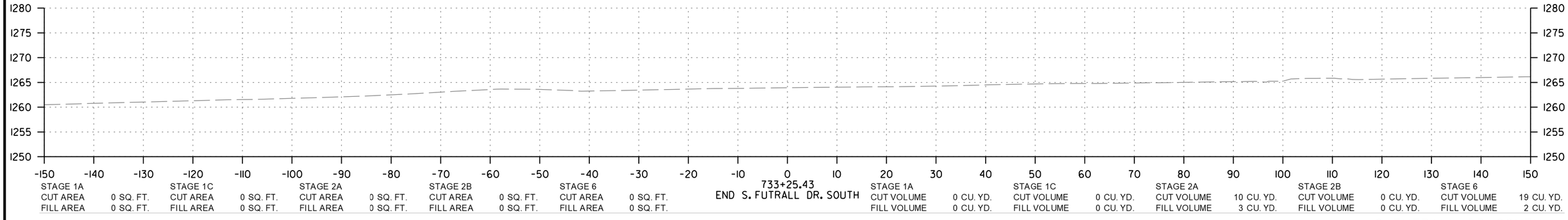
	STAGE 1A	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 6
CUT AREA	0 SQ. FT.	0 SQ. FT.	27 SQ. FT.	0 SQ. FT.	42 SQ. FT.
FILL AREA	0 SQ. FT.	0 SQ. FT.	9 SQ. FT.	0 SQ. FT.	1 SQ. FT.
CUT VOLUME	0 CU. YD.	0 CU. YD.	32 CU. YD.	0 CU. YD.	33 CU. YD.
FILL VOLUME	0 CU. YD.	0 CU. YD.	32 CU. YD.	0 CU. YD.	7 CU. YD.

	STAGE 1A	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 6
CUT AREA	0 SQ. FT.	0 SQ. FT.	15 SQ. FT.	0 SQ. FT.	2 SQ. FT.
FILL AREA	0 SQ. FT.	0 SQ. FT.	33 SQ. FT.	0 SQ. FT.	8 SQ. FT.
CUT VOLUME	0 CU. YD.	0 CU. YD.	5 CU. YD.	0 CU. YD.	1 CU. YD.
FILL VOLUME	0 CU. YD.	0 CU. YD.	14 CU. YD.	0 CU. YD.	3 CU. YD.

S. FUTRALL DR. SOUTH
STA. 732+59 TO STA. 733+04

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	796	832
		CROSS SECTIONS				

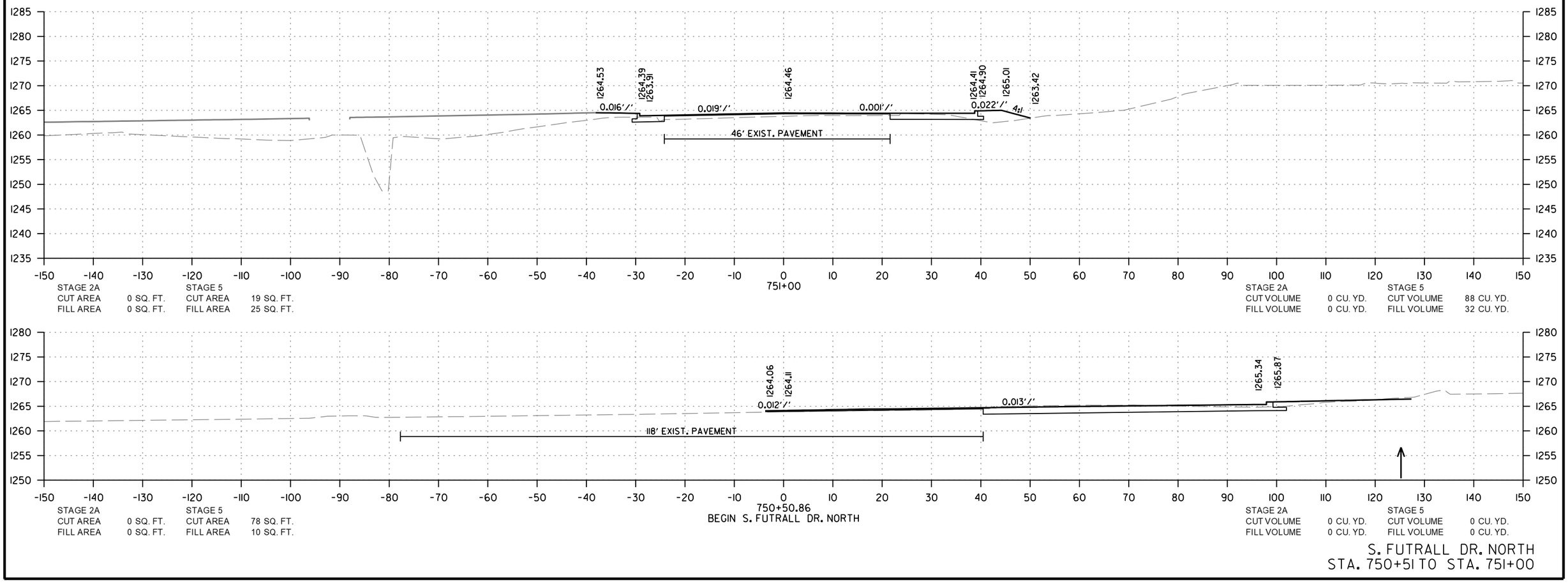


STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6			STAGE 1A		STAGE 1C		STAGE 2A		STAGE 2B		STAGE 6	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.		CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	10 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.		FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.

S. FUTRALL DR. SOUTH
STA. 733+25 TO STA. 733+25

CD41256 2/21/2024
R040846A.DGN

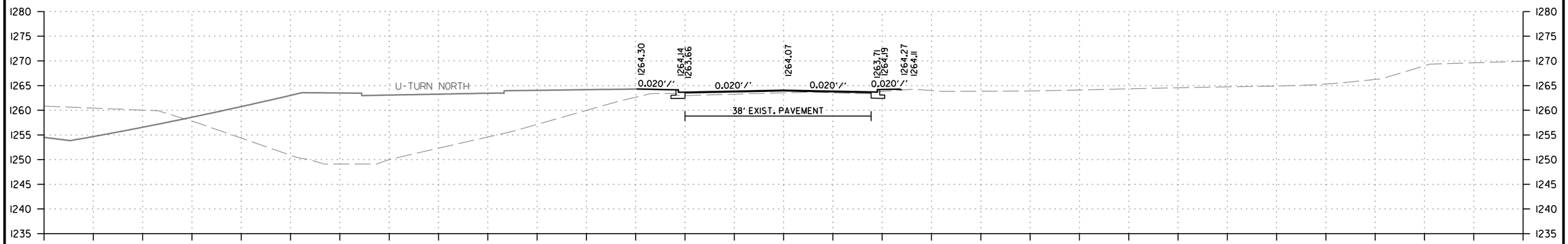
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	797	832
		CROSS SECTIONS				



S. FUTRALL DR. NORTH
STA. 750+51 TO STA. 751+00

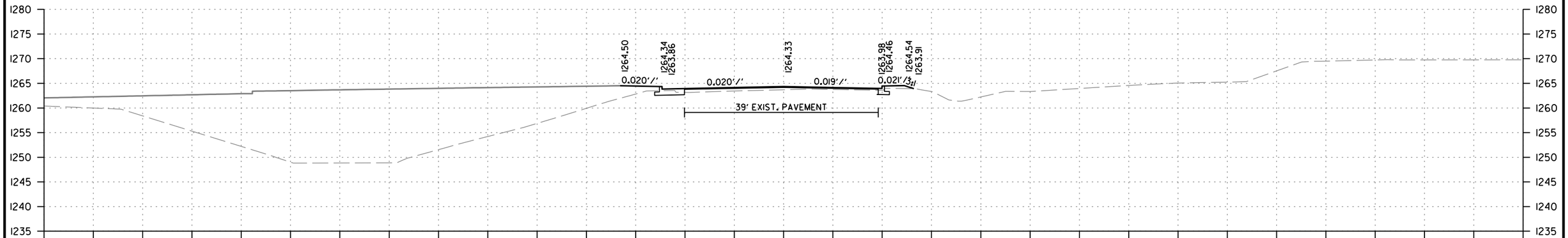
CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	798	832
		CROSS SECTIONS				



STAGE 2A		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	9 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	22 CU. YD.



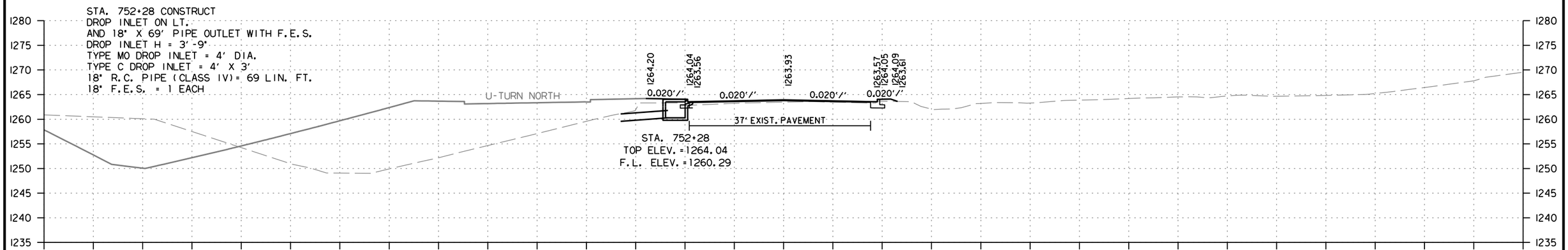
STAGE 2A		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	15 SQ. FT.

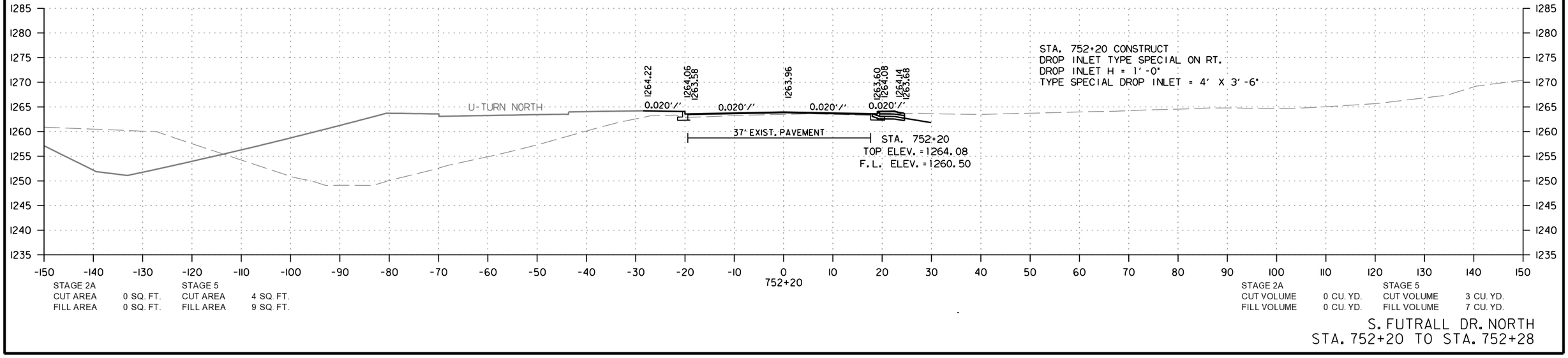
STAGE 2A		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	23 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	37 CU. YD.

S. FUTRALL DR. NORTH
STA. 751+50 TO STA. 752+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	799	832
		CROSS SECTIONS				

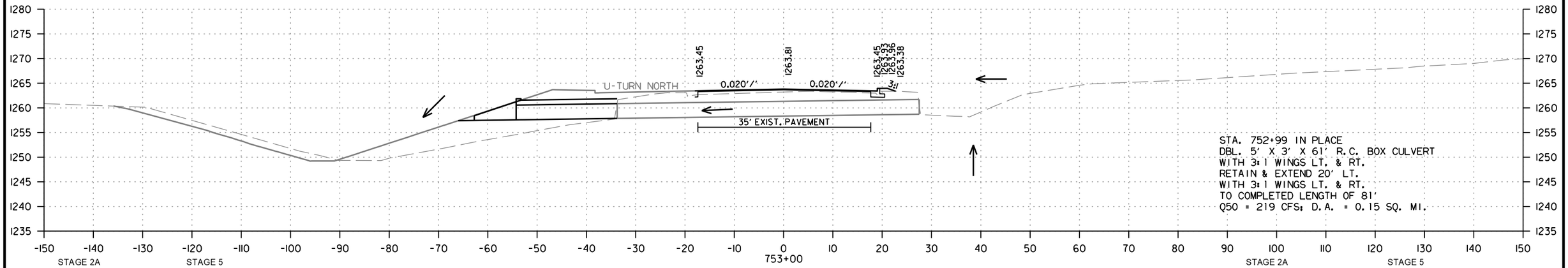




S. FUTRALL DR. NORTH
STA. 752+20 TO STA. 752+28

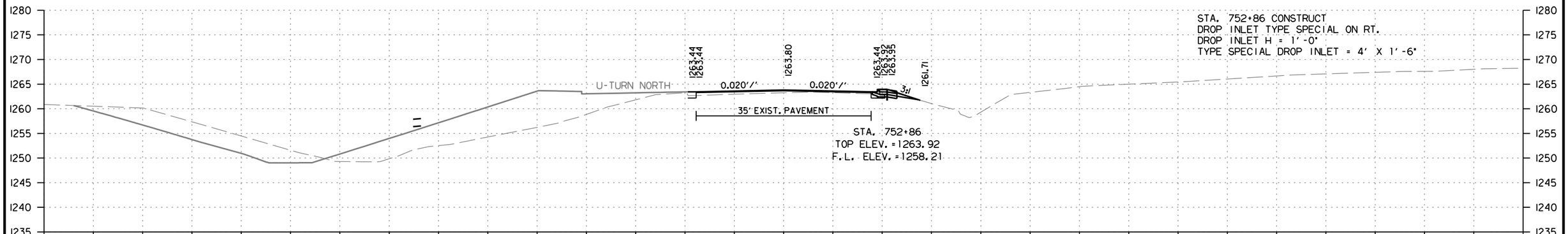
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	800	832
		CROSS SECTIONS				



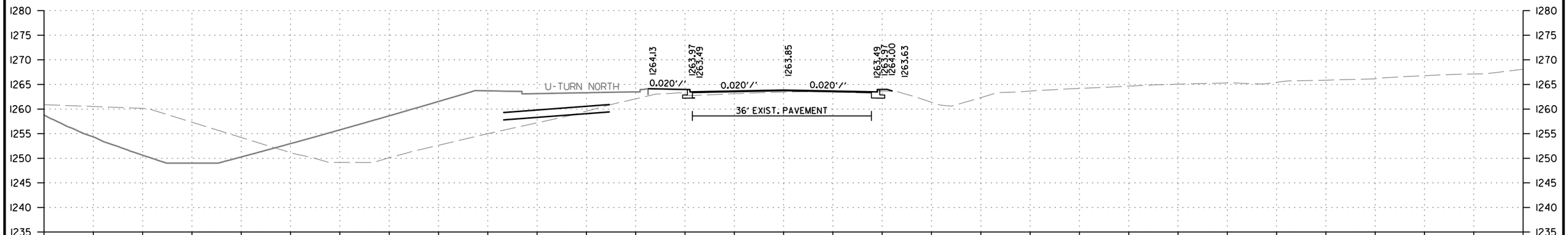
STAGE 2A		STAGE 5	
CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	1 CU. YD.



STAGE 2A		STAGE 5	
CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	1 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.



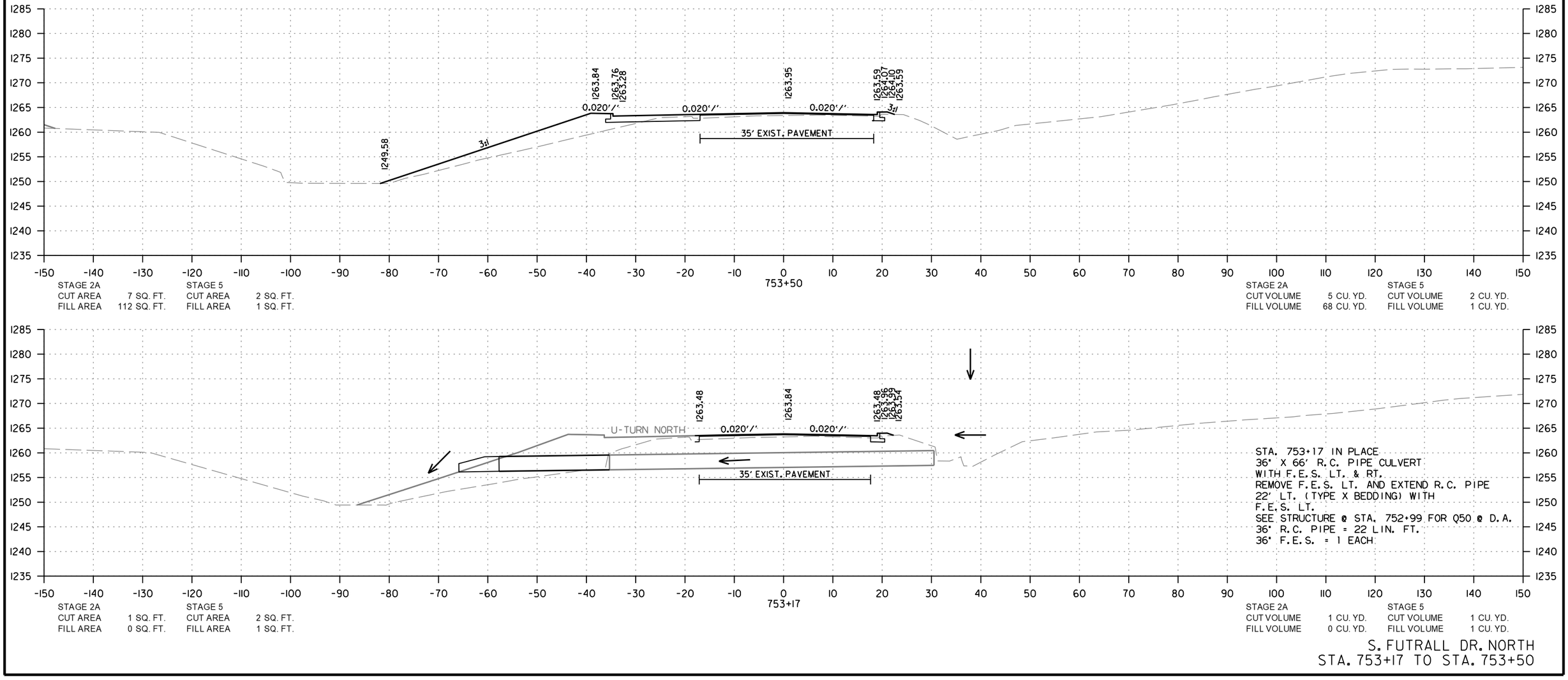
STAGE 2A		STAGE 5	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.

S. FUTRALL DR. NORTH
STA. 752+50 TO STA. 753+00

CD41256 2/21/2024
R040846A.DGN

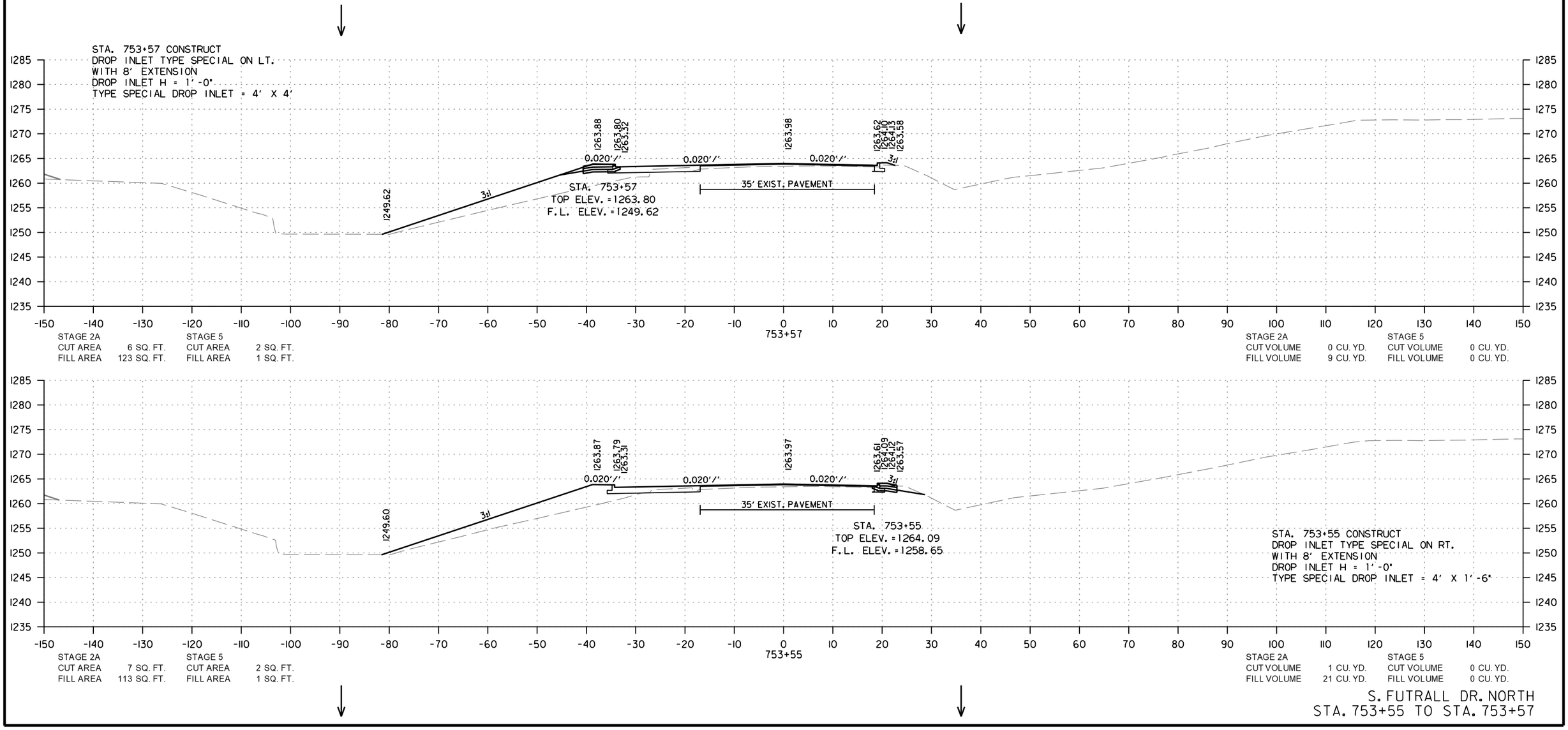
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	801	832
		CROSS SECTIONS				



S. FUTRALL DR. NORTH
STA. 753+17 TO STA. 753+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	802	832
		CROSS SECTIONS				

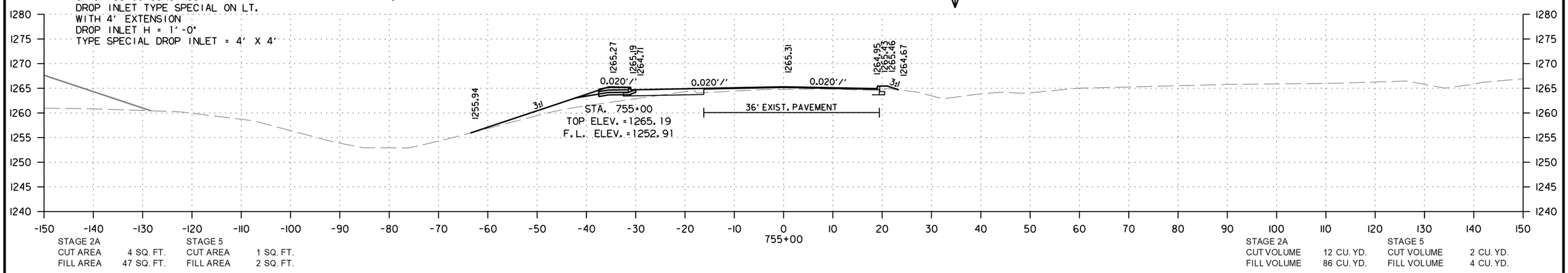


S. FUTRALL DR. NORTH
STA. 753+55 TO STA. 753+57

CD41256 2/21/2024
R040846A.DGN

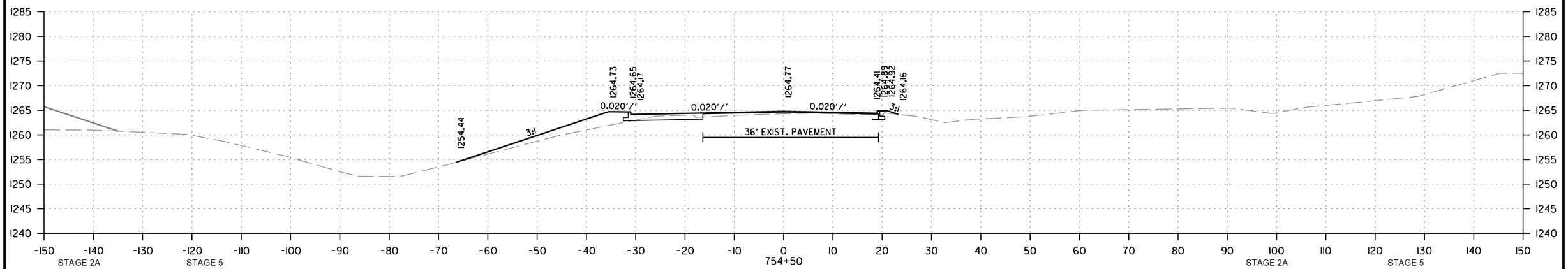
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	803	832
		CROSS SECTIONS				

STA. 755+00 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
WITH 4' EXTENSION
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 4'



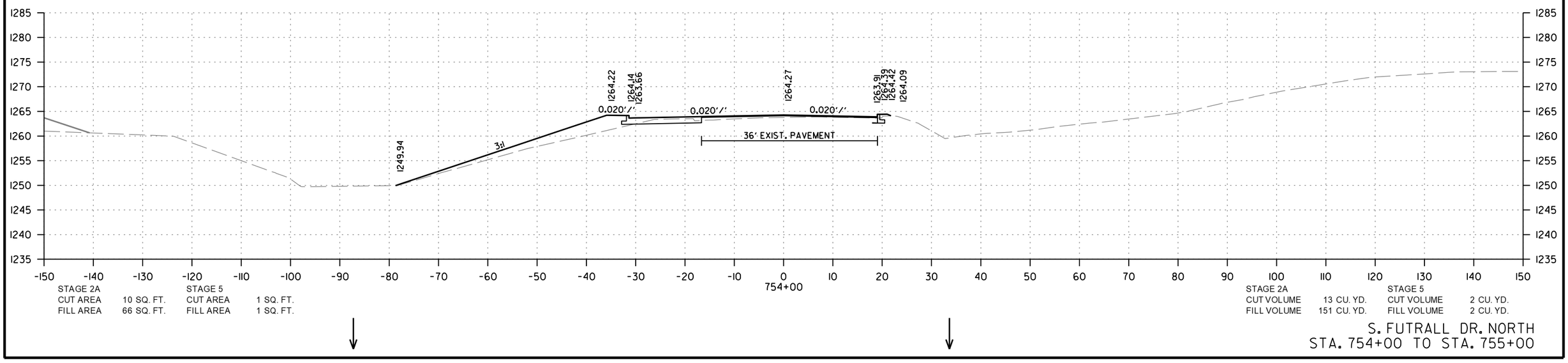
STAGE 2A		STAGE 5	
CUT AREA	4 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	47 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	12 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	86 CU. YD.	FILL VOLUME	4 CU. YD.



STAGE 2A		STAGE 5	
CUT AREA	9 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	46 SQ. FT.	FILL AREA	2 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	18 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	104 CU. YD.	FILL VOLUME	3 CU. YD.



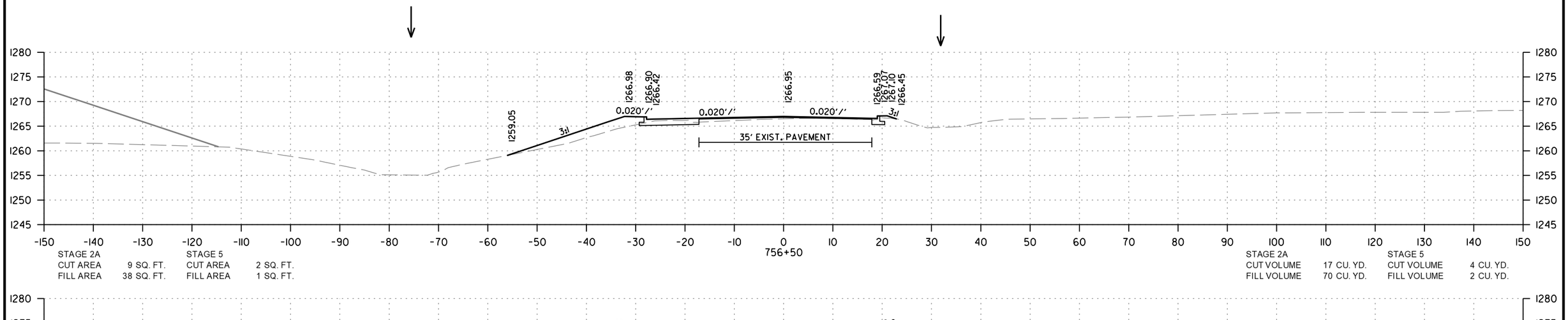
STAGE 2A		STAGE 5	
CUT AREA	10 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	66 SQ. FT.	FILL AREA	1 SQ. FT.

STAGE 2A		STAGE 5	
CUT VOLUME	13 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	151 CU. YD.	FILL VOLUME	2 CU. YD.

S. FUTRALL DR. NORTH
STA. 754+00 TO STA. 755+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	804	832
		CROSS SECTIONS				

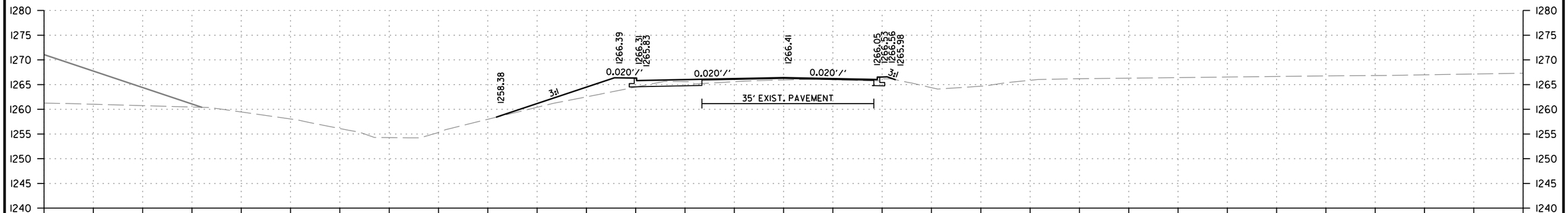


STAGE 2A
CUT AREA 9 SQ. FT.
FILL AREA 38 SQ. FT.

STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 2A
CUT VOLUME 17 CU. YD.
FILL VOLUME 70 CU. YD.

STAGE 5
CUT VOLUME 4 CU. YD.
FILL VOLUME 2 CU. YD.

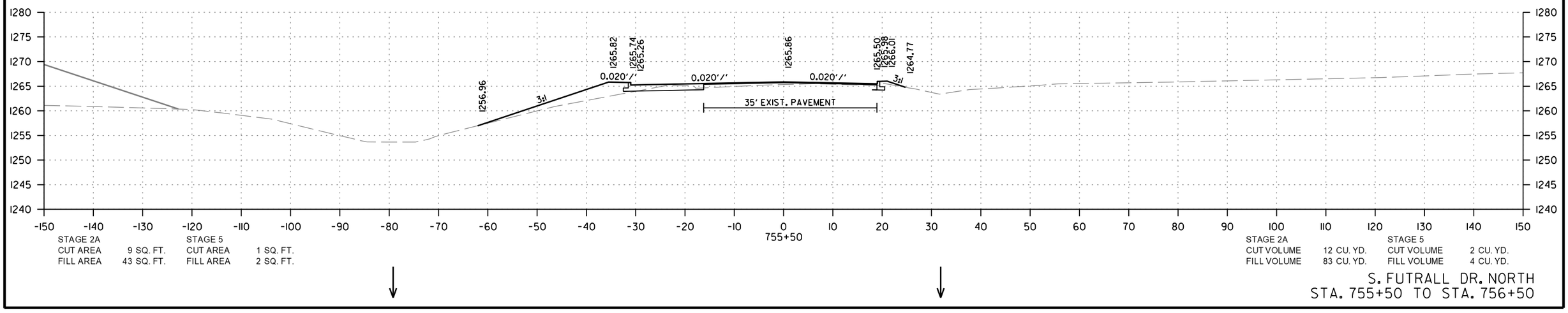


STAGE 2A
CUT AREA 9 SQ. FT.
FILL AREA 38 SQ. FT.

STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 2A
CUT VOLUME 17 CU. YD.
FILL VOLUME 75 CU. YD.

STAGE 5
CUT VOLUME 3 CU. YD.
FILL VOLUME 3 CU. YD.



STAGE 2A
CUT AREA 9 SQ. FT.
FILL AREA 43 SQ. FT.

STAGE 5
CUT AREA 1 SQ. FT.
FILL AREA 2 SQ. FT.

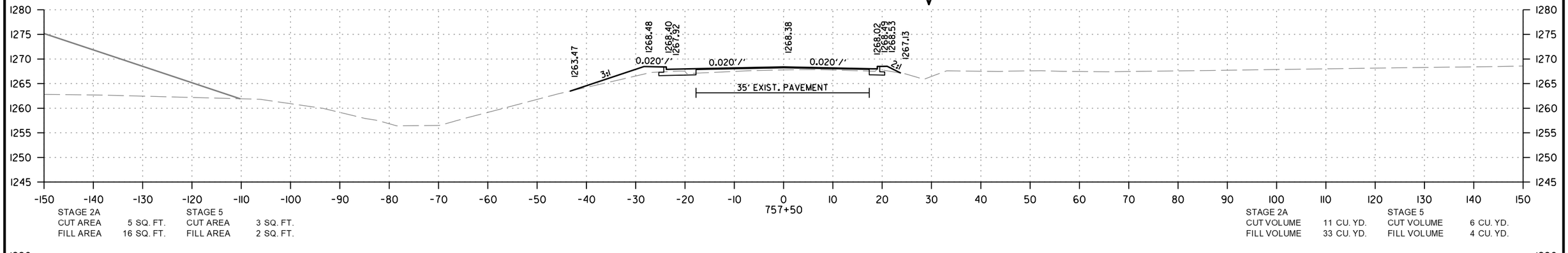
STAGE 2A
CUT VOLUME 12 CU. YD.
FILL VOLUME 83 CU. YD.

STAGE 5
CUT VOLUME 2 CU. YD.
FILL VOLUME 4 CU. YD.

S. FUTRALL DR. NORTH
STA. 755+50 TO STA. 756+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	805	832
		CROSS SECTIONS				

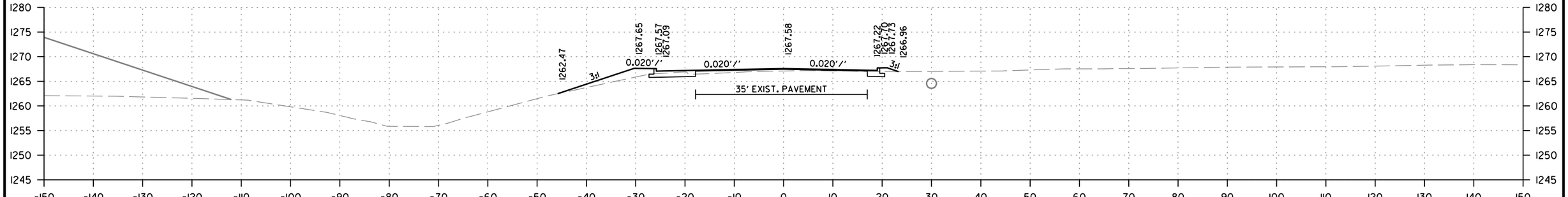


STAGE 2A
CUT AREA 5 SQ. FT.
FILL AREA 16 SQ. FT.

STAGE 5
CUT AREA 3 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 2A
CUT VOLUME 11 CU. YD.
FILL VOLUME 33 CU. YD.

STAGE 5
CUT VOLUME 6 CU. YD.
FILL VOLUME 4 CU. YD.

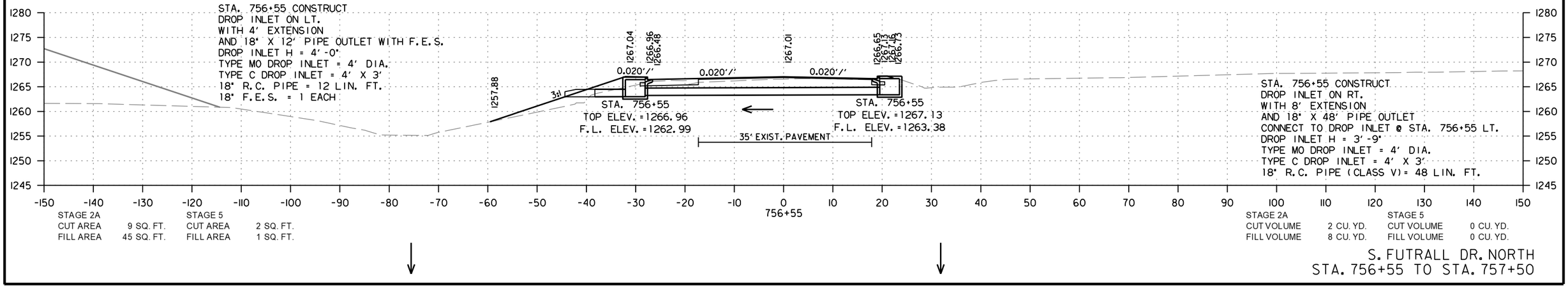


STAGE 2A
CUT AREA 7 SQ. FT.
FILL AREA 20 SQ. FT.

STAGE 5
CUT AREA 3 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 2A
CUT VOLUME 13 CU. YD.
FILL VOLUME 54 CU. YD.

STAGE 5
CUT VOLUME 4 CU. YD.
FILL VOLUME 3 CU. YD.



STAGE 2A
CUT AREA 9 SQ. FT.
FILL AREA 45 SQ. FT.

STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 2A
CUT VOLUME 2 CU. YD.
FILL VOLUME 8 CU. YD.

STAGE 5
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

S. FUTRALL DR. NORTH
STA. 756+55 TO STA. 757+50

CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	806	832
		CROSS SECTIONS				

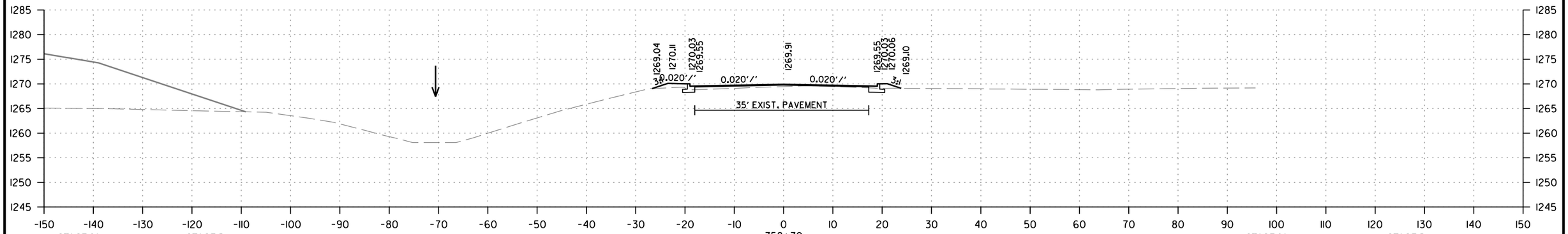
STAGE 2A
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 5
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

759+70
END 100' TRANSITION

STAGE 2A
CUT VOLUME 2 CU. YD.
FILL VOLUME 9 CU. YD.

STAGE 5
CUT VOLUME 6 CU. YD.
FILL VOLUME 6 CU. YD.



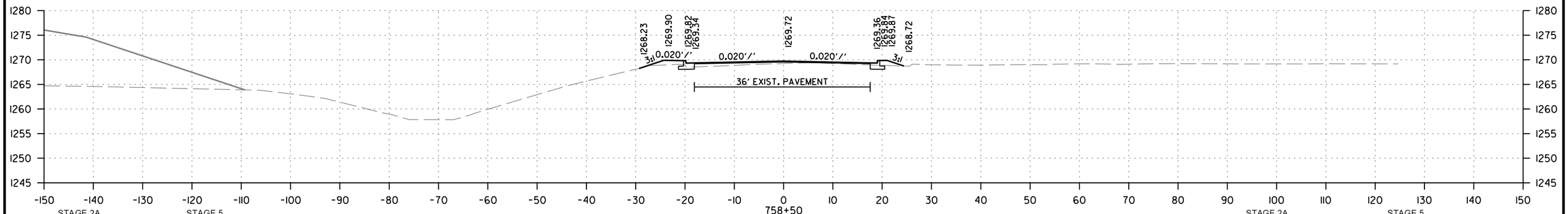
STAGE 2A
CUT AREA 1 SQ. FT.
FILL AREA 5 SQ. FT.

STAGE 5
CUT AREA 3 SQ. FT.
FILL AREA 3 SQ. FT.

758+70
END S. FUTRALL DR. NORTH
BEGIN 100' TRANSITION

STAGE 2A
CUT VOLUME 1 CU. YD.
FILL VOLUME 4 CU. YD.

STAGE 5
CUT VOLUME 2 CU. YD.
FILL VOLUME 2 CU. YD.



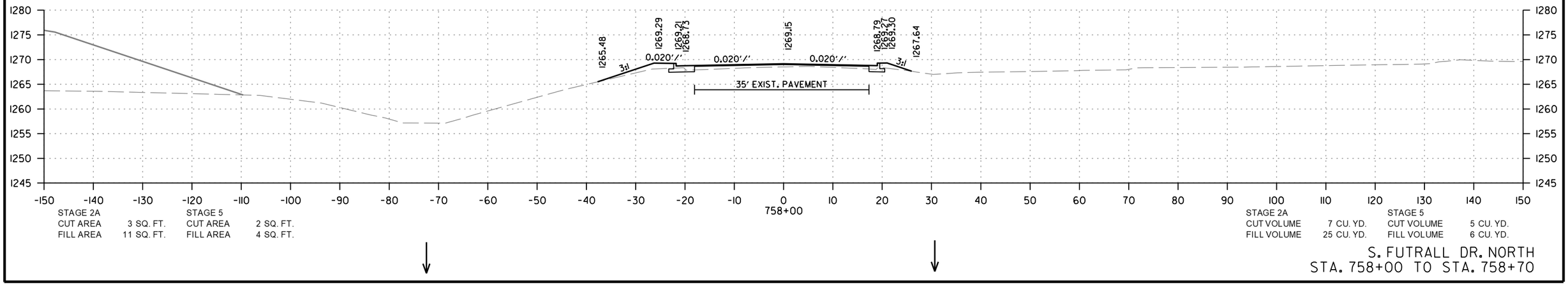
STAGE 2A
CUT AREA 2 SQ. FT.
FILL AREA 5 SQ. FT.

STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 3 SQ. FT.

758+50

STAGE 2A
CUT VOLUME 5 CU. YD.
FILL VOLUME 15 CU. YD.

STAGE 5
CUT VOLUME 4 CU. YD.
FILL VOLUME 6 CU. YD.



STAGE 2A
CUT AREA 3 SQ. FT.
FILL AREA 11 SQ. FT.

STAGE 5
CUT AREA 2 SQ. FT.
FILL AREA 4 SQ. FT.

758+00

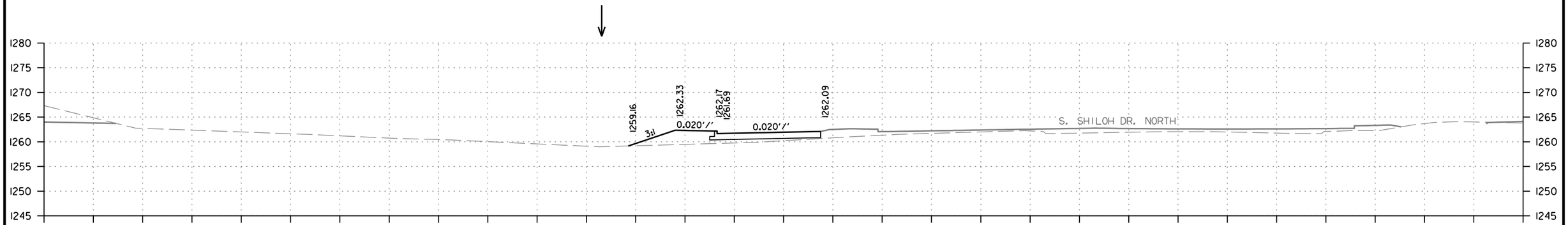
STAGE 2A
CUT VOLUME 7 CU. YD.
FILL VOLUME 25 CU. YD.

STAGE 5
CUT VOLUME 5 CU. YD.
FILL VOLUME 6 CU. YD.

S. FUTRALL DR. NORTH
STA. 758+00 TO STA. 758+70

CD41256 2/21/2024
R040846A.DGN

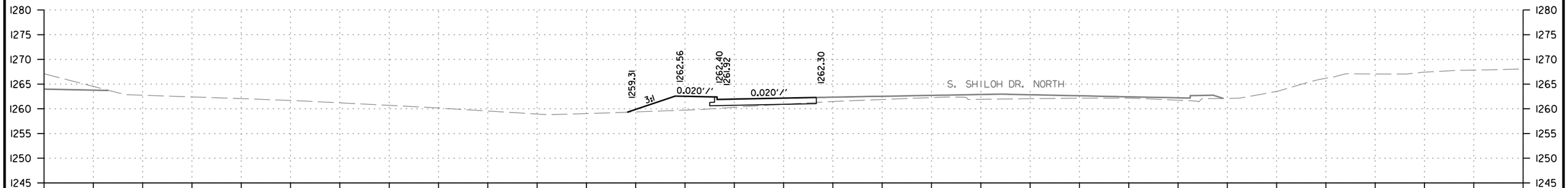
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	807	832
		CROSS SECTIONS				



2000+86.79
BEGIN U-TURN NORTH

STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	47 SQ. FT.

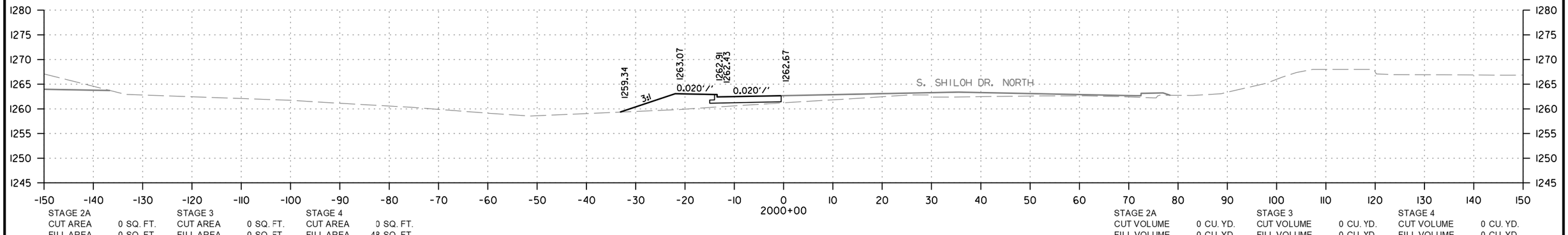
STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	59 CU. YD.



2000+50

STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	39 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	81 CU. YD.



2000+00

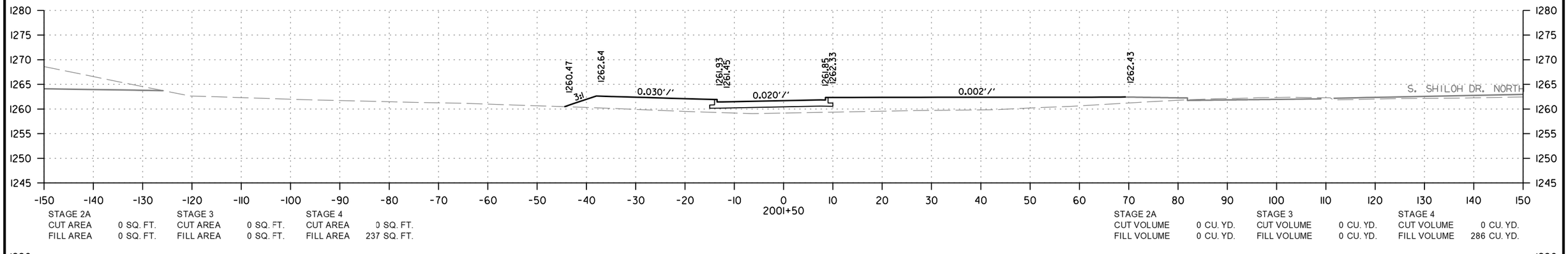
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	48 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
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.

U-TURN NORTH
STA. 2000+00 TO STA. 2000+87

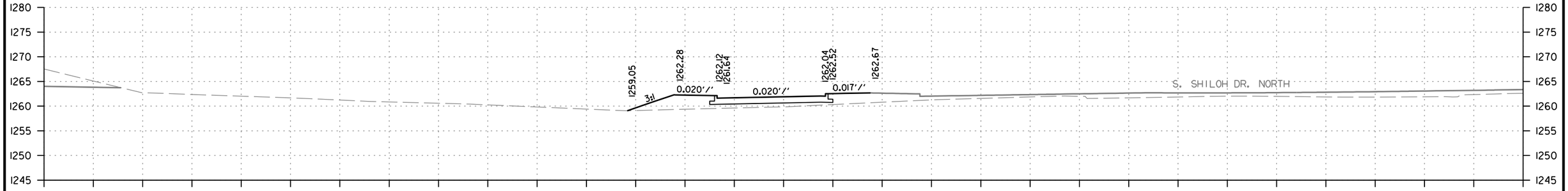
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	808	832
		CROSS SECTIONS				



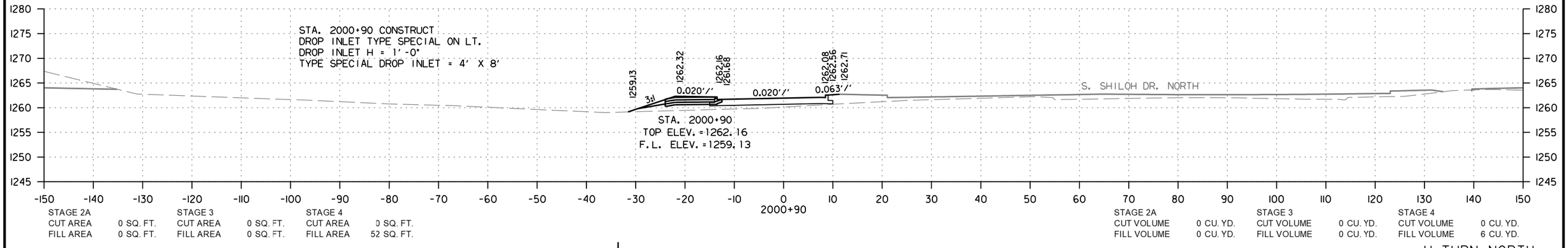
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	237 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
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	286 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	72 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
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	23 CU. YD.



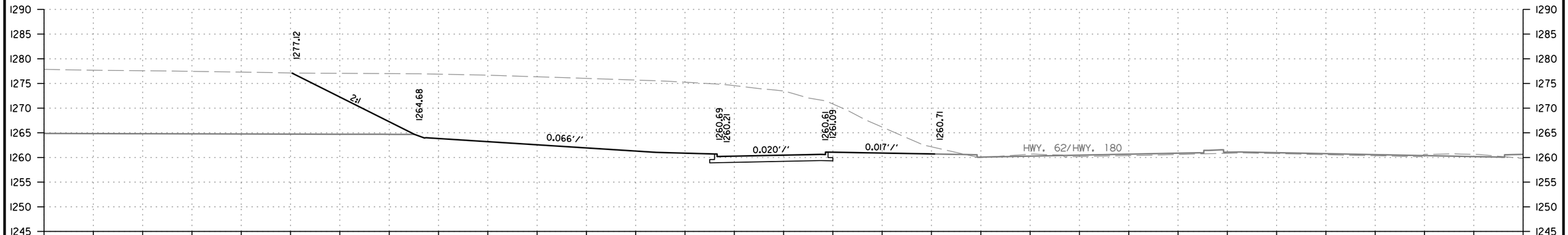
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	52 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
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	6 CU. YD.

U-TURN NORTH
STA. 2000+90 TO STA. 2001+50

CD41256 2/21/2024
R040846ADGN

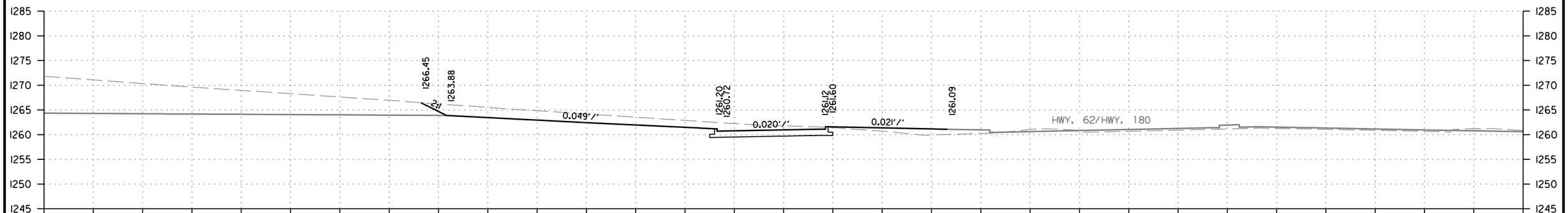
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	809	832
		CROSS SECTIONS				



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1445 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

2003+00

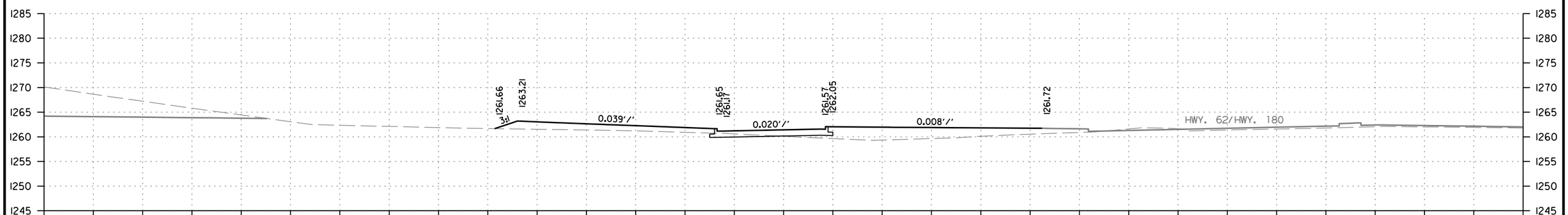
STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1481 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	17 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	154 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	18 SQ. FT.

2002+50

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	148 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	149 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	6 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	143 SQ. FT.

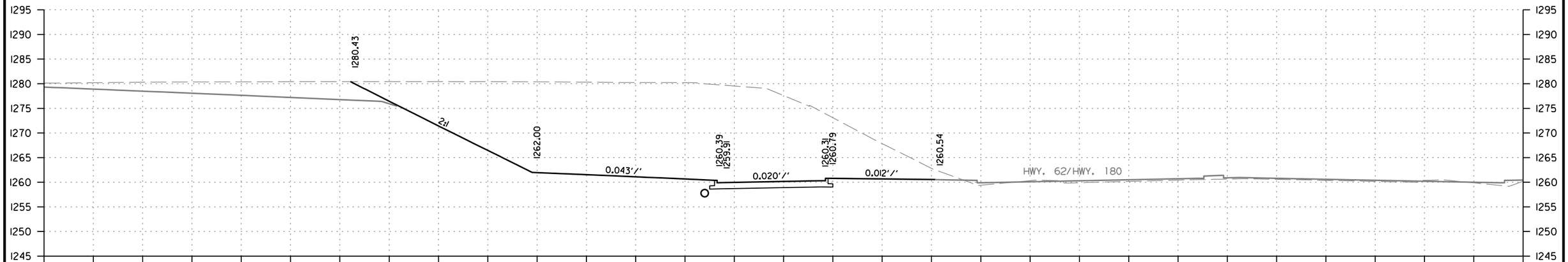
2002+00

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	6 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	352 CU. YD.

U-TURN NORTH
STA. 2002+00 TO STA. 2003+00

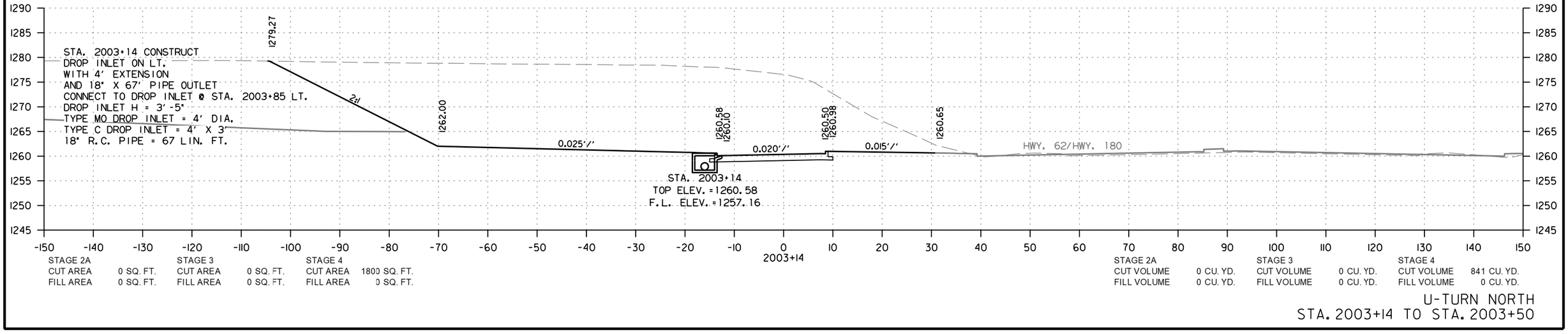
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	810	832
		CROSS SECTIONS				



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1641 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2294 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1800 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	841 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2003+14 TO STA. 2003+50

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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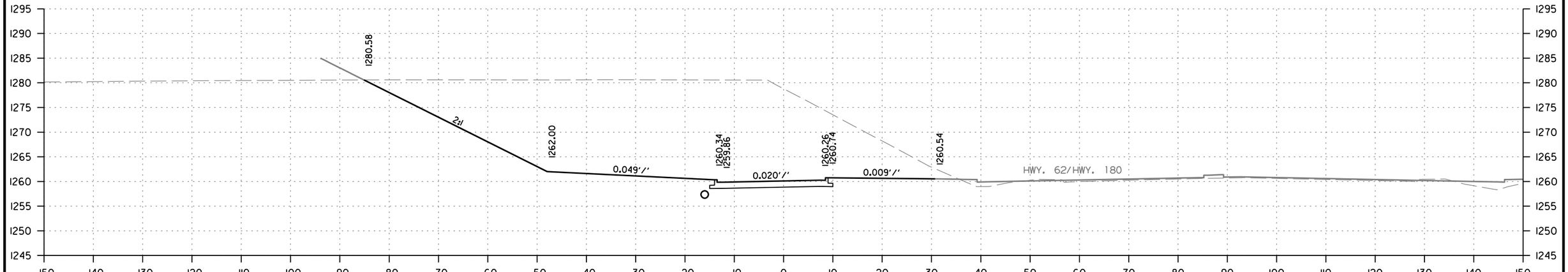
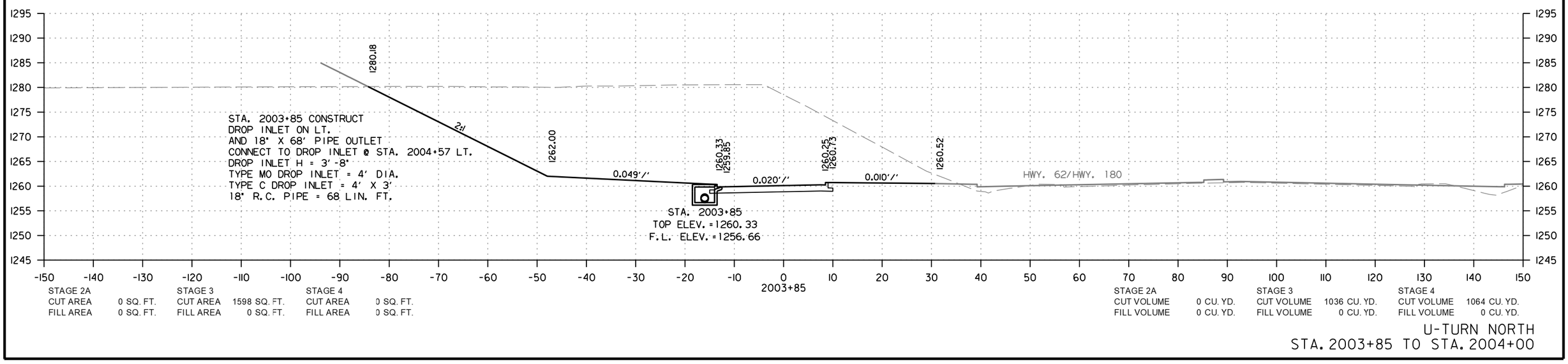
		CROSS SECTIONS				



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1633 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	898 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



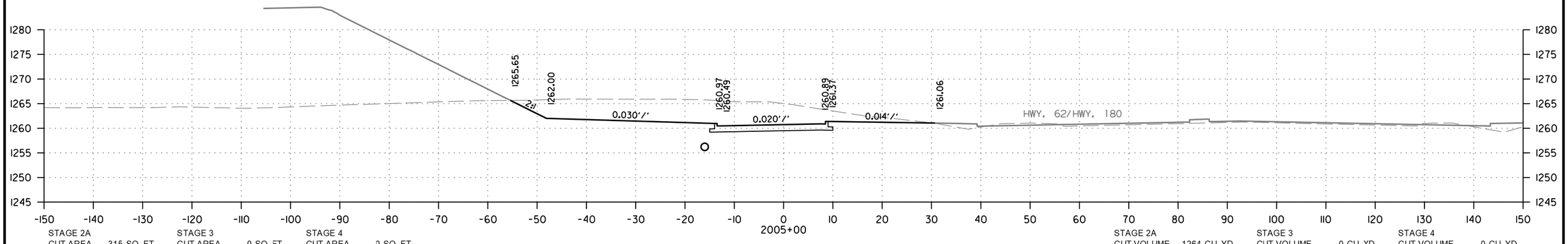
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1598 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1036 CU. YD.	CUT VOLUME	1064 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2003+85 TO STA. 2004+00

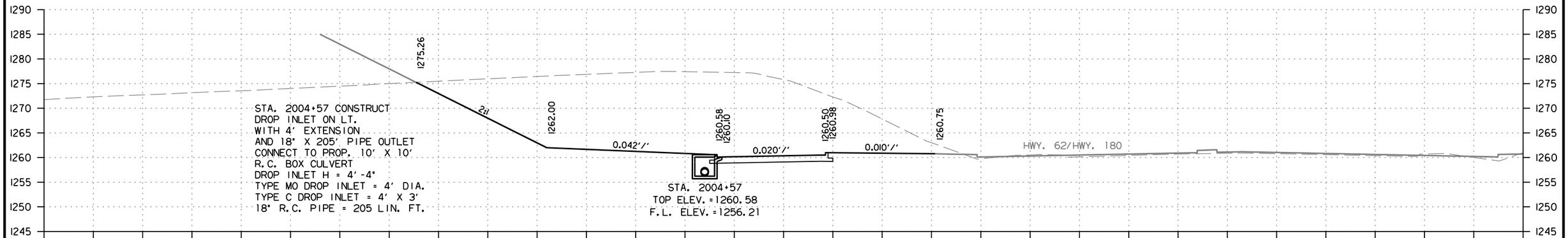
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	812	832
		CROSS SECTIONS				



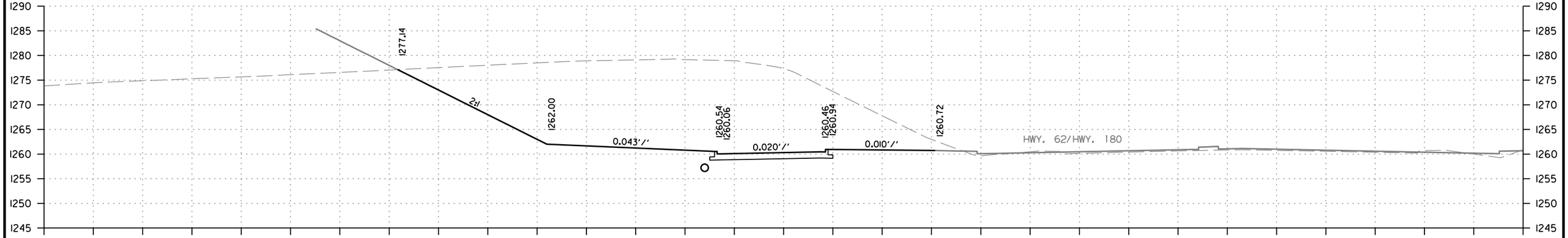
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	315 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	1264 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.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	1272 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	350 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.



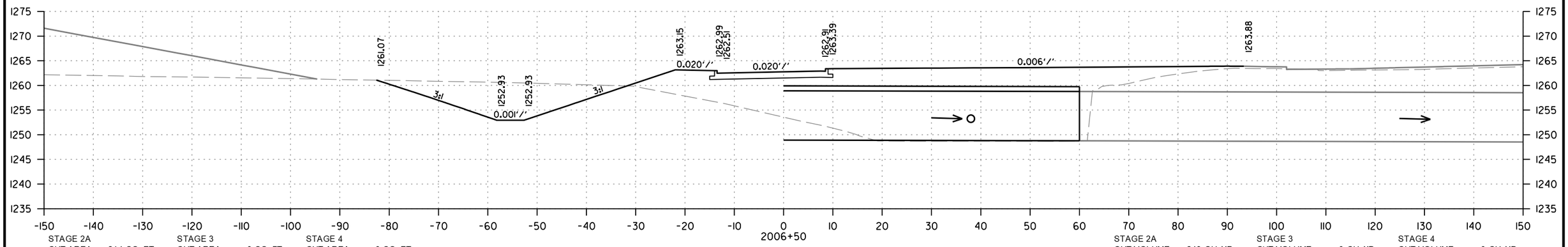
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	1428 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	1322 CU. YD.	CUT VOLUME	1512 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2004+50 TO STA. 2005+00

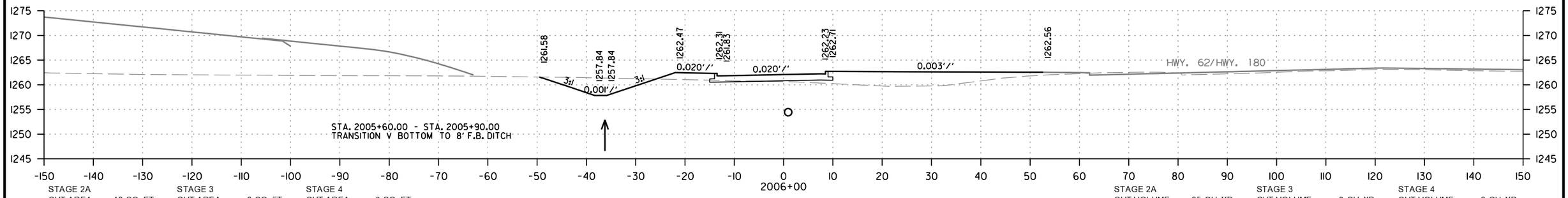
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	813	832
		CROSS SECTIONS				



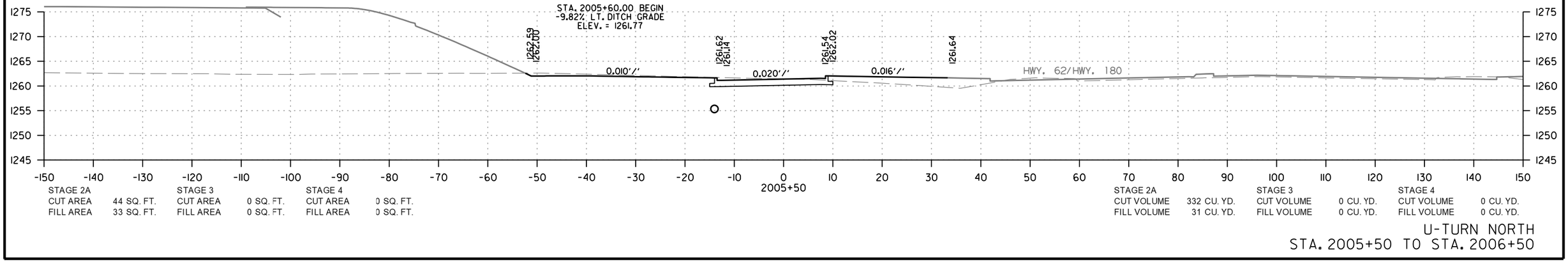
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	214 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	1074 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	243 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1100 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	48 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	114 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	85 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	136 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



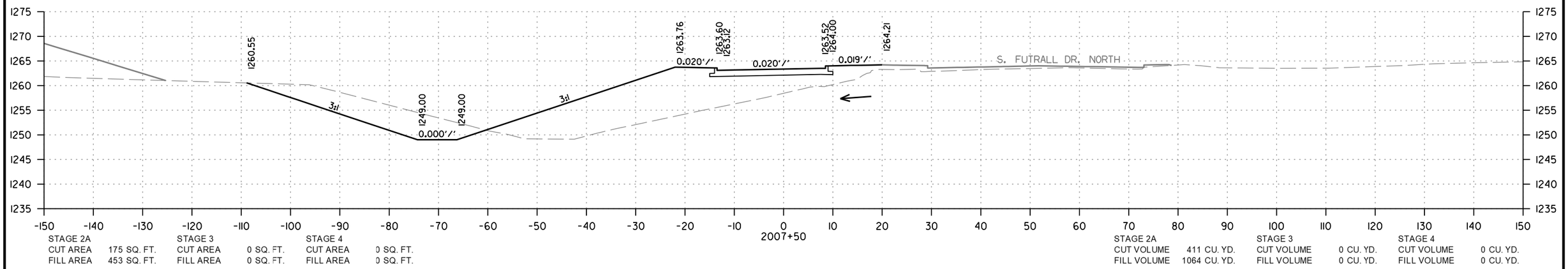
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	44 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	33 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	332 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	31 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2005+50 TO STA. 2006+50

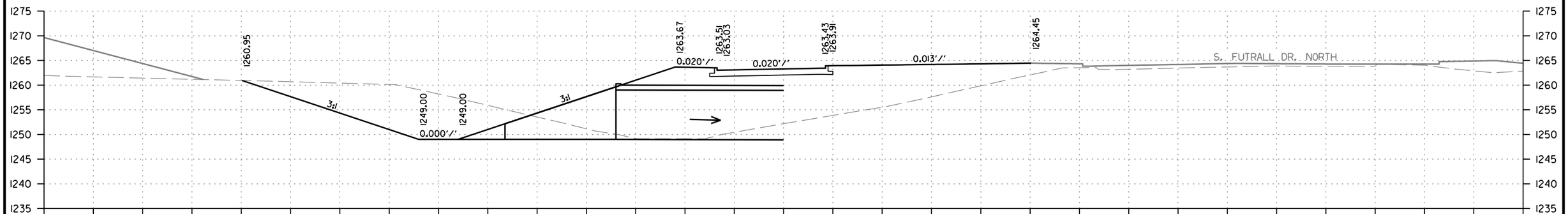
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	814	832
		CROSS SECTIONS				



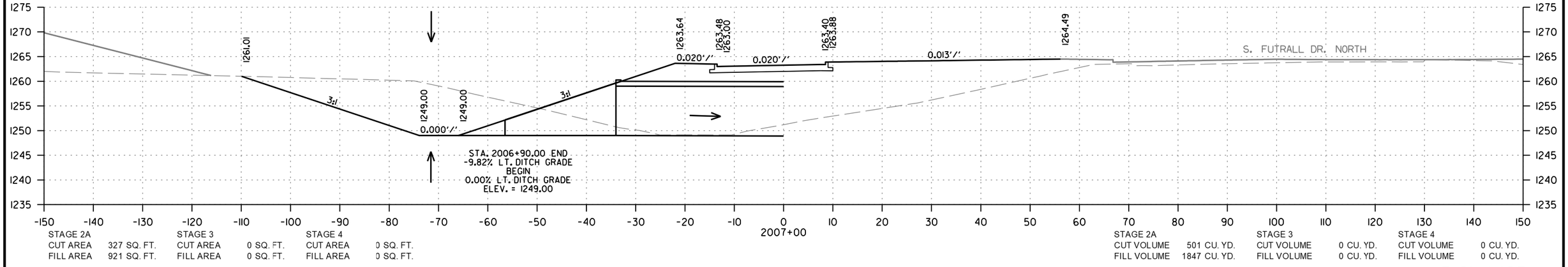
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	175 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	453 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	411 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1064 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	329 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	853 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	73 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	197 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	327 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	921 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

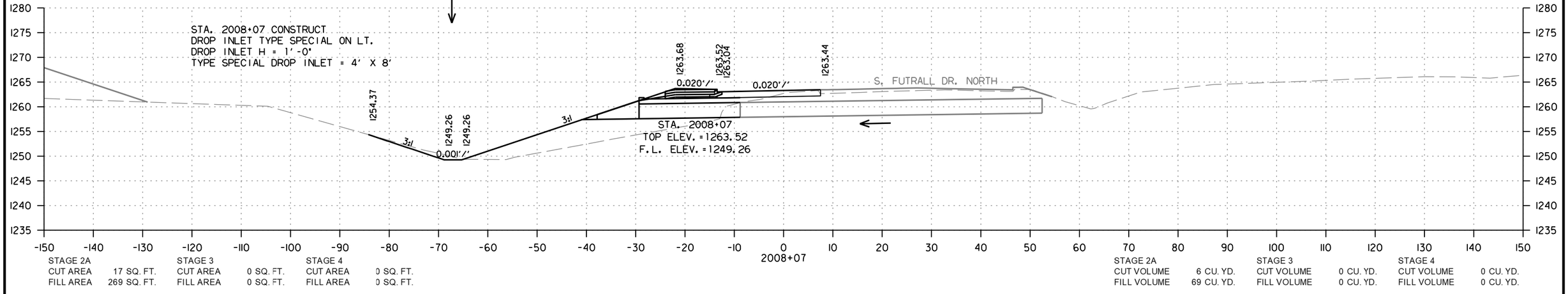
STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	501 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1847 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2007+00 TO STA. 2007+50

CD41256 2/21/2024
R040846A.DGN

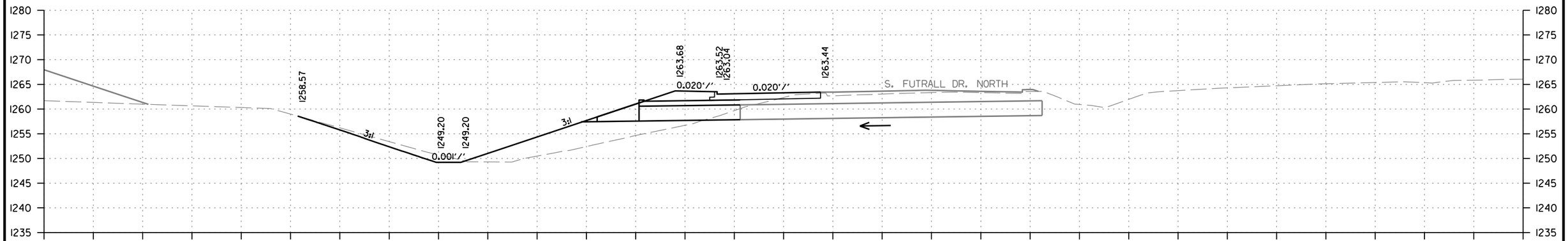
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	815	832
		CROSS SECTIONS				

STA. 2008+25.00 END
0.80% LT. DITCH GRADE
ELEV. = 1249.40



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	17 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	269 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

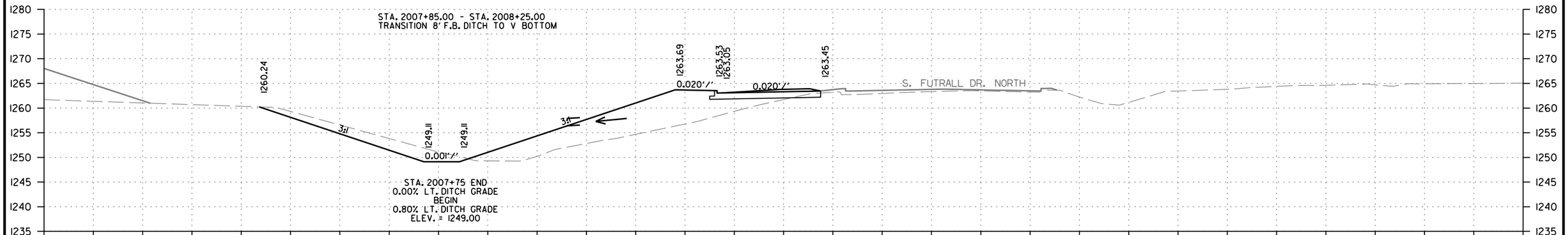
STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	69 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	33 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	265 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	23 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	110 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STA. 2007+85.00 - STA. 2008+25.00
TRANSITION 8' F.B. DITCH TO V BOTTOM



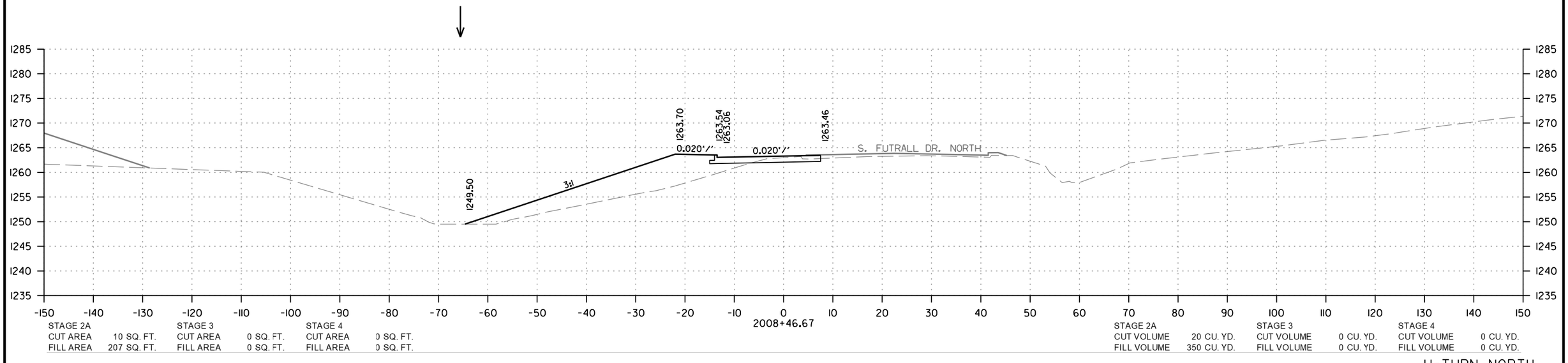
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	76 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	268 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	181 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	519 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2007+89 TO STA. 2008+07

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	816	832
		CROSS SECTIONS				



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	10 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	207 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	20 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	350 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN NORTH
STA. 2008+46.67

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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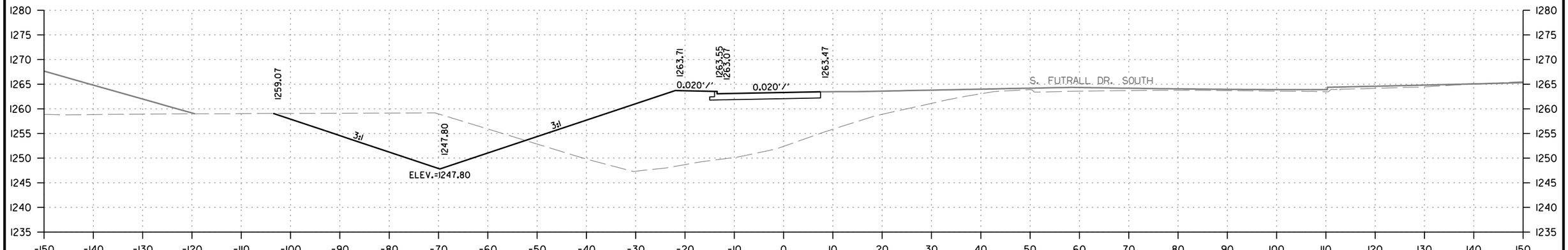
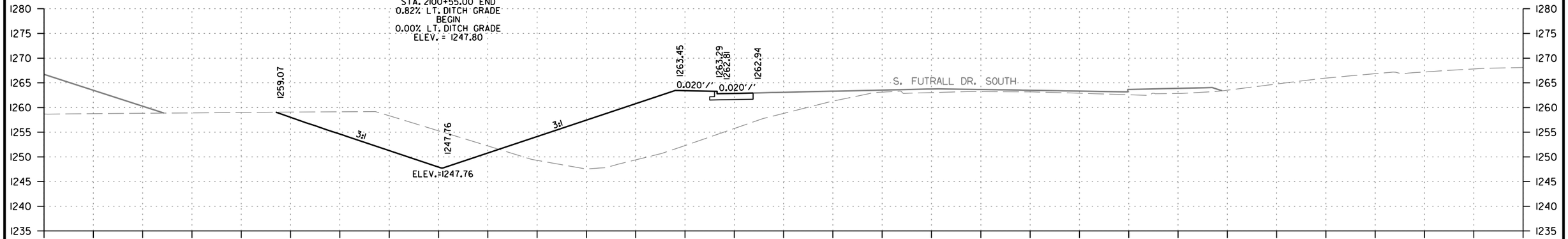
		CROSS SECTIONS				



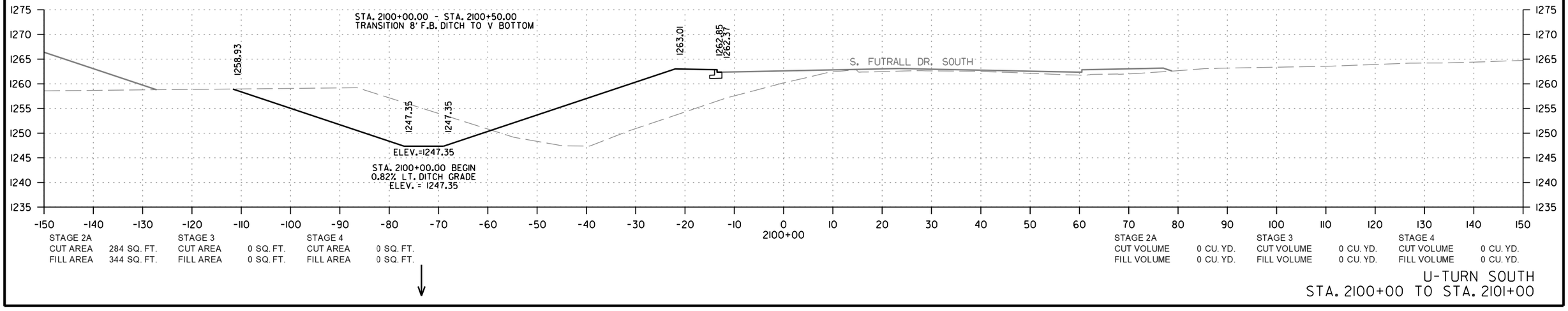
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	288 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	610 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	461 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	957 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	210 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	424 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	457 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	711 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



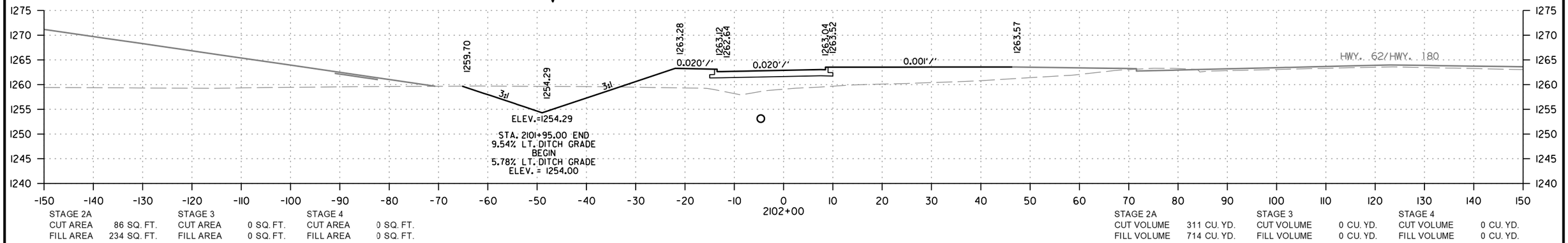
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	284 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	344 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
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.

U-TURN SOUTH
STA. 2100+00 TO STA. 2101+00

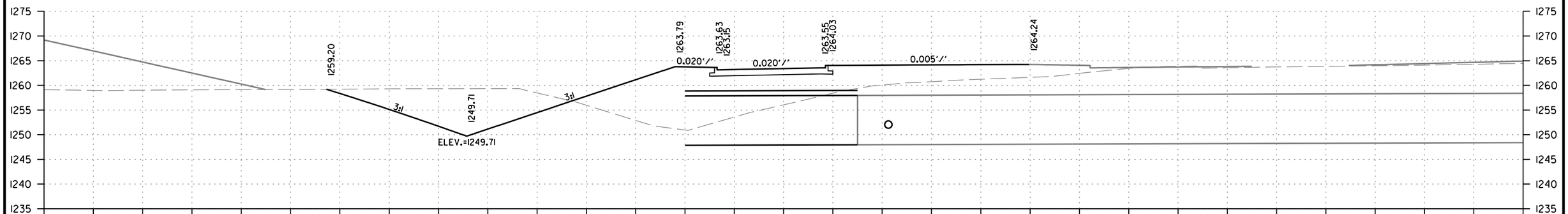
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	818	832
		CROSS SECTIONS				



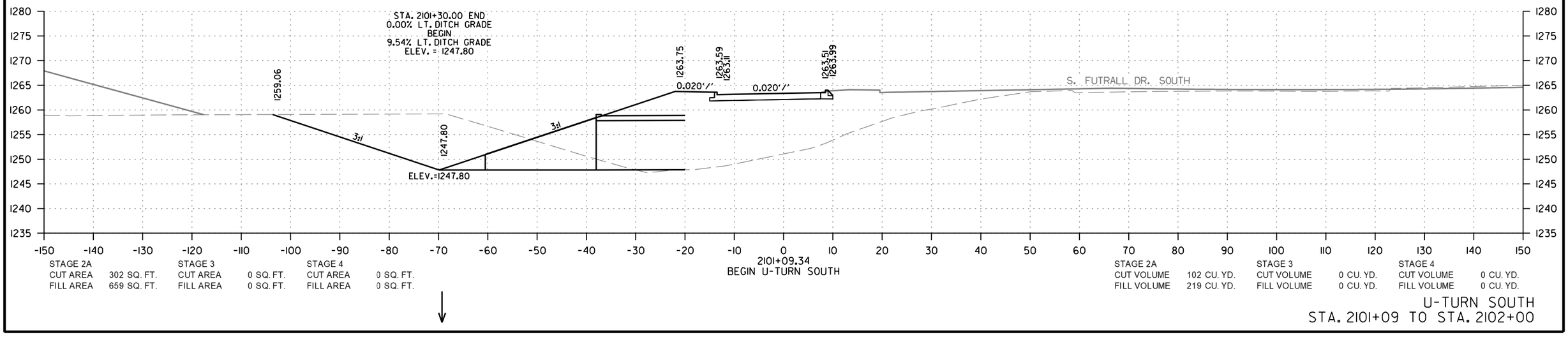
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	86 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	234 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	311 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	714 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	250 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	537 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	416 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	901 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



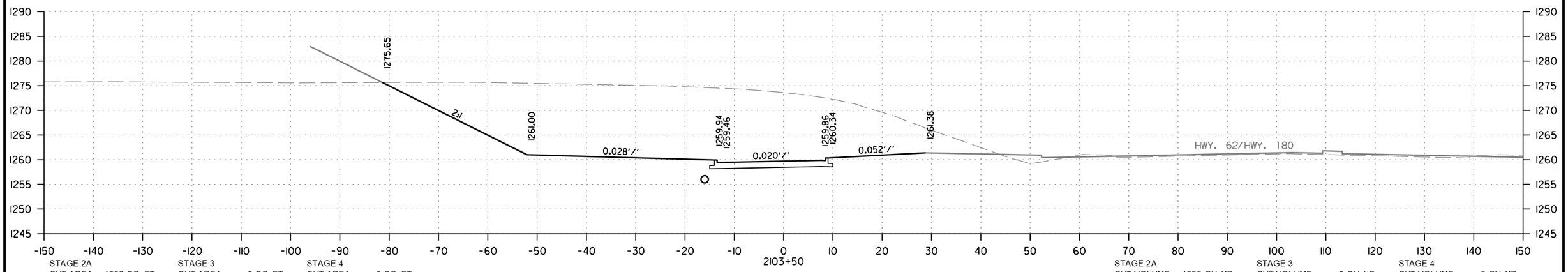
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	302 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	659 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	102 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	219 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN SOUTH
STA. 2101+09 TO STA. 2102+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	819	832
		CROSS SECTIONS				



STAGE 2A
CUT AREA 1302 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

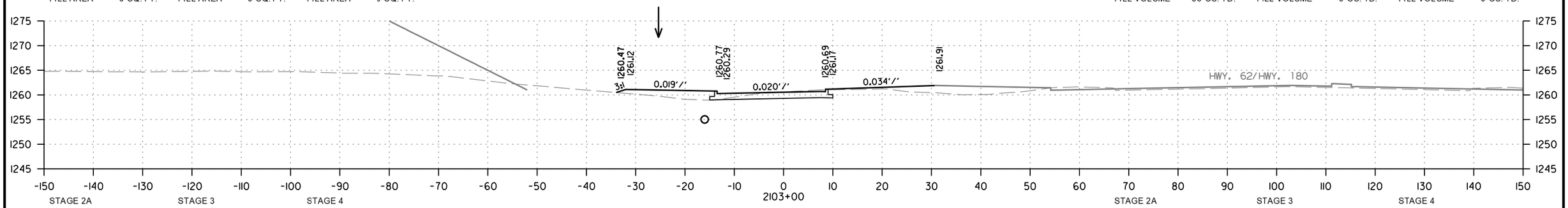
STAGE 4
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

2103+50

STAGE 2A
CUT VOLUME 1229 CU. YD.
FILL VOLUME 36 CU. YD.

STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 2A
CUT AREA 25 SQ. FT.
FILL AREA 39 SQ. FT.

STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

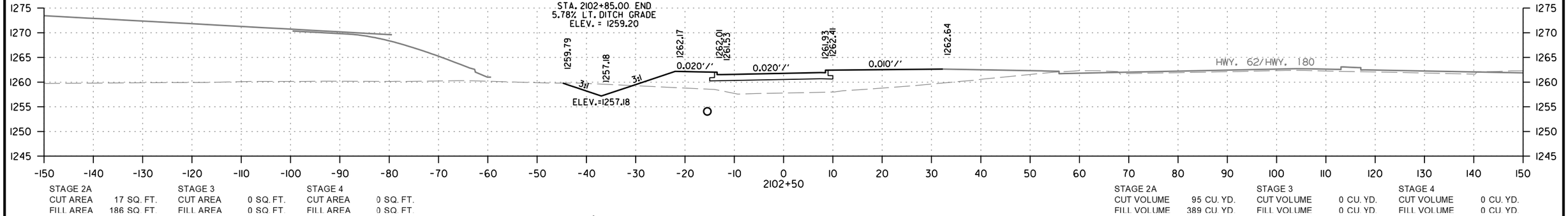
STAGE 4
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

2103+00

STAGE 2A
CUT VOLUME 39 CU. YD.
FILL VOLUME 208 CU. YD.

STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 2A
CUT AREA 17 SQ. FT.
FILL AREA 186 SQ. FT.

STAGE 3
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 4
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

2102+50

STAGE 2A
CUT VOLUME 95 CU. YD.
FILL VOLUME 389 CU. YD.

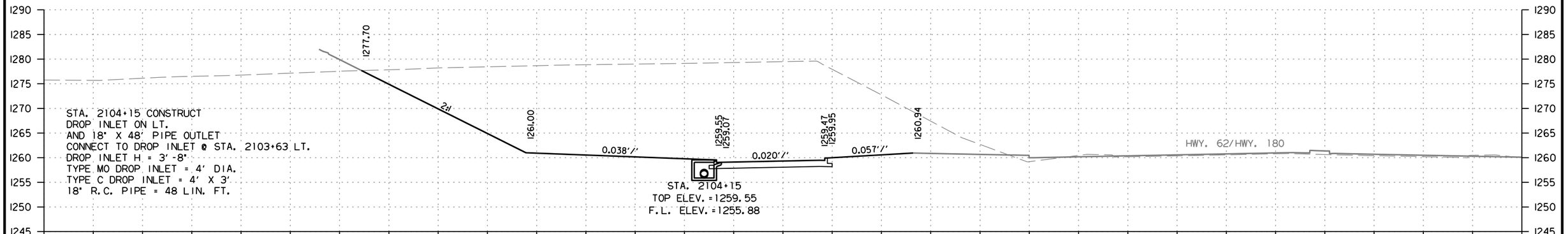
STAGE 3
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 4
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

U-TURN SOUTH
STA. 2102+50 TO STA. 2103+50

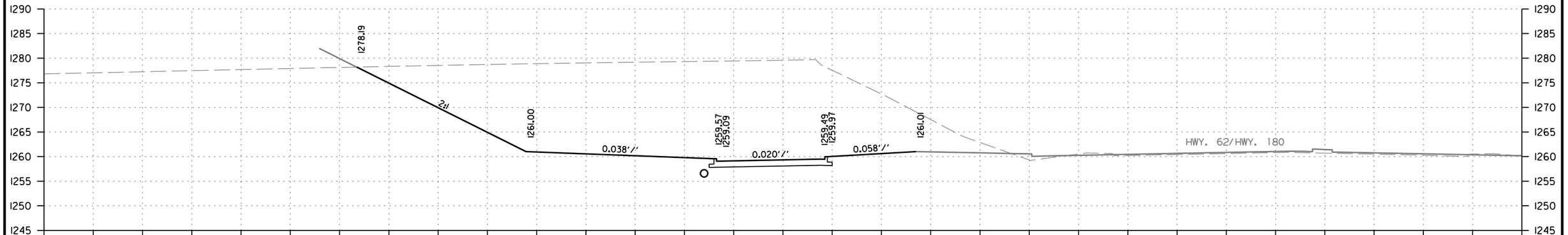
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	820	832
		CROSS SECTIONS				



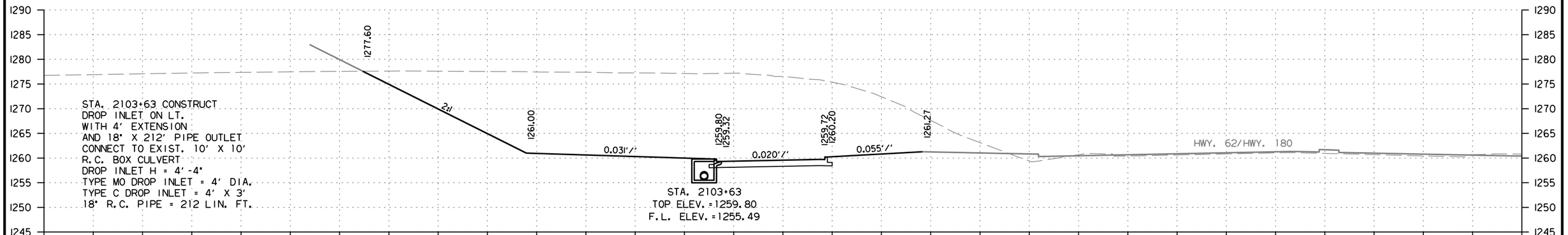
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1736 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	970 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1757 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	1077 CU. YD.	CUT VOLUME	1204 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



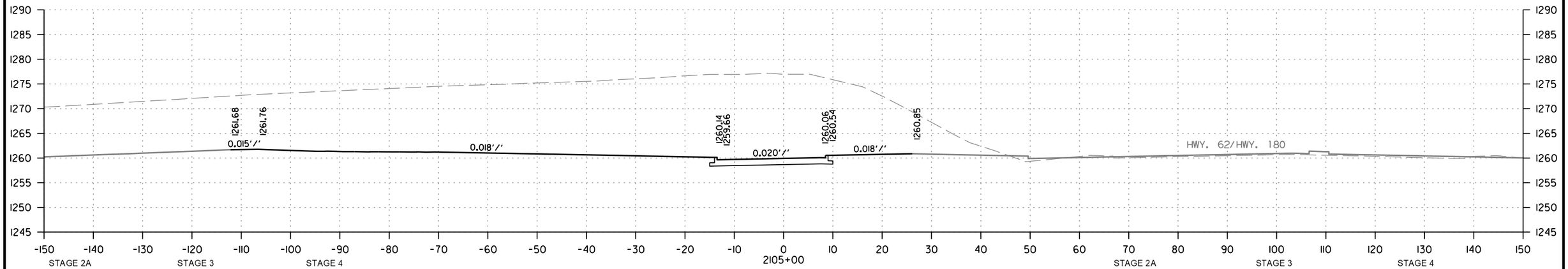
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	1572 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	692 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.

U-TURN SOUTH
STA. 2103+63 TO STA. 2104+15

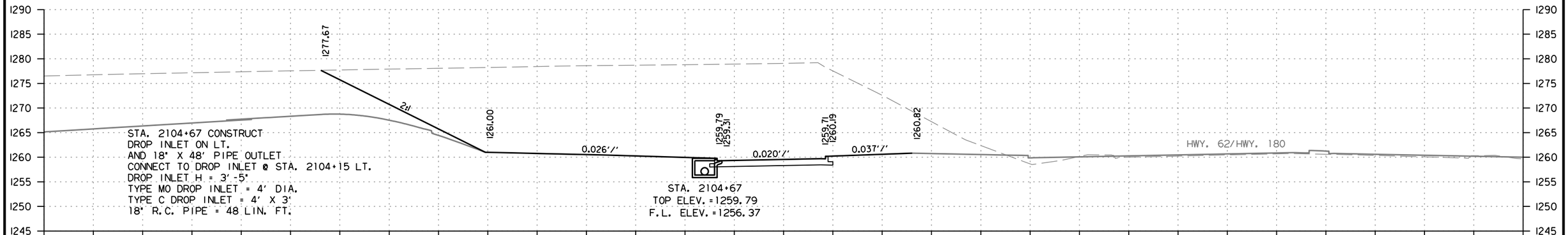
CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	821	832
		CROSS SECTIONS				



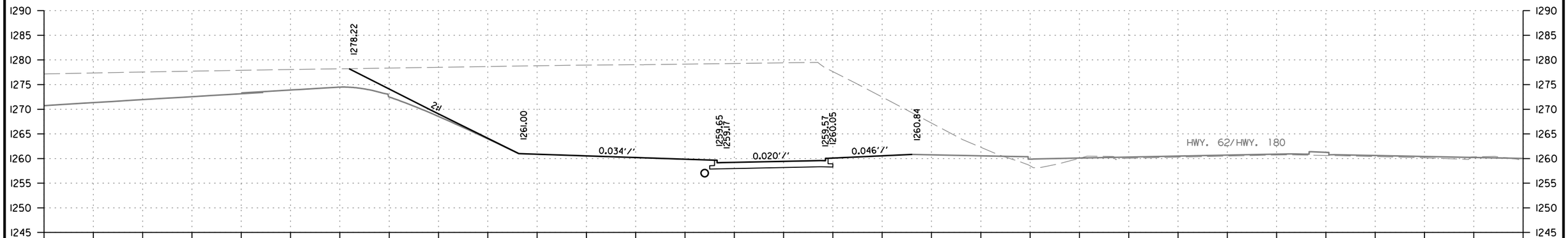
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1986 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2340 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1843 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	556 CU. YD.	CUT VOLUME	580 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1765 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2269 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN SOUTH
STA. 2104+50 TO STA. 2105+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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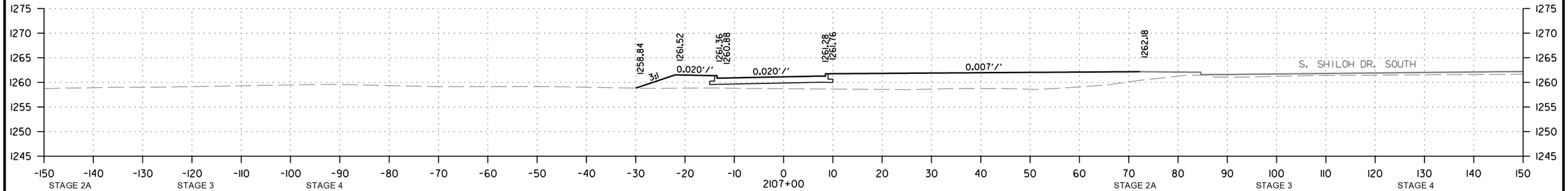
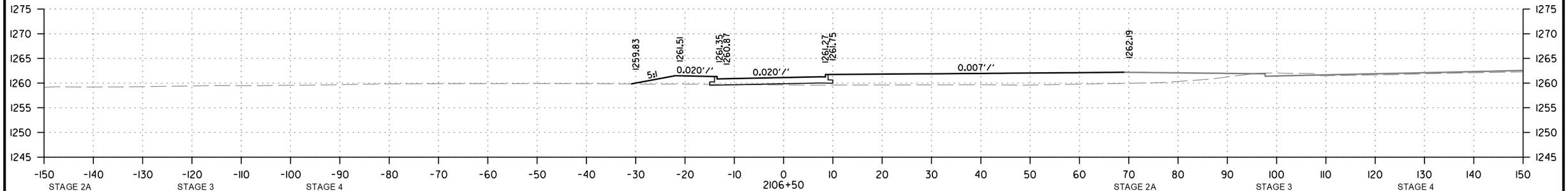
		CROSS SECTIONS				



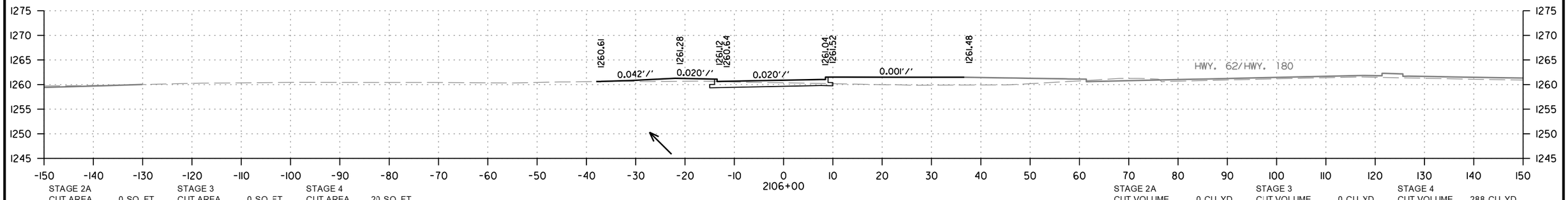
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	252 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	382 CU. YD.



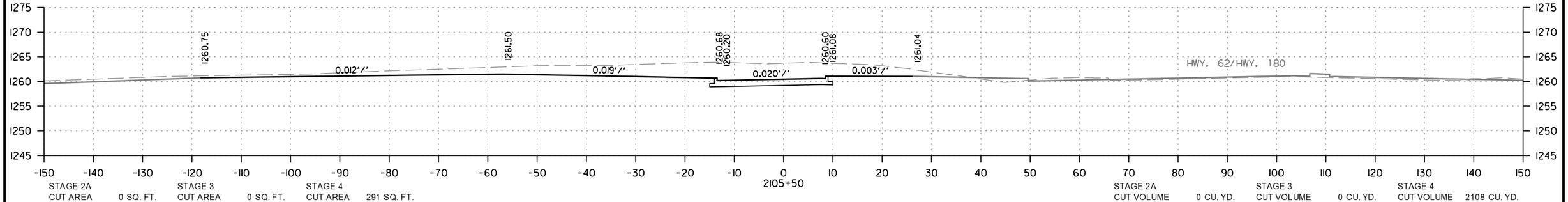
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	161 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	19 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	195 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	20 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	50 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	288 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	46 CU. YD.



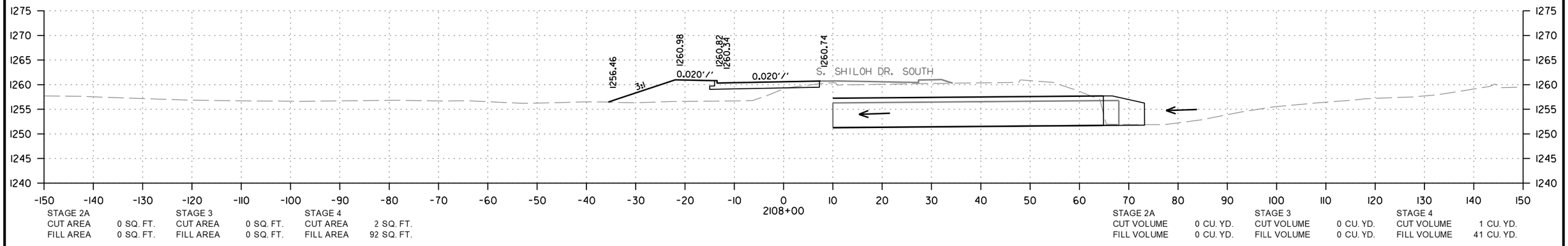
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	291 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2108 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

U-TURN SOUTH
STA. 2105+50 TO STA. 2107+00

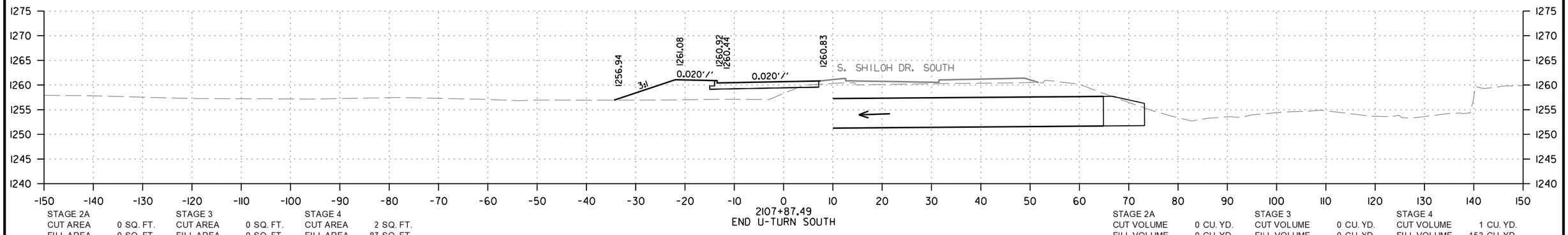
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	823	832
		CROSS SECTIONS				



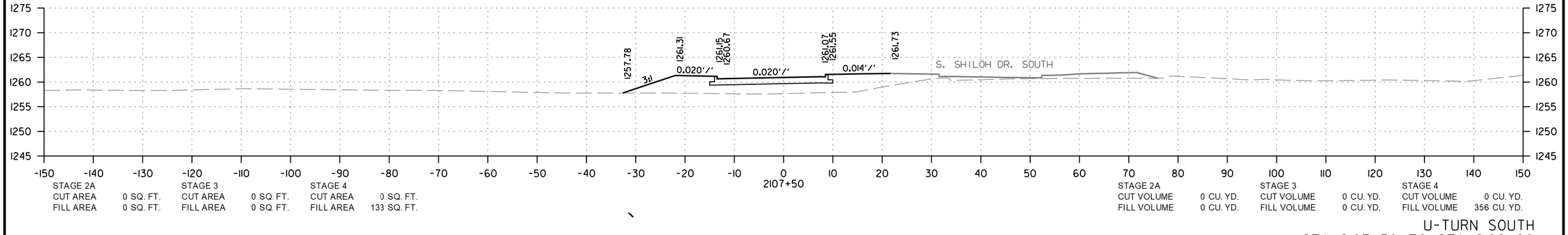
STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	92 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	41 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	87 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	153 CU. YD.



STAGE 2A		STAGE 3		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	133 SQ. FT.

STAGE 2A		STAGE 3		STAGE 4	
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	356 CU. YD.

U-TURN SOUTH
STA. 2107+50 TO STA. 2108+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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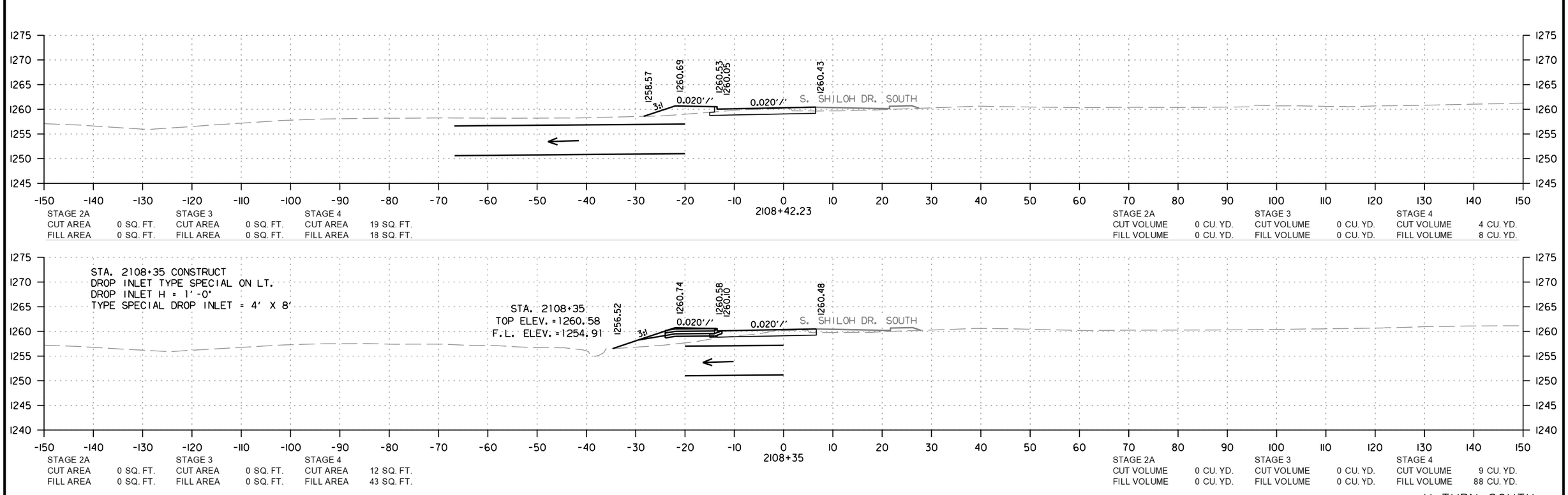
		CROSS SECTIONS				



U-TURN SOUTH
STA. 2108+35 - STA. 2108+42.23

CD41256 2/21/2024
R040846ADGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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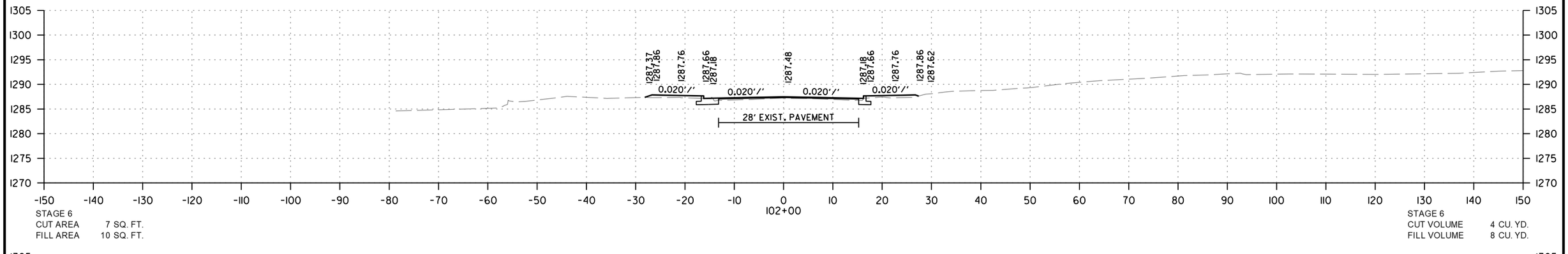
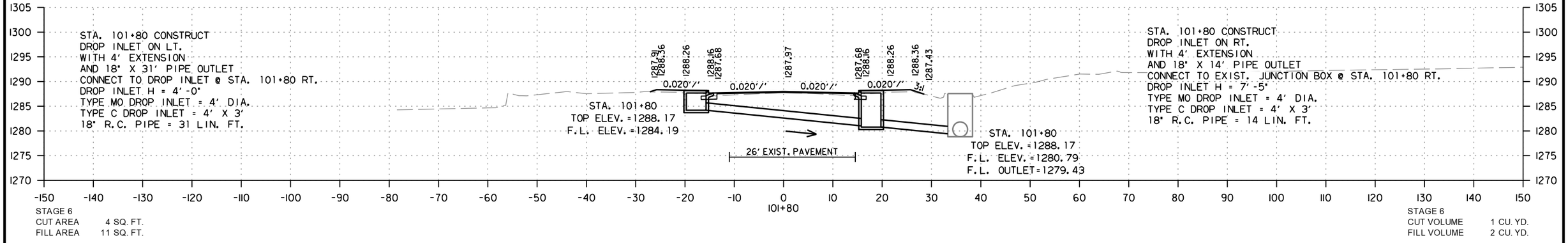
		CROSS SECTIONS				



STAGE 6
CUT AREA 7 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 6
CUT VOLUME 4 CU. YD.
FILL VOLUME 8 CU. YD.



STAGE 6
CUT AREA 4 SQ. FT.
FILL AREA 11 SQ. FT.

STAGE 6
CUT VOLUME 1 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 6
CUT AREA 4 SQ. FT.
FILL AREA 11 SQ. FT.

STAGE 6
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

S. FINGER RD.
STA. 101+75 TO STA. 102+00

CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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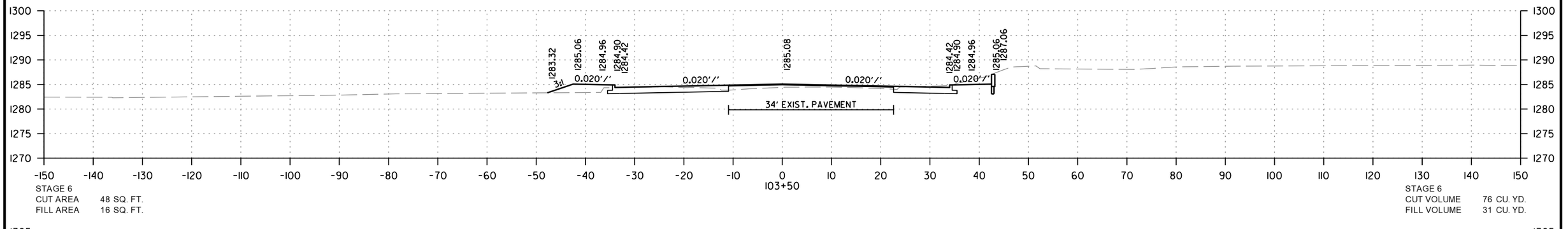
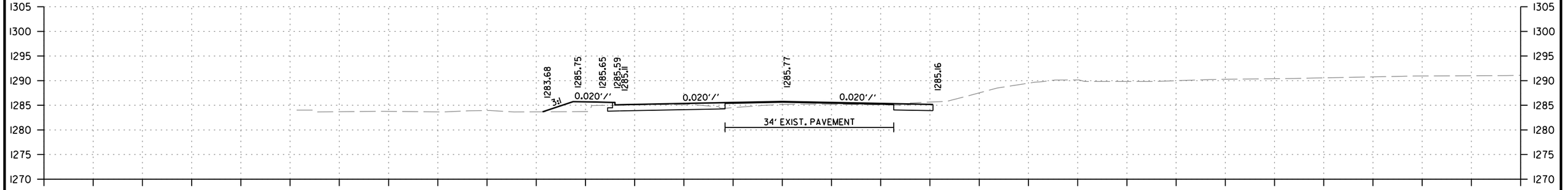
		CROSS SECTIONS				



STAGE 6
CUT AREA 48 SQ. FT.
FILL AREA 16 SQ. FT.

103+50

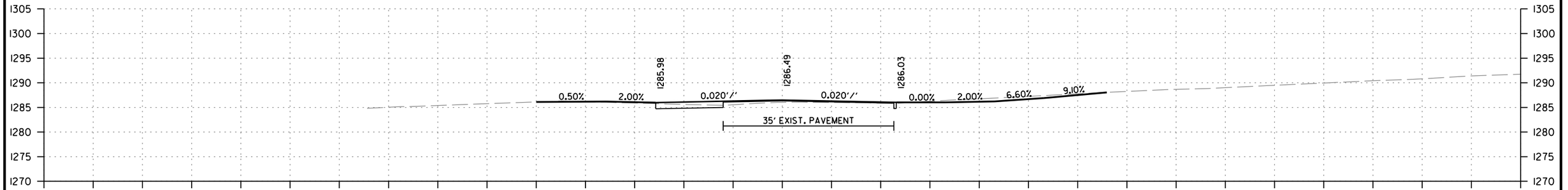
STAGE 6
CUT VOLUME 76 CU. YD.
FILL VOLUME 31 CU. YD.



STAGE 6
CUT AREA 34 SQ. FT.
FILL AREA 17 SQ. FT.

103+00

STAGE 6
CUT VOLUME 41 CU. YD.
FILL VOLUME 16 CU. YD.



STAGE 6
CUT AREA 10 SQ. FT.
FILL AREA 0 SQ. FT.

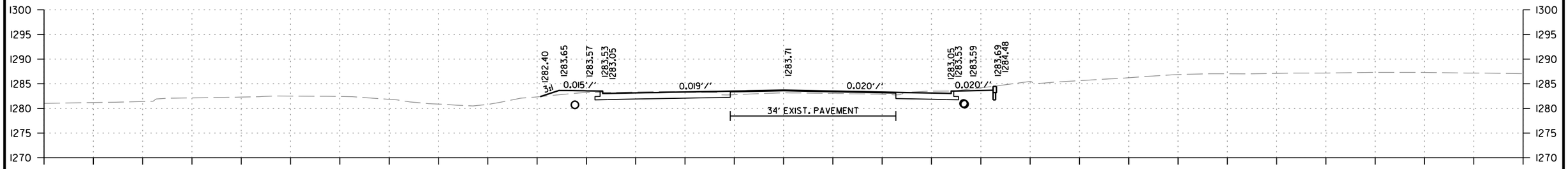
102+50

STAGE 6
CUT VOLUME 16 CU. YD.
FILL VOLUME 9 CU. YD.

S. FINGER RD.
STA. 102+50 TO STA. 103+50

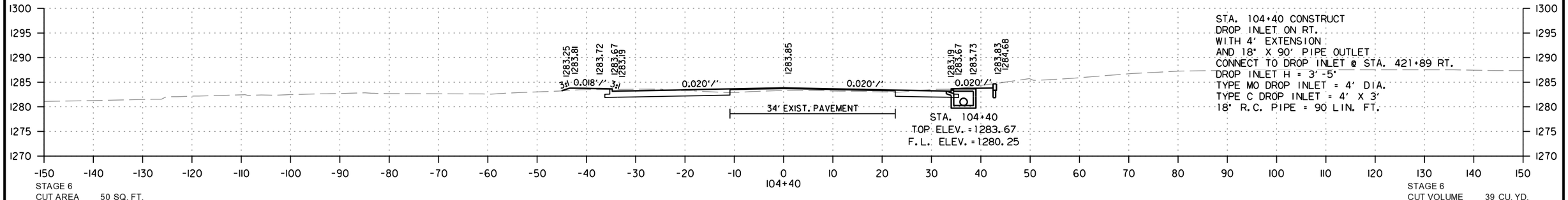
CD41256 2/21/2024
R040846ALDGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	827	832
		CROSS SECTIONS				



STAGE 6
CUT AREA 55 SQ. FT.
FILL AREA 6 SQ. FT.

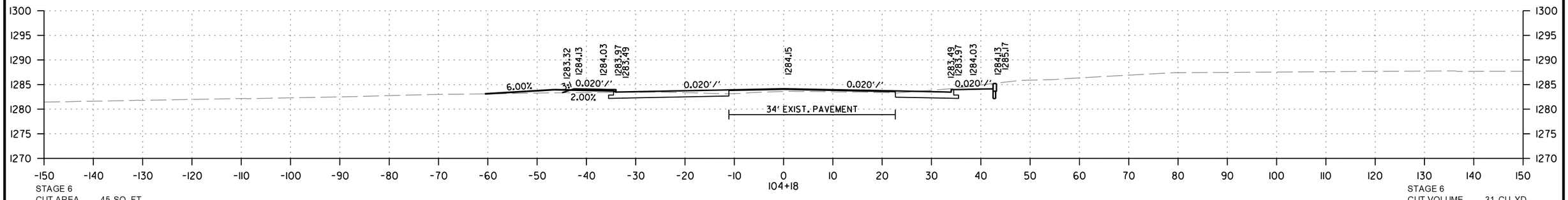
STAGE 6
CUT VOLUME 19 CU. YD.
FILL VOLUME 1 CU. YD.



STA. 104+40 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 90' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 421+89 RT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 90 LIN. FT.

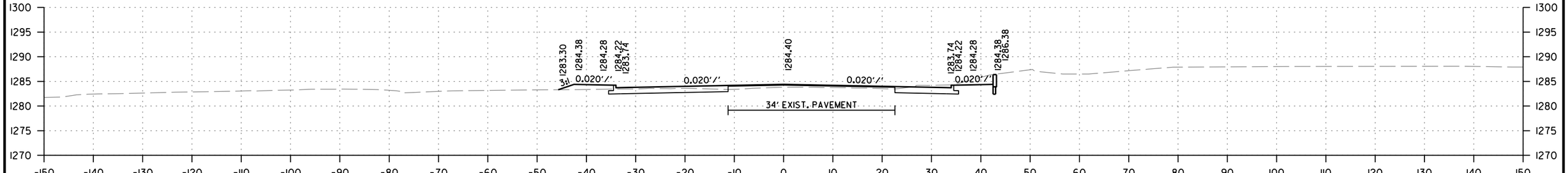
STAGE 6
CUT AREA 50 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 6
CUT VOLUME 39 CU. YD.
FILL VOLUME 4 CU. YD.



STAGE 6
CUT AREA 45 SQ. FT.
FILL AREA 7 SQ. FT.

STAGE 6
CUT VOLUME 31 CU. YD.
FILL VOLUME 6 CU. YD.



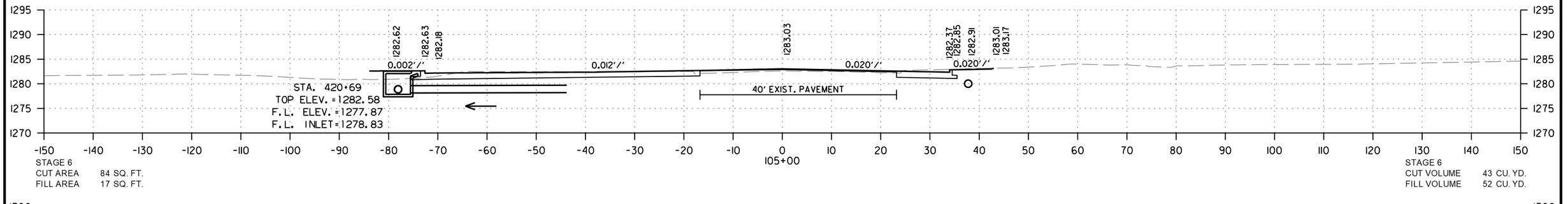
STAGE 6
CUT AREA 47 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 6
CUT VOLUME 88 CU. YD.
FILL VOLUME 24 CU. YD.

S. FINGER RD.
STA. 104+00 TO STA. 104+50

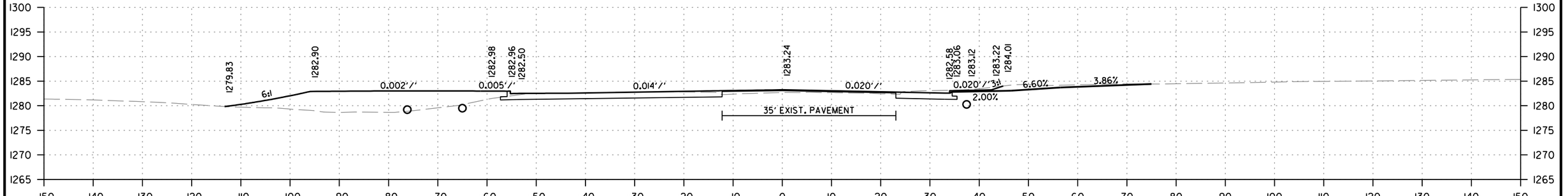
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	828	832
		CROSS SECTIONS				



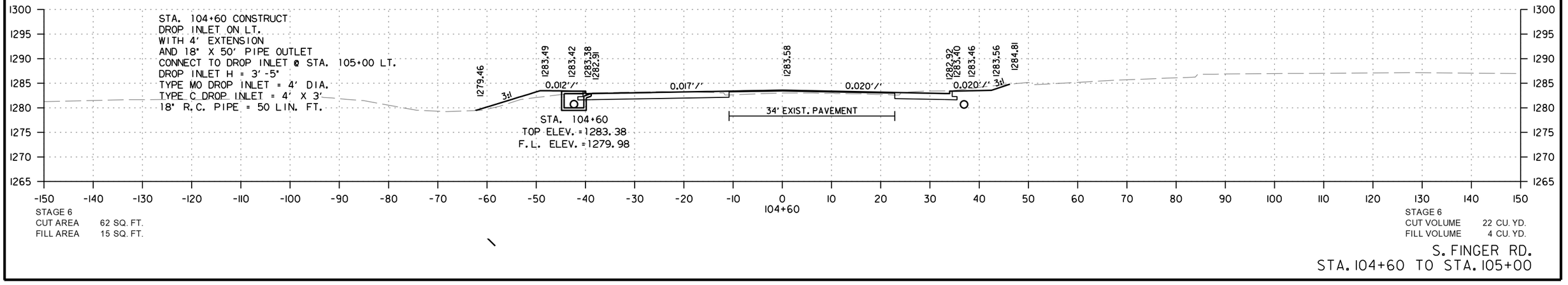
STAGE 6
CUT AREA 84 SQ. FT.
FILL AREA 17 SQ. FT.

STAGE 6
CUT VOLUME 43 CU. YD.
FILL VOLUME 52 CU. YD.



STAGE 6
CUT AREA 71 SQ. FT.
FILL AREA 170 SQ. FT.

STAGE 6
CUT VOLUME 62 CU. YD.
FILL VOLUME 86 CU. YD.



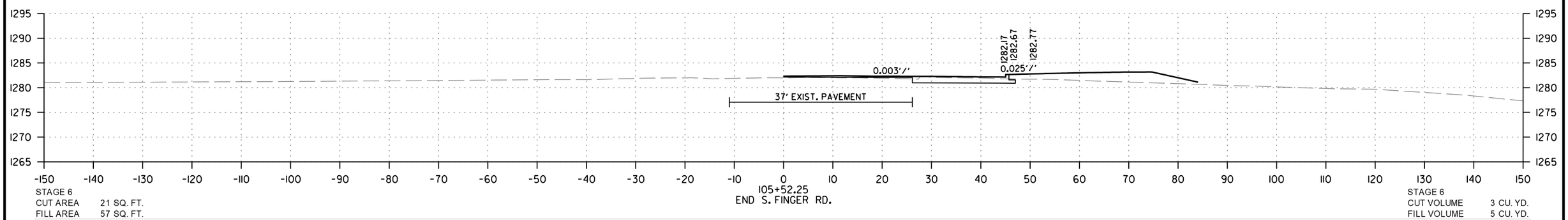
STAGE 6
CUT AREA 62 SQ. FT.
FILL AREA 15 SQ. FT.

STAGE 6
CUT VOLUME 22 CU. YD.
FILL VOLUME 4 CU. YD.

S. FINGER RD.
STA. 104+60 TO STA. 105+00

CD41256 2/21/2024
R040846A.DGN

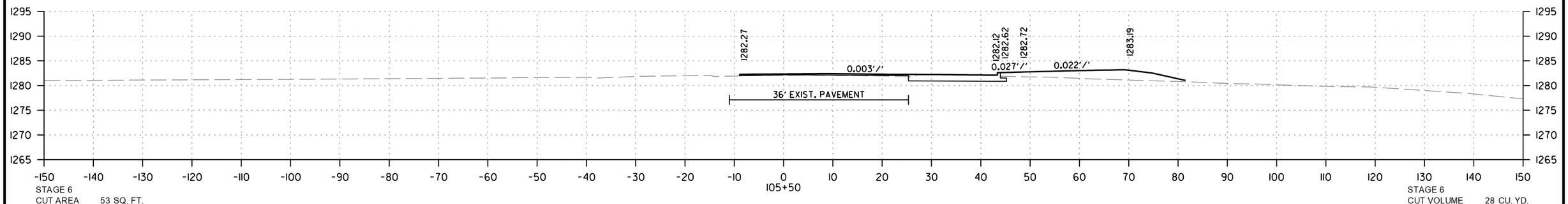
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	829	832
		CROSS SECTIONS				



STAGE 6
CUT AREA 21 SQ. FT.
FILL AREA 57 SQ. FT.

105+52.25
END S. FINGER RD.

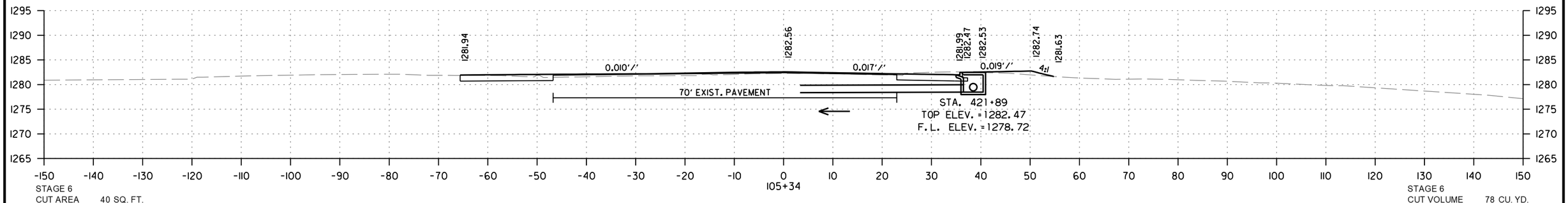
STAGE 6
CUT VOLUME 3 CU. YD.
FILL VOLUME 5 CU. YD.



STAGE 6
CUT AREA 53 SQ. FT.
FILL AREA 51 SQ. FT.

105+50

STAGE 6
CUT VOLUME 28 CU. YD.
FILL VOLUME 17 CU. YD.



STAGE 6
CUT AREA 40 SQ. FT.
FILL AREA 6 SQ. FT.

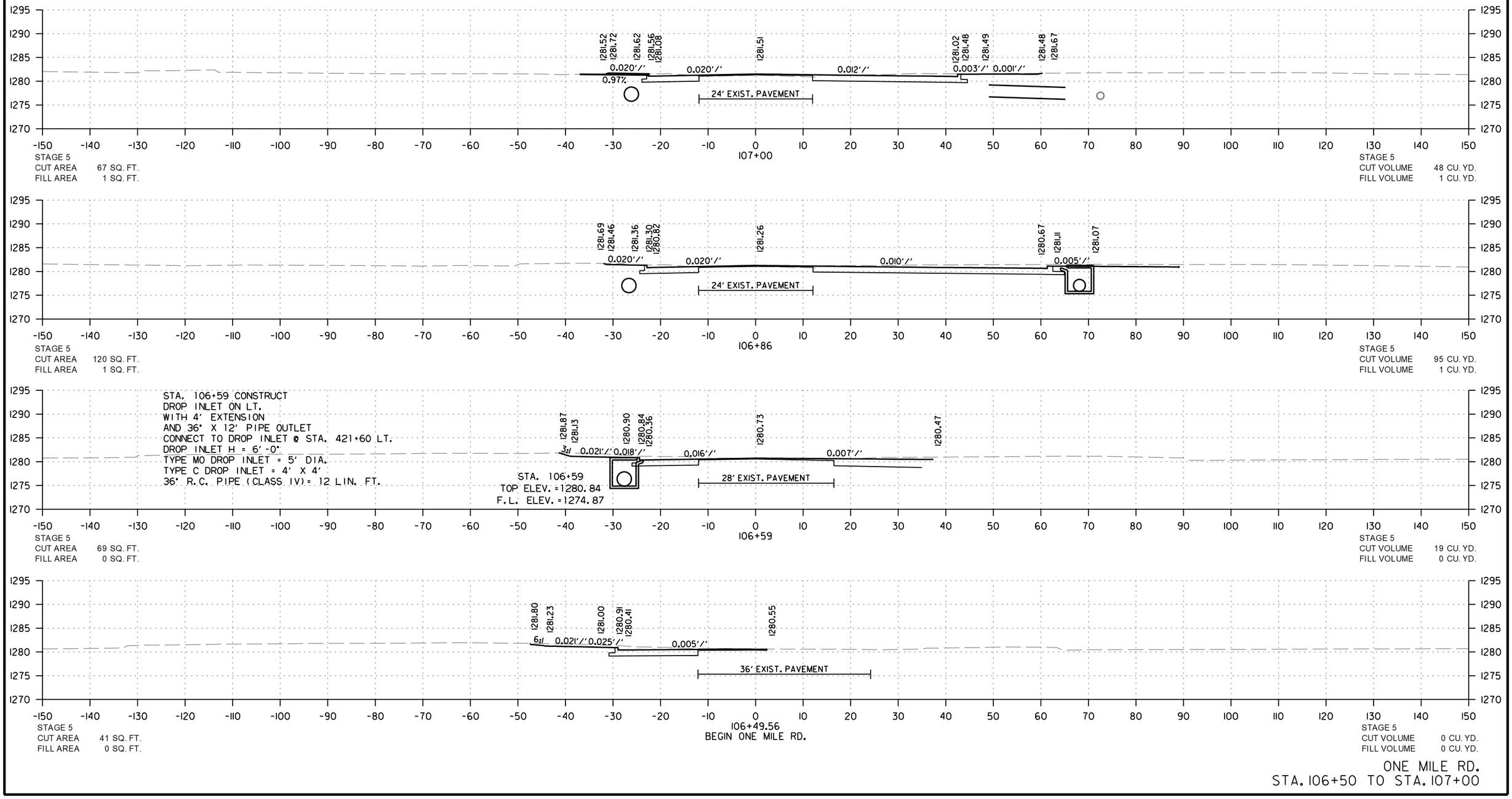
105+34

STAGE 6
CUT VOLUME 78 CU. YD.
FILL VOLUME 14 CU. YD.

S. FINGER RD.
STA. 105+34 TO STA. 105+52

CD41256 2/21/2024
R040846A.DGN

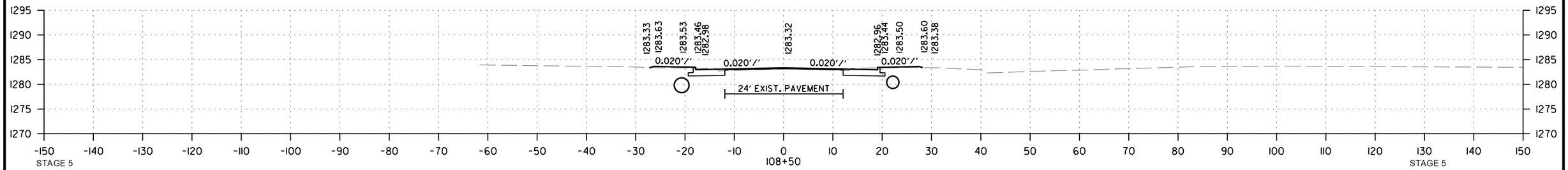
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	830	832
		CROSS SECTIONS				



ONE MILE RD.
STA. 106+50 TO STA. 107+00

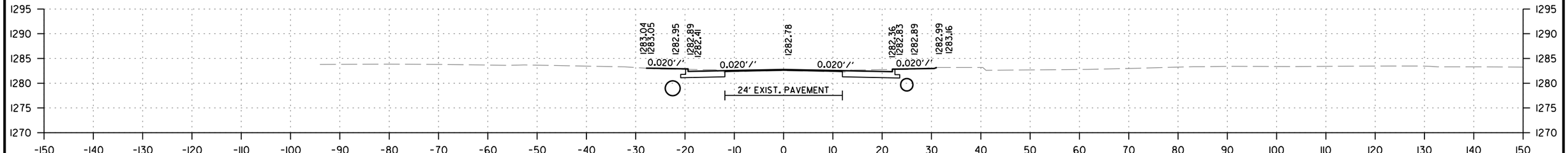
CD41256 2/21/2024
R040846A.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	831	832
		CROSS SECTIONS				



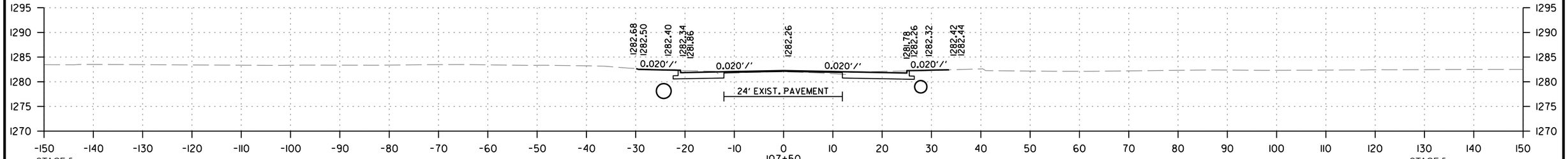
STAGE 5
CUT AREA 21 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 5
CUT VOLUME 47 CU. YD.
FILL VOLUME 4 CU. YD.



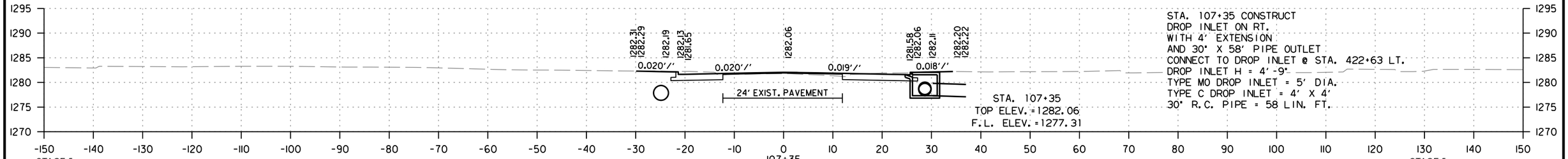
STAGE 5
CUT AREA 30 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 59 CU. YD.
FILL VOLUME 2 CU. YD.



STAGE 5
CUT AREA 34 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 19 CU. YD.
FILL VOLUME 1 CU. YD.



STA. 107+35
TOP ELEV. = 1282.06
F.L. ELEV. = 1277.31

STA. 107+35 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 30" X 58' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 422+63 LT.
DROP INLET H = 4'-9"
TYPE M0 DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 58 LIN. FT.

STAGE 5
CUT AREA 36 SQ. FT.
FILL AREA 1 SQ. FT.

STAGE 5
CUT VOLUME 67 CU. YD.
FILL VOLUME 1 CU. YD.

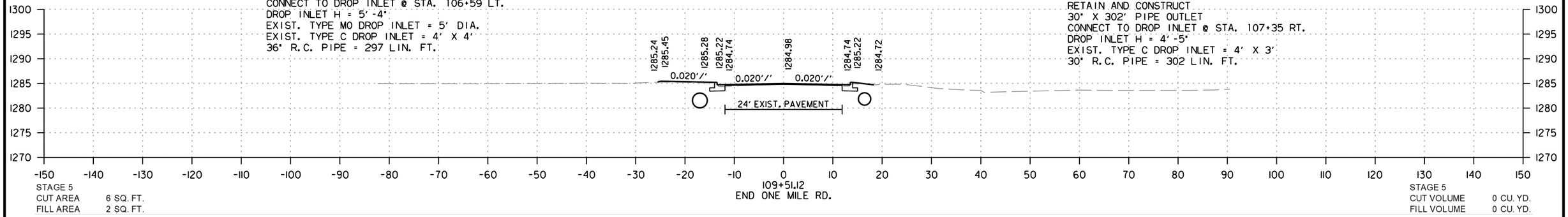
CD41256 2/21/2024
R040846A.DGN

ONE MILE RD.
STA. 107+35 TO STA. 108+50

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040846	832	832
		CROSS SECTIONS				

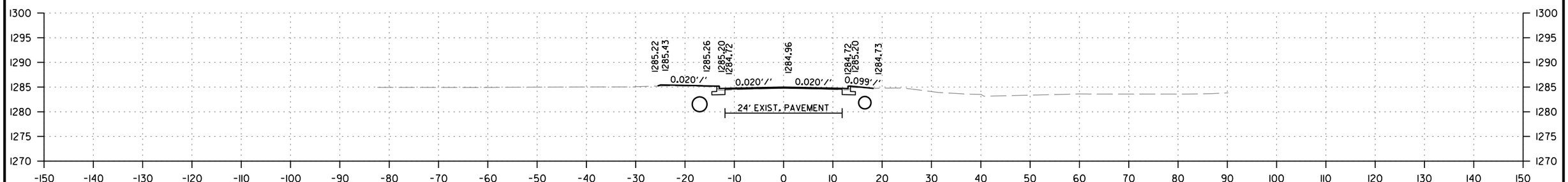
STA. 109+60 IN PLACE
DROP INLET ON LT.
RETAIN AND CONSTRUCT
36" X 297' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 106+59 LT.
DROP INLET H = 5'-4"
EXIST. TYPE MO DROP INLET = 5' DIA.
EXIST. TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 297 LIN. FT.

STA. 110+41 IN PLACE
DROP INLET ON RT.
RETAIN AND CONSTRUCT
30" X 302' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 107+35 RT.
DROP INLET H = 4'-5"
EXIST. TYPE C DROP INLET = 4' X 3'
30" R.C. PIPE = 302 LIN. FT.



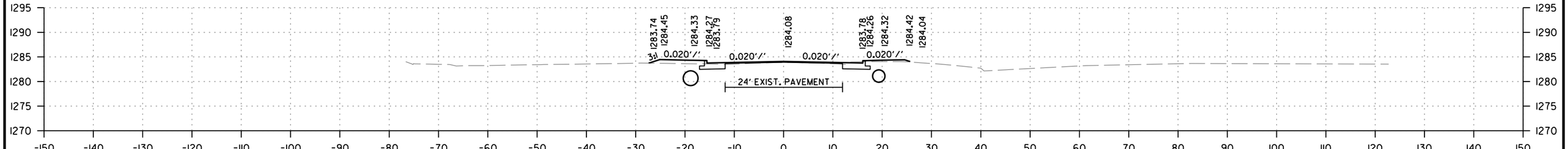
STAGE 5
CUT AREA 6 SQ. FT.
FILL AREA 2 SQ. FT.

STAGE 5
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



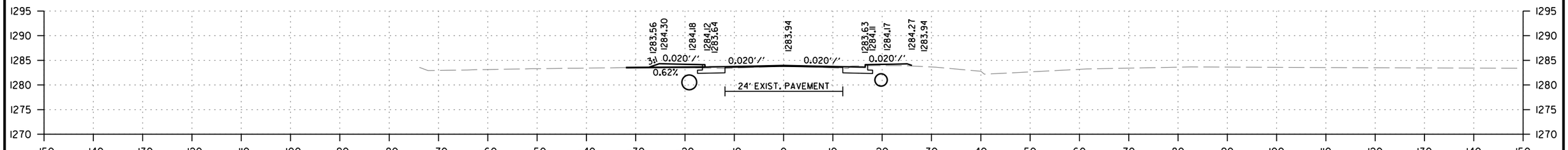
STAGE 5
CUT AREA 5 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 5
CUT VOLUME 15 CU. YD.
FILL VOLUME 12 CU. YD.



STAGE 5
CUT AREA 11 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 5
CUT VOLUME 4 CU. YD.
FILL VOLUME 3 CU. YD.



STAGE 5
CUT AREA 13 SQ. FT.
FILL AREA 10 SQ. FT.

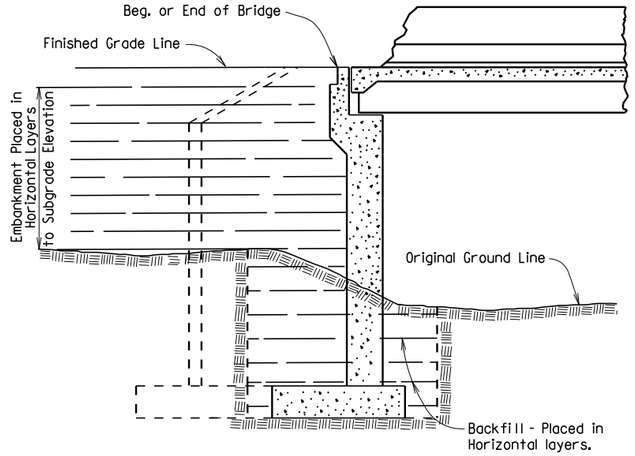
STAGE 5
CUT VOLUME 26 CU. YD.
FILL VOLUME 10 CU. YD.

ONE MILE RD.
STA. 108+92 TO STA. 109+51

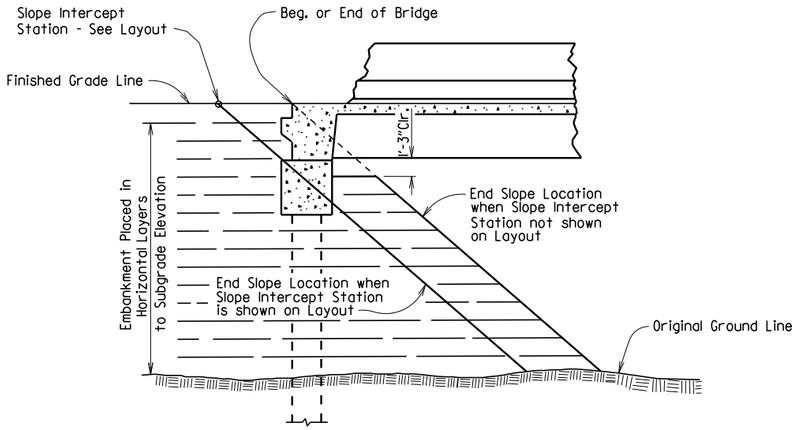
CD41256 2/21/2024
R040846A.DGN

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

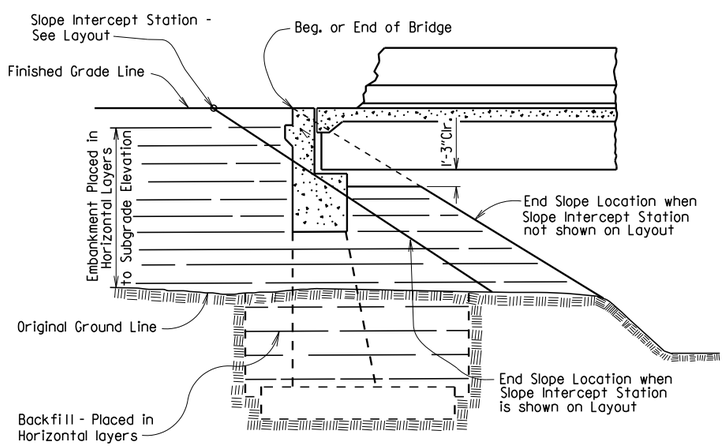
1 EMBANKMENT & BACKFILL 55000



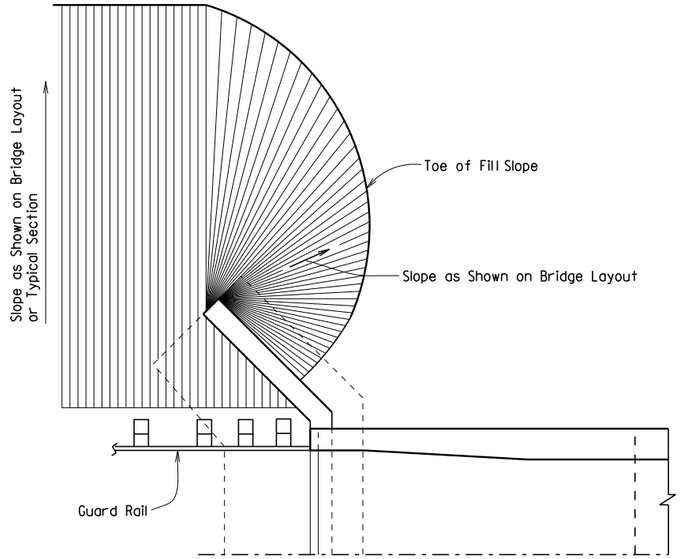
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



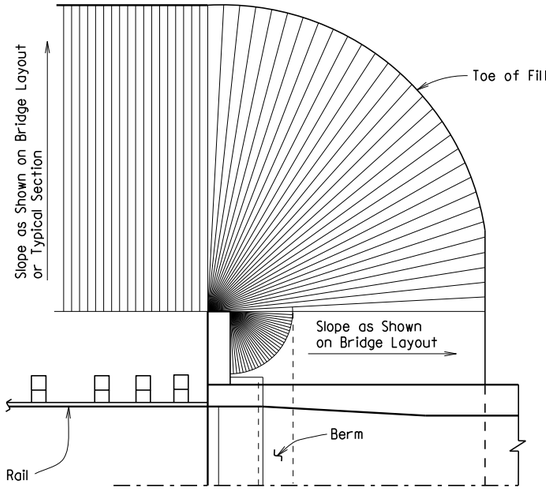
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



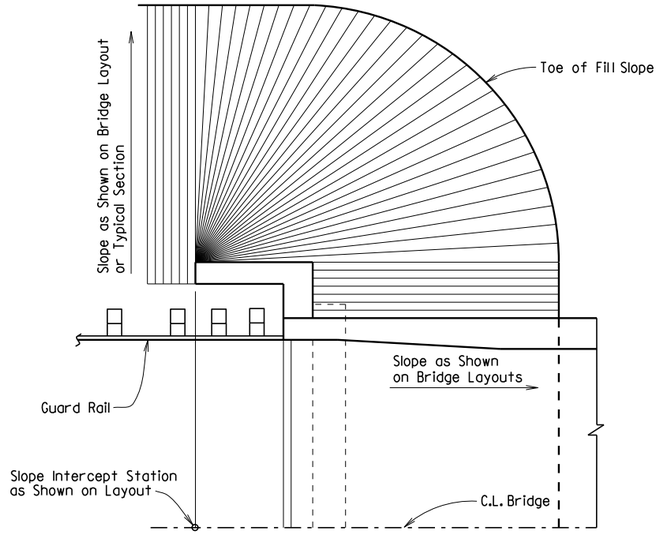
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



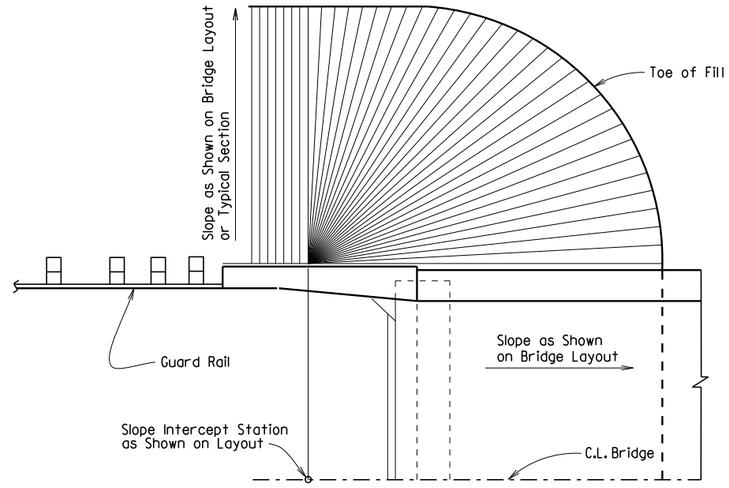
VERTICAL WALL ABUTMENTS



SPILL-THROUGH END BENTS WITH STUB WING



SPILL-THROUGH END BENTS WITH TURNBACK WING



SPILL-THROUGH END BENTS WITH TRANSITION WING

METHOD OF DETERMINING FILL SLOPE LOCATION AT BRIDGE ENDS

GENERAL NOTES

The Bridge End Embankment shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wingwalls. Embankment adjacent to structures shall be constructed in 6 inch horizontal layers (loose measure) and compacted by the use of mechanical equipment to the satisfaction of the Engineer. Refer to Subsections 210.09, 210.10 and 801.08 for construction requirements.

STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55000.dgn

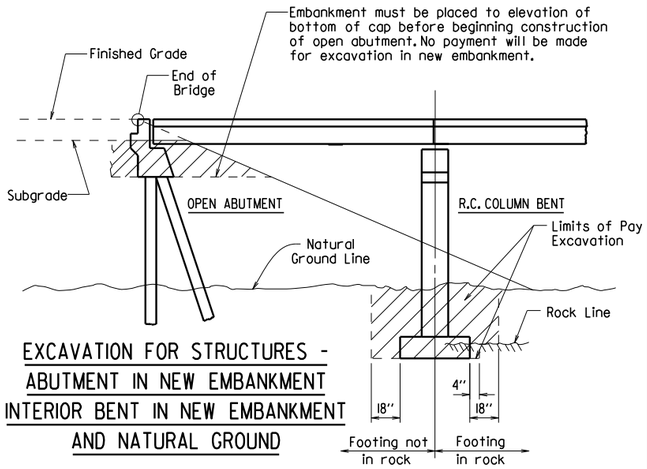
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

DESIGNED BY: STD. DATE: -

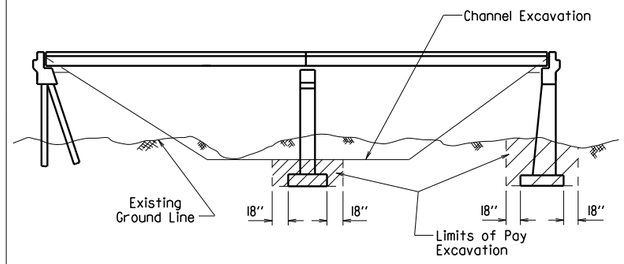
DRAWING NO. 55000

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

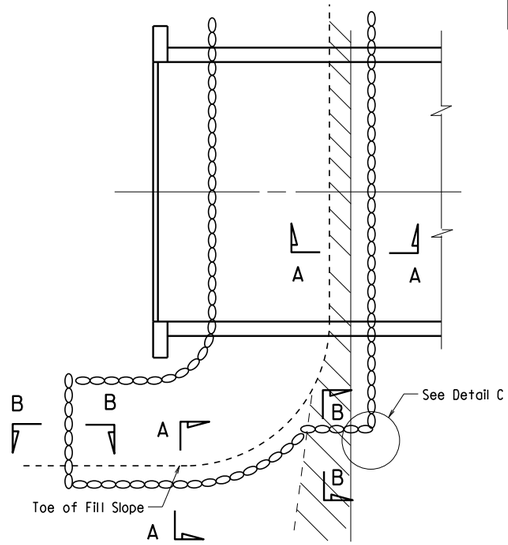
1 RIPRAP & EXCAV. 55001



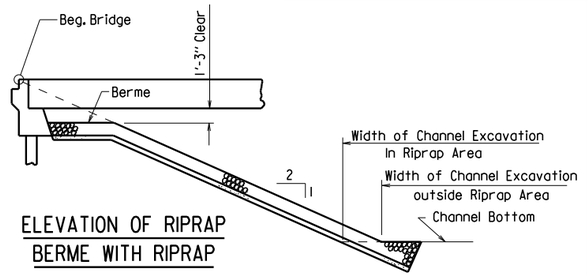
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



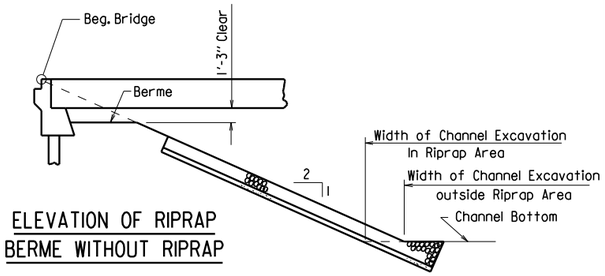
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



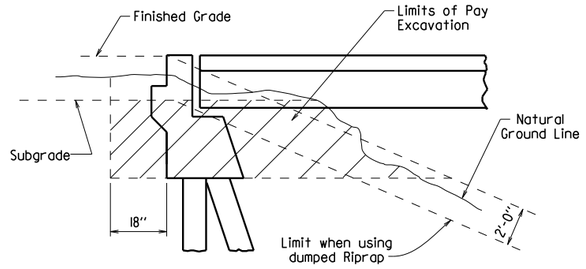
PLAN OF DUMPED RIPRAP



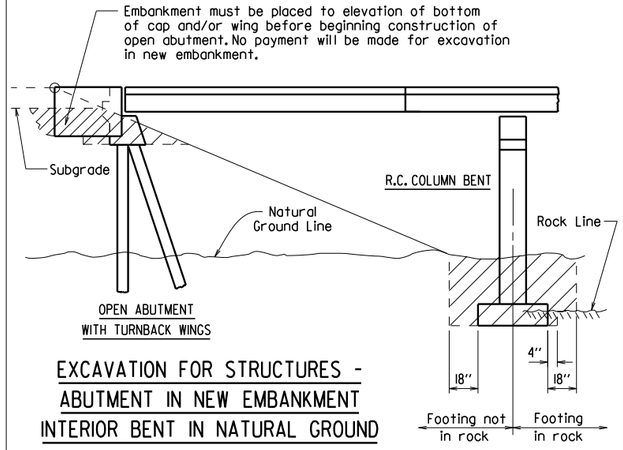
ELEVATION OF RIPRAP BERME WITH RIPRAP



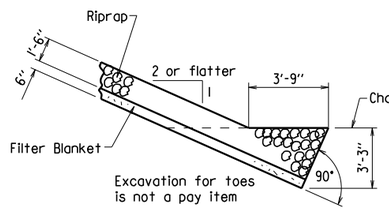
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND



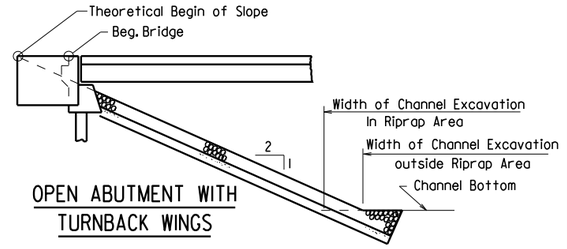
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND



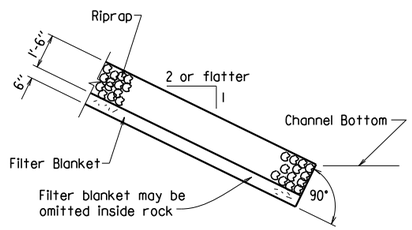
SECTION A-A

(Toe Excavation in Soil)

SECTION B-B



OPEN ABUTMENT WITH TURNBACK WINGS



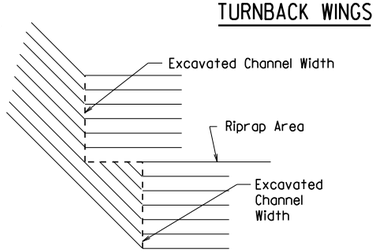
SECTION A-A

(Toe Excavation in Rock)

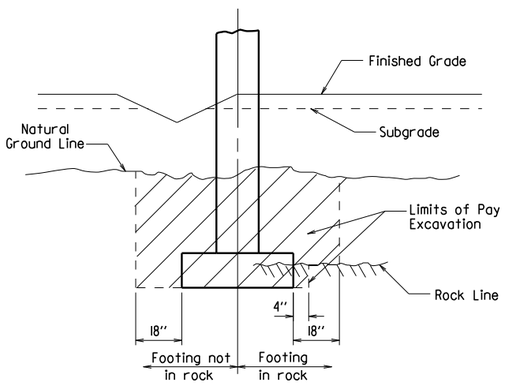
Note : Use this type of toe when rock is encountered which is in a stable condition.

Note : In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.

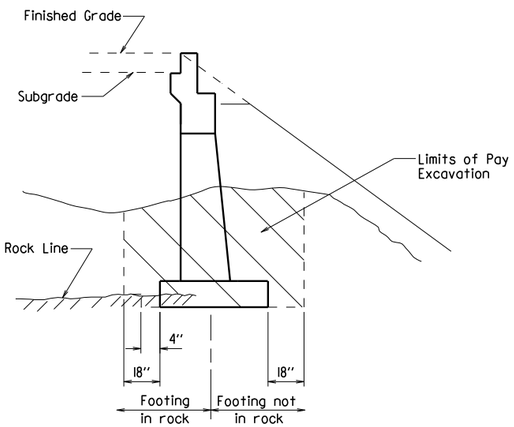
Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



DETAIL C



EXCAVATION FOR STRUCTURES - BENT IN ROADWAY FILL SECTION AND NATURAL GROUND



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND AND NEW EMBANKMENT

STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b5500l.dgn

CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

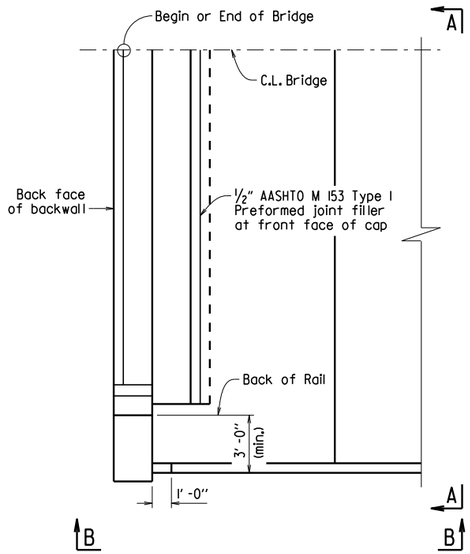
DESIGNED BY: STD. DATE:

DRAWING NO. 55001

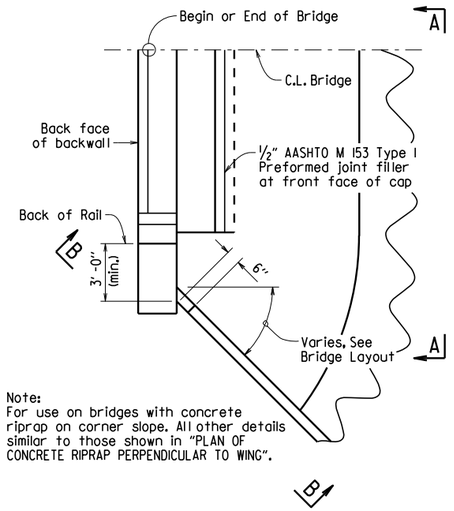
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① CONCRETE RIPRAP 55002

Note:
Sloped surfaces of concrete riprap to be marked off into blocks (construction joints optional) with an approved grooving tool, spacing the grooved lines about 5' apart.



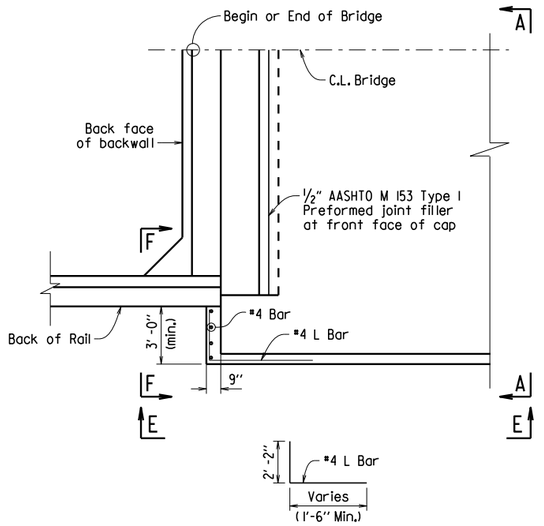
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO WING
¼" = 1'-0"



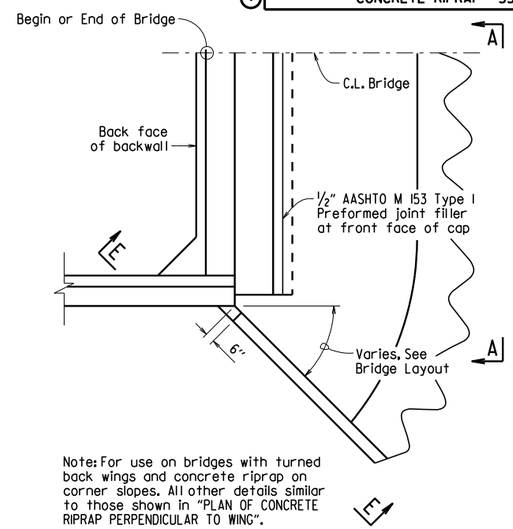
Note:
For use on bridges with concrete riprap on corner slope. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

PLAN OF CONCRETE RIPRAP
AT ANGLE TO WING
¼" = 1'-0"

Note:
For use on bridges with turned back wings. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".



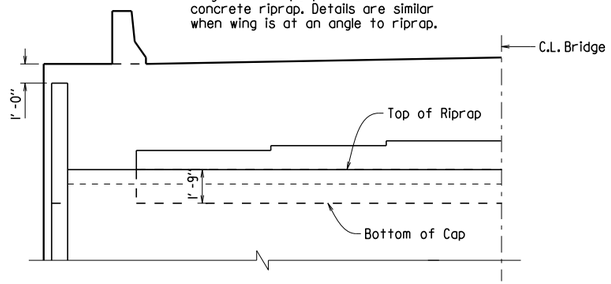
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO TURNED BACK WING
¼" = 1'-0"



Note: For use on bridges with turned back wings and concrete riprap on corner slopes. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

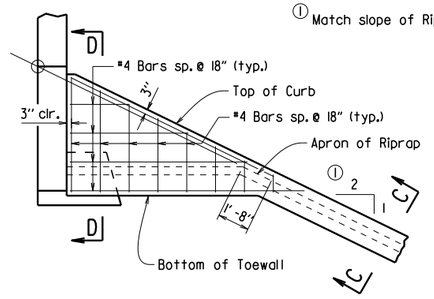
PLAN OF CONCRETE RIPRAP
AT ANGLE FROM TURNED BACK WING
¼" = 1'-0"

Note:
Wing is shown perpendicular to concrete riprap. Details are similar when wing is at an angle to riprap.

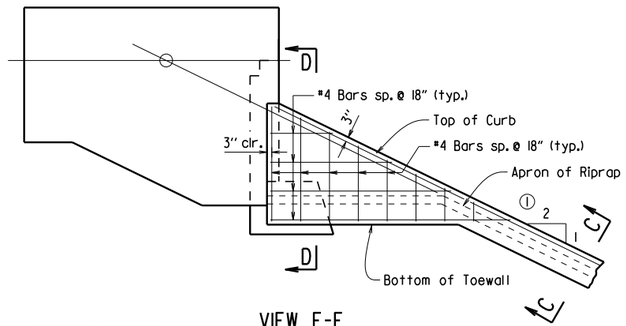


VIEW A-A
¼" = 1'-0"

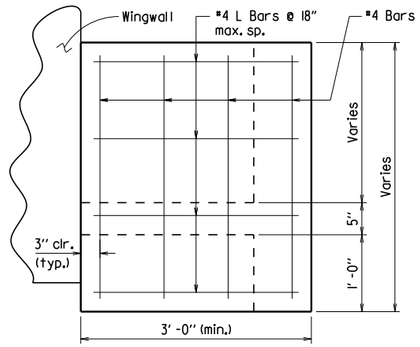
① Match slope of Riprap Apron.



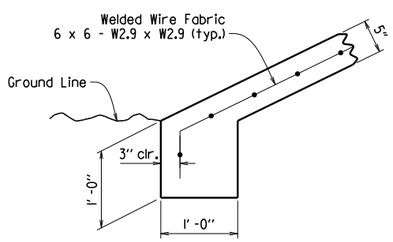
VIEW B-B
¼" = 1'-0"



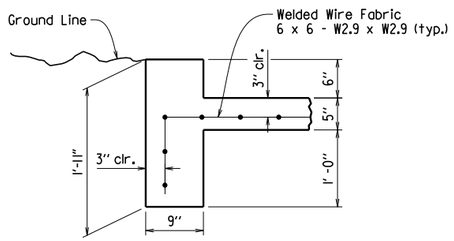
VIEW E-E
¼" = 1'-0"



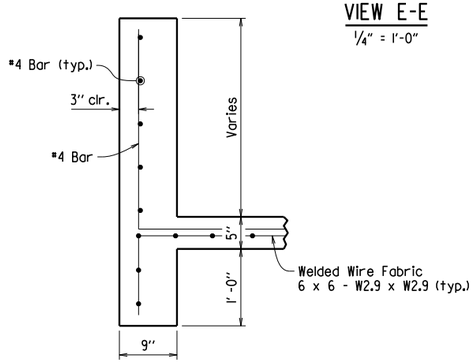
VIEW F-F
1" = 1'-0"



TOE OF CONCRETE RIPRAP
1" = 1'-0"



SECTION C-C
1" = 1'-0"



SECTION D-D
1" = 1'-0"

GENERAL NOTES

All concrete shall be Class A with a minimum compressive strength, f'c = 2,100 psi.

Welded wire fabric shall conform to AASHTO M55 or M221.

STANDARD DETAILS FOR CONCRETE RIPRAP

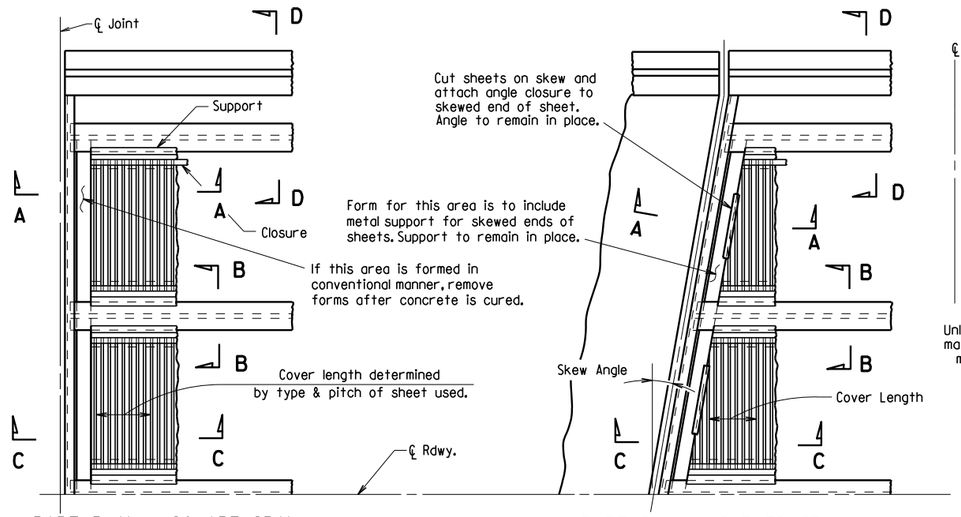
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 2/27/2014 FILENAME: b55002.dgn
CHECKED BY: BEF DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: Std. DATE: ---

DRAWING NO. 55002

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				①	BRIDGE DECK FORMS		55005	

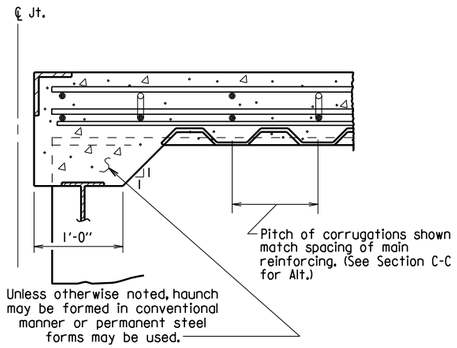


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

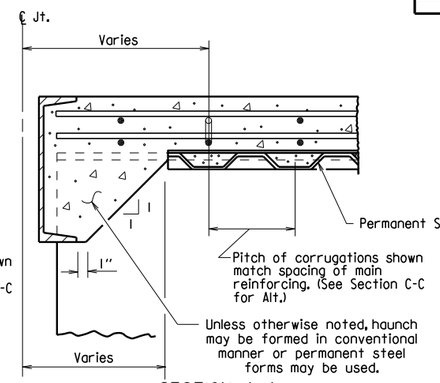
PART PLAN - SKEWED SPAN

3/8" = 1'-0"



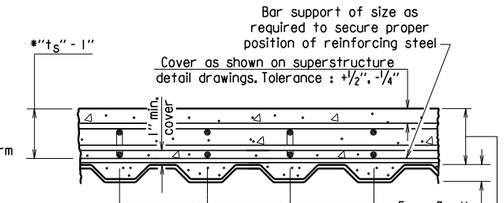
SECTION A-A

N.T.S.
(Angle at end of span)



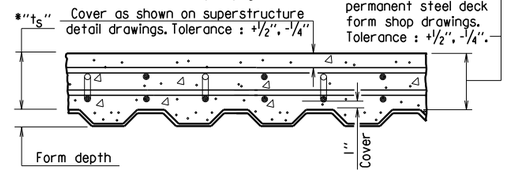
SECTION A-A

N.T.S.
(Channel at end of span)



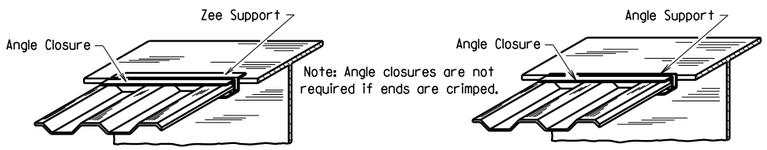
SECTION C-C

1" = 1'-0"



SECTION C-C - ALTERNATE

1" = 1'-0"
(Applicable when corrugations do not match spacing of main reinforcement)



SKETCH OF PERMISSIBLE SUPPORTS

N.T.S.

*t_s = slab thickness as shown on superstructure detail drawings.

GENERAL NOTES

Permanent steel deck forms may be used at the Contractor's option and shall be at no additional cost to the Department. Such use may result in changes to the dead load deflection of the girder. Any cost for adjustments due to a change in the dead load deflection will be borne by the Contractor. Payment for deck concrete and structural steel will not be increased due to use of permanent steel deck forms.

Permanent steel deck forms shall conform to Subsection 802.14(b). Detailed plans, including detailed calculations and manufacturer's technical brochure, shall be submitted to and approved by the Engineer before work of forming the bridge deck is started.

Welding of form supports to the tension flange of steel girders will be permitted only in areas where shear connectors are used. When welding is not allowed, the method of fastening Z or ∠ supports to the flange must be approved by the Engineer.

Form sheets shall be fastened to supporting members and to each other with galvanized metal screws sufficient in size and number to provide a secure attachment. Alternate methods of attachment must be approved by the Engineer.

When the pitch of form corrugations match the reinforcing spacing, transversely align form sheets across the bridge to maintain the correct orientation of continuous reinforcing bars in the corrugations.

Bar support rods, when used, shall be sized and spaced to adequately support the bottom reinforcing mat at the required position.

High chairs shall be sized to support the top mat of reinforcing at the proper position. High chairs shall be placed at locations shown on the detail drawings.

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition), with applicable Supplemental Specifications and Special Provisions.

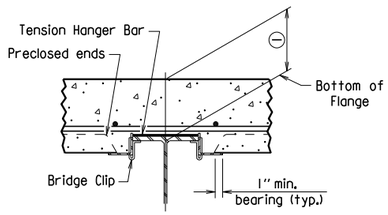
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used, and for all compression flanges)

③ ⚠ Minimum weld: 1/8" x 1" @ 18". More weld may be required; maximum length per weld = 1 1/2" (typ.)

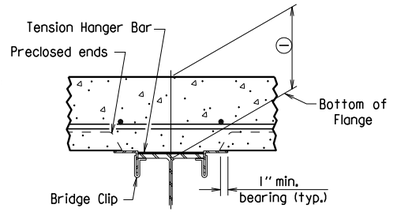
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



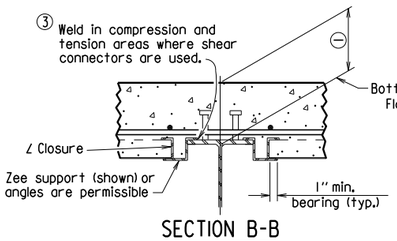
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



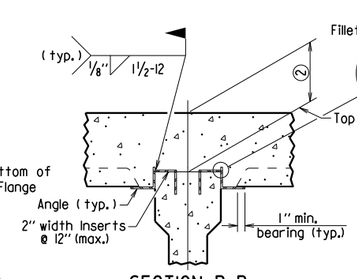
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



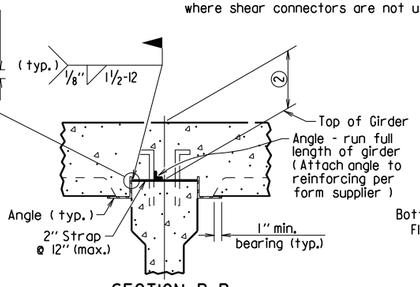
SECTION B-B

1" = 1'-0"
(Showing ∠ Closure)



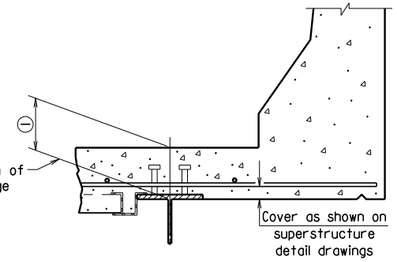
SECTION B-B (FOR CONCRETE GIRDERS)

1" = 1'-0"
(Showing support by Insert cast in girder)



SECTION B-B (FOR CONCRETE GIRDERS)

1" = 1'-0"
(Showing support by Strap)



SECTION D-D

1" = 1'-0"
Note: Only Bottom Reinforcing is shown.

① Distance from top of slab to bottom of top flange as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top flange or the support angle leg contacts the bottom reinforcing steel; Maximum = t_S + 1 3/4" + flange thickness. See Section C-C for slab thickness tolerance between adjacent girder flanges.

② Distance from top of slab to top of girder as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top of girder or the support angle leg contacts the bottom reinforcing steel; Maximum - value shown on the superstructure detail drawings when removable forms are used. See Section C-C for slab thickness tolerance between adjacent girder flanges.

⚠ Revised weld dimension by KWY, Ck'd. by BEF, 3/24/16.

STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	KDH	DATE:	2-27-2014	FILENAME:	b55005.dgn
CHECKED BY:	BEF	DATE:	2-27-2014	SCALE:	NONE
DESIGNED BY:	STD.	DATE:	—		

DRAWING NO. 55005

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①		GENERAL NOTES		55006

GENERAL NOTES

These GENERAL NOTES are applicable unless otherwise shown in the Plan Details, Special Provisions, or Supplemental Specifications.

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 Specifications.

DESIGN SPECIFICATIONS: See Bridge Layout(s).

SUPERSTRUCTURE NOTES:

MATERIALS AND STRENGTHS:

Class S(AE) Concrete	f'c =	4,000 psi
Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A)	fy =	60,000 psi
Structural Steel (AASHTO M 270, Gr. 36)	Fy =	36,000 psi
Structural Steel (AASHTO M 270, Gr. 50)	Fy =	50,000 psi
Structural Steel (AASHTO M 270, Gr. 50W)	Fy =	50,000 psi
Structural Steel (AASHTO M 270, Gr. HPS70W)	Fy =	70,000 psi

See Plan Details for Grade(s) of Structural Steel required.

CONCRETE:

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi. Concrete shall be poured in the dry and all exposed corners shall be chamfered ¾" unless otherwise noted.

The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of Class S(AE) Concrete. See Standard Drawing No. 55005 for allowable modifications and for tolerances when Permanent Steel Bridge Deck Forms are used.

Use of a longitudinal screed is not permitted on any span of a bridge deck with horizontal curvature.

The concrete deck (roadway surface) shall be given a tine finish in accordance with Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks shall receive a broomed finish as specified for final finishing in Subsection 802.19 for Class 6 Broomed Finish. Movement of the finishing machine across new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the beam or girder. When permitted, the use of a longitudinal strike-off will require that a vertical camber adjustment be made in the strike-off to account for the future dead load deflection due to any railings, median barrier, and sidewalks.

REINFORCING STEEL:

All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A, with mill test reports and shall be epoxy coated. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly, but will be considered subsidiary to the item "Epoxy Coated Reinforcing Steel (Grade 60)".

STRUCTURAL STEEL (COMMON TO W-BEAMS AND PLATE GIRDERS):

Structural steel shall be AASHTO M 270 with grade and payment as specified in the plans. Grade 50W steel shall not be painted and all exposed surfaces shall be cleaned in accordance with Subsection 807.84(e). Grade 36 and Grade 50 steel shall be painted unless otherwise noted and all exposed surfaces shall be cleaned in accordance with Subsection 807.84. Structural steel completely embedded in concrete may be AASHTO M 270, Gr. 36, Gr. 50 or Gr. 50W unless otherwise noted.

Drawings show general features of design only. Shop drawings shall be made in accordance with the specifications, submitted and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Payment will be based on the basis of shapes and materials shown in the plans, and no additional compensation will be made for any adjustments due to substitutions.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether permanent or temporary, a formal request with detailed drawings shall be submitted to the Engineer for approval; however, additional welds used for attaching falsework support devices or screed rail supports to the structural steel that do not exceed the limitations of Subsection 802.13 will not require approval prior to construction. All welding shall conform to Subsection 807.26.

Unless otherwise noted, field connections shall be bolted with ¾" ø high-strength bolts using 13/16 " ø open holes. Holes for ¾" ø high-strength bolts may be 15/16 " ø if a washer is supplied for use under both the nut and head of the bolt. The use of oversized holes will not be allowed on main members unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior beam or girder webs and on the bottom of the beam or girder flanges.

All stud shear connectors shall be granular flux filled, solid fluxed, or equal and shall be automatically end welded in accordance with recommendations of the Manufacturer.

When painting is required, all structural steel except galvanized steel and steel completely encased in concrete shall be painted in accordance with Subsection 807.75. The color of paint shall be as specified in the plans.

STRUCTURAL STEEL (W-BEAMS):

All beams and field splice plates, and all diaphragms and connection plates attached to horizontally curved beams are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly, but shall be considered subsidiary to the item "Structural Steel in Beam Spans (M 270, Gr. ___)".

All beams in continuous units and simple spans with field splices shall be blocked in their true position in the shop in groups as specified in Subsection 807.54(b)(2) with the webs horizontal. The camber, length of sections, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram.

All beams in simple spans without field splices shall be blocked in their true position with webs horizontal. The camber, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records.

Flange field splice plates shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

All beam dimensions are based on a temperature of 60 degrees F. A tolerance of ¼" +/- is allowed for camber.

Bent plate diaphragms for horizontally curved beams shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses. Bent plate diaphragms for straight beams may be cut and fabricated in accordance with Subsection 807.35 or as required for horizontally curved beams.

Unless otherwise noted, diaphragms shall be installed as beams are erected. All bolts in diaphragms and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring the concrete deck.

STRUCTURAL STEEL (PLATE GIRDERS):

All references to cross-frames shall include "X" or "K" types.

All girder web and flange plates, all field splice plates, and all diaphragms, cross-frames and connection plates attached to horizontally curved girders are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly, but shall be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M 270, Gr. ___)".

All girders in continuous units and simple spans with field splices shall be assembled in the shop as specified in Subsection 807.54(b)(2) and blocked in their true position with webs horizontal. The camber, length of sections, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram.

All girders in simple spans without field splices shall be blocked in their true position with webs horizontal. The camber, distance between bearings, and openings of joints shall be measured and this information shall become part of the permanent records.

Web and flange plates for main members and flange splice plates for main members shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

Girder webs may be made by shop splicing with minimum lengths of 25 feet for sections. Flange plates longer than 50 feet may be made by shop splicing with minimum lengths of 25 feet for sections. No additional payment will be made for shop welded splices.

All girder dimensions are based on a temperature of 60 degrees F. A tolerance of ¼" +/- is allowed for camber.

Groove welds in web and flange plates shall be Quality Control (Q.C.) tested by nondestructive testing, as required in Subsection 807.23(b). Fillet welds at flange to web plate connections shall be Q.C. tested by the magnetic particle method. All Q.C. testing shall be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M 270, Gr. ___)".

Bent plate diaphragms for horizontally curved girders shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses. Bent plate diaphragms for straight girders may be cut and fabricated in accordance with Subsection 807.35 or as required for horizontally curved girders.

Unless otherwise noted, cross-frames and diaphragms shall be installed as girders are erected. All bolts in cross-frames, diaphragms, and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring the concrete deck.

SUBSTRUCTURE NOTES:

CONCRETE:

Unless otherwise noted, concrete in caps, columns and footings (except seal footings) shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. Seal Concrete for footings shall have a minimum 28 day compressive strength f'c = 2,100 psi.

Concrete in drilled shafts shall be Class "S" as modified by Job SP "Drilled Shaft Foundations".

All exposed corners shall be chamfered ¾" unless otherwise noted.

REINFORCING STEEL:

All 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.

Top reinforcing bars in cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

STRUCTURAL STEEL:

Structural steel in end bents shall be AASHTO M 270 with grade and payment as specified in the plans.

FOR ADDITIONAL INFORMATION AND NOTES, SEE LAYOUT(S) AND PLAN DETAILS.

FOR ADDITIONAL INFORMATION AND NOTES, SEE LAYOUT(S) AND PLAN DETAILS.

STANDARD GENERAL NOTES
FOR STEEL BRIDGE STRUCTURES

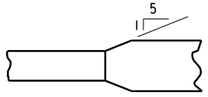
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 9-2-2015 FILENAME: b55006.dgn
CHECKED BY: B.E.F. DATE: 9-2-2015 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55006

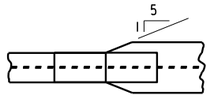
PRINT DATE: 11/7/2019

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	STEEL BRIDGE STRUCTURES 55007			

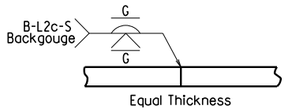


Plan-Unequal Width (Flg.)

FLANGE SPLICE

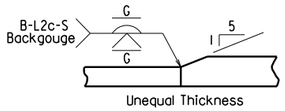


FLANGE SPLICE AT UNEQUAL BOTTOM FLANGE WIDTHS



Equal Thickness

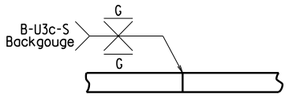
WEB & FLANGE SPLICE



Unequal Thickness

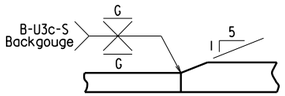
FLANGE SPLICE

(Use when Base Metal Thickness is Equal to or Less than 2")



Equal Thickness

WEB & FLANGE SPLICE

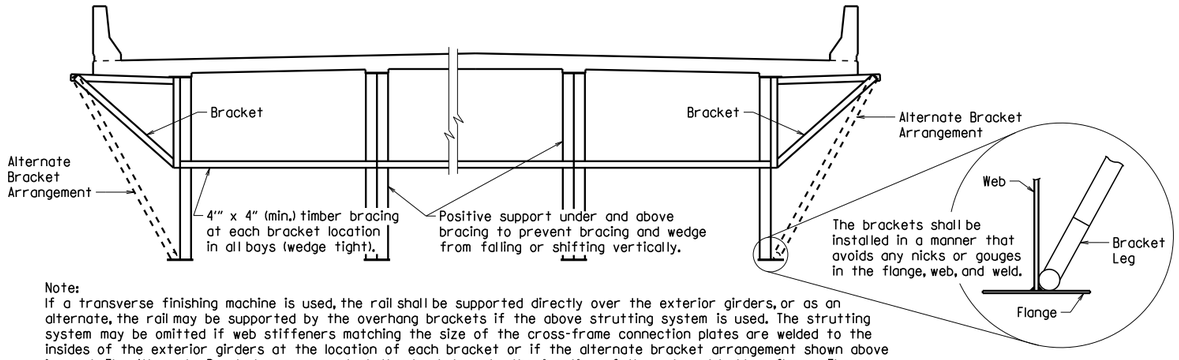


Unequal Thickness

FLANGE SPLICE

(Use when Base Metal Thickness is Greater than 2")

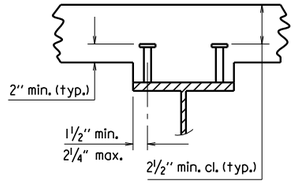
DETAILS OF WELDED SPLICES FOR PLATE GIRDERS



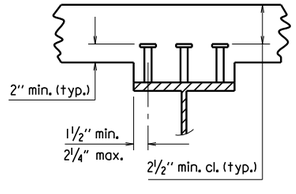
Note:
If a transverse finishing machine is used, the rail shall be supported directly over the exterior girders, or as an alternate, the rail may be supported by the overhang brackets if the above strutting system is used. The strutting system may be omitted if web stiffeners matching the size of the cross-frame connection plates are welded to the insides of the exterior girders at the location of each bracket or if the alternate bracket arrangement shown above is used. The Alternate Bracket arrangement shall extend down to the junction of the web and bottom flange. The stiffener shall conform to the details for cross frame connection plates shown on the plans. No direct payment will be made for brackets, timber bracing, supports, or welded stiffeners. Payment shall be subsidiary to "Structural Steel in Plate Girder Spans (___)".

SCREED RAIL SUPPORT FOR PLATE GIRDERS

(USE WHEN WEB DEPTHS ARE 48" OR GREATER)



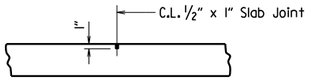
2 STUDS PER ROW



3 STUDS PER ROW

Stud Shear Connectors shall be automatically end welded to the beam or girder flange in accordance with the recommendations of the Manufacturer. See plan details for number and size.

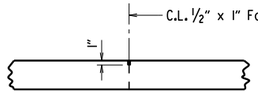
SHEAR CONNECTOR DETAIL



Use Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab Joints shall extend to the outside edge of the deck slab and shall align with open joints at the front face of the parapet. Slab joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab joints shall be placed at all pouring sequence construction joints and required slab joint locations. The joint sealer shall extend across the deck from gutterline to gutterline.

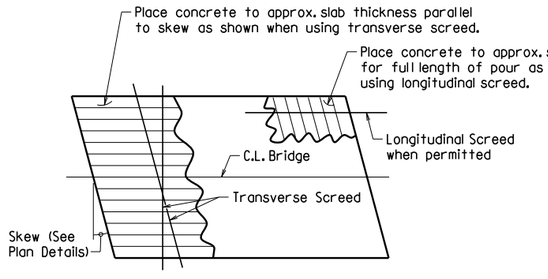
ADDITIONAL NOTES IF SIDEWALKS OR RAISED MEDIANS ARE REQUIRED:
Slab Joints shall be installed before the sidewalk or raised median is poured. After installation of the joint in the sidewalk or raised median and prior to pouring the parapet rail, the joint sealer shall be placed extending across the deck slab from gutterline to gutterline and acrosss the top of the sidwalk or raised median to the edge of the slab. No joint sealer shall be placed on the deck slab under the sidewalk or raised median.

TRANSVERSE SLAB JOINT DETAIL



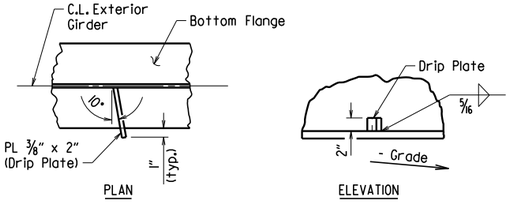
Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Seal color shall be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT



Note: At the Contractor's option, the transverse screed may be placed parallel to the skew or perpendicular to C. L. Bridge.

CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW



PLAN

ELEVATION

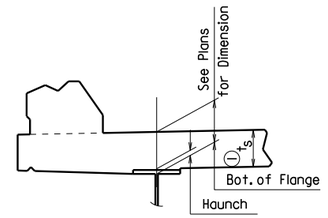
Drip Plate to be welded to the outer side of the bottom flange of the exterior girders.

Locate drip plate 5'-0" from C.L. Bearing on high side of each Bent, unless otherwise noted in the plans.

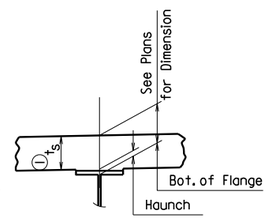
BOTTOM FLANGE DRIP PLATE

(USE WHEN WEB DEPTHS ARE 54" OR GREATER AND UNIT OR SPAN IS NOT IN LEVEL GRADE)

t_s = slab thickness. See "Typical Roadway Section" in the plans.



EXTERIOR BEAM OR GIRDER



INTERIOR BEAM OR GIRDER

① Tolerance when removable deck forming is used is + ½", - ¼". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

NOTES:
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance: Minimum occurs when top flange contacts bottom reinforcing steel; Maximum = top flange thickness plus 1¾" unless otherwise noted in the plans. No increase in concrete and structural steel quantities will be made to maintain tolerances.

Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

ADJUSTMENT FOR SLAB THICKNESS TOLERANCE

NOTE: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL

BRIDGES IN NORMAL CROWN

WELD TABLE

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅝"	

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

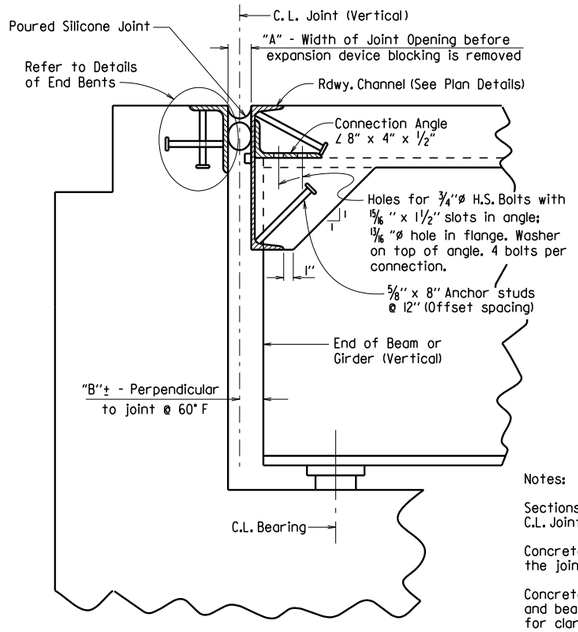
DRAWN BY: JYP DATE: 2/11/2016 FILENAME: b55007.dgn

CHECKED BY: AMS DATE: 2/11/2016 SCALE: No Scale

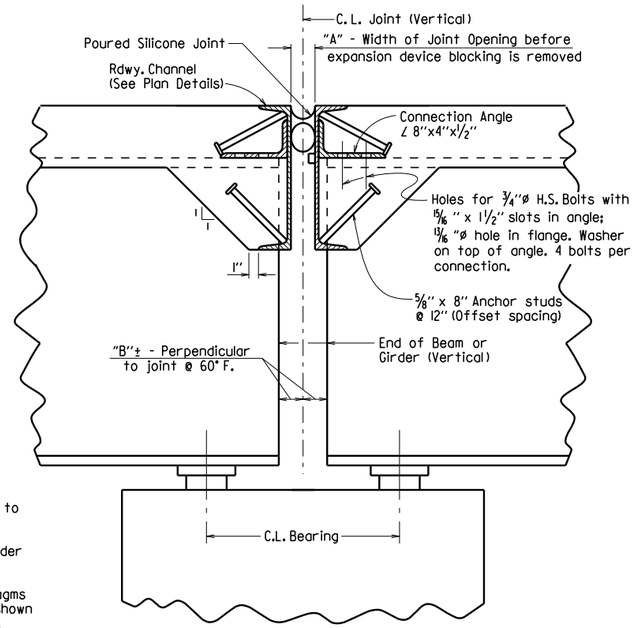
DESIGNED BY: STD. DATE: —

DRAWING NO. 55007

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	POURED SILICONE JOINT			55008



SECTION THRU JOINT AT END BENT



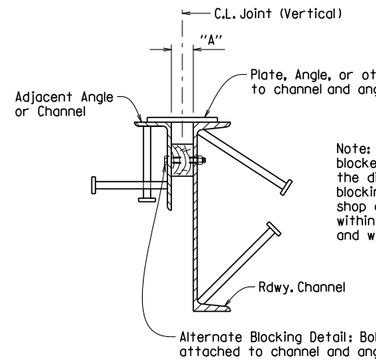
SECTION THRU JOINT AT INTERMEDIATE BENT

Notes:

Sections are taken perpendicular to C.L. Joint.

Concrete shall be hand packed under the joint armor.

Concrete diaphragms, steel diaphragms and bearing stiffeners are not shown for clarity. See plans for details.



Note: Each expansion joint device shall be blocked in the Shop by the Fabricator to the dimension "A" shown for 60° F and the blocking details shall be shown on the shop drawings. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet.

DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device using one of the following two alternatives:

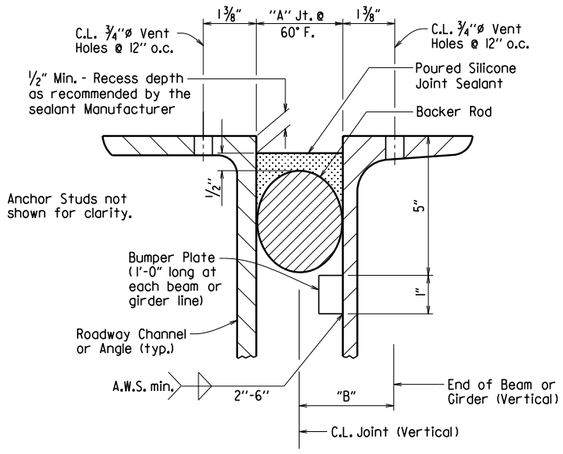
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams or girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, and the opening adjusted for temperature and grade.

2) The backwall shall be poured to the optional construction joint after beams or girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature and grade.

EXPANSION DEVICE INSTALLATION AT INTERMEDIATE BENTS:

After all beams or girders on each side of the joint are erected the blocked expansion device shall be installed and adjusted for grade. Deck concrete shall be placed for the entire unit or span on one side of the joint before deck concrete on the other side is placed. Connection bolts for the first side to have deck concrete placed shall be completely bolted. Bolts on the other side shall be loosely installed so that thermal and rotational movements will not be restricted during concrete placement on the first side.

Connection bolts on the second side shall remain loose until the concrete pour adjacent to the joint is to be placed. Immediately prior to pouring the span concrete on the second side, the blocking shall be removed, the joint adjusted for temperature and grade, and the connection bolts tightened.



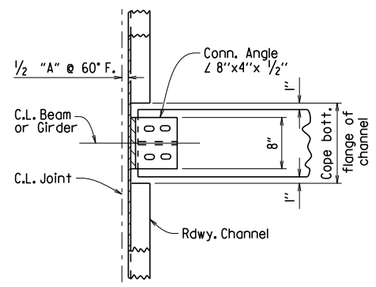
DETAIL OF POURED SILICONE JOINT

Silicone joint material and installation shall conform to Section 809. The temperature limitations recommended by the sealant Manufacturer shall be observed. The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80° F.

Use an appropriately sized backer rod at the depth shown in the Manufacturer's literature based on the joint width at the time of sealing. Unless otherwise noted, do not install more backer rod than can be sealed in the same day.

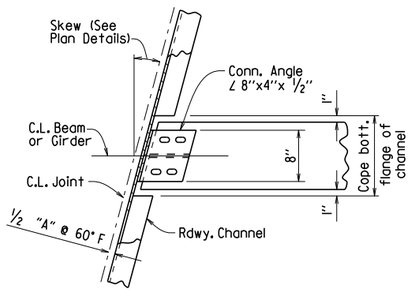
The Contractor shall verify separation of the backer rod from the joint material after the joint material has set.

When bridge deck is constructed in stages, backer rods shall be extended beyond length of poured joint in initial construction stage so that the two pieces can be properly spliced together prior to installing sealant in subsequent stages. Manufacturer's recommendations shall be followed to prevent sealant from "running out of joint" during stage construction.



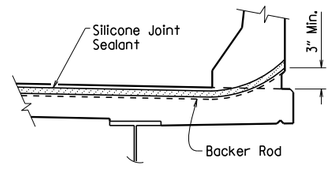
CHANNEL CONNECTION DETAIL

BENTS WITHOUT SKEW

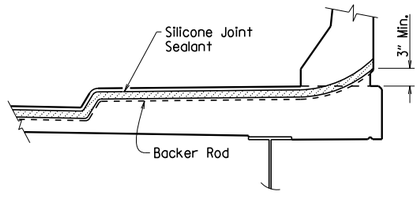


CHANNEL CONNECTION DETAIL

BENTS WITH SKEW



JOINT SEAL PLACEMENT AT RAIL



JOINT SEAL PLACEMENT AT SIDEWALK

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS. SEE "TABLE OF SILICONE JOINT DATA" IN PLAN DETAILS FOR VARIABLES "A" AND "B", AND BUMPER PLATE SIZE.

STANDARD DETAILS FOR POURED SILICONE JOINTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.C.P. DATE: 2/11/2016 FILENAME: b55008.dgn

CHECKED BY: A.M.S. DATE: 2/11/2016 SCALE: No Scale

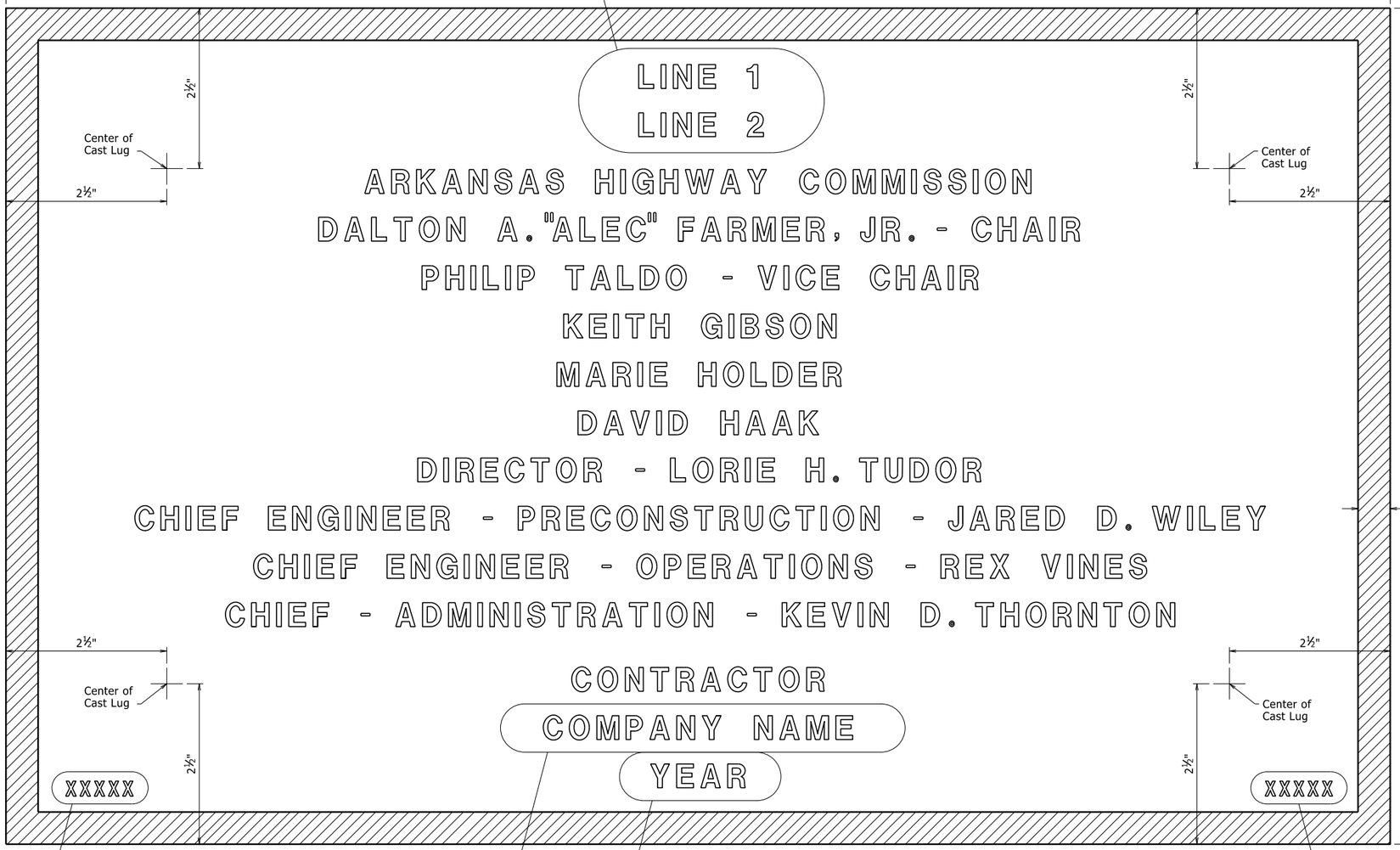
DESIGNED BY: STD. DATE: —

DRAWING NO. 55008

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
4-14-23		6	ARK.			
		TYPE D NAME PLATE - 55010				

The name of the bridge as shown on the plans shall be placed on Lines 1 & 2 using ⅛" raised letters and numerals ⅜" high.

	Example 1	Example 2	Example 3	Example 4
Line 1	RED RIVER	SOUTHERN RAILROAD	SALINE RIVER	HIGHWAY 5
Line 2	RELIEF	OVERPASS	RELIEF	



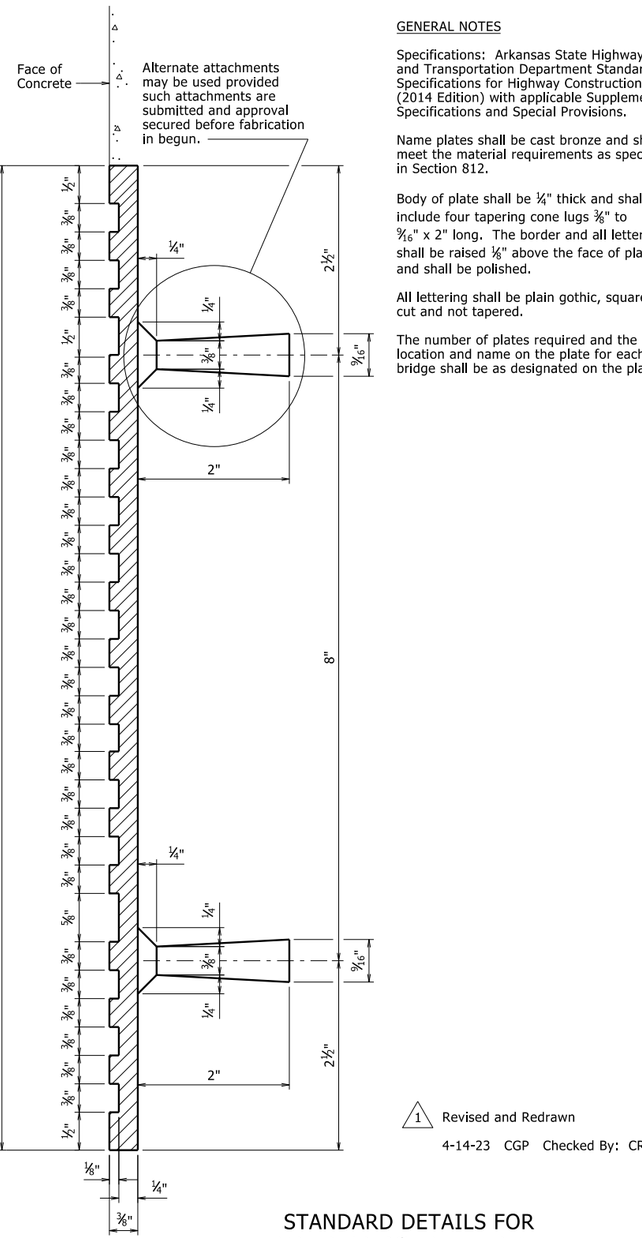
Place the design live loading here using ⅛" raised letters and numerals ¼" high. Examples: HS20, HL-93

Place the Year in which Contract was awarded here using ⅛" raised numerals ⅜" high. Example: 2001

Place the name of the company awarded the construction contract here using ⅛" raised letters and numerals ⅜" high. Example: ABCD CONSTRUCTION, INC.

Place the Bridge number here using ⅛" raised letters and numerals ¼" high. Examples: A1234, 05432

TYPICAL BRIDGE NAME PLATE



GENERAL NOTES

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition) with applicable Supplemental Specifications and Special Provisions.

Name plates shall be cast bronze and shall meet the material requirements as specified in Section 812.

Body of plate shall be ¼" thick and shall include four tapering cone lugs ⅜" to 9/16" x 2" long. The border and all lettering shall be raised ⅛" above the face of plate and shall be polished.

All lettering shall be plain gothic, square cut and not tapered.

The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.

1 Revised and Redrawn
4-14-23 CGP Checked By: CRE

STANDARD DETAILS FOR
TYPE D BRIDGE NAME PLATE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

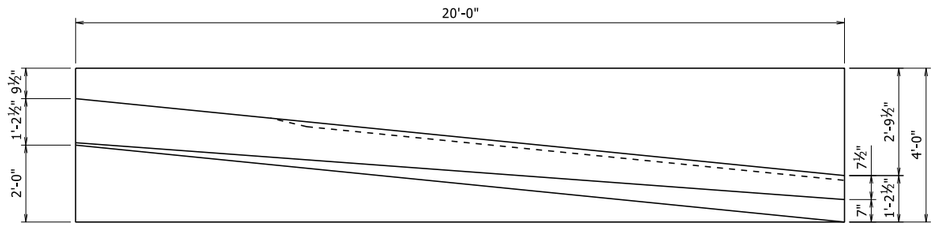
DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55010.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55010

PRINT DATE: 4/20/2023

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

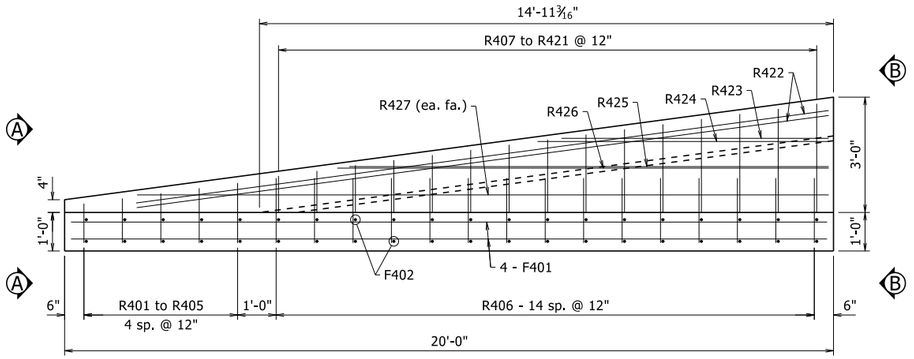
(1) TRANSITIONAL RAIL - 55013A



PLAN OF TRANSITIONAL APPROACH RAILING

Railings on each side of roadway are opposite hand to each other

½" = 1'-0"

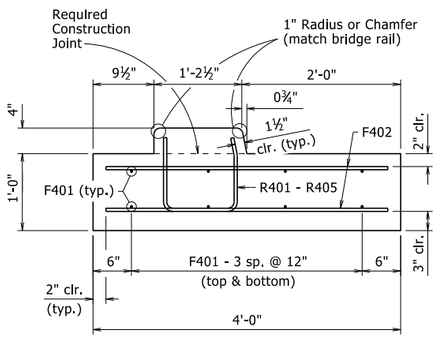


ELEVATION OF TRANSITIONAL APPROACH RAILING

½" = 1'-0"

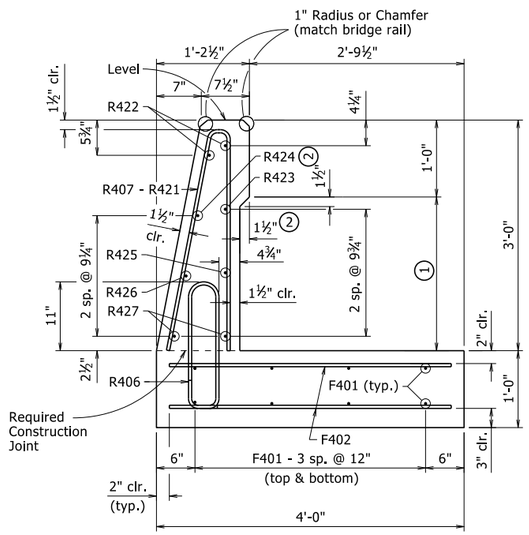
(1) Recess height varies as shown from 2'-0" to 0".

(2) Eliminate recess when formliner with architectural finish is used. See Plans for additional information.



VIEW A-A

1" = 1'-0"



VIEW B-B

1" = 1'-0"

GENERAL NOTES

Transitional Approach Railing Type SSTR36 shall be placed at locations shown in plans.

All concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. All exposed corners to be chamfered 1" unless otherwise noted.

All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Construction. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Construction.

Unless otherwise required in the plans, curing and finishing shall be in accordance with Subsection 806.05(c) and the surface finish type and areas of application shall match that used on the adjacent bridge railing or barrier wall. See Subsection 802.19(3) for Class 3 Textured Coating Finish or Subsection 803.03(a) or 803.03(b) for Class 1 or 2 Protective Surface Treatment, respectively. Surface finishes shall not be paid for directly, but shall be considered incidental to the unit price bid for "Transitional Approach Railing."

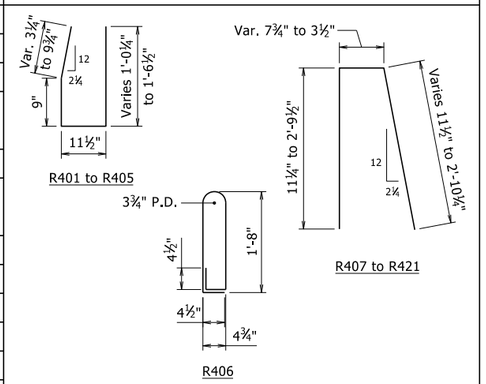
When alternate surface and/or architectural finishes are specified in the plans, no direct payment will be made, and the alternate finish shall be considered incidental to the unit price bid for "Transitional Approach Railing". See plan details for additional information when architectural finishes are specified.

Transitional Approach Railing Type SSTR36 shall be paid for at the contract unit price bid for "Transitional Approach Railing". See Section 806 for additional information.

Scales shown are for 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

BAR LIST - ONE TRANSITIONAL APPROACH RAILING

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
F401	8	19'-8"	Str.	
F402	40	3'-8"	Str.	
R401 to R405	1 ea.	2'-10" - 3'-11"	2"	
R406	15	4'-5"	2"	
R407 to R421	1 ea.	2'-5" - 5'-9"	2"	
R422	2	18'-2"	Str.	
R423	1	6'-11"	Str.	
R424	1	7'-6"	Str.	
R425	1	12'-6"	Str.	
R426	1	12'-9"	Str.	
R427	2	17'-11"	Str.	

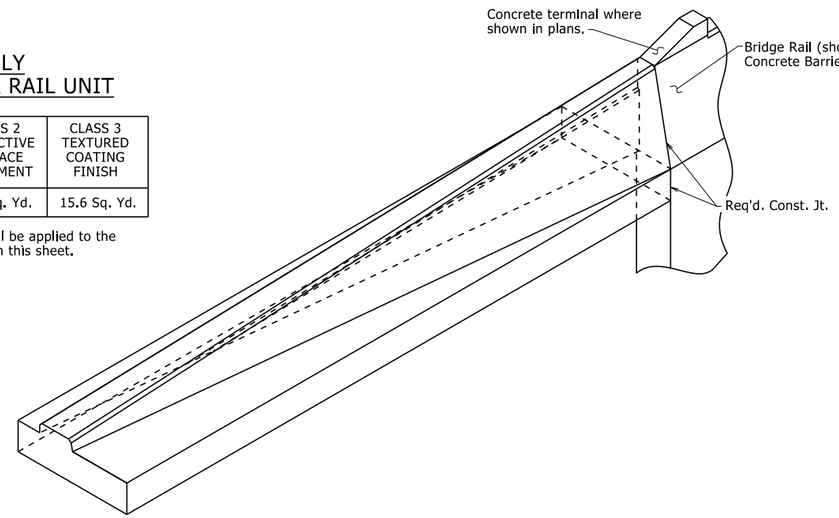


Dimensions are out to out of bars.

FOR INFORMATION ONLY
SCHEDULE OF QUANTITIES PER RAIL UNIT

CLASS "S" CONCRETE	REINFORCING STEEL (GRADE 60)	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 2 PROTECTIVE SURFACE TREATMENT	CLASS 3 TEXTURED COATING FINISH
4.1 Cu. Yds.	374 Lbs.	0.2 Gal.	8.1 Sq. Yd.	15.6 Sq. Yd.

Only one of the above three surface treatments shall be applied to the transitional approach railing. See "General Notes" on this sheet.



PICTORIAL OF TRANSITIONAL APPROACH RAILING

Sidewalk not shown for clarity

No Scale

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR TRANSITIONAL APPROACH RAILING TYPE SSTR36

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KWY DATE: 4/8/2021 FILENAME: b55013a.dgn

CHECKED BY: BHS DATE: 4/8/2021 SCALE: As Shown

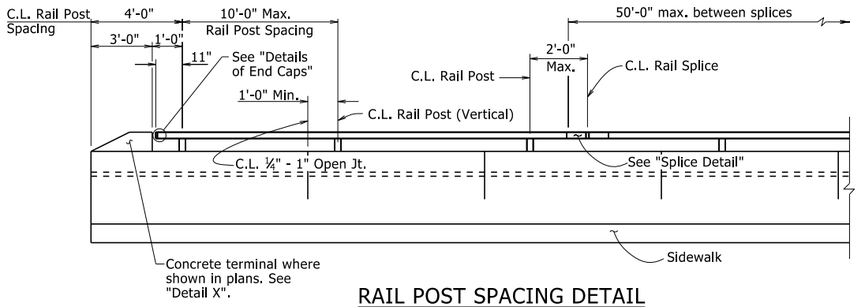
DESIGNED BY: STD. DATE: --

DRAWING NO. 55013A

PRINT DATE: 4/9/2021

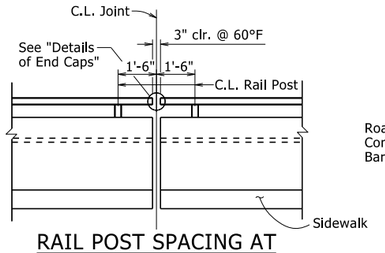
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

(1) TYPE H2 RAILING - 55015

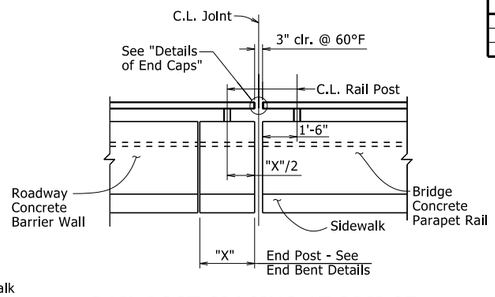


RAIL POST SPACING DETAIL

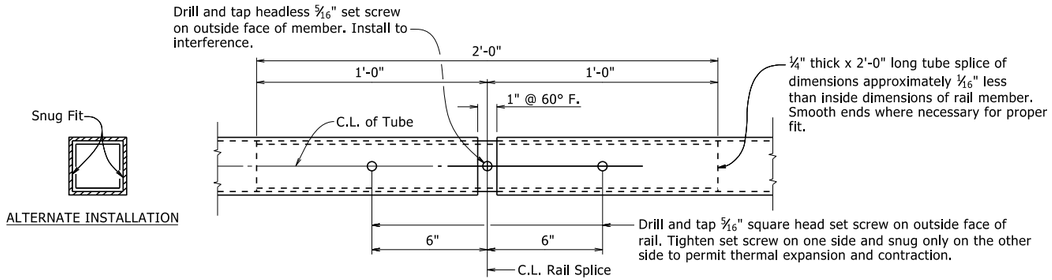
(Horizontal dimensions are along face of rail)



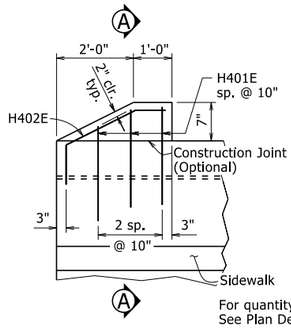
RAIL POST SPACING AT EXPANSION JOINTS



RAIL POST SPACING AT BRIDGE ENDS WITH CONCRETE BARRIER WALL

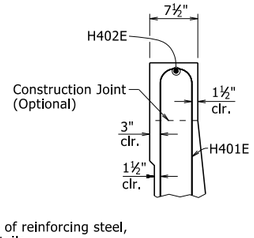


SPLICE DETAIL

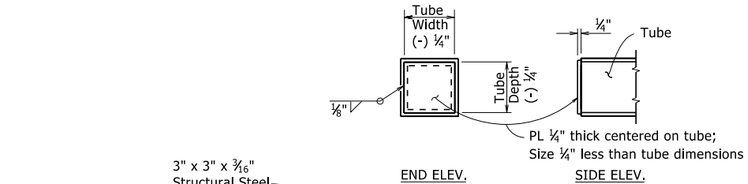


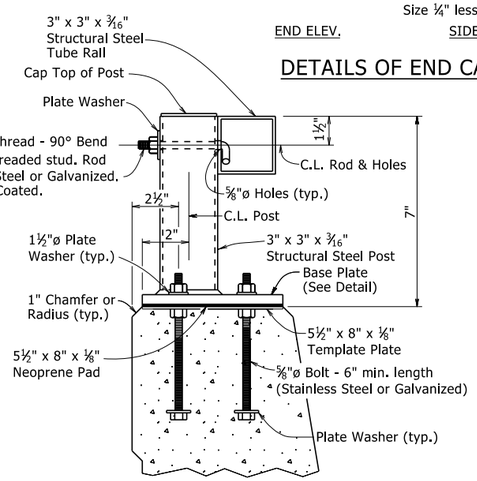
For quantity of reinforcing steel, See Plan Details.

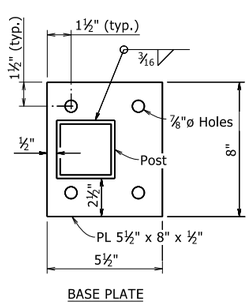
DETAIL X



SECTION A-A



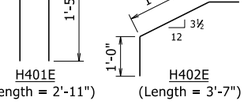




BASE PLATE

DETAILS OF POST ANCHOR SYSTEM

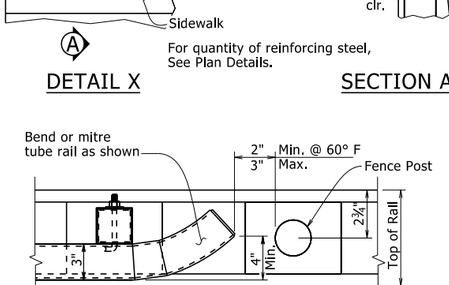
(Cast-in-Place Bolts)



Pin diameter for bending is 2". Bars shall be epoxy coated.

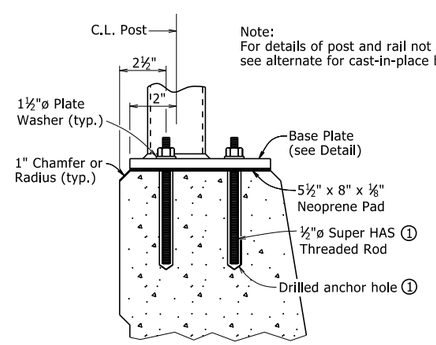
BENDING DIAGRAMS

(Dimensions are Out-to-Out of Bars)

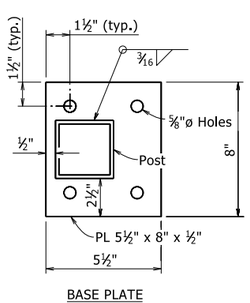


DETAILS OF RAIL TERMINUS AT FENCE POST

(When Chain Link Fence is Required)



Note:
For details of post and rail not shown, see alternate for cast-in-place bolts.



BASE PLATE

① HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4½" embedment or approved equal.

The Hilti Epoxy Adhesive Anchor System (or approved equal) shall be installed in accordance with Manufacturer's recommendations.

DETAILS OF ALTERNATE POST ANCHOR SYSTEM

(Epoxy Adhesive Anchors)

MATERIALS:

Rail tubing, posts, end caps, and base plates shall conform to ASTM A709, Grade 36 or ASTM A500-Grade B, and shall be galvanized after fabrication in accordance with Subsection 806.02(c). When required elsewhere in the plans, steel rail members shall receive a powder coating process after galvanizing. Galvanized surfaces shall be prepared in accordance with Subsection 807.87 and the manufacturer's recommendations prior to application of the powder coating process.

The powder coating process shall be a two coat system applied using electrostatic spray. The base coat shall be a thermosetting epoxy powder with a minimum thickness of 2 to 4 mils. The top coat shall be tough polyester powder with a minimum thickness of 2 to 4 mils. The color shall be as shown in the plans. Coated galvanized framework shall have a salt spray resistance of 3,000 hours using ASTM B117 without loss of adhesion. The powder coating process shall be in accordance with manufacturer's recommendations. Any damage to the powder coated finish shall be repaired with a compatible touch-up system in accordance with the manufacturer's recommendations and to the satisfaction of the Engineer at the Contractor's expense.

Cast-in-place anchor bolts, nuts, washers, and set screws shall be galvanized high-strength steel or stainless steel. Mixing of galvanized and stainless steel fasteners will not be permitted.

High-Strength Steel:
Cast-in-place anchor bolts shall conform to ASTM F3125, Grade A325, Type 1.
Nuts shall conform to ASTM A563, Grade DH or AASHTO M 292, Grade 2H.
Washers shall conform to ASTM F436.
Plate Washers shall conform to ASTM A709, Grade 36.
Template Plates shall conform to ASTM A709, Grade 36.
Splice Set Screws shall conform to ASTM A307, Grade A.
Anchor bolts, nuts, washers, plate washers, and set screws shall be galvanized in accordance with AASHTO M 232, Class C or ASTM B695, Class 50.

Stainless Steel:
Cast-in-place anchor bolts shall conform to ASTM A193, Grade B8, Class 2 or A320, Grade B8, Class 2 with a minimum yield strength of 80,000 psi.
Nuts shall conform to ASTM A194, Grade 8.
Washers shall conform to ASTM A240, Type 302.
Plate Washers shall conform to ASTM A240, Type 302.
Template Plates shall conform to ASTM A240, Type 302.
Splice Set Screws shall conform to ASTM A193, Grade B8, Class 1 or A320, Grade B8, Class 1.

Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1. Plate washers shall have dimensions meeting the requirements of ANSI/ASME B18.22.1, Type A plain washer (Wide Series) unless otherwise noted. Neoprene pads shall conform to the requirements of Subsection 807.15(b).

GENERAL NOTES FOR BRIDGE RAILING:

Rail layout shall conform to vertical and horizontal alignment of bridge. All posts shall be vertical. Rail sections shall be fabricated to attach to at least three posts.

Base plates shall not be placed upon areas that are improperly finished, deformed or irregular.

Bridge railing, including posts, templates, and base plates, fasteners, and neoprene pads shall be paid for at the contract unit price bid per linear foot for "Metal Bridge Railing (Type H2)". When required elsewhere in the plans, powdered coating finish and repair of powdered coating finish shall be considered subsidiary to the item "Metal Bridge Railing (Type H2)".

Shop drawings showing details of railing shall be submitted and approval secured prior to fabrication.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR TYPE H2 RAILING

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	KJT	DATE:	6/25/2020	FILENAME:	b55015.dgn
CHECKED BY:	KWY	DATE:	6/25/2020	SCALE:	No Scale
DESIGNED BY:	STD.	DATE:	-		

DRAWING NO. 55015

PRINT DATE: 4/6/2021

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				①		STEEL H-PILES		55020

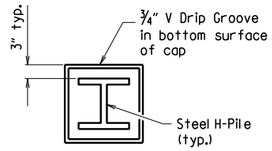
GENERAL NOTES FOR STEEL H-PILES:

Steel H-Piles shall conform to AASHTO M 270, Grade 36 or greater.

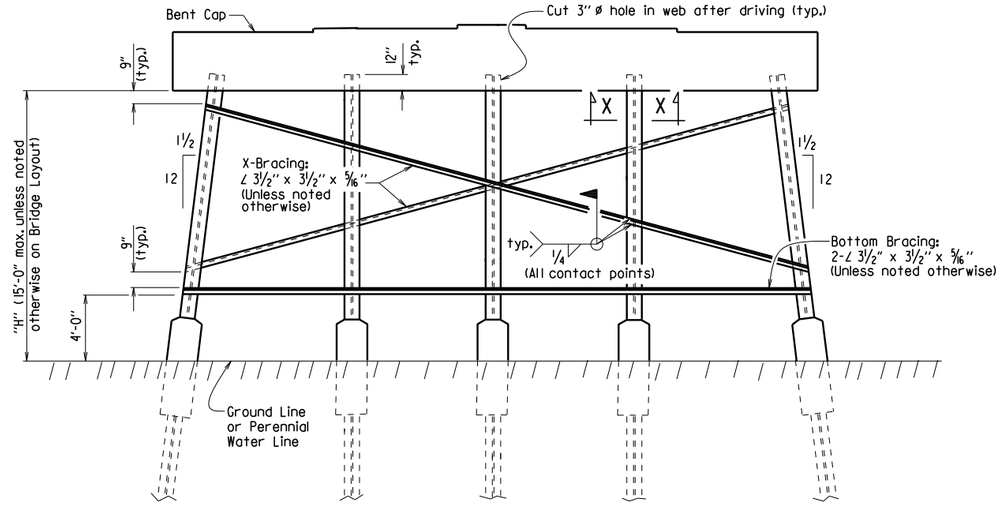
See Bridge Layout and Bent Details for pile size, estimated length, spacing, pile anchorage (if required) and for driving information.

Steel H-Piles that extend above the ground and are not protected by pile encasement shall be painted in accordance with Subsection 805.02.

Brackets, lugs, cap plates, pile tips, driving points, pile painting, splicing and welding shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



VIEW X-X



Notes:
All bracing shall be cut and welded in the field. Each brace shall be furnished in one piece. Payment shall be made under Item 807.

Unless noted otherwise, omit X-Bracing when "H" is less than 8 feet.

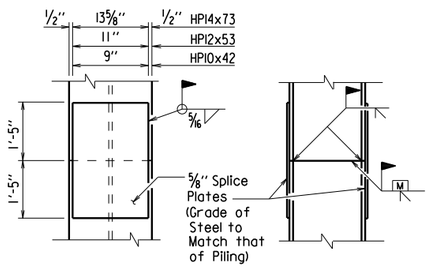
Omit X-Bracing and Bottom Bracing when "H" is 5 feet or less.

When required on the Bridge Layout sheet, pile encasements shall be constructed. See Notes and Details for H-Pile Encasements.

Omit all bracing (and V-groove in cap) when pile encasement is extended to bottom of bent cap.

TYPICAL DETAILS OF H-PILE TRESTLE INTERMEDIATE BENT

(Shown with Partial Height Encasement)



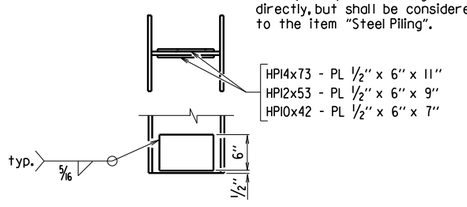
The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

TYPICAL SPLICE DETAILS

⚠ H-pile splicers manufactured by Associated Pile and Fitting Corporation, LB Foster Piling, Skyline Steel or equivalent may be used in lieu of the "Typical Splice Details" shown. H-pile splicers shall match the same grade of steel specified for the piling and shall be welded to the pile with a 5/16" fillet weld around the entire perimeter of the splice. Flanges shall be welded with a complete penetration groove weld complying with AASHTO/AWS Joint Designation B-U4a or B-U4b. All welding shall conform to Subsection 807.26 of the AHTD Standard Specifcations for Highway Construction (2014 Edition).

Notes:
Steel pile tip reinforcing not required when approved H-Pile driving points are used.

Steel pile tip reinforcing shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



REINFORCING DETAIL FOR STEEL H-PILE TIP

GENERAL NOTES FOR H-PILE ENCASEMENTS:

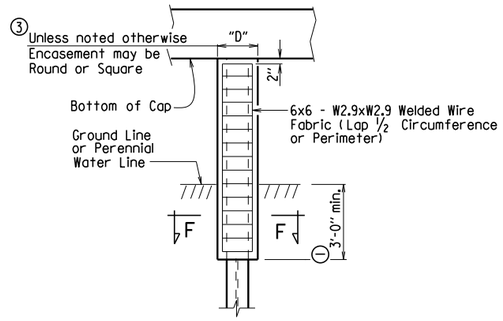
⚠ See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

All concrete shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

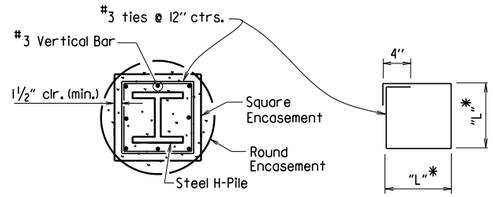
Welded Wire Fabric shall conform to AASHTO M 55 or M 221. Galvanized Corrugated Steel Pipe shall conform to AASHTO M 36 and M 218.

Concrete, welded wire fabric or reinforcing steel and galvanized pipe shall not be paid for directly, but shall be considered subsidiary to the item "Pile Encasement".



PILE ENCASEMENT DETAIL FOR STEEL H-PILES

④ (Shown with Encasement to Bottom of Cap)

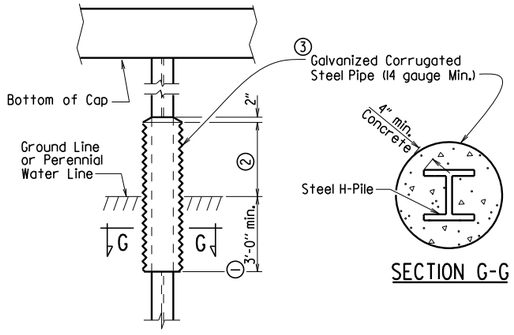


SECTION F-F

*Measured out-to-out of bar.

TABLE OF VARIABLES FOR PILE ENCASEMENT

Pile Size	"D" Square Encsmt.	"D" Round Encsmt.	"L"*
HPI0x42	1'-7"	2'-0"	1'-4"
HPI2x53	1'-8"	2'-2"	1'-5"
HPI4x73	1'-11"	2'-6"	1'-8"



SECTION G-G

① Unless otherwise noted on Bridge Layout.

② 3'-0" minimum or as shown on Bridge Layout.

③ Encasement dimensions shall be sized to maintain a minimum concrete cover of 4" from the H-Pile. Reinforcement shall be sized to provide a minimum concrete cover of 1½" and a minimum clearance of 1¼" from the pile.

④ Alternate pile encasement, when not extended to bottom of cap, shall have 2" concrete taper for water runoff as shown in the Partial Height Encasement detail.

ALTERNATE PILE ENCASEMENT DETAIL FOR STEEL H-PILES

(Shown with Partial Height Encasement)

⚠ Added alternate method of splicing H-piles and revised pile encasement note.
3/24/2016 AMS

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on March 24, 2016. This copy is not a signed and sealed document.

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

BRIDGE ENGINEER

STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

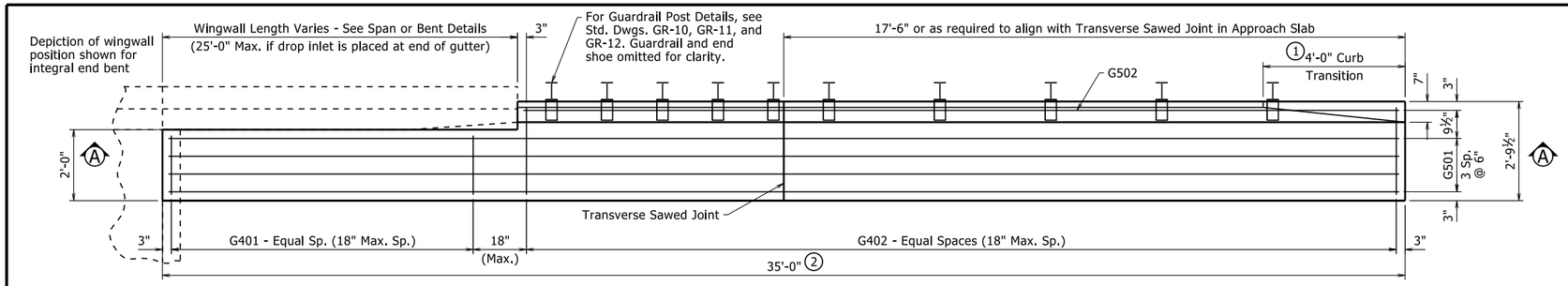
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55020.dgn
CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55020

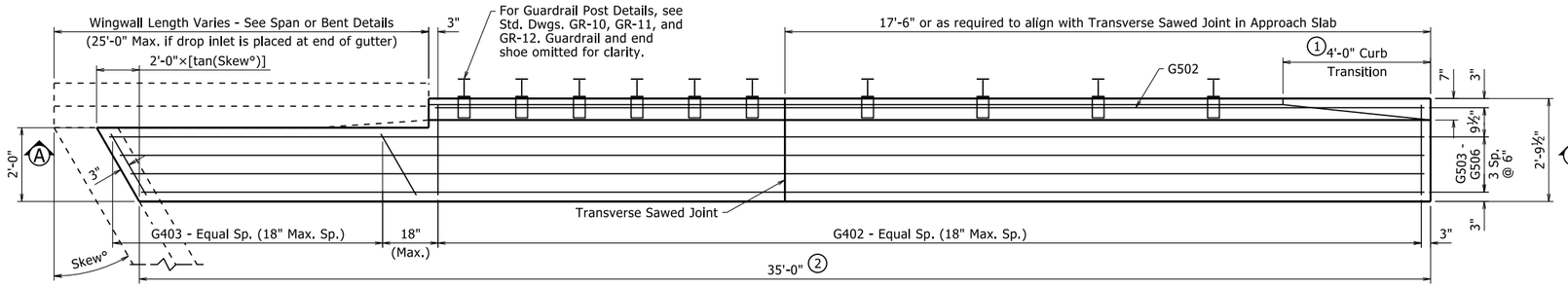
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① Type F Approach Gutters - 55030F

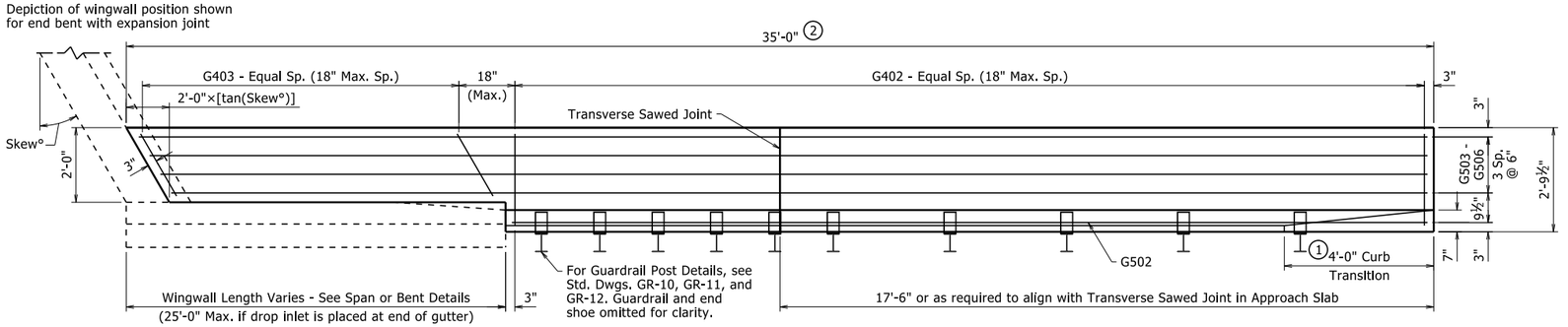


HALF PLAN OF APPROACH GUTTERS FOR SQUARE END BENT

½" = 1'-0"

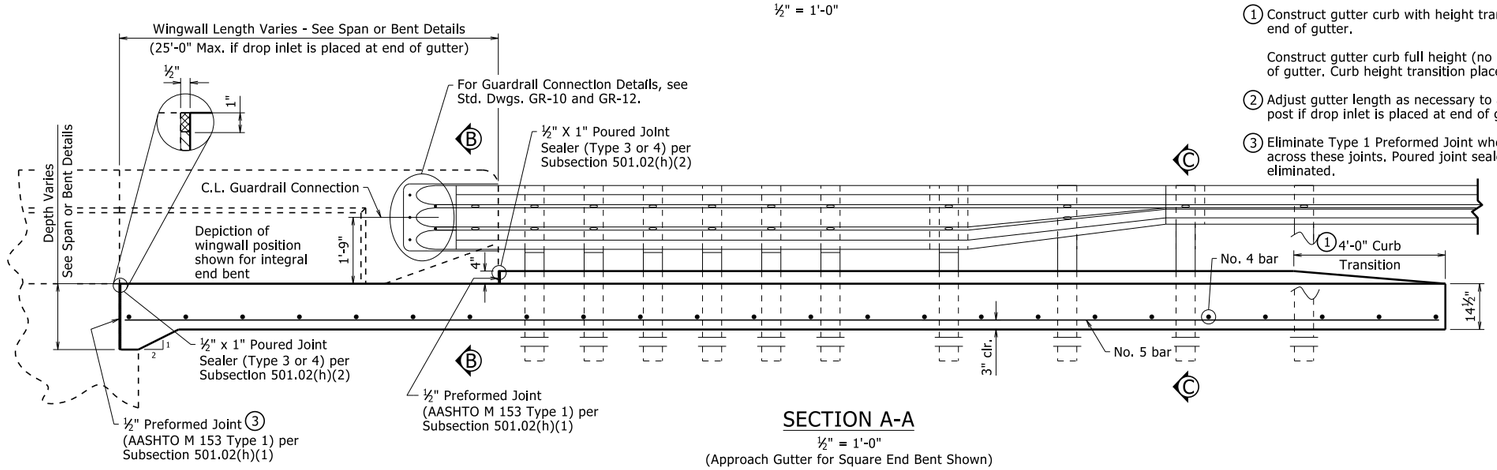


Depiction of wingwall position shown for end bent with expansion joint



PLAN OF SKEWED APPROACH GUTTERS FOR SKEWED END BENT

½" = 1'-0"



SECTION A-A

½" = 1'-0"

(Approach Gutter for Square End Bent Shown)

QUANTITIES FOR ONE APPROACH GUTTER

(For Information Only)

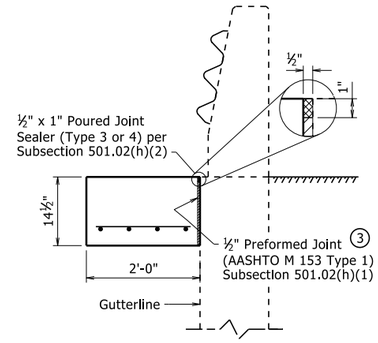
Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
210	4.20

Quantities are based on one gutter for a square, integral end bent and a wingwall length of 10'-0"

BAR LIST FOR ONE APPROACH GUTTER

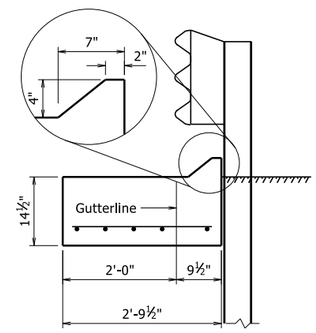
	Mark	No. Req'd.	Length
Square End Bent	G401	④	1'-8"
	G402	④	2'-5½"
	G501	4	34'-8"
	G502	1	④
Skewed End Bent	G402	④	2'-5½"
	G403	④	④
	G502	1	④
	G503 - G506	1 ea.	④

④ Varies with Skew and/or Wingwall Length



SECTION B-B

¾" = 1'-0"



SECTION C-C

¾" = 1'-0"

① Construct gutter curb with height transition as shown if drop inlet is not placed at end of gutter.

Construct gutter curb full height (no height transition) if drop inlet is placed at end of gutter. Curb height transition placed on drop inlet.

② Adjust gutter length as necessary to avoid outlet pipe interference with guardrail post if drop inlet is placed at end of gutter.

③ Eliminate Type 1 Preformed Joint when bridge details show reinforcing dowels across these joints. Poured joint sealer is required, however, backer rod shall be eliminated.

GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All 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.

Approach Gutters will be measured and paid for in accordance with Section 504.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

Scales shown are for 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

STANDARD DETAILS FOR TYPE F APPROACH GUTTERS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: NAC DATE: 4-8-2021 FILENAME: b55030f.dgn

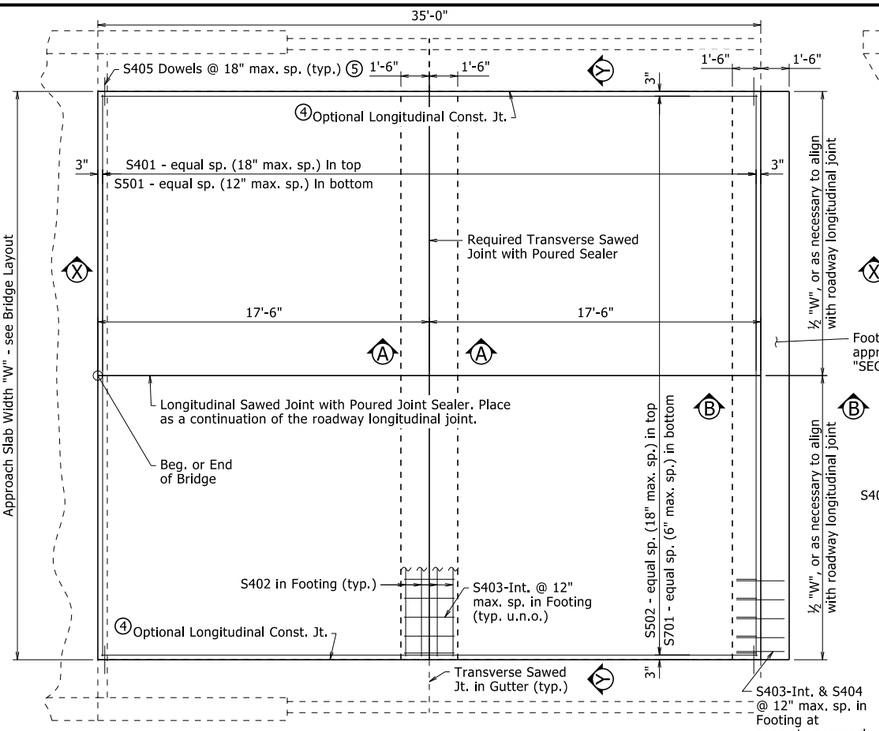
CHECKED BY: LJB DATE: 4-8-2021 SCALE: AS NOTED

DESIGNED BY: STD DATE: -

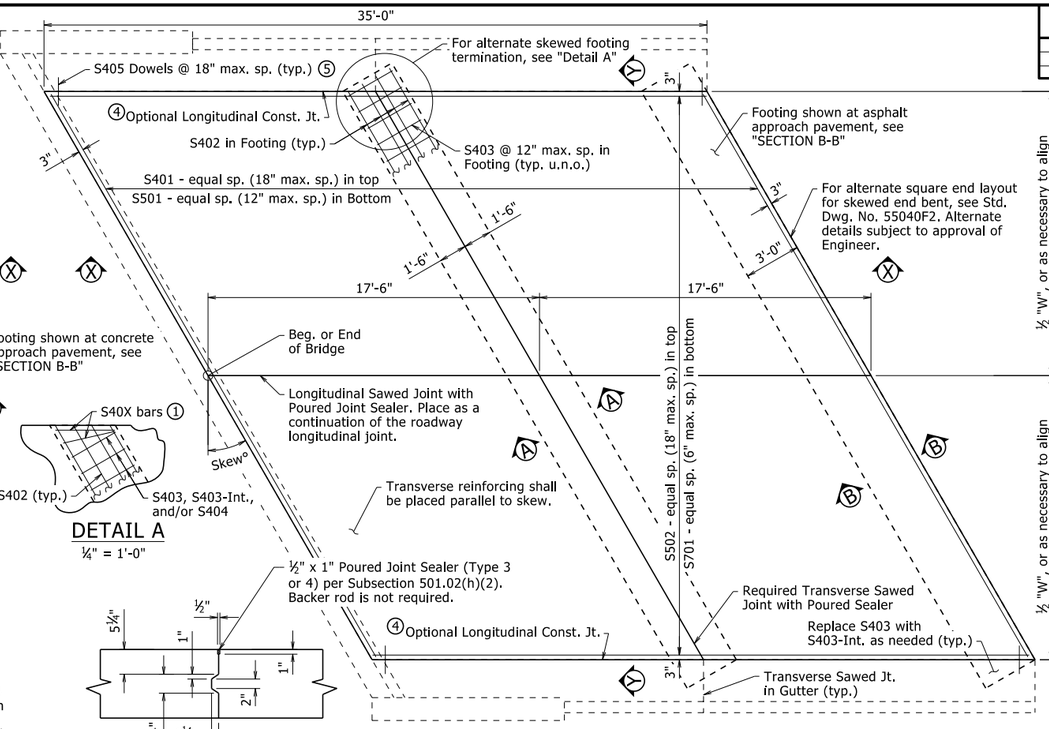
DRAWING NO. 55030F

PRINT DATE: 9/8/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		Type F Approach Slab - 55040F1				

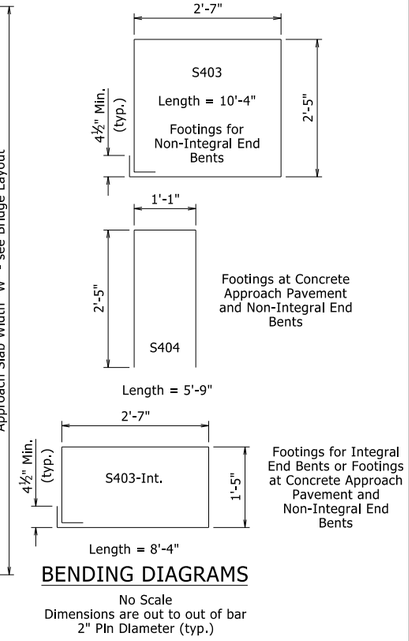


PLAN - APPROACH SLAB AT SQUARE END BENT



LONGITUDINAL CONSTRUCTION JOINT

½" = 1'-0"

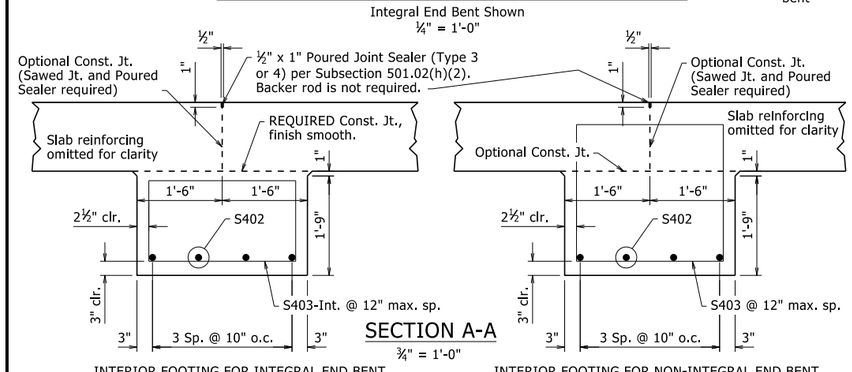


BENDING DIAGRAMS

No Scale
Dimensions are out to out of bar
2" PIn Diameter (typ.)

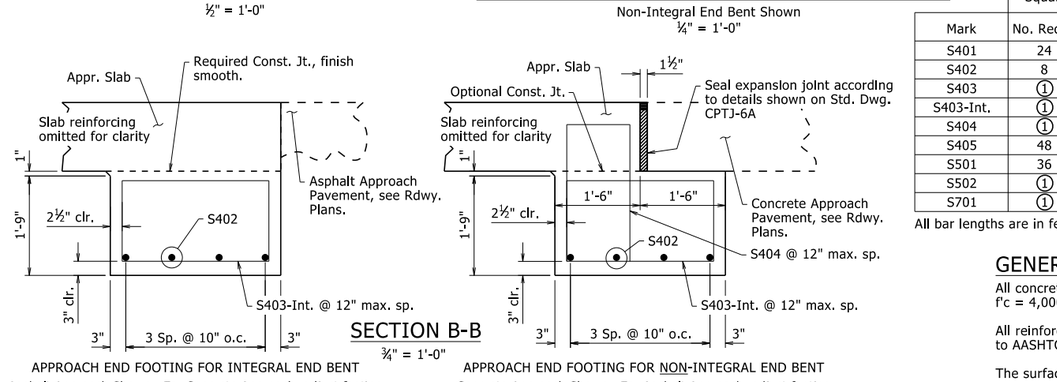
PLAN - APPROACH SLAB AT SKEWED END BENT

Non-Integral End Bent Shown
¼" = 1'-0"



INTERIOR FOOTING FOR INTEGRAL END BENT

INTERIOR FOOTING FOR NON-INTEGRAL END BENT



APPROACH END FOOTING FOR INTEGRAL END BENT

Asphalt Approach Shown. For Concrete Approach, adjust footing location by 1'-6" to add paving notch and include expansion joint.

APPROACH END FOOTING FOR NON-INTEGRAL END BENT

Concrete Approach Shown. For Asphalt Approach, adjust footing location by 1'-6", omit expansion joint, and replace bars S403-Int. & S404 with S403.

BAR LIST - PER APPROACH SLAB

	Square End Bent		Skewed End Bent	
Mark	No. Req'd.	Length	No. Req'd.	Length
S401	24	"W" - 0.33'	24	("W" - 0.33') / cos (Skew°)
S402	8	"W" - 0.33'	8	"W"/cos(Skew°) + 3.0'×tan(Skew°) - 0.33'
S403	①	②	①	②
S403-Int.	①	②	①	②
S404	①	②	①	②
S405	48	1'-6"	48	1'-6"
S501	36	"W" - 0.33'	36	("W" - 0.33') / cos (Skew°)
S502	①	34'-8"	①	34'-8"
S701	①	34'-8"	①	34'-8"

All bar lengths are in feet.

① Varies with Approach Slab Type, Width and/or Skew.
② See "BENDING DIAGRAMS"

GENERAL NOTES

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All 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.

The surface finish for Approach Slabs shall match that used on the bridge deck.

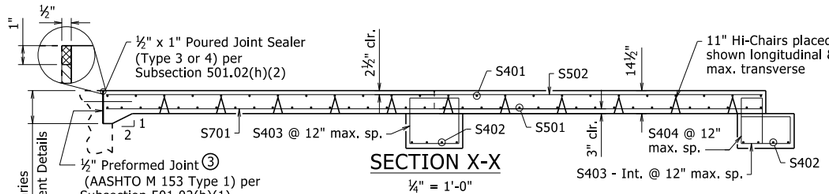
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

See Plans for actual Approach Slab Width, "W", end bent or span details, and approach pavement. Units of "W" are in Feet.

Approach Slabs will be measured and paid for in accordance with Section 504.

Scales shown are for full size 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

For Table of Quantities, see "SCHEDULE OF BRIDGE QUANTITIES".



Approach Slab for Square Non-Integral End Bent at Concrete Approach Shown

MINIMUM BAR LAP LENGTH

#4	1'-8"
#5	2'-0"
#7	2'-10"

③ Eliminate Type 1 Preformed Joint when bridge details show reinforcing dowels across these joints. Poured joint sealer is required, however, backer rod shall be eliminated.

④ When construction joint is eliminated, place 1" Sawed Joint with ½" x 1" Poured Joint Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Backer rod is not required.

⑤ Eliminate dowels when approach slab is adjacent to curb and gutter, or as directed by the Engineer.

The document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on September 7, 2023. This copy is not a signed and sealed document.

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

BRIDGE ENGINEER

STANDARD DETAILS FOR TYPE F APPROACH SLAB

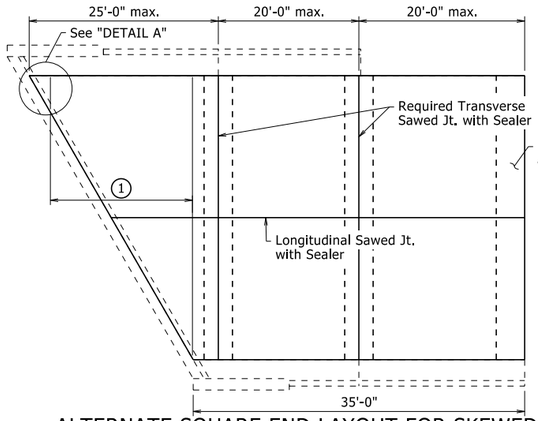
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	CGP	DATE:	05/12/2023	FILENAME:	b55040f.dgn
CHECKED BY:	JYP	DATE:	05/15/2023	SCALE:	AS NOTED
DESIGNED BY:	STD.	DATE:	-		

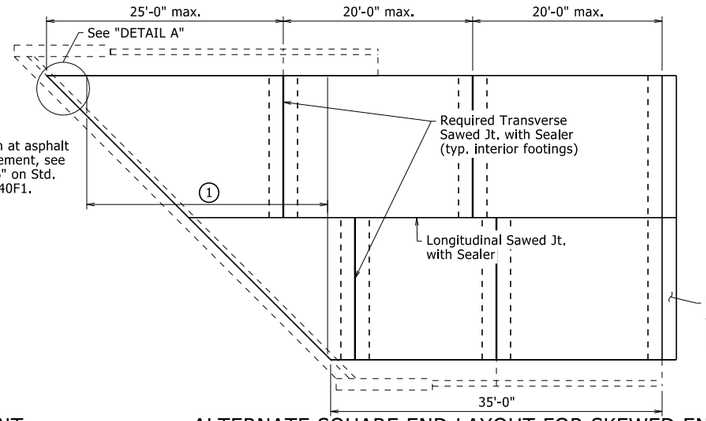
DRAWING NO. 55040F1

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		Type F Approach Slab - 55040F2				



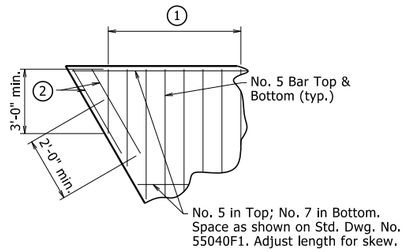
ALTERNATE SQUARE END LAYOUT FOR SKEWED END BENT - CONTINUOUS FOOTINGS

⅛" = 1'-0"



ALTERNATE SQUARE END LAYOUT FOR SKEWED END BENT - STAGGERED FOOTINGS

⅛" = 1'-0"



DETAIL A

¼"= 1'-0"

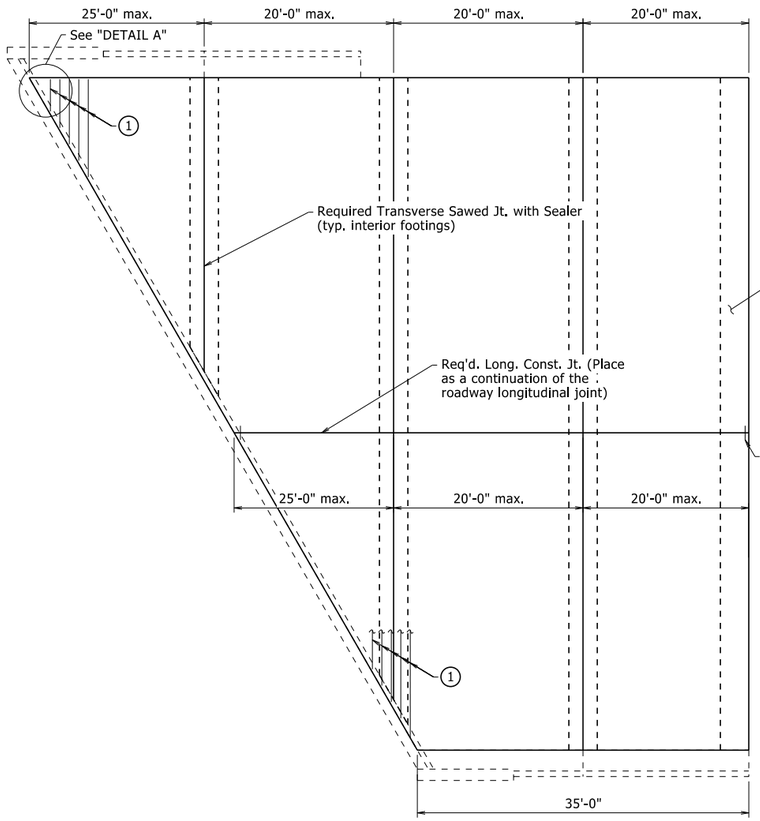
NOTES

See Std. Dwg. No. 55040F1 for additional details of Type F Approach Slabs. Unless noted otherwise, minimum dimensions and reinforcing shall be as shown on Std. Dwg. No. 55040F1. Use of Alternate Square End Details shall be approved by the Engineer. Payment for alternate square end approach slabs shall be based on plan quantities.

Reinforcing shall be lapped as needed. All reinforcing shall be lapped between stages except for the reinforcing in the staggered footings or where the reinforcing cannot obtain the minimum lap length as shown in "MINIMUM BAR LAP LENGTH" on Std. Dwg. No. 55040F1.

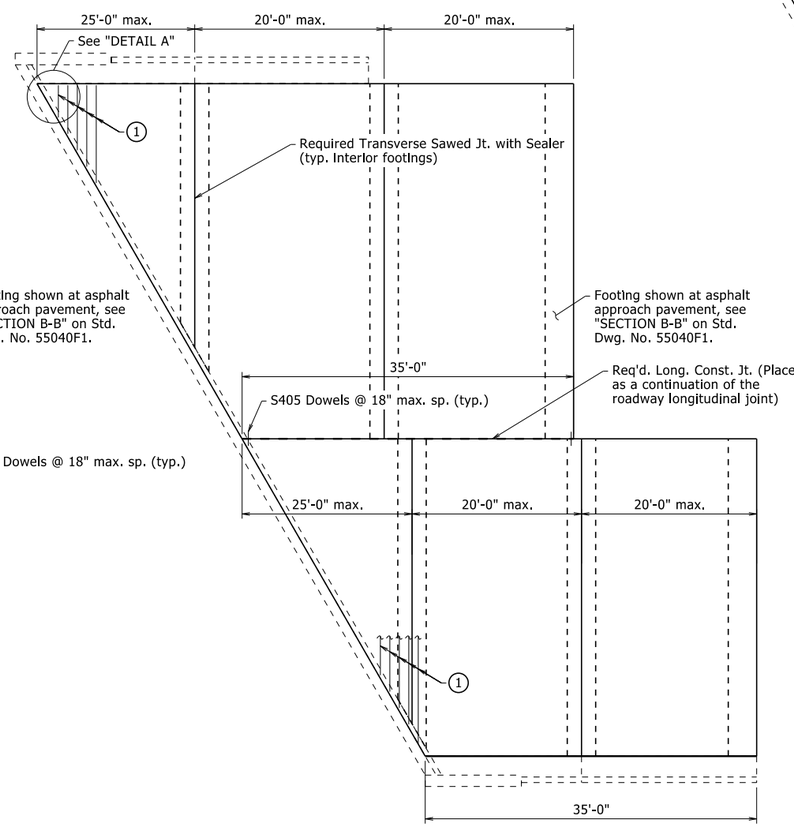
(1) Variable Length No. 5 Bars Top and Bottom spaced at 12" max. where slab is less than full width.

(2) Place additional No. 5 Bars Top and Bottom parallel to skew and spaced at 12" max. in acute corners for all stages as shown. Terminate once a 2'-0" lap with variable length No. 5 bars is achieved.



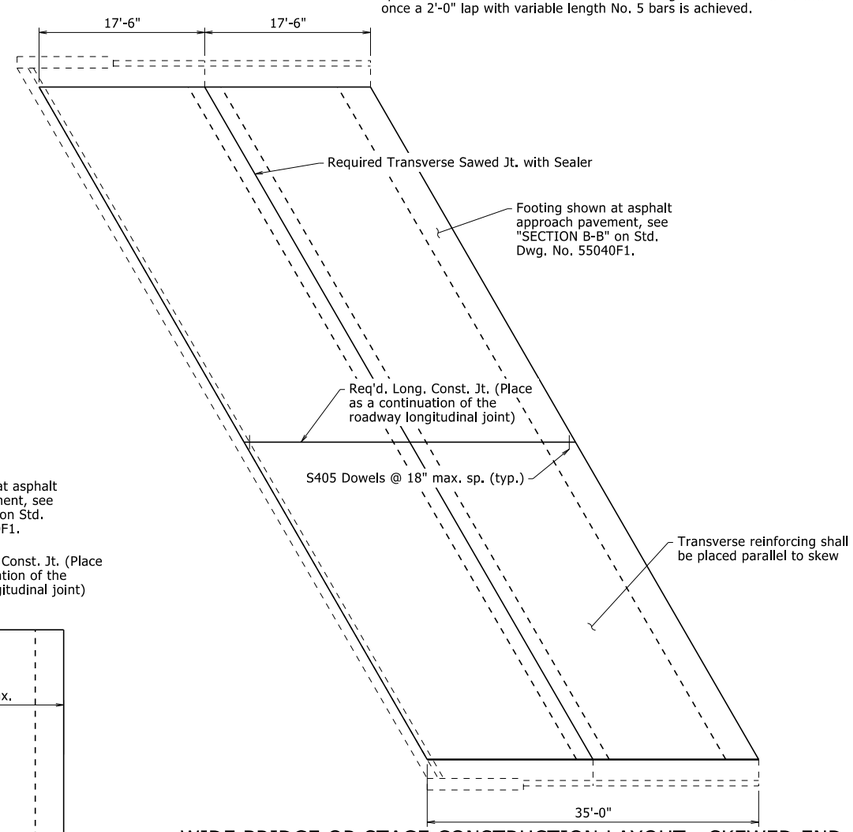
WIDE BRIDGE OR STAGE CONSTRUCTION LAYOUT - SQUARE END, CONTINUOUS FOOTINGS

⅛" = 1'-0"



WIDE BRIDGE OR STAGE CONSTRUCTION LAYOUT - SQUARE END, STAGGERED FOOTINGS

⅛" = 1'-0"



WIDE BRIDGE OR STAGE CONSTRUCTION LAYOUT - SKEWED END

Square End Bent Similar

⅛"= 1'-0"

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

BRIDGE ENGINEER

The document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on September 7, 2023. This copy is not a signed and sealed document.

ALTERNATE DETAILS FOR SKEWED TYPE F APPROACH SLAB

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 05/12/2023 FILENAME: b55040f.dgn

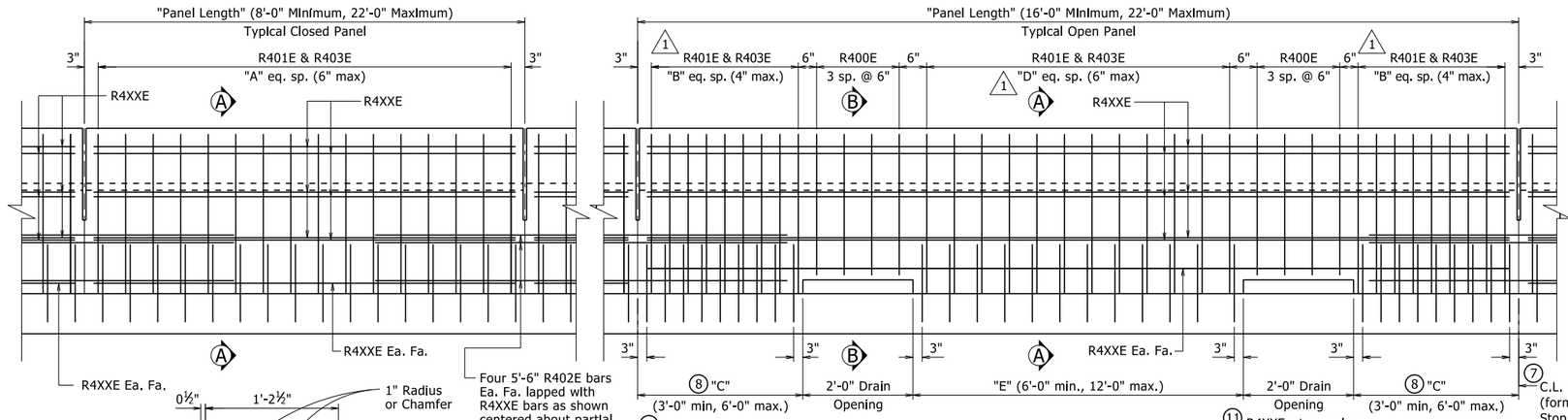
CHECKED BY: JYP DATE: 05/15/2023 SCALE: AS NOTED

DESIGNED BY: STD. DATE: -

DRAWING NO. 55040F2

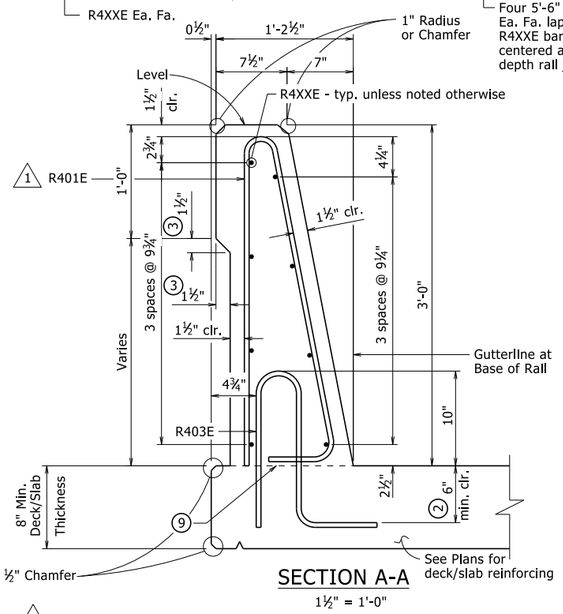
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
09/27/2022				6	ARK.			
				JOB NO.				

TYPE SSTR36 - 55070



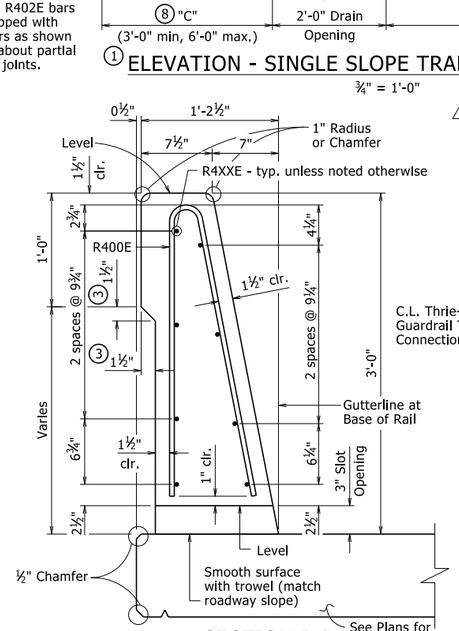
① ELEVATION - SINGLE SLOPE TRAFFIC RAIL

¾" = 1'-0"



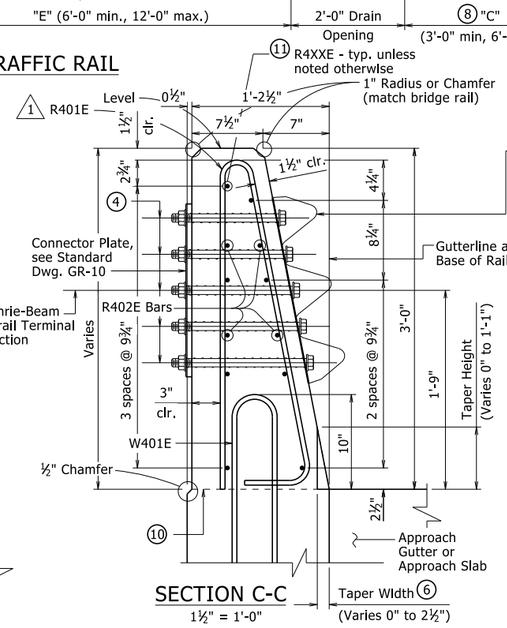
SECTION A-A

1½" = 1'-0"



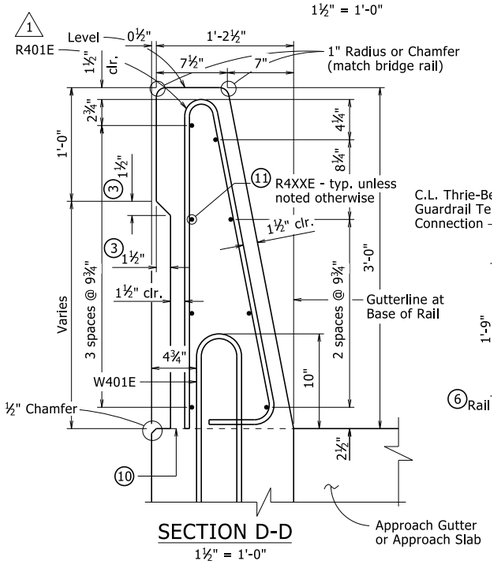
SECTION B-B

1½" = 1'-0"



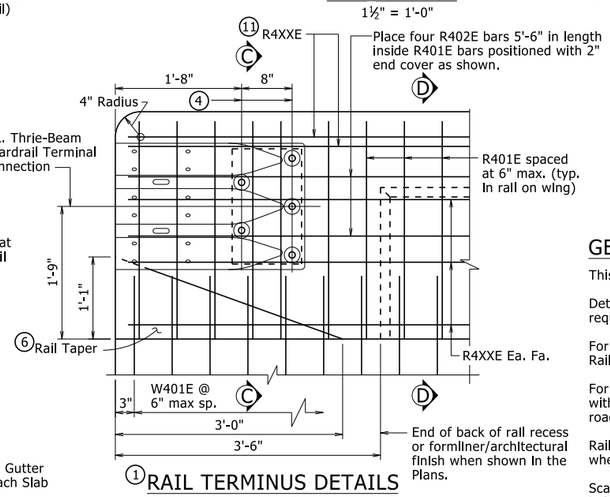
SECTION C-C

1½" = 1'-0"



SECTION D-D

1½" = 1'-0"



① RAIL TERMINUS DETAILS

1" = 1'-0"

⑦ C.L. Full-Depth Rail Joint (formed width ¼" to 1" max). Stop 6" from top of deck/slab or sidewalk. Place at all intermediate bents locations where rail is continuous.

⑦ C.L. Partial-Depth Rail Joint (formed width ¼" to 1" max). Stop 16" from top of deck/slab or sidewalk. Place at all remaining locations other than at intermediate bents.

① All measurements shown are along gutterline at base of rail.

② Minimum embedment into deck/slab.

③ Eliminate recess when formliner with architectural finish is used. See Plans for additional information.

④ C.L. 1" ø formed holes for ⅞" ø bolts. See Standard Drawings GR-10 and GR-12 for additional information.

⑤ Only applicable for bridges with rail cast directly on bridge deck/slab surface. Increase height as necessary for sidewalks, see Plans for additional information.

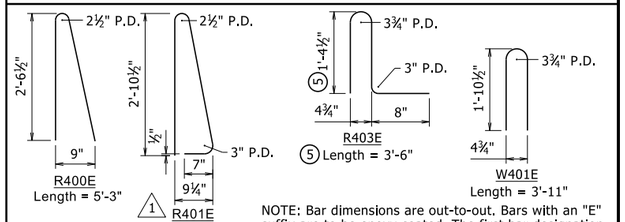
⑥ Field bend front leg of R401E bar as required to maintain minimum 1½" front face clearance within limits of taper.

⑦ When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ¼", and must be controlled so it will follow the V-Groove.

⑧ End posts shall be the same length within a panel.

Bolt Special End Shoe to face of rail as shown. Tapered washers are not required between the head of the bolts and the sloped face of the rail. Tighten the five terminal connection bolts in a well distributed pattern to prevent damage or distortion of the thrie-beam connection. Cut bolts off after installation so as to extend no more than ¾" beyond nut. Paint ends of cut-off bolts with zinc-rich paint. This work and material will not be paid for directly but shall be considered subsidiary to associated contract items.

BENDING DIAGRAM



NOTE: Bar dimensions are out-to-out. Bars with an "E" suffix are to be epoxy coated. The first bar designation number indicates the reinforcing bar size.

⑨ Required Construction Joint. Level where water flows away from rail, match roadway slope where water flows toward rail.

⑩ Top of Abutment Wing & Required Construction Joint (match bridge deck/slab construction joint slope). See Plans for Wing reinforcing.

⑪ These bars will not be included in the "Table of Variables". See Plans for details.

TABLE OF VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	A	R4XXE	Panel Length	B	C	D	E	R4XXE

See Plans for table with values.

GENERAL NOTES

This rail has been successfully evaluated by full-scale crash test to meet MASH TL-4 criteria.

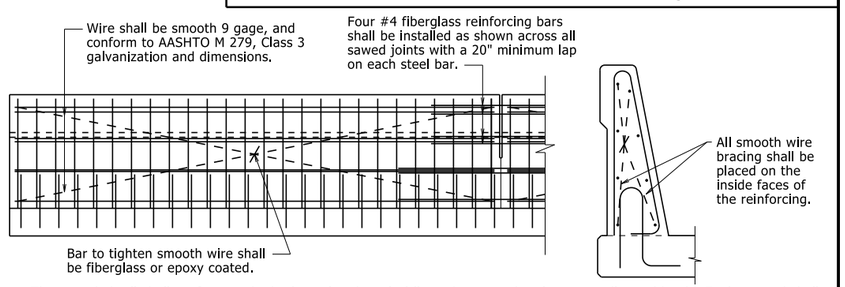
Details shown are general for bridges without sidewalks. See Plans for additional details and requirements specific to bridges with sidewalks.

For Table of Variables, Rail Bar List, locations of Full and Partial Depth Rail Joints, and Wing & Rail Bar Lists, see Plans.

For location of drain openings, see Plans. Drain openings shown are not applicable for bridges with sidewalks. Drain openings will not be allowed over Railroad Right of Way, travelled roadways, and protected waterways.

Rail Terminus details, including Rail Taper, are not applicable for bridges with sidewalks or when bridge railing is continuous with roadway railing.

Scales shown are for 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.



The extruded rail shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish in place of Class 2, Rubbed Finish.

All panels shall be braced as required to prevent racking.

Slip forming will not be allowed on bridges where formliner with architectural treatment is used unless approval from the Engineer is obtained.

DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL

No Scale

△1 Modified bending diagram and spacing for R401E bar.

By: CGP, Checked by: CMW 09/27/2022

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on November 5, 2020. This copy is not a signed and sealed document.

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

BRIDGE ENGINEER

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR36

ARKANSAS STATE HIGHWAY COMMISSION

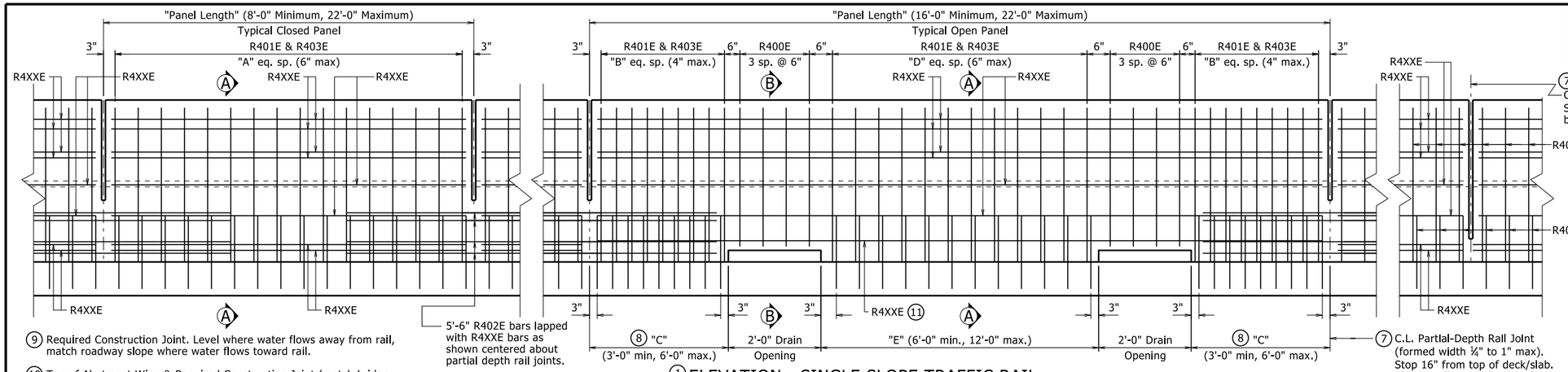
LITTLE ROCK, ARK.

DRAWN BY: KWY DATE: 11/5/2020
CHECKED BY: LJB DATE: 11/5/2020
DESIGNED BY: STD. DATE: -----
FILENAME: b55070.dgn
SCALE: As Noted

DRAWING NO. 55070

PRINT DATE: 10/6/2022

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			
		TYPE SSTR42 - 55071				



1 ELEVATION - SINGLE SLOPE TRAFFIC RAIL

9 Required Construction Joint. Level where water flows away from rail, match roadway slope where water flows toward rail.

10 Top of Abutment Wing & Required Construction Joint (match bridge deck/slab construction joint slope). See Plans for Wing reinforcing.

11 These bars shall be raised up over drain opening as shown in "SECTION B-B".

1 All measurements shown are along gutterline at base of rail.

2 Minimum embedment into deck/slab.

3 Eliminate recess when formliner with architectural finish is used. See Plans for additional information.

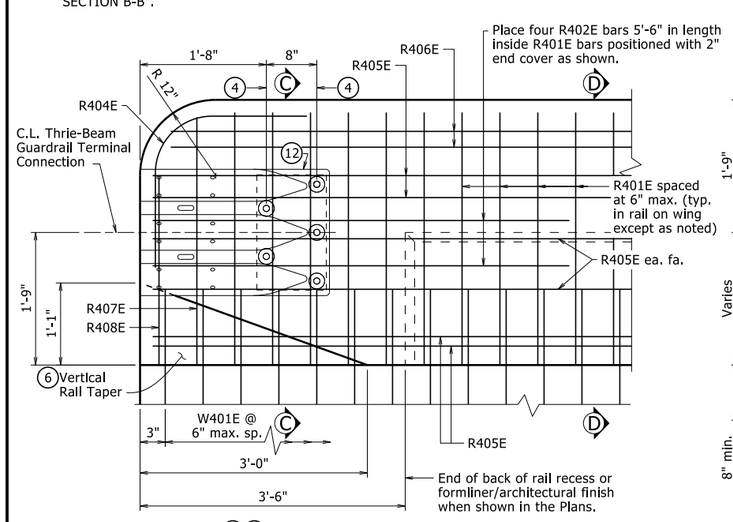
4 C.L. 1" ø formed holes for ⅞" ø bolts. See Standard Drawings GR-10 and GR-12 for additional information.

5 These bars will not be included in the "TABLE OF VARIABLES", see plans for additional information.

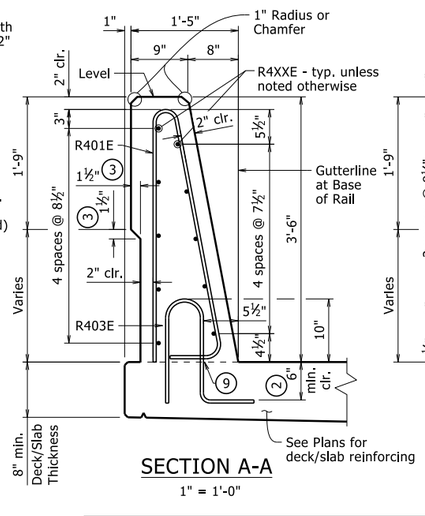
6 Field bend front leg of R401E bar as required to maintain minimum 1½" front face clearance within limits of taper.

7 When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ¼", and must be controlled so it will follow the V-Groove.

8 End posts shall be the same length within a panel.

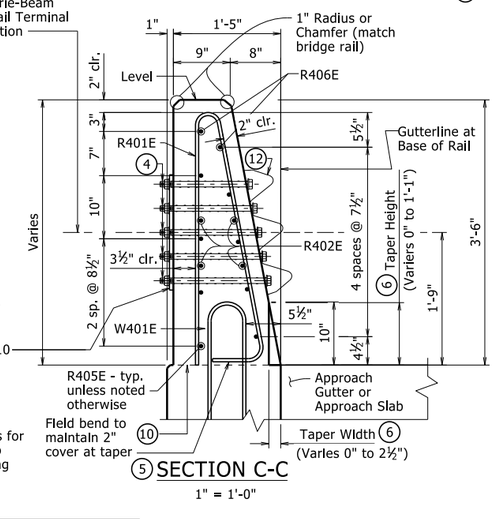


1 5 RAIL TERMINUS DETAIL
1" = 1'-0"

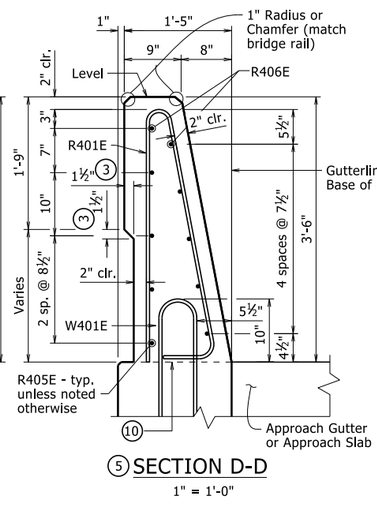


SECTION A-A
1" = 1'-0"

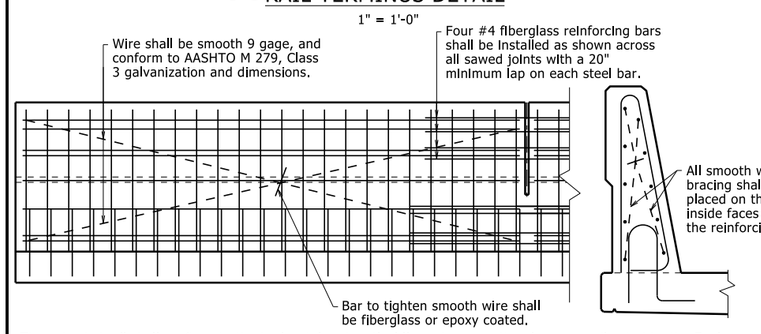
SECTION B-B
1" = 1'-0"



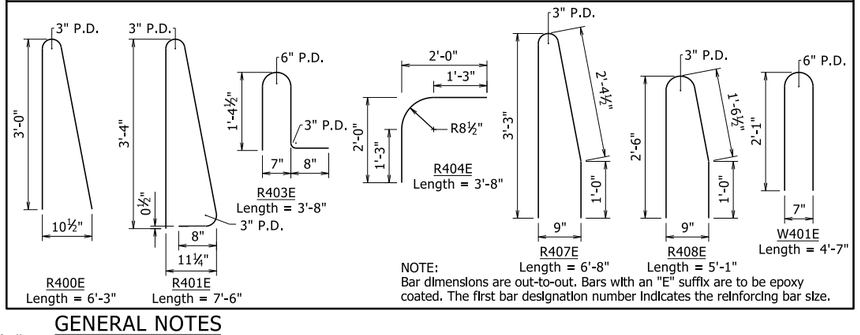
5 SECTION C-C
1" = 1'-0"



5 SECTION D-D
1" = 1'-0"



BENDING DIAGRAM



12 Bolt Special End Shoe to face of rail as shown. Tapered washers are not required between the head of the bolts and the sloped face of the rail. Tighten the five terminal connection bolts in a well distributed pattern to prevent damage or distortion of the thrie-beam connection. Cut bolts off after installation so as to extend no more than ⅜" beyond nut. Paint ends of cut-off bolts with zinc-rich paint. This work and material will not be paid for directly but shall be considered subsidiary to associated contract items.

TABLE OF VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	A	R4XXE	Panel Length	B	C	D	E	R4XXE

See Plans for table with values.

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on July 06, 2022. This copy is not a signed and sealed document.

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

GENERAL NOTES

The extruded rail shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish in place of Class 2, Rubbed Finish.

All panels shall be braced as required to prevent racking.

Slip forming will not be allowed on bridges where formliner with architectural treatment is used unless approval from the Engineer is obtained.

DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL

No Scale

This rail has been evaluated and accepted to be of equal strength to railings with similar geometry, which have been evaluated by full-scale crash test to meet MASH TL-4 criteria.

For Table of Variables, Rail Bar List, locations of Full and Partial Depth Rail Joints, and Wing & Rail Bar Lists, see Plans.

For location of drain openings, see Plans. Drain openings will not be allowed over Railroad Right of Way, travelled roadways, and protected waterways.

Rail Terminus details, including Rail Taper, are not applicable when bridge railing is continuous with roadway railing.

Scales shown are for full size 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

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

STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42

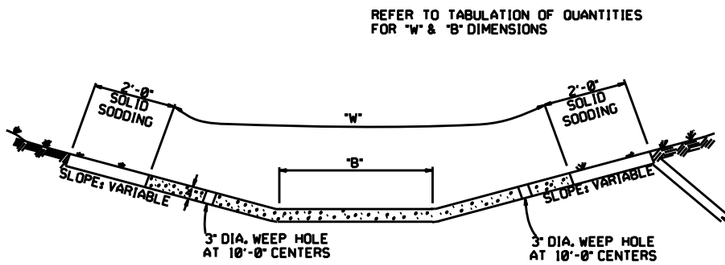
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 06/30/2022 FILENAME: b55071.dgn
CHECKED BY: CMW DATE: 07/01/2022 SCALE: AS NOTED
DESIGNED BY: STD. DATE: -

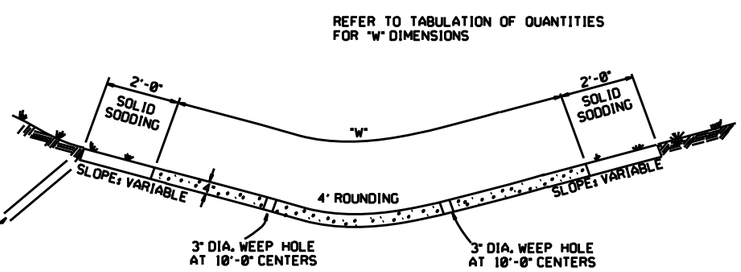
DRAWING NO. 55071

PRINT DATE: 10/7/2022



TYPE A

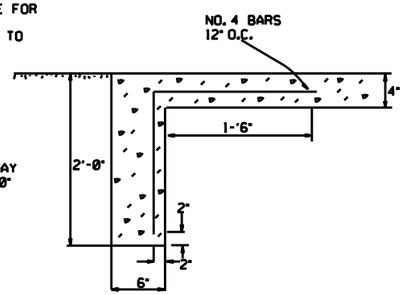
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



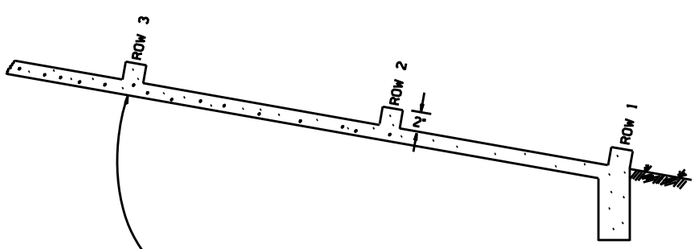
TYPE B

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

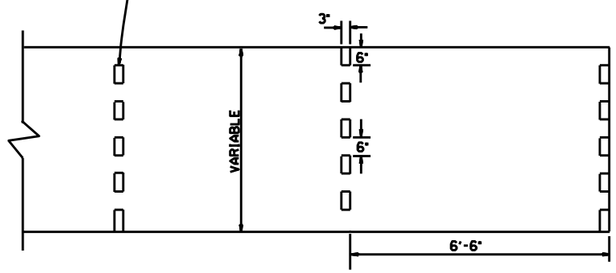


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



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.

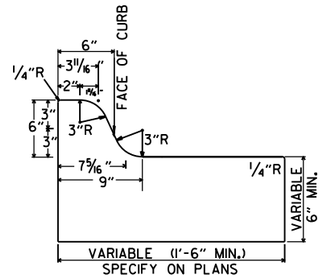
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

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

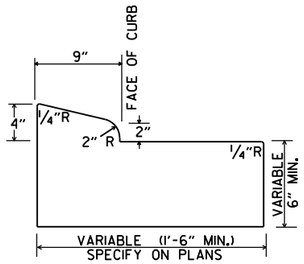
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1



TYPE A



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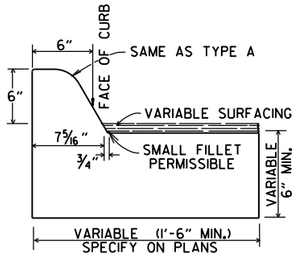

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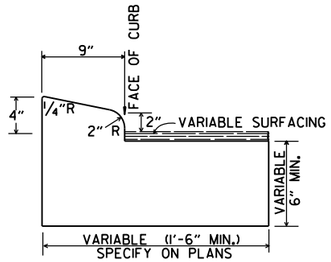

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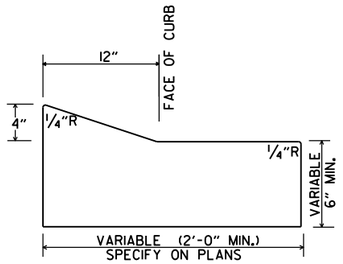
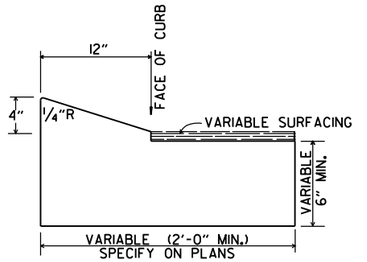
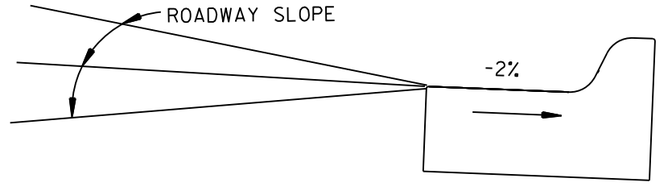


TYPE E-1



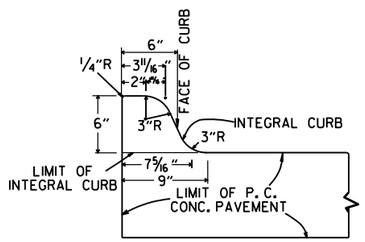
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

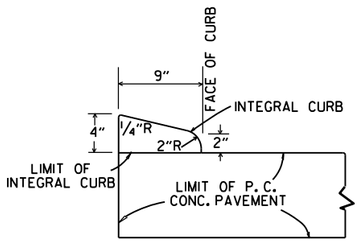


DETAIL OF GUTTER SLOPE

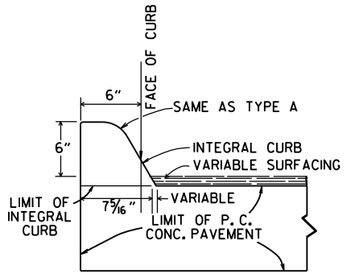
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

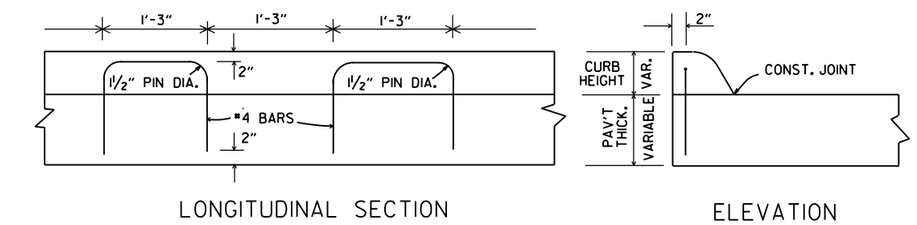


TYPE B



TYPE C

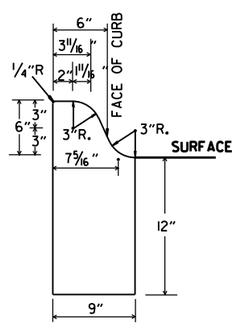
INTEGRAL CURB



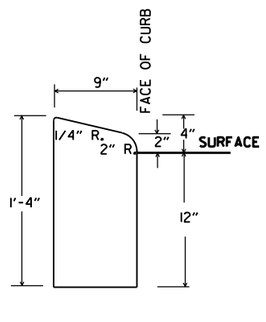
LONGITUDINAL SECTION

ELEVATION

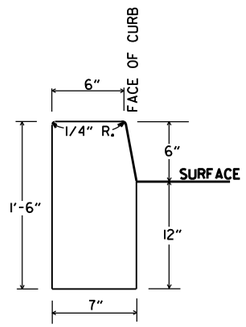
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



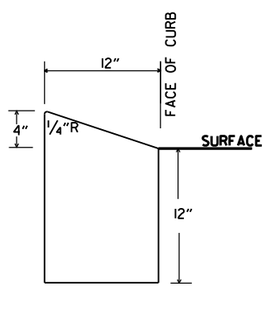
TYPE A



TYPE B

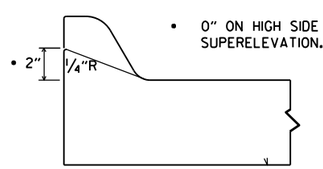


TYPE D



TYPE E

CONCRETE CURB



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

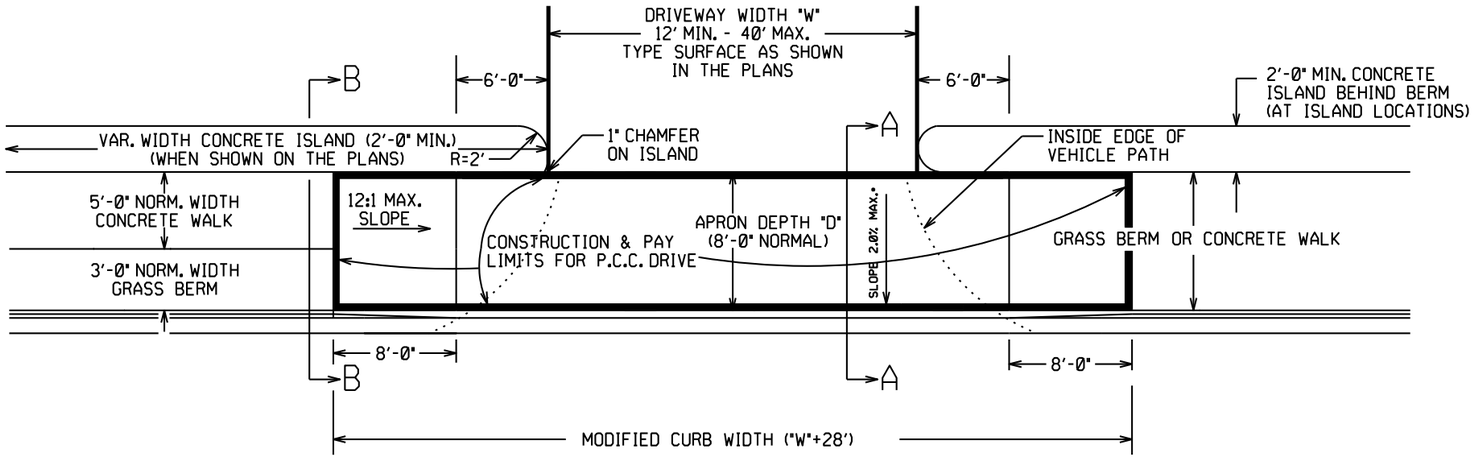
DETAILS OF MODIFIED CURB

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

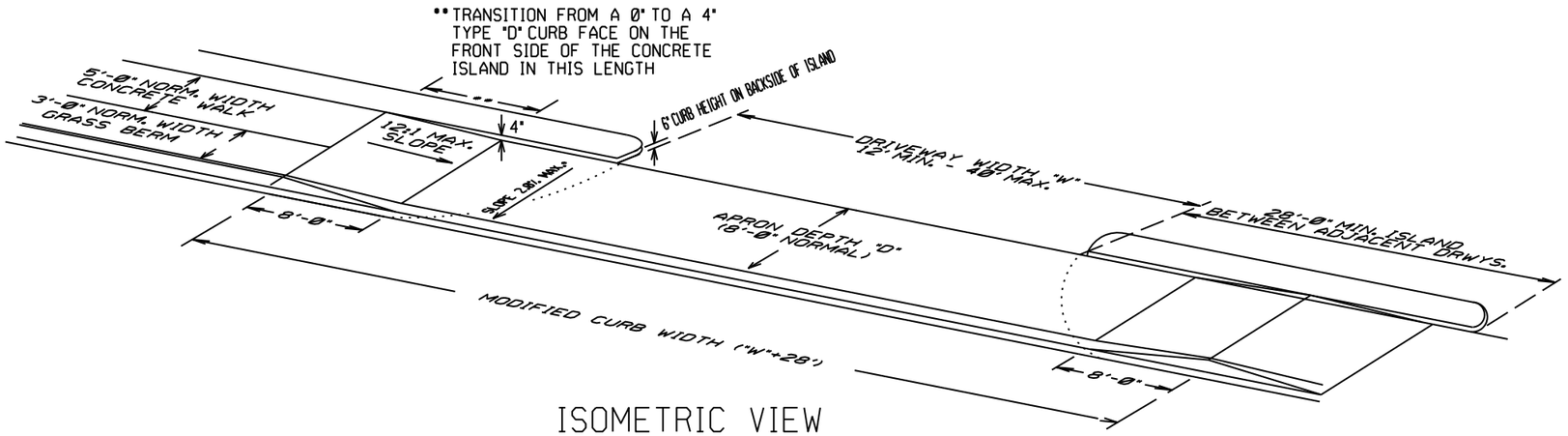
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

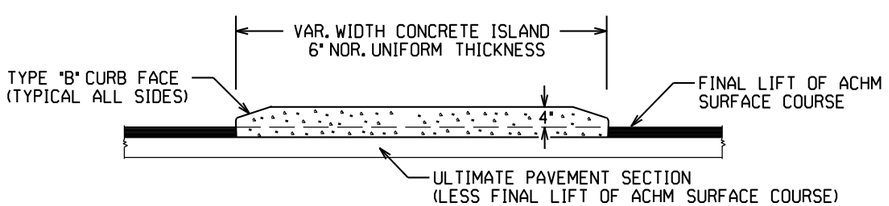
STANDARD DRAWING CG-1



PLAN VIEW



ISOMETRIC VIEW

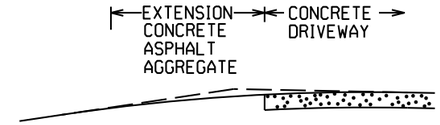


CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

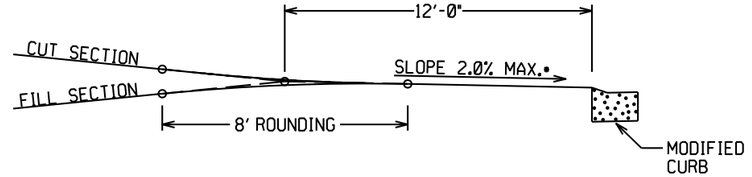
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

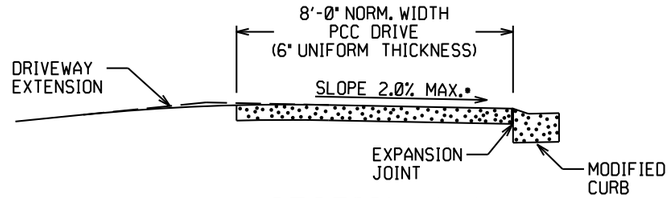
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

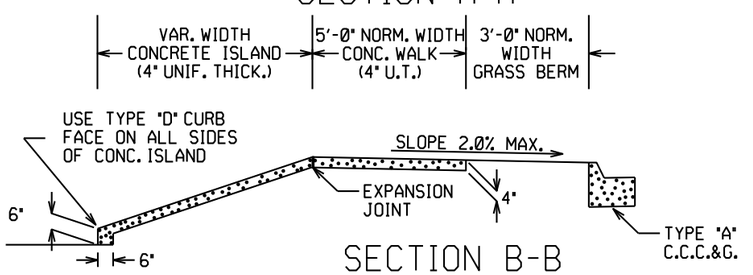


DRIVEWAY VERTICAL ALIGNMENT DETAILS

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



SECTION A-A



SECTION B-B

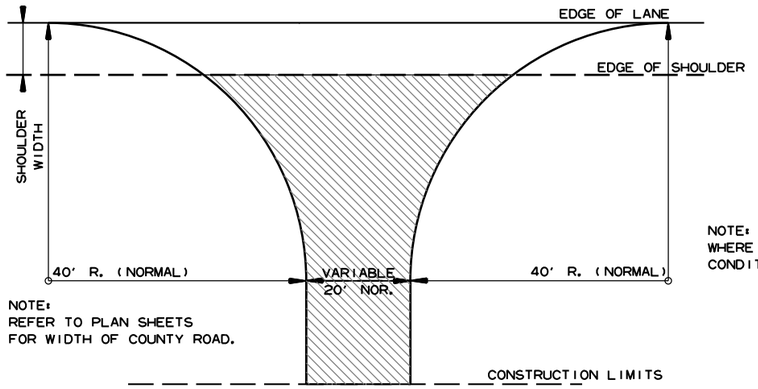
CURBED ISLAND BEHIND WALK

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

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

STANDARD DRAWING DR-1

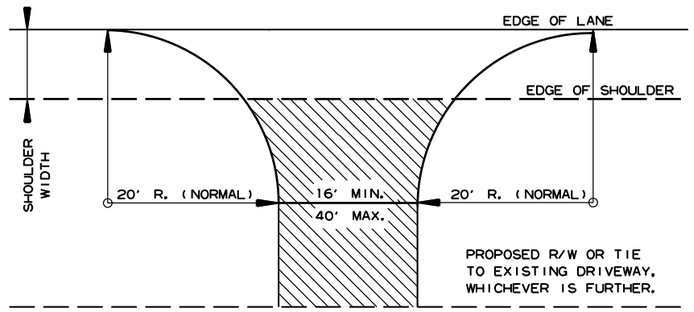


NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.

NOTE: TURNOUTS SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH, UNLESS OTHERWISE
SPECIFIED IN PLANS.

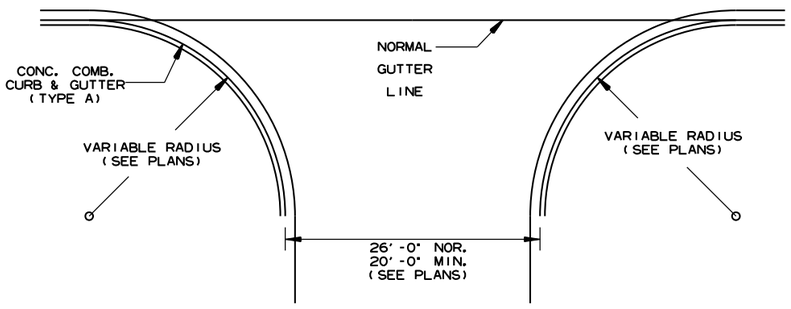
DETAIL FOR COUNTY ROAD TURNOUTS OPEN SHOULDER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

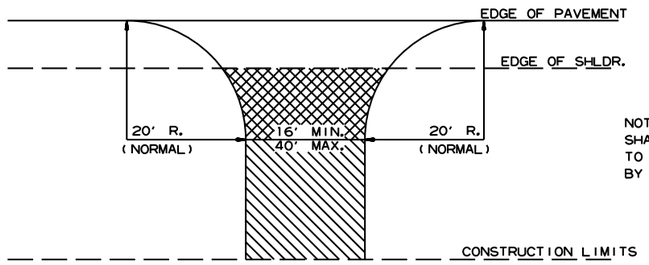
ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT OR
GRAVEL DRIVE EXISTING; OR 6"
CONCRETE IF CONCRETE DRIVE
EXISTING.

DETAIL FOR DRIVEWAY TURNOUTS OPEN SHOULDER SECTION (ARTERIALS)



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

DETAIL OF TURNOUTS, ASPHALT STREETS, COUNTY ROADS & STATE HIGHWAYS CURB & GUTTER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ASPHALT CONCRETE HOT MIX SURFACE
COURSE (220 LBS. PER SQ. YD.)
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT DRIVE EXIST OR
6" CONCRETE IF CONCRETE DRIVE EXIST.

AGGREGATE BASE COURSE (CLASS 7)
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY

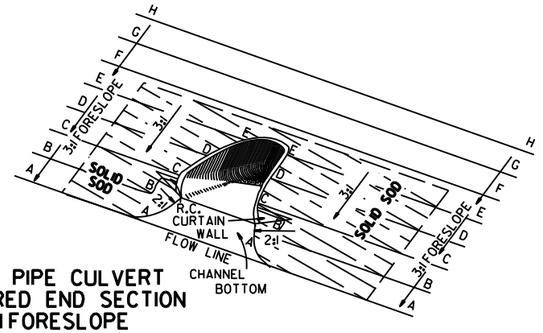
DETAIL FOR DRIVEWAY TURNOUTS (COLLECTORS)

DATE REV	DATE FILMED	DESCRIPTION
5-19-22		ISSUED

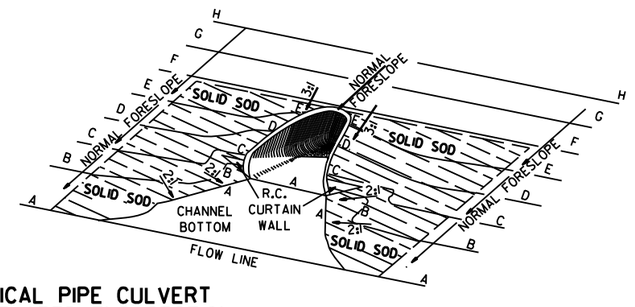
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & STREET TURNOUTS

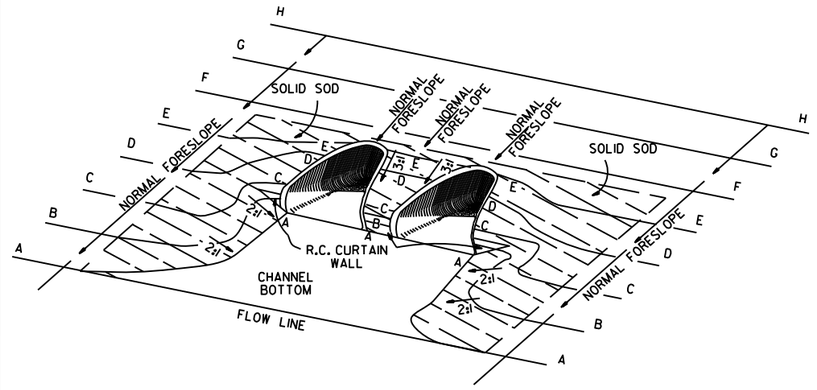
STANDARD DRAWING DR-2



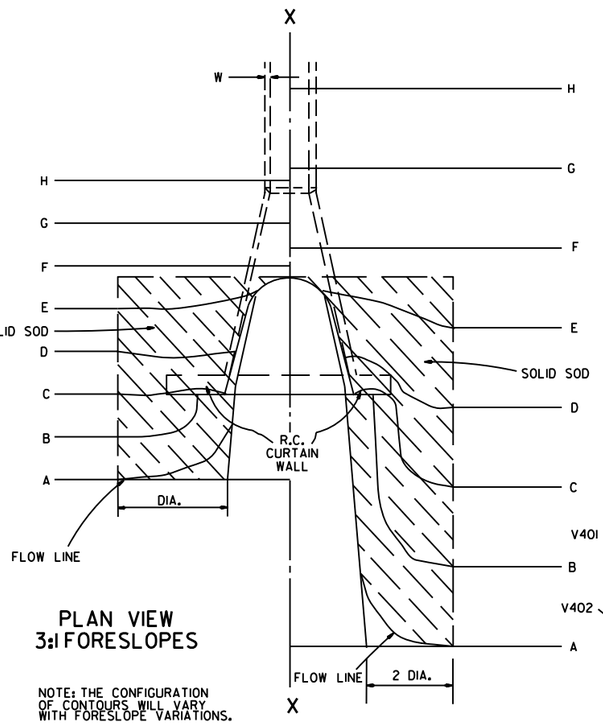
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES



PLAN VIEW
3:1 FORESLOPES

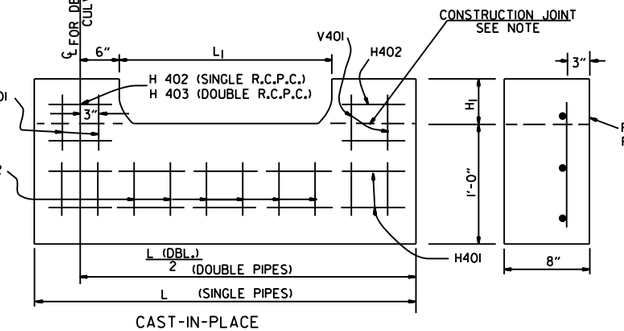
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

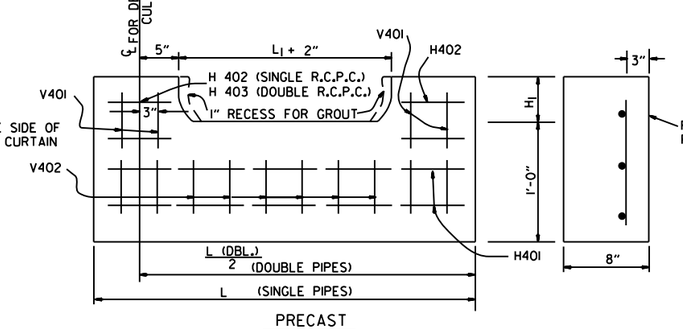
PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.



CAST-IN-PLACE

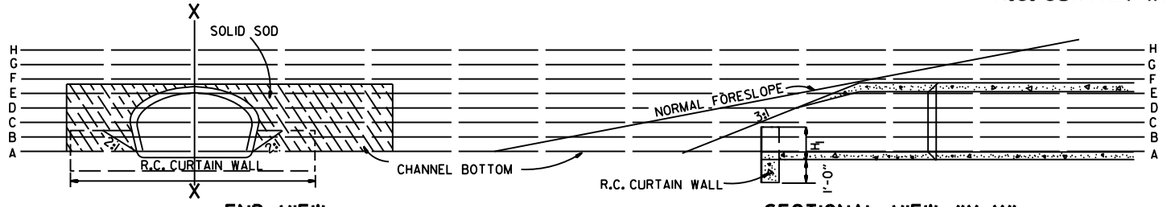
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS



END VIEW

SECTIONAL VIEW "X-X"

REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1	4:1	6:1	DOUBLE R.C.P.C. 3:1	4:1	6:1
	SQ. YDS.			SQ. YDS.		
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	26	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

GENERAL NOTES

1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE: FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	
10-12-95	CORRECTED SPELLING	
11- 3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

STANDARD DRAWING FES-1

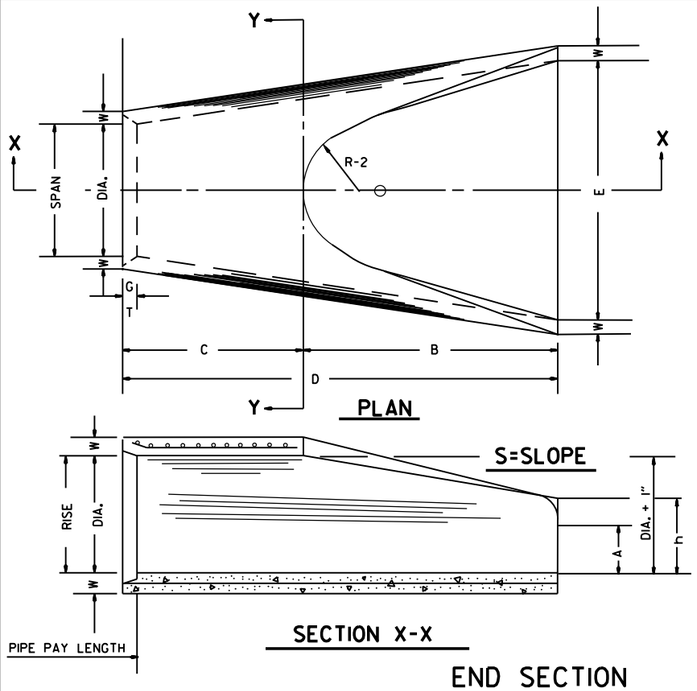
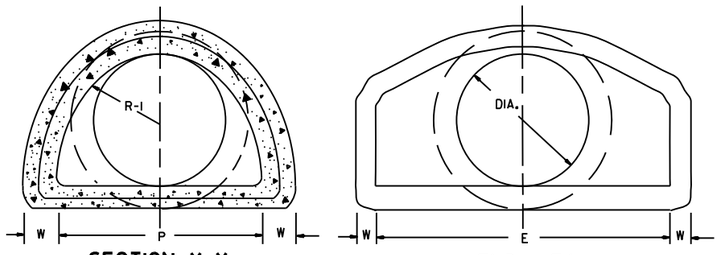


TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. + 1"	P	R-1	R-2	G-T	WT.	h
18"	2½"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33 3/16"	16 15/16"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4 5/8"
36"	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	3:1	37"	47 13/16"	24 5/16"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅞"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 15/16"	24"	5"	13250	4'-6"

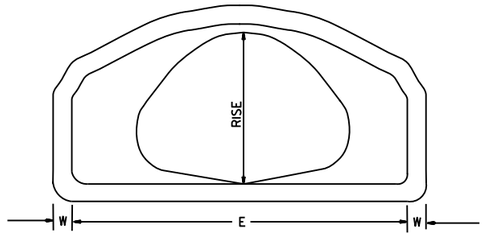


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

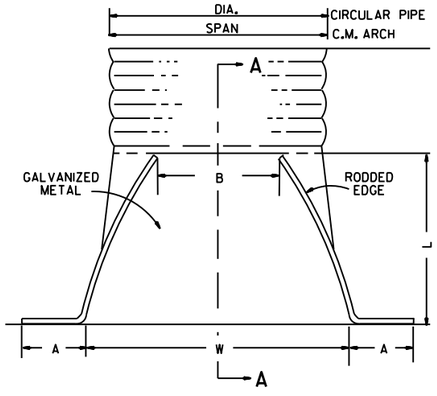
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 11/16"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47 11/16"	20"	3"	2½:1
36	43¾	44	26⅜	27	4"	10½"	4'-0"	2'-11½"	6'-1½"	6'-6"	54 5/16"	22"	3½"	2½:1
42	51⅛	51	31 5/16	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70 5/16"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/16"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 1/16"	24"	5"	2¼:1

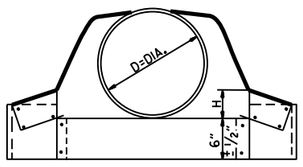
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



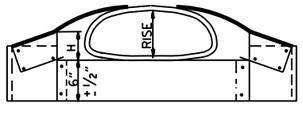
END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

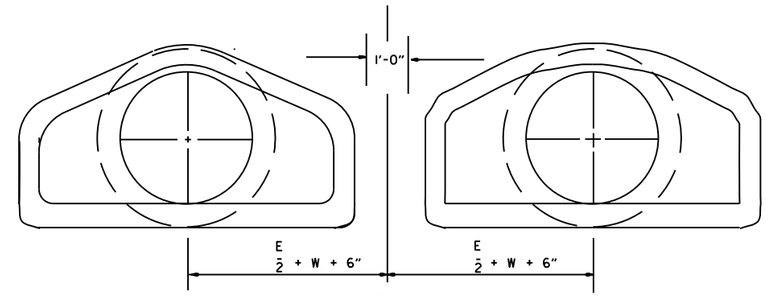
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1

C.M. ARCH PIPE

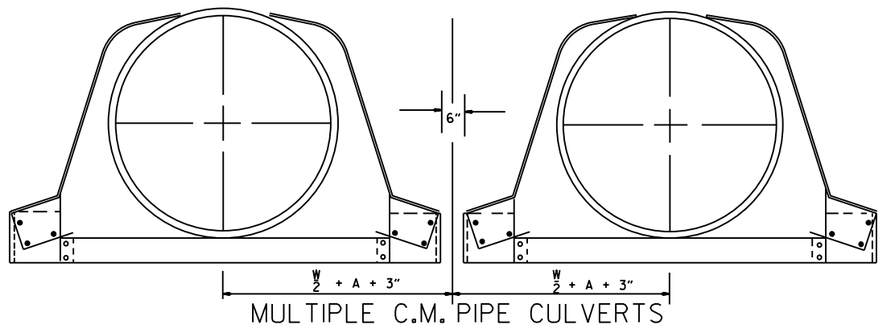
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	12

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS



MULTIPLE R.C. PIPE CULVERTS



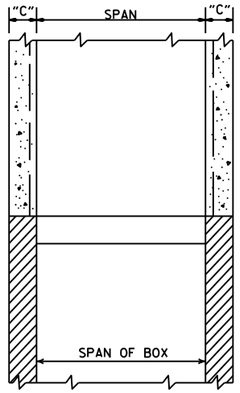
MULTIPLE C.M. PIPE CULVERTS

DATE	REVISION	FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73
10-2-72	REVISED AND REDRAWN	760-10-2-72

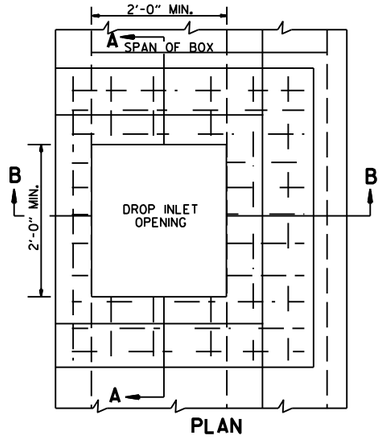
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

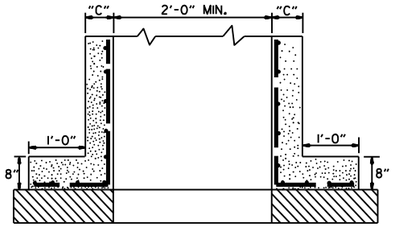
STANDARD DRAWING FES-2



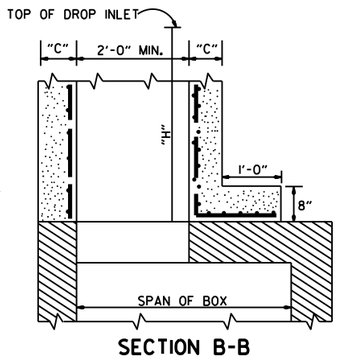
SECTION B-B



PLAN

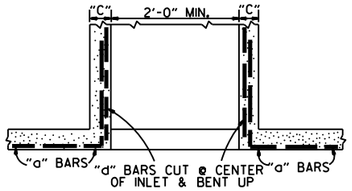


SECTION A-A

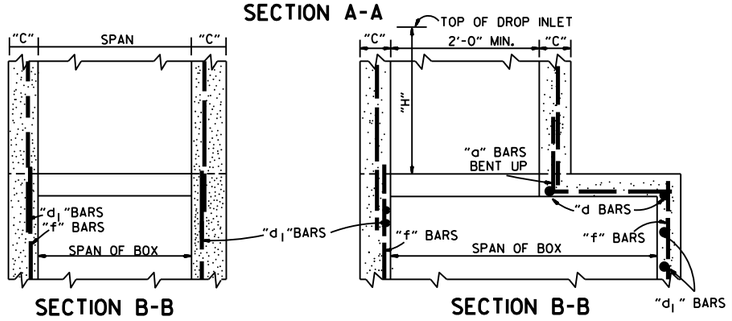


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



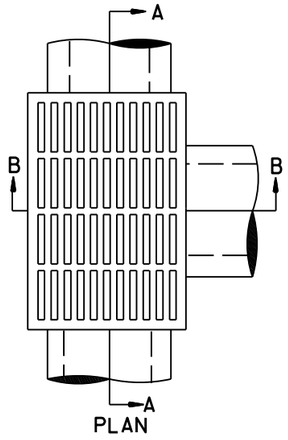
SECTION A-A



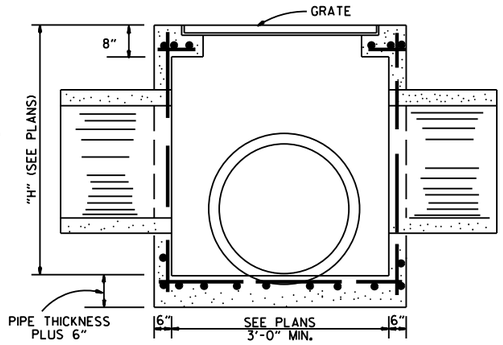
SECTION B-B SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.

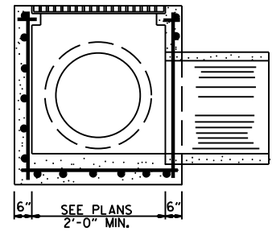


PLAN



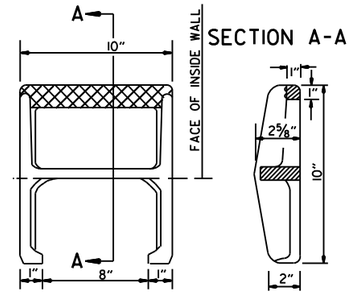
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE DROP INLET TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.



SECTION B-B

DROP INLET (TYPE E)

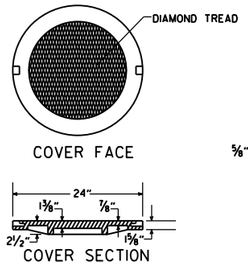


APPROX. WEIGHT = 11 LBS. (CAST IRON)

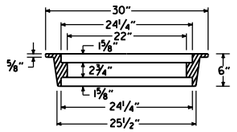
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



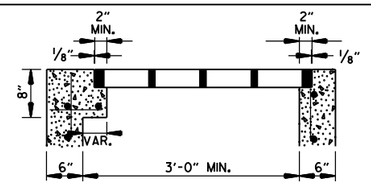
COVER SECTION



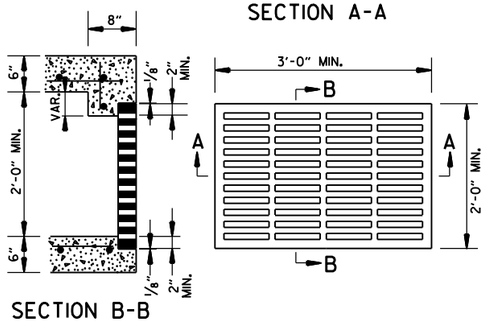
RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



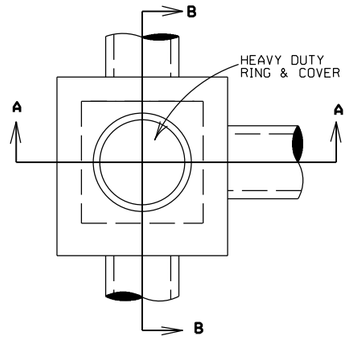
SECTION A-A



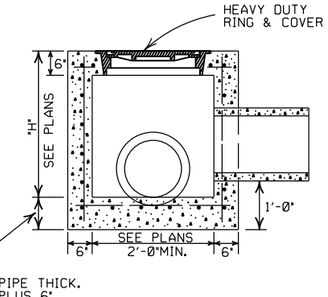
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

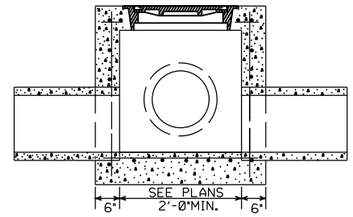


PLAN



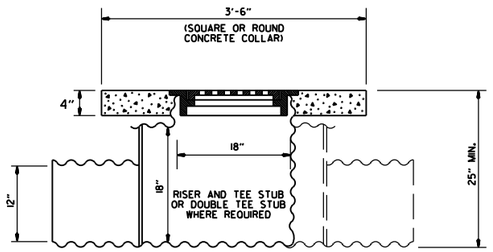
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE JUNCTION BOX TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.

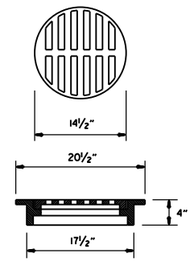


SECTION B-B

JUNCTION BOX (TYPE E)



NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".



USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

DETAIL OF YARD DRAIN

GENERAL NOTES:

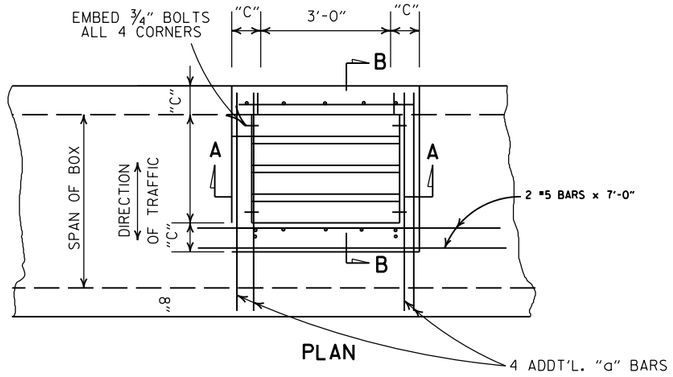
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
11-16-01	ADDED NOTE 10	
1-12-00	REVISED HEAVY DUTY RING & COVER	
7-02-98	CHANGED GRATE DETAIL, DELETED DI(TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E)	
6-26-97	ADDED DIMENSION TO TYPE IV-A	
10-18-96	ADDED DETAIL OF YARD DRAIN	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

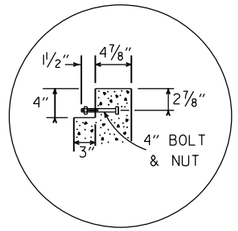
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

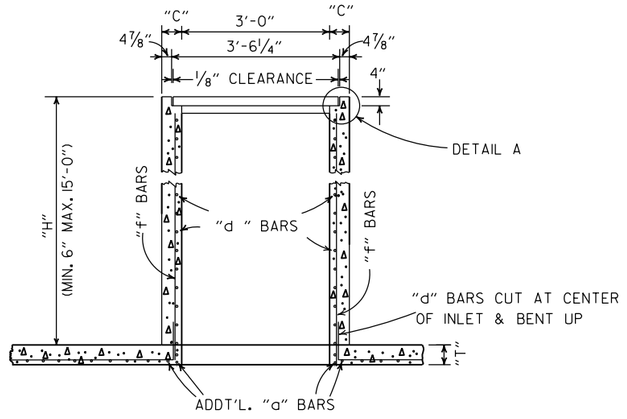
STANDARD DRAWING FPC-9



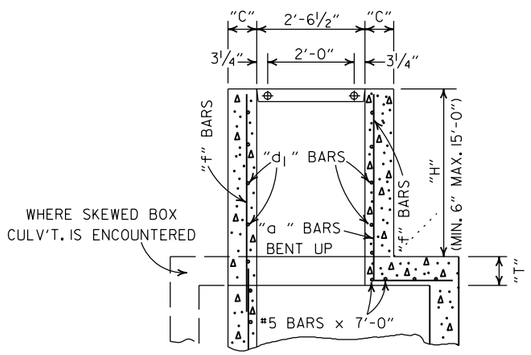
PLAN



DETAIL A



SECTION A-A

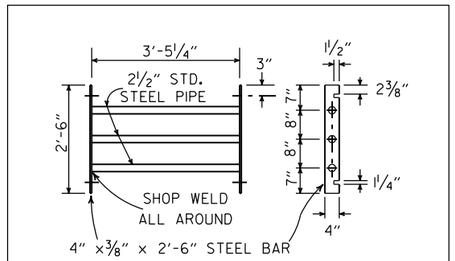


SECTION B-B

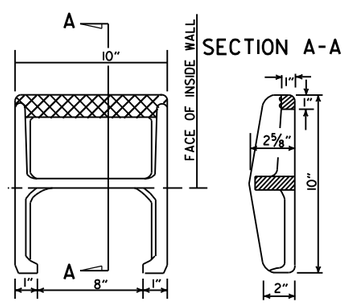
NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

DIMENSIONS & REINF. BARS FOR D.I. TO BE THE SAME AS THOSE SHOWN ON APPLICABLE STD. BARREL DRAWING FOR R.C. BOX CULVERTS.

DROP INLET TYPE "TM"
FOR REINFORCED CONC. BOX CULVERTS



GRATE DETAIL



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

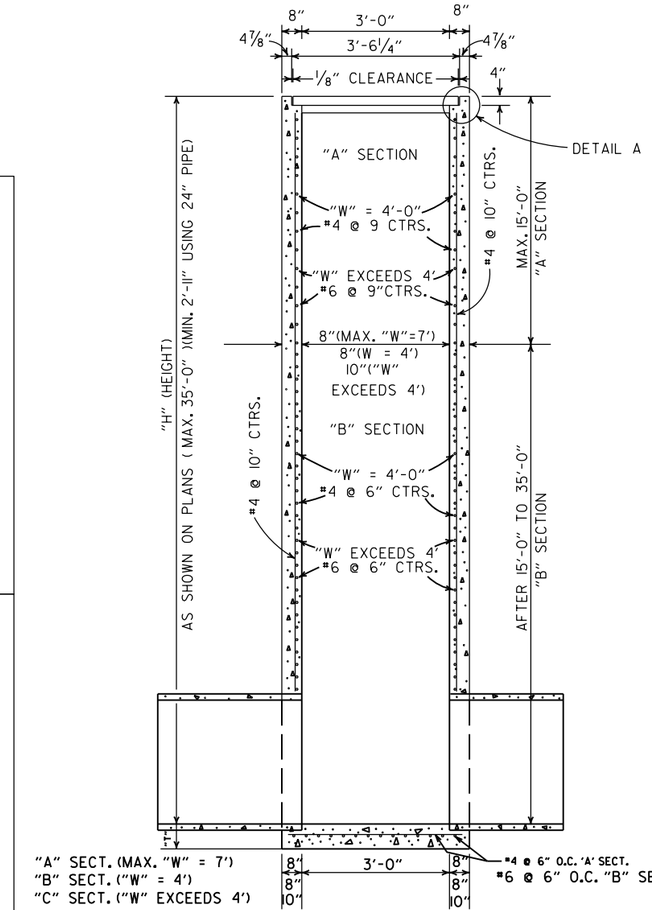
GENERAL NOTES:

1. STEEL PIPE FOR GRATES AND BOLTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 807. BOLTS SHALL CONFORM TO ONE OF THE FOLLOWING: ASTM A193, GRADE B8 CLASS 1 OR 2, ASTM A307 OR AASHTO M 164.
2. STEEL PIPE FOR GRATES SHALL BE "STANDARD WEIGHT" PIPE CONFORMING TO ASTM A53 NATIONAL STANDARD PIPE.
3. BOLTS, NUTS, WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232 OR AASHTO M 298, CLASS 40 OR 50.
4. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
5. ALL #4 AND #5 REINFORCING BARS TO HAVE 1½" COVER. LARGER SIZES TO HAVE 2" COVER.
6. THE COMPLETE PIPE GRATE SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

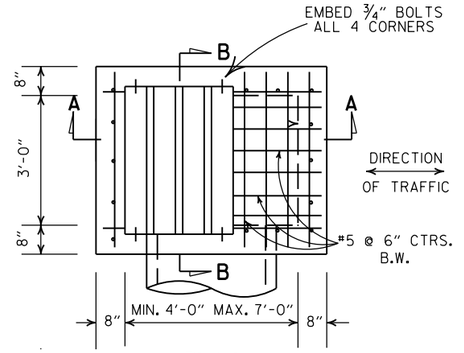
TABLE OF "W" DIMENSIONS

I.D. PIPE	SKEW OF CROSS DRAIN		
	STRAIGHT	30°	45°
	"W"	"W"	"W"
24"	4'-0"	4'-0"	4'-0"
30"	4'-0"	4'-0"	4'-5"
36"	4'-0"	4'-3"	5'-3"
42"	4'-3"	4'-11"	6'-1"
48"	4'-10"	5'-7"	6'-11"

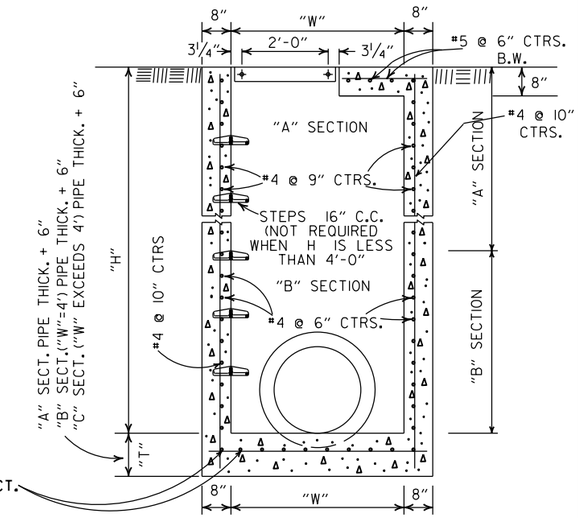
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

DROP INLET(TYPE RM)

REVISED		DATE FILMED
8-22-02	ADDED & REVISED DIMENSION TO SECTION A-A	
1-12-00	CORRECTED DIMENSION ON SECTION B-B	
11-06-97	ADDED DIMENSION TO SECTION A-A	
10-18-96	REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS	
10-1-92	ADDED DIRECTION OF TRAFFIC	10-1-92
8-15-91	ADDED NOTE ABOUT PAINTING OF GRATE	8-15-91
11-30-89	ALTERED DETAIL A	11-30-89
7-15-88	REVISED STEP DETAIL,TM & RM D.I. & GRATE DETAIL	719-7-15-88
10-2-72	REVISED AND REDRAWN	542-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

STANDARD DRAWING FPC-9D

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.

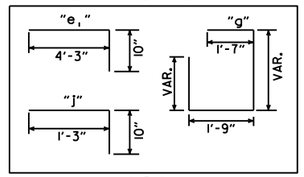
DROP INLET EXTENSION

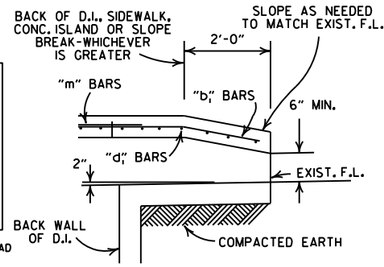
4'-0" CLASS A CONC. CU. YDS.	4'-0" REINF. STEEL POUNDS	8'-0" CLASS A CONC. CU. YDS.	8'-0" REINF. STEEL POUNDS
0.58	38	0.87	72
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
0.04	3		

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

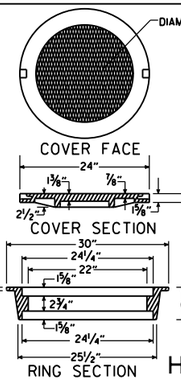
BAR DIAMETER





BACK OPENING

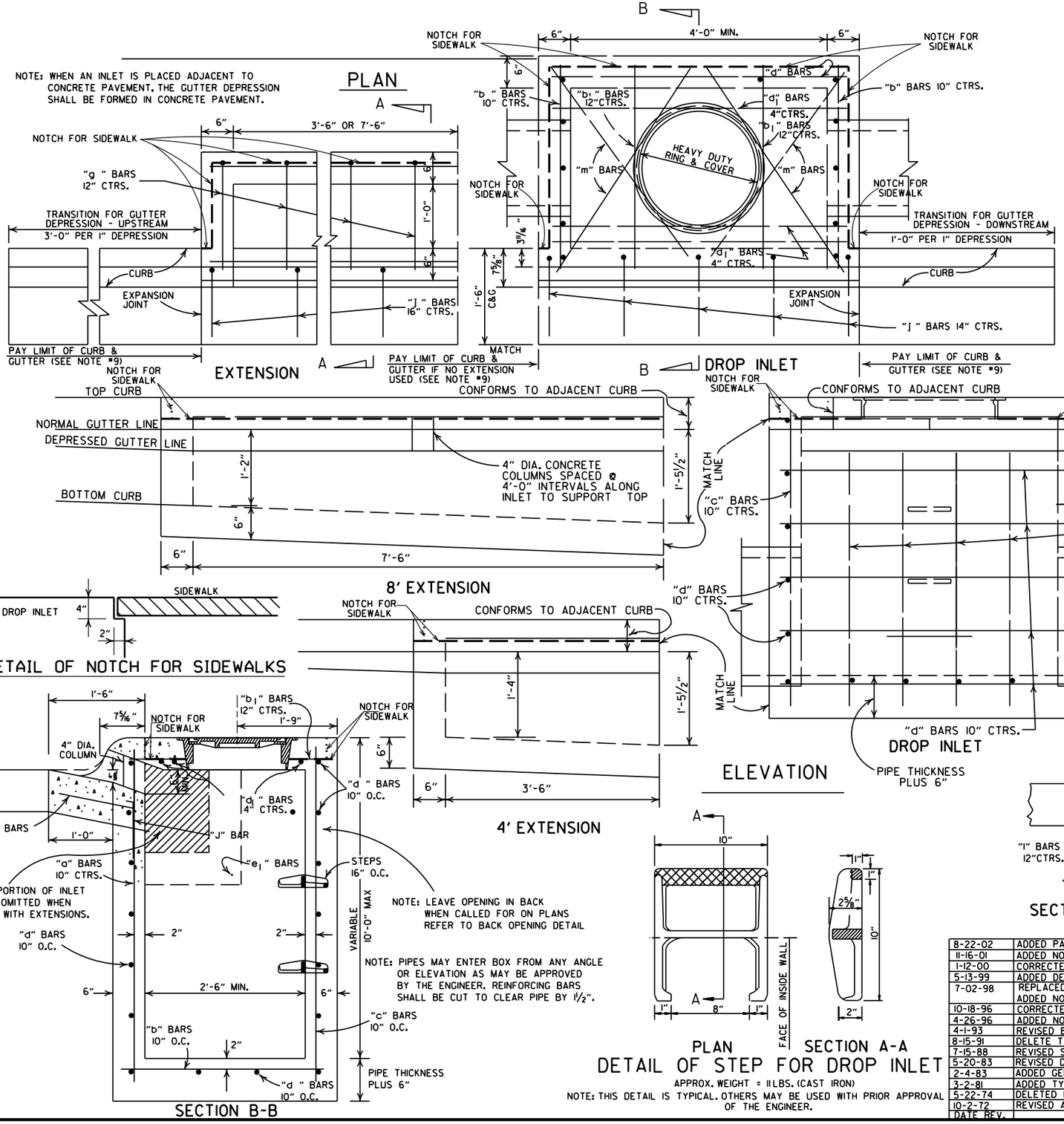
WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).



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.



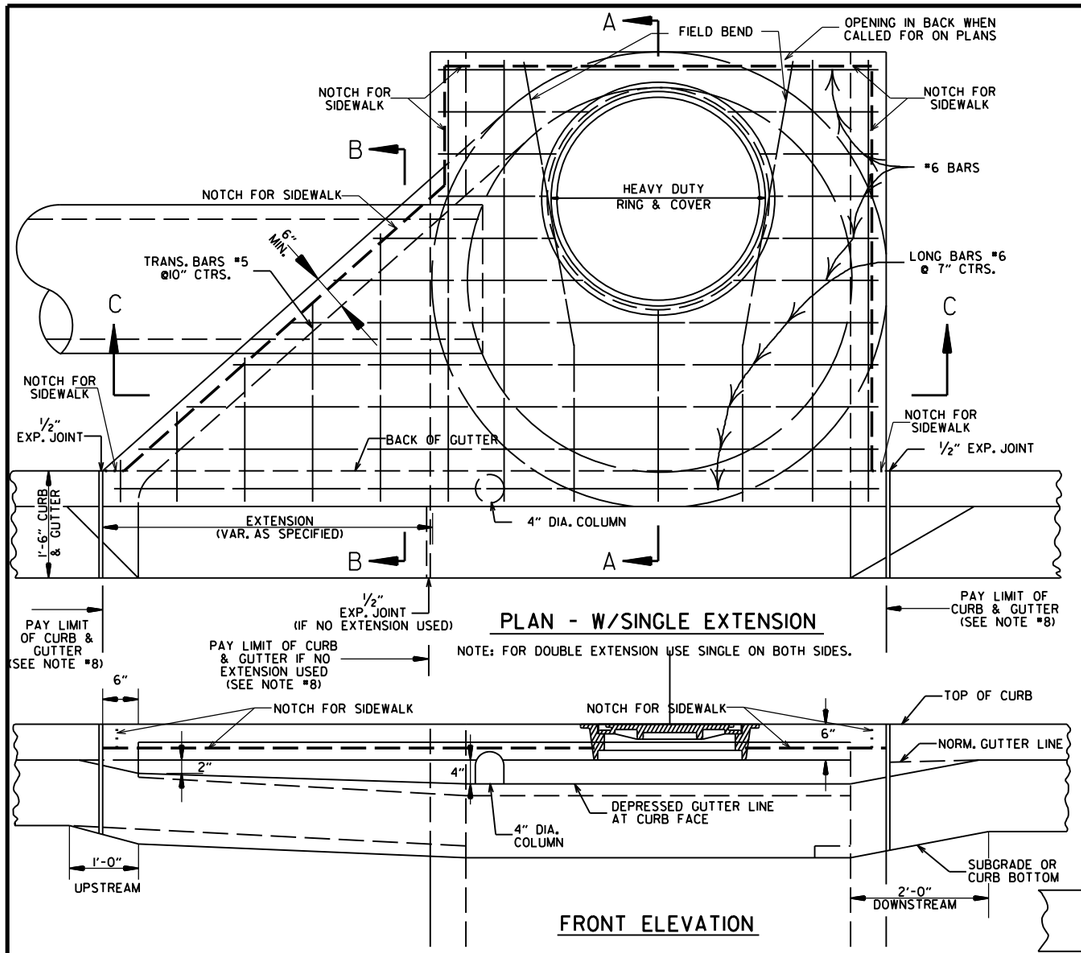
DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13; REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER 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	

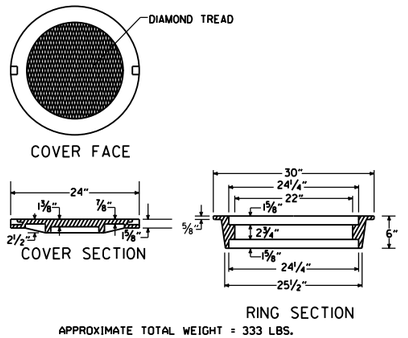
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

(TYPE C)

STANDARD DRAWING FPC-9E

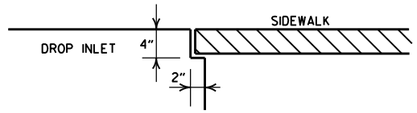




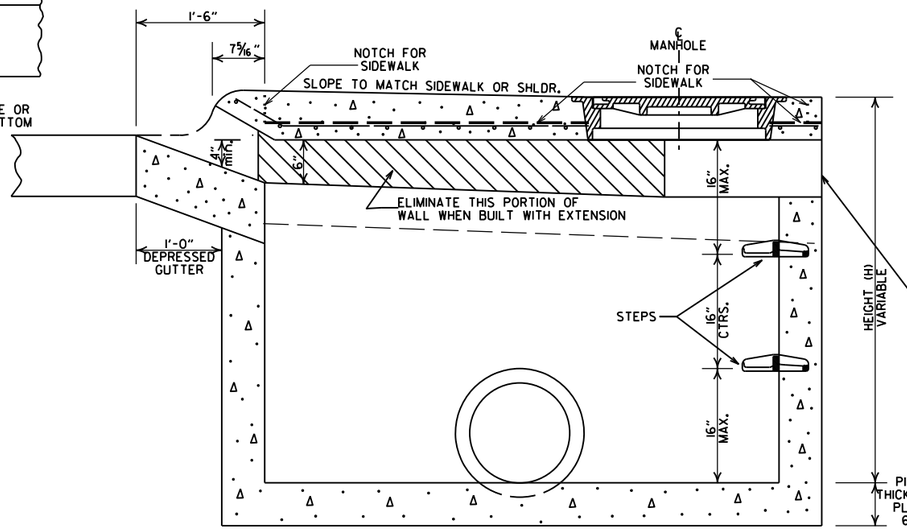
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

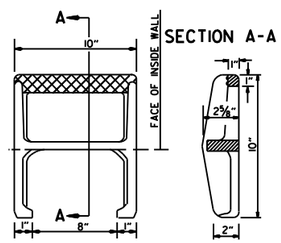
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



SECTION A-A



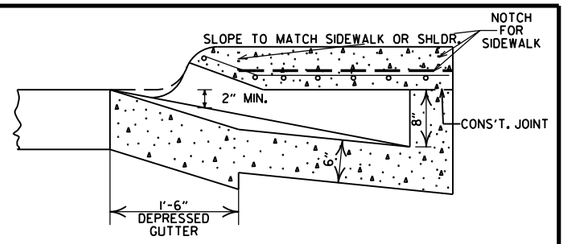
SECTION A-A

APPROX. WEIGHT = 11LBS. (CAST IRON)

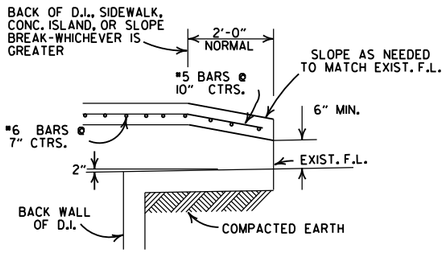
PLAN

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.

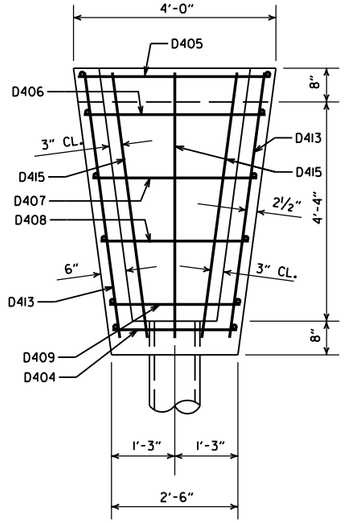
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

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)

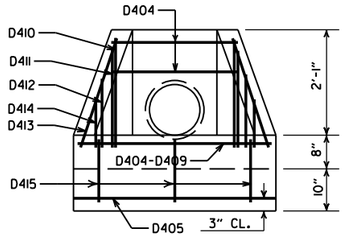
STANDARD DRAWING FPC-9M



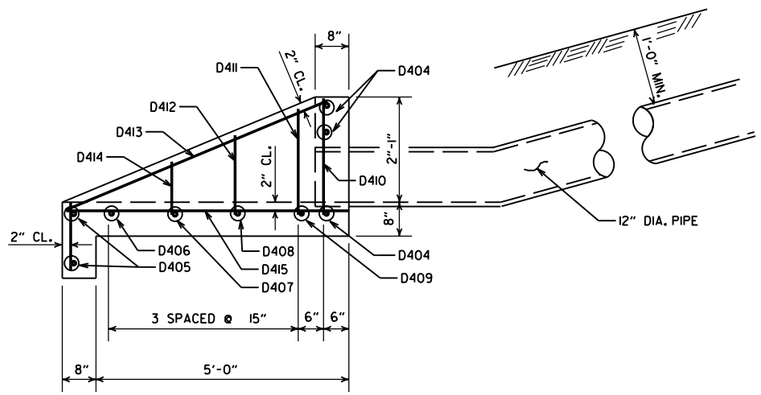
PLAN

BAR LIST (CONCRETE SPILLWAY)

MARK	NO. REQ'D.	LENGTH	BENDING DIAGRAM
D404	3	2'-2"	5'-4", 1'-2", 2" P.D., D415
D405	2	3'-8"	
D406	1	3'-5"	
D407	1	3'-1"	
D408	1	2'-9"	
D409	1	2'-5"	
D410	2	2'-5"	
D411	2	2'-2"	
D412	2	1'-9"	
D413	2	5'-6"	
D414	2	1'-2"	
D415	3	6'-5"	

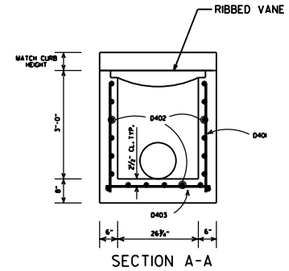


FRONT ELEVATION



SIDE ELEVATION
CONCRETE SPILLWAY

DETAILS OF CONCRETE SPILLWAY (TYPE A)

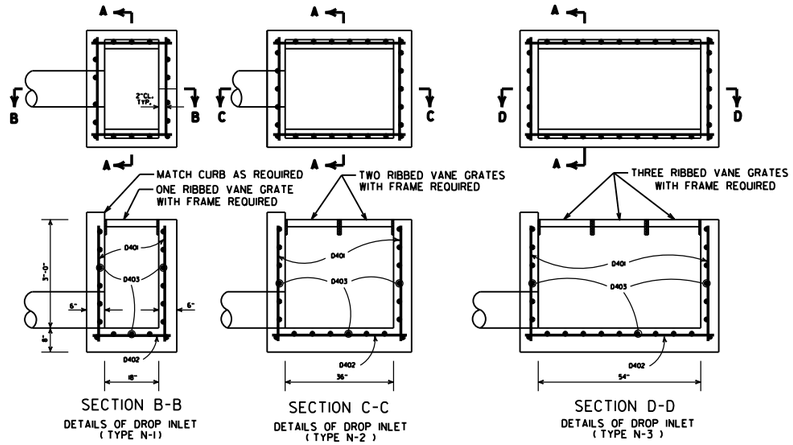


SECTION A-A

BAR LIST (DROP INLET)

MARK	TYPE N-1		TYPE N-2		TYPE N-3	
	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH
D401	20	3'-0"	26	3'-0"	32	3'-0"
D402	19	2'-2"	19	3'-8"	19	5'-2"
D403	17	2'-11"	20	2'-11"	23	2'-11"

ALL BARS #4 @ 6" SPACING



SECTION B-B
DETAILS OF DROP INLET
(TYPE N-1)

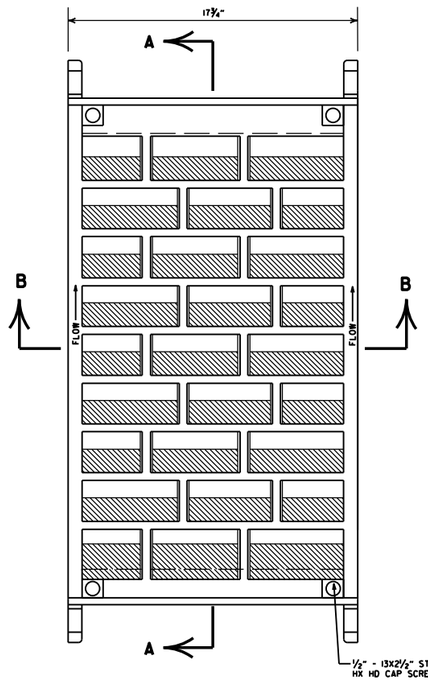
SECTION C-C
DETAILS OF DROP INLET
(TYPE N-2)

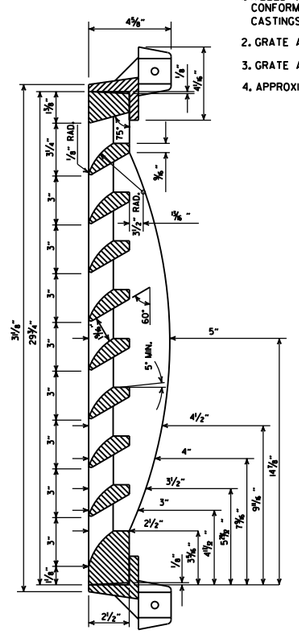
SECTION D-D
DETAILS OF DROP INLET
(TYPE N-3)

DETAILS OF DROP INLET

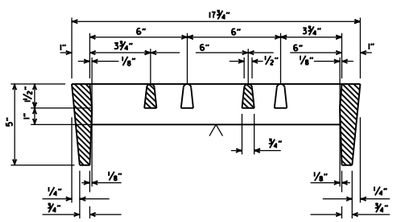
GENERAL NOTES (GRATE & FRAME)

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.

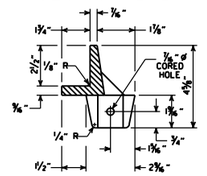




SECTION A-A



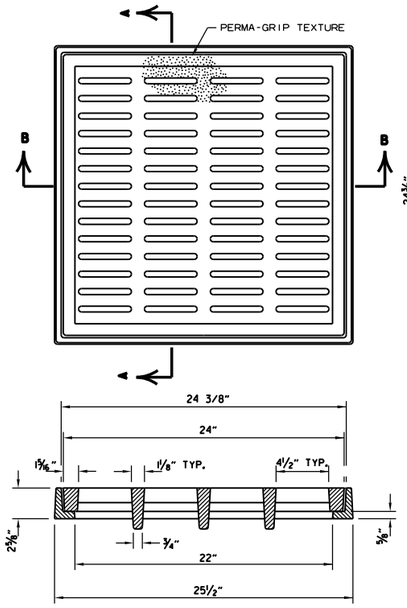
SECTION B-B



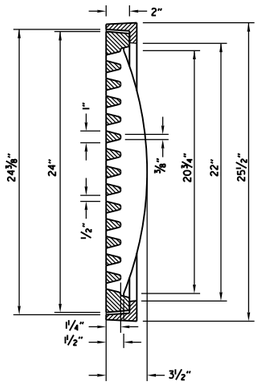
SECTION THRU FRAME

DETAILS OF RIBBED VANE GRATE AND FRAME

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF DROP INLETS AND SPILLWAY OUTLET
7-02-98		REVISED SECT. A-A DETAIL OF DROP INLET & ADDED AASHTO REF. TO NOTE 1, REVISED GRATE	
10-18-96		REVISED ASTM REF. TO AASHTO	
8-15-91		ISSUED	
DATE REVISED	DATE FILMED	DESCRIPTION	STANDARD DRAWING FPC-9N



SECTION B-B

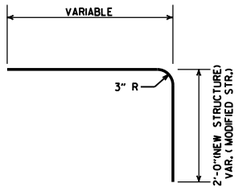


SECTION A-A

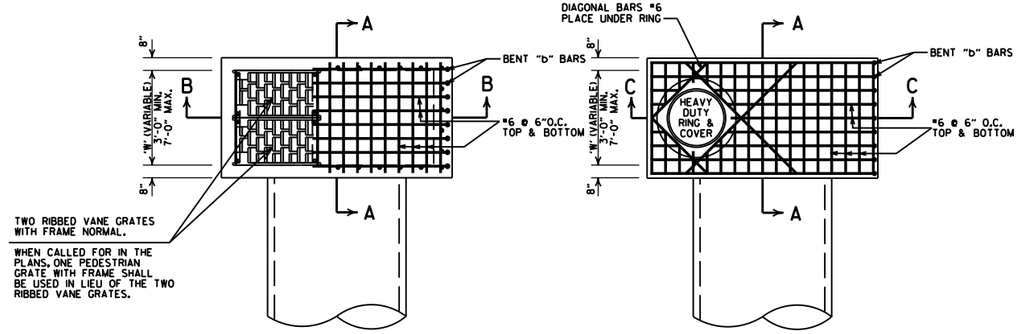
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

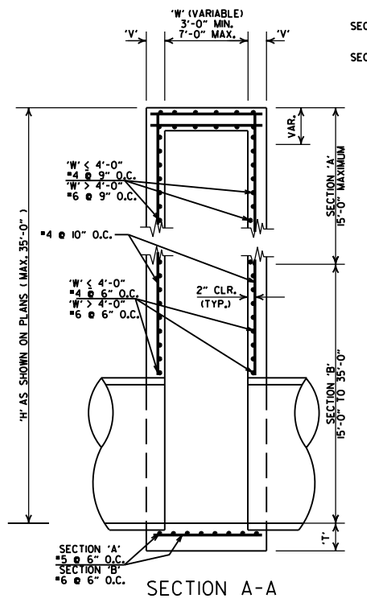
1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS 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





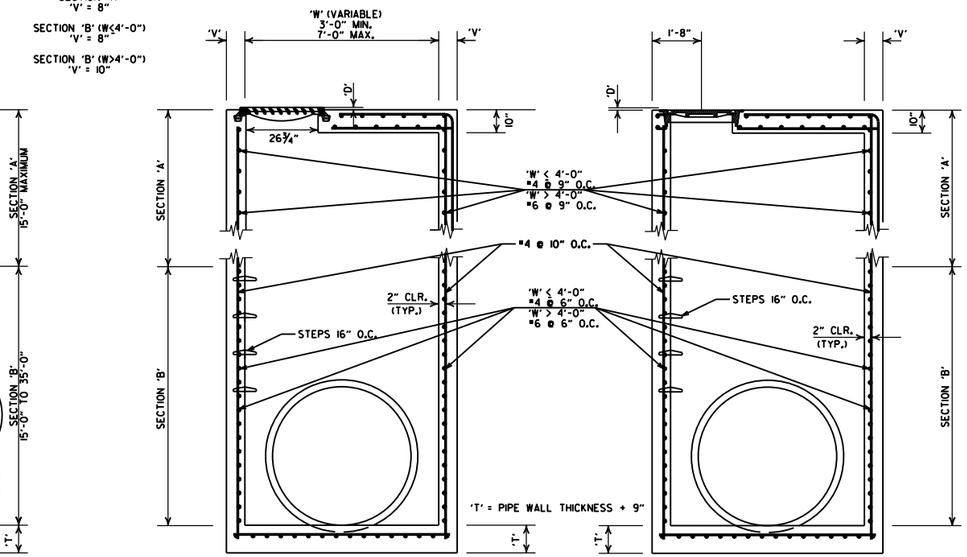
SECTION 'A'
'V' = 8"

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

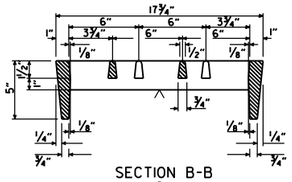
DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

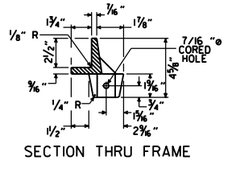
1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

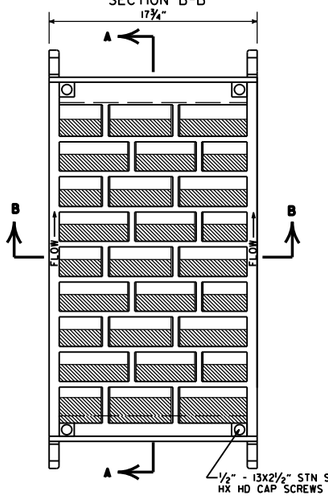
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE 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.

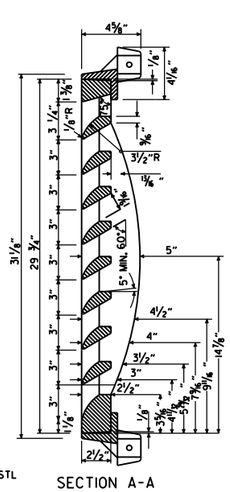


SECTION B-B



SECTION THRU FRAME



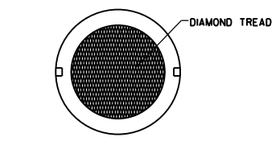


SECTION A-A

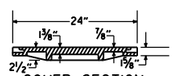
DETAILS OF RIBBED VANE GRATE AND FRAME

GENERAL NOTES (RIBBED VANE GRATE & FRAME)

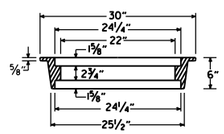
1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.



COVER FACE



COVER SECTION



RING SECTION

HEAVY DUTY RING & COVER

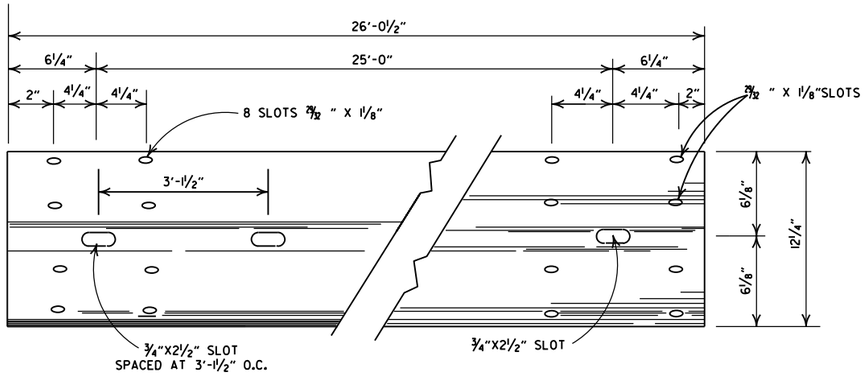
APPROXIMATE TOTAL WEIGHT = 333 LBS.

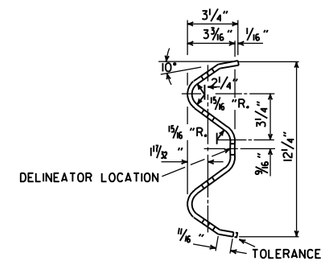
DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED 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)

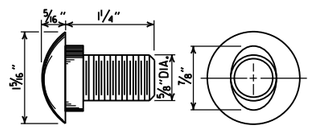
STANDARD DRAWING FPC-9S



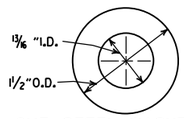


DETAILS OF W-BEAM GUARDRAIL

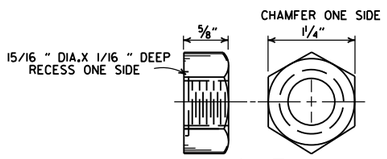
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



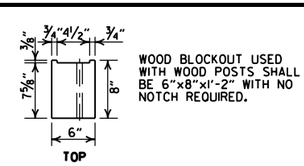
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

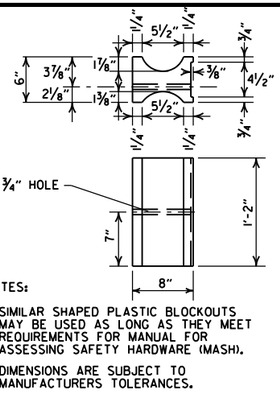


NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

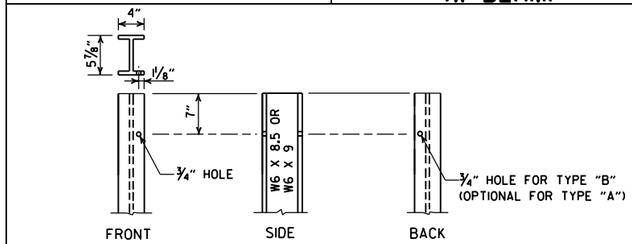
WOOD BLOCKOUT (W-BEAM)



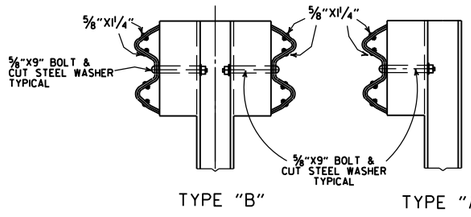
NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)



STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

WHERE W-BEAM GUARDRAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARDRAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

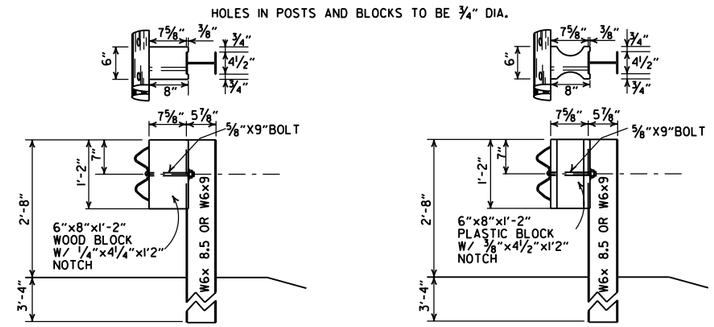
USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

DELINEATORS SHALL BE MOUNTED AT 37.5' SPACING ON THE FRONT FACE OF THE GUARDRAIL. SPACING MAY BE REDUCED IN CURVES, AS DIRECTED BY THE ENGINEER. 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 GUARDRAIL.



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

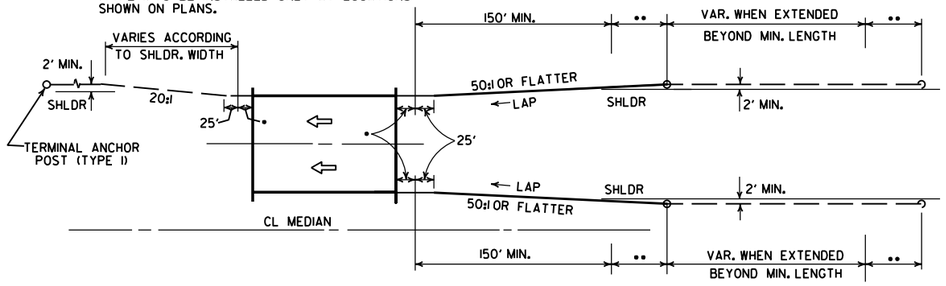
DATE	REVISION	FILMED
05-19-22	REVISED GENERAL NOTES, ADDED DELINEATOR LOCATION.	
11-07-19	RENUMBERED AND RENAMED	
11-16-17	REVISED GENERAL NOTES AND RAISED GUARDRAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARDRAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARDRAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

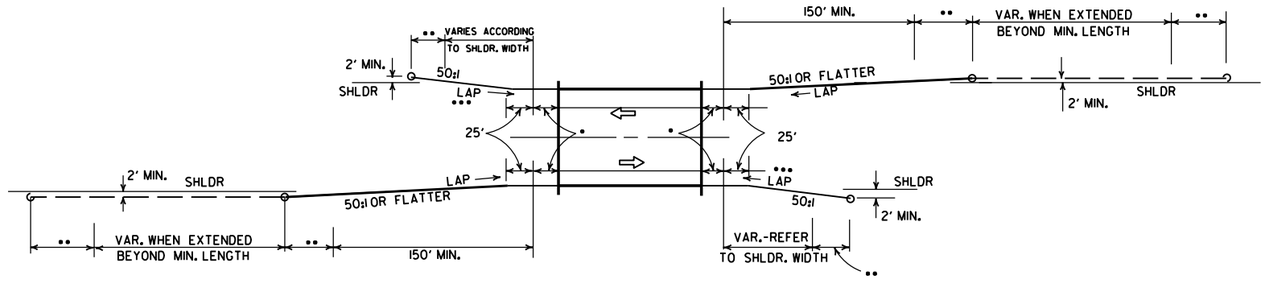
STANDARD DRAWING GR-6

NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

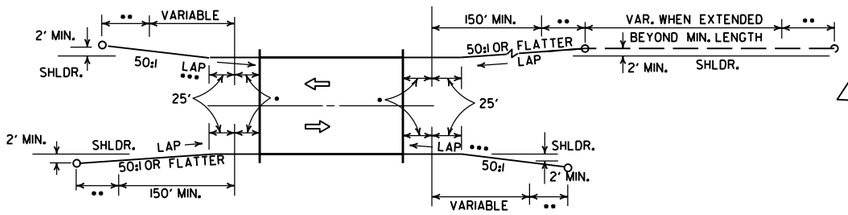
••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

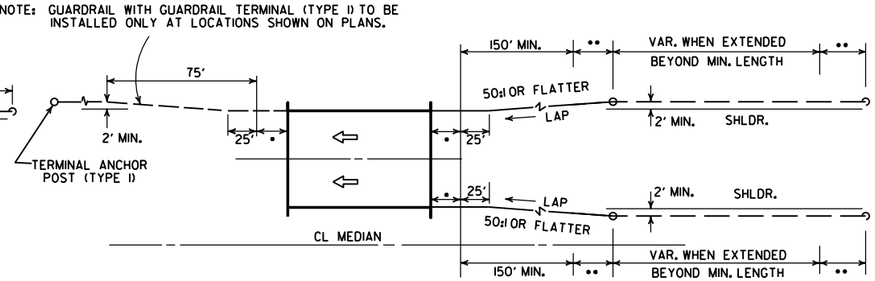
METHODS OF INSTALLATION OF GUARDRAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

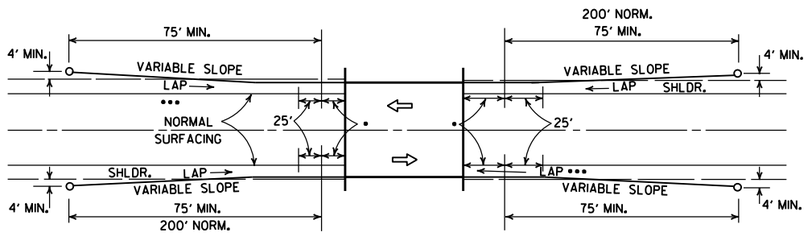
NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARDRAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

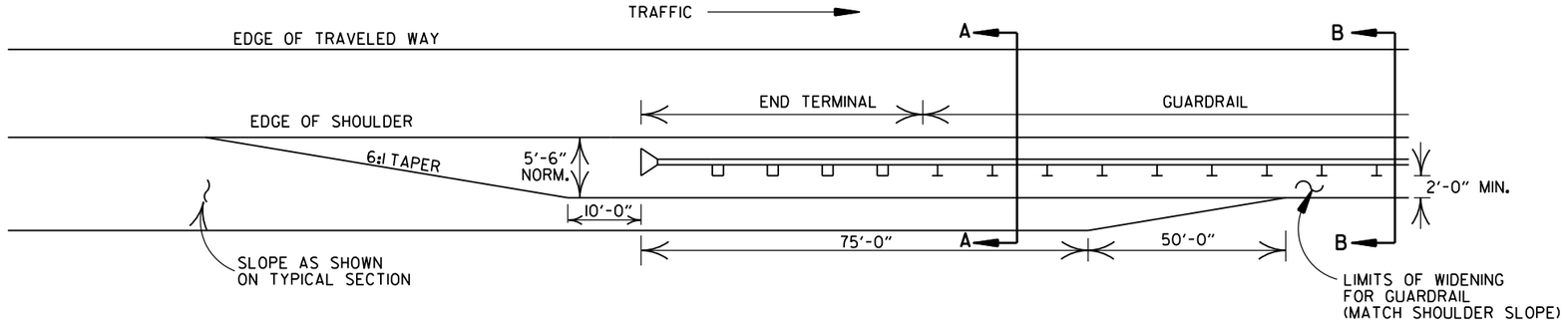
- • THRIE BEAM GUARDRAIL TERMINAL
- •• GUARDRAIL TERMINAL (TYPE 2)

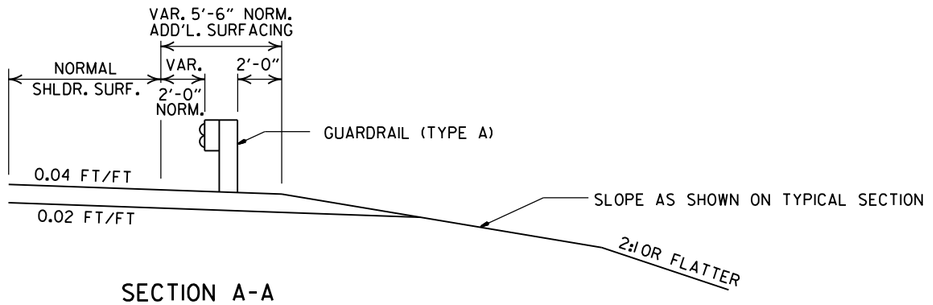
DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARDRAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

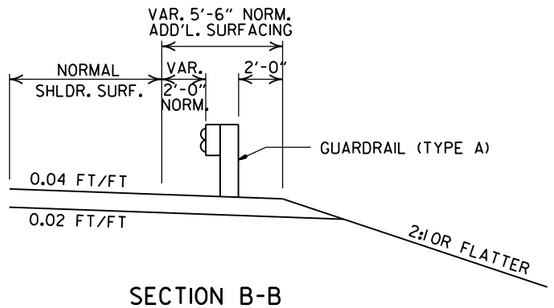
GUARDRAIL DETAILS

STANDARD DRAWING GR-8



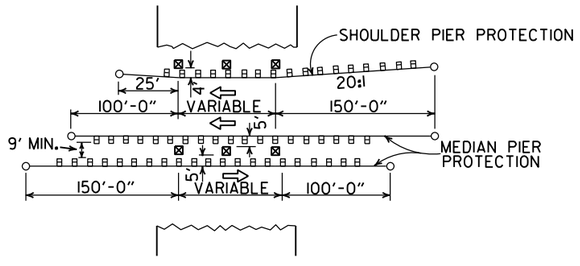


SECTION A-A



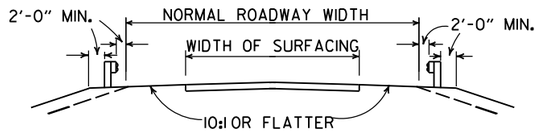
SECTION B-B

DETAILS OF WIDENING FOR GUARDRAIL

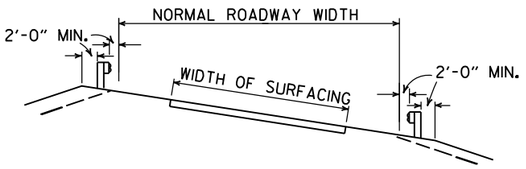


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.



SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

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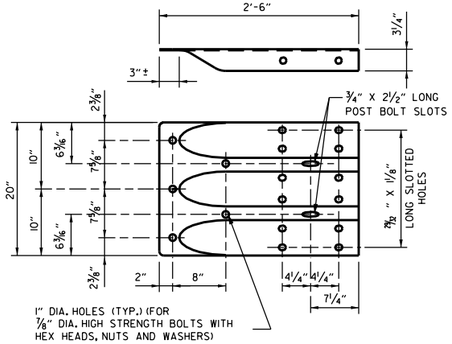
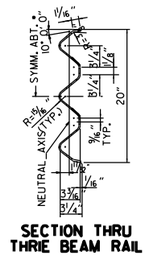
GUARDRAIL DETAILS

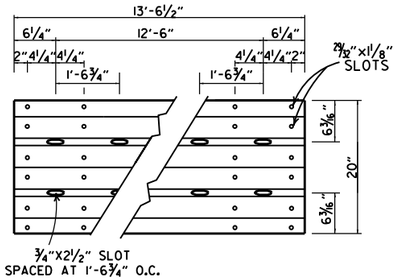
STANDARD DRAWING GR-9



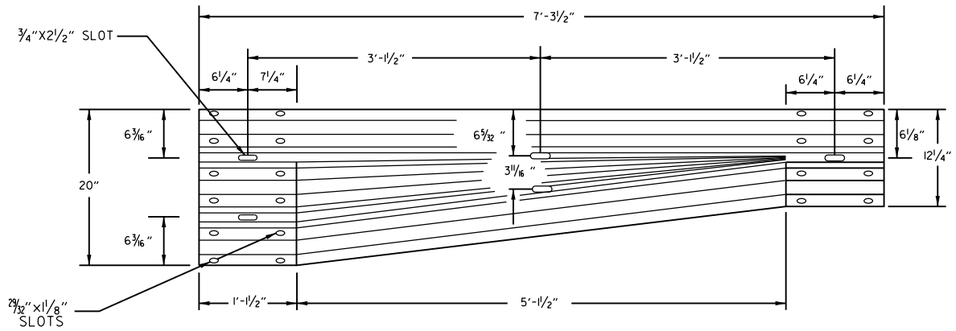
SPECIAL END SHOE



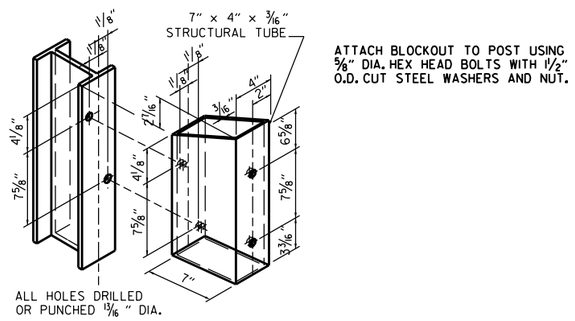
SECTION THRU THRIE BEAM RAIL



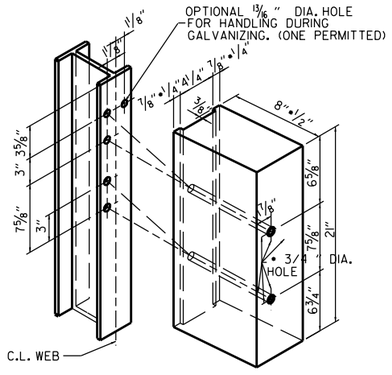
THRIE BEAM RAIL



TRANSITION SECTION



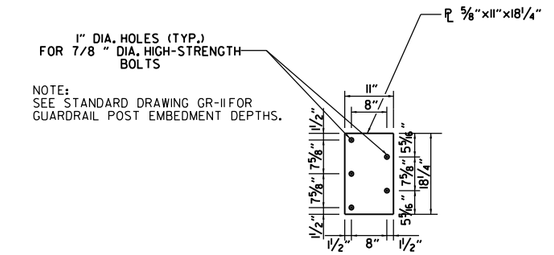
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

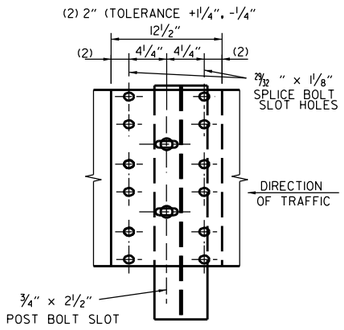
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE 1.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3"4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

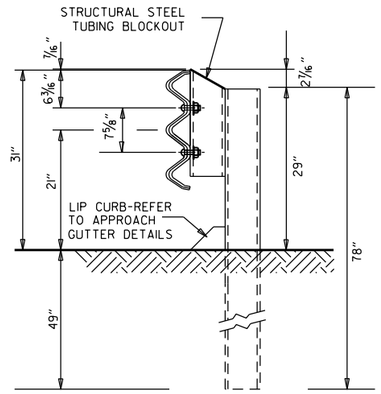
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED AND REVISED REFERENCES	
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

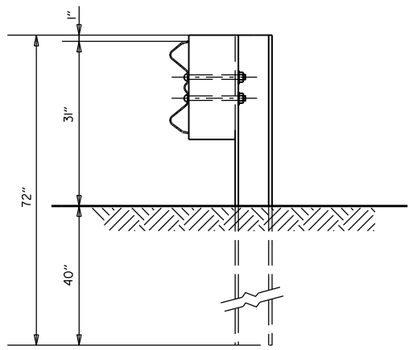
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

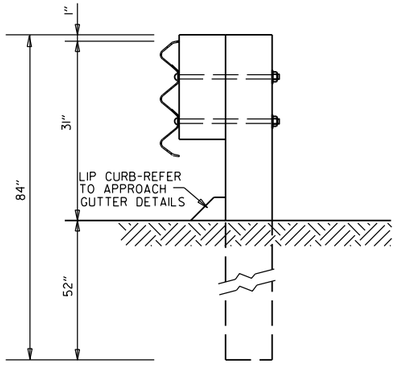
STANDARD DRAWING GR-10



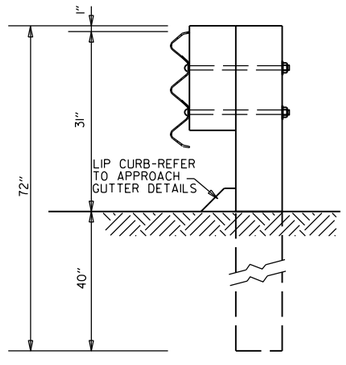
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



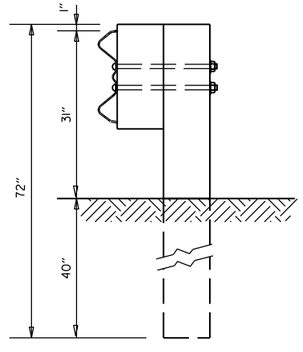
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

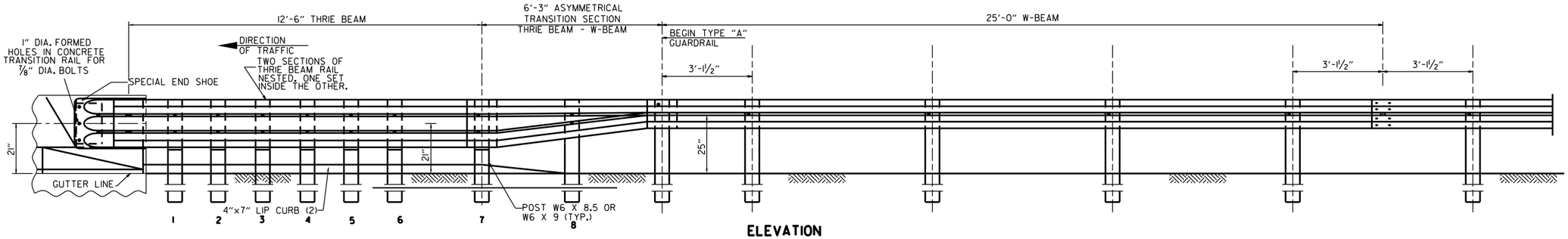
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO.1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED	
11-16-17	REVISED GUARDRAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-11	
07-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
08-22-02	REVISED LIP CURB NOTE	
03-30-00	DRAWN & ISSUED	

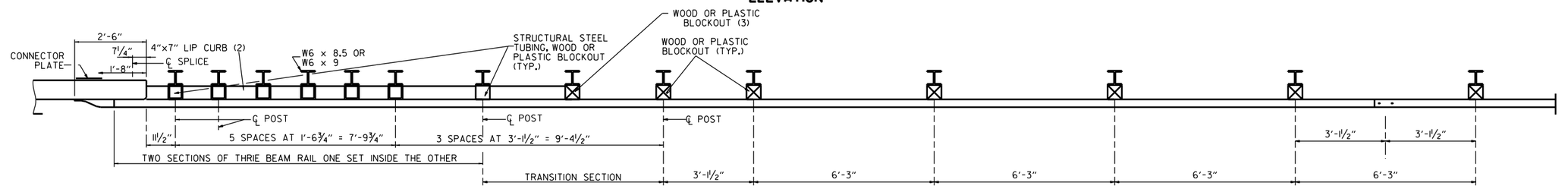
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

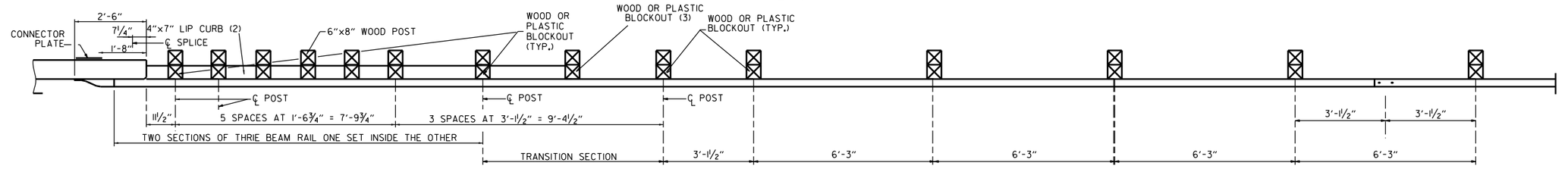
STANDARD DRAWING GR-11



ELEVATION



PLAN



PLAN

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL NOT BE PLACED AT SPLICE LOCATIONS ALONG W-BEAM RAILS.

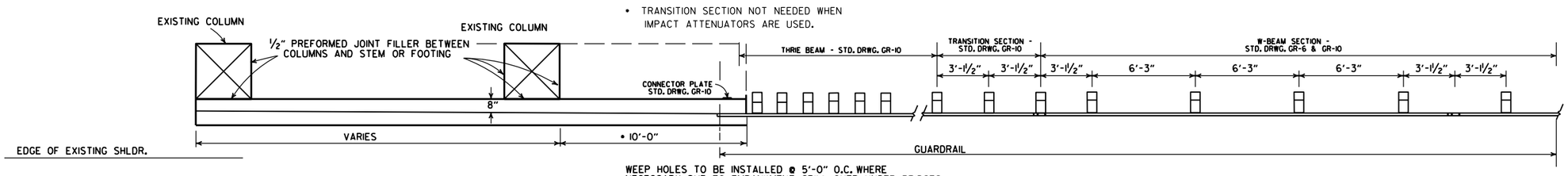
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
05-14-20	REVISED NOTES	
11-07-19	RENAMED & REVISED REFERENCES	
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

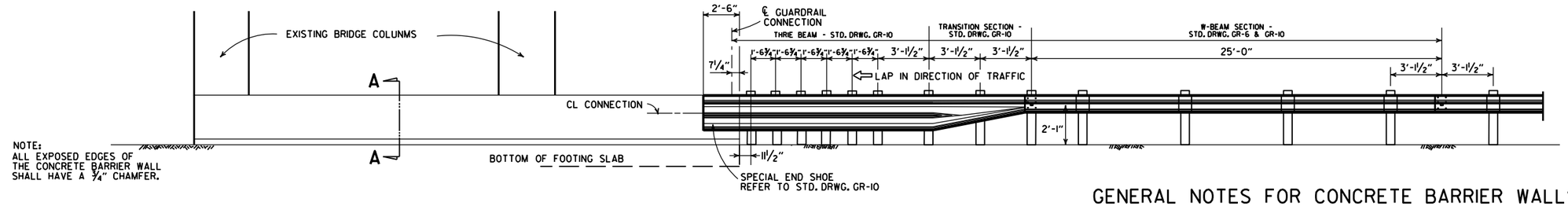
GUARDRAIL DETAILS

STANDARD DRAWING GR-12



AT LEAST ONE 1/2" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



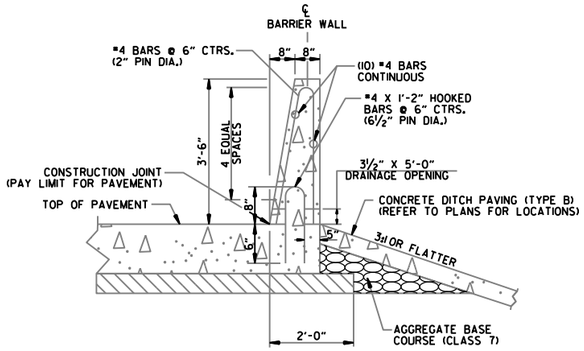
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

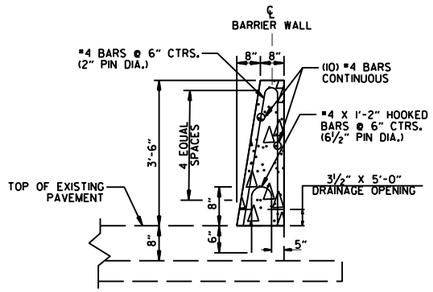
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
10. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
11. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
12. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM OPL.

NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A)

NOTE: SIDE TYPE A IS FOR USE WITH PROPOSED PAVEMENT.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A-I)

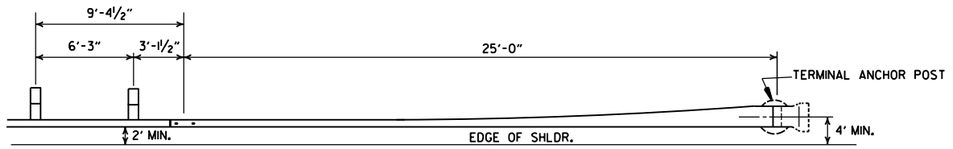
NOTE: SIDE TYPE A-I IS FOR USE WITH EXISTING PAVEMENT.

DATE	REVISION	FILMED
11-07-19	ADDED GENERAL NOTES.	
11-16-17	REVISED CONCRETE BARRIER WALL, RAISED GUARDRAIL HEIGHT 3" AND REVISED POST SPACING, CHANGED STD. DWG. NUMBER FROM GR-11 TO GR-13	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
08-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
06-29-00	MOVED DIMENSION LINE	
05-18-00	ADDED NOTE	
03-30-00	REVISED TO INCLUDE THRIE BEAM	
06-02-94	ADDED TRANSITION SECTION NOTE	
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
02-16-89	ADDED SKEWED DETAILS	594-2-16-89
07-14-88	CHANGED TITLE	
10-09-87	REDRAWN & REVISED	

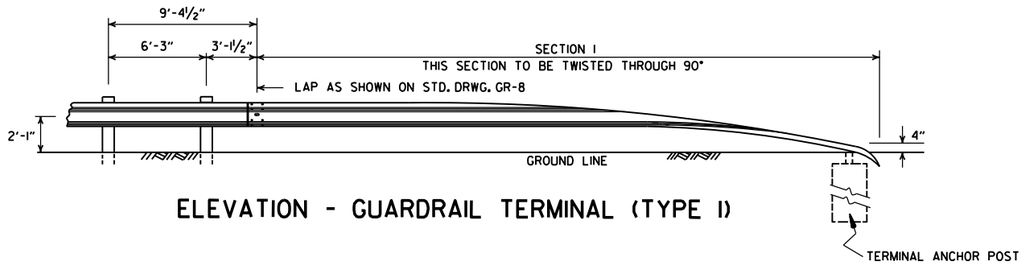
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

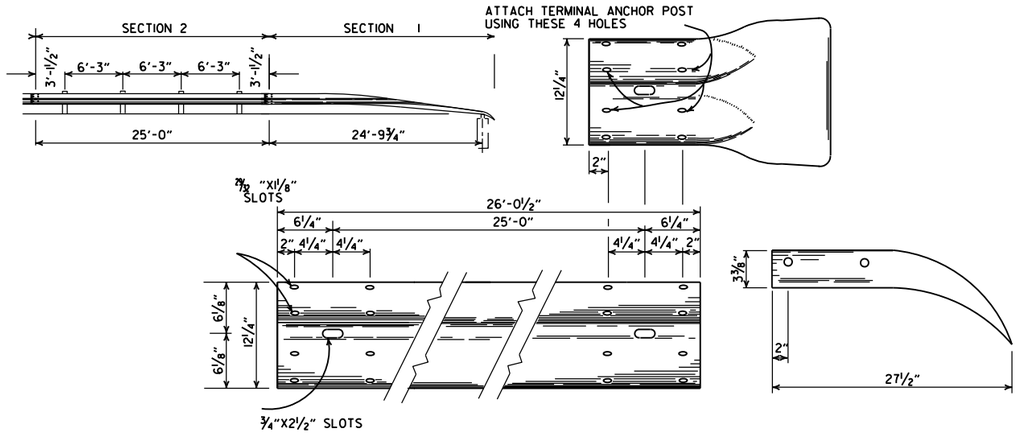


PLAN - GUARDRAIL TERMINAL (TYPE I)



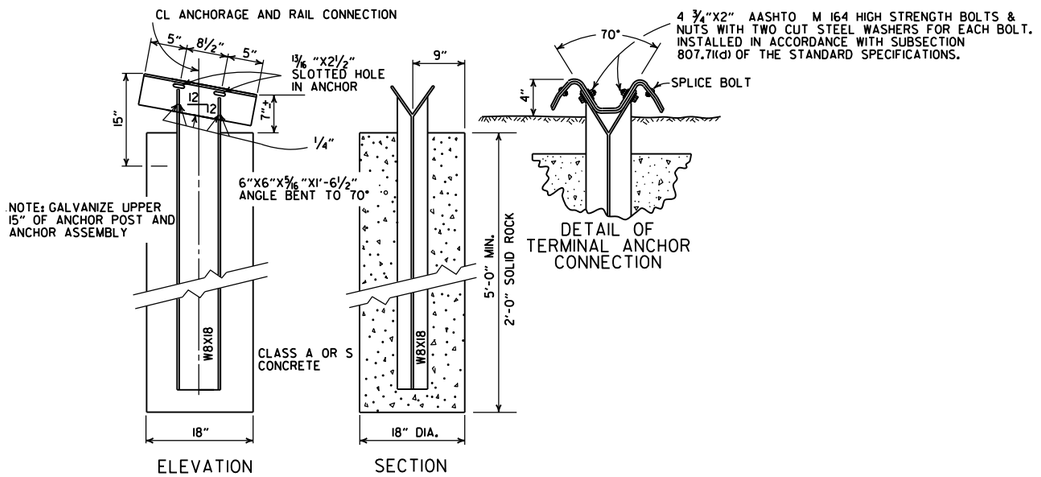
ELEVATION - GUARDRAIL TERMINAL (TYPE I)

NOTE:
SECTIONS I AND 2 OF GUARDRAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARDRAIL SPECIFIED.



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

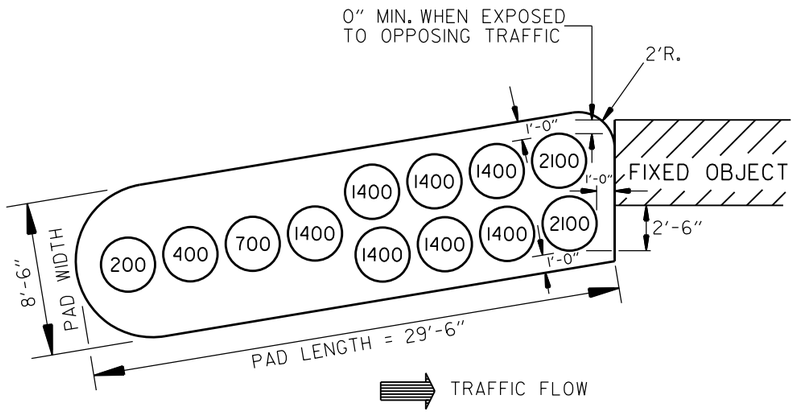
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	FILMED
11-07-19	RENAMED & REVISED REFERENCE.	
11-16-17	REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-03-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

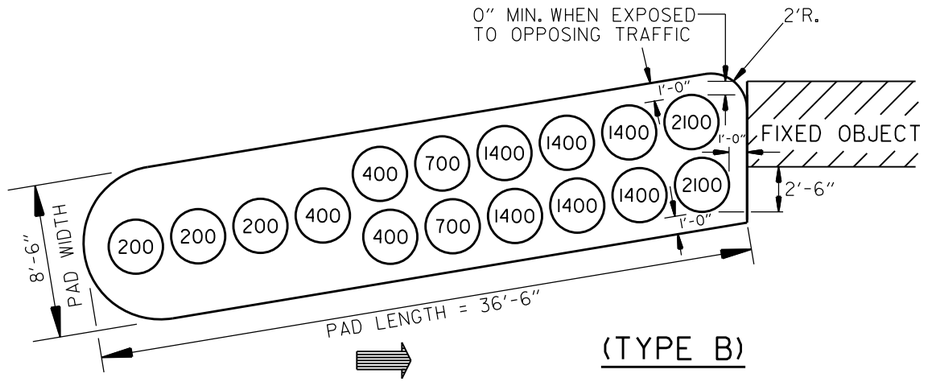
GUARDRAIL DETAILS

STANDARD DRAWING GRT-1



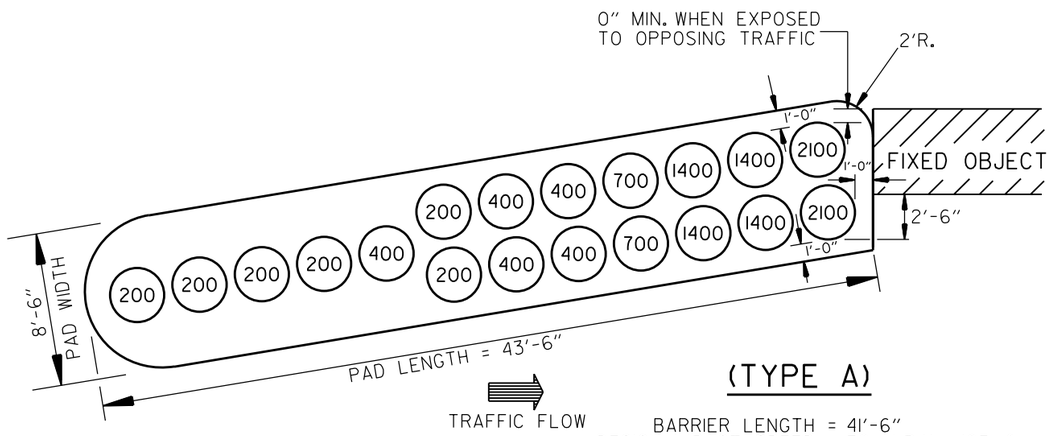
(TYPE C)

BARRIER LENGTH = 27'-6"
DESIGN IMPACT SPEED = 50 M.P.H.= 73.3 fps



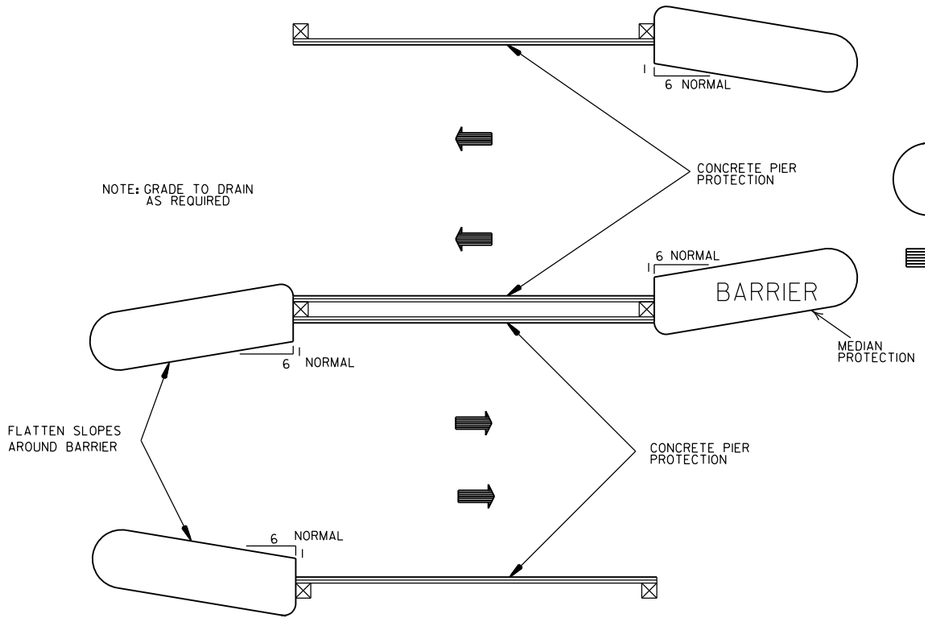
(TYPE B)

BARRIER LENGTH = 34'-6"
DESIGN IMPACT SPEED = 60 M.P.H.= 88 fps



(TYPE A)

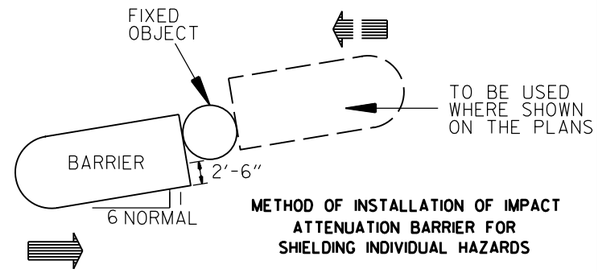
BARRIER LENGTH = 41'-6"
DESIGN IMPACT SPEED = 70 M.P.H.= 103 fps



METHOD OF INSTALLATION OF IMPACT ATTENUATION BARRIER FOR PIER PROTECTION

GENERAL NOTES

1. DIMENSIONS SHOWN ARE TO TOP OF PLASTIC MODULES.
2. SPACING BETWEEN PLASTIC MODULES SHALL NOT EXCEED 6" AT THE TOP.
3. PLASTIC MODULES SHALL MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

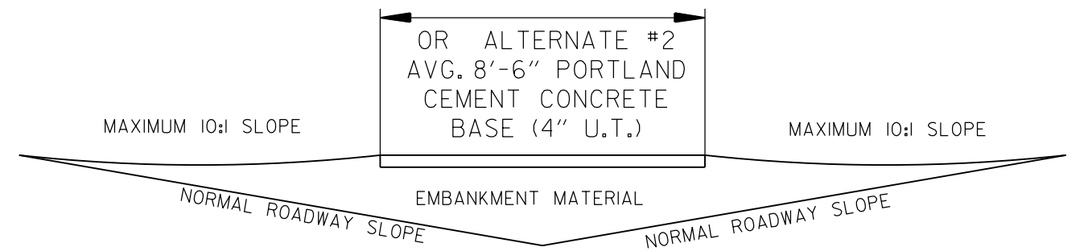


METHOD OF INSTALLATION OF IMPACT ATTENUATION BARRIER FOR SHIELDING INDIVIDUAL HAZARDS

APPROXIMATE QUANTITIES PER PAD

TYPE	ALTERNATE #1		ALTERNATE #2
	AGGR. BASE COURSE	A.C.H.M. SURFACE COURSE	P.C.CONC. BASE (4"U.T.)
	TONS	TONS	SQ.YDS.
A	9.7	4.6	41.6
B	8.1	3.8	34.9
C	6.6	3.1	28.3

NOTE: APPROXIMATE QUANTITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. PAYMENT TO BE INCLUDED IN UNIT PRICE BID FOR IMPACT ATTENUATION BARRIER.



DETAIL OF BARRIER PAD

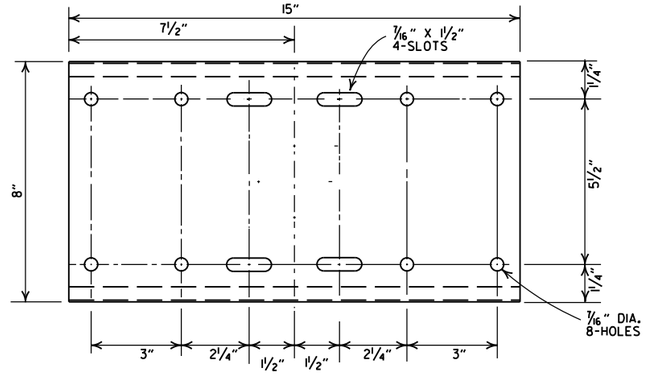
NOTE: BARRIER PAD TO BE SKEWED TOWARD ONCOMING TRAFFIC A MAXIMUM OF 6:1 WITH 6:1 BEING NORMAL

DATE	REVISION	DATE FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-29-07	REVISED TY. A & TY. C ARRAYS	
11-19-98	REVISED FIXED OBJECT	
11-18-98	REV. NOTES & TYPE A MOD. WTS.	
10-18-96	REDRAWN	
7-15-88	CONFORMED TO 1988 SPECS	
7-29-87	REDRAWN	

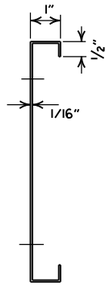
ARKANSAS STATE HIGHWAY COMMISSION

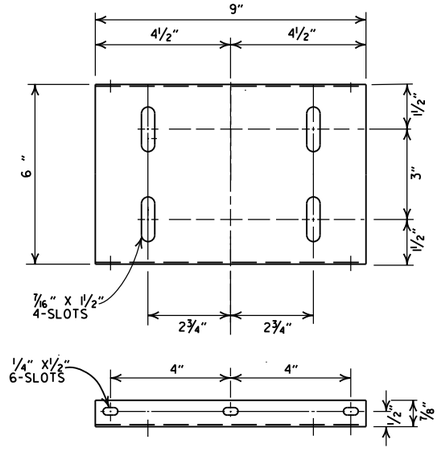
IMPACT ATTENUATION BARRIER

STANDARD DRAWING IB-1

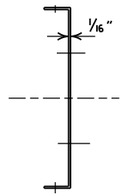


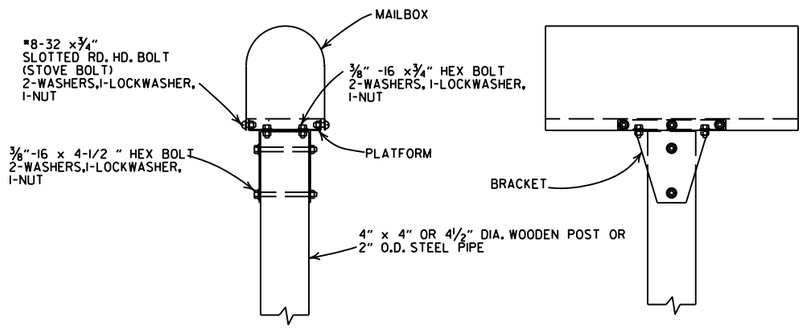
SHELF



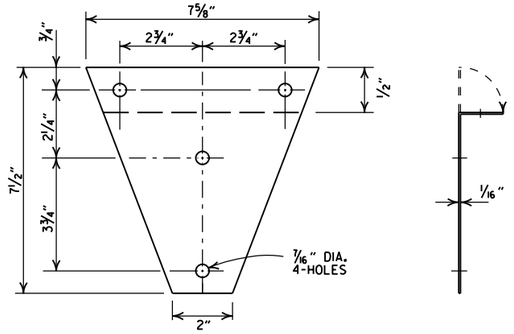


PLATFORM





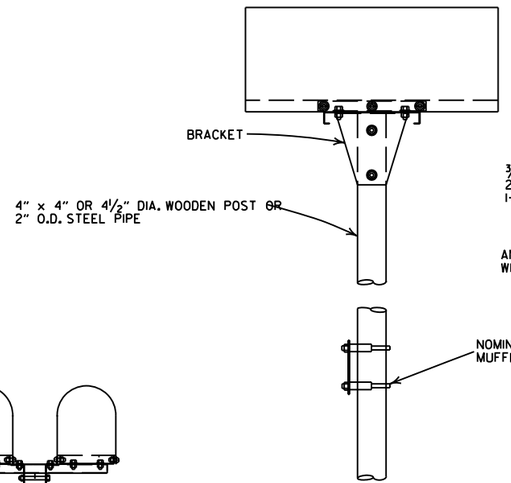
SINGLE INSTALLATION



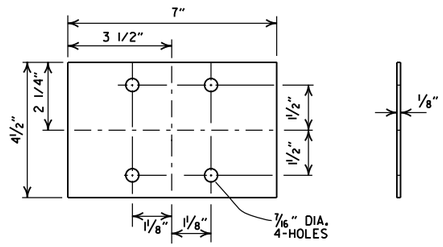
BRACKET

GENERAL NOTES

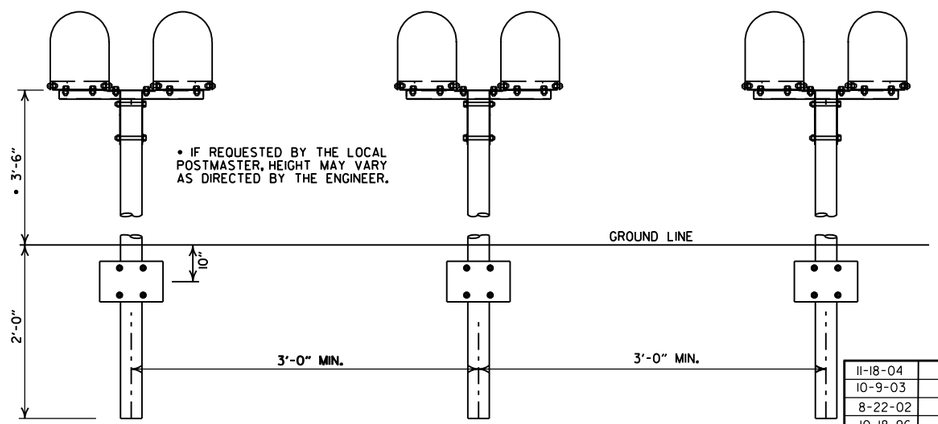
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF ¾" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X¾" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



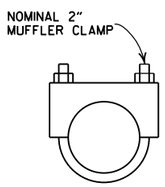
DOUBLE INSTALLATION



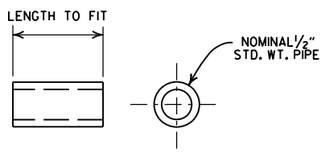
ANTI-TWIST PLATE



SPACING FOR MULTIPLE POST INSTALLATION



CLAMP



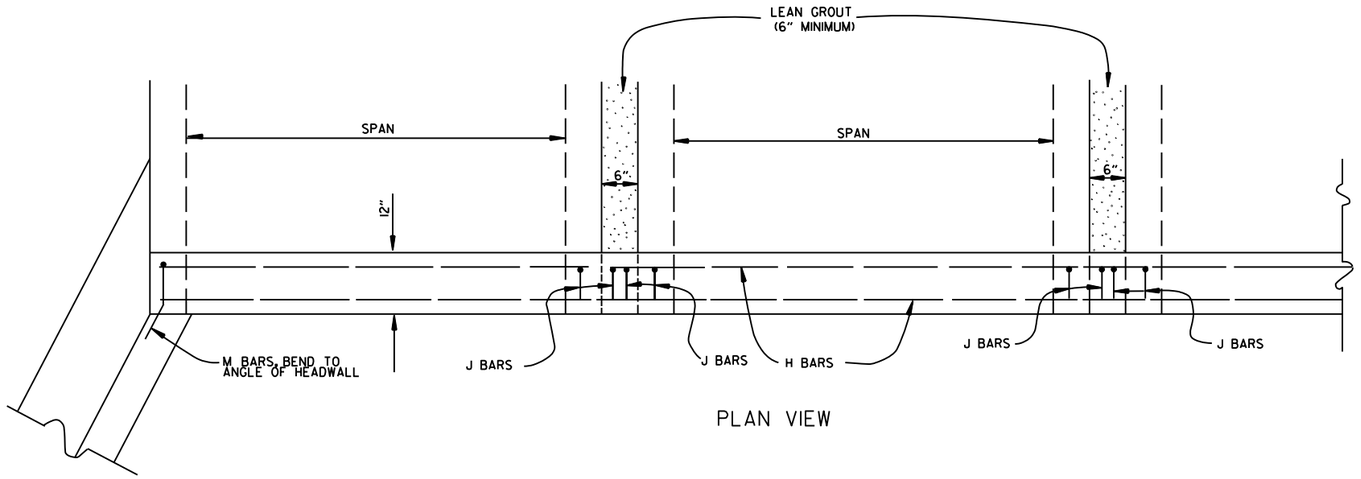
SPACER

DATE	FILMED	REVISION
11-18-04		REVISED NOTES
10-9-03		REVISED NOTE 6
8-22-02		REVISED NOTE 6
10-18-96		CORRECTED AASHTO
10-1-92		CORRECTED SPELLING
9-26-91		NEW PHONE NUMBER
8-15-91		ADDED NOTE
11-30-89		ADJUSTED HEIGHT & ADDED NOTE
2-16-89		DELETED SLOTS FROM SHELF & PLTF
11-17-88	10-1-92	ADJUSTED DIMENSIONS OF STEEL POSTS
7-15-88	20-7-15-88	ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS

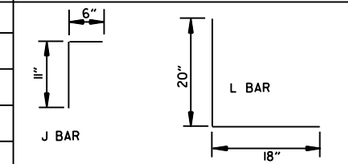
STANDARD DRAWING MB-1



PLAN VIEW

BAR LIST

BAR	NO.	SIZE	LENGTH	BAR BENDING DIAGRAM
H	2	#4	•	
I	•	#4	•	
J	•	#4	1'-5"	
L	•	#4	3'-2"	
M	•	#4	1'-8"	



• NOTE: LENGTH AND NUMBER OF BARS VARIES WITH SIZE OF CULVERT

GENERAL NOTES

WINGS, CURTAIN WALLS AND APRONS SHALL BE TIED TO THE PRECAST CULVERT SECTION BY CASTING BARS IN CULVERT END SECTIONS AS SHOWN OR BY DOWELING AND GROUTING. J BARS AND M BARS SHALL BE EMBEDDED A MINIMUM OF 10" IN PRECAST BOX.

WINGS, FOOTINGS, APRONS AND CURTAIN WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE WING DRAWING. STEEL AND CONCRETE QUANTITIES WILL BE ADJUSTED TO FIT THE IN-PLACE WIDTH & HEIGHT OF THE PRECAST CONCRETE BOX CULVERTS.

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

WINGWALLS AND FOOTINGS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL CONCRETE, REINFORCING STEEL, LEAN GROUT, MEMBRANE WATERPROOFING, DRAINAGE FILL MATERIAL, GEOTEXTILE FILTER FABRIC, LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR INSTALLING PRECAST BOX CULVERTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR THE ITEMS AS SPECIFIED IN SECTION 607 OF THE STANDARD SPECIFICATIONS.

LEAN GROUT SHALL CONSIST OF A SAND CEMENT MIXTURE MEETING THE FOLLOWING REQUIREMENTS:
PORTLAND CEMENT SHALL BE TYPE I AND SHALL MEET THE REQUIREMENTS OF AASHTO M 85.
SAND SHALL MEET THE REQUIREMENTS OF FINE AGGREGATE AS SPECIFIED IN SECTION 802.02 OF THE STANDARD SPECIFICATIONS.
THE SAND CEMENT MIXTURE SHALL CONSIST OF NOT LESS THAN 1.5 SACKS OF PORTLAND CEMENT PER TON OF MATERIAL MIXTURE.
THE MIXTURE SHALL CONTAIN SUFFICIENT WATER TO HYDRATE THE CEMENTS. THE SAND CEMENT MIXTURE SHALL BE PLACED IN MAXIMUM 8 INCH THICK LIFTS, LOOSE MEASURE, AND THOROUGHLY RODDED AND TAMPED AROUND BOX TO THOROUGHLY FILL ALL VOIDS.

MEMBRANE WATERPROOFING CONFORMING TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL BOX CULVERT JOINTS.

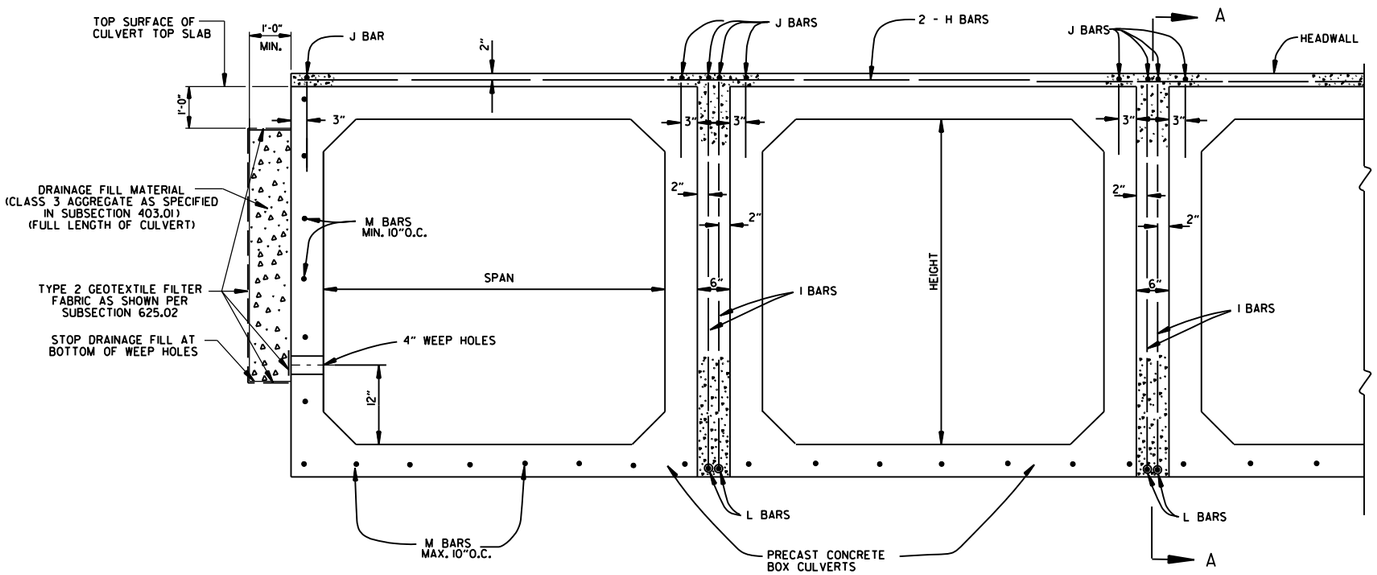
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

IN OUTER BARRELS, ONE WEEP HOLE IS REQUIRED IN EXTERIOR WALLS OF EACH PRECAST CULVERT SECTION. WEEP HOLES SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" IN THE ASSEMBLED CULVERT AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

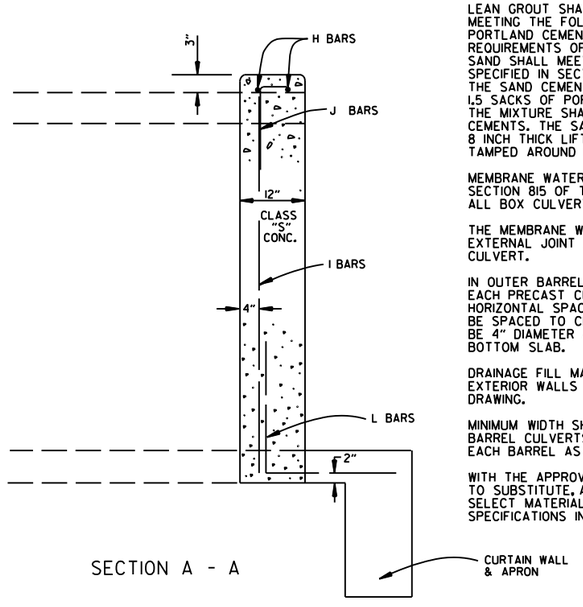
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

MINIMUM WIDTH SHALL BE 12" (6" ON EACH SIDE OF JOINT). ON MULTIPLE BARREL CULVERTS, MEMBRANE WATERPROOFING SHALL BE APPLIED TO EACH BARREL AS DESCRIBED ABOVE.

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, FLOWABLE SELECT MATERIAL CONFORMING TO SECTION 206 OF THE STANDARD SPECIFICATIONS IN LIEU OF LEAN GROUT.



END VIEW



SECTION A - A

DATE	REVISION	DATE FILMED
1-28-15	REVISED GEOTEXTILE FABRIC PLACEMENT	
12-15-11	ADDED NOTE & DTLS FOR WEEP HOLE AND DRAINAGE FILL	
10-15-09	ADDED GENERAL NOTE	
11-10-05	REVISED SPACING OF "M" BARS	
4-10-03	REVISED GENERAL NOTES	
10-18-96	CORRECTED AASHTO REF.	
10-1-92	ADDED NOTE FOR MEMBRANE WATERPROOFING	
8-15-91	ADDED NOTE FOR LEAN GROUT	
11- 8-90	REVISED FOR 1991 SPECS	
11-30-89	ISSUED; JABE	

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	ARDOT NOMINAL	AASHTO M 206	ARDOT NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅜	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

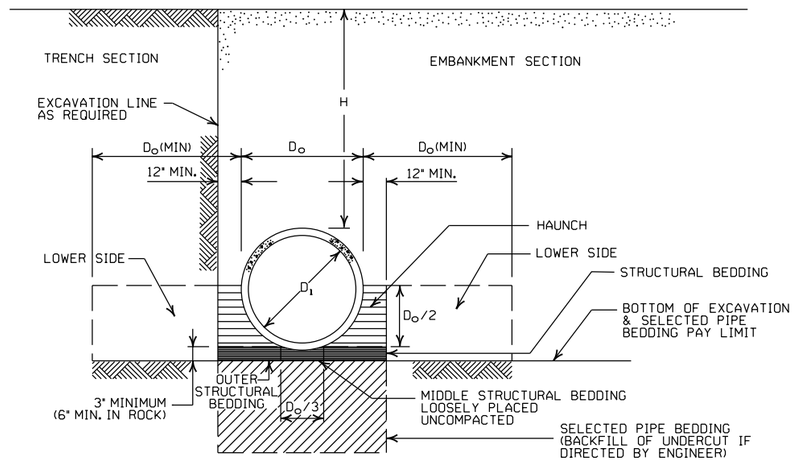
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_O = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

CORRUGATED METAL PIPE ARCHES

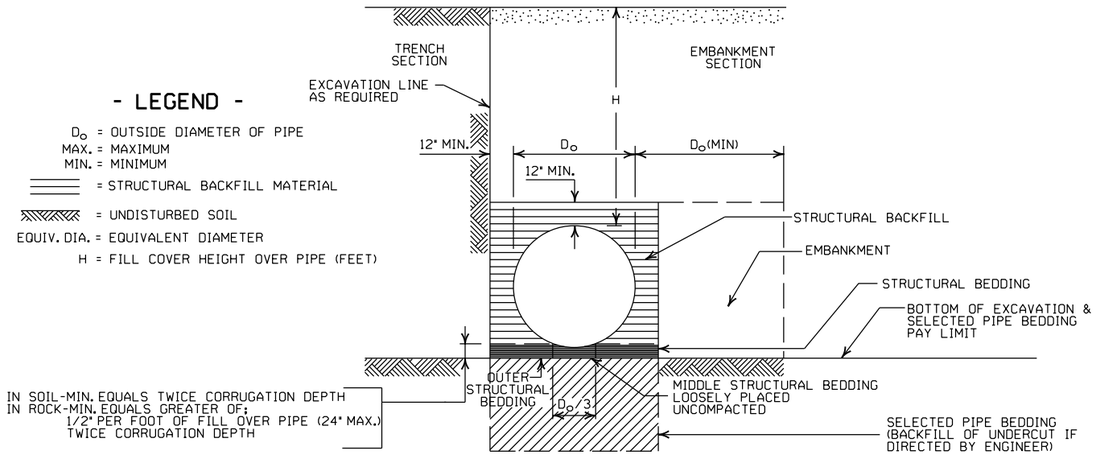
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				INSTALLATION	INSTALLATION			INSTALLATION	INSTALLATION	
				TYPE 1	TYPE 1			TYPE 1	TYPE 1	
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM			
15	17x13	3	0.064	2	15		0.060	2	15	
18	21x15	3	0.064	2	15		0.060	2	15	
21	24x18	3	0.064	2.25	15		0.060	2.25	15	
24	28x20	3	0.064	2.5	15		0.075	2.5	15	
30	35x24	3	0.079	3	12		0.075	3	12	
36	42x29	3½	0.079	3	12		0.105	3	12	
42	49x33	4	0.079	3	12		0.105	3	12	
48	57x38	5	0.109	3	13		0.135	3	13	
54	64x43	6	0.109	3	14		0.135	3	14	
60	71x47	7	0.138	3	15		0.164	3	15	
66	77x52	8	0.168	3	15					
72	83x57	9	0.168	3	15					
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION		INSTALLATION				
				TYPE 2	TYPE 1	TYPE 2	TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

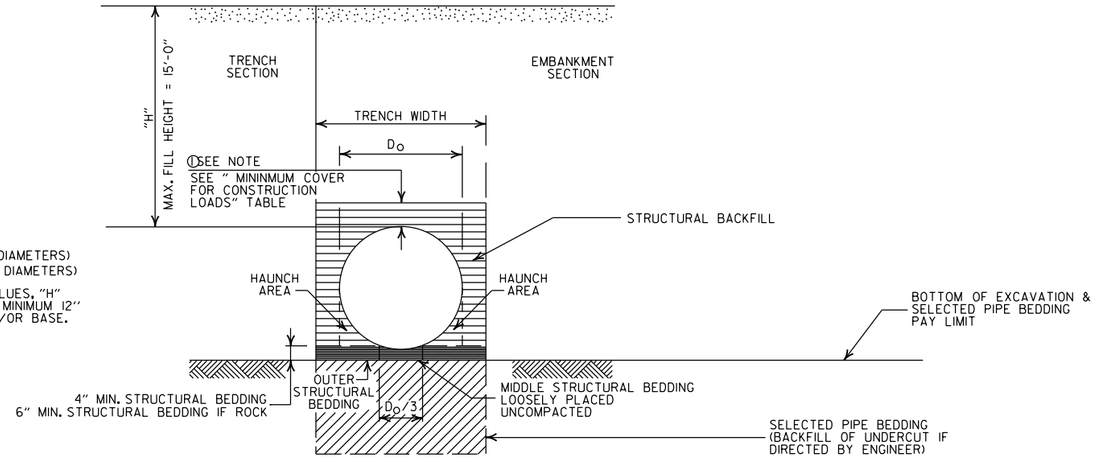
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

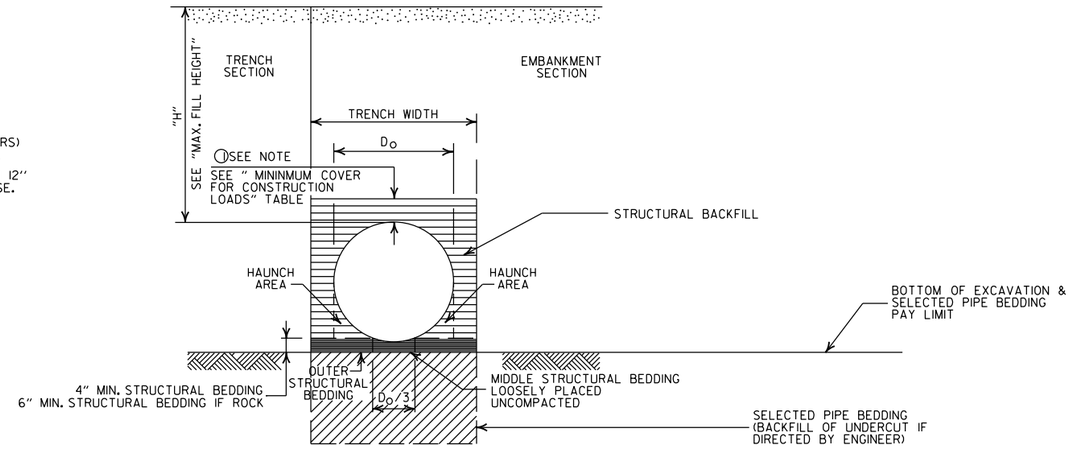
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

INSTALLATION TYPE	**MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	*SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4) OR TYPE 1 INSTALLATION MATERIAL

*SM3 WILL NOT BE ALLOWED.

** STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF POLYPROPYLENE PIPE.

MULTIPLE INSTALLATION OF POLYPROPYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"
60"	5'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

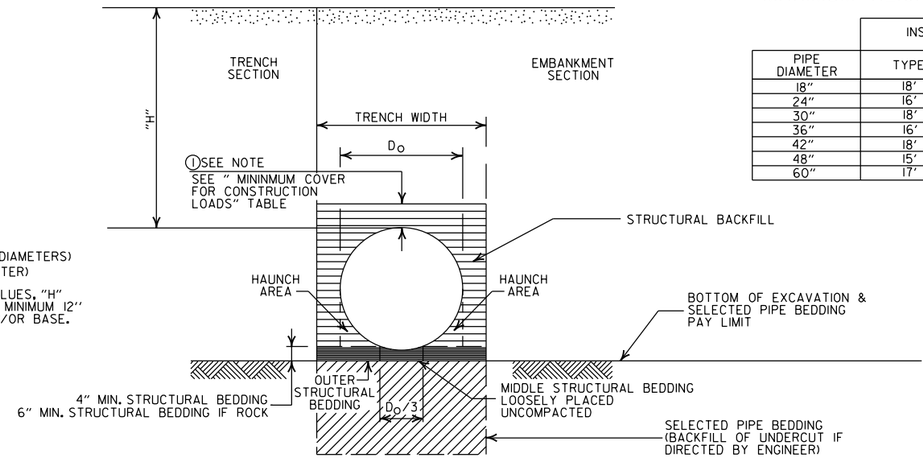
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

①NOTE:
12" MIN. (18" - 42" DIAMETERS)
24" MIN. (60" DIAMETER)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H"

PIPE DIAMETER	INSTALLATION TYPE	
	TYPE 1	TYPE 2
18"	18'	14'
24"	16'	12'
30"	18'	14'
36"	16'	12'
42"	18'	13'
48"	15'	11'
60"	17'	12'



MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-150.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M330, TYPE S, INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012) WITH 2013 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. POLYPROPYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR POLYPROPYLENE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN SECTION 26.4.2.4 AND 30.4.2 OF THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS 3RD EDITION (2010) WITH 2012 INTERIMS. JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

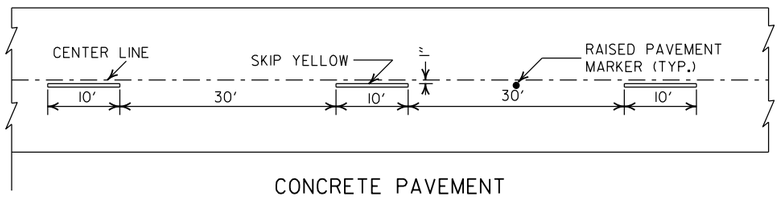
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

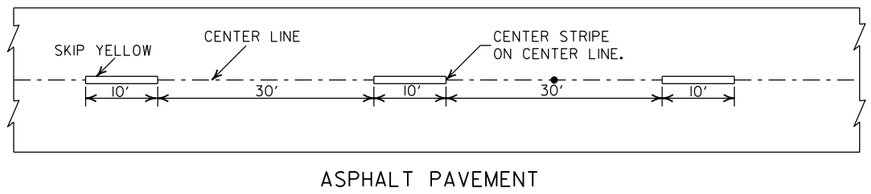
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

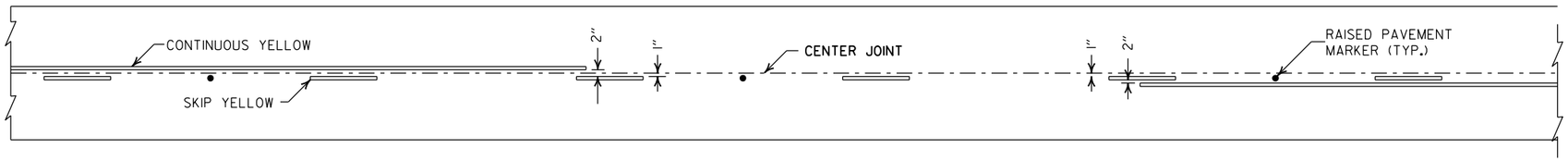


CONCRETE PAVEMENT

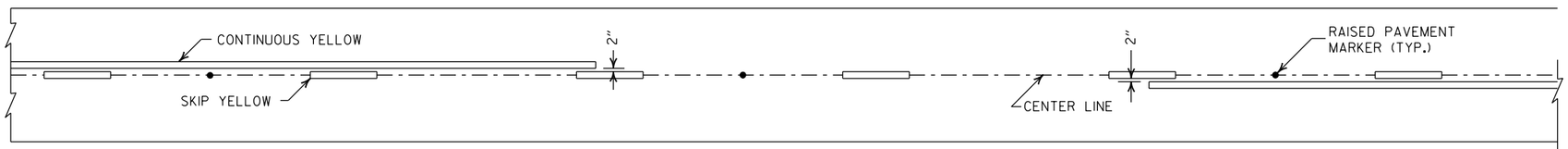


ASPHALT PAVEMENT

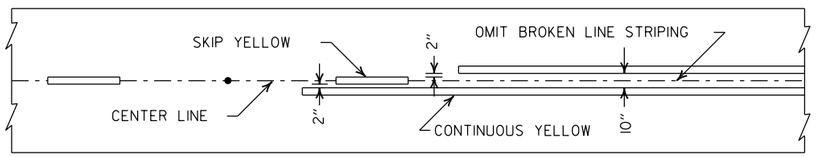
BROKEN LINE STRIPING



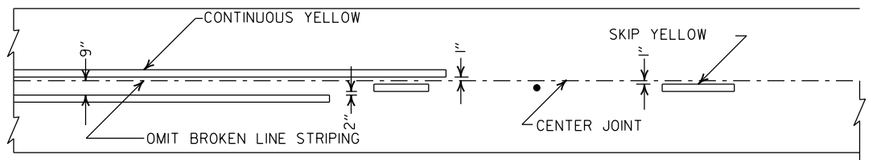
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

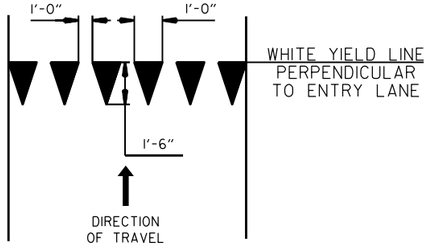


ASPHALT PAVEMENT

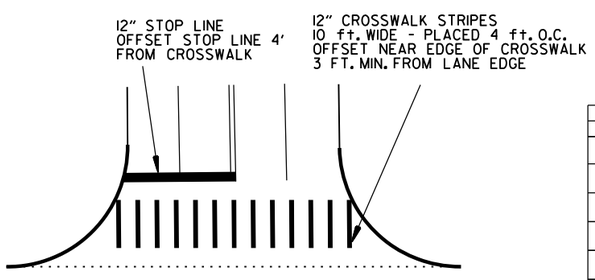


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

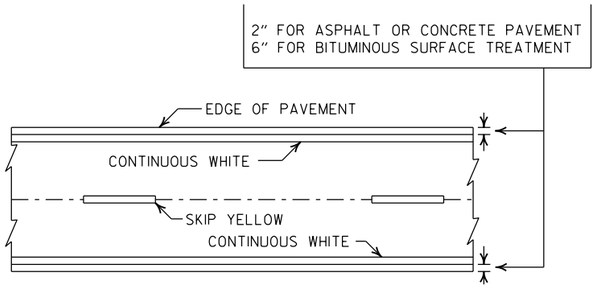


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

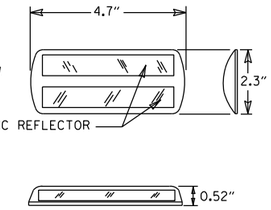
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

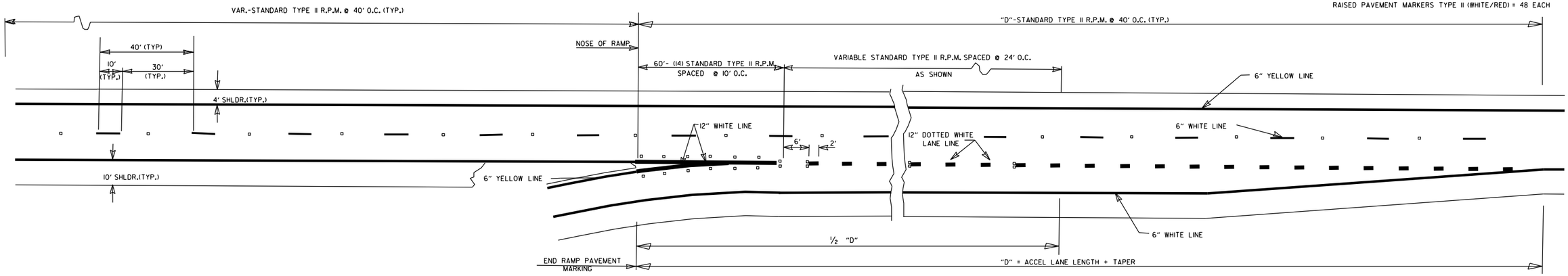
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

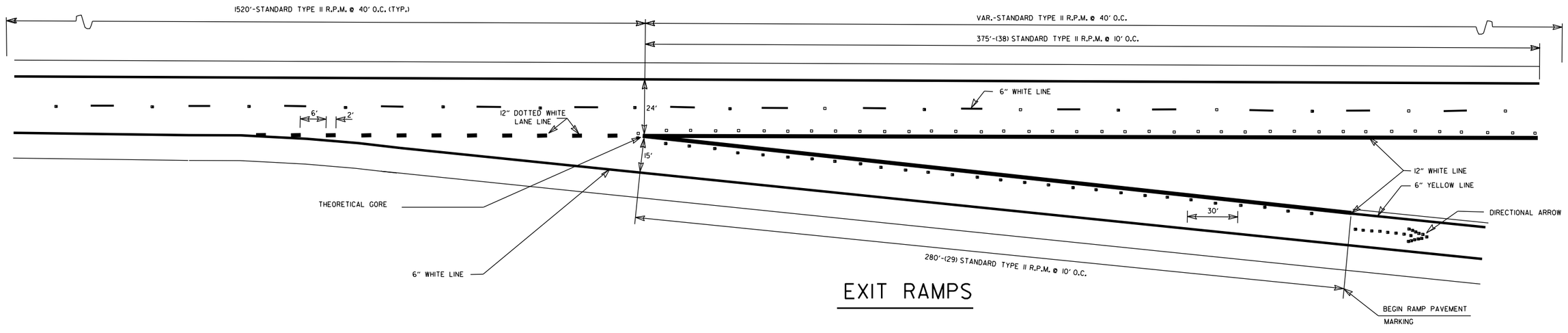
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

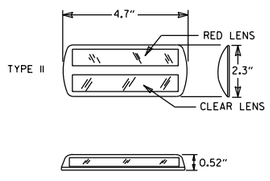
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

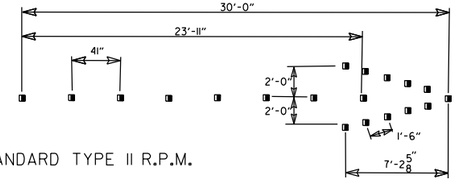


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

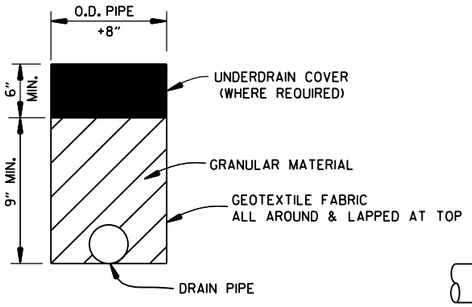
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

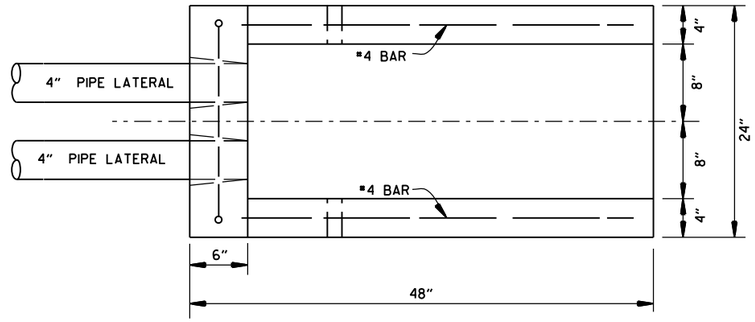
STANDARD DRAWING PM-2

NOTE:

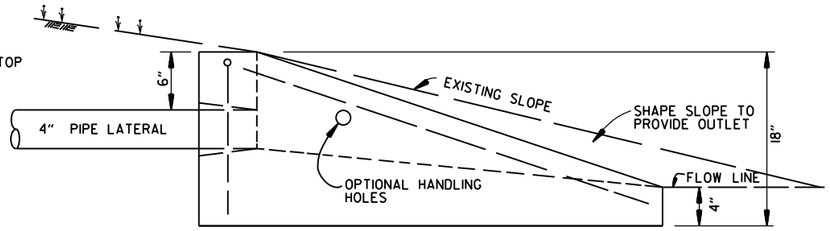
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

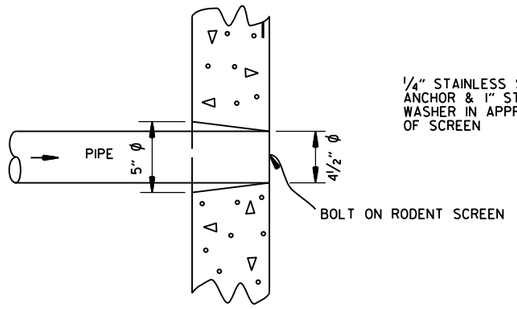




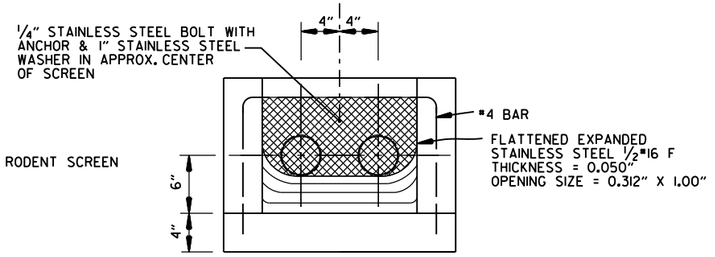
PLAN VIEW



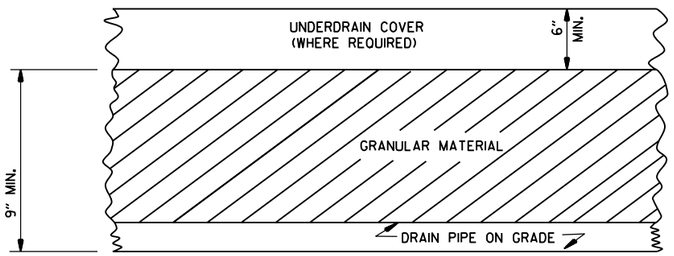
SIDE VIEW



DETAIL OF HOLE
FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE 1. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

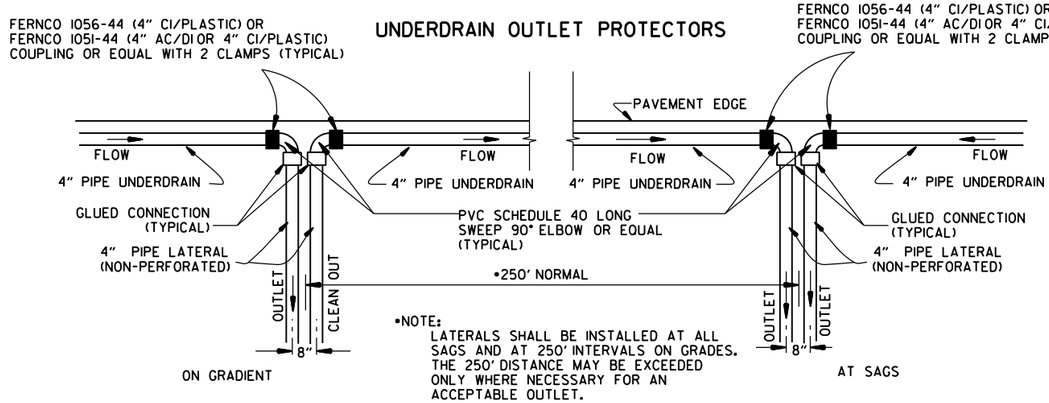
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

UNDERDRAIN OUTLET PROTECTORS



DETAIL OF PIPE UNDERDRAIN LATERALS
WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

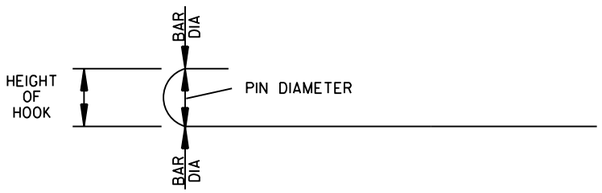
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



NOTE: DIMENSIONS OF BARS ARE MEASURED OUT TO OUT OF BARS.

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

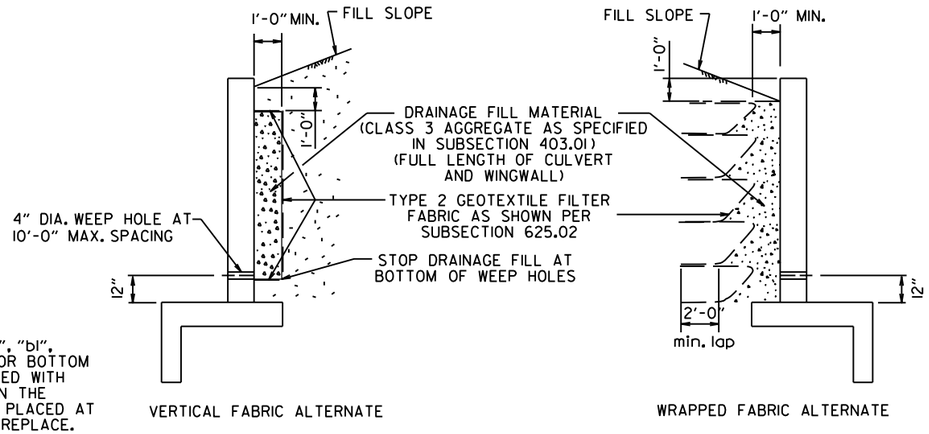
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

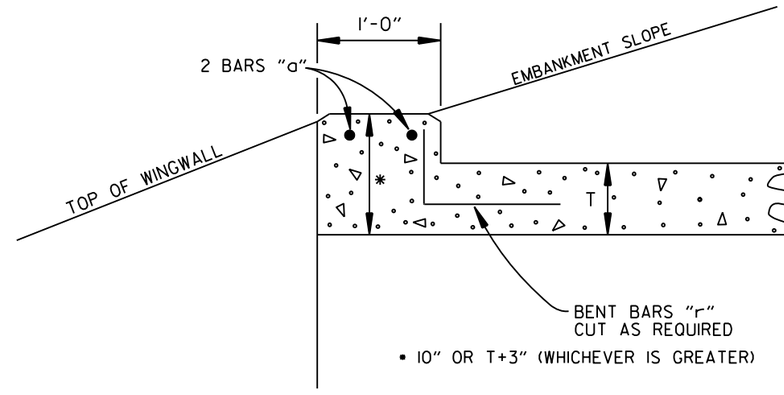
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

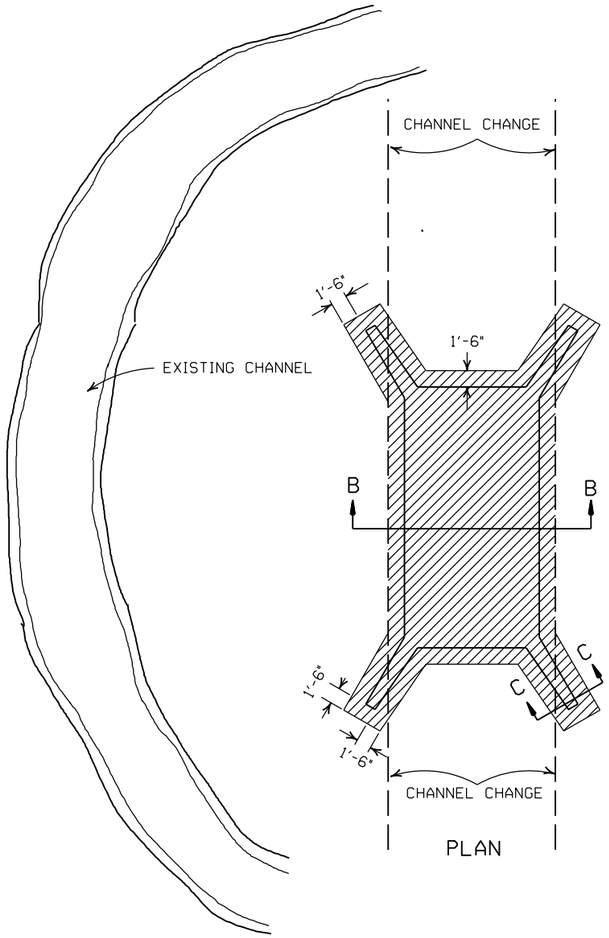
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

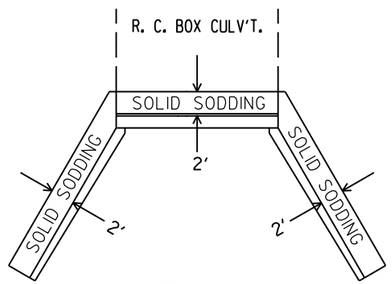
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



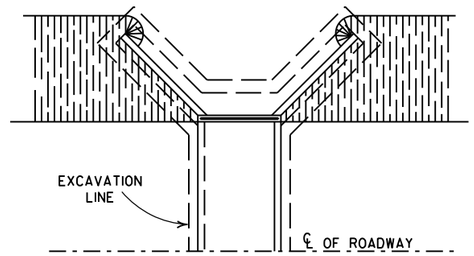
PLAN



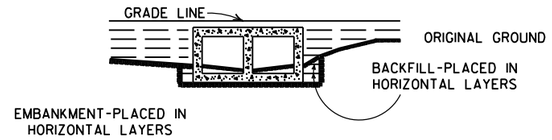
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

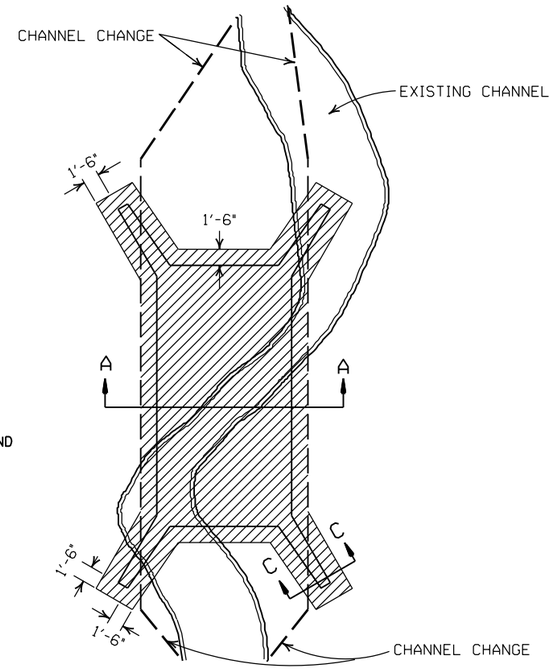


PLAN

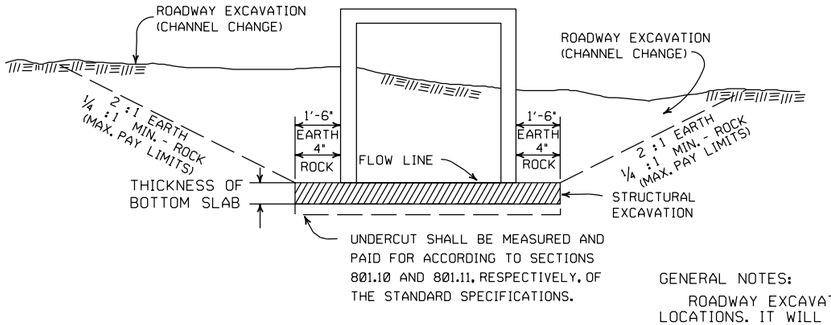


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

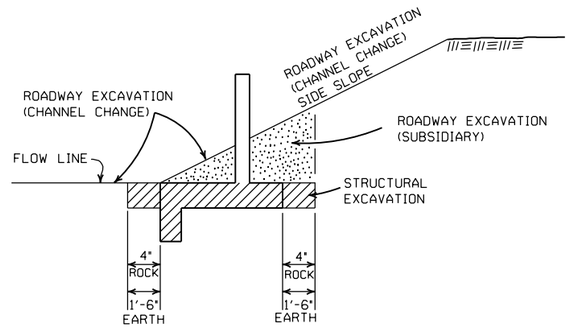


PLAN

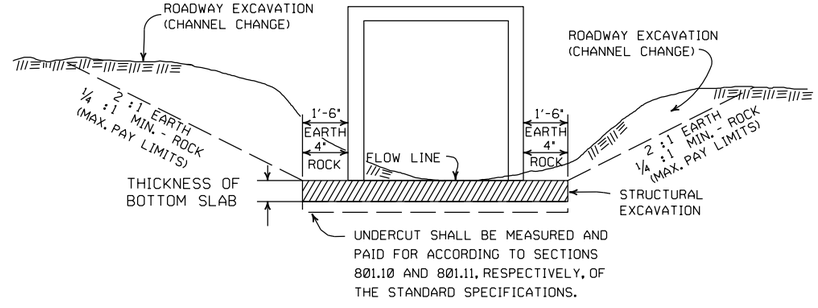


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

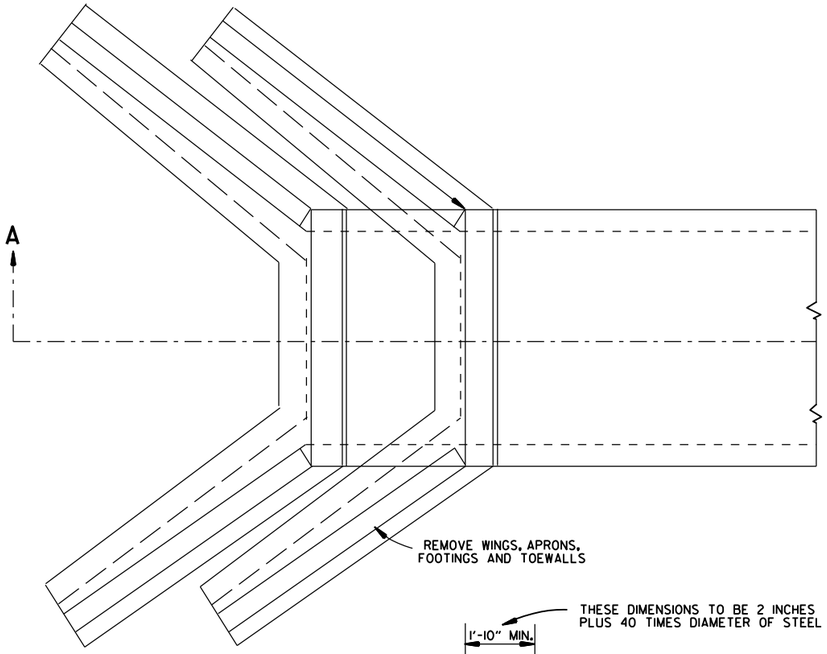
ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES	674-1-4-83
	AND ADDED MAXIMUM PAY	
	LIMIT NOTES.	
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

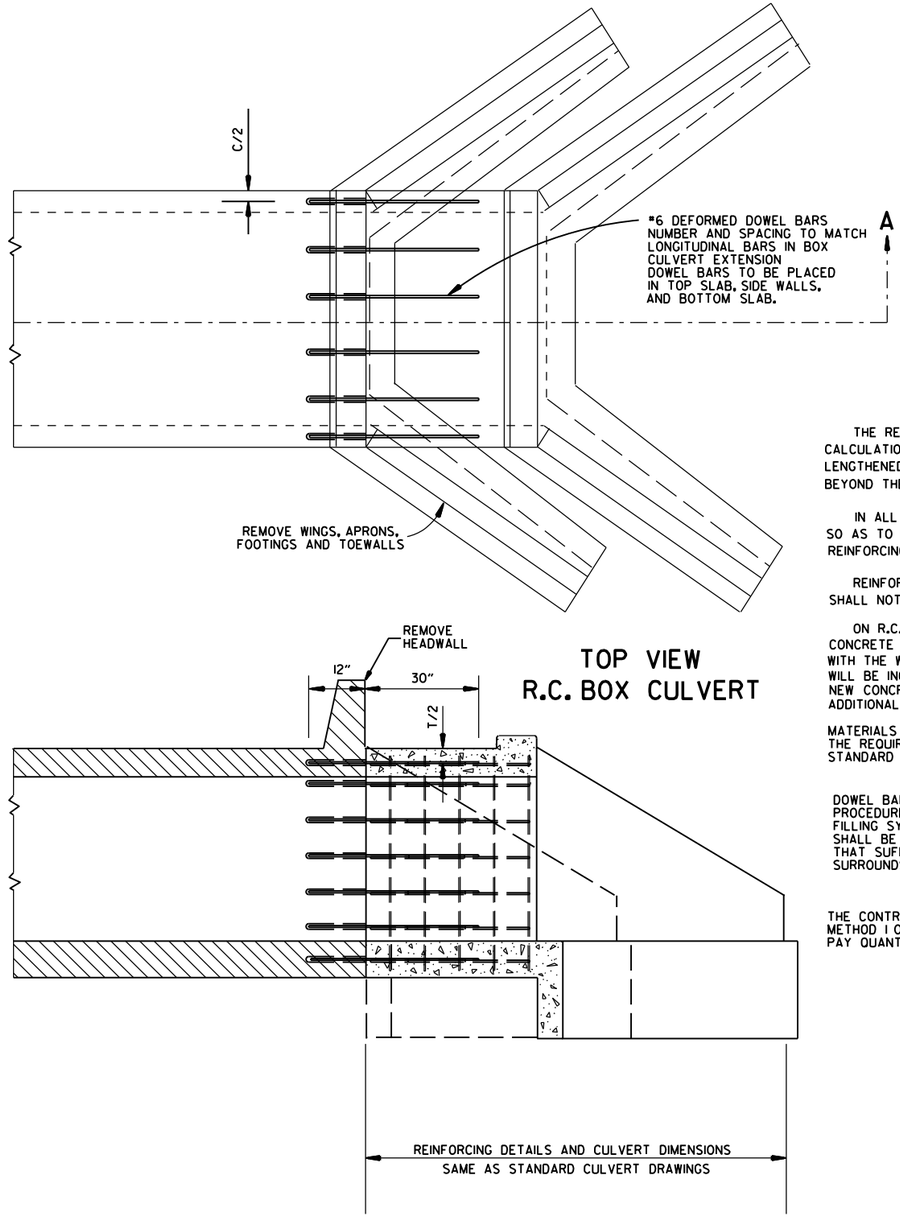
STANDARD DRAWING RCB-2



TOP VIEW
R.C. BOX CULVERT

SECTION A-A

METHOD 1



TOP VIEW
R.C. BOX CULVERT

SECTION A-A

METHOD 2

GENERAL NOTES

	USE FOR METHOD
THE RESIDENT ENGINEER WILL MAKE INDIVIDUAL CALCULATIONS OF QUANTITIES FOR EACH STRUCTURE LENGTHENED, MAKING NO ALLOWANCE FOR OVERBREAKAGE BEYOND THE LINES INDICATED.	1
IN ALL INSTANCES CONCRETE SHALL BE REMOVED SO AS TO PERMIT FULL 40 DIAMETER SPLICE OF REINFORCING STEEL.	1
REINFORCING STEEL REMOVED FROM EXISTING STRUCTURE SHALL NOT BE REUSED IN CONSTRUCTING EXTENSION.	1&2
ON R.C. BOX CULVERTS THAT HAVE AN EXISTING CONCRETE APRON; THE CONCRETE APRON SHALL BE REMOVED WITH THE WINGS. THE COST OF REMOVING ALL OLD CONCRETE WILL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR NEW CONCRETE OF THE CLASS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.	1&2
MATERIALS FOR SECURING DOWEL BARS SHALL MEET THE REQUIREMENTS OF SECTION 507.02 OF THE STANDARD SPECIFICATIONS.	2
DOWEL BARS SHALL BE INSTALLED AS FOLLOWS: THE DRILLING PROCEDURE SHALL BE APPROVED BY THE ENGINEER. THE FILLING SYSTEM SHALL BE APPROVED BY THE ENGINEER. AND SHALL BE AN INJECTION-TYPE SYSTEM WHICH WILL INSURE THAT SUFFICIENT MATERIAL IS INJECTED SO IT COMPLETELY SURROUNDS THE BARS AND FILLS THE HOLES.	2
THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER METHOD 1 OR METHOD 2. REGARDLESS OF WHICH METHOD IS USED, PAY QUANTITIES WILL BE CALCULATED BASED ON METHOD 1.	1&2

NOTE:
NO PART OF THIS STANDARD IS TO BE USED FOR ANY DETAILS RELATIVE TO NEW CONSTRUCTION.

SEE STANDARD DRAWING LISTED IN TABULATION OF STRUCTURES FOR ALL NEW CONSTRUCTION DETAILS.

DATE	REVISION	DATE FILM
10-12-95	CHANGED DRAWING # FROM 144-A	
4-1-93	ADDED GENERAL NOTE	
10-1-92	ADDED ALT. METHOD OF EXTENSION	
11-30-89	REDRAWN	
1-4-83	ELIMINATED CONCRETE CLASS	
12-20-56	RETRACED	

ARKANSAS STATE HIGHWAY COMMISSION

METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS

STANDARD DRAWING RCB-3

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.

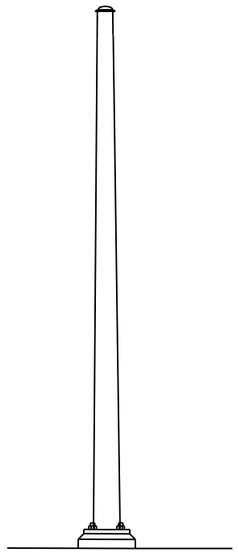
USE FATIGUE CATEGORY II.

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 A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

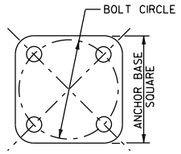
THE GROUND ROD SHALL BE FUSION WELDED TO A IC/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX PAID FOR SEPARATELY AS SHOWN ON THE PLANS.



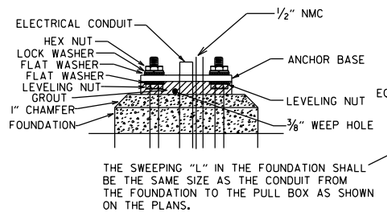
ANTENNA POLE

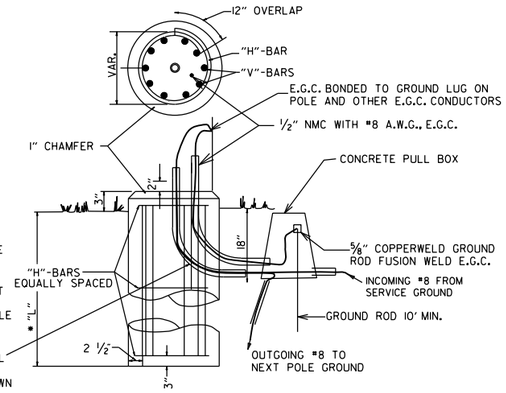
NOTE:

COMMUNICATION CABLE SHIELD SHALL BE TIED TO THE GROUND AT ONE ONE POINT (MASTER CABINET). THE SHIELD SHALL BE MAINTAINED CONTINUOUS (THROUGH ALL SPLICES). PLEASE REFER TO TESTING PROCEDURES IN SPECIAL PROVISIONS.



ANCHOR BASE





TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING.

POLE HEIGHT	FOUNDATION DIAMETER	DEPTH "L"	VERTICAL	HORIZONTAL	TIE SPACING
20.0'	30"	5'-6"	12-#7	#4	5 SP @ 12"
25.0'	30"	6'-0"	12-#7	#4	6 SP @ 11"
30.0'	30"	6'-6"	12-#7	#4	6 SP @ 12"
35.0'	30"	7'-0"	12-#7	#4	7 SP @ 11"
40.0'	30"	7'-6"	12-#7	#4	7 SP @ 12"
45.0'	36"	8'-6"	13-#8	#4	8 SP @ 12"
50.0'	36"	9'-6"	13-#8	#4	9 SP @ 12"
55.0'	36"	10'-0"	13-#8	#4	10 SP @ 11"
60.0'	36"	10'-6"	13-#8	#4	10 SP @ 12"
65.0'	36"	11'-0"	13-#8	#4	12 SP @ 10 ½"
70.0'	36"	11'-6"	13-#8	#4	11 SP @ 12"
75.0'	42"	13'-0"	18-#8	#4	14 SP @ 10 ½"
80.0'	42"	13'-6"	18-#8	#4	13 SP @ 12"
85.0'	42"	14'-6"	18-#8	#4	14 SP @ 12"
90.0'	42"	15'-0"	18-#8	#4	18 SP @ 9 ½"

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 ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).

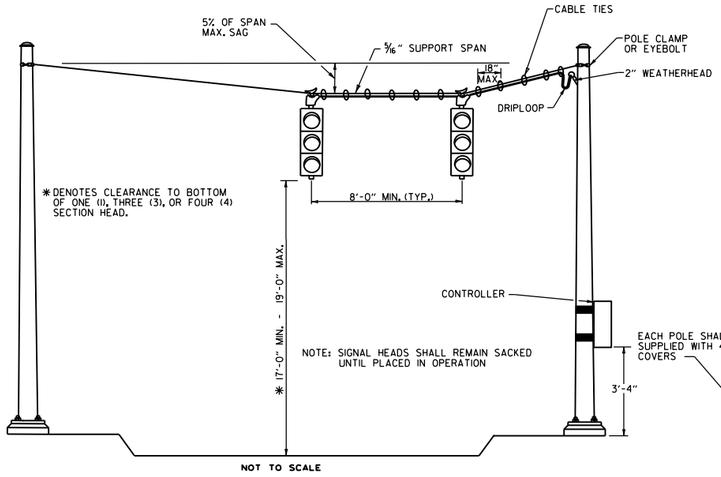
PROVIDE 3" CLEAR TIES. DETAIL 3" TO FIRST TIE AT TOP OF SHAFT.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
09-06-00	ISSUED	

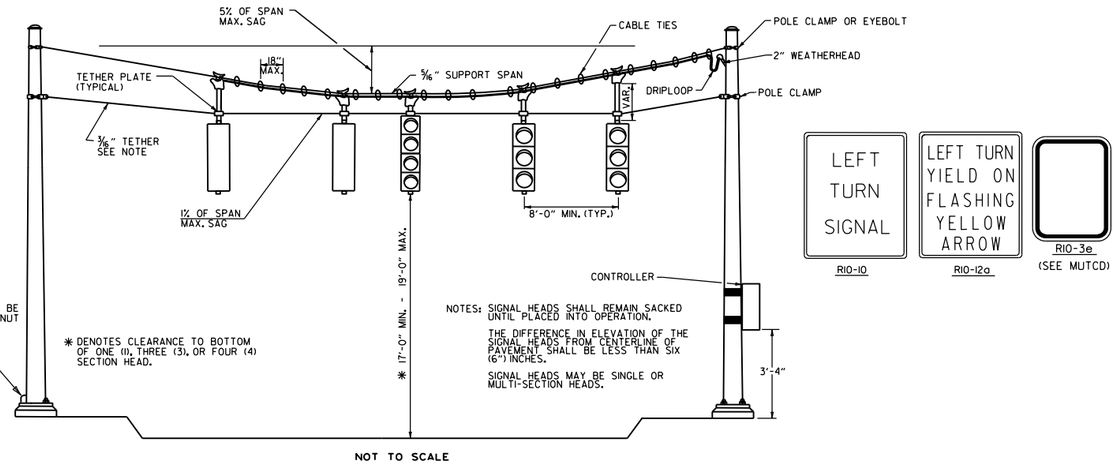
ARKANSAS STATE HIGHWAY COMMISSION

ANTENNA POLE

STANDARD DRAWING SD-1



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.

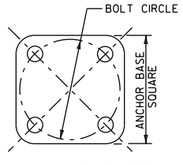
OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE IN STALLED IN LIEU OF ROUND POLES AND ARMS. ALL POLES AND ARMS IN A JOB MUST BE OF THE SAME SHAPE.

SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

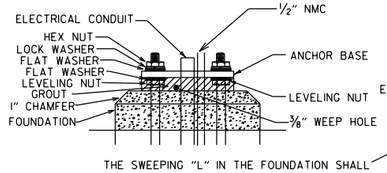
CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

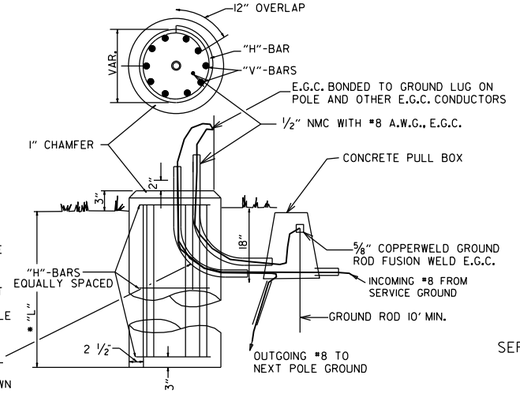
THE ANCHOR BOLTS AND SWEEPING "L" CONDUIT SHALL BE PLACED IN THE FOUNDATION IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE GROUND ROD SHALL EXTEND A MINIMUM OF 10' BELOW CABINET FOUNDATION.

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





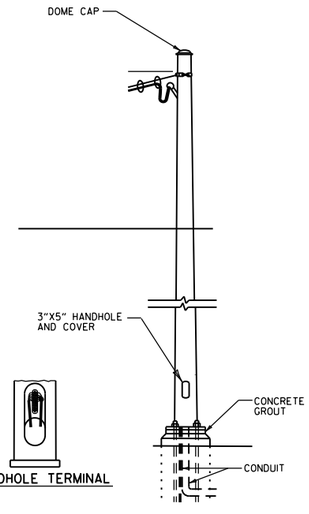
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

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.

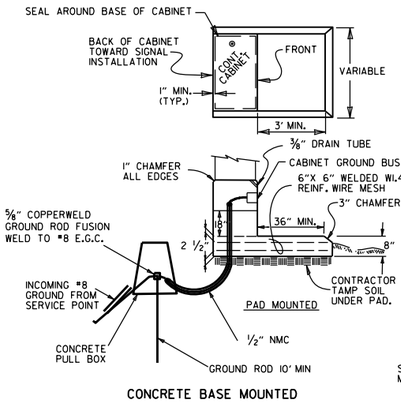
ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED 3/4" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).



HANDHOLE TERMINAL

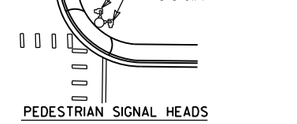
SPAN WIRE ASSEMBLY WITH SPAN WIRE SUPPORT POLE



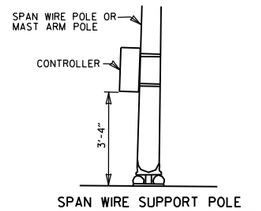
CONCRETE BASE MOUNTED CABINET DETAILS

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

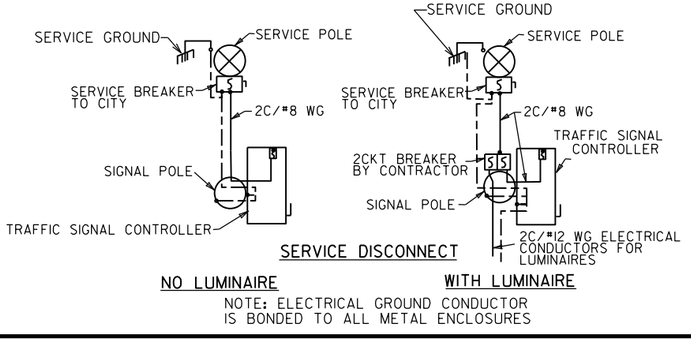
MINIMUM STRUCTURAL REQUIREMENTS:

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

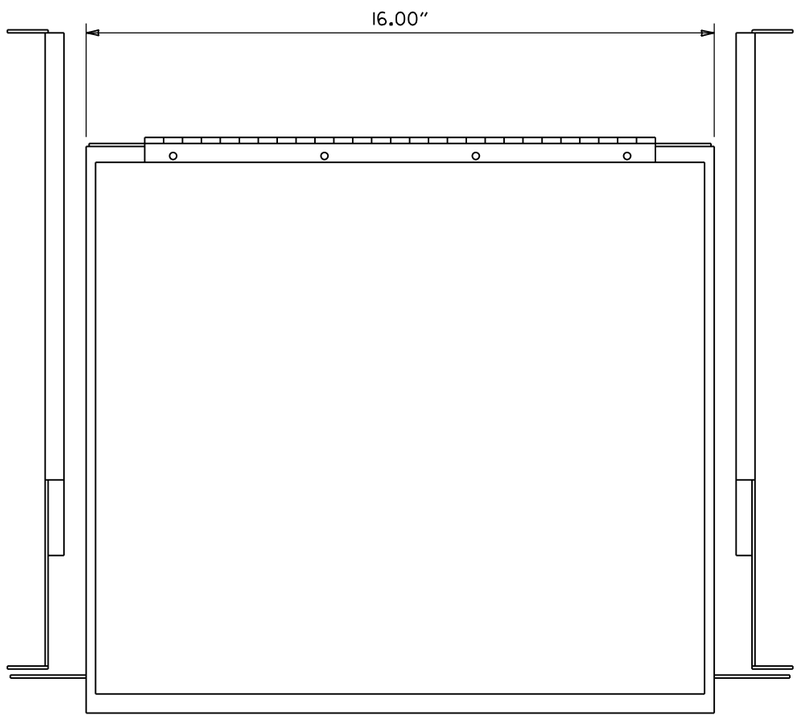
DATE	REVISION	FILMED
02-13-24	REVISED SPECIAL SIGN TO R10-12a SIGN	
11-16-17	REVISED NOTES. ADDED SPAN WIRE SUPPORT POLE DETAIL AND HANDHOLE TERMINAL DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
05-21-09	REVISED GROUNDING	
09-10-08	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	

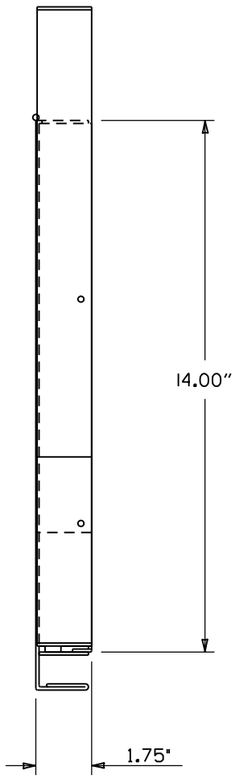
ARKANSAS STATE HIGHWAY COMMISSION

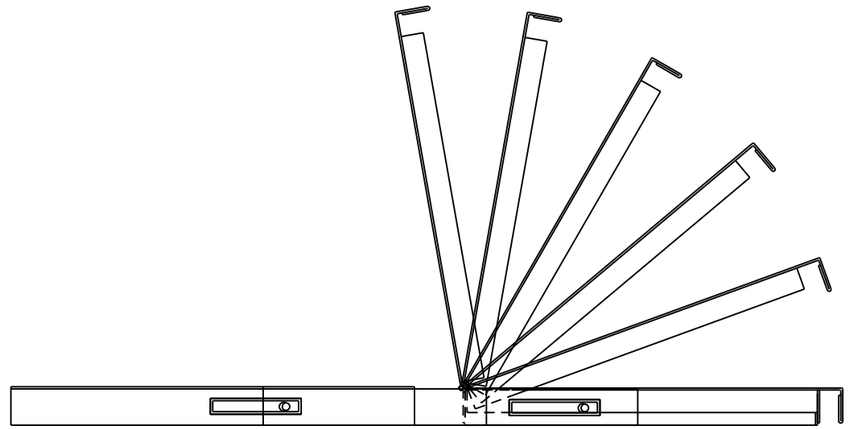
SPAN WIRE ASSEMBLY STEEL POLE

STANDARD DRAWING SD-3

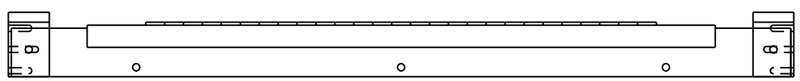
DRAWER PLAN VIEW



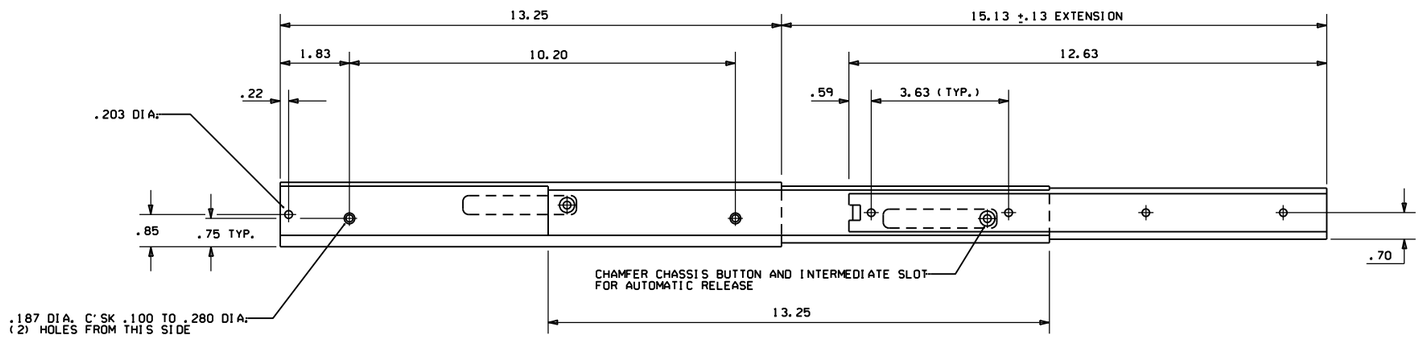




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

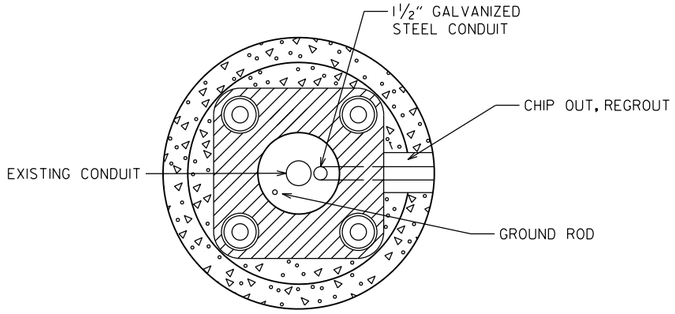
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

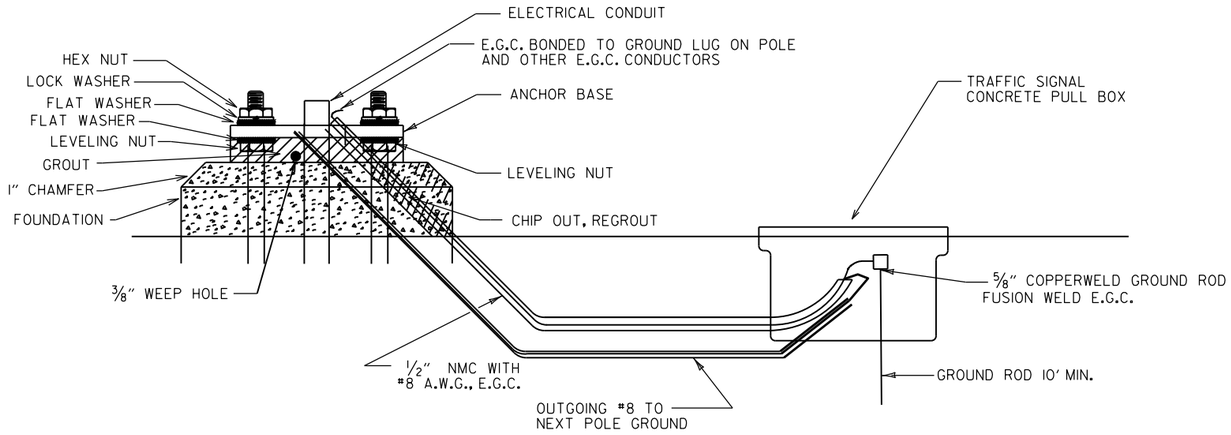
CONTROLLER CABINET UTILITY DRAWER

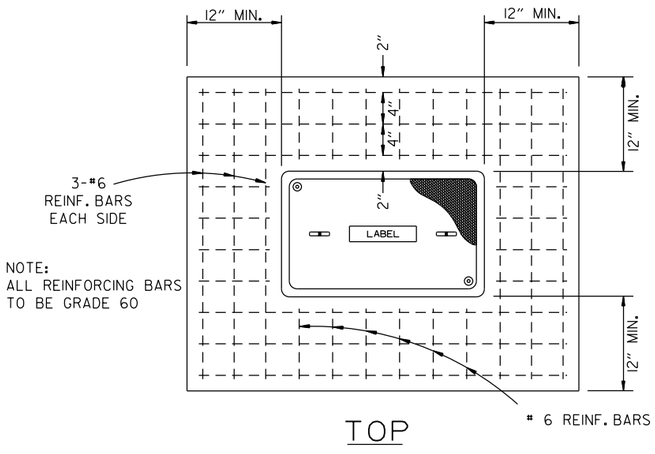
STANDARD DRAWING SD-5

CONDUIT ENTRY TO EXISTING POLE BASE

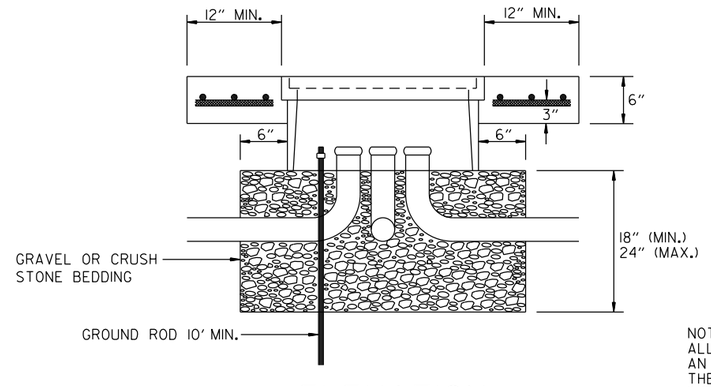


ANCHOR BASE



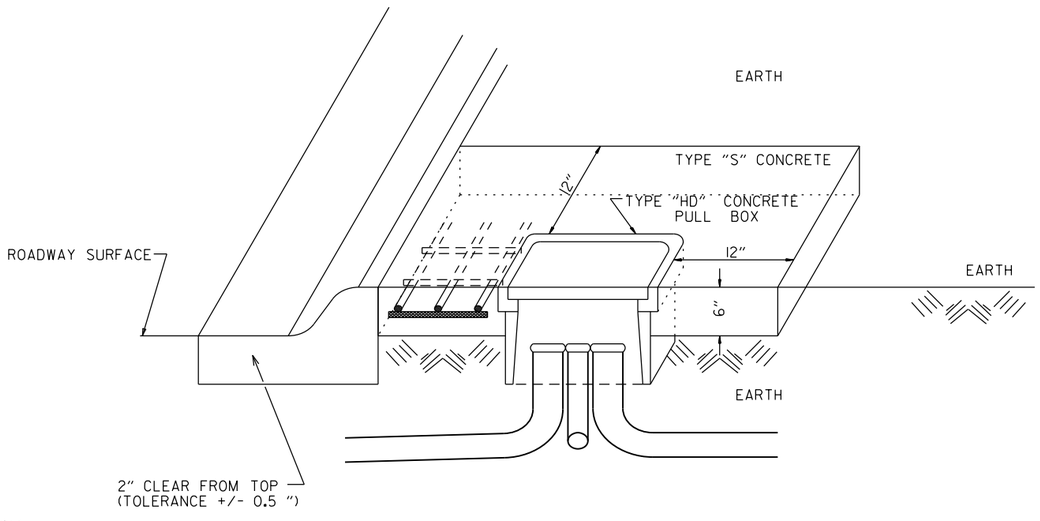


TOP



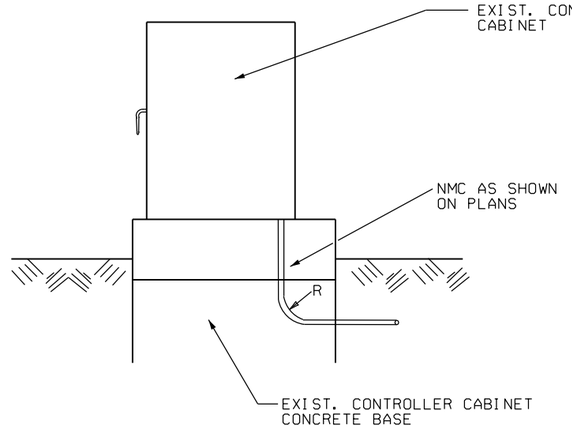
ELEVATION

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



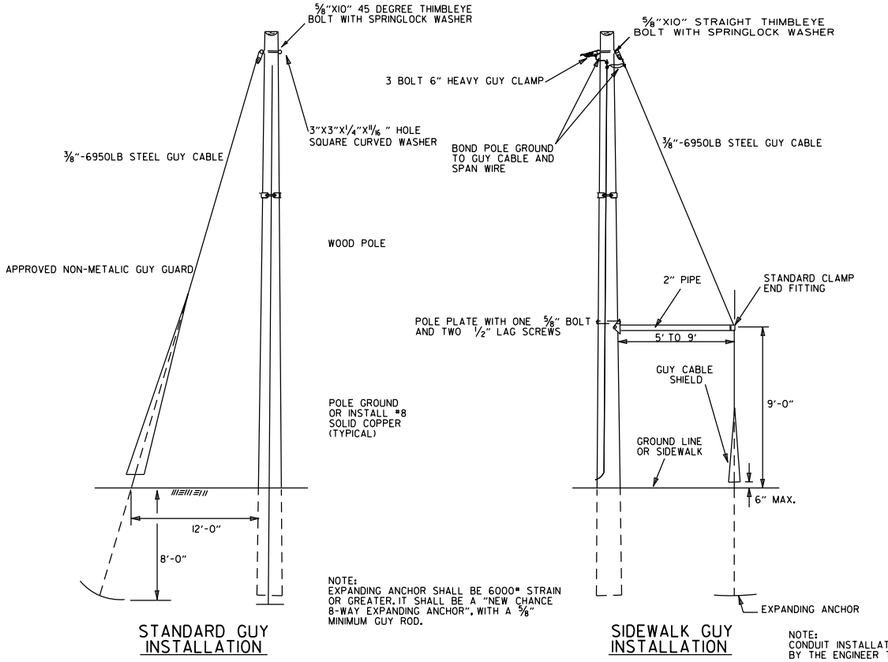
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

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

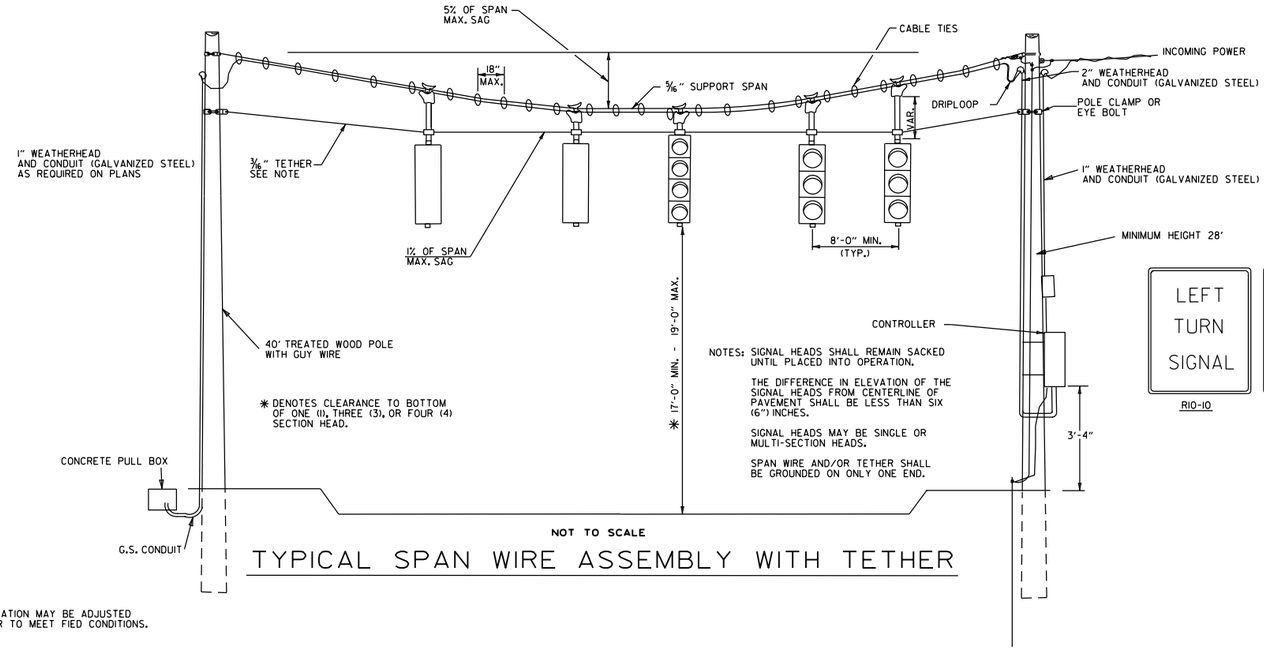
STANDARD DRAWING SD-6



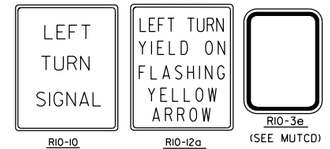
STANDARD GUY INSTALLATION

SIDEWALK GUY INSTALLATION

NOTE: CONDUIT INSTALLATION MAY BE ADJUSTED BY THE ENGINEER TO MEET FIED CONDITIONS.



TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

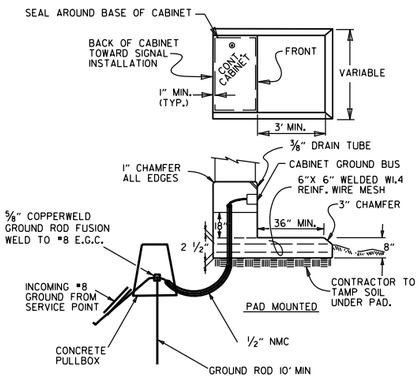


NOTES:
SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

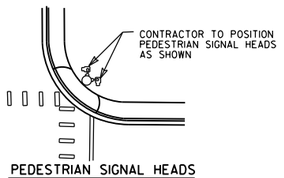
SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

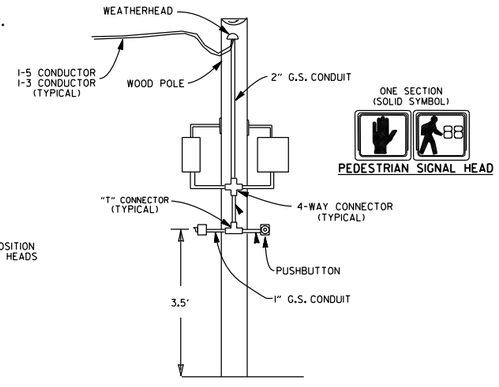
THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X 5/8" COPPERWELD GROUND ROD.



CONCRETE BASE MOUNTED CABINET DETAILS

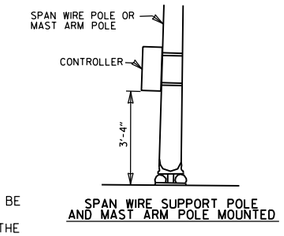


PEDESTRIAN SIGNAL HEADS

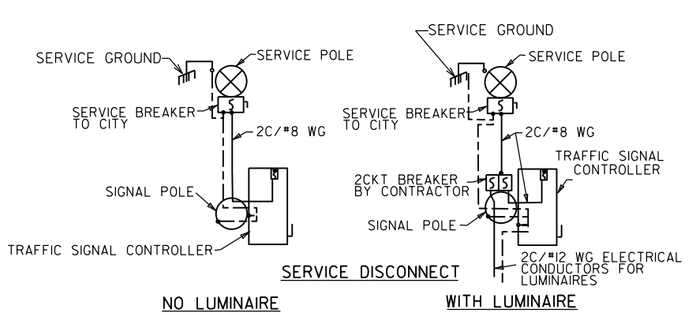


WOODEN POLE INSTALLATION OF PED HEADS

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.

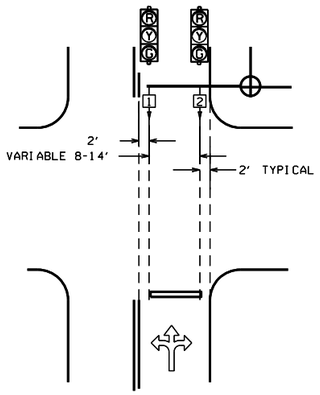
DATE	REVISION	FILMED
02-13-24	REVISED SPECIAL SIGN TO R10-12a SIGN	
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL, ADDED PEDESTRIAN SIGNAL HEAD DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
04-17-08	REVISED TO 2001 AASHTO 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)



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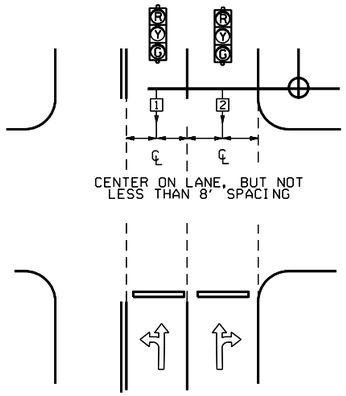

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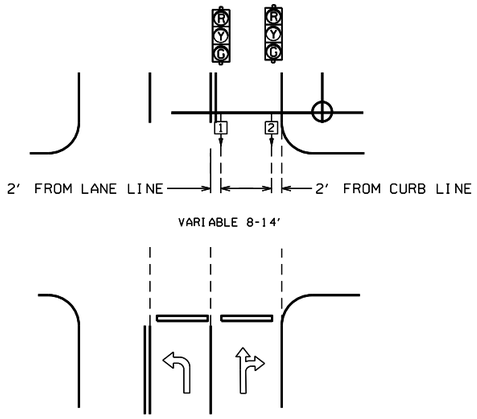

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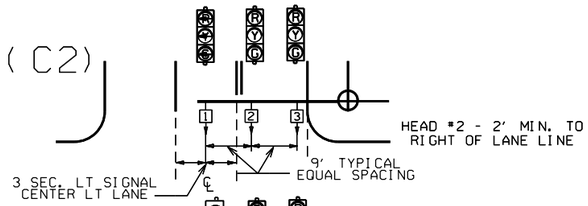

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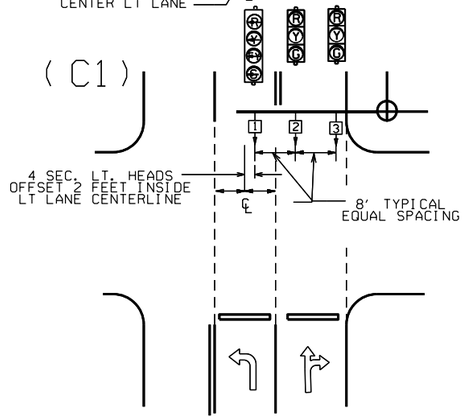
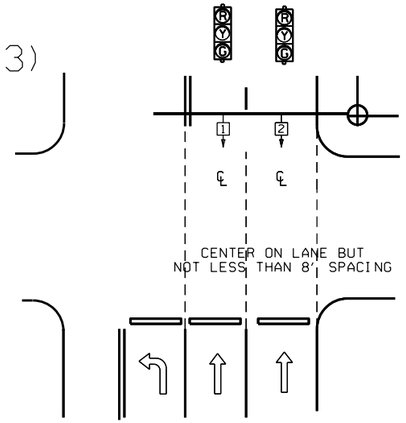
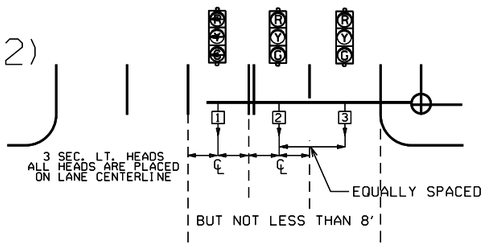


(C3)



(D2)



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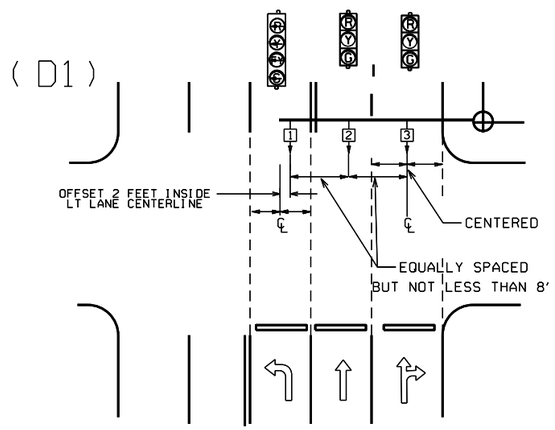
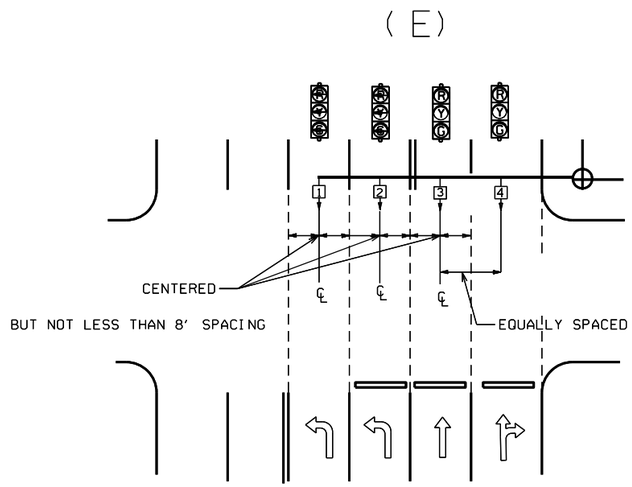


NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.

(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

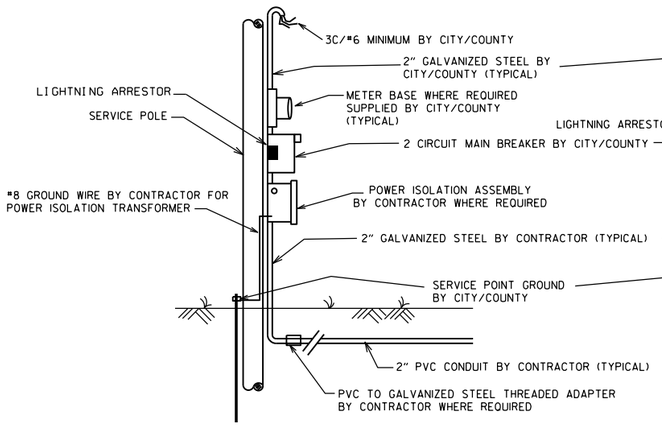
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

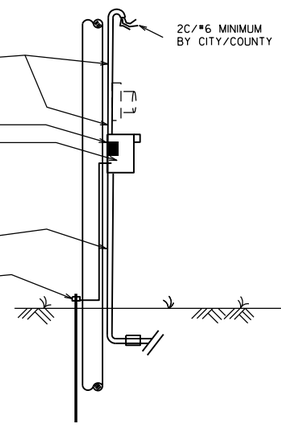
STANDARD DRAWING SD-8

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.

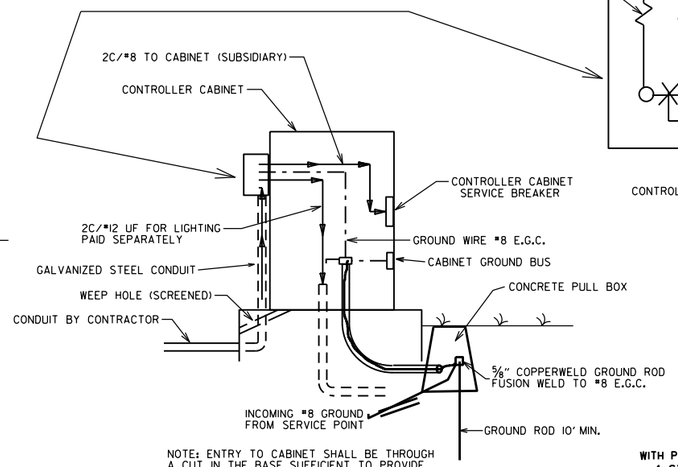
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, 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.

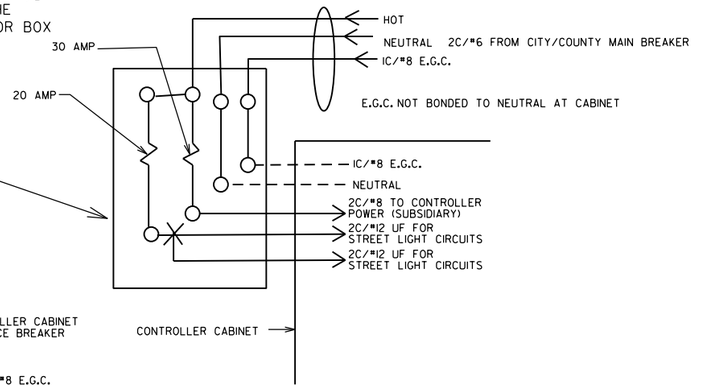
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP 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)



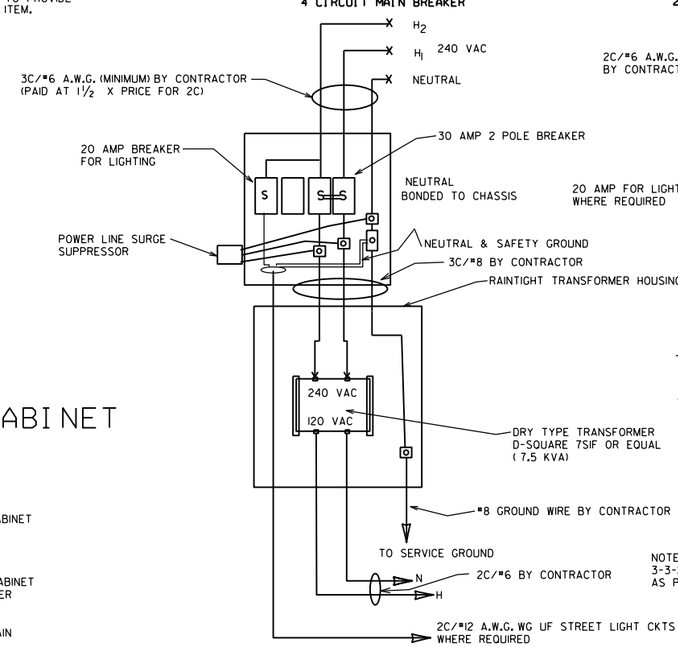
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



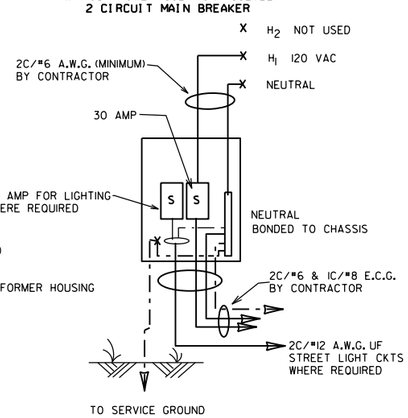
MAIN BREAKER WIRING (TYPICAL)

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

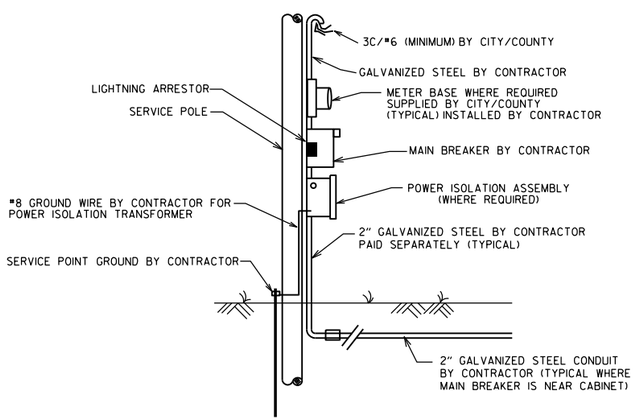


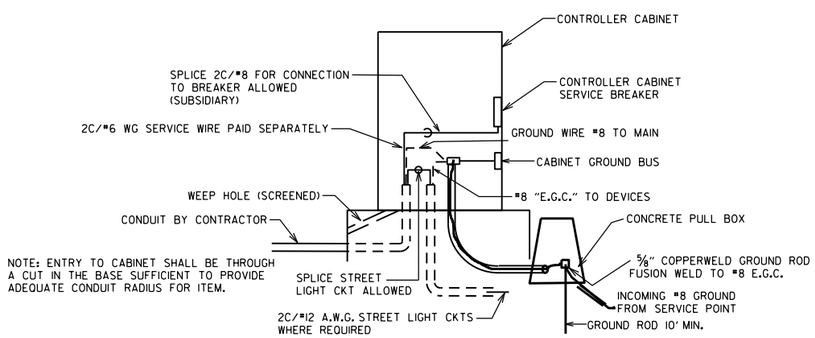
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



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.

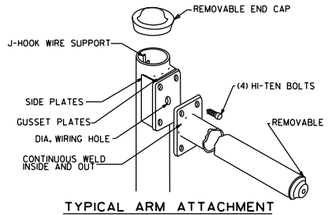
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

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).

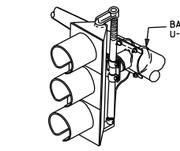
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

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.

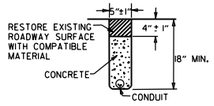
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



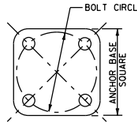
TYPICAL ARM ATTACHMENT



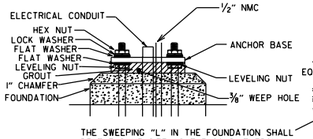
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

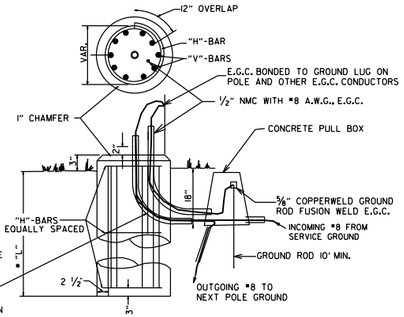


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





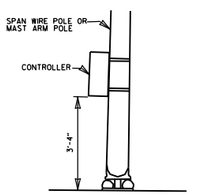
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

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.

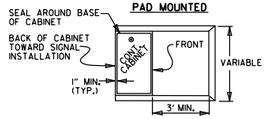
TYPICAL FOUNDATION DETAILS

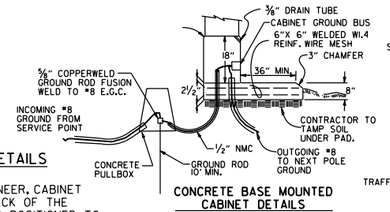
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

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.

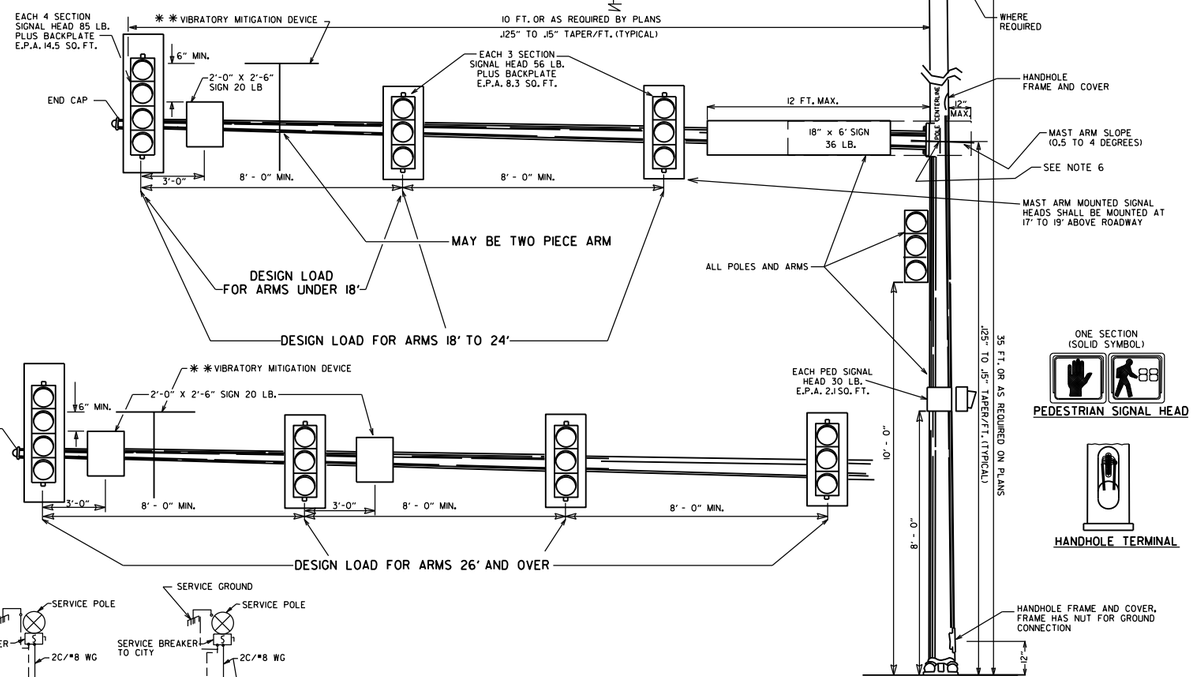
10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

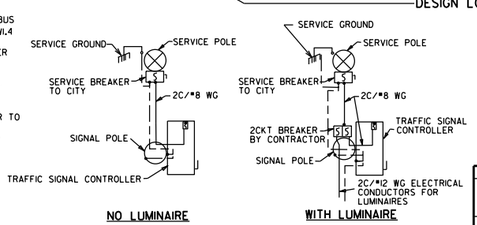
11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.

* 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.

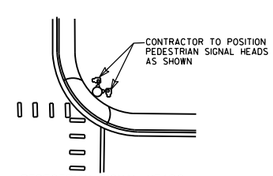
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.





SERVICE DISCONNECT

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES



PEDESTRIAN SIGNAL HEADS

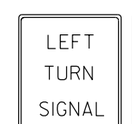
SIGNAL OPERATION NOTES:

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

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			35 MPH			40 MPH			45 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH			75 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	115		RC	115		RC	115		0.022	121	
0° 45'	NC			NC			NC			NC			RC	115		RC	115		0.024	127		0.026	132		0.030	144		0.032	150	
1° 00'	NC			NC			NC			RC	108		0.022	121		0.026	132		0.030	144		0.034	156		0.038	167		0.042	179	350
1° 15'	NC			NC			RC	101		0.022	114		0.028	138		0.032	150		0.038	167		0.042	179		0.046	190	350	0.052	208	
1° 30'	NC			RC	94		0.022	106		0.028	130		0.032	150		0.038	167		0.044	185		0.050	202	350	0.056	218		0.062	236	
1° 45'	RC	86		RC	94		0.026	116		0.030	136		0.036	161		0.044	185		0.050	202	350	0.056	218		0.064	242		0.070	259	
2° 00'	RC	86		0.024	103		0.028	121		0.034	146		0.042	179		0.048	196		0.056	218		0.064	242		0.070	259		0.080	288	400
2° 15'	RC	86		0.026	108		0.032	131		0.038	157		0.046	190		0.054	214		0.062	236		0.070	259		0.078	282	400	0.088	311	
2° 30'	0.022	90		0.028	113		0.034	136		0.042	168		0.050	202		0.058	224	350	0.068	253		0.076	276		0.086	305		0.096	334	450
2° 45'	0.024	95		0.030	118		0.038	146		0.046	179		0.054	214		0.064	242		0.072	265		0.082	294		0.092	323		0.100	346	
3° 00'	0.026	100		0.034	126		0.040	151		0.050	190	300	0.058	224		0.068	253		0.078	282		0.088	311		0.098	340	450	D MAX = 2° 45'		
3° 15'	0.028	103		0.036	131		0.044	161		0.052	194		0.062	236		0.072	265		0.082	294		0.092	323		0.100	346				
3° 30'	0.030	108		0.038	136		0.046	167	250	0.056	205		0.066	247		0.076	276		0.086	305		0.096	334		D MAX = 3° 30'					
3° 45'	0.032	112		0.040	140		0.050	176		0.058	211		0.070	259		0.080	288		0.090	317		0.098	340							
4° 00'	0.034	116		0.042	145	250	0.052	181		0.062	222		0.072	265		0.084	300		0.094	329	400	0.100	346							
4° 15'	0.036	120		0.044	150		0.054	186		0.064	227		0.076	276		0.086	305		0.096	334		D MAX = 4° 15'								
4° 30'	0.036	120		0.046	155		0.056	192		0.068	238		0.078	282		0.090	317	400	0.098	340										
4° 45'	0.038	125		0.048	160		0.060	202		0.070	244		0.082	294		0.092	323		0.100	346										
5° 00'	0.040	130		0.050	164		0.062	206		0.072	248		0.084	300		0.094	329		D MAX = 5° 15'										
5° 30'	0.044	138		0.054	173		0.066	217		0.078	265		0.088	311		0.098	340												
6° 00'	0.046	143	250	0.058	182		0.070	227		0.082	276		0.092	323		0.100	346												
6° 30'	0.050	151		0.062	192		0.074	238		0.086	287		0.096	334	350	D MAX = 6° 30'													
7° 00'	0.052	156		0.064	197		0.078	247		0.090	298		0.098	340															
7° 30'	0.054	160		0.068	206		0.080	252		0.092	302	350	0.100	346															
8° 00'	0.058	168		0.070	211		0.084	263		0.094	308		D MAX = 8° 25'																
8° 30'	0.060	173		0.072	215		0.086	268	300	0.096	313																		
9° 00'	0.062	178		0.076	224		0.088	272		0.098	319																		
9° 30'	0.064	181		0.078	229		0.092	282		0.100	324																		
10° 00'	0.066	186		0.080	234		0.094	288		D MAX = 10° 30'																			
11° 00'	0.070	194		0.084	244		0.096	293																					
12° 00'	0.074	203		0.088	253	300	0.098	298																					
13° 00'	0.076	208		0.090	258		0.100	302	350																				
14° 00'	0.080	216		0.094	266		D MAX = 13° 45'																						
15° 00'	0.082	221		0.096	271																								
16° 00'	0.086	229		0.098	276																								
17° 00'	0.088	233		0.100	281																								
18° 00'	0.090	238		D MAX = 19° 30'																									
19° 00'	0.092	242																											
20° 00'	0.094	246																											
21° 00'	0.096	251	300																										
22° 00'	0.096	251																											
23° 00'	0.098	254																											
24° 00'	0.098	254																											
25° 00'	0.100	259																											
D MAX = 28° 30'																													

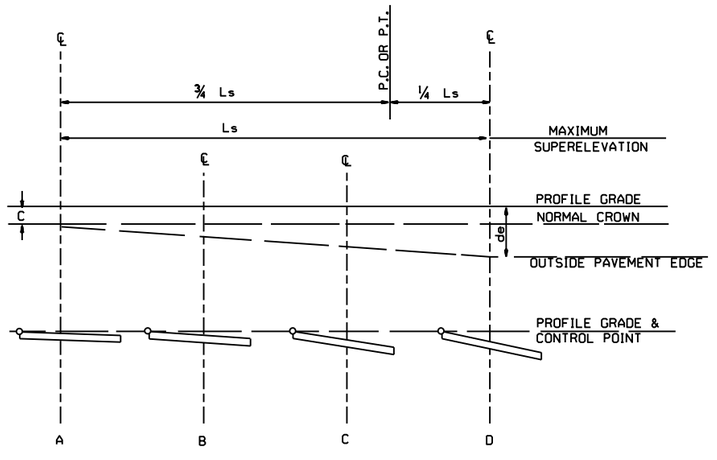
GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%

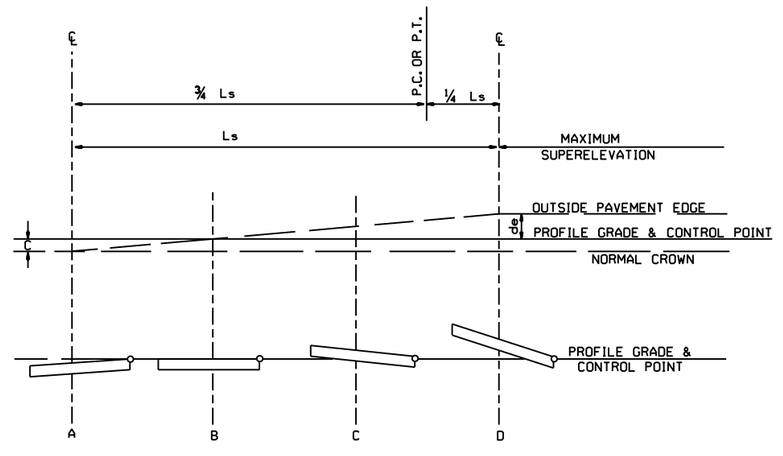
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILLMED
11-07-19	REVISED SUPERELEVATION TABLE	
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			35 MPH			40 MPH			45 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH			75 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	96		RC	96		RC	96		0.022	101	
0° 45'	NC			NC			NC			NC			RC	96		RC	96		0.024	106		0.026	110		0.030	120		0.032	125	
1° 00'	NC			NC			NC			RC	90		0.022	101		0.026	110		0.030	120		0.034	130		0.038	139	300	0.042	149	300
1° 15'	NC			NC			RC	84		0.022	95		0.028	115		0.032	125		0.038	139		0.042	149		0.046	158		0.052	173	
1° 30'	NC			RC	78		0.022	88		0.028	108		0.032	125		0.038	139		0.044	154		0.050	168	300	0.056	182		0.062	197	
1° 45'	RC	72		RC	78		0.026	97		0.030	113		0.036	134		0.044	154		0.050	168	300	0.056	182		0.064	202		0.070	216	
2° 00'	RC	72		0.024	86		0.028	101		0.034	122		0.042	149		0.048	163		0.056	182		0.064	202		0.070	216		0.080	240	
2° 15'	RC	72		0.026	90		0.032	109		0.038	131		0.046	158		0.054	178	300	0.062	197		0.070	216		0.078	235	350	0.088	259	350
2° 30'	0.022	75		0.028	94		0.034	113		0.042	140		0.050	168		0.058	187		0.068	211		0.076	230		0.086	254		0.096	278	
2° 45'	0.024	79		0.030	98		0.038	122		0.046	149	200	0.054	178		0.064	202		0.072	221		0.082	245		0.092	269		0.100	288	400
3° 00'	0.026	83		0.034	105		0.040	126		0.050	158		0.058	187	250	0.068	211		0.078	235		0.088	259		0.098	283	400	D MAX = 2° 45'		
3° 15'	0.028	86		0.036	109		0.044	134		0.052	162		0.062	197		0.072	221		0.082	245		0.092	269		0.100	288				
3° 30'	0.030	90		0.038	113		0.046	139	200	0.056	171		0.066	206		0.076	230		0.086	254		0.096	278	350	D MAX = 3° 30'					
3° 45'	0.032	93		0.040	117		0.050	147		0.058	176		0.070	216		0.080	240		0.090	264		0.098	283							
4° 00'	0.034	97		0.042	121	200	0.052	151		0.062	185		0.072	221		0.084	250		0.094	274	350	0.100	288							
4° 15'	0.036	100		0.044	125		0.054	155		0.064	189		0.076	230		0.086	254	350	0.096	278		D MAX = 4° 15'								
4° 30'	0.036	100		0.046	129		0.056	160		0.068	198		0.078	235		0.090	264		0.098	283										
4° 45'	0.038	104	200	0.048	133		0.060	168		0.070	203		0.082	245		0.092	269		0.100	288										
5° 00'	0.040	108		0.050	137		0.062	172		0.072	207		0.084	250		0.094	274		D MAX = 5° 15'										
5° 30'	0.044	115		0.054	144		0.066	181		0.078	221	250	0.088	259		0.098	283												
6° 00'	0.046	119		0.058	152		0.070	189		0.082	230		0.092	269		0.100	288												
6° 30'	0.050	126		0.062	160		0.074	198		0.086	239		0.096	278	300	D MAX = 6° 30'													
7° 00'	0.052	130		0.064	164		0.078	206		0.090	248		0.098	283															
7° 30'	0.054	133		0.068	172		0.080	210		0.092	252		0.100	288															
8° 00'	0.058	140		0.070	176		0.084	219		0.094	257	300	D MAX = 8° 25'																
8° 30'	0.060	144		0.072	179		0.086	223	250	0.096	261																		
9° 00'	0.062	148		0.076	187		0.088	227		0.098	266																		
9° 30'	0.064	151		0.078	191		0.092	235		0.100	270																		
10° 00'	0.066	155		0.080	195		0.094	240		D MAX = 10° 30'																			
11° 00'	0.070	162		0.084	203		0.096	244																					
12° 00'	0.074	169		0.088	211	250	0.098	248																					
13° 00'	0.076	173		0.090	215		0.100	252	300	D MAX = 13° 45'																			
14° 00'	0.080	180		0.094	222																								
15° 00'	0.082	184		0.096	226																								
16° 00'	0.086	191		0.098	230																								
17° 00'	0.088	194		0.100	234																								
18° 00'	0.090	198	250	D MAX = 19° 30'																									
19° 00'	0.092	202																											
20° 00'	0.094	205																											
21° 00'	0.096	209																											
22° 00'	0.096	209																											
23° 00'	0.098	212																											
24° 00'	0.098	212																											
25° 00'	0.100	216																											
D MAX = 28° 30'																													

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)

GENERAL NOTES

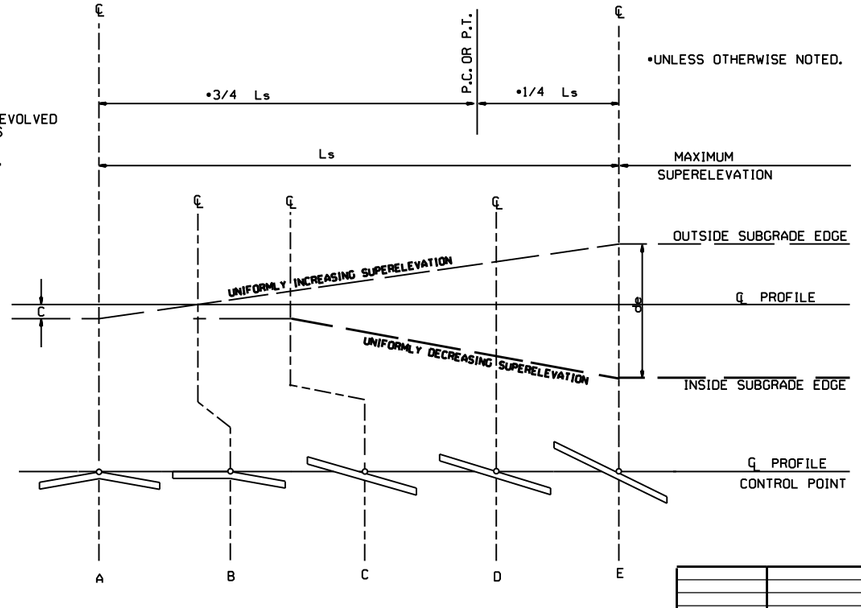
1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

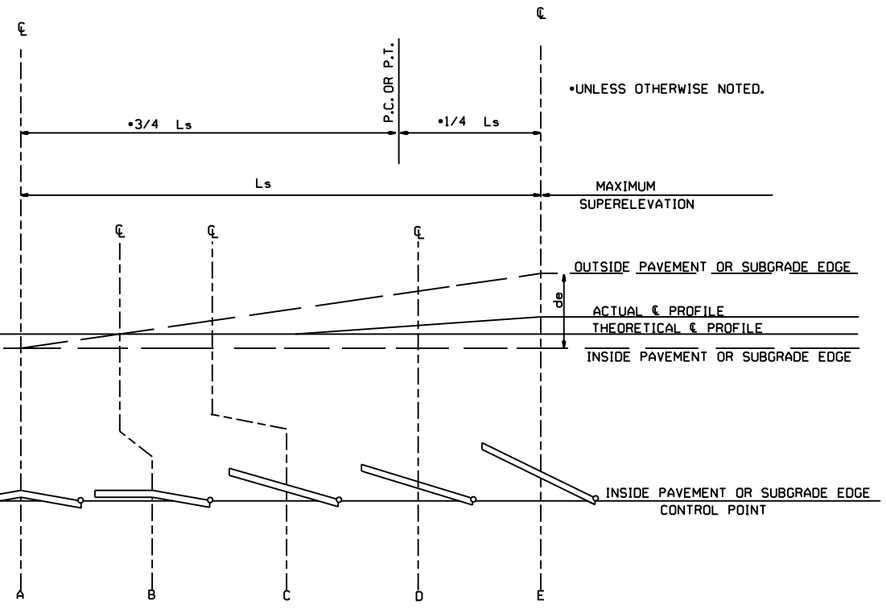
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

DATE	REVISION	DATE FILLMED
11-07-19	REVISED SUPERELEVATION TABLE	
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

STANDARD DRAWING SE-2

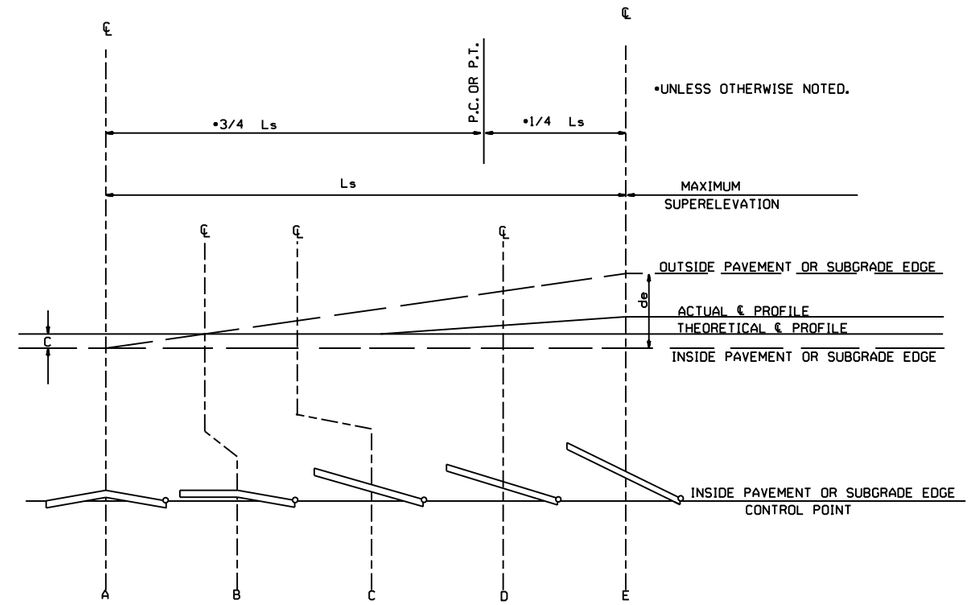
SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC (4% MAXIMUM)

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	35 MPH e	35 MPH Ls (FT) MINIMUM	35 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	45 MPH e	45 MPH Ls (FT) MINIMUM	45 MPH Ls (FT) DESIRABLE
0° 15'	NC			0° 15'	NC			0° 15'	NC			0° 15'	NC		
0° 30'				0° 30'				0° 30'				0° 30'			
0° 45'				0° 45'				0° 45'				0° 45'			
1° 00'				1° 00'				1° 00'				1° 00'	RC	90	125
1° 15'				1° 15'				1° 15'				1° 15'			
1° 30'				1° 30'				1° 30'	RC	84	100	1° 30'	0.022	95	
1° 45'				1° 45'				1° 45'				1° 45'	0.024	99	
2° 00'				2° 00'	RC	78	100	2° 00'	0.022	88		2° 00'	0.026	104	
2° 15'	RC	72	100	2° 15'				2° 15'	0.024	92	125	2° 15'			
2° 30'				2° 30'	0.022	82		2° 30'	0.026	97		2° 30'	0.028	108	150
2° 45'				2° 45'				2° 45'				2° 45'	0.030	113	
3° 00'				3° 00'	0.024	86	125	3° 00'				3° 00'			
3° 15'	0.022	75		3° 15'				3° 15'	0.028	101		3° 15'	0.032	117	
3° 30'				3° 30'				3° 30'				3° 30'			
3° 45'	0.024	79		3° 45'	0.026	90		3° 45'	0.030	105		3° 45'	0.034	122	
4° 00'				4° 00'				4° 00'				4° 00'			
4° 15'				4° 15'				4° 15'	0.032	109		4° 15'			
4° 30'				4° 30'	0.028	94		4° 30'				4° 30'	0.036	126	
4° 45'	0.026	83		4° 45'				4° 45'				4° 45'			
5° 00'				5° 00'	0.030	98		5° 00'	0.034	113		5° 00'	0.038	131	
5° 30'				5° 30'				5° 30'				5° 30'			
6° 00'				6° 00'	0.032	101		6° 00'	0.036	118	150	6° 00'	0.040	135	
6° 30'	0.028	86		6° 30'				6° 30'							
7° 00'				7° 00'			150	7° 00'	0.038	122					
7° 30'	0.030	90		7° 30'	0.034	105		7° 30'							
8° 00'				8° 00'				8° 00'	0.040	126					
8° 30'	0.032	93		8° 30'	0.036	109									
9° 00'				9° 00'											
9° 30'				9° 30'											
10° 00'	0.034	97		10° 00'	0.038	113									
10° 30'				10° 30'											
11° 00'				11° 00'											
11° 30'			125	11° 30'	0.040	117									
12° 00'	0.036	100													
12° 30'															
13° 00'															
13° 30'															
14° 00'	0.038	104													
14° 30'															
15° 00'															
15° 30'															
16° 00'															
16° 30'	0.040	108	150												

D MAX = 22° 45' | D MAX = 15° 15' | D MAX = 10° 30' | D MAX = 8° 00'

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

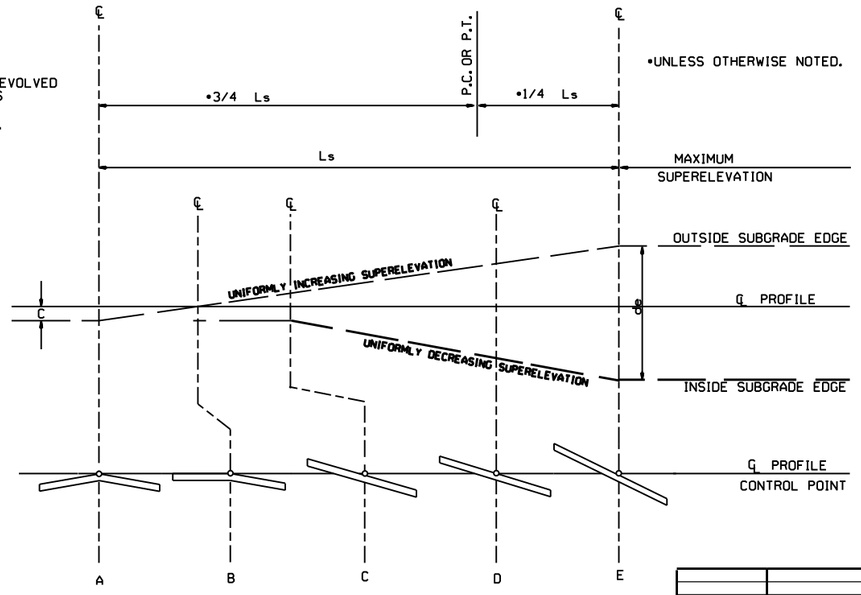
GENERAL NOTES

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

11-07-19	ISSUED	
DATE	REVISION	DATE FILMED

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)

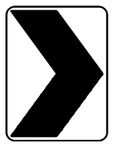
STANDARD DRAWING SE-3



R1-1
30"X30"



W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



W2-5
30"X30"



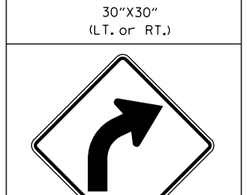
W3-1
36"X36"



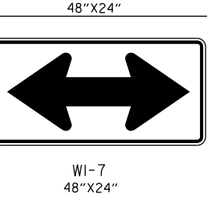
W5-1
36"X36"



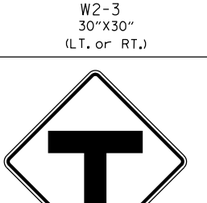
M6-3
21"X15"



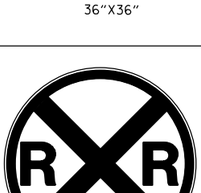
R1-2
36"X36"X36"



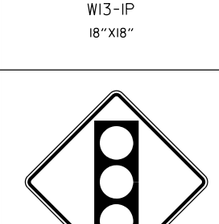
W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"



S1-1
36"X36"



W3-2
36"X36"

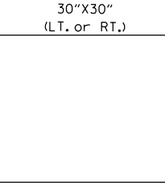


County
Route Marker
M1-6
24"X24"

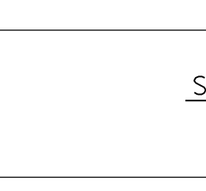
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



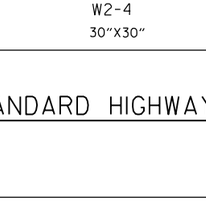
M6-4
21"X15"



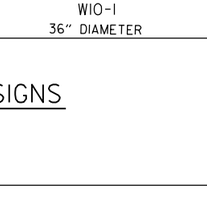
R2-1
24"X30"



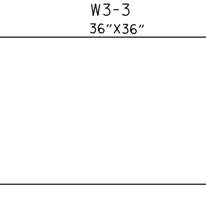
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"

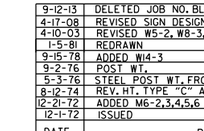


W5-2
36"X36"



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"

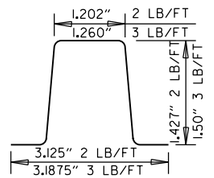
S4-3P
24"X8"

S4-2P
24"X10"

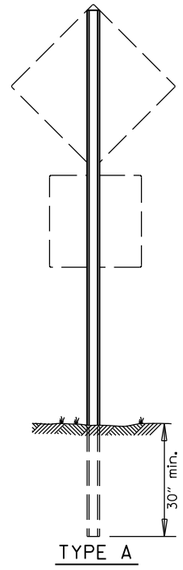
OM-3
12"X36"
(LT. or RT.)

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

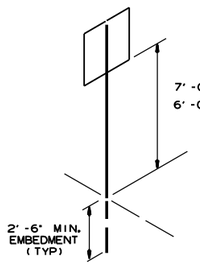
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & 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

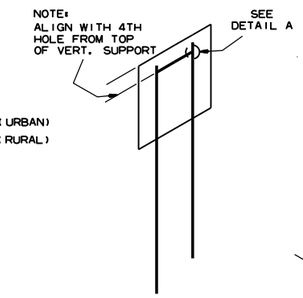
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

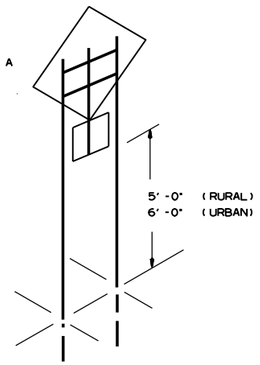
STANDARD DRAWING SHS-1



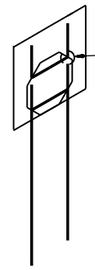
U-1



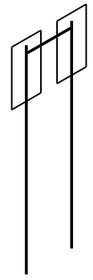
U-2



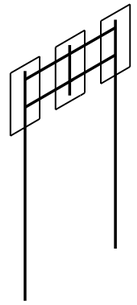
U-2 (A)



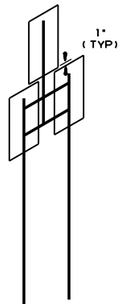
U-2 (B)



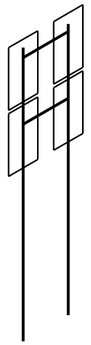
U-2 (1)



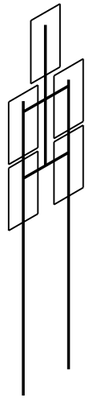
U-2 (2)



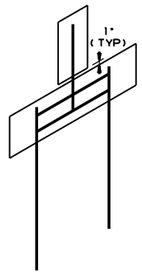
U-2 (3)



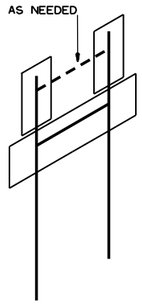
U-2 (4)



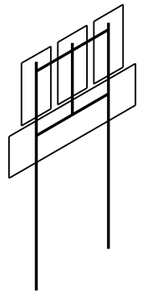
U-2 (5)



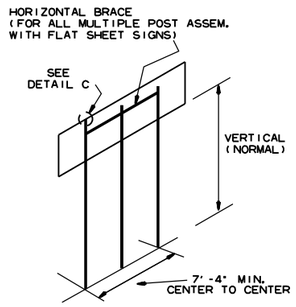
U-2 (6)



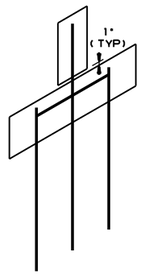
U-2 (7)



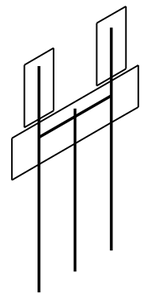
U-2 (8)



U-3



U-3 (1)



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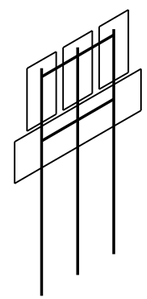

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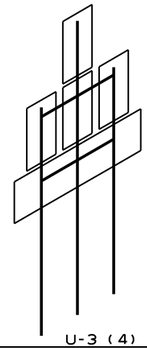
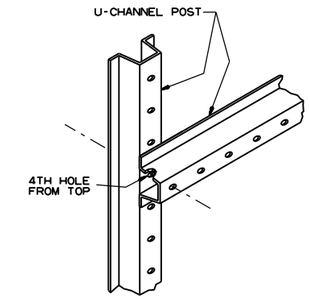
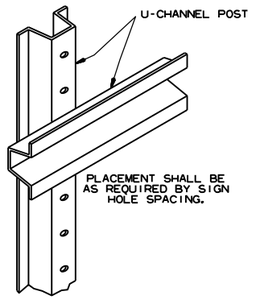


U-3 (4)



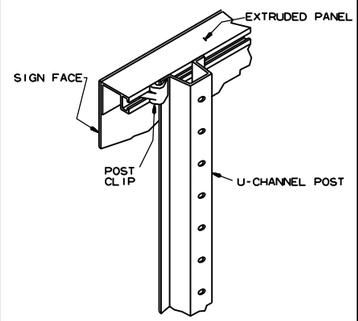
DETAIL A

SHOWING HORIZONTAL BRACE



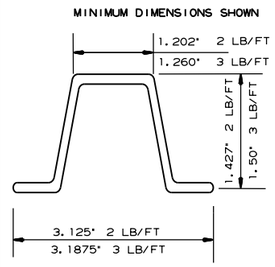
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



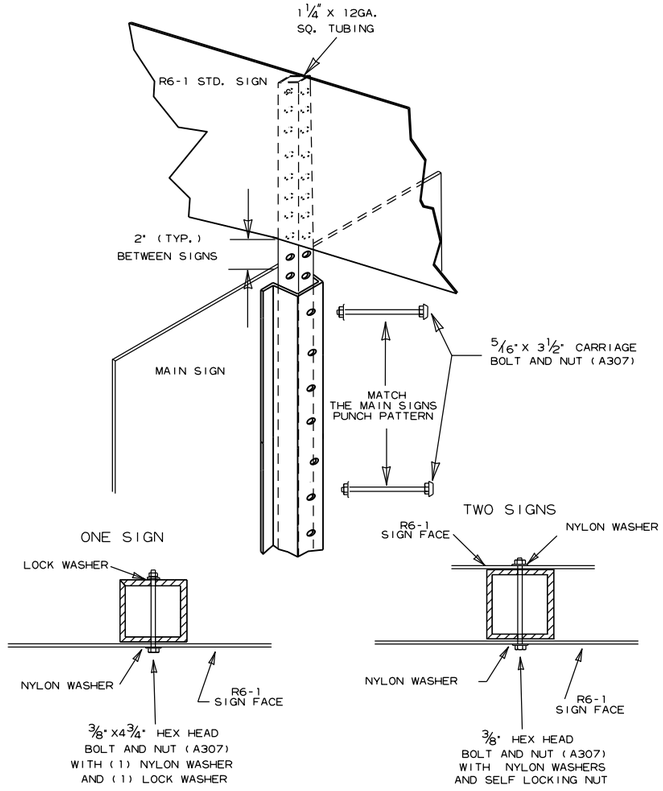
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



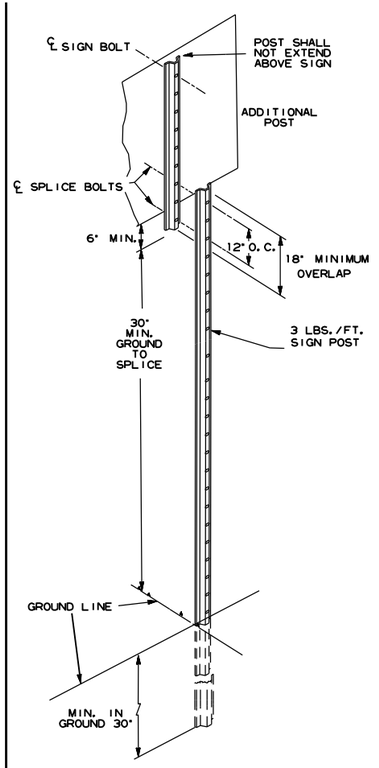
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

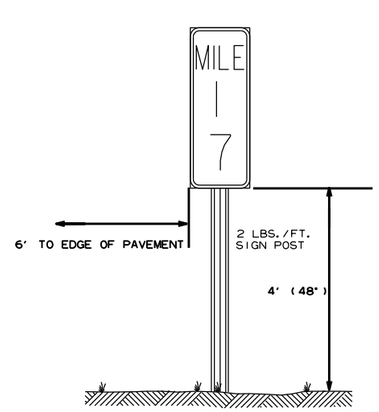
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

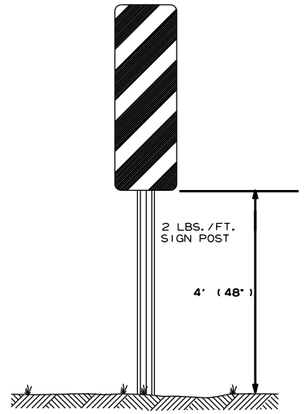
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

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

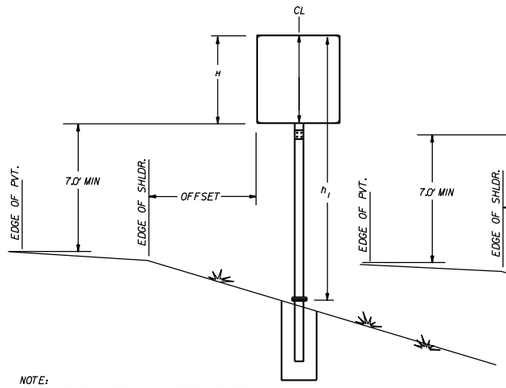
DATE	REVISION	FILMED
7-25-19	REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT	
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

U-CHANNEL POST ASSEMBLIES

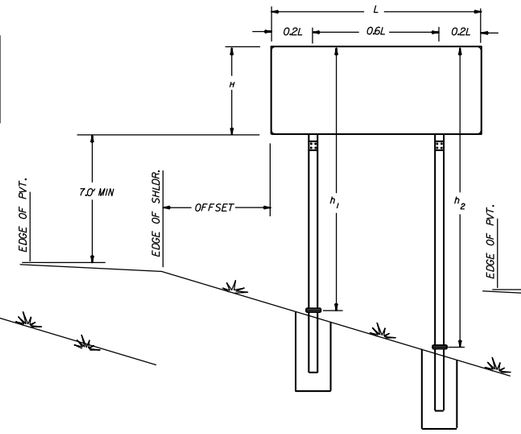
STANDARD DRAWING SHS-2

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

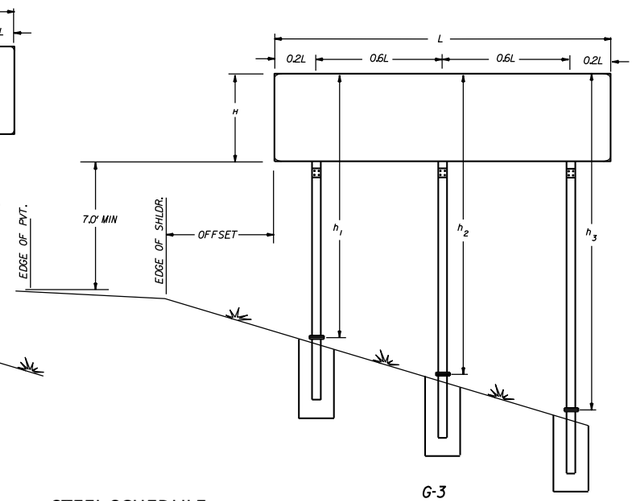


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

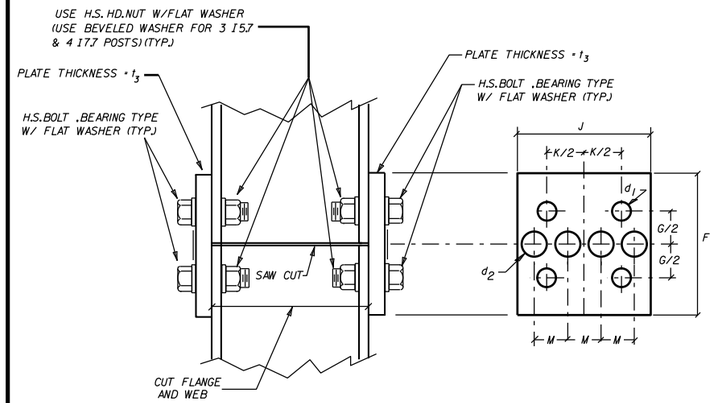
G-1



G-2

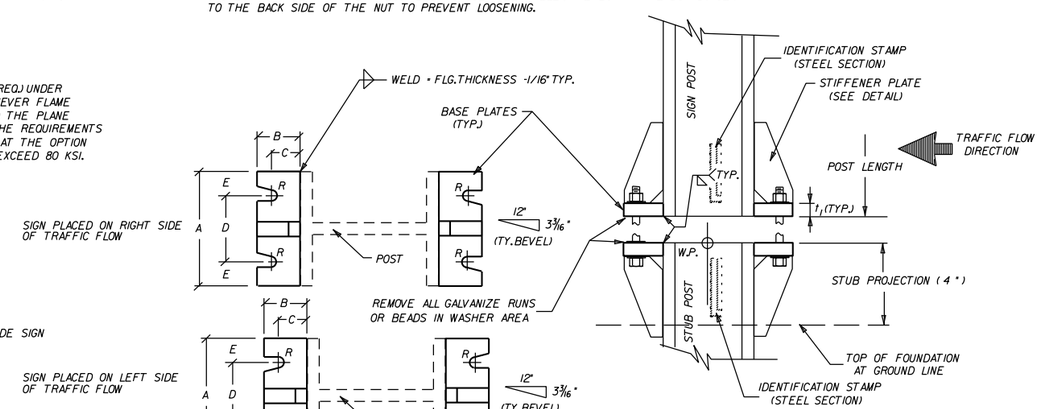


G-3

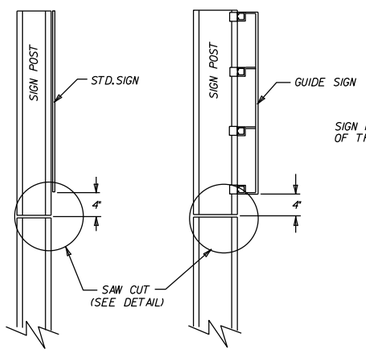


NOTE: USE H.S.HEX HEAD BOLTS,HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED.ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS,HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. 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.



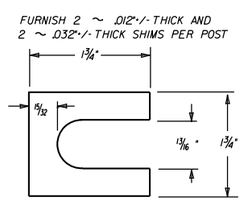
NOTE: BOLT HOLES,USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



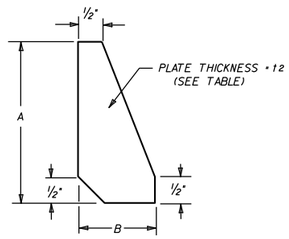
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED. AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. REPAIR OF CUT SURFACES AFTER GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123.

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.

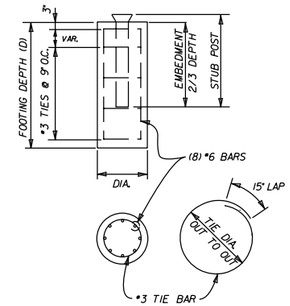
REFER TO THE PLANS FOR FOOTING DIMENSIONS.

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

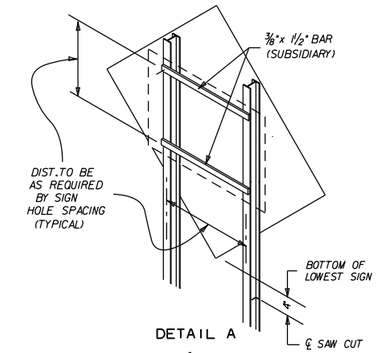
SIGN POST AND STUB POST

DATE	REVISION	FILMED
5-19-22	REVISED FUSE PLATE DETIALS' NOTE.	
9-12-13	ISSUED	

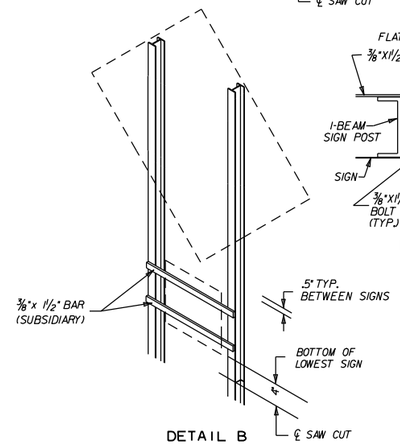
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

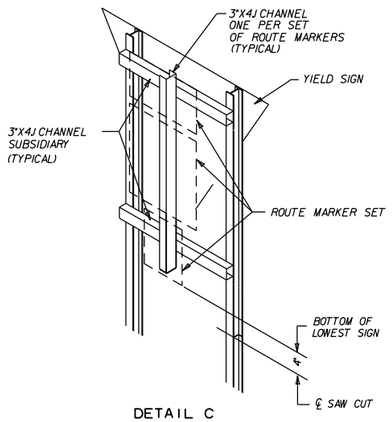
STANDARD DRAWING SHS-3



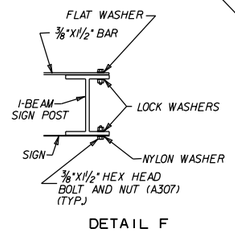
DETAIL A



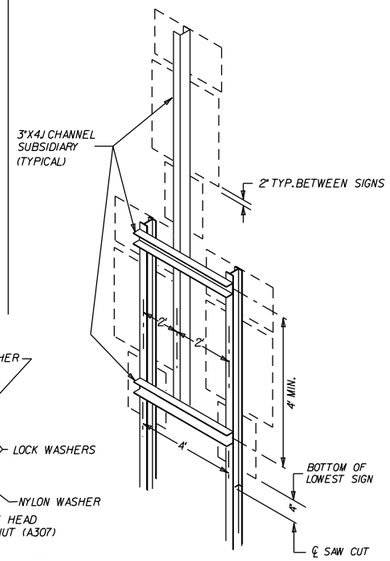
DETAIL B



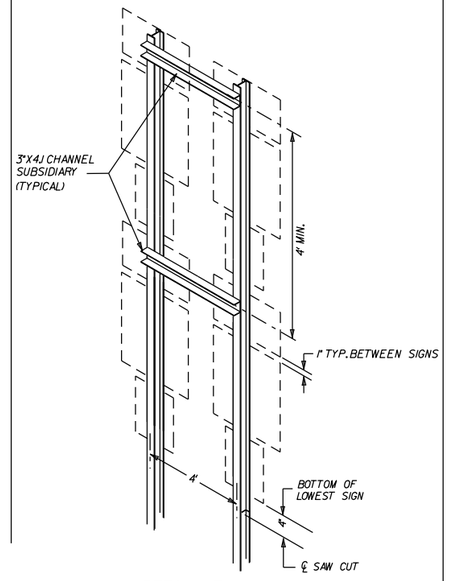
DETAIL C



DETAIL F



DETAIL D



DETAIL E

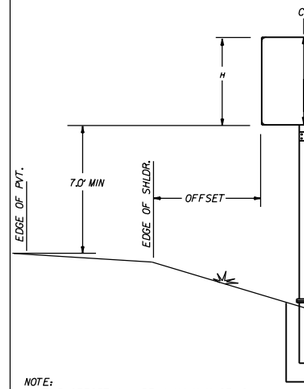
NOTE

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.

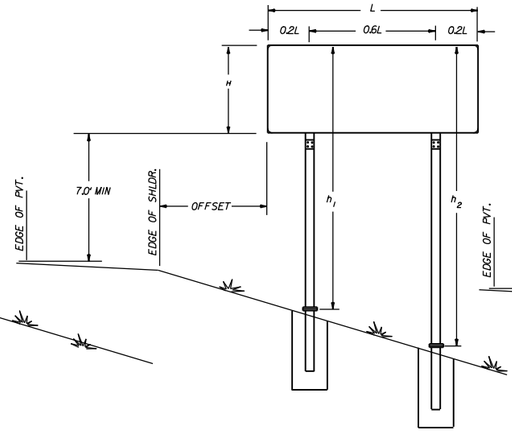
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

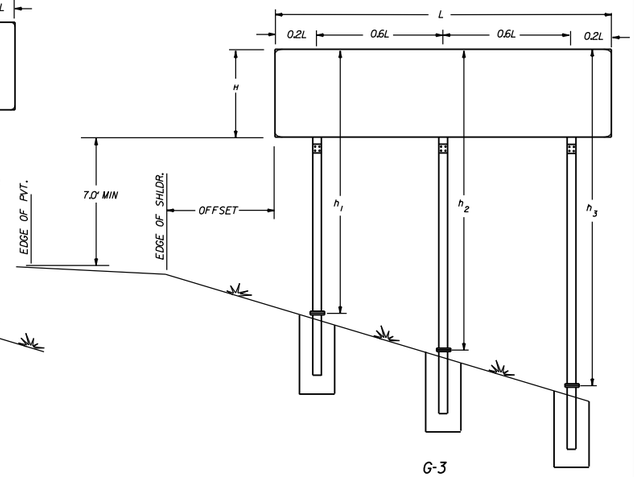


G-1

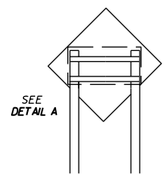
NOTE:
THE OFFSET WILL BE A MINUTE OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



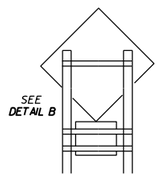
G-2



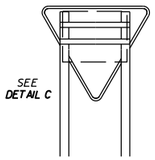
G-3



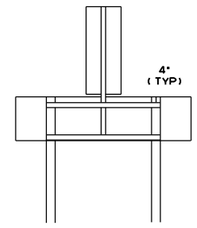
G2-1



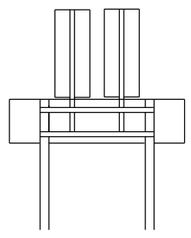
G2-2



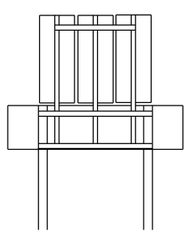
G2-3



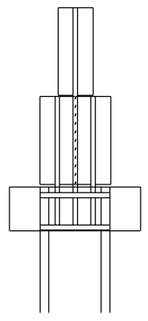
G2-4



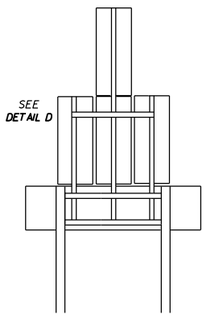
G2-5



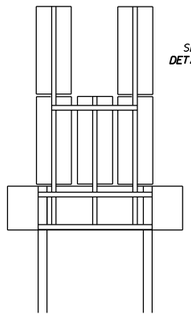
G2-6



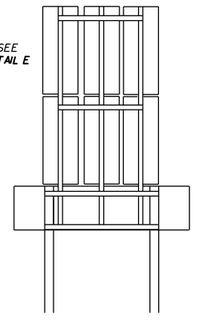
G2-7



G2-8



G2-9



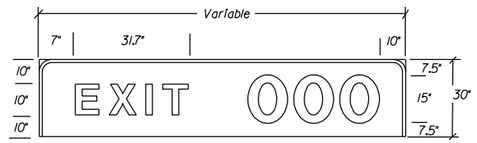
G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	



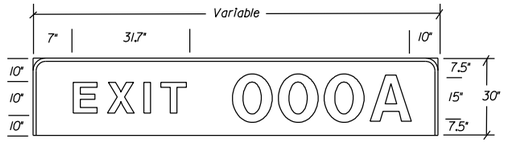
TYPICAL DETAIL

TYPE A



EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B

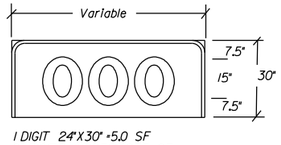


EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C

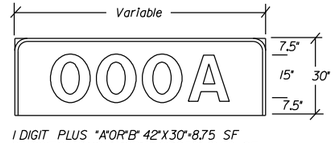
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30" =5.0 SF
2 DIGITS 42"X30" =8.75 SF
3 DIGITS 60"X30" =12.50 SF

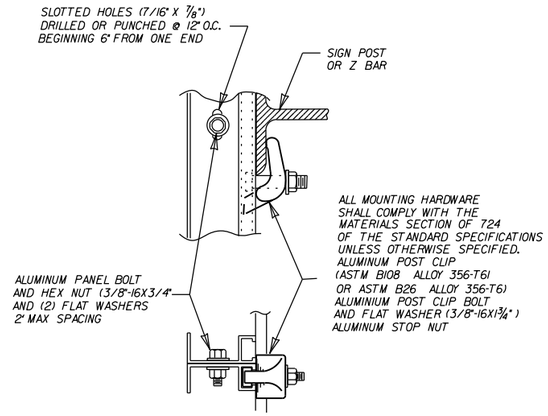
TYPE E

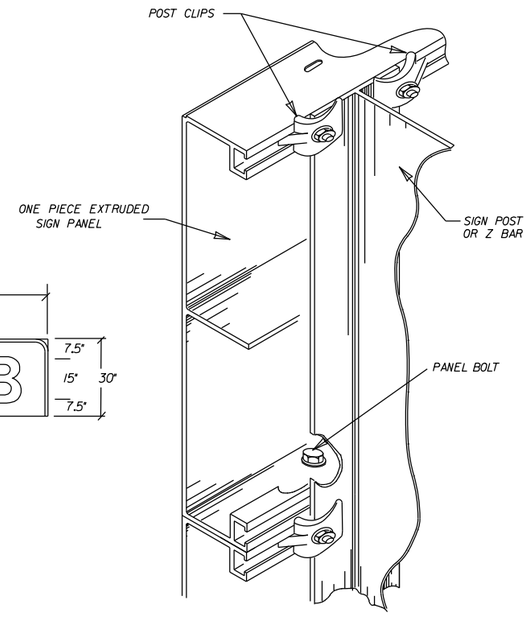


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

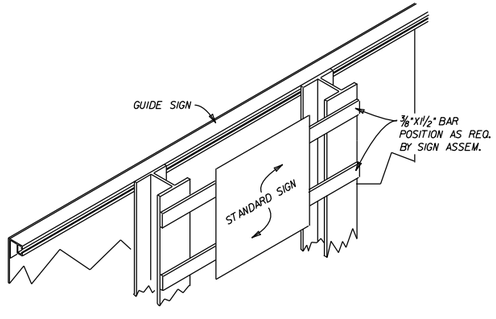
EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

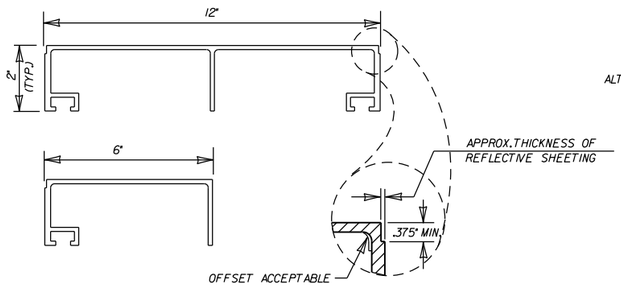




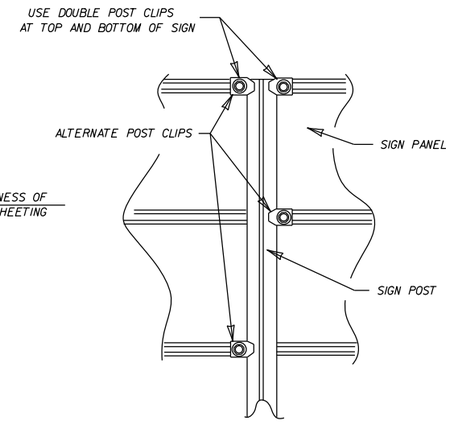
MOUNTING HARDWARE



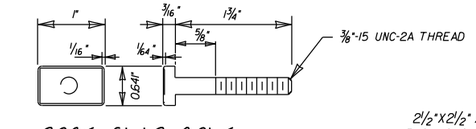
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



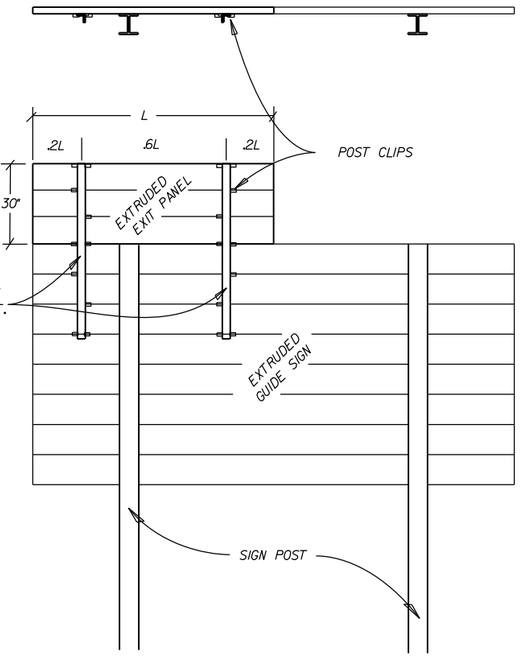
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



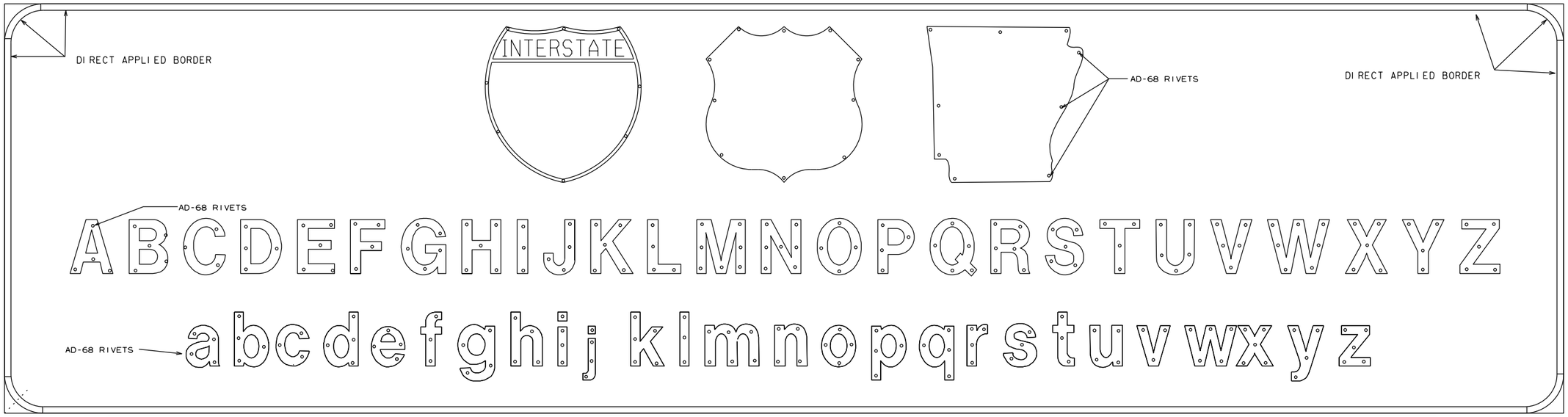
POST CLIP BOLT

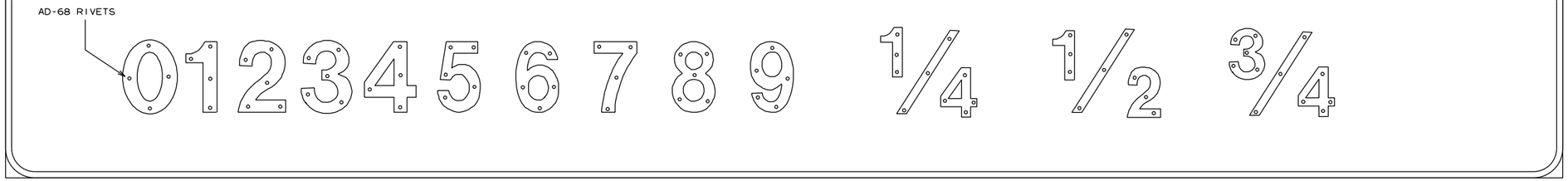


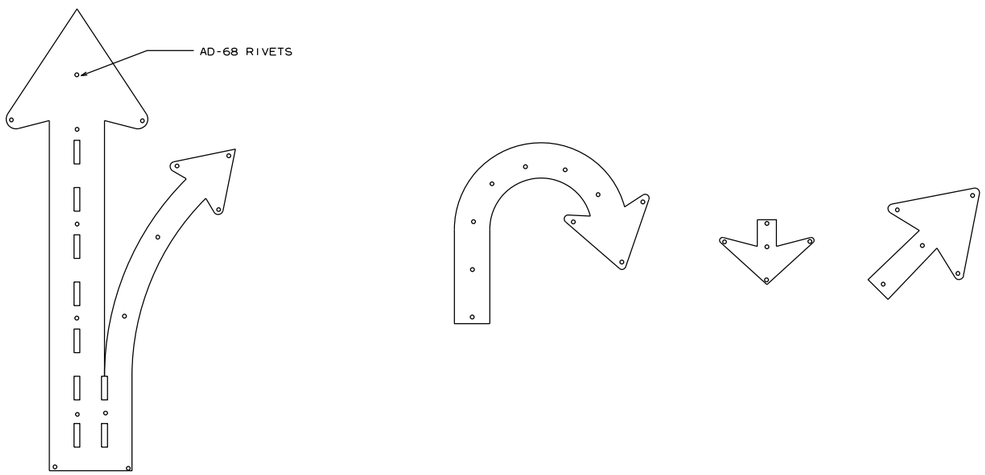
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS







NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

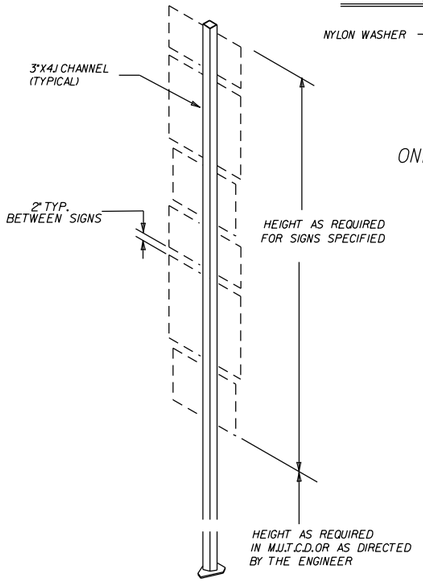
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

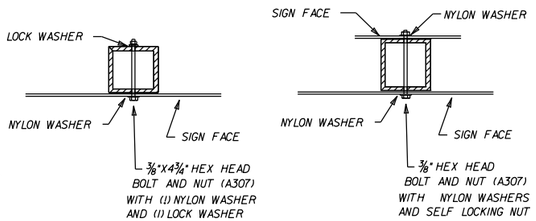
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

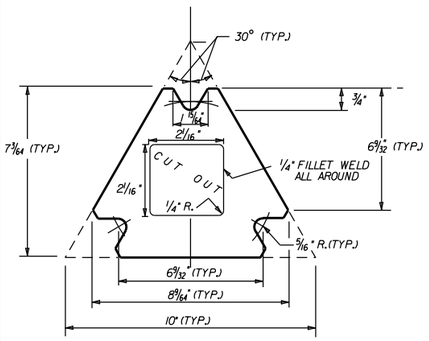
			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-6
DATE	REVISION	FILMED	



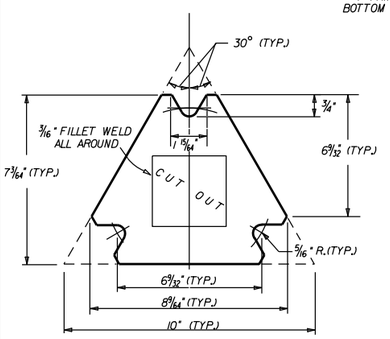


CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE



TOP PLATE



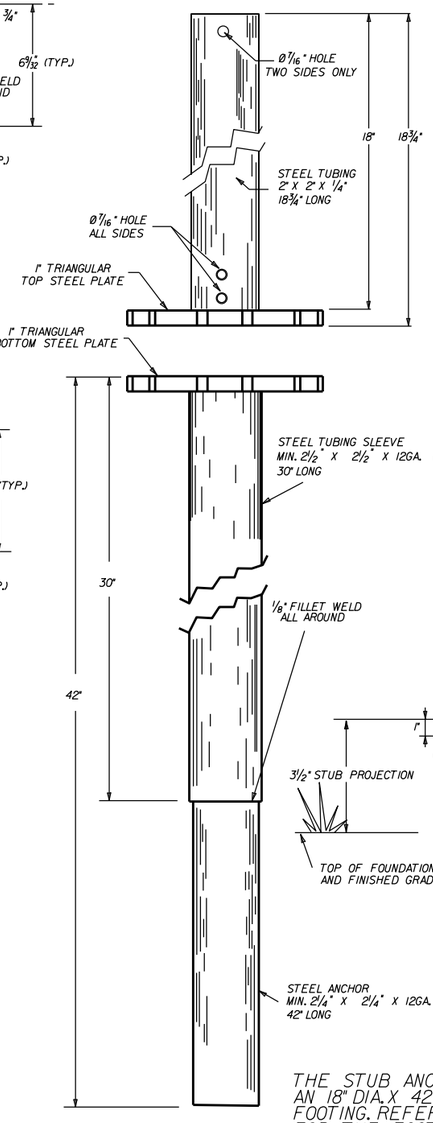
BOTTOM PLATE

GENERAL NOTES:

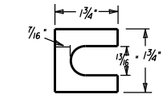
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

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.

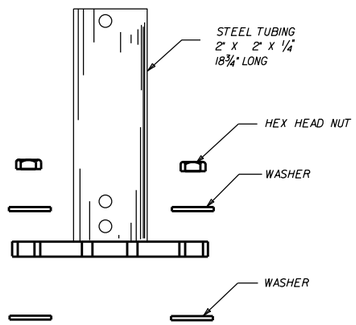


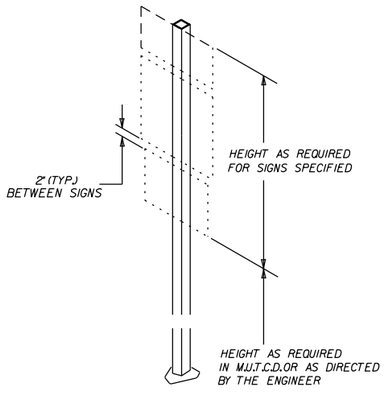
THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD.DRWG.SHS-3 FOR THE FOOTING DETAILS.



FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

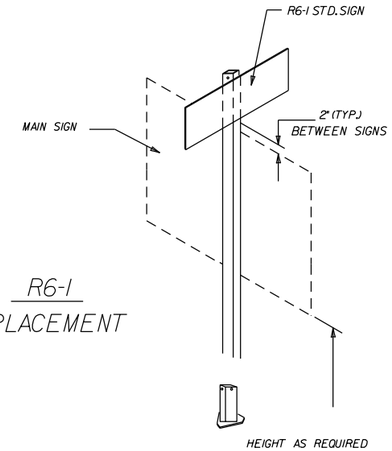
SHIM DETAIL





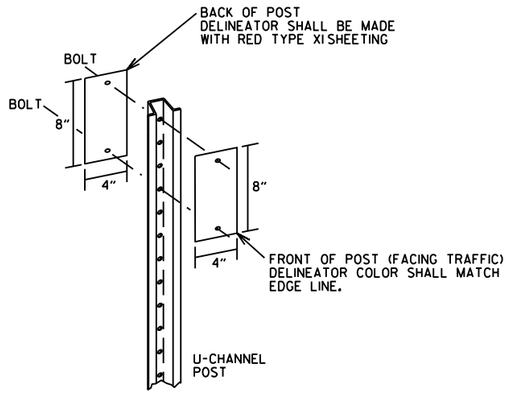
TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL

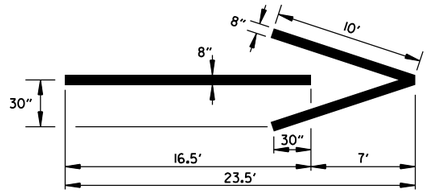


R6-1 PLACEMENT

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
9-12-13	ISSUED		STANDARD DRAWING SHS-7
DATE	REVISION	FILMED	



TYPE 2 DELINEATOR DETAILS



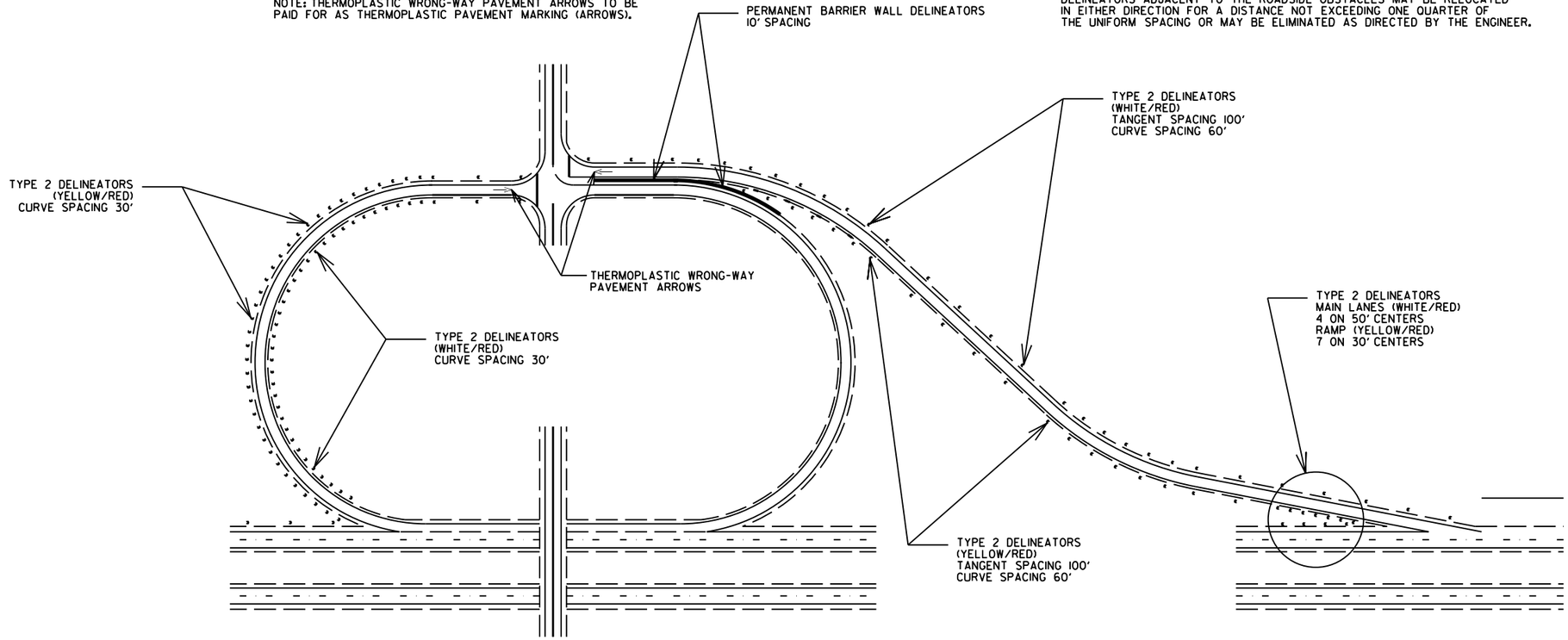
THERMOPLASTIC WRONG-WAY
PAVEMENT ARROWS

NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

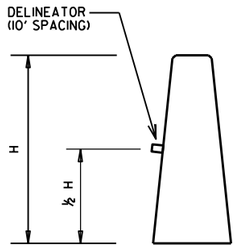
LEGEND

DELINEATOR

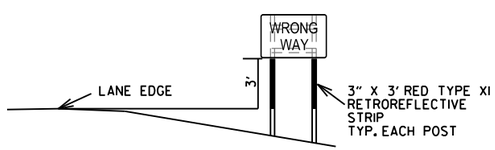
NOTE: WHEN UNIFORM SPACING IS INTERRUPTED BY ROADSIDE OBSTACLES, DELINEATORS ADJACENT TO THE ROADSIDE OBSTACLES MAY BE RELOCATED IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING OR MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER.



TYPICAL EXIT RAMP DELINEATOR PLACEMENT

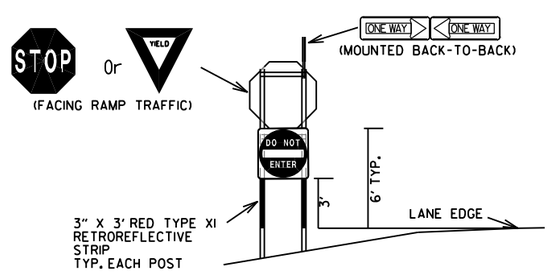


PERMANENT BARRIER WALL
DELINEATOR DETAIL



WRONG-WAY SIGN ASSEMBLY DETAILS

NOTES
1. WRONG-WAY SIGNS MAY BE MOUNTED ON THE BACK SIDE OF EXISTING SIGN SUPPORTS WHERE POSSIBLE.
2. WRONG-WAY SIGNS ARE NORMALLY GATED, BUT MAY BE OFFSET WHEN BARRIER WALLS ARE PRESENT ON THE INSIDE SHOULDER. IN SUCH CASES, THE SIGN ON THE INSIDE SHOULDER SIDE MAY BE LOCATED PAST THE END OF THE BARRIER WALL. IN RARE CASES WHERE THE BARRIER WALL EXTENDS TO OR NEAR THE MAIN LANES, BOTH SIGNS MAY BE LOCATED ON THE OUTSIDE SHOULDER SIDE OF THE RAMP, WITH APPROXIMATELY 300' SPACING BETWEEN THE SIGNS.



RAMP INTERSECTION SIGN ASSEMBLY DETAILS

THE DELINEATORS SHALL BE PLACED AT A 4' HEIGHT MEASURED FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE DELINEATOR. DELINEATOR POSTS SHALL BE PLACED 2 TO 8 FT. OUTSIDE THE OUTER EDGE OF THE SHOULDER, OR IF APPROPRIATE, IN LINE WITH THE ROADSIDE BARRIER THAT IS 8 FT. OR LESS OUTSIDE THE OUTER EDGE OF THE SHOULDER.

DELINEATOR SPACING IN CURVES SHALL BE REDUCED TO 30' WHEN THE RAMP ADVISORY SPEED IS 30 MPH OR LESS.

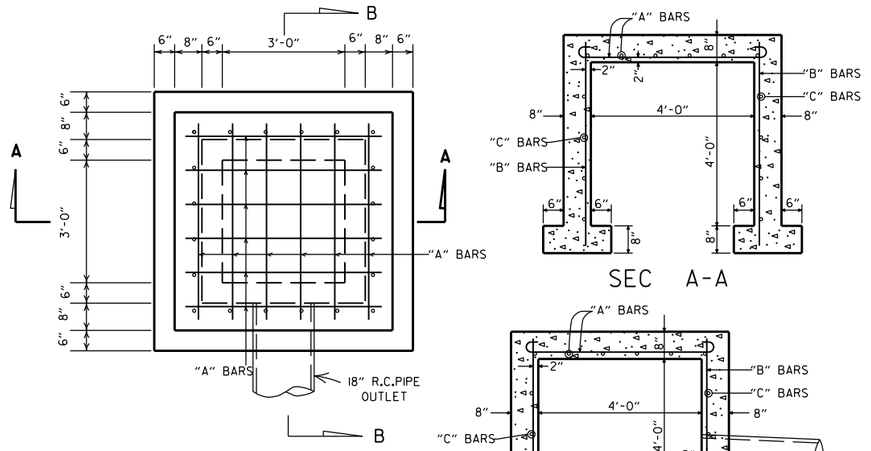
IF MULTIPLE LANES EXIST AT THE RAMP TERMINAL, THE THERMOPLASTIC WRONG-WAY ARROW SHALL BE PLACED AS CLOSE TO THE RAMP TERMINAL TURNOUT AS POSSIBLE.

DATE	REVISION	FILMED
11-16-17	ADDED NOTES	
06-01-17	RE-DRAWN	
09-12-13	ISSUED AS STANDARD DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

TYPICAL EXIT RAMP SIGN AND DELINEATOR DETAILS

STANDARD DRAWING SHS-8



SEC A-A

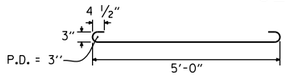
SEC B-B

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

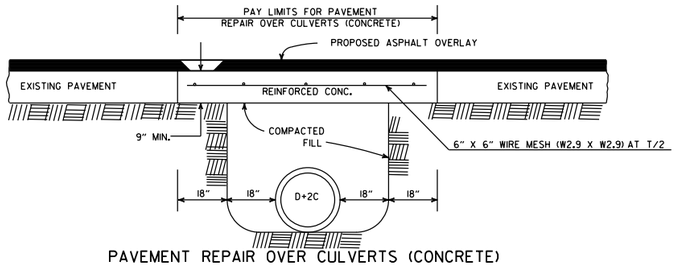
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

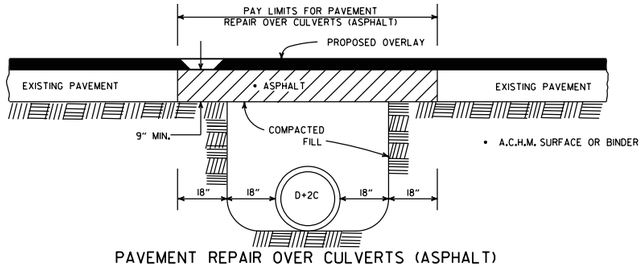
GENERAL NOTE:

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



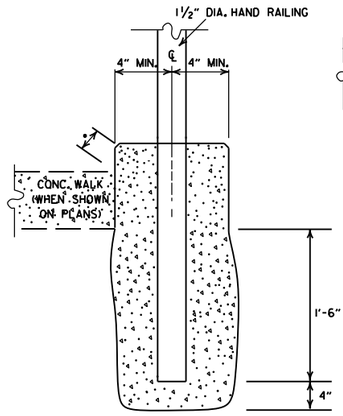
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



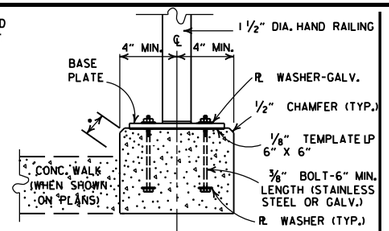
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

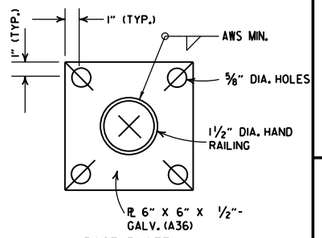
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

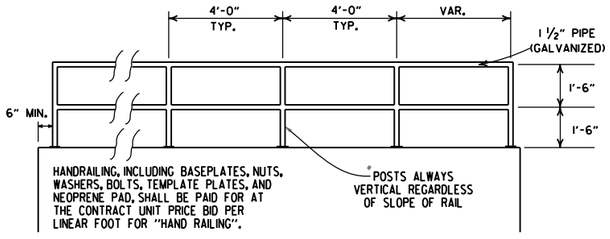


POST CONNECTION TO WALL

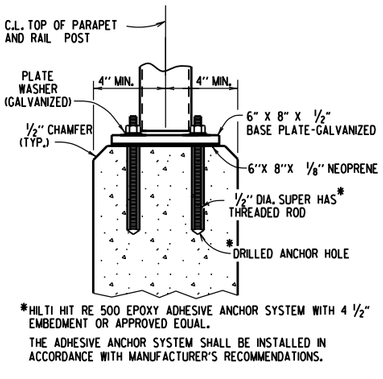


BASE PLATE

POST CONNECTION DETAILS



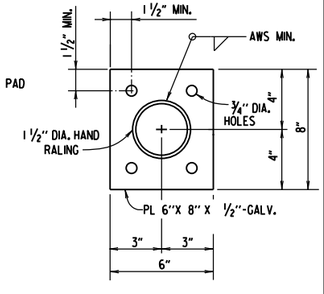
HAND RAILING SHALL CONFORM TO SECTION 633.



*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.

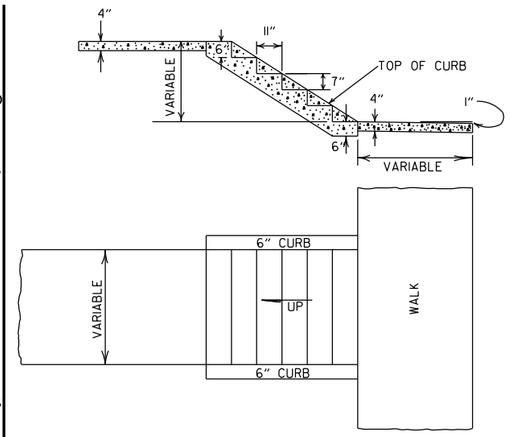
POST CONNECTION TO WALL



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.

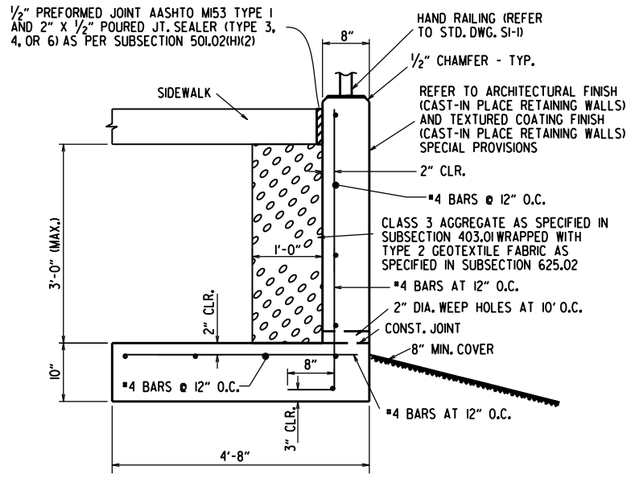
DETAILS OF CONCRETE STEPS & WALKS

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

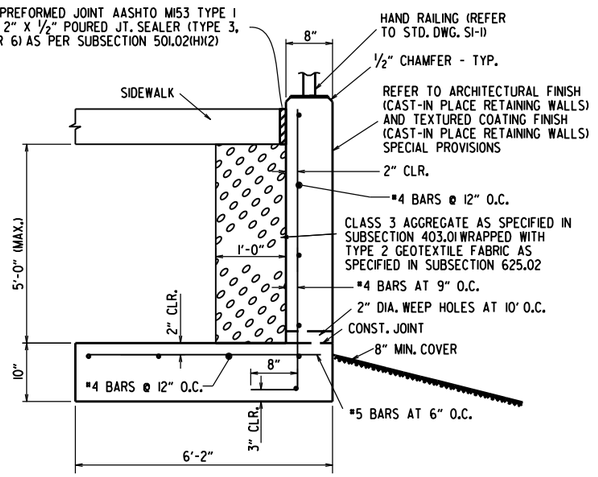
DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI - 1



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.

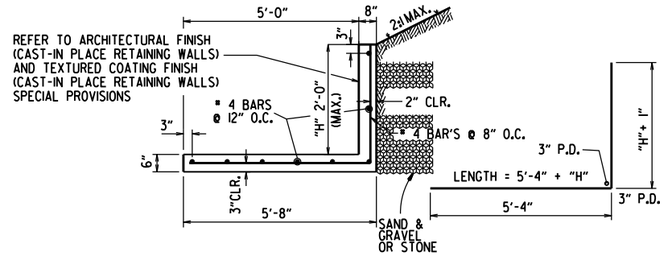
REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 60.

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).

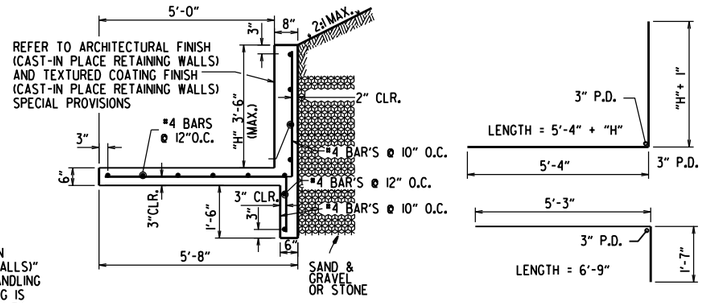
JOINTS IN THE WALL SHALL MATCH TYPE AND SPACING OF THE JOINTS IN THE WALK.

THESE DETAILS ARE NOT INTENDED FOR USE ALONG STREAMS OR DITCHES WITHOUT CONSIDERATION FOR SCOUR.



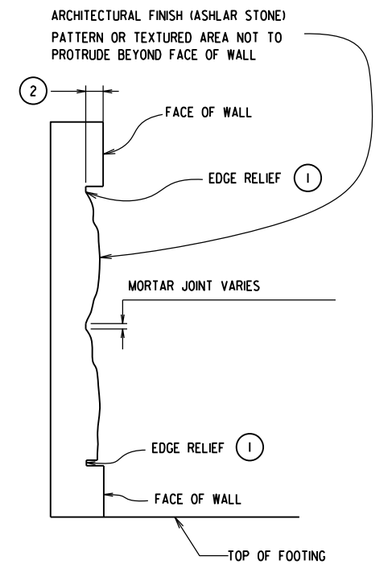
CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 2'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 3'-6"

N.T.S.

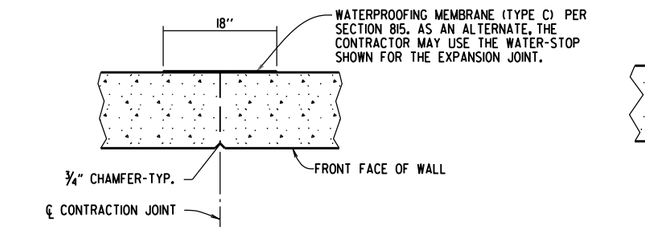


ARCHITECTURAL FINISH DETAILS

N.T.S.

(1) PROVIDE EDGE RELIEF AROUND PERIMETER OF TEXTURE. EDGE RELIEF DIMENSIONS SHALL MATCH MANUFACTURERS EDGE DISTANCE.

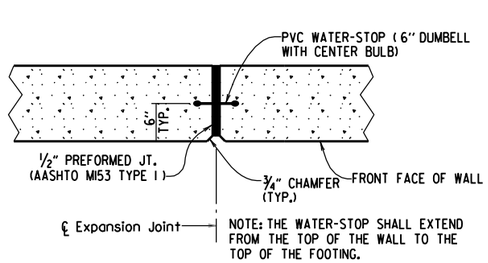
(2) DEPTH OF ASHLAR STONE PATTERN APPROX. 1⅝". SEE SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

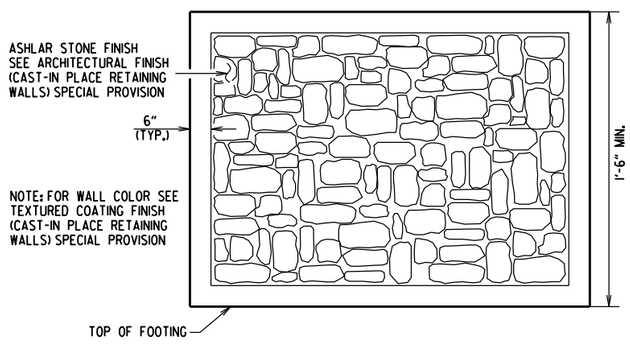
NOTE: 20'-0" MAX. SPACING BETWEEN CONTRACTION JOINTS. HORIZONTAL REINFORCEMENT SHALL BE CONTINUOUS THROUGH CONTRACTION JOINTS.



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)

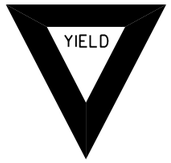
STANDARD DRAWING SI - 3

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"

R5-1



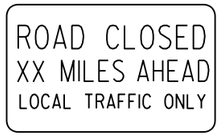
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



48"X30"

R11-3A



60"X30"

R11-4



60"X30"

W21-5a



STD. 36"X36"
FWY. 48"X48"

W1-1



STD. 36"X36"
FWY. 48"X48"

W1-2



STD. 36"X36"
FWY. 48"X48"

W1-3



STD. 48"X48"

W1-4



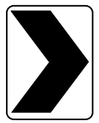
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



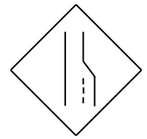
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1



STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7



EXPWY. 36"X36"
FWY. 48"X48"

W9-2



STD. 36"X36"
FWY. 48"X48"

W13-1



STD. 24"X24"

W20-1



STD. 48"X48"

W20-2



STD. 48"X48"

W20-3



STD. 48"X48"

W20-4



STD. 48"X48"

W20-5



STD. 48"X48"

W20-7a



STD. 36"X36"
FWY. 48"X48"

W21-2



STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

W1-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



STD. 36"X36"
FWY. 48"X48"

W8-9



STD. 36"X36"
FWY. 48"X48"

G20-1



60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

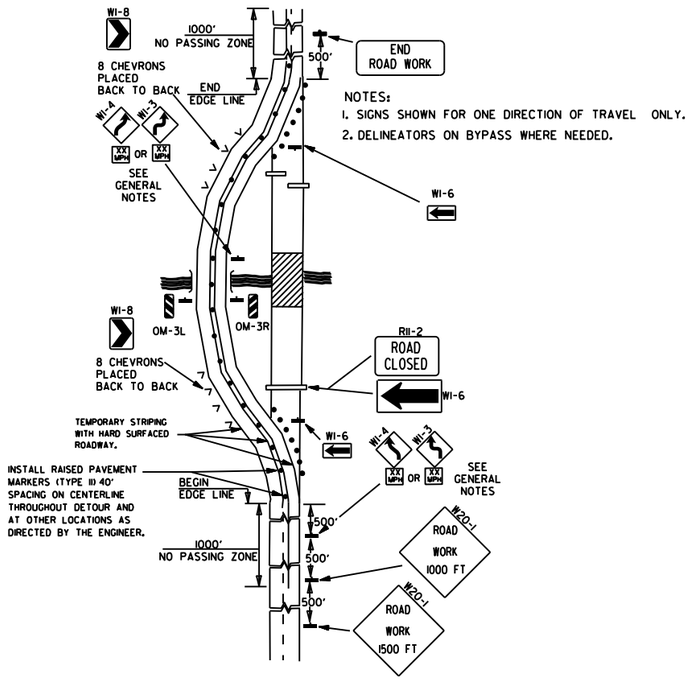
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

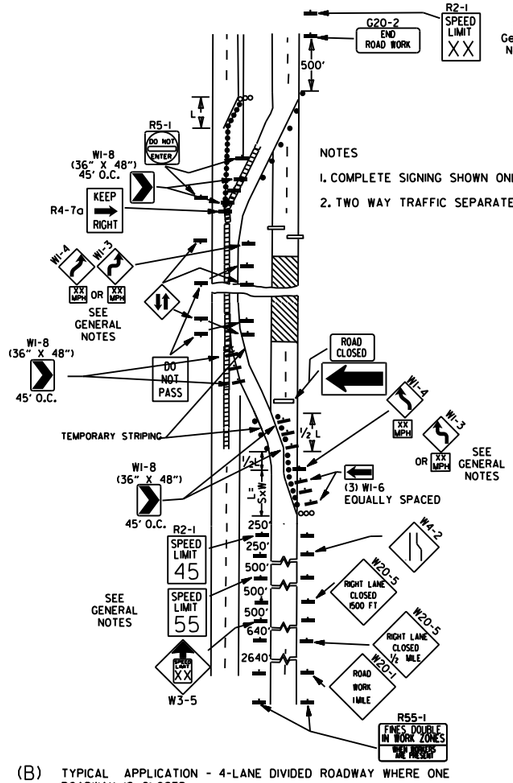
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



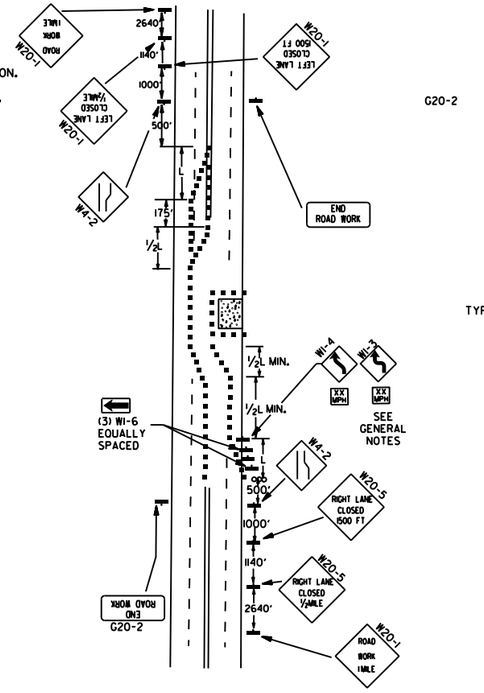
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

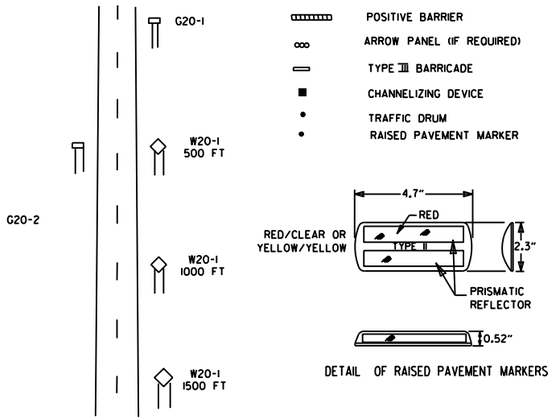


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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



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



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

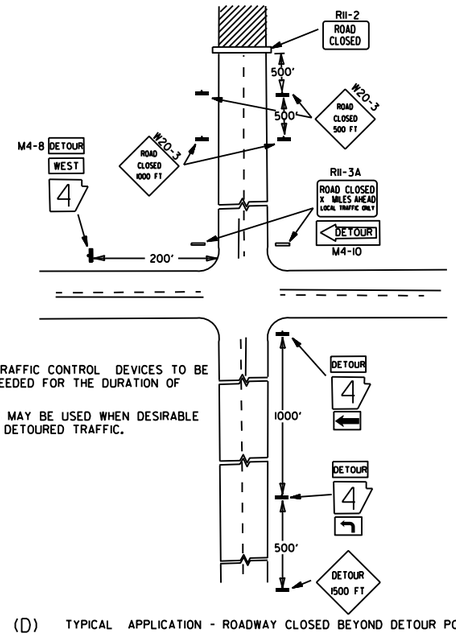
L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

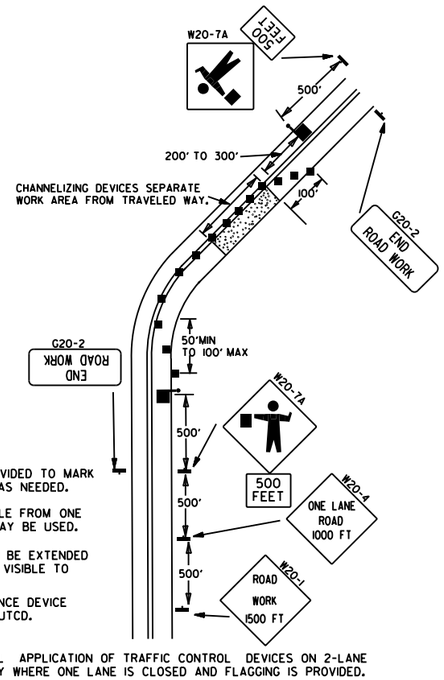
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



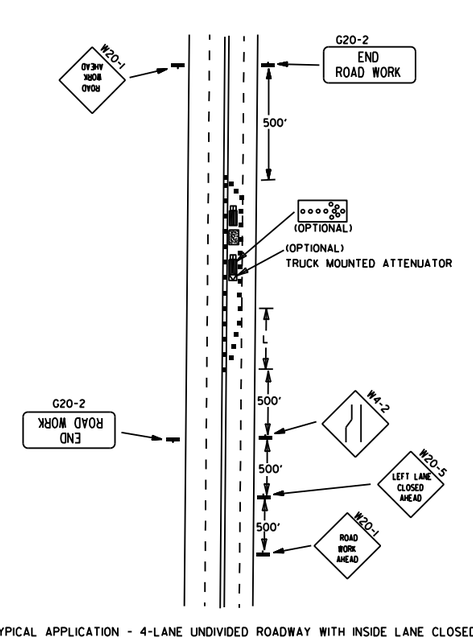
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

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



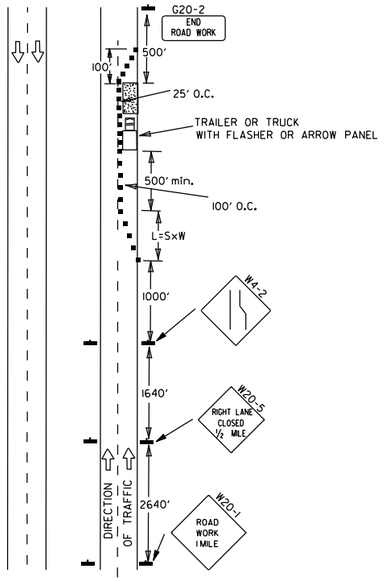
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

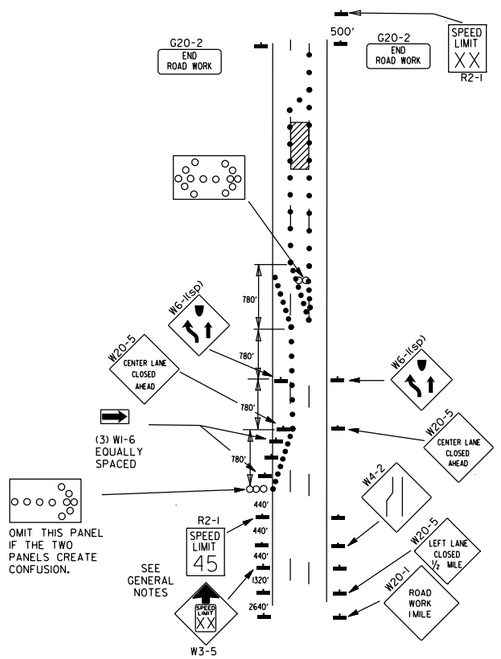
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



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



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

KEY:

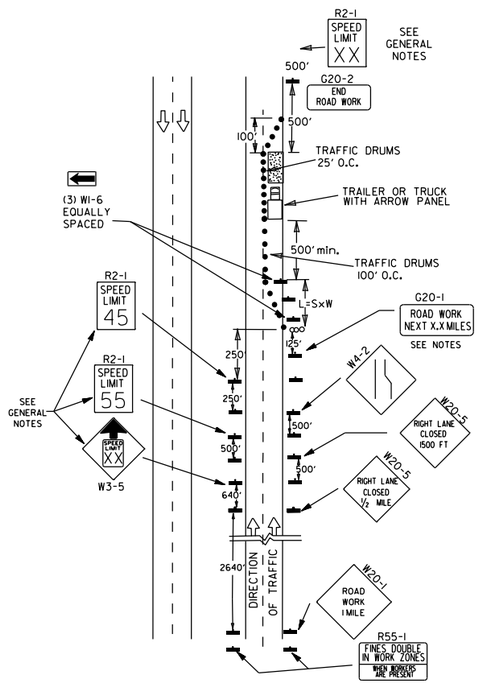
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

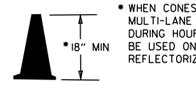
GENERAL NOTES:

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



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

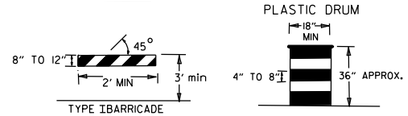
CHANNELIZING DEVICES



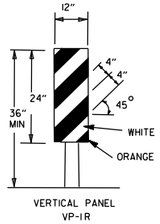
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

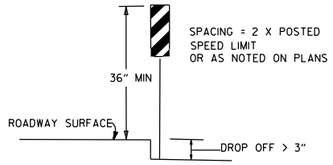
PLASTIC DRUM



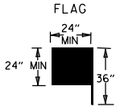
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

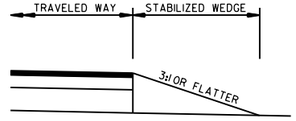
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"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

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

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

GENERAL NOTES:

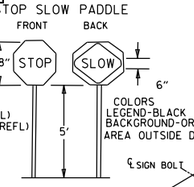
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

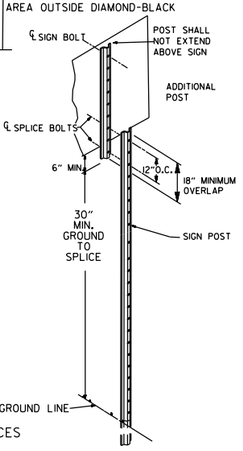


STABILIZED WEDGE

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

STOP SLOW PADDLE

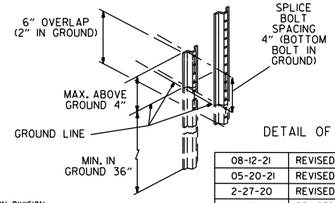




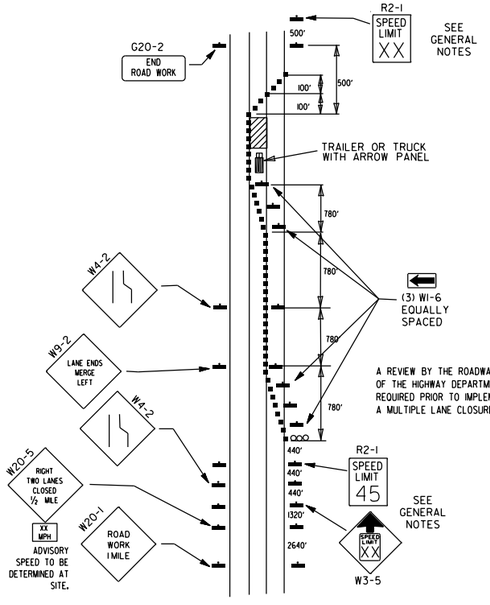
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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

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



DETAIL OF SPLICES



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

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

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

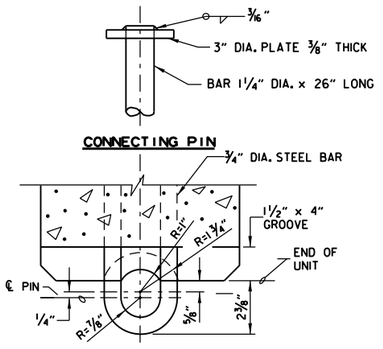
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

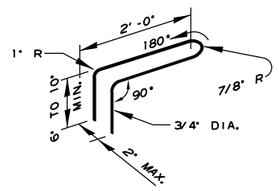
REINFORCING BAR TABLE PER BARRIER UNIT

MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9"; 2 3/16" R; 12°; 1 1/2"; 9"; 2'-1 3/8"; 4 3/8"

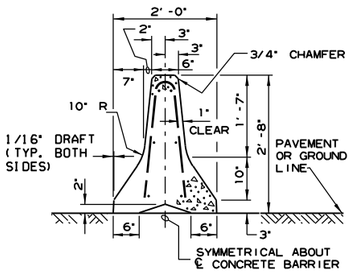


SECTION E-E

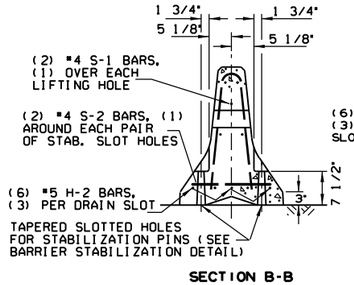
CONNECTION DETAILS



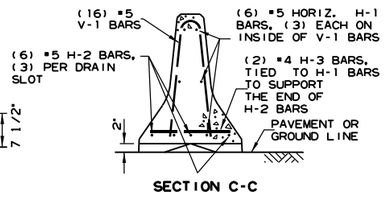
CONNECTION LOOP



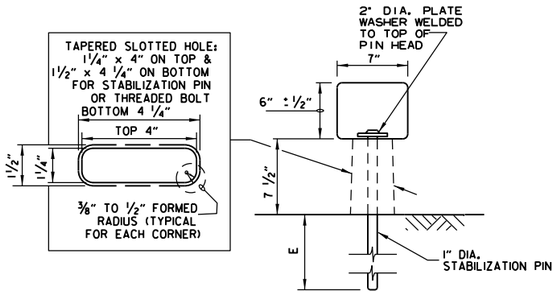
SECTION A-A



SECTION B-B



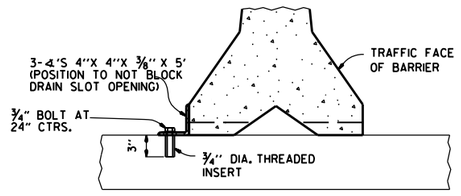
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

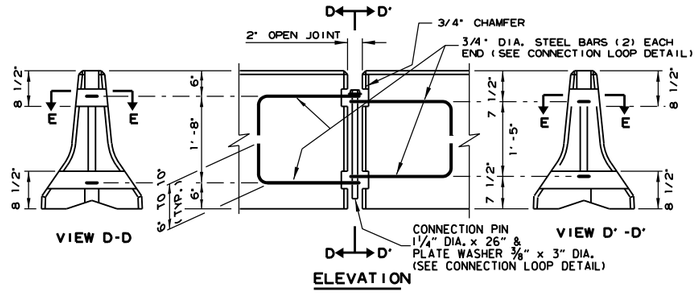
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



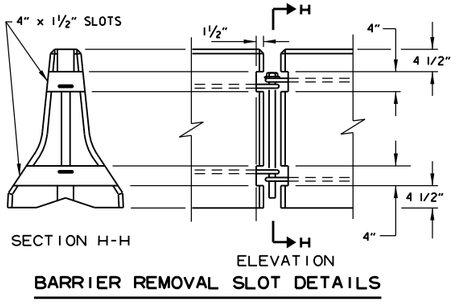
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

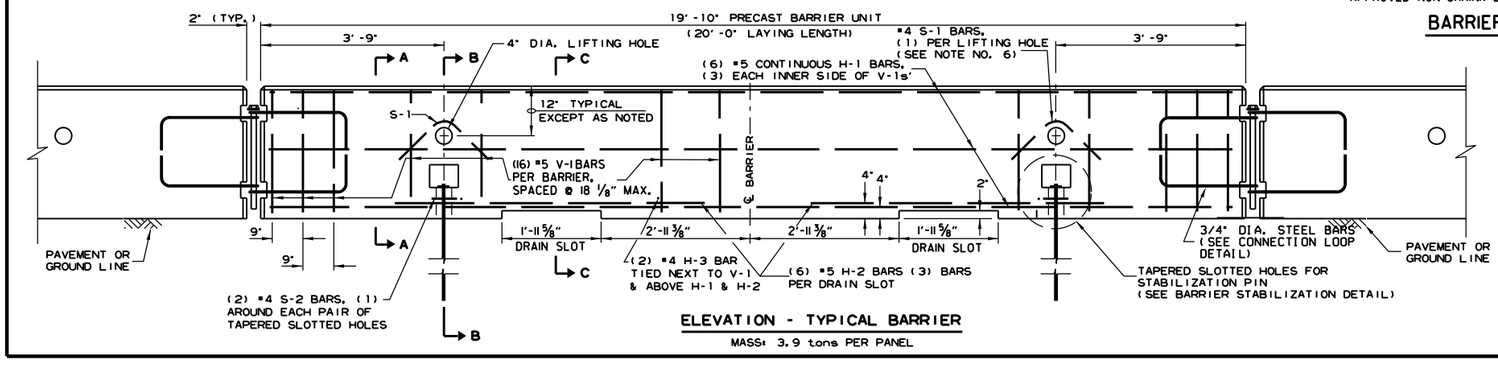
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

GENERAL NOTES

(1) THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

(2) MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN.
DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

IN APPLICATIONS WHERE BARRIER WALL IS WITHIN 6 FEET OF A TRAFFIC LANE, ADDITIONAL DELINEATORS SHALL BE PLACED ON THE BARRIER AT 10' SPACING APPROXIMATELY ONE (1) FOOT FROM THE TOP OF THE BARRIER. DELINEATORS SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CONSTRUCTION CONCRETE BARRIER MARKERS.
DELINEATOR COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER". THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER THAT THE MATERIAL AND THE DESIGN USED IN THE PRECAST BARRIER UNITS MEETS THE REQUIREMENTS AS SHOWN ON THIS STANDARD DRAWING.

(3) OTHER PRECAST CONCRETE BARRIERS THAT HAVE BEEN CRASH TESTED AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION TO MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED IN LIEU OF THE BARRIER SHOWN. DRAIN SLOTS SHALL BE PROVIDED AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH A CERTIFICATION OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANCE FOR ANY OTHER TYPES OF PRECAST BARRIER TO BE USED. THE CERTIFICATION SHALL STATE THAT THE PRECAST CONCRETE BARRIER MEETS THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). MIXING OF SHAPES WILL NOT BE ALLOWED IN A CONTINUOUS LINE OF UNITS.

(4) DOWEL HOLES IN PAVEMENT OR BRIDGE SLABS THAT ARE TO REMAIN IN PLACE SHALL BE FILLED. HOLES IN CONCRETE PAVEMENT AND BRIDGE SLABS SHALL BE FILLED WITH AN APPROVED NON-SHRINK EPOXY GROUT. HOLES IN ASPHALT PAVEMENT SHALL BE FILLED WITH AN APPROVED ASPHALT JOINT FILLER. PAYMENT FOR DRILLING AND FILLING HOLES TO BE INCLUDED IN THE PRICE FOR VARIOUS BARRIER ITEMS.

(5) ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.

(6) A 4" WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE AND IF USED THE SLEEVE IS TO BE LEFT IN PLACE.

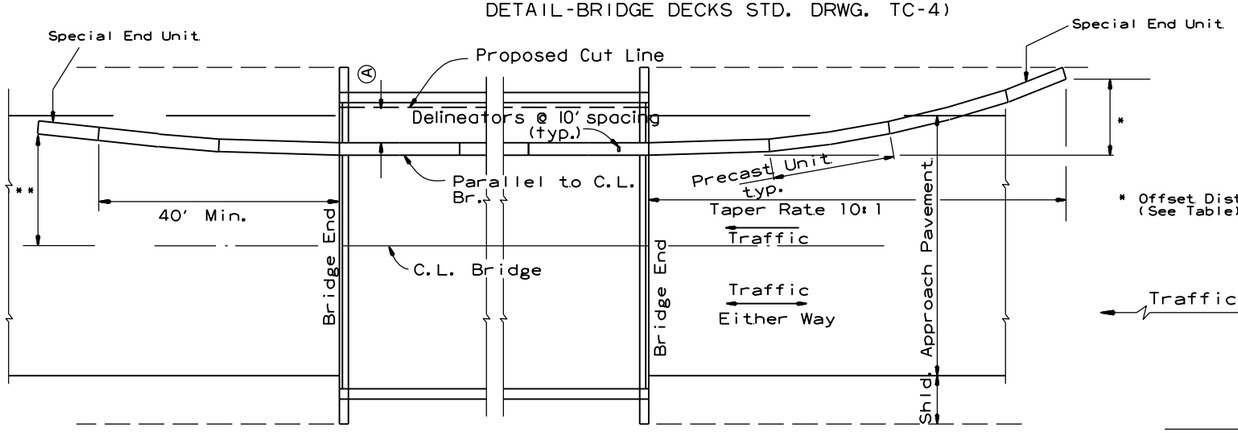
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

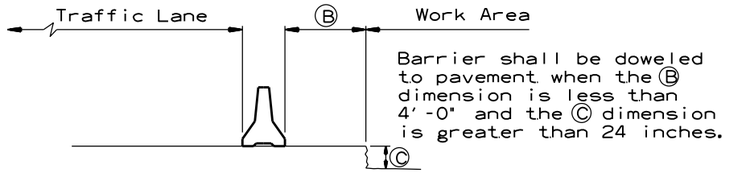
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

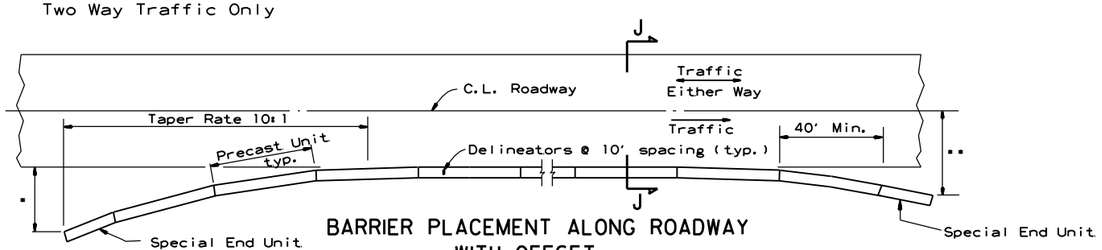


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

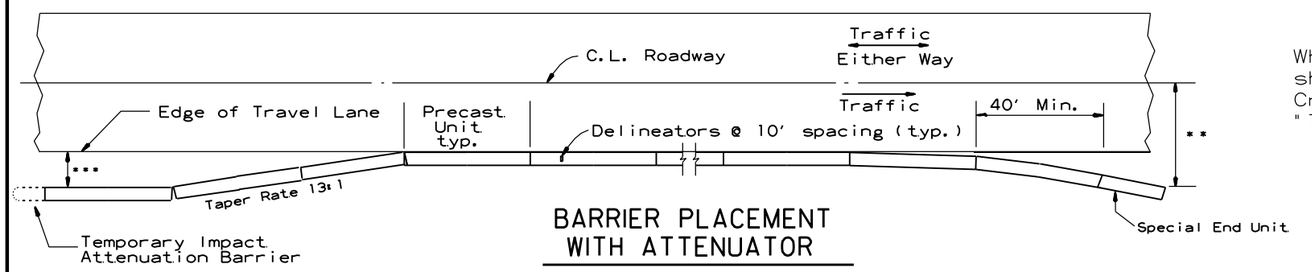
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

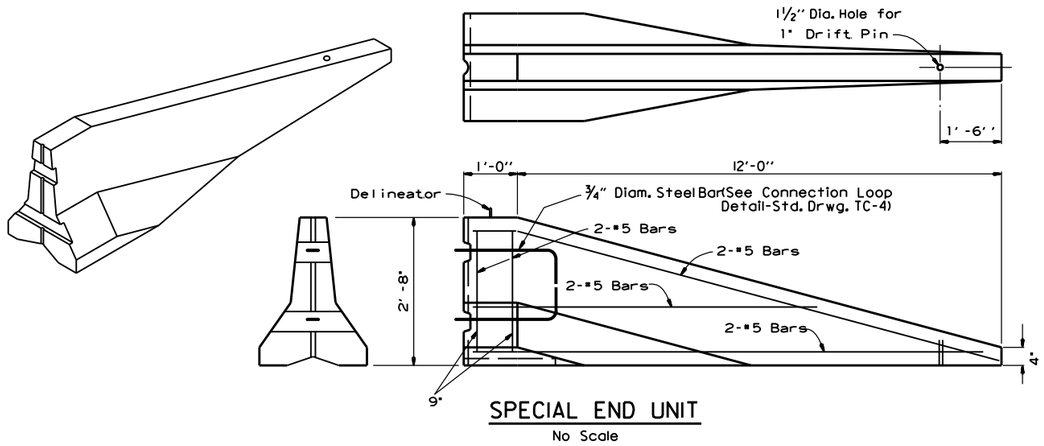


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

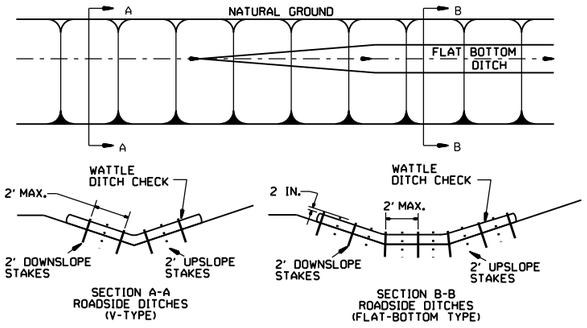
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

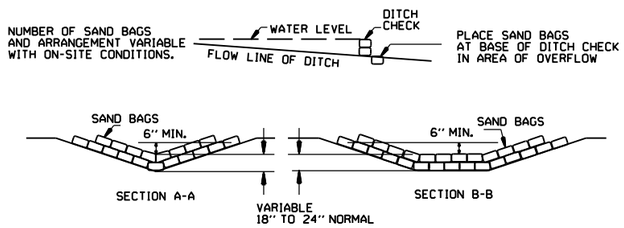
STANDARD DRAWING TC-5

GENERAL NOTES

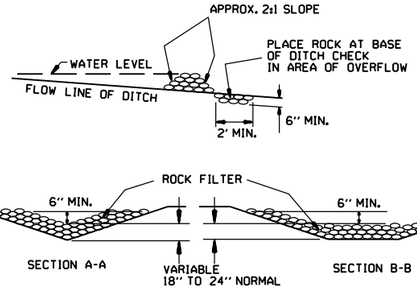
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

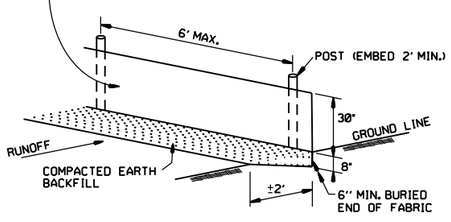


ROCK DITCH CHECK (E-6)

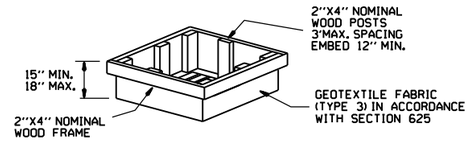
GENERAL NOTES

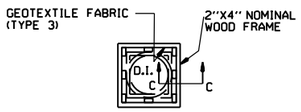
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

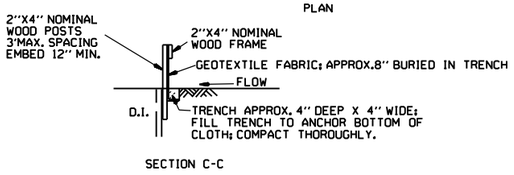
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



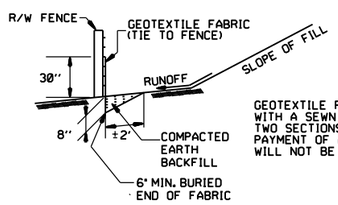
SILT FENCE (E-11)





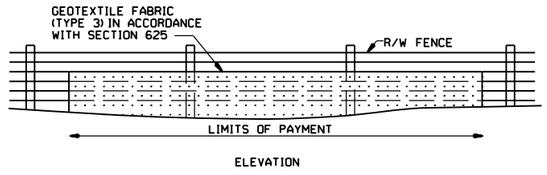


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



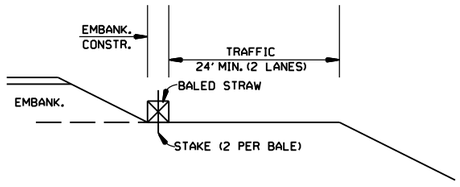
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

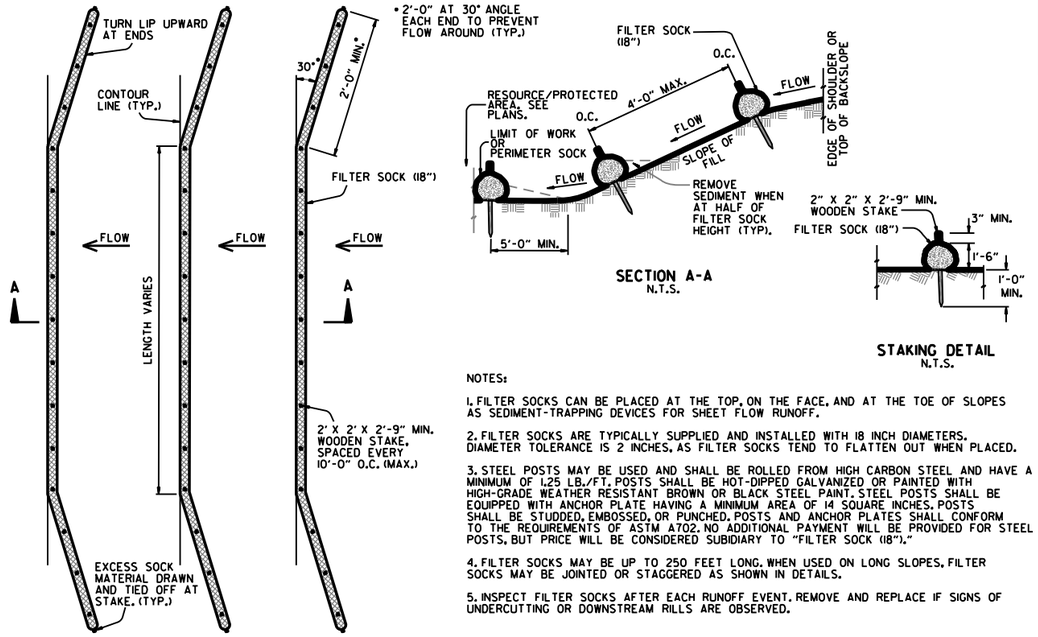
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

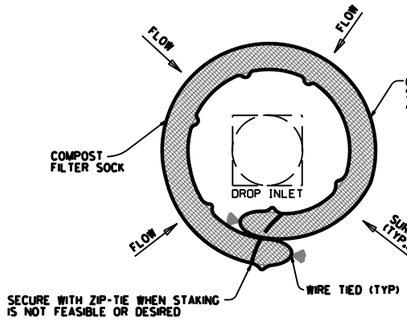
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

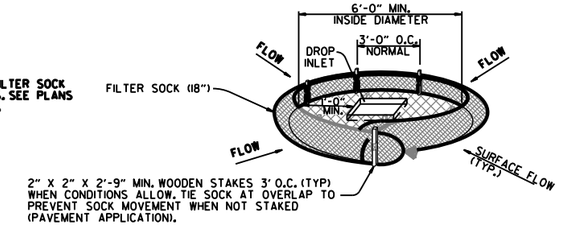
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

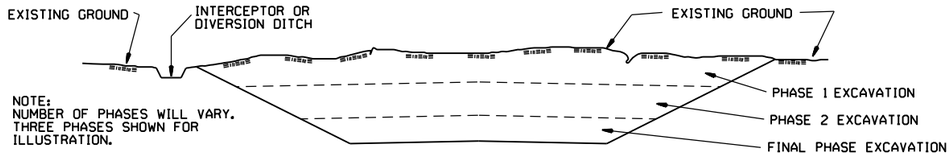
STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



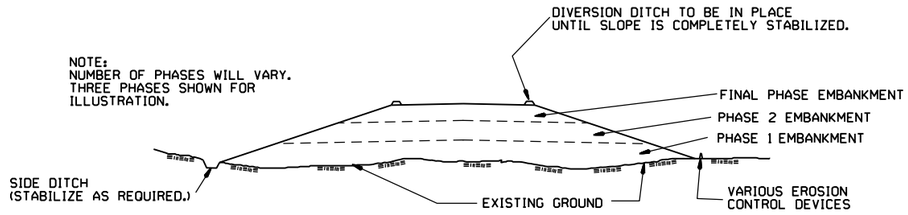
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



GENERAL NOTE

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

CONSTRUCTION SEQUENCE

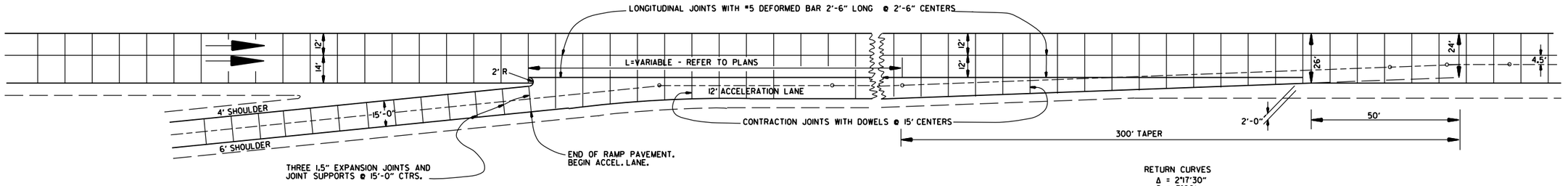
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD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

11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

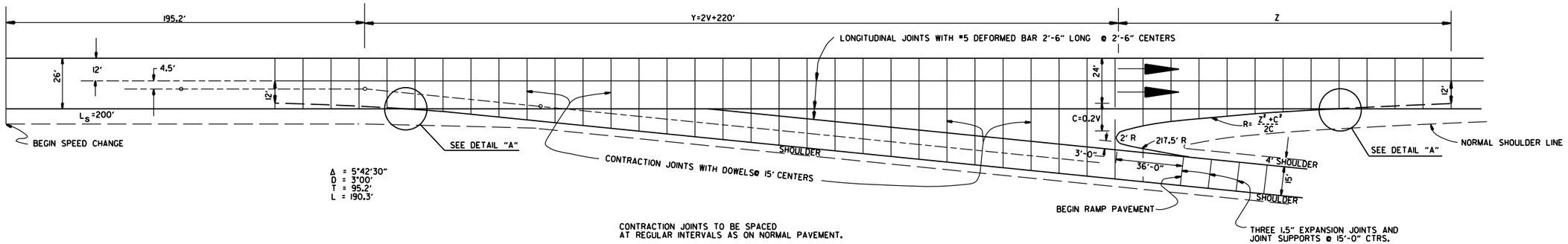
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

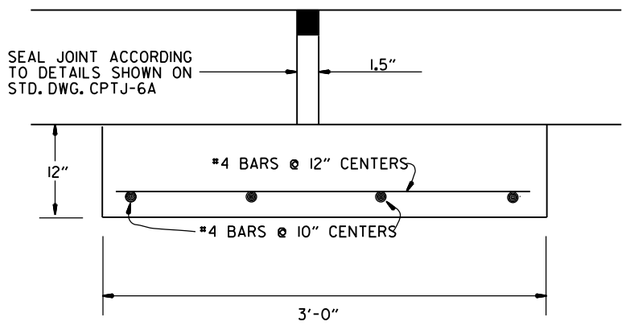
RETURN CURVES
Δ = 2°17'30"
D = 3°00'
T = 38.2'
L = 76.4'



Δ = 5°42'30"
D = 3°00'
T = 95.2'
L = 190.3'

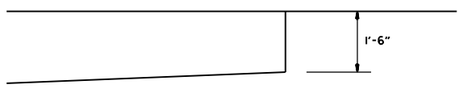
CONTRACTION JOINTS TO BE SPACED
AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

EXIT RAMP



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS).
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE SUBSIDIARY TO THE ABOVE ITEMS.



DETAIL "A"

EXIT RAMP

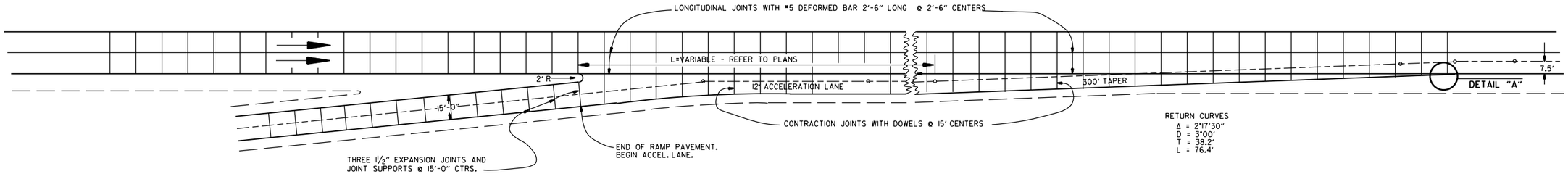
DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R
40	300.0	8.0	96.0	580.0
50	320.0	10.0	120.0	725.0
60	340.0	12.0	168.0	1182.0
70	360.0	14.0	210.0	1582.0

DATE	REVISION	DATE FILM'D
1-12-00	REDRAWN & REISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

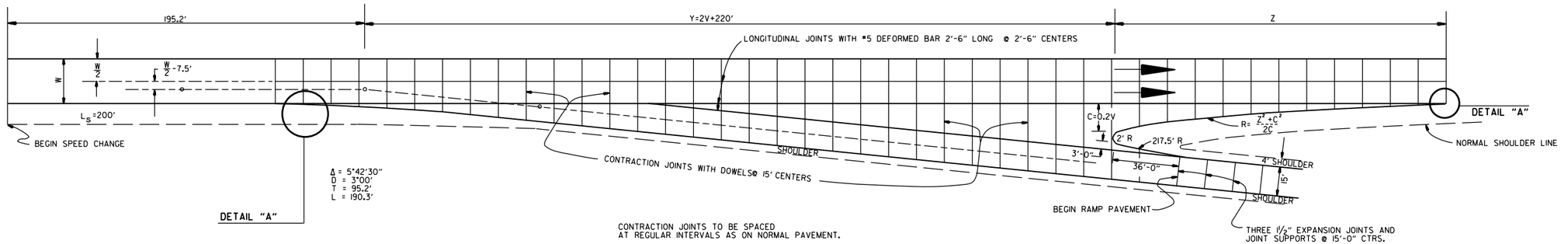
DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS

STANDARD DRAWING TR-1



ENTRANCE RAMP

NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.

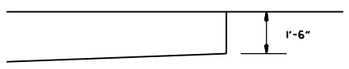


CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

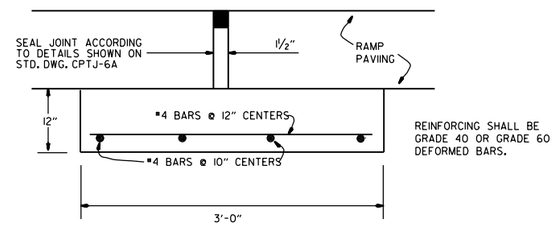
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

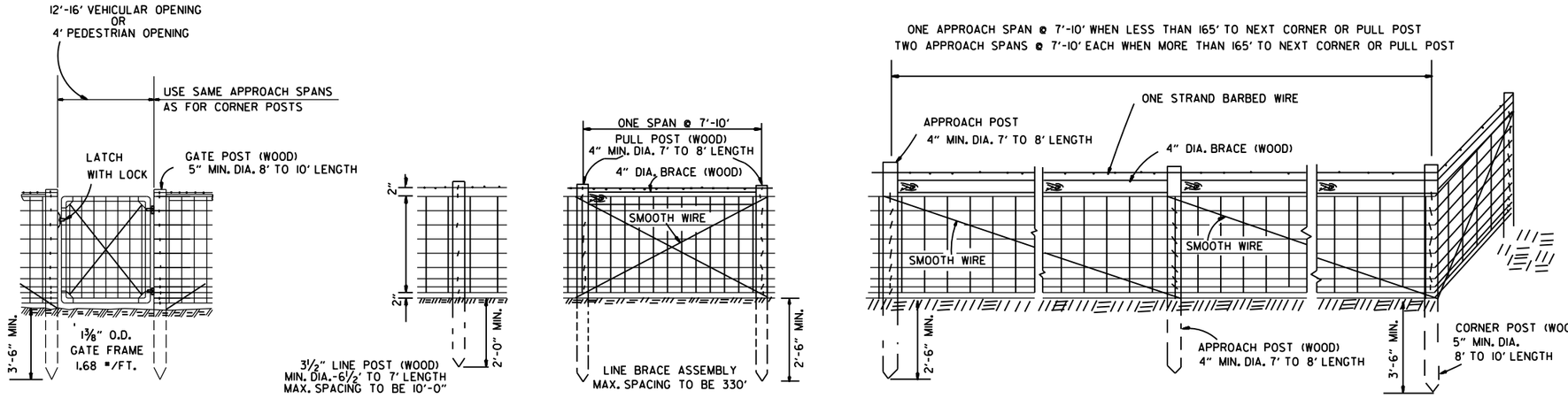
NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM'D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

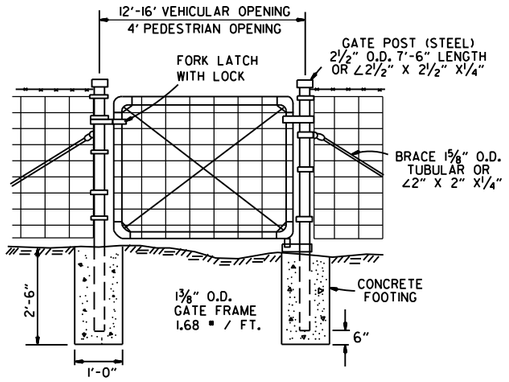
DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

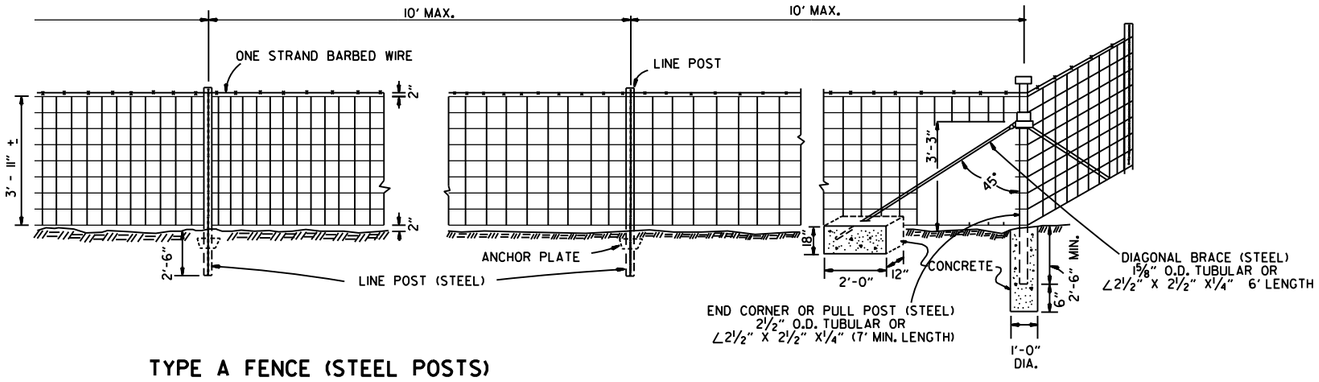
STANDARD DRAWING TR-1A



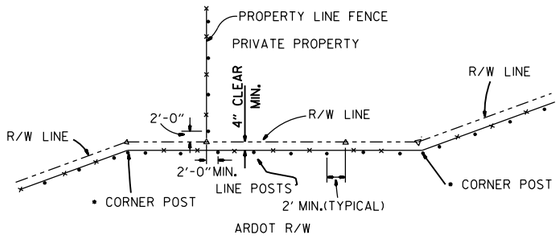
NOTE: STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

TYPE A FENCE (WOOD POSTS)





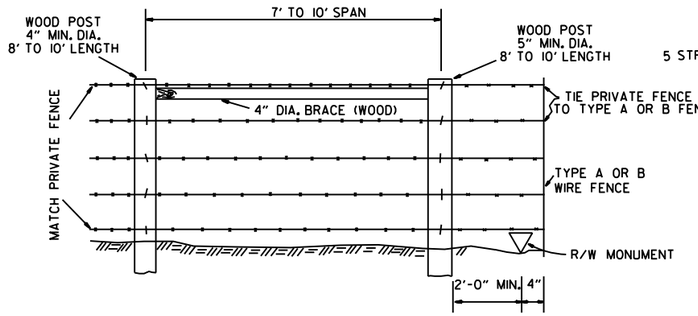
TYPE A FENCE (STEEL POSTS)



•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.

△ - R/W MONUMENTS
• - FENCE POSTS

RIGHT-OF-WAY FENCE LOCATION



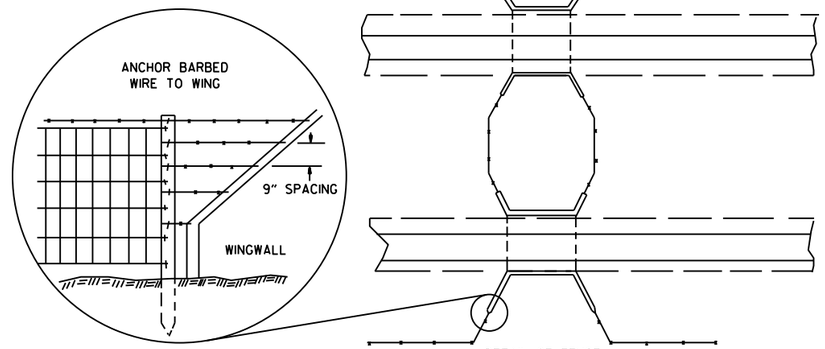
WHERE EXISTING PRIVATE FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN WITH TYPE A FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.

PRIVATE FENCE TERMINAL INSTALLATION



SPACING AND SIZE OF POSTS FOR TYPE B FENCE SHALL BE THE SAME AS TYPE A FENCE.

TYPE B FENCE



DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)

GENERAL NOTES:

STEEL LINE POSTS SHALL BE GALVANIZED, 7 FT. IN LENGTH.

TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK).

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF WOOD LINE POSTS OF 7' LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

GATE HINGES AND LATCHES WITH LOCKS TO BE OF A TYPE APPROVED BY THE ENGINEER. DRIVEWAY GATES, EITHER SINGLE 12' OR 16' OR DOUBLE 6' TO 8' OPENINGS 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 BY MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON THE 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 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 SUFFIEICNT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO THE BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

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.

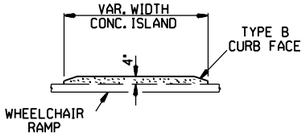
SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD": AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRE A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

DATE	REVISION	DATE FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	ADDED CORNER POST NOTE	6-2-94
8-5-93	REVISED R-O-W LOCATION DETAIL	8-5-93
10-1-92	ADDED STAPLE NOTE	
8-2-90	REV'D PULL POST LENGTH	
11-30-89	DELETED CLASS CONC.	
7-15-88	ADDED SPLICE NOTES	
7-15-88	ADDED HEIGHT DIMENSION	
4-3-87	REVISED VARIOUS NOTES	
	AND GENERAL NOTES	
11-1-84	MAX. POST SPACING	
1-4-83	MIN. DIA. LINE POST	
10-2-72	REVISED & REDRAWN	

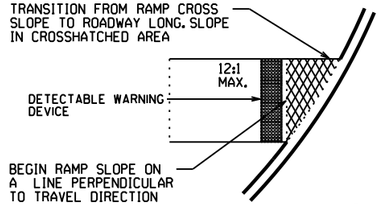
ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE
TYPE A AND B

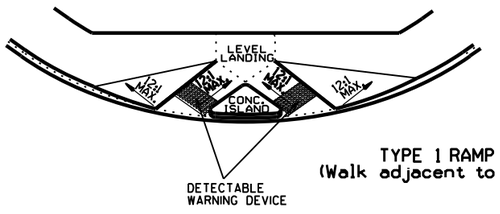
STANDARD DRAWING WF-1



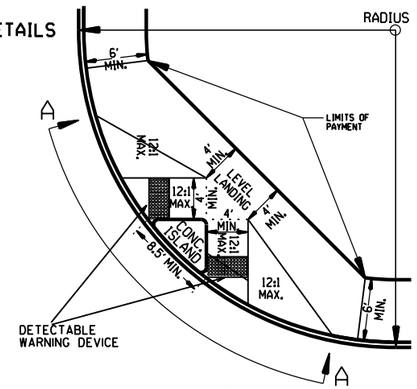
CONCRETE ISLAND DETAIL

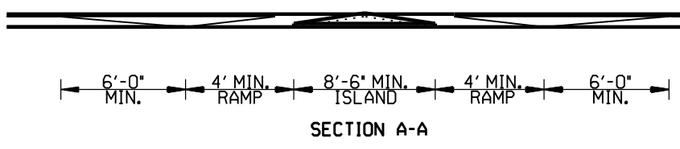


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

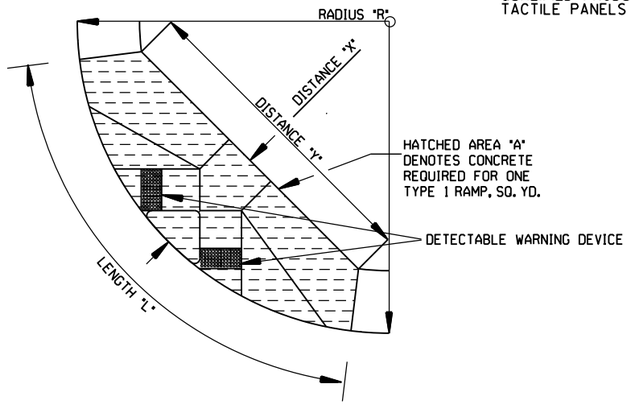




SECTION A-A

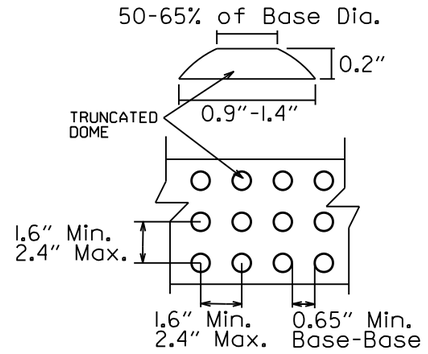
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

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



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

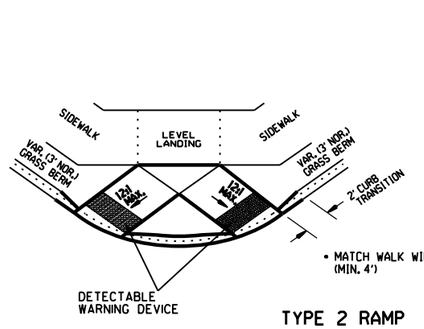
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT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



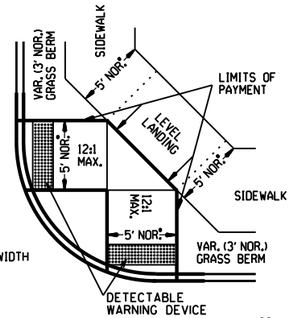
DETECTABLE WARNING DEVICE DETAIL

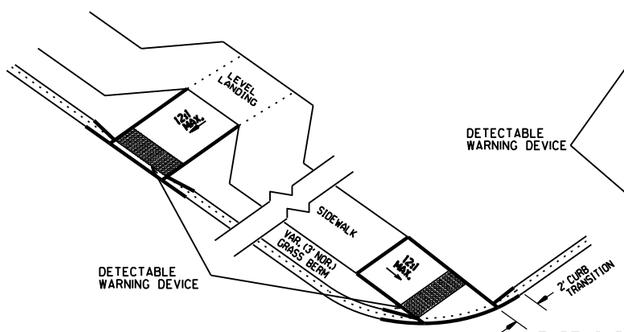
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

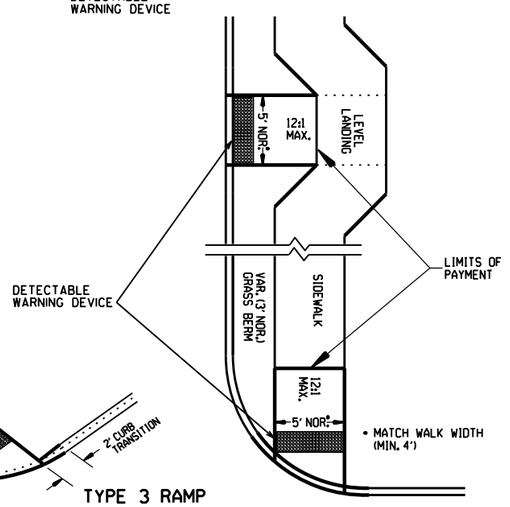


TYPE 2 RAMP

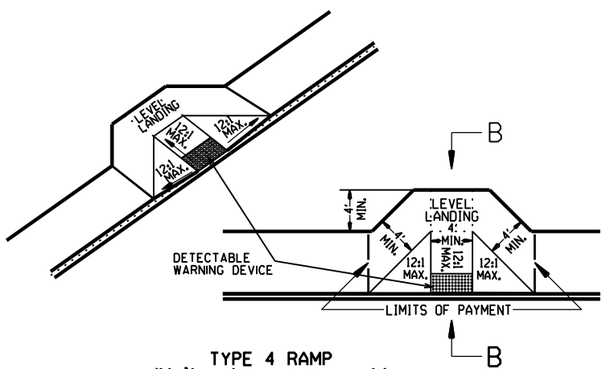




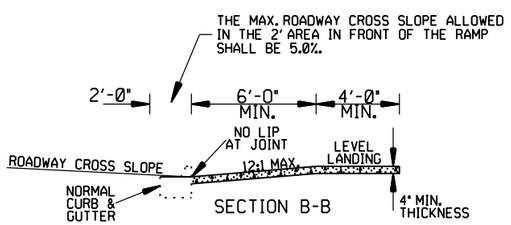
TYPE 3 RAMP



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



TYPE 4 RAMP
(Walk adjacent to curb)



SECTION B-B

RAMP SELECTION CRITERIA

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

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

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

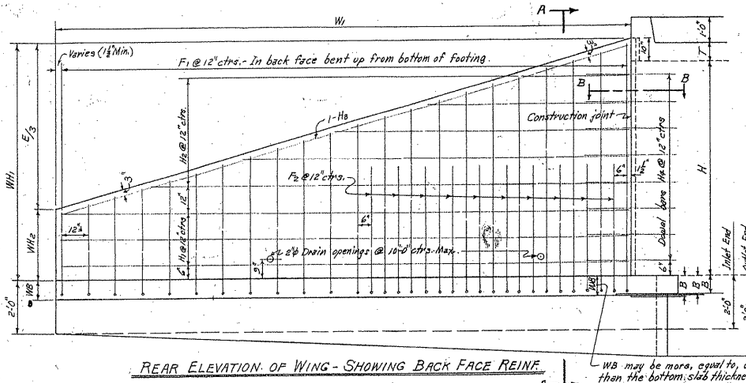
DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD.SLOPE TRANS. & REV. ISL. DIMS.	
11-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM8#TO12#MAX.SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD."CONC. ISLD."IN PAY ITEM	------
6-02-76	ISSUED-P.H.D.	299-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

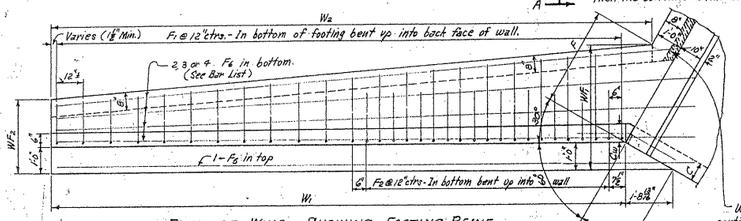
WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1

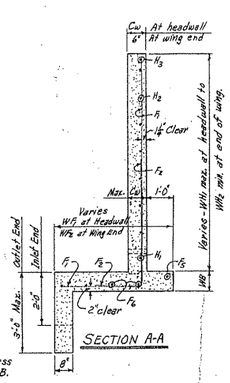
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



REAR ELEVATION OF WING - SHOWING BACK FACE REINF.

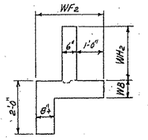


PLAN OF WING - SHOWING FOOTING REINF.



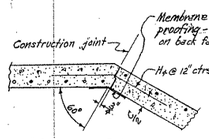
SECTION A-A

WB may be more, equal to, or less than the bottom slab thickness B.

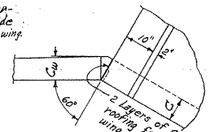


END VIEW OF WING

When B is more than WB, the shaded portion of the apron shall be made the same thickness as the barrel base B.



SECTION B-B THRU CONSTRUCTION JOINT



DETAIL AT TOP OF WING

NOTE:- Payment for membrane waterproofing and roofing felt to be included in the price bid for Class S Concrete.

WING DIMENSIONS

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEADWALL = C	WINGWALL HEIGHTS		WIDTHS OF WING FOOTINGS		PERPENDICULAR FOOTING DIMENSION	PERPENDICULAR DIST. FROM HDWL. TO END OF WING	LENGTH OF WING WALLS	INSIDE FOOTING DIMENSION	* QUANTITY PER WING CLASS S CONCRETE	
			AT HEADWALL	AT END OF WING	AT HEADWALL	AT END OF WING					INLET END	OUTLET END
H	WB	Cw	WH1	WH2	WF1	WF2	F	E	W1	W2	Cu.Yd.	Cu.Yd.
2'	7"	6"	2'-10"	0'-8"	2'-4"	2'-0"	0'-11⅞"	6'-6"	7'-6"	7'-1½"	0.889	0.986
3'	7"	6"	3'-10"	1'-0"	2'-8"	2'-1⅛"	1'-1⅜"	8'-6"	9'-3⅜"	9'-2⅝"	1.338	1.466
4'	7"	6"	4'-10"	1'-2"	3'-0"	2'-3"	1'-3"	10'-6"	12'-1⅝"	12'-1⅝"	1.868	2.027
5'	7"	6"	5'-10"	1'-8"	3'-4"	2'-9⅜"	2'-1⅞"	12'-6"	14'-5⅝"	14'-7⅛"	2.478	2.668
		7"	5'-10"	1'-8"	3'-4"	2'-4⅞"	2'-1⅞"	12'-6"	14'-5⅝"	14'-7⅛"	2.582	2.772
6'	8"	7"	6'-10"	2'-0"	3'-8"	2'-6"	2'-2⅝"	14'-6"	16'-5"	16'-7⅛"	3.440	3.661
		7⅞"	6'-10"	2'-0"	3'-8"	2'-6"	2'-2⅝"	14'-6"	16'-5"	17'-1⅝"	3.511	3.732
		8"	6'-10"	2'-0"	3'-8"	2'-6"	2'-2⅝"	14'-6"	16'-5"	17'-1⅝"	3.582	3.803
7'	8⅝"	7⅞"	7'-10"	2'-4"	4'-2"	2'-7⅞"	3'-1⅜"	16'-6"	19'-0⅝"	19'-8⅜"	4.505	4.758
		8"	7'-10"	2'-4"	4'-2"	2'-7⅝"	3'-1⅜"	16'-6"	19'-0⅝"	19'-8⅜"	4.597	4.851
8'	9"	8"	8'-10"	2'-8"	4'-8"	2'-9"	3'-8"	18'-6"	21'-4⅝"	22'-0⅛"	5.761	6.047

* Quantity per wing does not include headwall or that portion of apron or toewall for the length W3.

APRON DIMENSION W3

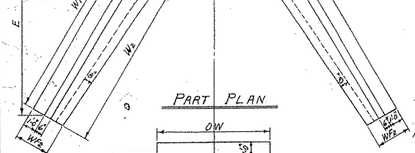
W3 = (OW - 2F)

CLEAR SPAN	CLEAR HEIGHT	2 x FOOTING DIMENSION	SINGLE BARREL CULVERT		DOUBLE BARREL CULVERT		TRIPLE BARREL CULVERT		QUADRUPLE BARREL CULVERT		QUINTUPLE BARREL CULVERT	
S	H	2F	OW	W3	OW	W3	OW	W3	OW	W3	OW	W3
4'	2'	1'-11⅞"	5'-0"	3'-0⅛"	9'-8"	7'-8⅛"	14'-4"	12'-4⅛"	19'-0"	17'-0⅛"	23'-8"	21'-8⅛"
	3'	2'-8⅛"	5'-0"	2'-3⅜"	9'-8"	6'-11⅛"	14'-4"	11'-7⅛"	19'-0"	16'-3⅛"	23'-8"	20'-11⅛"
	4'	3'-6"	5'-0"	1'-6"	9'-8"	6'-2"	14'-4"	10'-10"	19'-0"	15'-6"	23'-8"	20'-2"
	5'	4'-3⅜"	5'-0"	0'-8⅝"	9'-8"	5'-4⅜"	14'-4"	10'-0⅜"	19'-0"	14'-8⅜"	23'-8"	19'-8⅜"
	6'	5'-0⅝"	5'-2"	0'-1⅛"	9'-11"	4'-10⅛"	14'-8"	9'-7⅛"	19'-5"	14'-4⅛"	24'-2"	19'-1⅛"
5'	3'	2'-8⅛"	6'-0"	3'-3⅜"	11'-8"	8'-11⅛"	17'-4"	14'-7⅛"	23'-0"	20'-3⅛"	28'-8"	25'-11⅛"
	4'	3'-6"	6'-0"	2'-6"	11'-8"	8'-2"	17'-4"	13'-10"	23'-0"	19'-6"	28'-8"	25'-2"
	5'	4'-3⅜"	6'-0"	1'-8⅝"	11'-8"	7'-5⅜"	17'-4"	13'-0⅜"	23'-0"	18'-8⅜"	28'-8"	24'-8⅜"
	6'	5'-0⅝"	6'-2"	1'-1⅛"	11'-11"	6'-10⅛"	17'-8"	12'-7⅛"	23'-5"	18'-4⅛"	29'-2"	24'-1⅛"
	7'	6'-2⅛"	6'-5"	0'-0⅝"	12'-1"	5'-10⅝"	17'-11"	11'-8⅝"	23'-9"	17'-8⅝"	29'-7"	23'-6⅝"
6'	3'	2'-8⅛"	7'-0"	4'-3⅜"	13'-8"	10'-11⅛"	20'-4"	17'-7⅛"	27'-0"	24'-3⅛"	33'-8"	30'-11⅛"
	4'	3'-6"	7'-0"	3'-6"	13'-8"	10'-2"	20'-4"	16'-10"	27'-0"	23'-6"	33'-8"	30'-2"
	5'	4'-3⅜"	7'-0"	2'-8⅝"	13'-8"	9'-5⅜"	20'-4"	16'-0⅜"	27'-0"	22'-8⅜"	33'-8"	29'-8⅜"
	6'	5'-0⅝"	7'-2"	2'-1⅛"	13'-11"	8'-10⅛"	20'-8"	15'-7⅛"	27'-5"	22'-2⅛"	34'-2"	29'-1⅛"
	7'	6'-2⅛"	7'-5"	1'-6"	14'-1"	7'-10⅝"	20'-11"	14'-8⅝"	27'-9"	21'-6⅝"	34'-7"	28'-6⅝"
	8'	7'-1⅝"	7'-8"	0'-10⅝"	14'-5"	6'-10⅛"	21'-0"	13'-8⅛"	27'-10"	20'-6⅛"	34'-8"	27'-10⅛"
8'	4'	3'-6"	9'-0"	5'-6"	17'-6"	14'-2"	26'-1"	22'-10"	35'-0"	31'-6"	43'-8"	40'-2"
	5'	4'-3⅜"	9'-2"	4'-10⅜"	17'-11"	13'-7⅜"	26'-8"	21'-11⅜"	35'-5"	31'-1⅜"	44'-2"	39'-10⅜"
	6'	5'-0⅝"	9'-2"	4'-1⅛"	17'-11"	12'-10⅛"	26'-8"	21'-1⅛"	35'-5"	30'-3⅛"	44'-2"	39'-1⅛"
	7'	6'-2⅛"	9'-5"	3'-0⅝"	18'-1"	11'-10⅝"	26'-11"	20'-0⅝"	35'-9"	29'-4⅝"	44'-7"	38'-0⅝"
	8'	7'-1⅝"	9'-9"	2'-0"	18'-2"	10'-11"	27'-0"	19'-0"	35'-10"	28'-6"	44'-8"	37'-11"
9'	5'	4'-3⅜"	10'-2"	5'-10⅜"	19'-11"	15'-7⅜"	29'-8"	25'-4⅜"	39'-5"	35'-1⅜"	49'-2"	44'-10⅜"
	6'	5'-0⅝"	10'-3"	5'-2⅛"	20'-1"	15'-0⅛"	29'-11"	24'-6⅛"	39'-9"	34'-3⅛"	49'-7"	44'-1⅛"
	7'	6'-2⅛"	10'-5"	4'-0⅝"	20'-1"	13'-10⅝"	29'-11"	23'-5⅝"	39'-9"	33'-4⅝"	49'-7"	43'-1⅝"
	8'	7'-1⅝"	10'-9"	3'-0"	20'-2"	12'-11"	29'-10"	22'-3"	39'-10"	32'-6"	49'-8"	42'-3"
10'	5'	4'-3⅜"	11'-2"	6'-10⅜"	21'-11"	17'-7⅜"	32'-8"	28'-4⅜"	43'-5"	39'-1⅜"	54'-2"	49'-10⅜"
	6'	5'-0⅝"	11'-3"	6'-2⅛"	22'-1"	17'-0⅛"	32'-11"	27'-10⅛"	43'-9"	38'-3⅛"	54'-7"	49'-1⅛"
	7'	6'-2⅛"	11'-5"	5'-0⅝"	22'-1"	15'-10⅝"	32'-11"	26'-5⅝"	43'-9"	37'-4⅝"	54'-7"	48'-1⅝"
	8'	7'-1⅝"	11'-9"	4'-0"	22'-2"	14'-11"	33'-0"	25'-3"	43'-10"	36'-6"	54'-8"	47'-4"
11'	6'	5'-0⅝"	12'-3"	7'-3⅛"	24'-2"	19'-1⅛"	36'-0"	30'-11⅛"	47'-10"	42'-3⅛"		
	7'	6'-2⅛"	12'-5"	6'-1⅝"	24'-2"	17'-11⅝"	36'-0"	29'-5⅝"	47'-10"	41'-1⅝"		
	8'	7'-1⅝"	12'-9"	5'-0"	24'-2"	16'-10"	36'-0"	28'-3"	47'-10"	40'-6"		
12'	6'	5'-0⅝"	13'-3"	8'-3⅛"	26'-2"	21'-1⅛"	39'-0"	33'-11⅛"	51'-10"	46'-3⅛"		
	7'	6'-2⅛"	13'-5"	7'-1⅝"	26'-2"	19'-11⅝"	39'-0"	32'-5⅝"	51'-10"	45'-1⅝"		
	8'	7'-1⅝"	13'-8"	6'-0"	26'-2"	18'-10"	39'-0"	31'-3"	51'-10"	44'-6"		

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING FOOTING	REINFORCING STEEL - FOR 4 WINGS @	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TOEWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	Cw	WB	LB.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
4'	2'	6"	7"	108.0	4.50	5.96	6.42	7.38	8.34
	3'	6"	7"	169.4	6.26	7.21	8.17	9.13	10.09
	4'	6"	7"	259.6	8.33	9.28	10.24	11.20	12.16
	5'	6"	7"	357.8	10.72	11.68	12.64	13.60	14.56
	6'	7"	8"	583.1	14.55	15.53	16.52	17.51	18.49
5'	3'	6"	7"	169.4	6.97	7.68	8.79	9.96	11.12
	4'	6"	7"	259.6	8.54	9.70	10.87	10.03	12.20
	5'	6"	7"	357.8	10.94	12.10	13.26	14.43	15.59
	6'	7"	8"	583.1	14.77	15.96	17.15	18.34	19.54
	7'	7⅞"	8⅝"	1139.6	18.94	20.15	21.37	22.59	23.80
6'	3'	6"	7"	169.4	6.68	8.06	9.42	10.80	12.18
	4'	6"	7"	259.6	8.75	10.12	11.49	12.87	14.25
	5'	7"	7"	357.8	11.15	12.53	13.89	15.27	16.65
	6'	7"	8"	583.1	14.98	16.39	17.78	19.18	20.59
	7'	7⅞"	8⅝"	1139.6	19.15	20.58	22.00	23.43	24.86
	8'	8"	9"	1925.6	25.09	25.53	26.96	28.39	29.83
7'	4'	6"	7"	259.6	8.97	10.58	12.15	13.76	15.35
	5'	6"	7"	357.8	11.36	12.97	14.58	16.15	17.75
	6'	7"	8"	583.1	15.20	16.82	18.42	20.04	21.66
	7'	7⅞"	8⅝"	1139.6	19.38	21.02	22.68	24.28	25.92
	8'	8"	9"	1925.6	24.32	25.97	27.60	29.25	30.89
8'	4'	6"	7"	259.6	9.19	11.03	12.82	14.65	16.45
	5'	7"	7"	357.8	12.03	13.89	15.70	17.55	19.34
	6'	7"	8"	583.1	15.92	17.27	19.09	20.93	22.75
	7'	7⅞"	8⅝"	1139.6	19.59	21.46	23.30	25.16	26.99
	8'	8"	9"	1925.6	24.54	26.41	28.28	30.11	31.96
9'	5'	7"	7"	357.8	12.26	14.39	16.87	18.95	20.97
	6'	7⅞"	8"	583.1	15.94	18.09	20.09	22.19	24.23
	7'	7⅞"	8⅝"	1139.6	19.81	21.91	23.96	26.06	28.10
	8'	8"	9"	1925.6	24.76	26.86	28.91	31.00	33.05
10'	5'	7"	7"	357.8	12.49	14.80	17.05	19.24	21.52
	6'	7⅞"	8"	583.1	16.17	18.50	20.77	22.99	25.28
	7'	7⅞"	8⅝"	1139.6	20.04	22.37	24.64	26.87	29.15
	8'	8"	9"	1925.6	24.98	27.31	29.58	31.81	34.10
11'	6'	8"	8"	583.1	16.69	19.27	21.76	24.23	
	7'	8"	8⅝"	1139.6	20.64	23.22	25.71	28.18	
	8'	8"	9"	1925.6	25.19	27.77	30.27	32.74	
12'	6'	8"	8"	583.1	16.92	19.75	22.45	25.18	
	7'	8"	8⅝"	1139.6	20.87	23.69	26.40	29.18	
	8'	8"	9"	1925.6	25.42	28.25	30.96	33.69	

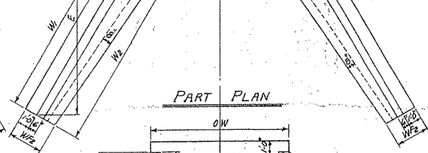
* For reinforcing steel in Headwalls and Aprons, See Details of Standard Barrel Sections for R.C. Box Culverts for the desired Span and Height.



PART PLAN

END ELEVATION

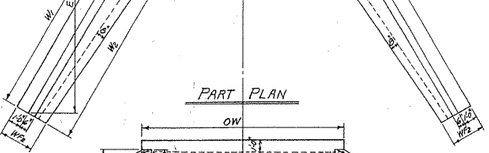
SINGLE BARREL CULVERT



PART PLAN

END ELEVATION

DOUBLE BARREL CULVERT

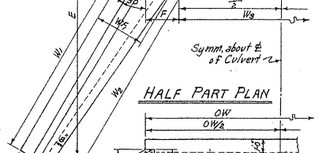


PART PLAN

END ELEVATION

TRIPLE BARREL CULVERT

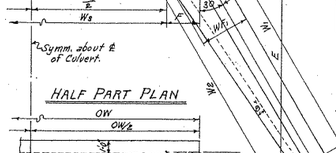
NOTE:- Plans and Elevations are not to scale.



HALF PART PLAN

HALF END ELEVATION

QUADRUPLE BARREL CULVERT



HALF PART PLAN

HALF END ELEVATION

QUINTUPLE BARREL CULVERT

MEMBRANE:- A membrane waterproofing 12" wide, consisting of three mopings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the back face of wing to cover the construction joints in wings.

BAR LIST FOR ONE WING - 4 REQUIRED

CLEAR HEIGHT	F1 Bent: In bottom of footing, bent up into back face of wing. One bar of each length.								F2 Bent: In bottom of footing, bent up into back face of wing. Alt. with F1 bars.						F5 Straight: Longitudinal in top of wing footing heel.			F6 Straight: Longitudinal in bottom of wing footing toe.			H1 Straight: Horizontal in back face of wing.			H2 Straight: Horizontal in back face of wing. One bar of each length.					H3 Straight: In back face of wing at top - on slope.			H4 Bent: Dowels thru construction joint at headwall.				QUANTITY REINFORCING STEEL PER WING	BAR BENDING DIAGRAMS
				LENGTHS VARY																					LENGTHS VARY												
H	SIZE	SPACING	NO. REQD	MIN.	MAX.	X MIN.	X MAX.	Y MIN.	Y MAX.	SIZE	SPACING	NO. REQD	LENGTH	X	Y	SIZE	NO. REQD	LENGTH	SIZE	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	MAX.	MIN.	SIZE	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	X	LB.	
2'	#3	12"	8	1'-6"	3'-10"	0'-8"	1'-0"	0'-11"	2'-11"	—	—	—	—	—	—	#3	1	9'-8"	#3	2	8'-6"	#3	12"	1	7'-2"	—	—	#3	1	9'-6"	#3	12"	2	2'-8"	1'-9"	27.0	
3'	#3	12"	10	2'-2"	5'-2"	0'-10"	1'-3"	1'-5"	4'-0"	—	—	—	—	—	—	#3	1	12'-0"	#3	2	11'-0"	#3	12"	1	9'-6"	#3	12"	#3	1	7'-6"	#3	12"	3	2'-8"	1'-9"	41.1	
4'	#3	12"	13	2'-9"	6'-6"	0'-11"	1'-7"	1'-8"	5'-0"	—	—	—	—	—	—	#3	1	14'-9"	#3	3	13'-6"	#3	12"	1	11'-10"	#3	12"	#3	1	10'-11"	#3	12"	4	2'-8"	1'-9"	63.7	
5'	#3	12"	15	2'-11"	7'-10"	1'-1"	1'-11"	1'-11"	6'-0"	#3	12"	4	3'-6"	1'-1"	2'-6"	#3	1	16'-8"	#3	3	16'-0"	#3	12"	2	14'-2"	#3	12"	#3	1	14'-1"	#3	12"	5	2'-8"	1'-9"	89.5	
6'	#4	12"	17	3'-6"	9'-3"	1'-2"	2'-3"	2'-5"	7'-1"	#3	12"	4	4'-6"	1'-4"	3'-3"	#3	1	19'-0"	#3	3	18'-6"	#3	12"	2	16'-6"	#3	12"	#4	1	19'-5"	#3	12"	6	2'-8"	1'-9"	145.8	
7'	#4	12"	20	3'-9"	10'-9"	1'-3"	2'-9"	2'-7"	8'-1"	#4	12"	7	5'-6"	1'-7"	4'-0"	#4	1	21'-4"	#4	4	21'-0"	#4	12"	2	18'-9"	#4	12"	#5	1	17'-9"	#4	12"	7	3'-6"	1'-9"	283.7	
8'	#4	12"	22	4'-4"	12'-3"	1'-5"	3'-2"	3'-0"	9'-2"	#4	12"	10	6'-6"	1'-10"	4'-9"	#4	1	23'-8"	#4	4	23'-6"	#4	12"	3	21'-1"	#4	12"	#5	1	17'-9"	#4	12"	8	3'-6"	1'-9"	356.4	

NOTE:- Dimensions are to bar centers.

REVISIONS:- Membrane added. 5-10-66 W.C.H.

Designed By:- W.C.H. 8-20-62. Checked By:-
Drawn By:- W.C.H. 12-4-62. Checked By:- RMS. 1-31-63
Quantities By:- W.C.H. 12-14-62. Checked By:- RMS. 3-29-63
Rechecked By:-

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS — 3:1 SLOPES

SINGLES, DOUBLES, TRIPLES, QUADRUPLES & QUINTUPLES. — ALL DEPTHS OF COVER FOR H = 8'-0" OR LESS

STANDARD DRAWING NO. W-X003-1

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾ chamfers.

REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.

CONSTRUCTION JOINTS:- Construction joints between wingwall, footings and sidewalls shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

UNIT STRESSES:-

Class S Concrete (n=10) 1200 #/□"

Reinforcing Steel 20,000 #/□"

NOTE:- This drawing to be used in conjunction with Standard Barrel Sections, Drawing Nos. as listed below.

SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-100X-0	R-200X-0	R-300X-0	R-400X-0	R-500X-0
R-100X-X1	R-200X-X1	R-300X-X1	R-400X-X1	R-500X-X1
R-100X-X2	R-200X-X2	R-300X-X2	R-400X-X2	
	R-200X-X3	R-300X-X3		

CLASS S CONCRETE

Mylar

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH - TWO 30° SKEWED ENDS.

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	'a' bars STRAIGHT In Top and Bottom Slabs of Barrel. SIZE	SPACING	No. REQD	LENGTH	'a1' bars STRAIGHT In Top and Bottom Slab of Barrel (Four of each Length) SIZE	SPACING	No. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM	4'	2'		"						
		3'			108	4'-9"			4	2'-11"
	1 @ 4'	4'	#5	13"	108	4'-9"	#5	13"	4	"
		5'			108	4'-9"			4	"
		6'			108	4'-9"			4	"
		7'			108	4'-11"			4	3'-1"
		3'			108	5'-9"			4	3'-11"
	1 @ 5'	4'			108	5'-9"			4	"
		5'	#6	13"	108	5'-9"	#6	13"	4	"
		6'			108	5'-11"			4	4'-1"
		7'			108	6'-0"			4	4'-3"
		4'			114	6'-9"			8	5'-0"
	1 @ 6'	5'			114	6'-9"			8	"
		6'	#6	12"	114	6'-11"	#6	12"	8	5'-2"
		7'			114	7'-0"			8	5'-3"
		8'			114	7'-1"			8	5'-4"
		4'			124	7'-9"			12	6'-2"
	1 @ 7'	5'			124	7'-9"			12	"
		6'	#6	11"	124	7'-11"	#6	11"	12	6'-4"
		7'			124	8'-0"			12	6'-5"
		8'			124	8'-1"			12	6'-6"
		9'			124	8'-3"			12	6'-8"
		4'			112	8'-9"			12	7'-0"
		5'			112	8'-11"			12	"
	1 @ 8'	6'	#7	12"	112	9'-0"	#7	12"	12	7'-2"
		7'			112	9'-1"			12	7'-3"
		8'			112	9'-3"			12	7'-4"
		9'			112	9'-5"			12	7'-6"
		10'			112	9'-7"			16	7'-8"
		5'			122	9'-11"			16	8'-1"
		6'			122	10'-0"			16	8'-3"
	1 @ 9'	7'	#7	12"	122	10'-0"	#7	12"	16	"
		8'			122	10'-1"			16	8'-6"
		9'			122	10'-3"			16	8'-8"
		10'			122	10'-5"			16	8'-10"
		11'			122	10'-7"			16	9'-0"
		5'			110	11'-3"			20	9'-3"
		6'			110	11'-0"			20	9'-5"
	1 @ 10'	7'	#7	12"	110	11'-0"	#7	12"	20	9'-7"
		8'			110	11'-2"			20	9'-9"
		9'			110	11'-3"			20	9'-11"
		10'			110	11'-5"			20	10'-1"
		11'			110	11'-7"			20	10'-3"
		12'			110	11'-9"			20	10'-6"
		6'			118	12'-1"			24	10'-6"
		7'			118	12'-1"			24	"
	1 @ 11'	8'			118	12'-1"			24	"
		9'	#7	11"	118	12'-3"	#7	11"	24	10'-10"
		10'			118	12'-5"			24	11'-0"
		11'			118	12'-7"			24	11'-2"
		12'			118	12'-9"			24	11'-4"
		6'			106	13'-1"			24	11'-6"
		7'			106	13'-1"			24	"
	1 @ 12'	8'	#8	12"	106	13'-3"	#8	12"	24	11'-8"
		9'			106	13'-5"			24	11'-10"
		10'			106	13'-7"			24	12'-0"
		11'			106	13'-9"			24	12'-2"
		12'			106	13'-11"			24	12'-4"

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	'b' bars BENT - See Diagrams below. In Top and Bottom Slabs of Barrel-hooked. Alternate with 'a' bars. SIZE	SPACING	No. REQD	LENGTH	X	'b1' bars In Top and Bottom Slabs of Barrel-one end hooked. (Four of each Length) Alternate with 'a1' bars. SIZE	SPACING	No. REQD	LENGTH MAX.	LENGTH MIN.	X MAX.	X MIN.
0'-0" TO 5'-0" MAXIMUM	4'	2'												
		3'			108	5'-10"	4'-8"			4	4'-5"	—	8'-10"	—
	1 @ 4'	4'	#6	13"	108	5'-10"	"	#6	13"	4	"	—	"	—
		5'			108	5'-10"	"			4	"	—	"	—
		6'			108	6'-0"	4'-10"			4	"	—	"	—
		7'			108	6'-2"	5'-0"			4	5'-0"	—	9'-0"	—
		3'			106	6'-10"	5'-6"			8	5'-5"	3'-6"	4'-10"	2'-11"
	1 @ 5'	4'			106	6'-10"	"			8	"	"	"	"
		5'	#6	13"	106	6'-10"	"	#6	13"	8	"	"	"	"
		6'			106	7'-0"	5'-10"			8	5'-7"	3'-8"	5'-0"	3'-1"
		7'			106	7'-1"	5'-11"			8	5'-8"	3'-9"	5'-1"	3'-2"
		4'			114	7'-10"	6'-8"			12	6'-5"	2'-11"	5'-10"	2'-9"
	1 @ 6'	5'			114	7'-10"	"			12	"	"	"	"
		6'	#6	12"	114	7'-10"	"	#6	12"	12	"	"	"	"
		7'			114	8'-0"	6'-10"			12	6'-7"	3'-1"	6'-0"	2'-6"
		8'			114	8'-1"	6'-11"			12	6'-8"	3'-2"	6'-1"	2'-7"
		4'			122	8'-10"	7'-8"			16	7'-6"	4'-1"	6'-11"	3'-3"
	1 @ 7'	5'			122	8'-10"	"			16	"	"	"	"
		6'	#6	11"	122	9'-0"	7'-10"	#6	11"	16	7'-9"	3'-11"	7'-0"	2'-10"
		7'			122	9'-1"	7'-11"			16	7'-10"	3'-11"	7'-1"	2'-10"
		8'			122	9'-2"	8'-0"			16	7'-10"	3'-11"	7'-2"	2'-11"
		9'			122	9'-4"	8'-2"			16	8'-0"	3'-3"	7'-5"	2'-8"
		4'			112	9'-10"	8'-8"			16	8'-5"	3'-4"	7'-10"	2'-7"
		5'			112	9'-10"	"			16	"	"	"	"
	1 @ 8'	6'	#7	12"	112	10'-0"	8'-8"	#6	12"	16	8'-7"	3'-4"	8'-0"	2'-9"
		7'			112	10'-1"	8'-9"			16	"	"	"	"
		8'			112	10'-2"	8'-10"			16	8'-8"	3'-5"	8'-1"	2'-10"
		9'			112	10'-4"	9'-0"			16	8'-9"	3'-6"	8'-2"	2'-11"
		10'			112	10'-5"	9'-2"			16	8'-11"	3'-8"	8'-3"	3'-0"
		5'			120	11'-0"	9'-10"			20	9'-8"	3'-4"	9'-1"	2'-9"
		6'			120	11'-1"	9'-11"			20	9'-9"	3'-5"	9'-2"	2'-10"
	1 @ 9'	7'	#7	11"	120	11'-1"	9'-11"	#6	11"	20	"	"	"	"
		8'			120	11'-2"	10'-0"			20	9'-10"	3'-6"	9'-3"	2'-11"
		9'			120	11'-4"	10'-2"			20	10'-0"	3'-8"	9'-5"	3'-1"
		10'			120	11'-5"	10'-3"			20	10'-2"	3'-10"	9'-7"	3'-3"
		11'			120	11'-6"	10'-5"			20	10'-4"	4'-0"	9'-9"	3'-5"
		12'			120	11'-8"	10'-6"			20	10'-6"	4'-2"	9'-11"	3'-7"
		5'			110	10'-11"				20	10'-8"	3'-8"	10'-0"	3'-0"
		6'			110	11'-0"				20	10'-9"	3'-9"	10'-1"	3'-1"
	1 @ 10'	7'			110	11'-0"				20	"	"	"	"
		8'	#7	12"	110	11'-1"		#7	12"	20	10'-11"	3'-10"	10'-2"	3'-2"
		9'			110	11'-3"				20	11'-0"	4'-0"	10'-4"	3'-4"
		10'			110	11'-5"				20	11'-2"	4'-2"	10'-6"	3'-6"
		11'			110	11'-7"				20	11'-4"	4'-4"	10'-8"	3'-8"
		12'			110	11'-9"				20	11'-6"	4'-6"	10'-10"	3'-10"
		6'			118	12'-1"				24	11'-11"	4'-5"	11'-3"	3'-4"
		7'			118	12'-1"				24	"	"	"	"
	1 @ 11'	8'			118	12'-1"				24	"	"	"	"
		9'	#7	11"	118	12'-3"		#7	11"	24	12'-1"	4'-2"	11'-5"	3'-6"
		10'			118	12'-5"				24	12'-3"	4'-4"	11'-7"	3'-8"
		11'			118	12'-7"				24	12'-5"	4'-6"	11'-9"	3'-10"
		12'			118	12'-9"				24	12'-7"	4'-8"	11'-11"	4'-0"
		6'			106	13'-1"				24	12'-10"	4'-1"	12'-2"	3'-5"
		7'			106	13'-1"				24	"	"	"	"
	1 @ 12'	8'	#8	12"	106	13'-3"		#7	12"	24	13'-0"	4'-3"	12'-4"	3'-7"
		9'			106	13'-5"				24	13'-2"	4'-5"	12'-6"	3'-9"
		10'			106	13'-7"				24	13'-4"	4'-7"	12'-8"	3'-11"
		11'			106	13'-9"				24	13'-6"	4'-9"	12'-10"	4'-1"
		12'			106	13'-11"				24	13'-8"	4'-11"	13'-0"	4'-3"

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	'd' bars STRAIGHT Longitudinal in Top Slab of Barrel. SIZE	SPACING	No. REQD	LENGTH	'd1' bars STRAIGHT Longitudinal in Sidewalls. SIZE	SPACING	No. REQD	LENGTH	'e' bars STRAIGHT Longitudinal in Bottom Slab of Barrel. SIZE	SPACING	No. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM	4'	2'												
		3'			6				4				5	
	1 @ 4'	4'			6				4				5	
		5'			6				4				5	
		6'			6				4				5	
		7'			6				4				5	
		3'			7				6				6	
	1 @ 5'	4'			7				6				6	
		5'	#5	10½"	7		#4	12"	6		#4	12"	6	
		6'			7				6				6	
		7'			7				6				6	
		4'			8				7				7	
	1 @ 6'	5'			8				7				7	
		6'	#5	10½"	8		#4	12"	7		#4	12"	7	
		7'			8				7				7	
		8'			8				7				7	
		4'			9				8				8	
	1 @ 7'	5'			9				8				8	
		6'	#5	10½"	9		#4	12"	8		#4	12"	8	
		7'			9				8				8	
		8'			9				8				8	
		4'			11				9				9	
		5'			11				9				9	
	1 @ 8'	6'	#7	10"	11		#4	12"	9		#4	12"	9	
		7'			11				9				9	
		8'			11				9				9	
		9'			11				9				9	
		10'			11				9				9	
		5'			12				10				10	
		6'			12				10				10	
	1 @ 9'	7'	#7	10"	12		#4	12"	10		#4	12"	10	
		8'			12				10				10	
		9'			12				10				10	
		10'			12				10				10	
		11'			12				10				10	
		12'			12				10				10	
		6'			13				11				11	
		7'			13				11				11	
	1 @ 10'	8'	#7	10"	13		#4	12"	11		#4	12"	11	
		9'			13				11				11	
		10'			13				11				11	
		11'			13				11				11	
		12'			13				11				11	
		6'			14				12				12	
		7'			14				12				12	
	1 @ 11'	8'	#8	10"	14		#4	12"	12		#4	12"	12	
		9'			14				12				12	
		10'			14				12				12	
		11'			14				12				12	
		12'			14				12				12	
		6'			16				13				13	
		7'			16				13				13	
	1 @ 12'	8'	#8	10"	16		#4	12"	13		#4	12"	13	
		9'			16				13				13	
		10'			16				13				13	
		11'			16				13				13	
		12'			16				13				13	

'f' bars STRAIGHT Verticals in Sidewalls.

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	SIZE	SPACING	No. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM	4'	2'				
		3'			120	2'-11"
	1 @ 4'	4'	#5	12"	120	3'-11"
		5'			120	4'-11"
		6'			120	5'-11"
		7'			120	6'-11"
		3'			120	4'-0"
	1 @ 5'	4'			120	5'-0"
		5'	#6	12"	120	6'-0"
		6'			120	7'-0"
		7'			120	8'-0"
		4'			120	4'-1"
	1 @ 6'	5'			120	5'-1"
		6'	#6	12"	120	6'-1"
		7'			120	7'-1"
		8'			120	8'-1"
		4'			120	5'-2"
	1 @ 7'	5'			120	6'-2"
		6'	#6	12"	120	7'-2"
		7'			120	8'-2"
		8'			120	9'-2"
		4'			120	5'-4"
		5'			120	6'-4"
	1 @ 8'	6'	#7	12"	120	7'-4"
		7'			120	8'-4"
		8'			120	9'-4"
		9'			120	10'-4"
		5'			120	6'-5"
		6'			120	7'-5"
	1 @ 9'	7'	#7	12"	120	8'-5"
		8'			120	9'-5"
		9'			120	10'-5"
		10'			120	11'-5"
		5'			120	6'-6"
		6'			120	7'-6"
	1 @ 10'	7'	#7	12"	120	8'-6"
		8'			120	9'-6"
		9'			120	10'-6"
		10'			120	11'-6"
		11'			120	12'-6"
		12'			120	13'-6"
		6'			120	7'-7"
		7'			120	8'-7"
	1 @ 11'	8'	#7	12"	120	9'-7"
		9'			120	10'-7"
		10'			120	11'-7"
		11'			120	12'-7"
		12'			120	13'-7"
		6'			120	8'-8"
		7'			120	9'-8"
	1 @ 12'	8'	#8	12"	120	10'-8"
		9'			120	11'-8"
		10'			120	12'-8"
		11'			120	13'-8"
		12'			120	14'-8"

'k' bars STRAIGHT In Bottom of Headwall.

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	SIZE	No. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM	4'	2'			
		3'		6	5'-6"
	1 @ 4'	4'	#5	"	"
		5'		"	"
		6'		"	"
		7'		"	"
		3'		6	6'-8"
	1 @ 5'	4'		"	"
		5'	#6	"	"
		6'		"	"
		7'		"	"
		4'		6	7'-10"
	1 @ 6'	5'		"	"
		6'	#6	"	"
		7'		"	"
		8'		"	"
		4'		6	8'-11"
	1 @ 7'	5'		"	"
		6'	#6	"	"
		7'		"	"
		8'		"	"
		4'		6	10'-1"
		5'		"	"
	1 @ 8'	6'	#7	"	"
		7'		"	"
		8'		"	"
		9'		"	"
		5'		6	11'-5"
		6'		"	"
	1 @ 9'	7'	#7	"	"
		8'		"	"
		9'		"	"
		10'		"	"
		5'		6	12'-10"
		6'		"	"
	1 @ 10'	7'	#7	"	"
		8'		"	"
		9'		"	"
		10'		"	"
		11'		"	"
		12'		"	"
		6'		6	14'-2"
		7'		"	"
	1 @ 11'	8'	#8	"	"
		9'		"	"
		10'		"	"
		11'		"	"
		12'		"	"
		6'		6	15'-6"
		7'		"	"
	1 @ 12'	8'	#8	"	"
		9'		"	"
		10'		"	"
		11'		"	"
		12'		"	"

'k1' bars STRAIGHT In Top of Headwall and Apron (2 Each)

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	SIZE	No. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM	4'	2'			
		3'		8	6'-8"
	1 @ 4'	4'	#5	"	"
		5'		"	"
		6'		"	"
		7'		"	"
		3'		8	7'-10"
	1 @ 5'	4'		"	"
		5'	#6	"	"
		6'		"	"
		7'		"	"
		4'		8	9'-0"
	1 @ 6'	5'		"	"
		6'	#6	"	"
		7'		"	"
		8'		"	"
		4'		8	10'-3"
	1 @ 7'	5'		"	"
		6'	#6	"	"
		7'		"	"
		8'		"	"
		4'		8	11'-3"
		5'		"	"
	1 @ 8'	6'	#7	"	"
		7'		"	"
		8'		"	"
		9'		"	"
		5'		8	12'-7"
		6'		"	"
	1 @ 9'	7'	#7	"	"
		8'		"	"
		9'		"	"
		10'		"	"
		5'		8	13'-9"
		6'		"	"
	1 @ 10'	7'	#7	"	"
		8'		"	"
		9'		"	"
		10'		"	"
		11'		"	"
		12'		"	"
		6'		8	15'-1"
		7'		"	"
	1 @ 11'	8'	#8	"	"
		9'		"	"
		10'		"	"
		11'		"	"
		12'		"	"
		6'		8	16'-5"
		7'		"	"
	1 @ 12'	8'	#8	"	"
		9'		"	"
		10'		"	"
		11'		"	"
		12'		"	"

These bars are in the skewed portion of barrel only. The length of 'a' bars and overall length X of 'b' bars vary by 1'-11" for 13" spacing, 1'-9" for 12" spacing and 1'-7" for 11" spacing.

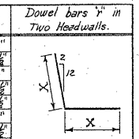
BAR SIZE	PIN DIAM.	K	ADD FOR HOOKS	BENDING DIAGRAMS FOR BARS 'b' & 'b1'
#6	3"	5"	1'-2"	2 HOOKS
#7	3½"	5¾"	1'-4"	
#6	3"	5"	0'-7"	1 HOOK
#7	3½"	5¾"	0'-8"	

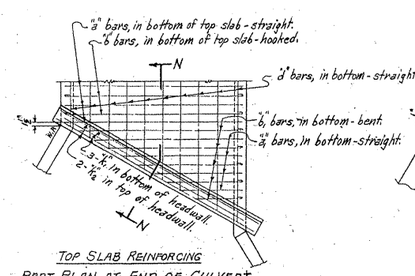
NOTE:- Dimensions are to centers of bars. ('b' and 'b1')

DOWEL BARS FOR TWO HEADWALLS

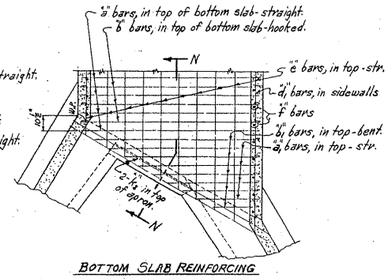
SPAN	SIZE	SPACING	No. REQD	LENGTH	X
4'	#4	12"	12	2'-6"	1'-3"
5'	#4	12"	16	2'-7"	1'-3½"
6'	#4	12"	18	2'-8"	1'-4"
7'	#4	12"	20	2'-9"	1'-4½"
8'	#4	12"	22	2'-11"	1'-5½"
9'	#4	12"	26	3'-0"	1'-6"
10'	#4	12"	28	3'-1"	1'-6½"
11'	#4	12"	30	3'-2"	1'-7"
12'	#4	12"	32	3'-3"	1'-7½"

Dowel bars 'i' in Two Headwalls.



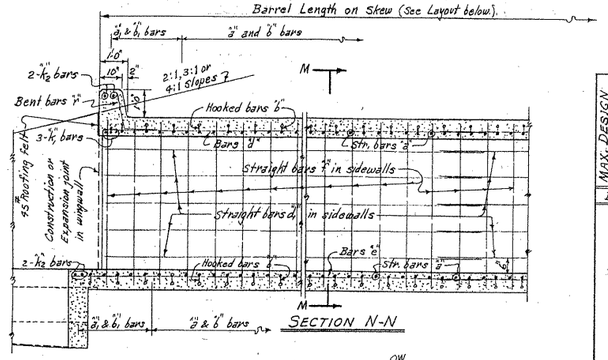


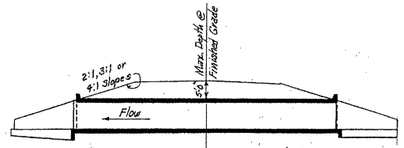
TOP SLAB REINFORCING
PART PLAN AT END OF CULVERT



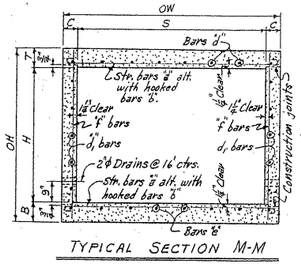
BOTTOM SLAB REINFORCING
PART PLAN AT END OF CULVERT

NOTE:- For Details of Standard Wings and bar lists, see Drawing No. W-X.302-1 or W-X.302-2; W-X.303-1 or W-X.303-2, and W-X.304-1 or W-X.304-2. Also W-X.30.

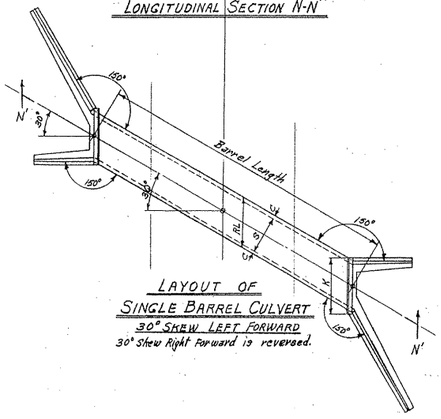




LONGITUDINAL SECTION N-N'



TYPICAL SECTION M-M



LAYOUT OF
SINGLE BARREL CULVERT
30° SKEW LEFT FORWARD
30° Skew Right Forward is reversed.

DESIGN LIVE LOAD

H20-S16 LOADING A.A.S.H.O. 1961
AND
SPECIAL MILITARY LOADING
Two 24,000 Lb Axles @ 4'-0" ctrs

UNIT STRESSES:-
Class S Concrete (n=10) 1200 #/s°
Reinforcing Steel 20,000 #/s°

NOTE:- This drawing to be used in conjunction with Standard Wing Drawing Nos. W-X.302-1 or W-X.302-2, W-X.303-1 or W-X.303-2, and W-X.304-1 or W-X.304-2. Also W-X.30.

GENERAL NOTES

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.
REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.
BAR LAP:- In computing the quantities of steel from the tables add one lap for each additional 33'-0" length of barrel over 32'-0". Lap longitudinal bars 30 diameters min.
CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls and slabs shall be only where shown on plans.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	BARREL DIMENSIONS: Sq. Ft. OPENING A	OVERALL WIDTH OW	THICKNESS OF TOP SLAB T	THICKNESS OF SIDEWALLS C	THICKNESS OF BOTTOM SLAB B	OVERALL HEIGHT OH	ROADWAY LENGTH RL	LENGTH OF HEADWALLS K	* QUANTITIES: CLASS S CONC. PER LIN. FT. OF BARREL CuYd.	REINFORCING STEEL: TOTAL FOR 60'-0" LENGTH OF BARREL Lb.	REINFORCING STEEL: PER LIN. FT. OF BARREL Lb.	REINFORCING STEEL: ADDITIONAL PER LAP Lb.
5'-0"	4'	2'	8	5'-0"	6"		3'-1½"	5'-9½"	6'-1½"		0.282	2622	41.99	17.95
	1 @ 4'	3'	12	5'-0"	6"		4'-1½"	"	"		0.319	2784	44.16	18.62
		4'	16	5'-0"	6"	7"	5'-1½"	"	"	6½"	0.354	2946	46.83	21.29
		5'	20	5'-0"	6"		6'-1½"	"	"		0.394	3107	49.50	22.96
		6'	24	5'-2"	7"		7'-1½"	5'-11⅞"	7'-1⅛"		0.479	3335	52.96	24.63
		3'	15	6'-0"	6"		4'-2½"	6'-1⅛"	8'-1"		0.380	3541	55.55	22.19
	1 @ 5'	4'	20	6'-0"	6"		5'-2½"	"	"		0.417	3703	58.23	23.86
		5'	25	6'-0"	6"	7"	6'-2½"	"	"	7½"	0.454	3865	60.90	25.53
		6'	30	6'-2"	7"		7'-2½"	7'-1⅛"	8'-3⅜"		0.535	9031	64.99	27.20
		7'	35	6'-3"	7½"		8'-2½"	9'-2⅜"	8'-4⅝"		0.604	4283	67.63	28.87
		3'	18	7'-0"	6"		4'-3½"	8'-1"	9'-2⅛"		0.446	4221	66.29	24.76
	1 @ 6'	4'	24	7'-0"	6"		5'-3½"	"	"		0.493	4383	68.96	26.43
		5'	30	7'-0"	6"	7½"	6'-3½"	"	"	7½"	0.520	9545	71.64	28.10
		6'	36	7'-2"	7"		7'-3½"	8'-3⅜"	9'-5⅛"		0.602	4772	75.31	29.77
		7'	42	7'-3"	7½"		8'-3½"	8'-4½"	9'-6⅜"		0.671	4966	76.98	31.44
		8'	48	7'-4"	8"		9'-3½"	8'-5½"	9'-7⅛"		0.746	5570	88.97	33.11
		4'	28	8'-0"	6"		5'-5"	9'-2⅜"	10'-9⅝"		0.568	5196	81.32	29.01
	1 @ 7'	5'	35	8'-0"	6"		6'-5"	"	"		0.605	5307	84.00	30.68
		6'	42	8'-2"	7"		7'-5"	9'-5⅛"	10'-7"		0.688	5558	87.74	32.35
		7'	49	8'-3"	7½"	8½"	8'-5"	9'-6⅜"	10'-8⅛"	8½"	0.787	5755	90.98	34.02
		8'	56	8'-4"	8"		9'-5"	9'-7⅛"	10'-9⅝"		0.882	6100	96.65	35.69
		9'	63	8'-6"	9"		10'-5"	9'-9⅝"	10'-11⅛"		0.996	6649	105.53	37.36
		4'	32	9'-0"	6"		5'-7"	10'-2

FED. ROAD No.	STATE	FED. AID PROJECT.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

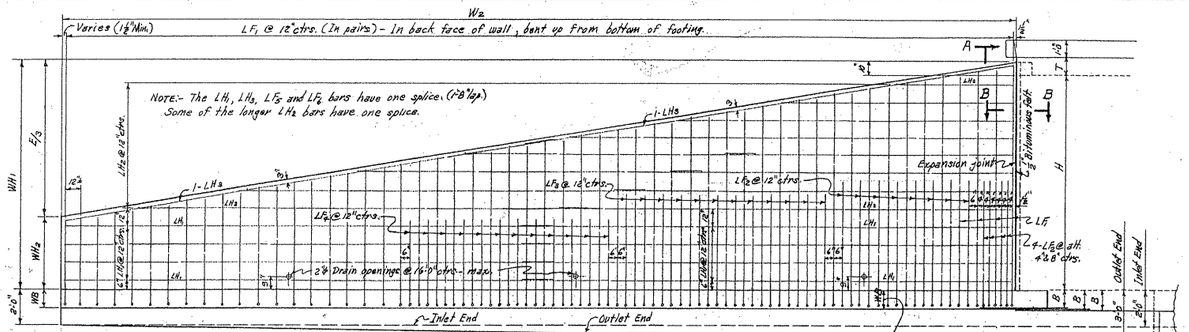
DIMENSIONS — QUANTITIES

| DEPTH OF COVER D | CLEAR SPAN S | CLEAR HEIGHT H | "a" bars STRAIGHT In Top and Bottom Slab of Barrel, 2 Add'l in Apron and Headwall - Each. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | "b" bars BENT - See Diagram below. In Bottom of Top Slab bent up over Division Wall - hooked. Alternate with "a" and "c" bars. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | X | Y | Z | "b_2" bars BENT - See Diagram below. In Top of Bottom Slab bent down under Division Wall - hooked. Alternate with "a" and "c" bars. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | X | Y | Z | "c" bars STRAIGHT In Top and Bottom Slab of Barrel. Alternate with "b" and "b_2" bars. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | "d" bars STRAIGHT Longitudinal in Top Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "d_1" bars STRAIGHT Longitudinal in Sidewalls and Division Walls. SIZE | SPACING | NO. REQ'D | LENGTH | "e" bars STRAIGHT Longitudinal in Bottom Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "f" bars STRAIGHT Vertical in Sidewalls and Division Walls. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH |
|---|---|---|---|---|---

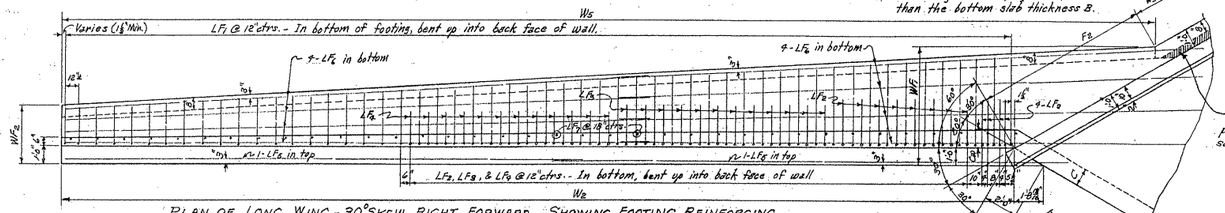
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

NOTE:- This drawing is to be used in conjunction with Standard Barrel Sections, Drawing Nos.-

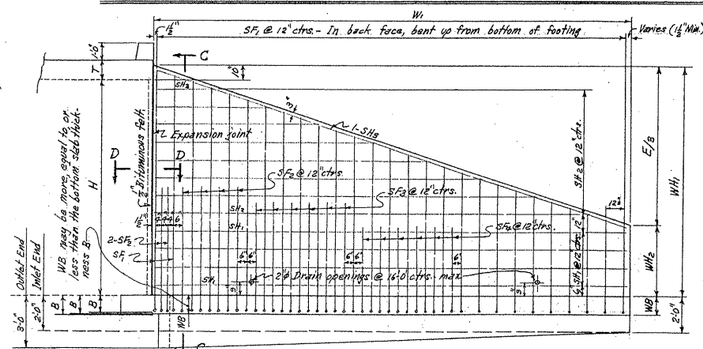
SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-130X-0	R-230X-01	R-330X-01	R-430X-01	R-530X-01
	R-230X-02	R-330X-02	R-430X-02	R-530X-02
R-130X-1	R-230X-1	R-330X-1	R-430X-1	R-530X-1
	R-230X-2	R-330X-2		



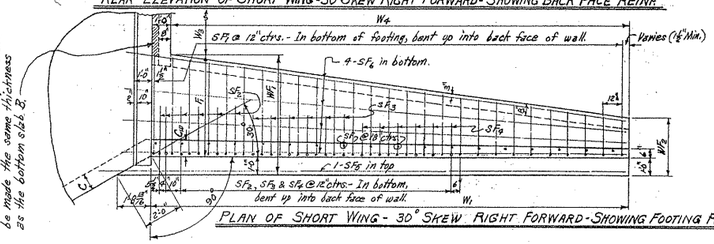
PART REAR ELEVATION OF LONG WING - 30° SKEW RIGHT FORWARD - SHOWING BACK FACE REINFORCING



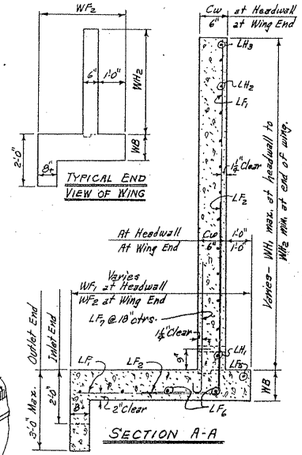
PLAN OF LONG WING - 30° SKEW RIGHT FORWARD - SHOWING FOOTING REINFORCING



REAR ELEVATION OF SHORT WING - 30° SKEW RIGHT FORWARD - SHOWING BACK FACE REINF.



PLAN OF SHORT WING - 30° SKEW RIGHT FORWARD - SHOWING FOOTING REINF.



When B is more than WB, the shaded portion of the apron shall be made the same thickness as the bottom slab B.

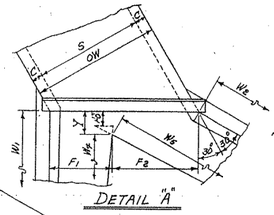
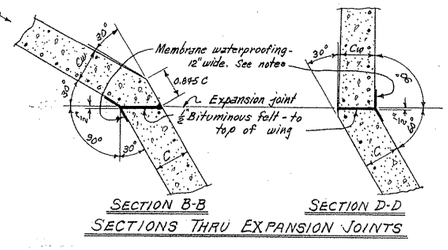


TABLE "A" - DIMENSIONS FOR DETAIL "A".

S	H	F1	F2	W5	Y	W4	W5
7'	9'	4'-1⅜"	5'-8⅜"	0"	1'-5½"	18'-0½"	45'-2½"
8'	10'	4'-7⅛"	6'-6⅝"	0"	1'-6⅜"	20'-11⅝"	49'-11"
9'	11'	5'-1⅛"	7'-5"	0"	1'-7⅛"	22'-10⅜"	54'-7½"
10'	11'	5'-2"	8'-4"	0"	1'-0⅜"	23'-5½"	55'-10"
10'	12'	6'-6⅜"	8'-3⅜"	0"	1'-8"	24'-10"	59'-2"
11'	12'	5'-7⅛"	9'-4⅜"	0"	1'-1½"	25'-9½"	60'-6⅝"

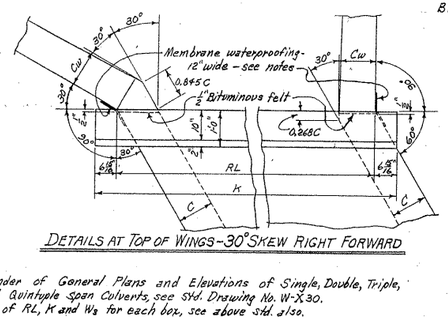


SECTIONS THRU EXPANSION JOINTS

SINGLE BARREL CULVERT - 30° SKEW RIGHT FORWARD

Details of Culvert with 30° Skew Left Forward is reversed, see Drawing No. W-X30.

TYPICAL WING DETAILS



DETAILS AT TOP OF WINGS - 30° SKEW RIGHT FORWARD

NOTE:- For remainder of General Plans and Elevations of Single, Double, Triple, Quadruple and Quintuple Span Culverts, see Std. Drawing No. W-X30. For values of RL, K and Ws for each box, see above std. also.

REGULAR WING DIMENSIONS - 3:1 SLOPES

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEADW'LL	WINGWALL HEIGHTS AT HEADWALL	WINGWALL HEIGHTS AT END OF WING	WIDTHS OF WING FOOTINGS AT HEADWALL	WIDTHS OF WING FOOTINGS AT END OF WING	FOOTING DIMENSION PERPENDICULAR WITH HEADWALL	PERPENDICULAR DIST. FROM HEADW'LL TO END OF WING	LENGTHS OF WINGWALLS		INSIDE FOOTING DIMENSIONS		* QUANTITY PER WING - CLASS S CONCRETE			
													INLET END		OUTLET END	
			AT HEADWALL	AT END OF WING	AT HEADWALL	AT END OF WING	SHORT WING	LONG WING	SHORT WING	LONG WING	SHORT WING	LONG WING	SHORT WING	LONG WING	SHORT WING	LONG WING
H	WB	Cw	WH1	WH2	WF1	WF2	F1	F2	E	W1	W2	W4	W5	CU.YD.	CU.YD.	CU.YD.	CU.YD.
9' x 10'	9"	9'-10"	8'-0"	5'-2"	2'-10½"	4'-2"	6'-7⅝"	20'-6"	20'-6"	41'-0"	19'-6"	46'-2½"	6.339	13.125	6.598	13.701
10' x 11'	10"	10'-10"	8'-8"	5'-8"	3'-0"	4'-8"	7'-7½"	22'-6"	22'-6"	45'-0"	21'-6"	51'-1"	8.085	16.731	8.369	17.367
11' x 12'	11"	11'-10"	8'-8"	6'-2"	3'-11½"	5'-2"	8'-7⅝"	24'-6"	24'-6"	49'-0"	23'-6"	55'-11½"	10.137	20.967	10.445	21.663
12' x 13'	12"	12'-10"	9'-0"	6'-8"	3'-3"	5'-8"	9'-7⅝"	26'-6"	26'-6"	53'-0"	25'-6"	60'-3⅝"	12.520	25.885	12.853	26.641

* Quantity per wing does not include headwall or that portion of apron or toewall for the length Wb. * See Table "A" for special values of F1 & F2 and W4 & W5 for Single 7'x9', 8'x10', 9'x11', 10'x12' and 11'x12' Box Culverts.

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING FOOTING	REINFORCING @ STEEL FOR 4 WINGS	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TOEWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	Cw	WB	LB.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
7'	9'	9"	10"	2823	40.26	42.29	44.21	46.15	48.08
8'	9'	9"	10"	2823	40.61	42.79	44.96	47.15	49.32
	10'	10"	11"	3544	51.09	53.93	55.64	57.87	60.08
9'	9'	9"	10"	2823	40.86	43.31	45.71	48.14	50.55
	10'	10"	11"	3544	51.47	53.94	56.40	58.87	61.33
	11'	11"	12"	4286	63.77	66.93	68.91	71.91	73.88
10'	9'	9"	10"	2823	41.11	43.88	46.48	49.11	51.78
	10'	10"	11"	3544	51.72	54.95	57.15	59.85	62.57
	11'	11"	12"	4286	64.19	66.94	69.67	72.90	75.14
	12'	12"	13"	5394	78.98	81.95	84.21	86.96	89.78
11'	9'	9"	10"	2823	41.36	44.36	47.26	50.15	——
	10'	10"	11"	3544	51.97	54.99	57.91	60.86	——
	11'	11"	12"	4286	64.44	67.46	70.43	73.41	——
	12'	12"	13"	5394	78.93	81.97	84.98	87.99	——
12'	9'	9"	10"	2823	41.62	44.90	48.06	51.23	——
	10'	10"	11"	3544	52.22	55.53	58.71	61.90	——
	11'	11"	12"	4286	64.70	68.00	71.19	74.42	——
	12'	12"	13"	5394	79.20	82.50	85.74	89.01	——

® For reinforcing steel in Headwalls and Aprons, see Drawing Nos. of Barrel Sections listed at top of sheet.

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.

REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.

CONSTRUCTION JOINTS:- Construction joints between wing walls, footings and sidewalls shall be only where shown on plans.

MEMBRANE:- A membrane waterproofing 12" wide, consisting of three mopings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the back face of wing to cover the expansion joints.

Payment for the membrane waterproofing and bituminous felt shall be included in unit price bid for Class S Concrete.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

UNIT STRESSES:-

Class S Concrete (n=10) 1200#/sq"

Reinforcing Steel 20,000#/sq"

BAR LIST FOR ONE SHORT AND ONE LONG WING - 2 EACH REQUIRED

CLEAR HEIGHT	WING LOCATION	SF1 & LF1 BENT: In bottom of footing, bent up into back face of wing. One bar (or two bars) of each length. SIZE	SPACING	NO. REQD	LENGTHS VARY MIN.	LENGTHS VARY MAX.	X MIN.	X MAX.	Y MIN.	Y MAX.
H	SHORT OR LONG									
9'	Short	#5	12"	21	5'-0"	19'-0"	1'-6"	3'-10"	3'-7"	10'-3"
	Long	#5	12"	42	4'-10"	18'-8"	1'-6"	3'-7"	3'-5"	10'-3"
10'	Short	#5	12"	23	5'-7"	15'-7"	1'-8"	9'-2"	4'-0"	11'-9"
	Long	#5	12"	46	5'-5"	15'-6"	1'-8"	4'-1"	3'-10"	11'-9"
11'	Short	#5	12"	25	6'-1"	17'-2"	1'-9"	9'-10"	4'-5"	12'-5"
	Long	#5	12"	50	5'-11"	16'-10"	1'-9"	4'-6"	4'-3"	12'-5"
12'	Short	#5	12"	27	6'-8"	18'-9"	1'-11"	8'-4"	4'-10"	13'-6"
	Long	#5	12"	54	6'-6"	18'-8"	1'-11"	4'-11"	4'-8"	13'-6"

SF2 & LF2 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE	SPACING	NO. REQD	LENGTH	X	Y
#5	12"	3	7'-1⅛"	2'-1"	5'-1⅛"
#5	12"	6	7'-1⅛"	2'-1"	5'-1⅛"
#5	12"	3	8'-1⅛"	2'-1"	6'-1⅛"
#5	12"	6	8'-1⅛"	2'-1"	6'-1⅛"
#6	12"	6	8'-1⅛"	2'-1"	6'-1⅛"
#6	12"	6	8'-1⅛"	2'-1"	6'-1⅛"
#6	12"	6	8'-1⅛"	2'-1"	6'-1⅛"
#6	12"	6	8'-1⅛"	2'-1"	6'-1⅛"
#7	12"	6	9'-1⅛"	2'-1"	7'-1⅛"
#7	12"	12	9'-1⅛"	2'-1"	7'-1⅛"

SF3 & LF3 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE	SPACING	NO. REQD	LENGTH	X	Y
#4	12"	6	6'-6"	1'-10"	4'-9"
#4	12"	12	6'-6"	1'-10"	4'-9"
#5	12"	3	7'-1⅝"	2'-1"	5'-1⅝"
#5	12"	6	7'-1⅝"	2'-1"	5'-1⅝"
#6	12"	6	8'-1⅝"	2'-1"	6'-1⅝"
#6	12"	6	8'-1⅝"	2'-1"	6'-1⅝"
#6	12"	6	8'-1⅝"	2'-1"	6'-1⅝"
#6	12"	6	8'-1⅝"	2'-1"	6'-1⅝"
#7	12"	6	9'-1⅝"	2'-1"	7'-1⅝"
#7	12"	12	9'-1⅝"	2'-1"	7'-1⅝"

SF4 & LF4 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE	SPACING	NO. REQD	LENGTH	X	Y
——	——	——	——	——	——
——	——	——	——	——	——
——	——	——	——	——	——
——	——	——	——	——	——
——	——	——	——	——	——
#4	12"	6	6'-6"	1'-10"	4'-9"
#4	12"	12	6'-6"	1'-10"	4'-9"
#4	12"	6	6'-6"	1'-10"	4'-9"
#4	12"	12	6'-6"	1'-10"	4'-9"
#4	12"	12	6'-6"	1'-10"	4'-9"

SF5 & LF5 STRAIGHT: Longitudinal in top of wing footing heel. SIZE	NO. REQD	LENGTH
#4	1	23'-0"
#4	2	22'-8"
#4	1	25'-0"
#4	2	24'-8"
#4	1	27'-0"
#4	2	26'-8"
#4	1	29'-0"
#4	2	28'-8"

SF6 & LF6 STRAIGHT: Longitudinal in bottom of wing footing toe. SIZE	NO. REQD	LENGTH
#4	4	22'-0"
#4	8	25'-2"
#4	4	24'-0"
#4	8	27'-7"
#4	4	26'-0"
#4	8	30'-1"
#4	4	28'-0"
#4	8	32'-6"

SF7 & LF7 BENT: Footing dowels extending up into front face of wing. SIZE	SPACING	NO. REQD	LENGTH	X
#4	18"	14	4'-0"	3'-6"
#4	18"	28	4'-0"	3'-6"
#4	18"	16	4'-1⅝"	3'-10"
#4	18"	32	4'-1⅝"	3'-10"
#4	18"	17	4'-1⅜"	4'-2"
#4	18"	33	4'-1⅜"	4'-2"
#4	18"	18	5'-0"	4'-6"
#4	18"	36	5'-0"	4'-6"

SH1 & LH1 STRAIGHT: Horizontal in back face of wing. SIZE	SPACING	NO. REQD	LENGTH
#4	12"	3	20'-8"
#4	12"	6	21'-2"
#4	12"	3	22'-8"
#4	12"	6	23'-2"
#4	12"	6	23'-8"
#4	12"	8	25'-2"
#4	12"	4	24'-8"
#4	12"	8	26'-2"

SH2 & LH2 STRAIGHT: Horizontal in back face of wing. One bar of each length.* SIZE	SPACING	NO. REQD	LENGTHS VARY MAX.	LENGTHS VARY MIN.
#4	12"	3	18'-3"	3'-3"
#4	12"	6	19'-3"	3'-3"
#4	12"	3	22'-3"	3'-3"
#4	12"	6	21'-3"	3'-3"
#4	12"	6	23'-3"	4'-6"
#4	12"	7	*22'-6"	4'-6"
#4	12"	7	*23'-6"	4'-6"
#4	12"	8	25'-3"	3'-3"
#4	12"	8	26'-3"	3'-3"
#4	12"	8	*28'-6"	6'-6"

SH3 & LH3 In back face of wing at top on slope. SIZE	NO. REQD	LENGTH
#4	1	21'-9"
#4	2	21'-6"
#4	1	23'-5"
#4	2	23'-6"
#4	1	25'-7"
#4	2	25'-7"
#4	1	27'-8"
#4	2	27'-7"

BAR BENDING DIAGRAMS: SF1-SF6, LF1-LF6 (3" Pin); SF7 & LF7 (3" Pin)

QUANTITY REINFORCING STEEL PER WING - LBS. SHORT WING	LONG WING
967.1	997.6
586.4	1185.7
708.9	1451.3
893.5	1803.3

NOTE:- Bars for short wing shall be marked with prefix letter "S", while those for long wing shall be marked with letter "L".

o Except as shown at headwall.

* Lengths without splice. Bars over 28'-0" length may be spliced (1'-8" lap). Quantities include laps for LH2 bars over 28'-0" length.

NOTE:- Dimensions are to bar centers.

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS 30° SKEW

7', 8', 9', 10', 11' & 12' SPANS — 3:1 SLOPES

SINGLES, DOUBLES, TRIPLES, QUADRUPLES & QUINTUPLES — ALL DEPTHS OF COVER FOR H = 9'-0" & OVER

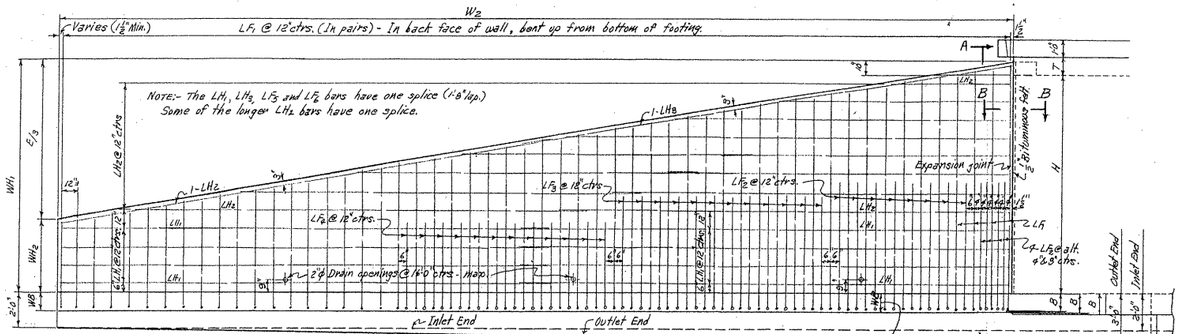
STANDARD DRAWING NO. W-X303-2

Designed By:- M.C.H. 5-16-63 Checked By:-

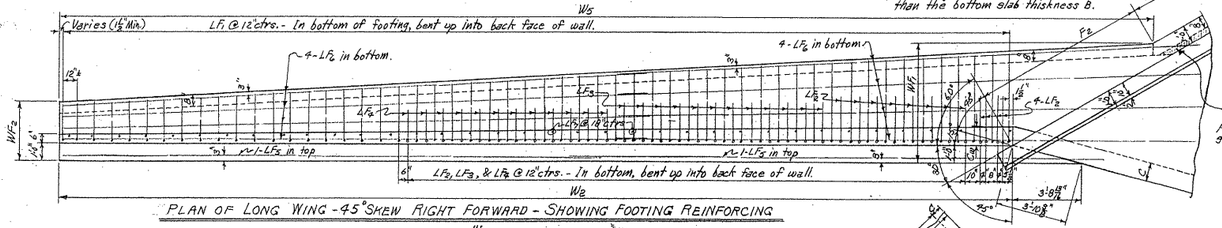
Drawn By:- M.C.H. 7-22-63 Checked By:- RAS 8-20-63

Quantities By:- M.C.H. 1-7-64 Checked By:- LDRT 2-13-64

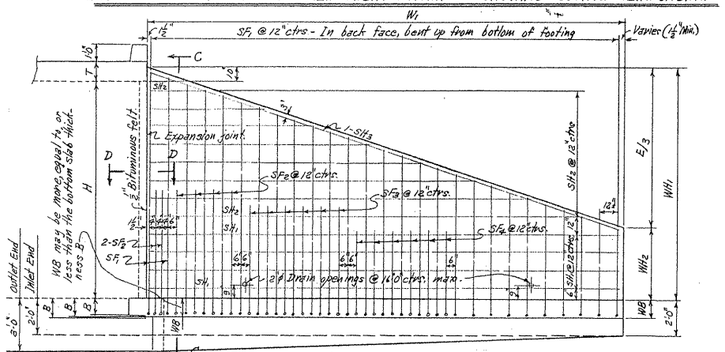
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



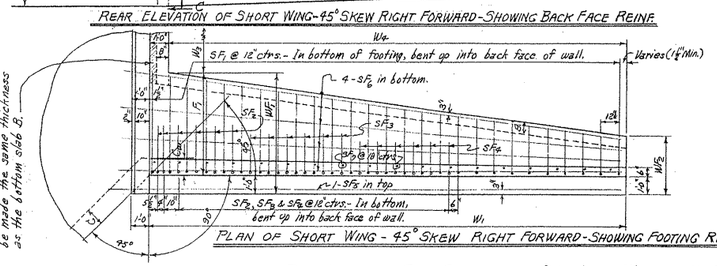
PART REAR ELEVATION OF LONG WING - 45° SKEW RIGHT FORWARD - SHOWING BACK FACE REINFORCING



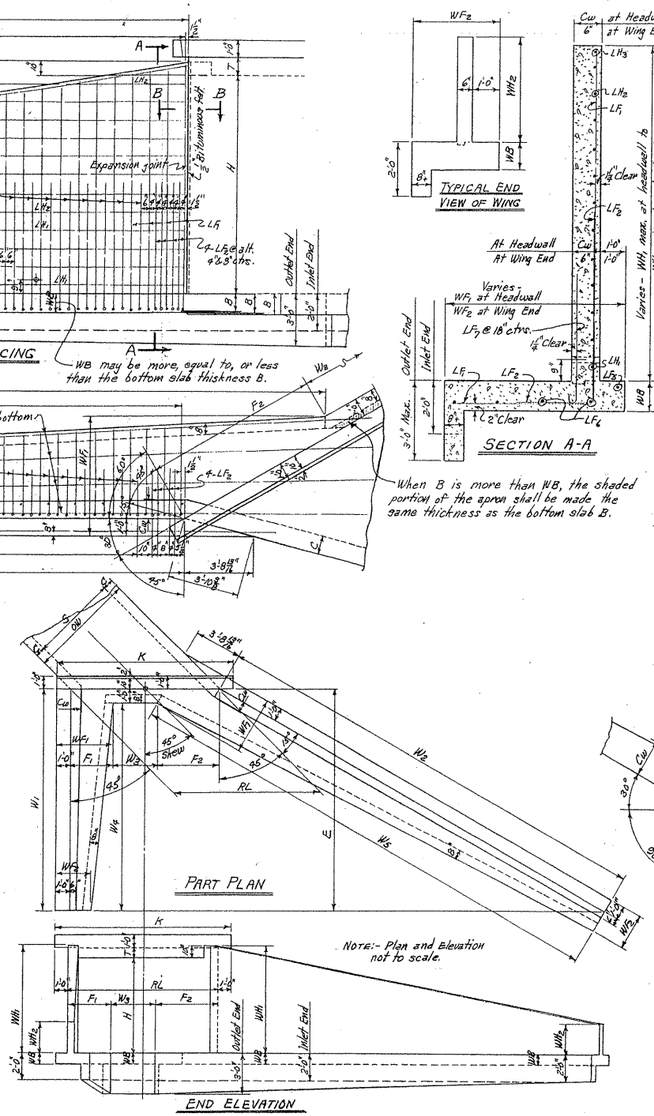
PLAN OF LONG WING - 45° SKEW RIGHT FORWARD - SHOWING FOOTING REINFORCEMENT



REAR ELEVATION OF SHORT WING - 45° SKEW RIGHT FORWARD - SHOWING BACK FACE REINF.

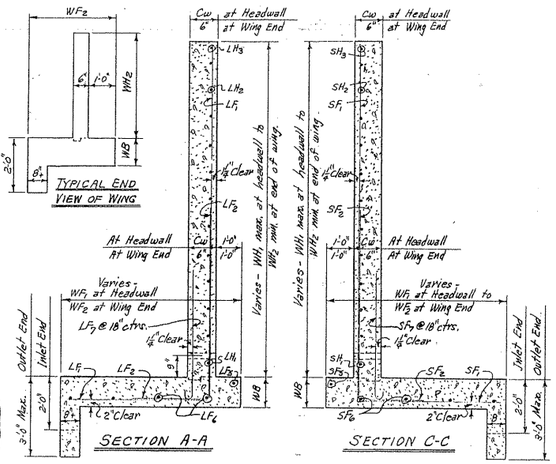


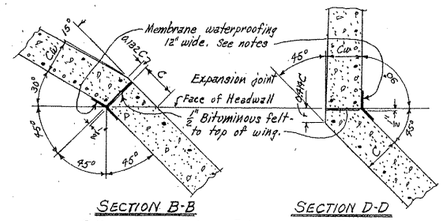
PLAN OF SHORT WING - 45° SKEW RIGHT FORWARD - SHOWING FOOTING REINF.



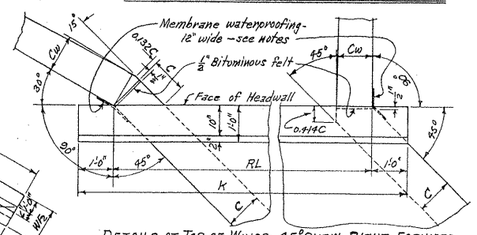
SINGLE BARREL CULVERT - 45° SKEW RIGHT FORWARD
Details of Culvert with 45° Skew Left Forward is reversed, see Drawing No. W-X45.

TYPICAL WING DETAILS





SECTION B-B SECTION D-D
SECTIONS THRU EXPANSION JOINTS



DETAILS AT TOP OF WINGS - 45° SKEW RIGHT FORWARD

Note:-
This drawing to be used in conjunction with standard Barrel Sections, Drawing Nos.

SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-145X-0	R-245X-01	R-345X-01	R-445X-01	R-545X-01
	R-245X-02	R-345X-02	R-445X-02	R-545X-02
R-145X-1	R-245X-1	R-345X-1	R-445X-1	
	R-245X-2	R-345X-2		

Note:-
For remainder of General Plans and Elevations of Single, Double, Triple, Quadruple and Quintuple Span Culverts, see Std. Drawing No. W-X45.
For values of RL, K and W3 for each box, see above Std. also.

REGULAR WING DIMENSIONS - 3:1 SLOPES

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEADWALL	WINGWALL HEIGHTS AT HEADWALL	WINGWALL HEIGHTS AT END OF WING	WIDTHS OF WING FOOTINGS AT HEADWALL	WIDTHS OF WING FOOTINGS AT END OF WING	FOOTING DIMENSIONS PARALLEL WITH HEADWALL SHORT WING	FOOTING DIMENSIONS PARALLEL WITH HEADWALL LONG WING	PERPENDICULAR DIST. FROM HEAD. TO END OF WING	LENGTHS OF WINGWALLS SHORT WING	LENGTHS OF WINGWALLS LONG WING	INSIDE FOOTING DIMENSIONS SHORT WING	INSIDE FOOTING DIMENSIONS LONG WING	* QUANTITY PER WING CLASS S CONCRETE INLET END SHORT WING	INLET END LONG WING	OUTLET END SHORT WING	OUTLET END LONG WING
H	WB	C_{W0}	$W1_1$	$W1_2$	WF_1	WF_2	F_1	F_2	E	W_1	W_2	W_4	W_5	CU.YD.	CU.YD.	CU.YD.	CU.YD.
9'	10"	9"	3'-1⅛"	3'-0"	5'-2"	2'-10⅝"	4'-2"	6'-7⅛"	20'-6"	20'-6"	41'-0"	19'-6"	9'-2⅛"	6.316	13.172	6.574	13.747
10'	11"	10"	10'-10"	3'-4"	5'-8"	3'-1'0"	4'-8"	7'-1⅝"	22'-6"	22'-6"	45'-0"	21'-6"	51'-1"	8.056	16.786	8.339	17.422
11'	12"	11"	11'-10"	3'-8"	6'-2"	3'-1'6"	5'-2"	8'-2⅛"	24'-6"	24'-6"	49'-0"	23'-6"	55'-11⅝"	10.101	21.031	10.909	21.128
12'	13"	12"	12'-10"	4'-0"	6'-8"	3'-3"	5'-8"	9'-1½"	26'-6"	26'-6"	53'-0"	25'-6"	60'-0⅜"	12.476	25.941	12.810	26.717

* Quantity per wing does not include headwall or that portion of apron or toewall for the length W_3.

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING FOOTING	REINFORCING STEEL - FOR 4 WINGS ⊕	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TREWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	C_W	WB	LB.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
7'	9'	9"	10"	2831	98.92	93.30	95.66	98.03	50.90
8'	9'	9"	10"	2831	91.23	93.91	96.57	99.25	51.01
	10'	10"	11"	3546	51.85	54.58	57.29	60.02	62.73
9'	9'	9"	10"	2831	91.55	94.54	97.46	50.94	53.92
	10'	10"	11"	3546	58.17	55.20	58.21	61.22	64.25
	11'	11"	12"	4282	64.65	67.71	70.75	73.80	76.85
10'	9'	9"	10"	2831	98.86	95.18	98.92	51.65	54.92
	10'	10"	11"	3546	52.48	55.79	59.13	62.94	65.77
	11'	11"	12"	4282	64.97	68.33	71.68	75.03	78.39
	12'	12"	13"	5395	79.49	82.88	86.26	89.63	93.03
11'	9'	9"	10"	2831	92.16	95.84	99.39	52.92	——
	10'	10"	11"	3546	52.79	56.98	60.06	63.67	——
	11'	11"	12"	4282	65.28	68.97	72.61	76.26	——
	12'	12"	13"	5395	79.79	83.51	87.19	90.88	——
12'	9'	9"	10"	2831	92.98	96.51	50.37	54.25	——
	10'	10"	11"	3546	53.10	57.15	61.04	64.95	——
	11'	11"	12"	4282	65.59	69.69	73.54	77.50	——
	12'	12"	13"	5395	80.11	84.16	88.13	92.18	——

⊕ For reinforcing steel in Headwalls and Aprons, see Drawing Nos. of Barrel Sections listed at left below.

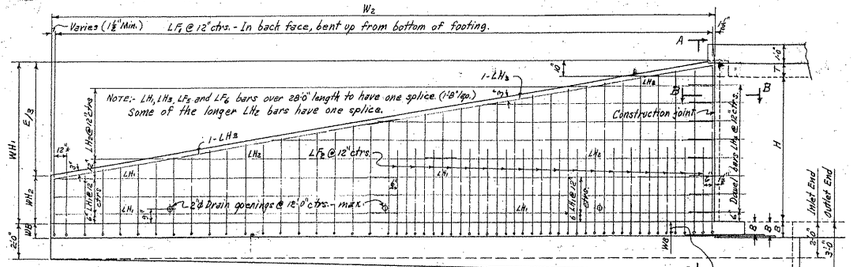
GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.
REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.
CONSTRUCTION JOINTS:- Construction joints between wingwalls, footings and sidewalls shall be only where shown on plans.
MEMBRANE:- A membrane waterproofing 12" wide, consisting of three moppings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the back face of wing to cover the expansion joints.
Payment for the membrane waterproofing and bituminous felt shall be included in unit price bid for Class S Concrete.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.
UNIT STRESSES:-
Class S Concrete (n=10) 1200#/□"
Reinforcing Steel 20,000#/□"

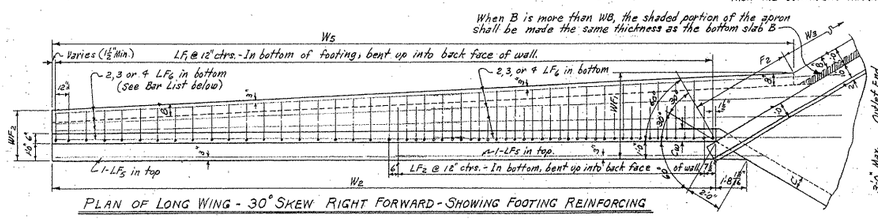
BAR LIST FOR ONE SHORT AND ONE LONG WING - 2 EACH REQUIRED

| CLEAR HEIGHT | WING LOCATION | SF1 & LF1 BENT: In bottom of footing, bent up into back face of wing. One bar (or two bars) of each length. SIZE | SPACING | No. HEAD | LENGTHS VARY MIN. | MAX. | X MIN. | X MAX. | Y MIN. | Y MAX. | SF2 & LF2 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE ⊕ | SPACING | No. HEAD | LENGTH | X | Y | SF3 & LF3 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE | SPACING | No. HEAD | LENGTH | X | Y | SF4 & LF4 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE | SPACING | No. HEAD | LENGTH | X | Y | SF5 & LF5 STRAIGHT: Longitudinal in top of wing footing heel. SIZE | No. HEAD | LENGTH | SF6 & LF6 STRAIGHT: Longitudinal in bottom of wing footing toe. SIZE | No. HEAD | LENGTH | SF7 & LF7 BENT: Footing dowels extending up into front face of wing. SIZE | SPACING | No. HEAD | LENGTH | X | SH1 & LH1 BENT: Horizontal in back face of wing. SIZE | SPACING | No. HEAD | LENGTH | SH2 & LH2 BENT: Horizontal in back face of wing. One bar of each length.* SIZE | SPACING | No. HEAD | LENGTHS VARY MAX. | MIN. | SH3 & LH3 BENT: In back face of wing at top - on slope SIZE | No. HEAD | LENGTH | BAR BENDING DIAGRAMS | QUANTITY REINFORCING STEEL PER WING - LBS. SHORT WING | LONG WING |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

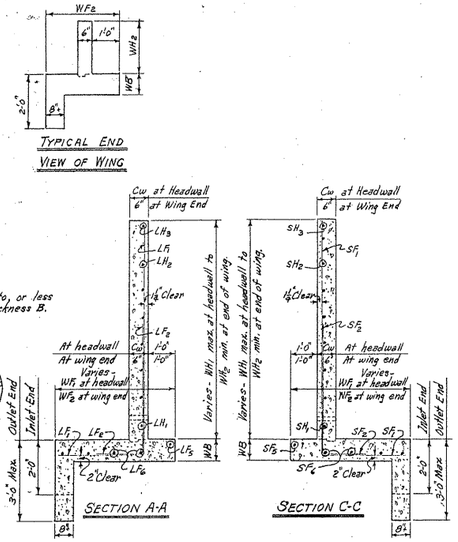
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



REAR ELEVATION OF LONG WING - 30° SKEW RIGHT FORWARD - SHOWING BACK FACE REINFORCING



PLAN OF LONG WING - 30° SKEW RIGHT FORWARD - SHOWING FOOTING REINFORCING



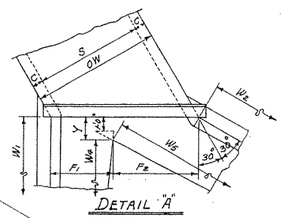
REGULAR WING DIMENSIONS - 3:1 SLOPES

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEAD = C	WINGWALL HEIGHTS		WIDTHS OF WING FOOTINGS		FOOTING EXPANSION PARALLEL WITH HEADWALL		PERPENDICULAR DIST. FROM HEAD TO END OF WING	LENGTHS OF WINGWALLS		INSIDE FOOTING DIMENSION		* QUANTITY PER WING CLASS S CONCRETE			
			AT HEADWALL	AT END OF WING	AT HEAD WALL	AT END OF WING	SHORT WING	LONG WING		SHORT WING	LONG WING	SHORT WING	LONG WING	INLET END SHORT WING	INLET END LONG WING	OUTLET END SHORT WING	OUTLET END LONG WING
H	WB	Cw	WH1	WH2	WF1	WF2	F1	F2	E	W1	W2	WF	WS	CU.YD.	CU.YD.	CU.YD.	CU.YD.
2'	7"	6"	2'-10	0'-8"	2'-4"	2'-0"	1'-4"	0'-11⅝"	6'-6"	6'-6"	13'-0"	5'-6"	19'-3⅜"	0.752	1.599	0.836	1.717
3'	7"	6"	3'-10"	1'-0"	2'-8"	2'-1½"	1'-8"	1'-7⅛"	8'-6"	9'-6"	17'-0"	7'-6"	17'-10⅜"	1.130	2.340	1.239	2.565
4'	7"	6"	4'-10"	1'-6"	3'-0"	2'-3"	2'-0"	2'-3⅜	10'-6"	10'-6"	21'-0"	9'-6"	22'-5½"	1.577	3.270	1.711	3.552
5'	7"	6"	5'-10"	1'-8"	3'-4"	2'-4½"	2'-4"	2'-11⅝"	12'-6"	12'-6"	25'-0"	11'-6"	27'-0½"	2.093	4.341	2.252	4.680
		7"	5'-10"	1'-8"	3'-4"	2'-4½"	2'-4"	2'-11⅝"	12'-6"	12'-6"	25'-0"	11'-6"	27'-0½"	2.179	4.529	2.337	4.862
◎ 6'	8"	7"	6'-10	2'-0"	3'-8"	2'-6"	2'-8"	3'-7⅛"	14'-6"	14'-6"	29'-0"	13'-6"	31'-7½"	2.908	6.029	3.092	6.419
		7½"	6'-10"	2'-0"	3'-8"	2'-6"	2'-8"	3'-7⅛"	14'-6"	14'-6"	29'-0"	13'-6"	31'-7½"	2.966	6.147	3.150	6.593
		8"	6'-10	2'-0"	3'-8"	2'-6"	2'-8"	3'-7⅛"	14'-6"	14'-6"	29'-0"	13'-6"	31'-7½"	3.025	6.272	3.208	6.667
◎ 7'	8½"	7½"	7'-10	2'-4"	4'-2"	2'-11½"	3'-2"	4'-7⅛"	16'-6"	16'-6"	33'-0"	15'-6"	36'-5⅜"	3.811	7.895	4.019	8.350
		8"	7'-10"	2'-4"	4'-2"	2'-7⅛"	3'-2"	4'-7⅛"	16'-6"	16'-6"	33'-0"	15'-6"	36'-5⅜"	3.887	8.057	4.095	8.512
◎ 8'	9"	8"	8'-10"	2'-8"	4'-8"	2'-9"	3'-8"	5'-7⅛"	18'-6"	18'-6"	37'-0"	17'-6"	41'-4⅛"	4.874	10.097	5.107	10.612

* Quantity per wing does not include headwall or that portion of apron or toewall for the length Ws.
◎ See Table A for special values of F1 & F2 and Wp & Ws for Single 4'x6', 5'x7' and 6'x8' Box Culverts.

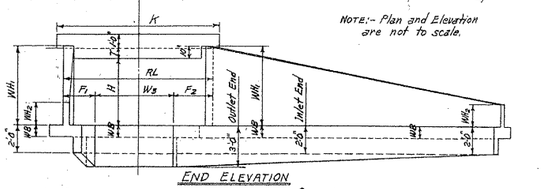
TABLE "A" - DIMENSIONS FOR DETAIL "A"

S	H	F1	F2	W3	Y	W4	W5
4'	6'	2'-7⅞	3'-3⅜"	0"	1'-1⅝	13'-4⅛	31'-3⅛
5'	7'	3'-1⅞	4'-1"	0"	1'-3⅜	15'-2⅜	35'-10⅝
6'	8'	3'-7⅞	4'-10⅛"	0"	1'-4⅝	17'-1⅛"	40'-6"



DETAIL "A"

PART PLAN



END ELEVATION

NOTE:- Plan and Elevation are not to scale.

SINGLE BARREL CULVERT - 30° SKEW RIGHT FORWARD

Details of Culvert with 30° Skew Left Forward is reversed, see Drawing No. W-X30.

TYPICAL WING DETAILS

NOTE:-
For remainder of General Plans and Elevations of Single, Double, Triple, Quadruple and Quintuple Span Culverts, see Std. Drawing No. W-X30.
For values of RL, K and Wx for each box, see above Std. also.

MEMBRANE:- A membrane waterproofing 12" wide, consisting of three mopings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the back face of wing to cover the construction joints of wings.

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING FOOTING	REINFORCING STEEL - LBS.	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TOEWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	Cw	WB	LB.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
4'	2'	6"	7"	141	5.80	6.90	8.01	9.12	10.23
	3'	6"	7"	213	8.08	9.18	10.29	11.40	12.51
	4'	6"	7"	327	10.78	11.88	12.99	14.10	15.21
	5'	6"	7"	460	13.90	15.00	16.11	17.22	18.32
	6'	7"	8"	762	18.85	19.99	21.13	22.27	23.41
5'	3'	6"	7"	213	8.33	9.47	11.01	12.36	13.70
	4'	6"	7"	327	11.08	12.36	13.71	15.06	16.40
	5'	6"	7"	460	14.14	15.98	16.83	18.17	19.52
	6'	7"	8"	762	19.11	20.98	21.86	23.24	24.62
	7'	7½"	8½"	1474	24.51	25.94	27.35	28.75	30.16
6'	3'	6"	7"	213	8.57	10.17	11.73	13.33	14.92
	4'	6"	7"	327	11.27	12.86	14.93	16.03	17.62
	5'	6"	7"	460	14.38	15.98	17.55	19.15	20.73
	6'	7"	8"	762	19.35	20.98	22.59	24.21	25.83
	7'	7½"	8½"	1474	24.79	26.44	28.08	29.73	31.38
	8'	8"	9"	1870	31.15	32.87	34.51	36.17	37.83
7'	4'	6"	7"	327	11.52	13.37	15.19	17.05	18.85
	5'	6"	7"	460	14.63	16.49	18.31	20.16	21.97
	6'	7"	8"	762	19.61	21.98	23.32	25.20	27.04
	7'	7½"	8½"	1474	25.05	26.94	28.82	30.71	32.59
	8'	8'	9'	1870	31.47	33.37	35.25	37.16	39.05
8'	4'	6"	7"	327	11.77	13.89	15.97	18.09	20.12
	5'	7"	7"	460	15.96	17.60	19.70	21.83	23.89
	6'	7"	8"	762	19.86	21.98	24.05	26.17	28.20
	7'	7½"	8½"	1474	25.30	27.46	29.58	31.73	33.81
	8'	8'	9"	1870	31.72	33.88	36.00	38.16	40.27
9'	5'	7"	7"	460	15.72	18.13	20.47	22.87	25.15
	6'	7½"	8"	762	20.50	22.93	25.29	27.71	30.01
	7'	7½"	8½"	1474	25.55	27.98	30.34	32.76	35.07
	8'	8"	9"	1870	31.97	34.39	36.76	39.18	41.49
10'	5'	7"	7"	460	15.98	18.45	21.25	23.80	26.92
	6'	7½"	8"	762	20.74	23.45	26.07	28.69	31.28
	7'	7½"	8½"	1474	25.81	28.50	31.12	33.70	36.34
	8'	8"	9"	1870	32.22	34.91	37.54	40.12	42.76
11'	6'	8"	8"	762	21.39	24.38	27.25	30.11	———
	7'	8"	8½"	1474	26.55	29.53	32.41	35.27	———
	8'	8"	9"	1870	32.97	35.95	38.83	41.19	———
12'	6'	8"	8"	762	21.46	24.93	28.05	31.20	———
	7'	8"	8½"	1474	26.81	30.08	33.21	36.36	———
	8'	8"	9"	1870	32.73	35.99	39.13	42.28	———

* For reinforcing steel in Headwalls and Aprons, see Drawing Nos. of Barrel Sections listed below.

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.
REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.
CONSTRUCTION JOINTS:- Construction joints between wingwall, footings and sidewalls shall be only where shown on plans.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.
UNIT STRESSES:-
Class S Concrete (n=10) 1200#/□"
Reinforcing Steel 20,000#/□"

NOTE:-
This drawing to be used in conjunction with Standard Barrel Sections, Drawing Nos.:-

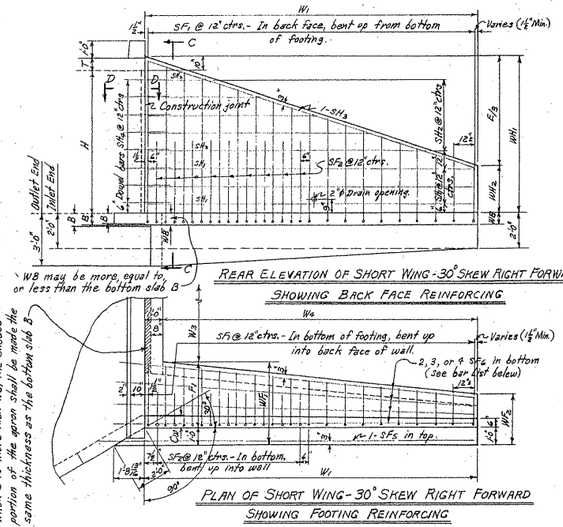
SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-130X-0	R-230X-01	R-330X-01	R-430X-01	R-530X-01
	R-230X-02	R-330X-02	R-430X-02	R-530X-02
R-130X-1	R-230X-1	R-330X-1	R-430X-1	R-530X-1
	R-230X-2	R-330X-2		

CLASS S CONCRETE

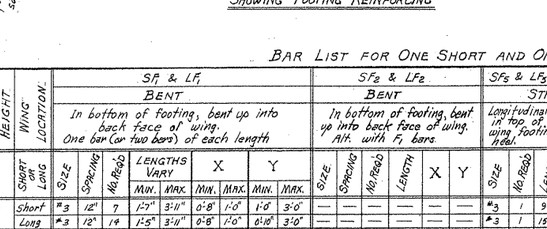
ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF STANDARD WINGS
FOR
REINFORCED CONCRETE BOX CULVERTS
30° SKEW

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS — 3:1 SLOPES.
SINGLES, DOUBLES, TRIPLES, — ALL DEPTHS OF COVER
QUADRUPLES & QUINTUPLES. — FOR H = 8'-0" OR LESS

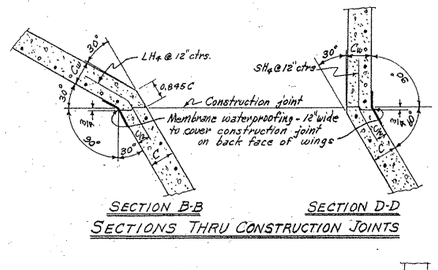
STANDARD DRAWING NO. W-X303-1



REAR ELEVATION OF SHORT WING - 30° SKEW RIGHT FORWARD SHOWING BACK FACE REINFORCING



PLAN OF SHORT WING - 30° SKEW RIGHT FORWARD SHOWING FOOTING REINFORCING



SECTIONS THRU CONSTRUCTION JOINTS

NOTE:- Payment for membrane waterproofing and roofing felt to be included in the price bid for Class S Concrete.

DETAILS AT TOP OF WINGS - 30° SKEW RIGHT FORWARD

BAR LIST FOR ONE SHORT AND ONE LONG WING - 2 EACH REQUIRED

CLEAR HEIGHT	WING LOCATION	SF1 & LF1 BENT: In bottom of footing, bent up into back face of wing. One bar (or two bars) of each length						SF2 & LF2 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars.						SF3 & LF3 STRAIGHT: Longitudinal in top of wing footing (typ.)			SF4 & LF4 STRAIGHT: Longitudinal in bottom of wing footing (typ.)		
H	SHORT OR LONG	SIZE	SPACING	NO. REQD	LENGTHS VARY MIN.	X MIN.	X MAX.	SIZE	SPACING	NO. REQD	LENGTH	X	Y	SIZE	NO. REQD	LENGTH	SIZE	NO. REQD	LENGTH
2'	Short	#3	12"	7	1'-7"	3'-11"	0'-8"	#3	12"	3	3'-4"	1'-0"	1'-0"	#3	1	9'-0"	#3	2	8'-0"
	Long	#3	12"	14	1'-5"	3'-11"	0'-8"	#3	12"	6	3'-6"	1'-0"	0'-10"	#3	1	15'-6"	#3	2	15'-6"
3'	Short	#3	12"	9	2'-1"	5'-3"	0'-10"	#3	12"	4	4'-0"	1'-4"	1'-2"	#3	1	11'-0"	#3	2	10'-6"
	Long	#3	12"	18	1'-11"	5'-3"	0'-10"	#3	12"	8	4'-2"	1'-4"	1'-2"	#3	1	19'-6"	#3	2	20'-2"
4'	Short	#3	12"	11	2'-6"	6'-7"	0'-11"	#3	12"	5	4'-8"	1'-8"	1'-9"	#3	1	13'-0"	#3	3	12'-0"
	Long	#3	12"	22	2'-4"	6'-6"	0'-11"	#3	12"	10	4'-10"	1'-8"	1'-6"	#3	1	23'-6"	#3	3	24'-6"
5'	Short	#3	12"	13	2'-11"	7'-11"	1'-0"	#3	12"	3	3'-4"	1'-1"	2'-4"	#3	1	15'-0"	#3	3	14'-0"
	Long	#3	12"	26	2'-9"	7'-10"	1'-0"	#3	12"	6	3'-6"	1'-1"	2'-4"	#3	1	27'-6"	#3	6	18'-0"
6'	Short	#3	12"	15	3'-6"	9'-3"	1'-2"	#3	12"	3	4'-6"	1'-4"	3'-3"	#3	1	17'-0"	#3	3	16'-0"
	Long	#3	12"	30	3'-4"	9'-3"	1'-2"	#3	12"	6	4'-6"	1'-4"	3'-3"	#3	1	31'-6"	#3	6	18'-0"
7'	Short	#4	12"	17	3'-11"	10'-10"	1'-3"	#4	12"	4	5'-6"	1'-7"	4'-1"	#4	1	19'-0"	#4	4	18'-0"
	Long	#4	12"	34	3'-9"	10'-8"	1'-3"	#4	12"	8	5'-6"	1'-7"	4'-1"	#4	2	18'-0"	#4	4	20'-6"
8'	Short	#4	12"	19	4'-6"	12'-5"	1'-5"	#4	12"	5	6'-6"	1'-10"	4'-9"	#4	1	21'-0"	#4	4	20'-0"
	Long	#4	12"	38	4'-4"	12'-3"	1'-5"	#4	12"	10	6'-6"	1'-10"	4'-9"	#4	2	20'-8"	#4	8	22'-9"

CLEAR HEIGHT	WING LOCATION	SF5 & LF5 STRAIGHT: Longitudinal in top of wing footing (typ.)			SF6 & LF6 STRAIGHT: Longitudinal in bottom of wing footing (typ.)			SH1 & LH1 BENT: Horizontal in back face of wing.				SH2 & LH2 STRAIGHT: Horizontal in back face of wing. One bar of each length.				SH3 & LH3 BENT: In back face of wing at top - on slope.			SH4 & LH4 BENT: Dowels thru construction joint at headwall.				BAR BENDING DIAGRAM	QUANTITY: REINFORCING STEEL PER WING - LBS.	
H	SHORT OR LONG	SIZE	NO. REQD	LENGTH	SIZE	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	SIZE	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	X		SHORT WING	LONG WING
2'	Short	#3	1	6'-3"	#3	1	6'-3"	#3	12"	1	6'-3"	#3	12"	1	—	#3	1	3'-3"	#3	12"	2	2'-8"	1'-4"	SF1 & SF2 LF1 & LF2 Y, 1½"-3" Pin, +X	29.7	95.6
	Long	#3	1	15'-6"	#3	2	15'-6"	#3	12"	1	12'-8"	#3	12"	1	—	#3	1	6'-6"	#3	12"	2	5'-4"	2'-8"			
3'	Short	#3	1	8'-3"	#3	2	10'-6"	#3	12"	1	8'-3"	#3	12"	2	6'-3"	#3	1	3'-3"	#3	12"	3	8'-0"	1'-4"		37.0	69.5
	Long	#3	1	19'-6"	#3	2	20'-2"	#3	12"	1	16'-8"	#3	12"	2	12'-6"	#3	1	6'-6"	#3	12"	3	14'-11"	2'-8"			
4'	Short	#3	1	13'-0"	#3	3	12'-0"	#3	12"	1	10'-3"	#3	12"	3	9'-3"	#3	1	3'-3"	#3	12"	3	10'-9"	#3	12"	4	" "	56.2	107.2
	Long	#3	1	23'-6"	#3	3	24'-6"	#3	12"	1	20'-8"	#3	12"	3	18'-6"	#3	1	6'-6"	#3	12"	3	21'-0"	#3	12"	4	" "		
5'	Short	#3	1	15'-0"	#3	3	14'-0"	#3	12"	2	12'-3"	#3	12"	3	9'-3"	#3	1	3'-3"	#3	12"	3	12'-11"	#3	12"	5	" "	78.0	152.2
	Long	#3	1	27'-6"	#3	6	18'-0"	#3	12"	2	24'-9"	#3	12"	3	18'-6"	#3	1	6'-6"	#3	12"	3	25'-1"	#3	12"	5	" "		
6'	Short	#3	1	17'-0"	#3	3	16'-0"	#3	12"	2	14'-3"	#3	12"	4	12'-3"	#3	1	3'-3"	#3	12"	4	15'-0"	#3	12"	6	" "	127.8	253.1
	Long	#3	1	31'-6"	#3	6	18'-0"	#3	12"	2	16'-8"	#3	12"	4	24'-6"	#3	2	15'-6"	#3	12"	4	29'-0"	1'-4"			
7'	Short	#4	1	19'-0"	#4	4	18'-0"	#4	12"	2	16'-3"	#4	12"	5	15'-3"	#4	1	3'-9"	#4	12"	7	3'-6"	1'-9"		267.0	989.8
	Long	#4	1	21'-0"	#4	4	20'-6"	#4	12"	3	18'-3"	#4	12"	5	15'-3"	#4	2	17'-5"	#4	12"	7	" "	"			
8'	Short	#4	1	21'-0"	#4	4	20'-0"	#4	12"	3	19'-2"	#4	12"	5	19'-2"	#4	2	19'-6"	#4	12"	8	3'-6"	1'-9"		312.9	622.3
	Long	#4	1	22'-9"	#4	8	22'-9"	#4	12"	6	19'-2"	#4	12"	5	30'-6"	#4	2	19'-6"	#4	12"	8	" "	"			

NOTE:- Bars for short wing shall be marked with prefix letter "S", while those for long wing shall be marked with letter "L".

* Length without splice. Bars over 28'-0" length may be spliced. (1'-8" lap).

SH4 & LH4: Y, 2 to 1/2, +X

NOTE:- Dimensions are to bar centers.

REVISIONS:- Membrane Added. 5-10-66 W.C.H.

Designed By:- W.C.H. 5-13-63 Checked By:- [illegible] 8-19-63
Drawn By:- W.C.H. 7-26-63 Checked By:- DMT 7-15-64
Quantities By:- W.C.H. 1-7-64

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH - TWO 45° SKEWED ENDS.

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	"a" bars STRAIGHT In Top and Bottom Slabs of Barrel. SIZE	SPACING	NO. REQD	LENGTH	"c" bars STRAIGHT In Top and Bottom Slab at Barrel - (Four of each Length) SIZE	SPACING	NO. REQD	LENGTH MAX.	LENGTH MIN.
0'-0" TO 5'-0" MAXIMUM	4@1'	2'			104	4'-9"			8	3'-8"	2'-9"
		3'			104	4'-9"			8	"	"
		4'	#5	13"	104	4'-9"	#5	13"	8	"	"
		5'			104	4'-9"			8	"	"
		6'			104	4'-11"			8	3'-10"	2'-9"
	1@1'	3'			102	5'-9"			12	4'-8"	2'-6"
		4'			102	5'-9"			12	"	"
		5'	#6	13"	102	5'-9"	#6	13"	12	"	"
		6'			102	5'-11"			12	4'-10"	2'-8"
		7'			102	6'-0"			12	4'-11"	2'-9"
	1@1'-6"	3'			110	6'-9"			16	5'-9"	2'-9"
		4'			110	6'-9"			16	"	"
		5'	#6	12"	110	6'-9"	#6	12"	16	"	"
		6'			108	6'-11"			16	5'-11"	2'-11"
		7'			108	7'-0"			16	6'-0"	3'-0"
		8'			108	7'-1"			108	8'-2"	3'-1"
	1@2'	4'			116	7'-9"			24	6'-10"	2'-3"
		5'			116	7'-9"			24	"	"
		6'	#6	11"	116	7'-11"	#6	11"	24	7'-0"	2'-5"
		7'			116	8'-1"			24	7'-1"	2'-4"
		8'			116	8'-1"			24	7'-2"	2'-5"
		9'			116	8'-18"			114	7'-4"	2'-5"
	1@3'	4'			106	8'-9"			104	5'-10"	3'-8"
		5'			104	8'-11"			104	7'-11"	2'-11"
		6'	#7	12"	104	8'-11"	#7	12"	104	8'-0"	3'-0"
		7'			104	9'-0"			104	8'-1"	3'-1"
		8'			104	9'-1"			104	8'-2"	3'-2"
		9'			104	9'-3"			104	8'-3"	3'-3"
		10'			104	9'-5"			102	8'-5"	2'-5"
	1@4'	5'			112	9'-11"			110	9'-0"	2'-7"
		6'			112	10'-0"			110	9'-1"	2'-8"
		7'	#7	11"	112	10'-0"	#7	11"	110	"	"
		8'			112	10'-1"			110	9'-2"	2'-9"
		9'			112	10'-3"			110	9'-3"	2'-10"
		10'			112	10'-5"			110	9'-4"	2'-11"
	1@5'	5'			100	10'-11"			100	12'-2"	10'-0"
		6'			100	11'-0"			100	12'-3"	10'-1"
		7'			100	11'-0"			100	12'-3"	"
		8'	#7	12"	100	11'-1"	#7	12"	100	12'-4"	11'-0"
		9'			100	11'-3"			100	12'-5"	11'-1"
		10'			100	11'-5"			98	12'-8"	11'-4"
		11'			100	11'-7"			98	12'-10"	11'-6"
		12'			100	11'-9"			98	13'-0"	11'-8"
		6'			108	12'-1"			106	13'-4"	12'-0"
		7'			106	12'-1"			106	13'-4"	"
	1@6'	8'	#7	11"	106	12'-1"	#7	11"	106	13'-4"	"
		9'			106	12'-3"			106	13'-6"	12'-2"
		10'			106	12'-5"			106	13'-8"	12'-4"
		11'			106	12'-7"			106	13'-10"	12'-6"
		12'			106	12'-9"			104	14'-0"	12'-8"
		6'			96	13'-1"			96	14'-4"	13'-0"
		7'			96	13'-1"			96	14'-6"	"
	1@7'	8'	#8	12"	96	13'-1"	#8	12"	96	14'-4"	"
		9'			96	13'-3"			96	14'-6"	13'-2"
		10'			96	13'-5"			94	14'-8"	13'-4"
		11'			96	13'-7"			94	14'-10"	13'-6"
		12'			96	13'-9"			94	15'-0"	13'-8"

"b" bars BENT - See Diagrams below SIZE	SPACING	NO. REQD	LENGTH	X	"b1" bars STRAIGHT Longitudinal in Top Slab of Barrel. SIZE	SPACING	NO. REQD	LENGTH	"e" bars STRAIGHT Longitudinal in Sidewalls. SIZE	SPACING	NO. REQD	LENGTH	"f" bars STRAIGHT Verticals in Sidewalls. SIZE	SPACING	NO. REQD	LENGTH	"h1" bars STRAIGHT In Bottom of Headwall. SIZE	NO. REQD	LENGTH	"h2" bars STRAIGHT In Top of Headwall and Apron. (2 Each) SIZE	NO. REQD	LENGTH
#6	13"	104	5'-10"	4'-8"			6								120	2'-11"	6	6'-9"		8	8'-10"	
		104	5'-10"	"			6								120	3'-11"		"			"	
		104	5'-10"	"			8								120	4'-11"		"			"	
		104	5'-10"	"			8								120	5'-11"		"			"	
		104	6'-0"	4'-10"			8								120	6'-11"		6'-11"		8	9'-0"	
		102	5'-9"	4'-8"			6								120	4'-0"		6'-11"		8	10'-3"	
		102	5'-9"	"			8								120	5'-0"		"			"	
#6	13"	102	5'-9"	"	#5	10½"	7	#4	12"	6	#5	12"	#4	12"	120	6'-0"	#5	"	#6	8	"	
		102	5'-11"	4'-10"			7			8					120	7'-0"		6'-11"		8	10'-5"	
		102	6'-0"	4'-11"			7			14					120	8'-0"		6'-11"		8	10'-7"	
		108	6'-9"	5'-9"			8			6					120	4'-1"		6'-11"		8	11'-7"	
		108	6'-9"	"			8			8					120	5'-1"		"			"	
#6	12"	108	6'-9"	"	#5	10½"	8	#4	12"	10	#4	12"	#4	12"	120	6'-1"	#5	"	#6	8	"	
		108	7'-0"	5'-11"			8			12					120	7'-1"		6'-11"		8	11'-10"	
		108	7'-1"	6'-0"			8			14					120	8'-1"		6'-11"		8	12'-0"	
		108	7'-1"	6'-1"			8			16					120	9'-1"		6'-11"		8	12'-1"	
		116	7'-9"	6'-10"			9			8					120	5'-2"		6'-11"		8	13'-0"	
		116	7'-9"	"			9			10					120	6'-2"		"			"	
#6	11"	116	7'-11"	6'-10"	#5	10½"	9	#4	12"	12	#4	12"	#4	12"	120	7'-2"	#6	"	#7	8	"	
		116	8'-1"	7'-0"			9			14					120	8'-2"		6'-11"		8	13'-5"	
		116	8'-1"	7'-1"			9			16					120	8'-2"		6'-11"		8	13'-6"	
		116	8'-18"	7'-2"			9			8					120	10'-8"		6'-11"		8	13'-9"	
		106	8'-9"	7'-9"			11			9					120	5'-4"		6'-12"		8	14'-5"	
		104	8'-11"	7'-11"			11			9					120	6'-4"		6'-12"		8	14'-8"	
#6	12"	104	9'-0"	8'-0"	#5	10"	11	#4	12"	9	#4	12"	#4	12"	120	7'-4"	#7	6'-12"	#7	8	"	
		104	9'-1"	8'-1"			11			9					120	8'-4"		6'-12"		8	14'-10"	
		104	9'-3"	8'-3"			11			9					120	9'-4"		6'-13"		8	15'-0"	
		104	9'-5"	8'-5"			11			9					120	10'-4"		6'-13"		8	15'-2"	
		102	10'-6"	9'-4"			13			10					120	6'-5"		6'-14"		8	15'-5"	
		110	11'-0"	9'-10"			12			10					120	7'-5"		6'-14"		8	15'-7"	
		110	11'-1"	9'-11"			12			10					120	8'-5"		6'-14"		8	15'-9"	
#6	11"	110	11'-1"	9'-11"	#5	10"	12	#4	12"	10	#4	12"	#4	12"	120	9'-5"	#7	6'-14"	#7	8	"	
		110	11'-2"	10'-0"			12			10					120	10'-5"		6'-15"		8	16'-0"	
		110	11'-4"	10'-2"			12			10					120	11'-5"		6'-15"		8	16'-2"	
		110	11'-6"	10'-4"			12			10					120	12'-5"		6'-15"		8	16'-4"	
		110	11'-8"	10'-6"			12			10					120	13'-5"		6'-16"		8	16'-6"	
		100	12'-2"	10'-10"			13			10					120	6'-6"		6'-16"		8	16'-8"	
		100	12'-3"	10'-11"			13			10					120	7'-6"		6'-16"		8	16'-10"	
		100	12'-3"	"			13			10					120	8'-6"		6'-17"		8	17'-0"	
#6	11"	100	12'-4"	11'-0"	#5	10"	13	#4	12"	10	#4	12"	#4	12"	120	9'-6"	#8	6'-17"	#8	8	17'-2"	
		100	12'-5"	11'-1"			13			10					120	10'-6"		6'-17"		8	17'-4"	
		98	12'-8"	11'-4"			13			10					120	11'-6"		6'-18"		8	17'-6"	
		98	12'-10"	11'-6"			13			10					120	12'-6"		6'-18"		8	17'-8"	
		98	13'-0"	11'-8"			13			10					120	13'-6"		6'-18"		8	17'-10"	
		106	13'-4"	12'-0"			10			11					120	6'-7"		6'-19"		8	17'-12"	
		106	13'-4"	"			12			11					120	7'-7"		6'-19"		8	"	
#6	11"	106	13'-4"	"	#4	12"	14	#4	12"	11	#4	12"	#4	12"	120	8'-7"	#9	6'-19"	#9	8	"	
		106	13'-6"	12'-2"			16			12					120	9'-7"		6'-19"		8	17'-14"	
		106	13'-8"	12'-4"			18			12					120	10'-7"		6'-20"		8	17'-16"	
		106	13'-10"	12'-6"			20			12					120	11'-7"		6'-20"		8	17'-18"	
		104	14'-0"	12'-8"			22			12					120	12'-7"		6'-20"		8	17'-20"	
		94	13'-8"	12'-8"			12			13					120	6'-8"		6'-21"		8	17'-22"	
		94	13'-10"	12'-10"			14			13					120	7'-8"		6'-21"		8	17'-24"	
#6	12"	94	14'-0"	13'-0"	#4	12"	16	#4	12"	13	#4	12"	#4	12"	120	8'-8"	#10	6'-21"	#10	8	17'-26"	
		94	14'-2"	13'-2"			18			13					120	9'-8"		6'-22"		8	17'-28"	
		94	14'-4"	13'-4"			20			13					120	10'-8"		6'-22"		8	17'-30"	
		94	14'-6"	13'-6"			22			13					120	11'-8"		6'-22"		8	17'-32"	
		94	14'-8"	13'-8"			24			13					120	12'-8"		6'-23"		8	17'-34"	

These bars are in the skewed portion of barrel only. The length of "a" bars and overall length X of "b" bars vary by 1'-1" for 13" spacing, 1'-0" for 12" spacing and 0'-11" for 11" spacing.

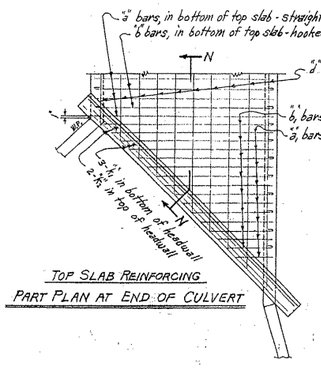
BAR SIZE	PIN DIAM	K	ADD FOR HOOKS	BENDING DIAGRAMS FOR BARS "b" & "b1"
#6	3"	5"	1'-2"	2 HOOKS
#7	3½"	5⅝"	1'-4"	"b" bars: K, Pin diam., X
#6	3"	5"	0'-7"	1 HOOK
#7	3½"	5⅝"	0'-8"	"b1" bars: K, Pin diam., X

NOTE:- Dimensions are to centers of bars. ("b" and "b1")

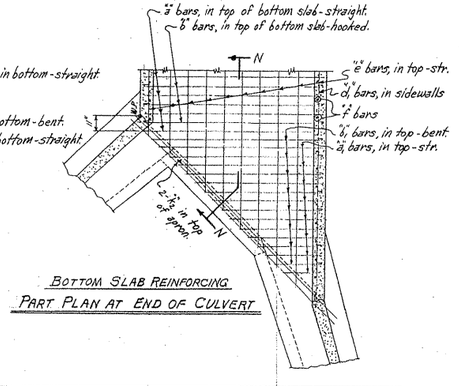
DOWEL BARS FOR TWO HEADWALLS

SPAN	SIZE	SPACING	NO. REQD	LENGTH	X	Dowel bars "i" in Two Headwalls
4'	#6	12"@	16	2'-6"	1'-3"	
5'	#6	12"@	18	2'-7"	1'-3½"	
6'	#6	12"@	22	2'-8"	1'-4"	
7'	#6	12"@	24	2'-9"	1'-4½"	
8'	#6	12"@	28	2'-11"	1'-5½"	
9'	#6	12"@	30	3'-0"	1'-6"	
10'	#6	12"@	34	3'-1"	1'-6½"	
11'	#6	12"@	36	3'-2"	1'-7"	
12'	#6	12"@	40	3'-3"	1'-7½"	

Designed by:- W.C.H. 1-23-63.
Drawn by:- W.C.H. 7-10-64.
Quantities by:- W.C.H. 9-30-64.
Checked by:- R.H.S. 5-2-63
Checked by:-
Checked by:-

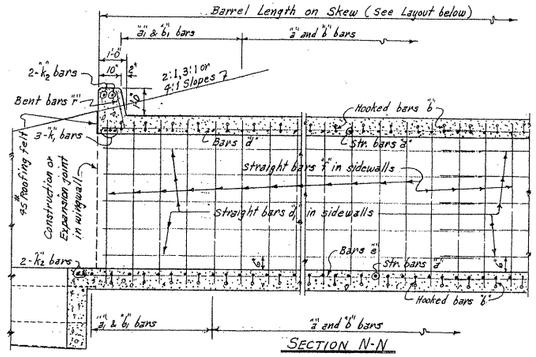


TOP SLAB REINFORCING
PART PLAN AT END OF CULVERT

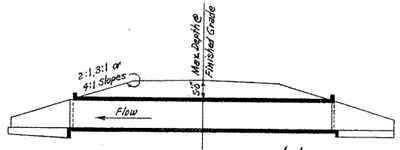


BOTTOM SLAB REINFORCING
PART PLAN AT END OF CULVERT

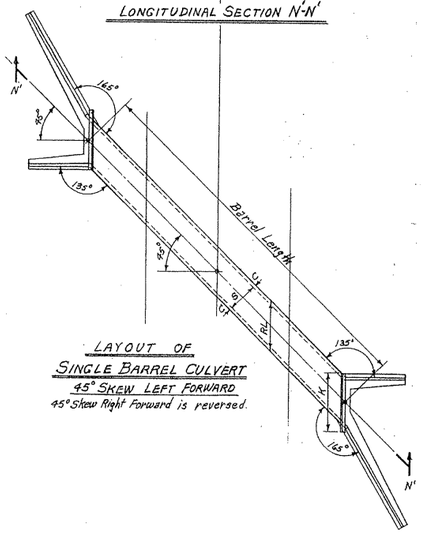
NOTE:- For Details of Standard Wings and bar lists, see Drawing No. W-X452-1 or W-X452-2; W-X453-1 or W-X453-2, and W-X454-1 or W-X454-2. Also W-X45.



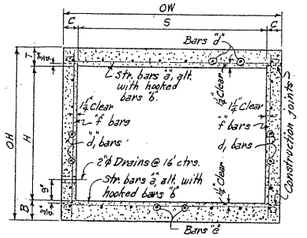
SECTION N-N



LONGITUDINAL SECTION N'-N'



LAYOUT OF
SINGLE BARREL CULVERT
45° SKEW LEFT FORWARD
45° Skew Right Forward is reversed.



TYPICAL SECTION M-M

DESIGN LIVE LOAD
H20-S16 LOADING A.A.S.H.O. 1961
AND
SPECIAL MILITARY LOADING
Two 24,000 Lb. Axles @ 4'-0" ctrs.

UNIT STRESSES:-
Class S Concrete (n=10) 1200 #/in²
Reinforcing Steel 20,000 #/in²

NOTE:- This drawing to be used in conjunction with Standard Wing Drawing Nos. W-X452-1 or W-X452-2, W-X453-1 or W-X453-2, and W-X454-1 or W-X454-2. Also W-X45.

GENERAL NOTES

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.
REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.
BAR LAP:- In computing the quantities of steel from the tables add one lap for each additional 33'-0" length of barrel over 32'-0". Lap longitudinal bars 30 diameters min.
CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls, and slabs shall be only where shown on plans.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

MAX. DESIGN DEPTH OF COVER	CLEAR SPANS	BARREL DIMENSIONS: CLEAR HEIGHT	CLEAR OPENING SQ. FT.	OVERALL WIDTH	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS	THICKNESS OF BOTTOM SLAB	OVERALL HEIGHT	ROADWAY LENGTH	LENGTH OF HEADWALL	* QUANTITIES: REINFORCING STEEL: CLASS S CONC. OF BARREL	TOTAL FOR 60'-0" LENGTH OF BARREL	PER LIN. FT. OF BARREL	ADDITIONAL PER LAP
D	S	H	A	OW	T	C	B	OH	RL	K	CU.YD.	LB.	LB.	LB.
5'-0"	1@1'	2'	8	5'-0"	7"	6"	6½"	3'-11½"	7'-0⅜"	9'-0⅜"	0.282	2635	41.99	17.95
		3'	12	"		6"		4'-11½"	"	"	0.319	2797	44.16	19.62
		4'	16	"		6"		5'-11½"	"	"	0.356	2958	46.83	21.29
		5'	20	"		6"		6'-11½"	"	"	0.394	3120	49.50	22.96
		6'	24	5'-2"		7"		7'-1⅝"	7'-3⅝"	9'-3⅝"	0.474	3336	52.96	24.63
	1@1'-6"	3'	15	6'-0"		6"		4'-2⅛"	8'-5⅛"	10'-5⅛"	0.380	3572	55.55	22.19
		4'	20	6'-0"		6"		5'-2⅛"	"	"	0.417	3733	58.23	23.86
		5'	25	6'-0"	7½"	6"	7"	6'-2⅛"	"	"	0.454	3895	60.90	25.53
		6'	30	6'-2"		7"		7'-2⅛"	8'-18⅛"	10'-18⅛"	0.535	4115	64.99	27.20
		7'	35	6'-3"		7½"		8'-2⅛"	8'-10⅛"	10'-10⅛"	0.604	4308	67.63	28.87
	1@2'	3'	18	7'-0"		6"		4'-3⅜"	9'-10⅜"	11'-10⅜"	0.496	4260	66.29	29.74
		4'	24	7'-0"		6"		5'-3⅜"	"	"	0.483	4421	68.96	26.93
		5'	30	7'-0"		6"		6'-3⅜"	"	"	0.520	4583	71.64	28.10
		6'	36	7'-2"		7"		7'-3⅜"	10'-1⅝"	12'-1⅝"	0.602	4813	75.31	29.71
		7'	42	7'-3"	8"	7½"	8"	8'-3⅜"	10'-3"	12'-3"	0.671	5008	78.98	31.44
		8'	48	7'-4"		8"		9'-3⅜"	10'-4⅝"	12'-4⅝"	0.746	5610	88.47	33.11
	1@2'-6"	4'	28	8'-0"		6"		5'-5"	11'-3⅜"	13'-3⅜"	0.568	5303	81.32	29.01
		5'	35	8'-0"		6"		6'-5"	"	"	0.605	5469	84.00	30.68
		6'	42	8'-2"		7"		7'-5"	11'-6⅝"	13'-6⅝"	0.688	5700	87.76	32.35
	1@3'	7'	49	8'-3"	8½"	7½"	8½"	8'-5"	11'-8"	13'-8"	0.757	5901	90.98	34.02
		8'	56	8'-4"		8"		9'-5"	11'-9⅜"	13'-9⅜"	0.832	6219	96.65	35.69
		9'	63	8'-6"		9"		10'-5"	12'-0⅝"	14'-0⅝"	0.946	6976	105.59	37.36
	1@3'-6"	4'	32	9'-0"		6"		5'-7"	12'-8⅜"	14'-8⅜"	0.676	6196	95.26	33.32
		5'	40	9'-2"		7"		6'-7"	12'-11⅝"	14'-11⅝"	0.756	6423	99.12	34.99
		6'	48	9'-2"		7"		7'-7"	"	"	0.797	6584	101.79	36.66
	1@4'	7'	56	9'-3"	9½"	7½"	9½"	8'-7"	13'-1"	15'-1"	0.867	6788	105.05	38.33
		8'	64	9'-4"		8"		9'-7"	13'-2½"	15'-2½"	0.942	7141	110.81	40.00
		9'	72	9'-6"		9"		10'-7"	13'-5⅜"	15'-5⅜"	1.057	7701	119.92	41.67
		10'	80	9'-8"		10"		11'-7"	13'-8"	15'-8"	1.184	8121	126.67	43.34
	1@4'-6"	5'	45	10'-2"	10"	7"	10"	6'-8½"	14'-4⅝"	16'-4⅝"	0.844	7535	118.78	37.56
		6'	54	10'-3"		7½"		7'-8½"	14'-6"	16'-6"	0.910	7745	118.04	39.23
		7'	63	10'-3"		7½"		8'-8½"	"	"	0.957	7906	120.71	40.90
	1@5'	8'	72	10'-4"		9"		9'-8½"	14'-7⅜"	16'-7⅜"	1.033	8264	126.59	42.57
		9'	81	10'-6"		9"		10'-8½"	14'-10⅛"	16'-10⅛"	1.148	8856	135.80	44.24
		10'	90	10'-8"		10"		11'-8"	15'-1"	17'-1"	1.276	9248	142.68	45.91
		11'	99	10'-10"		11"		12'-8"	15'-3⅜"	17'-3⅜"	1.416	9717	150.90	47.58
	1@5'-6"	5'	50	11'-2"	11"	7"	11"	6'-9⅝"	15'-9⅝"	17'-9⅝"	0.957	8572	130.64	40.13
		6'	60	11'-3"		7½"		7'-9⅝"	15'-11"	17'-11"	1.024	8784	133.93	41.80
		7'	70	11'-3"		7½"		8'-9⅝"	"	"	1.071	8996	136.66	43.47
	1@6'	8'	80	11'-9"	10½"	8"		9'-9⅝"	16'-0⅜"	18'-0⅜"	1.147	9308	142.55	45.14
		9'	90	11'-6"		9"		10'-9⅝"	16'-3⅜"	18'-3⅜"	1.263	9891	151.92	46.81
		10'	100	11'-8"		10"		11'-9⅝"	16'-6"	18'-6"	1.391	10,310	158.83	48.48
		11'	110	11'-10"		11"		12'-9⅝"	16'-8⅜"	18'-8⅜"	1.532	10,785	166.71	50.15
		12'	120	12'-0"		12"		13'-9⅝"	16'-11⅜"	18'-11⅜"	1.685	11,529	178.67	51.82
	1@6'-6"	6'	66	12'-4"	11"	8"		7'-10⅝"	17'-5⅝"	19'-5⅝"	1.153	10,378	158.14	46.12
		7'	77	12'-4"		8"		8'-10⅝"	"	"	1.202	10,539	157.83	47.79
		8'	88	12'-4"		8"		9'-10⅝"	"	"	1.252	10,855	163.06	49.46
	1@7'	9'	99	12'-4"	11"	9"	11½"	10'-10⅝"	17'-8⅝"	19'-8⅝"	1.368	11,498	172.60	51.13
		10'	110	12'-10"		10"		11'-10⅝"	17'-11"	19'-11"	1.497	11,886	179.70	52.80
		11'	121	12'-10"		11"		12'-10⅝"	18'-1⅜"	20'-1⅜"	1.638	12,374	187.67	54.47
		12'	132	13'-0"		12"		13'-10⅝"	18'-4⅝"	20'-4⅝"	1.792	13,271	199.79	56.14
	1@7'-6"	6'	72	13'-8"	11½"	8"	12½"	8'-0"	18'-10⅝"	20'-10⅝"	1.284	11,920	172.20	48.69
		7'	84	13'-9"		8"		9'-0"	"	"	1.333	11,591	176.87	50.36
		8'	96	13'-9"		8"		10'-0"	"	"	1.383	11,893	180.15	52.03
	1@8'	9'	108	13'-6"	11¾"	9"	12¾"	11'-0"	18'-1⅛"	21'-1"	1.500	12,500	188.85	53.70
		10'	120	13'-8"		10"		12'-0"	19'-3⅛"	21'-3"	1.630	12,948	193.07	55.37
		11'	132	13'-10"		11"		13'-0"	19'-6⅜"	21'-6⅜"	1.772	13,496	200.16	57.04
		12'	144	14'-0"		12"		14'-0"	19'-9⅝"	21'-9⅝"	1.926	14,212	211.45	58.71

* For remainder of quantities see Std. Wing Drawings listed at left.
Total steel quantities listed above include one lap of longitudinal bars.

CLASS S CONCRETE

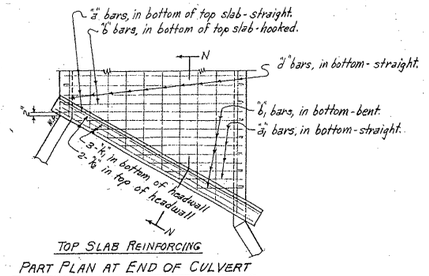
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD BARREL SECTIONS
FOR
REINFORCED CONCRETE BOX CULVERTS
45° SKEW

4,5,6,7,8,9,10,11 & 12' SPANS SINGLES
2:1, 3:1 OR 4:1 SLOPES UNDER 5'-0" COVER

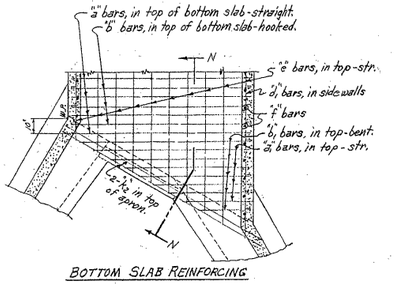
STANDARD DRAWING NO. R-145X-D

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



TOP SLAB REINFORCING

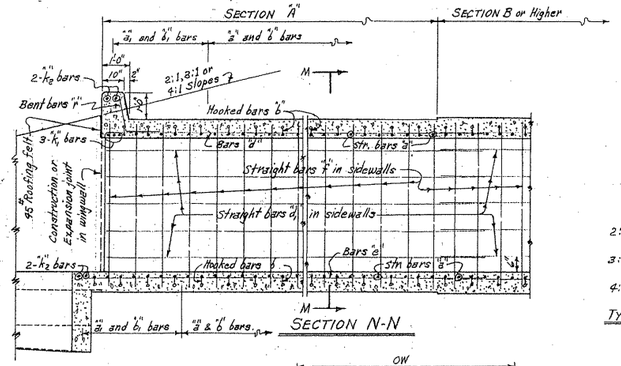
PART PLAN AT END OF CULVERT

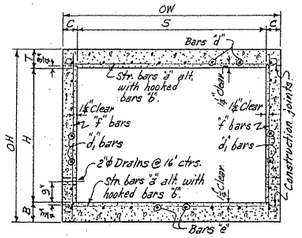


BOTTOM SLAB REINFORCING

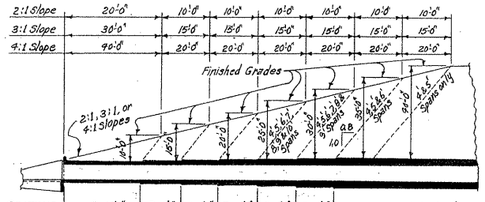
PART PLAN AT END OF CULVERT

NOTE:- The "d", "d1" and "a" bars vary in length. They should extend 1'-0" min. into SECTION "B".





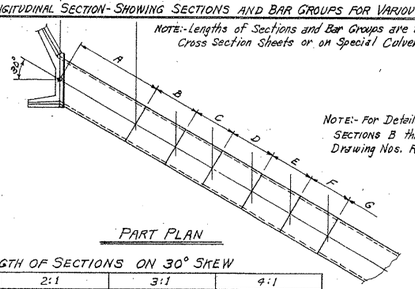
TYPICAL SECTION M-M



2:1 Slope =	SECTIONS	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	MID-SECTION G-Varies	These lengths are perpendicular to ℄ of roadway. See Table of Skew Lengths below.
	Bar Group	A	B	C	D	E	F	G	
3:1 Slope =	SECTIONS	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	MID-SECTION G-Varies	
	Bar Groups	A	B	C	D	E	F	G	
4:1 Slope =	SECTIONS	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"	E=16'-0"	F=16'-0"	MID-SECTION G-Varies	
	Bar Groups	A	B	C	D	E	F	G	

TYPICAL LONGITUDINAL SECTION - SHOWING SECTIONS AND BAR GROUPS FOR VARIOUS DEPTHS OF COVER

NOTE:- Lengths of Sections and Bar Groups are to be shown on Cross Section Sheets or on Special Culvert Layout Sheet.



PART PLAN

NOTE:- For Details and Bar Lists for SECTIONS B thru G, see Barrel Drawing Nos. R-100X-X.1 or R-100X-X.2.

LENGTH OF SECTIONS ON 30° SKEW

SLOPE	2:1		3:1		4:1	
SECTIONS	A	B,C,D, E&F	A	B,C,D, E&F	A	B,C,D, E&F
LENGTHS	13'-10⅝"	6'-11⅝"	25'-4⅜"	12'-8⅜"	36'-11⅝"	18'-5⅞"

NOTE:- Minimum ℄ Length of SECTION "A" on 30° Skew = (0.886475 OW+2").

SECTIONS AND BAR GROUPS TO BE USED FOR VARIOUS DEPTHS OF COVER

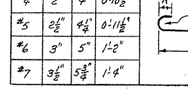
DEPTHS OF COVER	SECTIONS & BAR GROUPS FOR END SECTIONS						MID-SECTION AND BAR GROUP
	A	B	C	D	E	F	
5.0' to 9.5'	A						A
10.0' to 19.5'	A						B
15.0' to 19.5'	A	B					C
20.0' to 29.5'	A	B	C				D
25.0' to 29.5'	A	B	C	D			E
30.0' to 39.5'	A	B	C	D	E		F
35.0' to 90.0'	A	B	C	D	E	F	G

OR ALT.

DEPTHS OF COVER	SECTIONS & BAR GROUPS FOR END SECTIONS						MID-SECTION AND BAR GROUP
	A	B	C	D	E	F	
5.0' to 9.5'	A						A
10.0' to 19.5'	A						B
15.0' to 19.5'	A	B					C
20.0' to 29.5'	A	2@C					D
25.0' to 29.5'	A	B	2@D				E
30.0' to 39.5'	A	2@C		2@E			F
35.0' to 90.0'	A	B	2@D		2@F		G

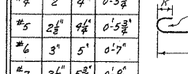
BAR SIZE	PIN DIAM.	K	ADD FOR 2 HOOKS
#4	2"	4"	0'-10⅝"
#5	2½"	4½"	0'-11⅞"
#6	3"	5"	1'-2"
#7	3½"	5½"	1'-4"

BENDING DIAGRAM FOR BARS "b"



BAR SIZE	PIN DIAM.	K	ADD FOR 1 HOOK
#4	2"	4"	0'-5⅜"
#5	2½"	4½"	0'-5¾"
#6	3"	5"	0'-7"
#7	3½"	5½"	0'-8"

BENDING DIAGRAM FOR BARS "b1"

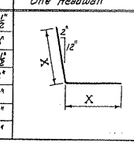


Note:- Dimensions are to centers of bars. ("b" and "b1")

DOWEL BARS FOR ONE HEADWALL

SPAN	SIZE	SPACING	No. REQ'D	LENGTH	X
4'	#4	12"c	6	2'-5"	1'-2½"
5'	#4	12"c	8	2'-6"	1'-3"
6'	#4	12"c	9	2'-7"	1'-3½"
7'	#4	12"c	10	2'-8"	1'-4"
8'	#4	12"c	11	2'-10"	1'-5"
9'	#4	12"c	13	3'-0"	1'-6"
10'	#4	12"c	14	3'-2"	1'-7"

Dowel bars "X" in One Headwall



DESIGN LIVE LOAD

H20-S16 LOADING A.A.S.H.O. 1961

AND

SPECIAL MILITARY LOADING

Two 24,000 Lb. Axles @ 4'-0" ctrs.

UNIT STRESSES:-

Class S Concrete (n=10) 1200#/□"

Reinforcing Steel 20,000#/□"

GENERAL NOTES

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.

REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.

CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls and slabs shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

BAR LIST FOR SECTION "A" ON 30° SKEW - ONE END ONLY.

| SECTION "A" & BAR GROUP "A" | LENGTH OF SECTION | DEPTH OF ℄ | CLEAR SPANS | CLEAR HEIGHT | "a" bars STRAIGHT In Top and Bottom Slabs of Barrel. SIZE | SPACING | NUMBER REQ'D 2:1 | 3:1 | 4:1 | LENGTH | "a1" bars STRAIGHT In Top and Bottom Slab of Barrel-(two of each Length.) SIZE | SPACING | NO. REQ'D | LENGTH MAX. | MIN. | "b" bars BENT - See Diagrams at Right. In Top and Bottom Slabs of Barrel-hooked. Alternate with "a" bars SIZE | SPACING | NUMBER REQ'D 2:1 | 3:1 | 4:1 | LENGTH | X | "b1" bars In Top and Bottom Slabs of Barrel-one end hooked. (Two of each Length) Alternate with "a1" bars. SIZE | SPACING | NO. REQ'D | LENGTH MAX. | MIN. | X MAX. | MIN. | "d" bars STRAIGHT Longitudinal in Top Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "d1" bars STRAIGHT Longitudinal in Sidewalls SIZE | SPACING | NO. REQ'D | LENGTH | "e" bars STRAIGHT Longitudinal in Bottom Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "f" bars STRAIGHT Verticals in Sidewalls. SIZE | SPACING | NUMBER REQ'D 2:1 | 3:1 | 4:1 | LENGTH | "k1" bars STRAIGHT In Bottom of Headwall. SIZE | NO. REQ'D | LENGTH | "k2" bars STRAIGHT In Top of Headwall and Apron. (2 Each) SIZE | NO. REQ'D | LENGTH |
|---|---|---|---|---|---|---|---|---|---

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH - TWO 30° SKEWED ENDS

| DEPTH OF COVER | SPANS | CLEAR HEIGHT | "a" bars STRAIGHT: In Top and Bottom Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "a1" bars STRAIGHT: In Top and Bottom Slab of Barrel (four of each Length) SIZE | SPACING | NO. REQ'D | LENGTH | "b" bars BENT - See Diagrams below. In Bottom of Top Slab bent up over Division Wall - hooked. Alternate with "a" and "c" bars. SIZE | SPACING | NO. REQ'D | LENGTH | X | Y | Z | "b1" bars BENT - See Diagrams below. In Bottom of Top Slab-some bent up over Division Wall - one end hooked (2 of Each Length) Alternate with "a1" and "c1" bars. SIZE | SPACING | NO. REQ'D | LENGTH MAX. | LENGTH MIN. | L MAX. | L MIN. | "b2" bars BENT - See Diagrams below. In Top of Bottom Slab-bent down under Division Wall - hooked. Alternate with "a" and "c" bars SIZE | SPACING | NO. REQ'D | LENGTH | X | Y | Z | "b3" bars BENT - See Diagrams below. In Top of Bottom Slab-some bent down under Division Wall - one end hooked (2 of Each Length) Alternate with "a1" and "c1" bars. SIZE | SPACING | NO. REQ'D | LENGTH MAX. | LENGTH MIN. | L MAX. | L MIN. | "c" bars STRAIGHT: In Top and Bottom Slab of Barrel Alternate with "b" and "b2" bars. SIZE | SPACING | NO. REQ'D | LENGTH | "c1" bars STRAIGHT: In Top and Bottom Slab of Barrel Alt. with "b1" & "b3" bars. (Four of each Length.) SIZE | SPACING | NO. REQ'D | LENGTH | "d" bars STRAIGHT: Longitudinal in Top Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "d1" bars STRAIGHT: Longitudinal in Sidewalls and Division Wall. SIZE | SPACING | NO. REQ'D | LENGTH | "e" bars STRAIGHT: Longitudinal in Bottom Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "f" bars STRAIGHT: Verticals in Sidewalls and Division Wall. SIZE | SPACING | NO. REQ'D | LENGTH | "k" bars STRAIGHT: In Bottom of Headwalls SIZE | NO. REQ'D | LENGTH | "k2" bars. STRAIGHT: In Top of Headwalls and Aprons (2 Each) SIZE | NO. REQ'D | LENGTH |
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