DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	1	541
		HWY. 5 - HWY. 89 (WIDENING) (CABOT) (F)				

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

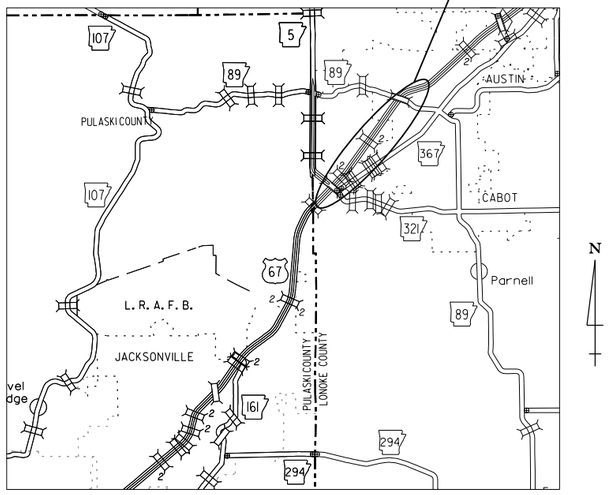
HWY. 5 - HWY. 89 (WIDENING) (CABOT) (F)

LONOKE COUNTY

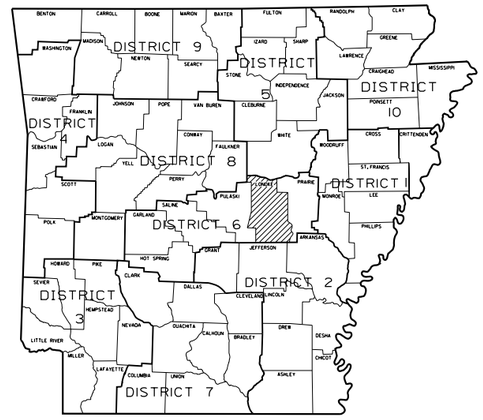
ROUTE 67 SECTION 11

JOB 061642

FED. AID PROJ. ACNHPP-9065(38)



VICINITY MAP



ARKANSAS HIGHWAY DISTRICT 6

NOT TO SCALE

BRIDGE DATA

① STA. 144+15.90 BRIDGE END
BRIDGE NO. 07548 OVER TWO PRAIRIE CREEK
350'-0" CONTINUOUS W-BEAM UNIT (70'-70'-70'-70'-70')
116'-0" CLEAR ROADWAY
352'-2½" BRIDGE LENGTH
STA. 147+68.10 BRIDGE END

STRUCTURES OVER 20'-0" SPAN

⚠1 STA. 85+00 - IN PLACE
TRP. 10' x 5' x 153' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 11.5' LT. & 9.5' RT.
TO A COMPLETED LENGTH OF 174'
CONSTRUCT TRP. 10' x 5' x 174' NORTH
AND DBL. 10' x 5' x 174' SOUTH
R.C. BOX CULVERTS
WITH 3:1 WINGS LT. AND RT.
Q50 = 1,890 CFS DA = 2.5 SQ. MI.
SPAN = 87.25'

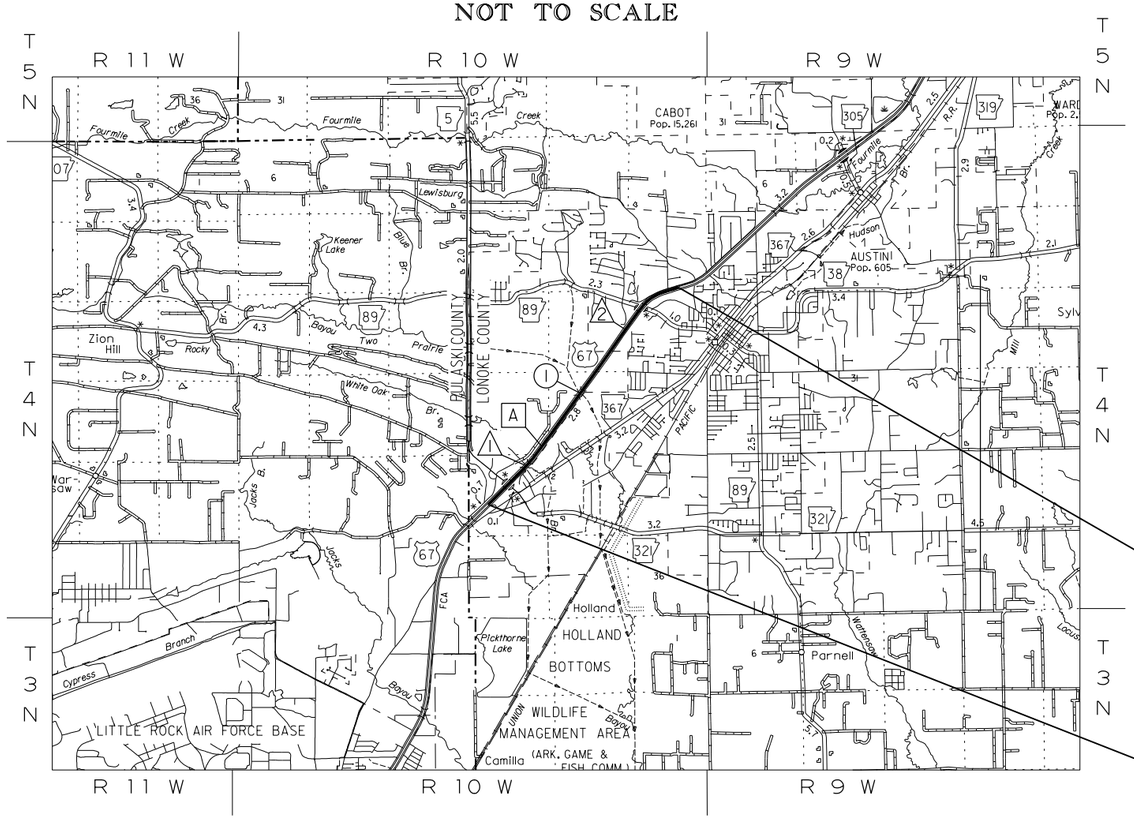
⚠2 STA. 197+06 CONSTRUCT
QUAD. 6' x 6' x 276' R.C. BOX CULVERT
45° RT. FWD. SKEW
WITH 3:1 WINGS LT. AND RT.
Q50 = 948 CFS DA = 0.5 SQ. MI.
SPAN = 27.17'

EQUATIONS:

[A] STA. 101+18.30 BK. =
STA. 102+04.60 AHD.

PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 34°56'40"	N 34°57'54"	N 34°59'01"
LONGITUDE	W 92°04'11"	W 92°02'51"	W 92°01'26"
STATION	45+02.35	146+69.33	247+50.00



STA. 247+50.00
END JOB 061642

STA. 45+02.35
BEGIN JOB 061642
L.M. 0.28

· DESIGN TRAFFIC DATA ·

DESIGN YEAR	2043
2023 ADT	74000
2043 ADT	88500
2043 DHV	9800
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	10%
DESIGN SPEED	70 MPH

GROSS LENGTH OF PROJECT	20161.35	FEET OR	3.818	MILES
NET " " ROADWAY	19694.72	" "	3.730	MILES
NET " " BRIDGES	466.63	" "	0.088	MILES
NET " " PROJECT	20161.35	" "	3.818	MILES

GARVER LLC CERTIFICATE OF AUTHORIZATION No. 766 ARKANSAS ENGINEER

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 13422 JOHN F. CANTABER

DIGITALLY SIGNED 08/08/2023

oewierciak 8/8/2023 4:39:36 PM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_TL_0.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	2	541
		INDEX OF SHEETS AND STANDARD DRAWINGS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 09/25/2023

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409	STANDARD DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 2 OF 6)	OH-067-43-07, OH-067-43-08, OH-067-43-09, OH-067-43-11	66475
410	STANDARD DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 3 OF 6)	OH-067-43-07, OH-067-43-08, OH-067-43-09, OH-067-43-11	66476
411	STANDARD DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 4 OF 6)	OH-067-43-07, OH-067-43-08, OH-067-43-09, OH-067-43-11	66477
412	STANDARD DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 5 OF 6)	OH-067-43-07, OH-067-43-08, OH-067-43-09, OH-067-43-11	66478
413	STANDARD DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 6 OF 6)	OH-067-43-07, OH-067-43-08, OH-067-43-09, OH-067-43-11	66479
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416	STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (SHEET 3 OF 6)	OC-067-43-10, OC-067-43-12	66482
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423	STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE (SHEET 4 OF 5)	TM-067-43-14, TM-067-60-48	66489
424	STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE (SHEET 5 OF 5)	TM-067-43-14, TM-067-60-48	66490
425 - 541	CROSS SECTIONS		

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

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	03-24-16
55006	STANDARD GENERAL NOTES FOR STEEL BRIDGE STRUCTURES	09-02-15
55007	STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES	02-11-16
55008	STANDARD DETAILS FOR POURED SILICONE JOINTS	02-11-16
55010	STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE	04-14-23
55020	STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS	03-24-16

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9D	DETAILS OF DROP INLETS	08-22-02
GR-6	GUARDRAIL DETAILS	05-19-22
GR-7	GUARDRAIL DETAILS	11-07-19
GR-8	GUARDRAIL DETAILS	11-07-19
GR-9	GUARDRAIL DETAILS	11-07-19
GR-10	GUARDRAIL DETAILS	11-07-19
GR-11	GUARDRAIL DETAILS	11-07-19
GR-12	GUARDRAIL DETAILS	05-14-20
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-07-19
GRT-1	GUARD RAIL DETAILS	11-07-19
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
RCB-3	METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS	10-12-95
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	11-07-19
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	07-25-19
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	05-19-22
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
SHS-5	DETAILS OF GUIDE SIGN PANELS	09-12-13
SHS-6	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	09-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	09-12-13
SHS-8	TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM	11-16-17
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	08-22-02
WF-4	WIRE FENCE TYPE C AND D	08-22-02
W-X003-1	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	05-10-66
R-100X-0	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	02-08-63
R-200X-0	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	02-15-63
R-300X-0	DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	02-28-63

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REVISED DATE:

INDEX OF SHEETS AND STANDARD DRAWINGS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	3	583
10-12-23		GOVERNING SPECS AND GENERAL NOTES				
10-23-23						

GOVERNING SPECIFICATIONS

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

NUMBER **TITLE**

ERRATA_____ ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273___ REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273___ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273___ SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273___ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273___ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273___ SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273___ SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____ CONTRACTOR'S LICENSE
100-4_____ DEPARTMENT NAME CHANGE
102-2_____ ISSUANCE OF PROPOSALS
105-4_____ MAINTENANCE DURING CONSTRUCTION
107-2_____ RESTRAINING CONDITIONS
108-1_____ LIQUIDATED DAMAGES
108-2_____ WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____ PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____ UNCLASSIFIED EXCAVATION
303-1_____ AGGREGATE BASE COURSE
306-1_____ QUALITY CONTROL AND ACCEPTANCE
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
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501-2_____ CEMENT
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
617-1_____ GUARDRAIL TERMINAL (TYPE 2)
617-2_____ GUARDRAIL DELINEATORS
620-1_____ MULCH COVER
621-1_____ FILTER SOCKS
700-2_____ TRAFFIC CONTROL FACILITIES
723-1_____ GENERAL REQUIREMENTS FOR SIGNS
730-1_____ BREAKAWAY SIGN SUPPORT
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

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JOB 061642___ ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 061642___ AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB 061642___ BIDDING REQUIREMENTS AND CONDITIONS
JOB 061642___ BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 061642___ BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 061642___ BUY AMERICA - CONSTRUCTION MATERIALS
JOB 061642___ CARGO PREFERENCE ACT REQUIREMENTS
JOB 061642___ CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB 061642___ COLD MILLING - COUNTY PROPERTY
JOB 061642___ CONCRETE BARRIER WALL
JOB 061642___ CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS
JOB 061642___ CONCRETE DITCH PAVING
JOB 061642___ CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 061642___ CONSTRUCTION PROJECT INFORMATION SIGN
JOB 061642___ CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
JOB 061642___ COORDINATION OF WORK
JOB 061642___ CULVERT CLEAN OUT
JOB 061642___ DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
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JOB 061642___ DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 061642___ DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES
JOB 061642___ ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 061642___ EMBANKMENT CONSTRUCTION
JOB 061642___ ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 061642___ EXTENSION FOR PIPE CULVERTS
JOB 061642___ FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
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JOB 061642___ NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES
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JOB 061642___ PCC PAVEMENT SURFACE SMOOTHNESS (IRI)
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JOB 061642___ PRICE ADJUSTMENT FOR FUEL
JOB 061642___ PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 061642___ PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB 061642___ RADAR VEHICLE DETECTION SYSTEM
JOB 061642___ REACTIVE AGGREGATE TESTING
JOB 061642___ REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB 061642___ RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 061642___ SEQUENCE OF CONSTRUCTION
JOB 061642___ SEQUENCE OF CONSTRUCTION - ALTERNATIVE CONCEPTUAL PROPOSALS
JOB 061642___ SERVICE POINT ASSEMBLY (ITS DEVICES)
JOB 061642___ SHORING FOR CULVERTS
JOB 061642___ SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 061642___ SOIL STABILIZATION
JOB 061642___ SOUND REFLECTING NOISE BARRIERS
JOB 061642___ SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB 061642___ STEEL SIGN STRUCTURES
JOB 061642___ STORM WATER POLLUTION PREVENTION PLAN
JOB 061642___ SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061642___ TEMPORARY RETAINING WALLS
JOB 061642___ TESTING AND INTEGRATION
JOB 061642___ TOTAL SOLAR ECLIPSE
JOB 061642___ TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 061642___ TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES LEFT IN PLACE
JOB 061642___ TRAFFIC CONTROL SUPERVISOR
JOB 061642___ TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB 061642___ UTILITY ADJUSTMENTS
JOB 061642___ VALUE ENGINEERING
JOB 061642___ WARM MIX ASPHALT
JOB 061642___ WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 061642___ WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 061642___ WRECKER SERVICE

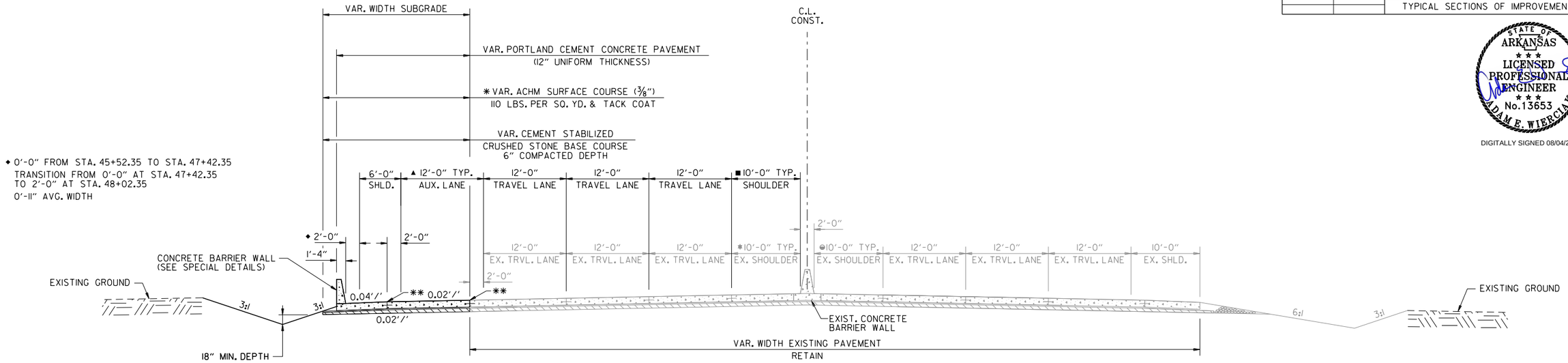
GENERAL NOTES

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. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
5. 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.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
7. 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.
8. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
9. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
10. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	4	541
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023



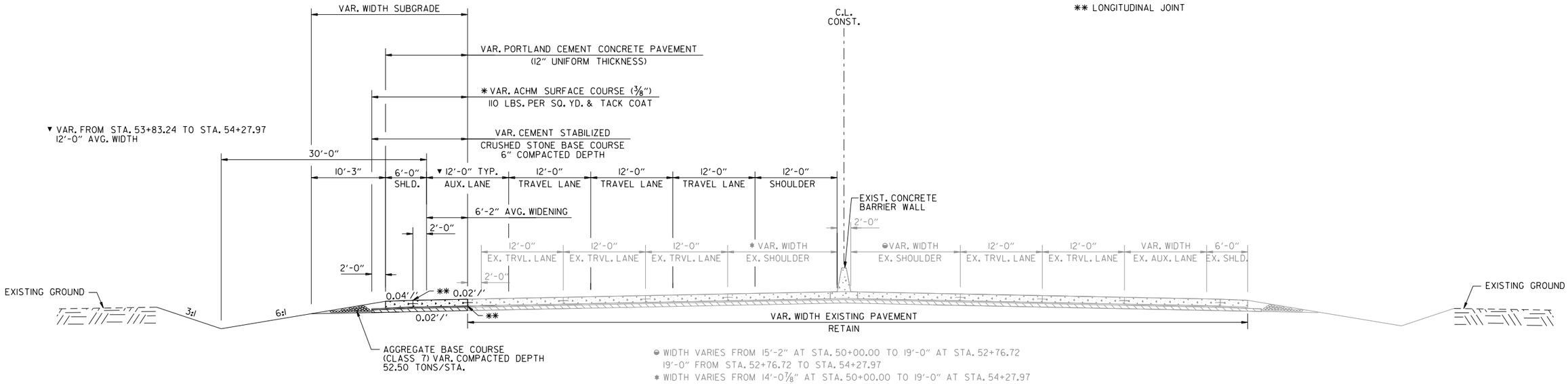
▲ TRANSITION FROM 0'-0" AT STA. 45+02.35
TO 12'-0" AT STA. 48+02.35
8'-9" AVG. WIDTH

◒ WIDTH VARIES FROM 10'-0" AT STA. 46+26.72 TO 15'-2" AT STA. 50+00.00
* WIDTH VARIES FROM 10'-0" AT STA. 47+77.97 TO 14'-0 7/8" AT STA. 50+00.00
AVG. WIDTH 10'-8"
■ TRANSITION FROM 10'-0" AT STA. 47+77.97 TO 12'-0" AT STA. 49+22.42
12'-0" FROM STA. 49+22.42 TO STA. 50+00.00
AVG. WIDTH 10'-7"

HWY. 67 TYPICAL SECTION

STA. 45+02.35 TO STA. 50+00.00

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



◒ WIDTH VARIES FROM 15'-2" AT STA. 50+00.00 TO 19'-0" AT STA. 52+76.72
19'-0" FROM STA. 52+76.72 TO STA. 54+27.97
* WIDTH VARIES FROM 14'-0 7/8" AT STA. 50+00.00 TO 19'-0" AT STA. 54+27.97
16'-0" AVG. WIDTH

HWY. 67 TYPICAL SECTION

STA. 50+00.00 TO STA. 54+27.97

NOTES:

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

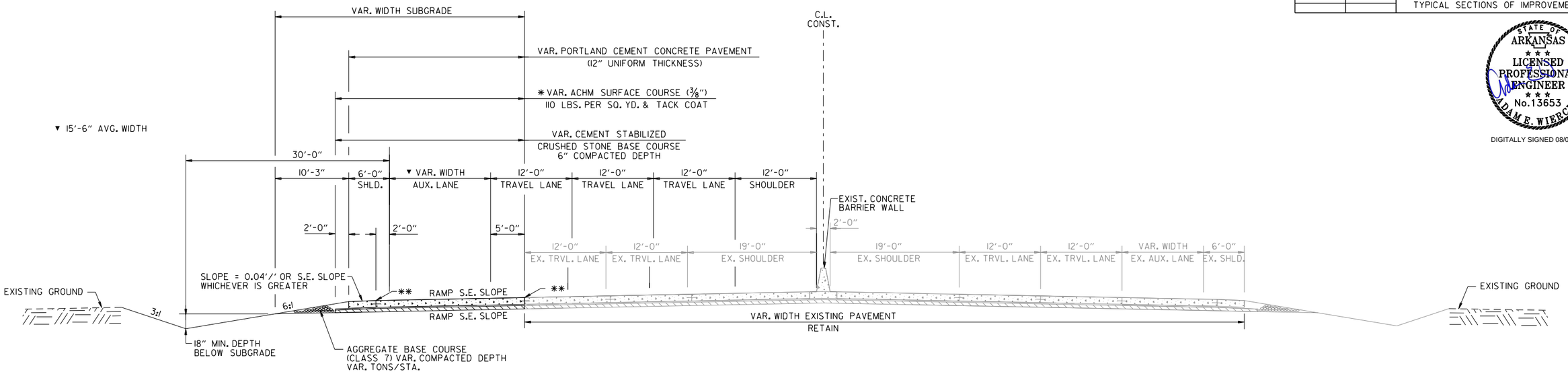
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TYPICAL SECTIONS OF IMPROVEMENT

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	5	541
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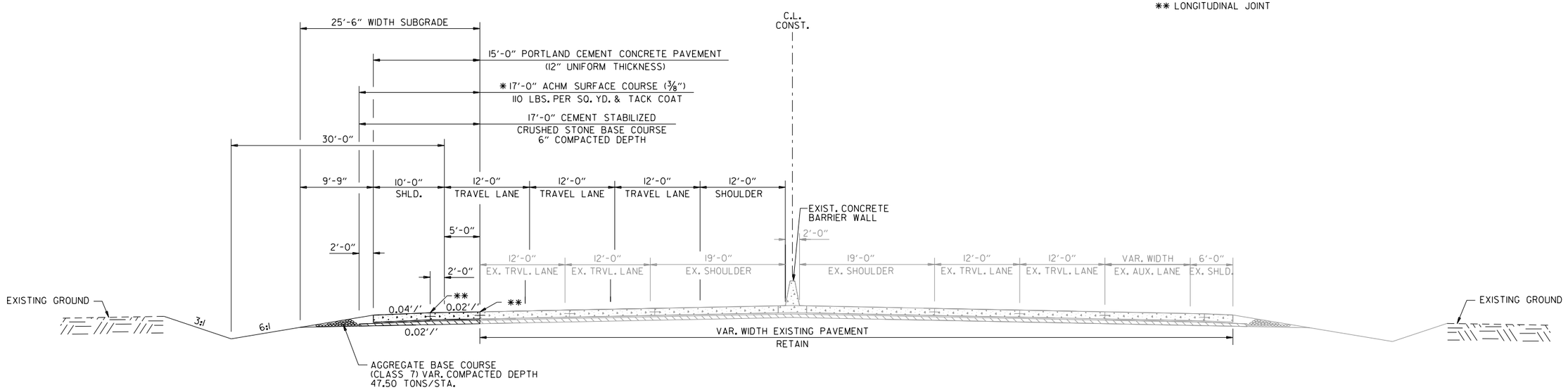
STATE OF ARKANSAS
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No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023



HWY. 67 TYPICAL SECTION

STA. 54+27.97 TO STA. 55+02.35

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



HWY. 67 TYPICAL SECTION

STA. 55+02.35 TO STA. 57+52.97

NOTES:

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

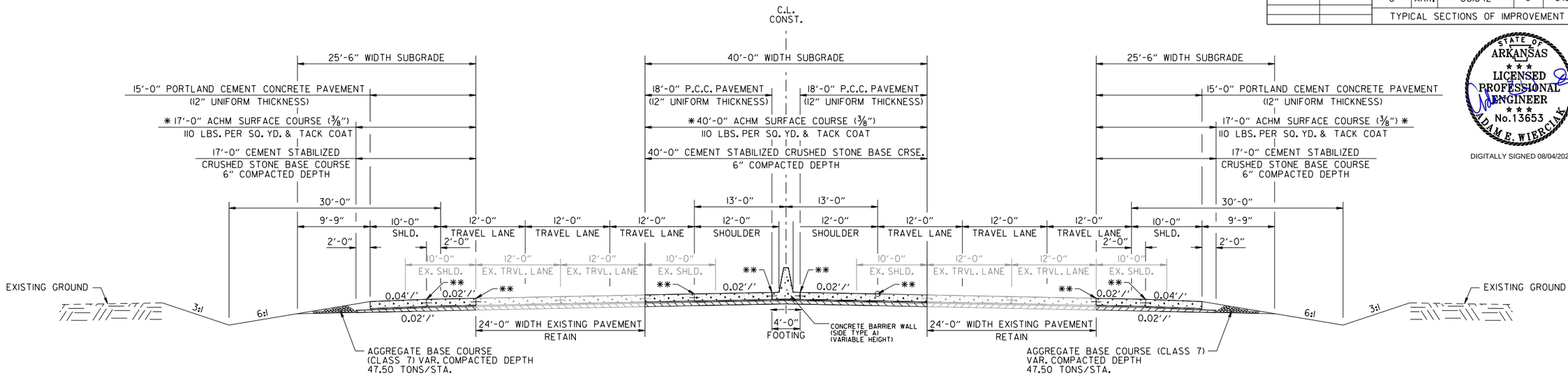
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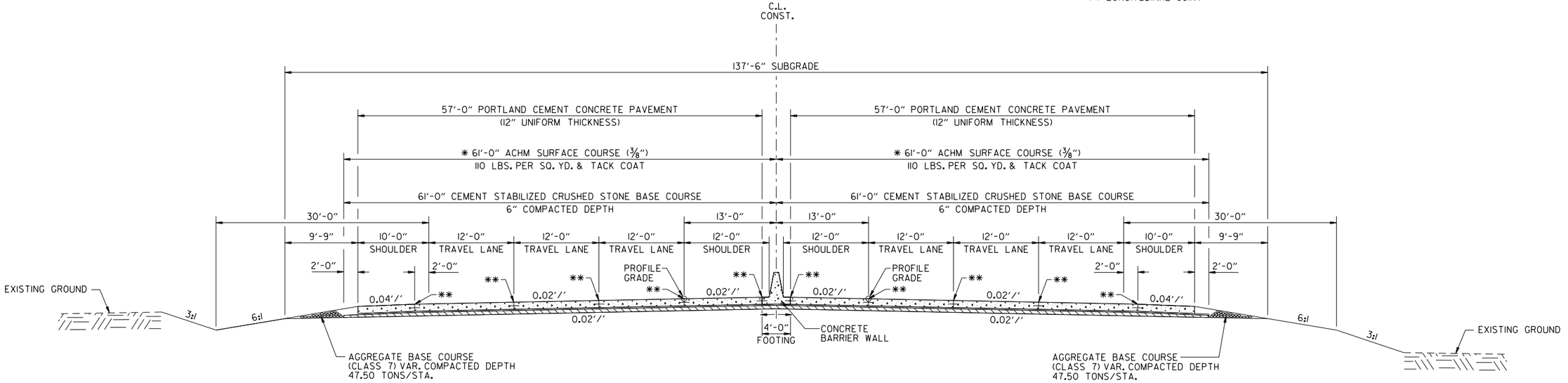
STATE OF ARKANSAS
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DIGITALLY SIGNED 08/04/2023



HWY. 67 TYPICAL SECTION

STA. 57+52.97 TO STA. 59+52.97

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



HWY. 67 TYPICAL SECTION

STA. 59+52.97 TO STA. 62+16.88
STA. 73+28.81 TO STA. 76+84.72
STA. 90+50.11 TO STA. 96+50.00
STA. 111+33.73 TO STA. 143+79.40
STA. 148+04.60 TO STA. 187+36.97
STA. 202+43.20 TO STA. 207+45.35

NOTE FOR STA. 202+43.20 TO STA. 207+45.35:

TRAVEL LANES SHALL BE CONSTRUCTED FOR THE SIX LANE SECTION AS SHOWN. ONLY FOUR LANES OF TRAFFIC WILL BE CARRIED THROUGH THE HWY. 89 INTERCHANGE AT THIS TIME. SEE PERMANENT PAVEMENT MARKING DETAILS FOR STRIPED LANE LOCATIONS THROUGH THE HWY. 89 INTERCHANGE.

NOTE: SEE BRIDGE LAYOUTS FOR APPROACH SLABS AND BRIDGE STRUCTURE FROM STA. 143+79.40 TO STA. 148+04.60.

NOTES:

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

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

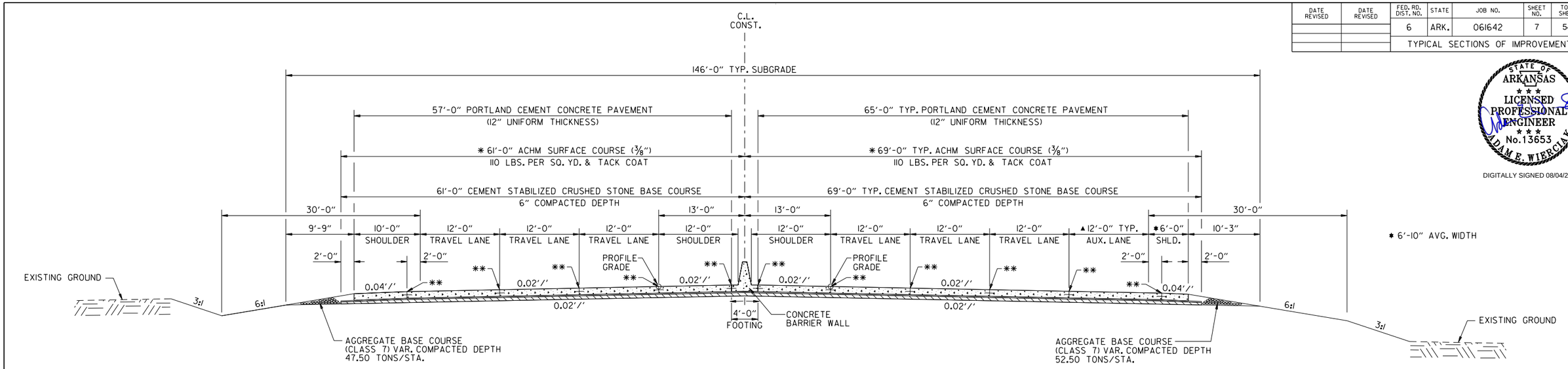
TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	7	541
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



HWY. 67 TYPICAL SECTION WITH AUXILIARY LANE - RIGHT

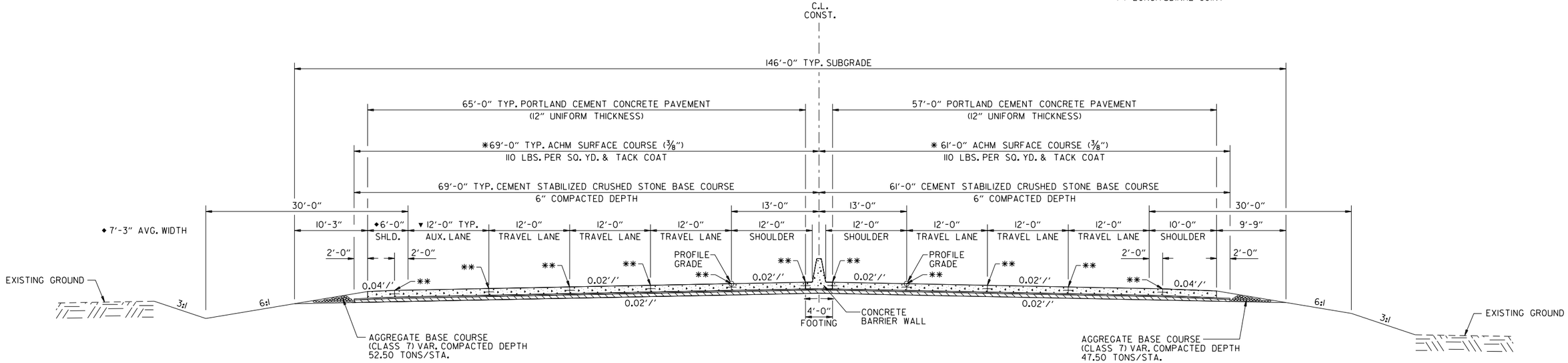
STA. 62+16.88 TO STA. 73+28.81
STA. 84+07.71 TO STA. 90+50.11
STA. 197+36.97 TO STA. 202+43.20

NOTE FOR STA. 197+36.97 TO STA. 202+43.20:

TRAVEL LANES SHALL BE CONSTRUCTED FOR THE SIX LANE SECTION AS SHOWN. ONLY FOUR LANES OF TRAFFIC WILL BE CARRIED THROUGH THE HWY. 89 INTERCHANGE AT THIS TIME. SEE PERMANENT PAVEMENT MARKING DETAILS FOR STRIPED LANE LOCATIONS THROUGH THE HWY. 89 INTERCHANGE.

▲ TRANSITION FROM 0' AT STA. 62+16.88 TO 12' AT STA. 64+16.88
VAR. FROM STA. 70+60.88 TO STA. 82+11.88
TRANSITION FROM 12' AT STA. 87+50.11 TO 0' AT STA. 90+50.11
VAR. FROM STA. 197+36.97 TO STA. 202+43.20
10'-10" AVG. WIDTH

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



HWY. 67 TYPICAL SECTION WITH AUXILIARY LANE - LEFT

STA. 76+84.72 TO STA. 80+50.11
STA. 187+36.97 TO STA. 195+77.35
STA. 207+45.35 TO STA. 209+97.06

▼ VAR. FROM STA. 76+84.72 TO STA. 80+50.11
TRANSITION FROM 0' AT STA. 187+59.68 TO 12' AT STA. 190+59.68
VAR. FROM STA. 195+75.19 TO STA. 195+77.35
VAR. FROM STA. 207+45.35 TO STA. 209+97.06
11'-1" AVG. WIDTH

NOTE FOR STA. 207+45.35 TO STA. 209+97.06:

TRAVEL LANES SHALL BE CONSTRUCTED FOR THE SIX LANE SECTION AS SHOWN. ONLY FOUR LANES OF TRAFFIC WILL BE CARRIED THROUGH THE HWY. 89 INTERCHANGE AT THIS TIME. SEE PERMANENT PAVEMENT MARKING DETAILS FOR STRIPED LANE LOCATIONS THROUGH THE HWY. 89 INTERCHANGE.

NOTES:

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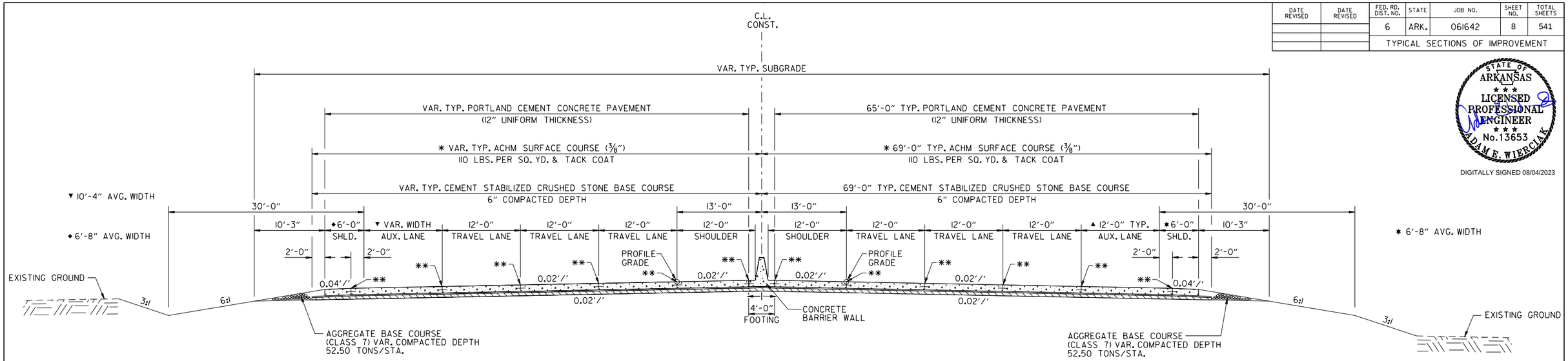
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TYPICAL SECTIONS OF IMPROVEMENT

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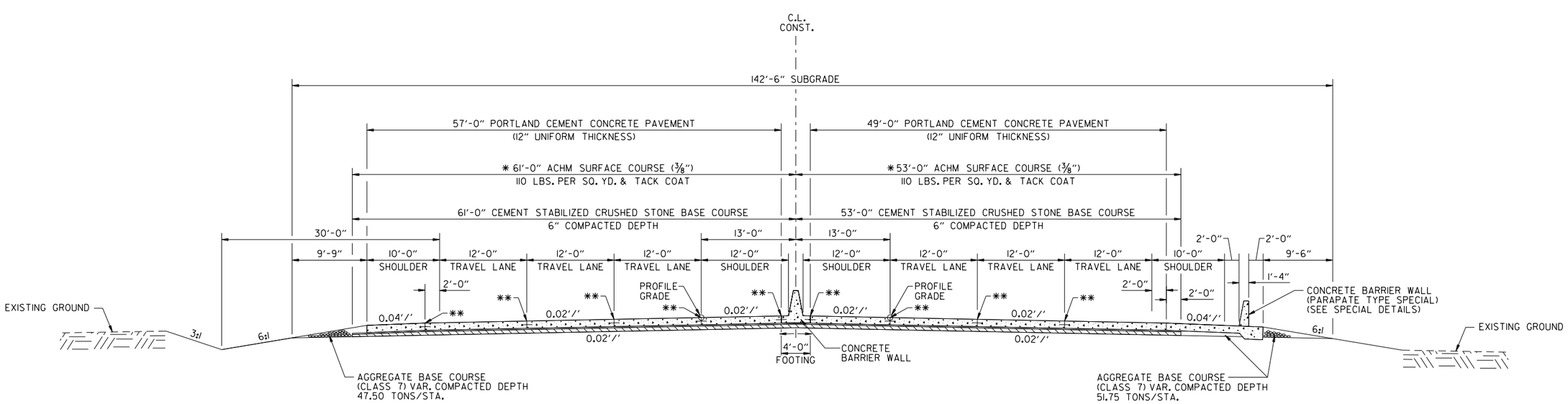


HWY. 67 TYPICAL SECTION WITH AUXILIARY LANES LT. & RT.

STA. 80+50.11 TO STA. 84+07.71
STA. 195+77.35 TO STA. 197+36.97

▲ TRANSITION FROM 12' AT STA. 87+50.11 TO 0' AT STA. 90+50.11
VAR. FROM STA. 195+77.35 TO STA. 197+36.97
9'-8" AVG. WIDTH

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



HWY. 67 TYPICAL SECTION

STA. 96+50.00 TO STA. 111+33.73

NOTES:

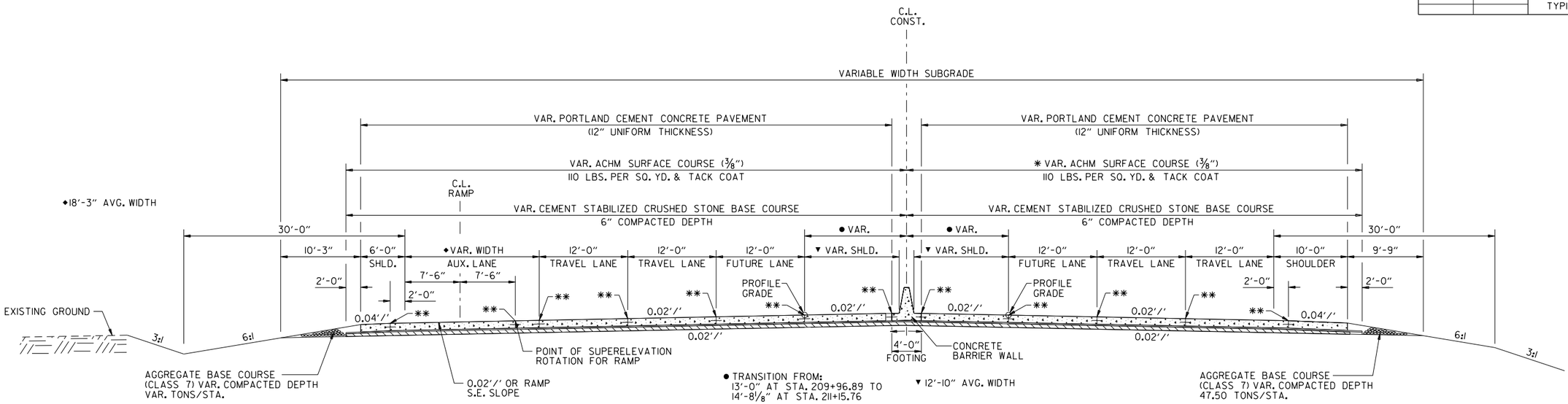
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

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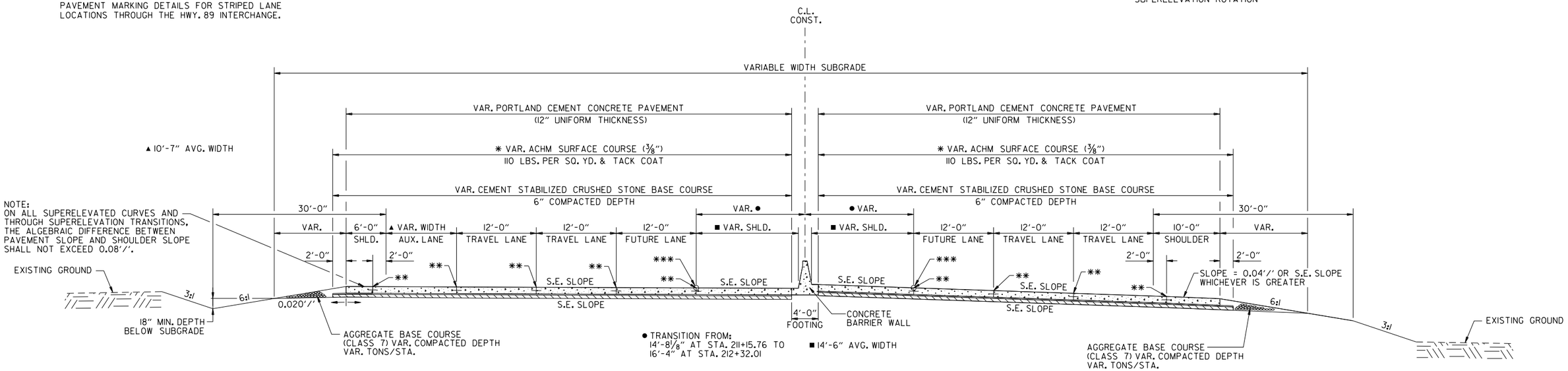
HWY. 67 TYPICAL SECTION WITH AUXILIARY LANE - LEFT

STA. 209+97.06 TO STA. 211+15.76

NOTE:

TRAVEL LANES SHALL BE CONSTRUCTED FOR THE SIX LANE SECTION AS SHOWN. ONLY FOUR LANES OF TRAFFIC WILL BE CARRIED THROUGH THE HWY. 89 INTERCHANGE AT THIS TIME. SEE PERMANENT PAVEMENT MARKING DETAILS FOR STRIPED LANE LOCATIONS THROUGH THE HWY. 89 INTERCHANGE.

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT
*** PROFILE GRADE & POINT OF SUPERELEVATION ROTATION



HWY. 67 TYPICAL SUPERELEVATED SECTION W/ AUXILIARY LANE - LEFT

STA. 211+15.76 TO STA. 212+32.01

NOTES:

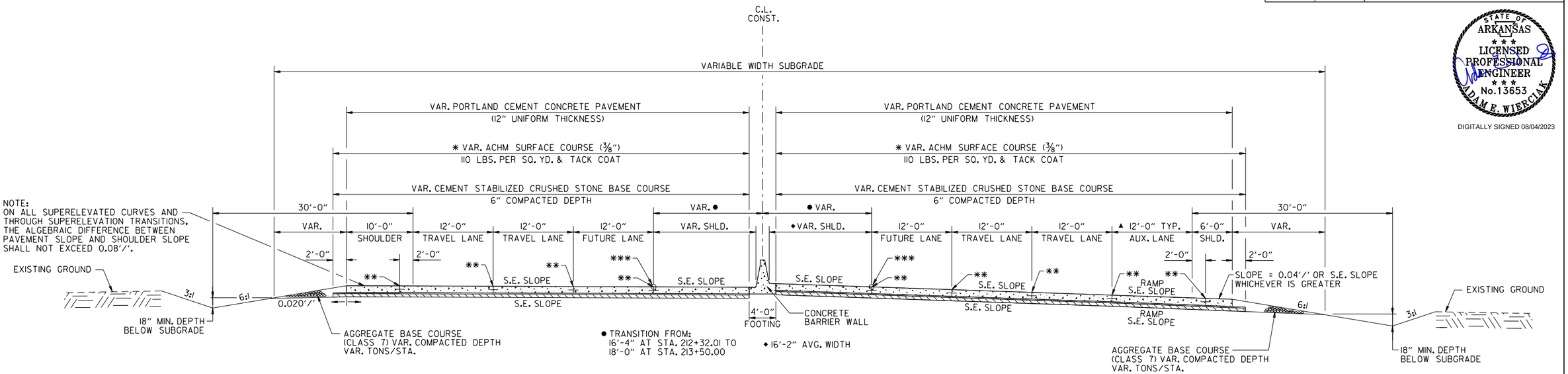
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TYPICAL SECTIONS OF IMPROVEMENT

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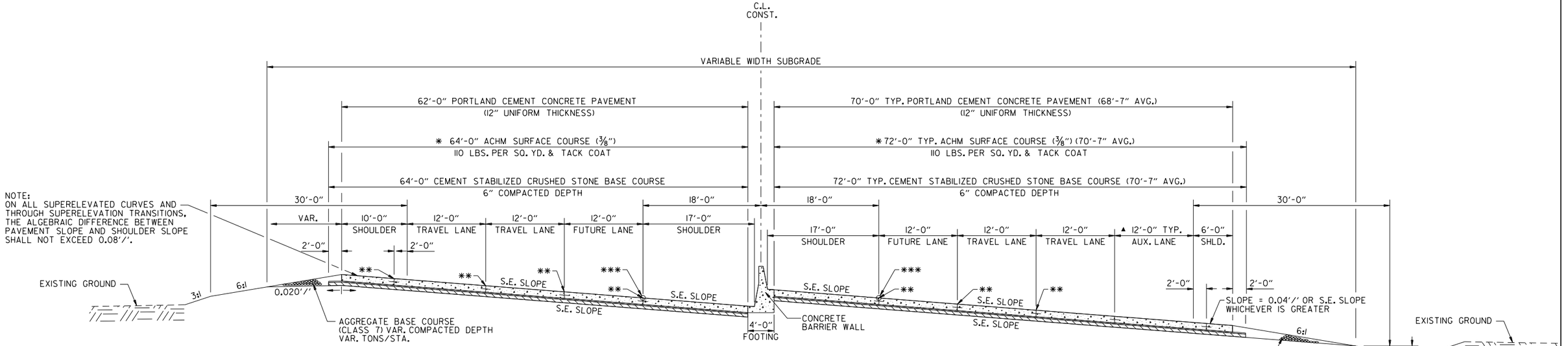


HWY. 67 TYPICAL SUPERELEVATED SECTION W/ AUXILIARY LANE - RIGHT

STA. 212+32.01 TO STA. 213+50.00

▲ VAR. FROM STA. 212+32.01 TO STA. 212+88.34 13'-6" AVG. WIDTH

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT
*** PROFILE GRADE & POINT OF SUPERELEVATION ROTATION



HWY. 67 TYPICAL SUPERELEVATED SECTION W/ AUXILIARY LANE - RIGHT

STA. 213+50.00 TO STA. 229+58.14

▲ TRANSITION FROM 12' AT STA. 226+52.01 TO 0' AT STA. 229+52.01 10'-7" AVG. WIDTH

NOTES:

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

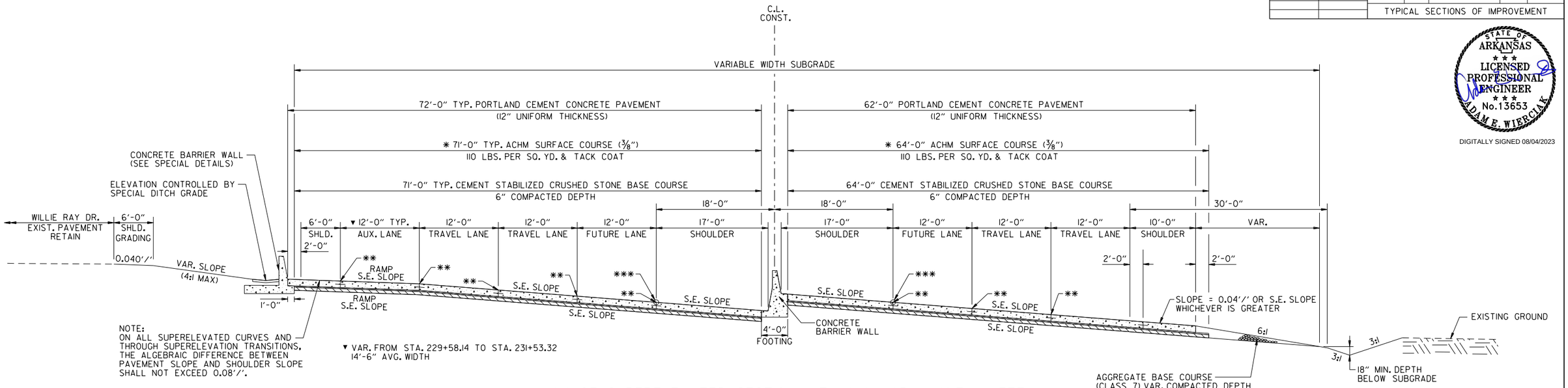
TYPICAL SECTIONS OF IMPROVEMENT

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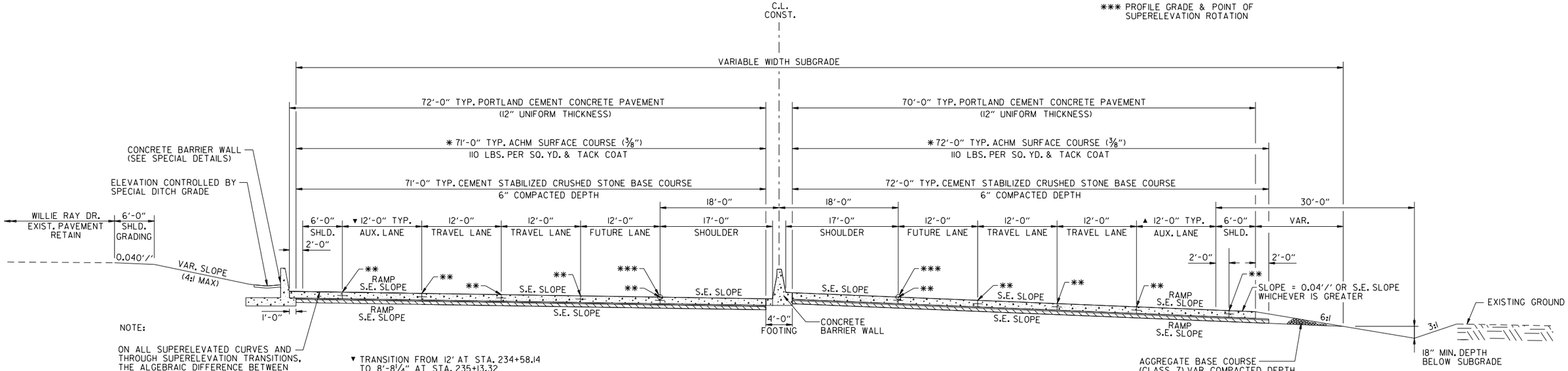
NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

▼ VAR. FROM STA. 229+58.14 TO STA. 231+53.32
14'-6" AVG. WIDTH

HWY. 67 SUPERELEVATED SECTION WITH AUXILIARY LANE - LEFT

STA. 229+58.14 TO STA. 231+77.04

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT
*** PROFILE GRADE & POINT OF SUPERELEVATION ROTATION



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

▼ TRANSITION FROM 12' AT STA. 234+58.14 TO 8'-8 1/4" AT STA. 235+13.32
11'-9" AVG. WIDTH

HWY. 67 SUPERELEVATED SECTION W/ AUXILIARY LANES LT. & RT.

STA. 231+77.04 TO STA. 235+13.32

▲ VAR. FROM STA. 231+77.04 TO STA. 233+38.82
13'-1" AVG. WIDTH

NOTES:

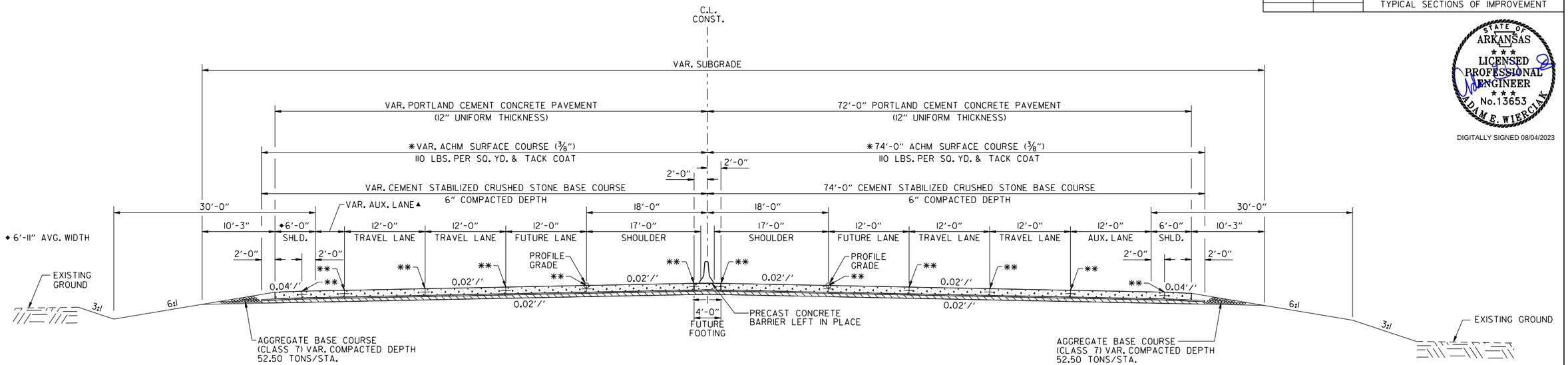
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	12	541
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

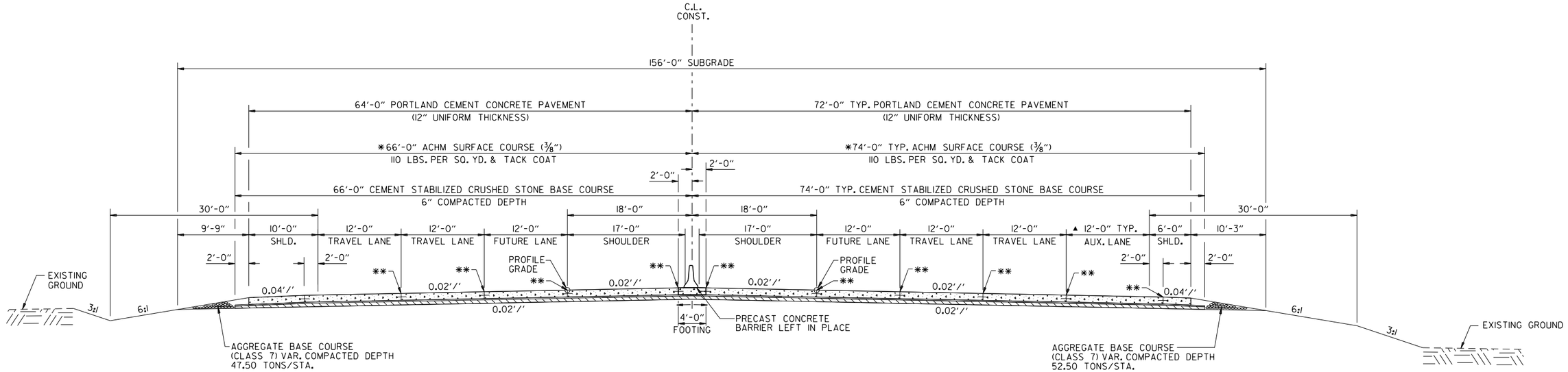


▲ TRANSITION FROM 8'-8¼" AT STA. 235+13.32 TO 0' AT STA. 236+58.14
4'-4" AVG. WIDTH

HWY. 67 TYPICAL SECTION W/ AUXILIARY LANES LT. & RT.

STA. 235+13.32 TO STA. 236+58.14

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



HWY. 67 TYPICAL SECTION WITH AUXILIARY LANE - RIGHT

STA. 236+58.14 TO STA. 240+00.00

▲ TRANSITION FROM 12'-0" AT STA. 238+77.04 TO 7'-1" AT STA. 240+00.00
11'-1" AVG. WIDTH

NOTES:

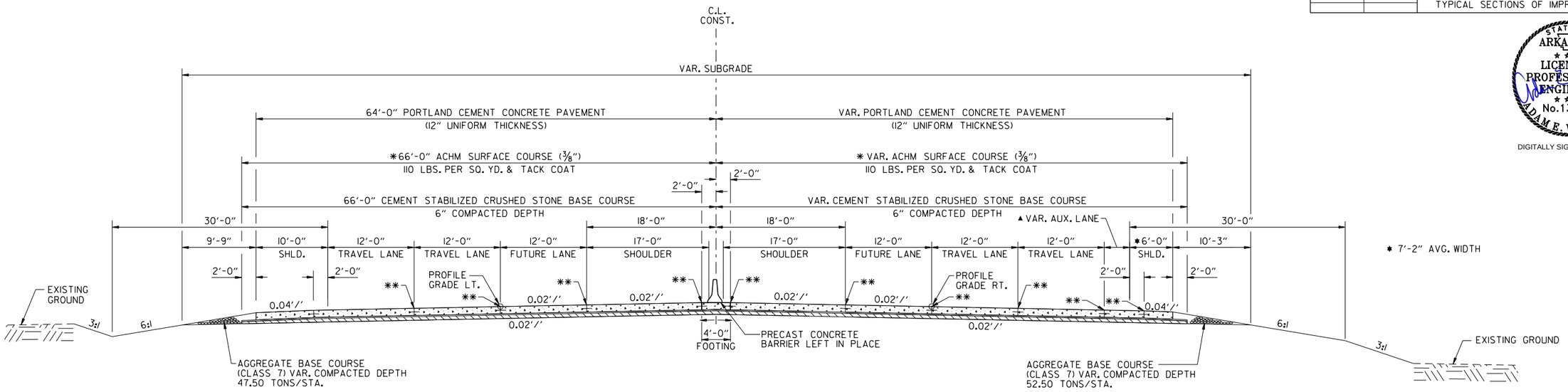
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

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		6	ARK.	061642	13	541
		TYPICAL SECTIONS OF IMPROVEMENT				

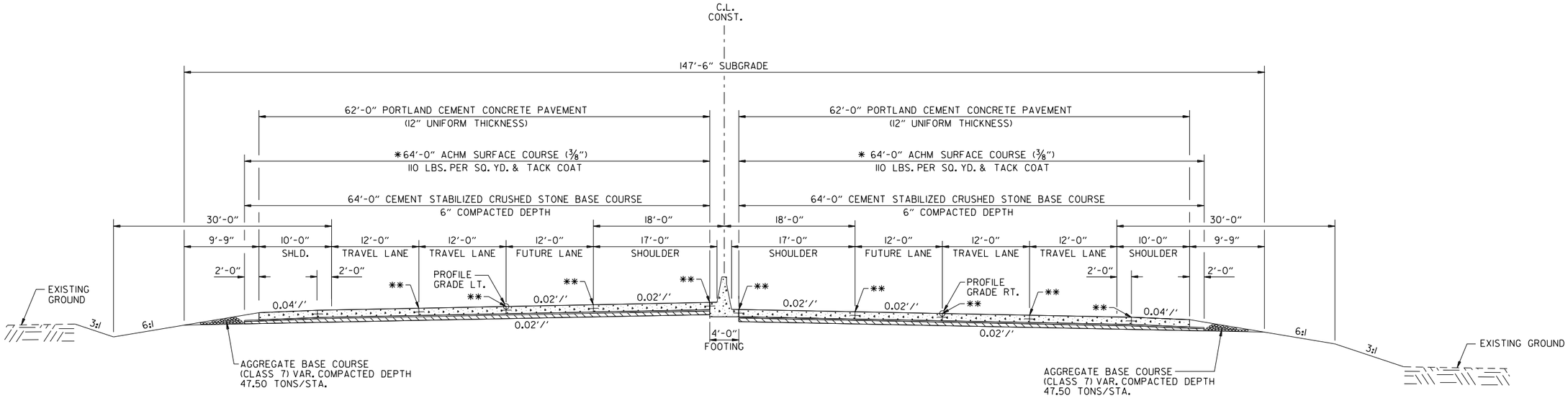
STATE OF ARKANSAS
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HWY. 67 TYPICAL SECTION WITH AUXILIARY LANE - RIGHT

STA. 240+00.00 TO STA. 241+77.04

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT



HWY. 67 TYPICAL SECTION

STA. 241+77.04 TO STA. 246+43.13

NOTES:

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TYPICAL SECTIONS OF IMPROVEMENT

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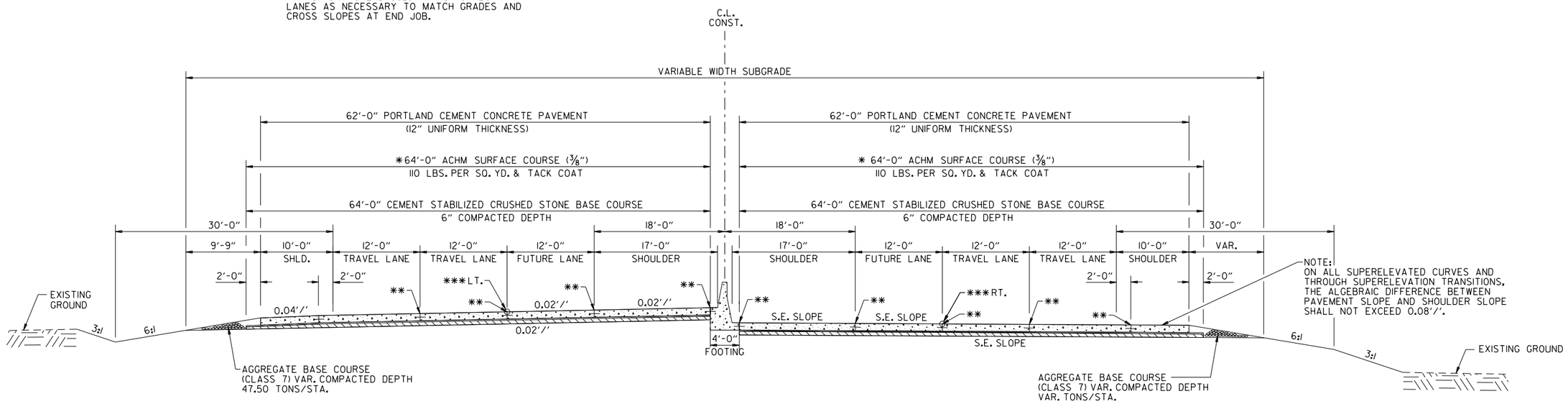
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		6	ARK.	061642	14	541
		TYPICAL SECTIONS OF IMPROVEMENT				

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NOTE:
SURVEY DATA INDICATES LT. LANES REMAIN AT NORMAL CROWN FROM BEGINNING OF S.E. TRANSITION TO END JOB. TRANSITION BOTH LANES AS NECESSARY TO MATCH GRADES AND CROSS SLOPES AT END JOB.

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT
*** PROFILE GRADE & POINT OF SUPERELEVATION ROTATION



HWY. 67 TYPICAL SUPERELEVATED SECTION

STA. 246+43.13 TO STA. 247+50.00

NOTES:

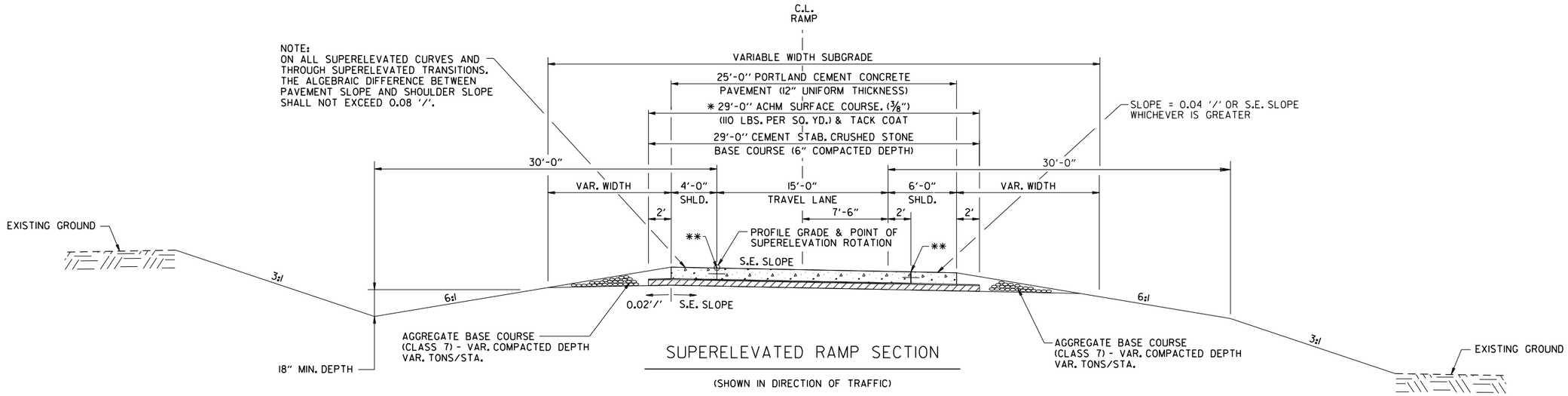
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TYPICAL SECTIONS OF IMPROVEMENT

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		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
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SUPERELEVATED RAMP SECTION

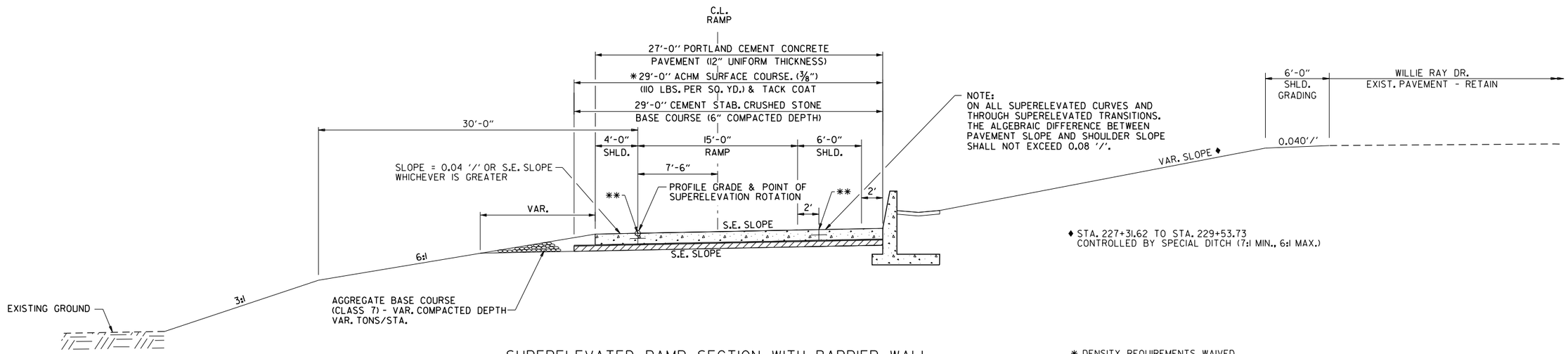
(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 5 RAMP 2 STA. 78+78.07 TO STA. 80+50.55
HWY. 5 RAMP 3 STA. 77+00.00 TO STA. 79+19.14
HWY. 5 RAMP 4 STA. 55+01.76 TO STA. 56+00.00
HWY. 5 RAMP 5 STA. 71+24.43 TO STA. 72+15.00
HWY. 89 RAMP 1 STA. 200+32.21 TO STA. 202+00.00
HWY. 89 RAMP 2 STA. 210+00.00 TO STA. 212+33.03
HWY. 89 RAMP 2 (FUTURE) STA. 230+38.77 TO STA. 231+77.49
HWY. 89 RAMP 3 STA. 208+50.00 TO STA. 209+47.62
HWY. 89 RAMP 4 STA. 197+36.53 TO STA. 199+15.00

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT

NOTES:

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



SUPERELEVATED RAMP SECTION WITH BARRIER WALL

(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 89 RAMP 3 (FUTURE) STA. 227+31.62 TO STA. 229+53.73

♦ STA. 227+31.62 TO STA. 229+53.73 CONTROLLED BY SPECIAL DITCH (7:1 MIN., 6:1 MAX.)

* DENSITY REQUIREMENTS WAIVED
** LONGITUDINAL JOINT

TYPICAL SECTIONS OF IMPROVEMENT

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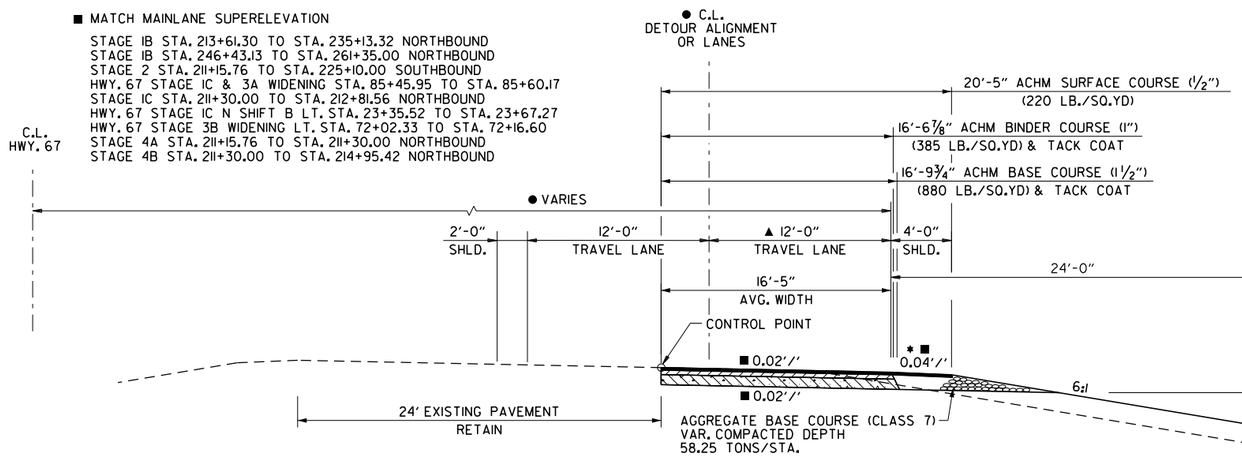
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	16	541
		TYPICAL SECTIONS OF IMPROVEMENT				

* FULL DEPTH SHOULDER:

STAGE IC STA. 201+05.53 TO STA. 204+75.79 NORTHBOUND

■ MATCH MAINLANE SUPERELEVATION

STAGE IB STA. 213+61.30 TO STA. 235+13.32 NORTHBOUND
STAGE IB STA. 246+43.13 TO STA. 261+35.00 NORTHBOUND
STAGE 2 STA. 211+15.76 TO STA. 225+10.00 SOUTHBOUND
HWY. 67 STAGE IC & 3A WIDENING STA. 85+45.95 TO STA. 85+60.17
STAGE IC STA. 211+30.00 TO STA. 212+81.56 NORTHBOUND
HWY. 67 STAGE IC N SHIFT B LT. STA. 23+35.52 TO STA. 23+67.27
HWY. 67 STAGE 3B WIDENING LT. STA. 72+02.33 TO STA. 72+16.60
STAGE 4A STA. 211+15.76 TO STA. 211+30.00 NORTHBOUND
STAGE 4B STA. 211+30.00 TO STA. 214+95.42 NORTHBOUND



TEMPORARY HWY. 67 NOTCH AND WIDEN SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STAGE IB STA. 175+25.00 TO STA. 194+92.31 NORTHBOUND
STAGE IB STA. 84+09.09 TO STA. 101+18.30 SOUTHBOUND
STAGE IB STA. 175+25.00 TO STA. 194+92.31 NORTHBOUND
STAGE IB STA. 102+04.60 TO STA. 105+61.21 SOUTHBOUND
STAGE IB STA. 213+61.30 TO STA. 261+35.00 NORTHBOUND
HWY. 67 STAGE IC S SHIFT LT. STA. 53+45.82 TO STA. 57+40.03
STAGE IC STA. 57+72.75 TO STA. 82+01.64 SOUTHBOUND
STAGE IC STA. 198+67.42 TO STA. 205+70.02 NORTHBOUND
HWY. 67 STAGE IC & 3A WIDENING STA. 80+00.00 TO STA. 85+60.17
STAGE IC STA. 211+30.00 TO STA. 212+81.56 NORTHBOUND
HWY. 67 STAGE IC N SHIFT B LT. STA. 21+28.94 TO STA. 23+67.27
STAGE 2 STA. 210+14.43 TO STA. 211+30.00 SOUTHBOUND
• STAGE 2 STA. 211+30.00 TO STA. 225+10.00 SOUTHBOUND
STAGE 3A STA. 105+34.37 TO STA. 114+62.28 NORTHBOUND
• HWY. 67 STAGE 3B WIDENING LT. STA. 63+36.43 TO STA. 72+16.60
• STAGE 4A STA. 200+31.33 TO STA. 211+30.00 NORTHBOUND
• STAGE 4B STA. 211+30.00 TO STA. 214+95.42 NORTHBOUND

• WIDENING OFF OF PROPOSED PAVEMENT

● WHERE NOT CONTROLLED BY DETOUR ALIGNMENT:

72'-0" STAGE IB STA. 84+09.09 TO STA. 91+80.00 SOUTHBOUND
72'-0" TO 58'-5" FROM STAGE IB STA. 91+80.00 TO STA. 101+18.30 SOUTHBOUND
58'-5" TO 53'-6" FROM STAGE IB STA. 102+04.60 TO STA. 105+61.30 SOUTHBOUND
62'-0" STAGE IB STA. 173+75.00 TO STA. 194+92.31 NORTHBOUND
75'-0" STAGE IB STA. 213+62.14 TO STA. 219+70.00 NORTHBOUND
85'-0" TO 73'-0" STAGE IB STA. 219+70.00 TO STA. 222+69.00 NORTHBOUND
73'-0" STAGE IB STA. 222+69.00 TO STA. 249+00.00 NORTHBOUND
73'-0" TO 62'-6" STAGE IB STA. 249+00.00 TO STA. 255+80.90 NORTHBOUND
65'-2" TO 60'-0" STAGE IB STA. 257+75.00 TO STA. 259+24.04 NORTHBOUND
60'-0" STAGE IB STA. 259+24.04 TO STA. 261+35.00 NORTHBOUND
72'-0" STAGE IC STA. 57+72.25 TO STA. 80+00.00 SOUTHBOUND
VARIABLE GORE WIDTH STAGE IC STA. 80+00.00 TO STA. 82+01.64 SOUTHBOUND
VARIABLE GORE WIDTH STAGE IC STA. 198+67.42 TO STA. 201+05.53 NORTHBOUND
61'-3" STAGE IC STA. 201+05.53 TO STA. 203+00.00 NORTHBOUND
61'-3" TO 59'-3" STAGE IC STA. 203+00.00 TO STA. 204+30.00 NORTHBOUND
59'-3" STAGE IC STA. 204+30.00 TO STA. 205+70.02 NORTHBOUND
73'-0" STAGE IC STA. 211+30.00 TO STA. 212+81.56 NORTHBOUND
70'-0" STAGE 2 STA. 215+75.09 TO STA. 218+60.00 SOUTHBOUND
70'-0" TO 54'-0" STAGE 2 STA. 218+60.00 TO STA. 229+00.00 SOUTHBOUND
61'-6" TO 73'-0" STAGE 4A STA. 200+55.63 TO STA. 208+00.00 NORTHBOUND
73'-0" STAGE 4A STA. 208+00.00 TO STA. 211+30.00 NORTHBOUND
73'-0" TO 72'-0" STAGE 4B STA. 211+30.00 TO STA. 216+29.00 NORTHBOUND

▲ 7'-6" WIDENING FOR HWY. 89 RAMP 2 STAGE IB & HWY. 5 RAMP 2 STAGE 3B
24'-0" WIDENING IN STAGE IB OFF OF HWY. 67 STAGE 3A END SHIFT RT. FROM STA. 255+80.90 TO STA. 257+75.00

NOTES:

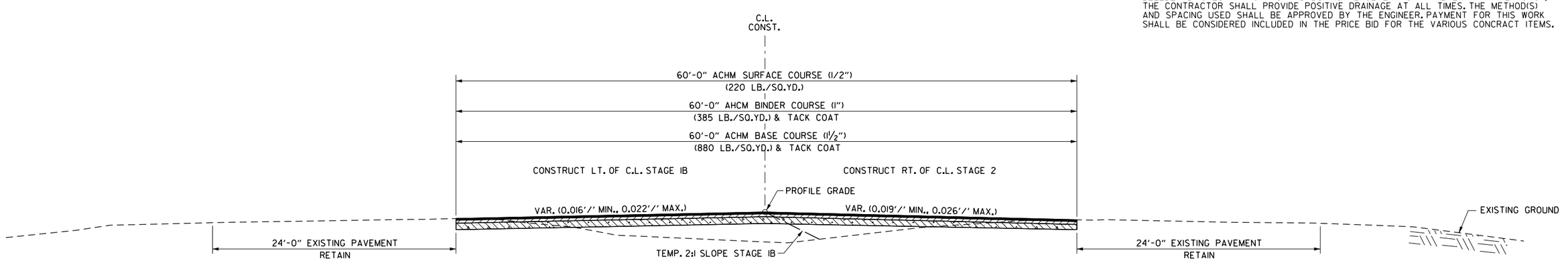
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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

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

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

STATE OF ARKANSAS
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HWY. 67 STAGE IB & 2 FULL MEDIAN PAVING

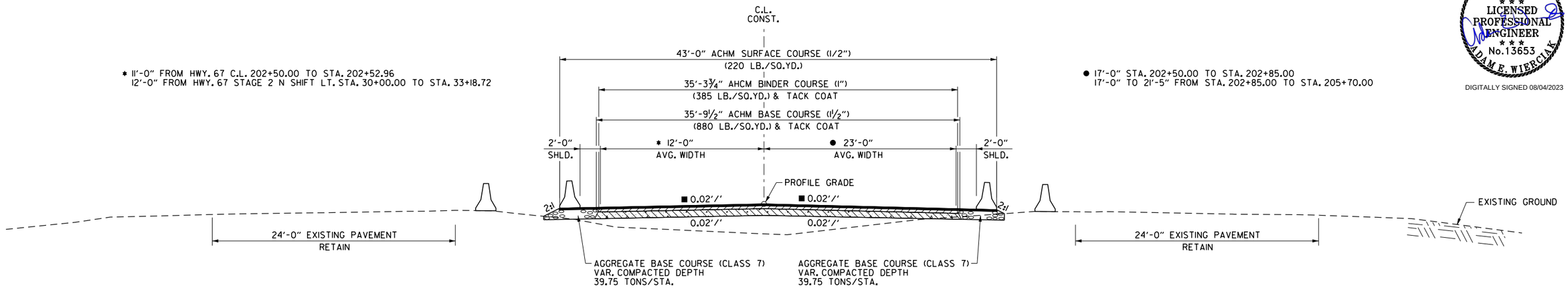
STA. 205+70.00 TO STA. 211+30.00

TYPICAL SECTIONS OF IMPROVEMENT

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* 11'-0" FROM HWY. 67 C.L. 202+50.00 TO STA. 202+52.96
12'-0" FROM HWY. 67 STAGE 2 N SHIFT LT. STA. 30+00.00 TO STA. 33+18.72

● 17'-0" STA. 202+50.00 TO STA. 202+85.00
17'-0" TO 21'-5" FROM STA. 202+85.00 TO STA. 205+70.00

■ TRANSITION TO MATCH FULL MEDIAN PAVING FROM STA. 205+20.00 TO 205+70.00

HWY. 67 STAGE 2 MEDIAN TRANSITION

STA. 202+50.00 TO STA. 205+70.00

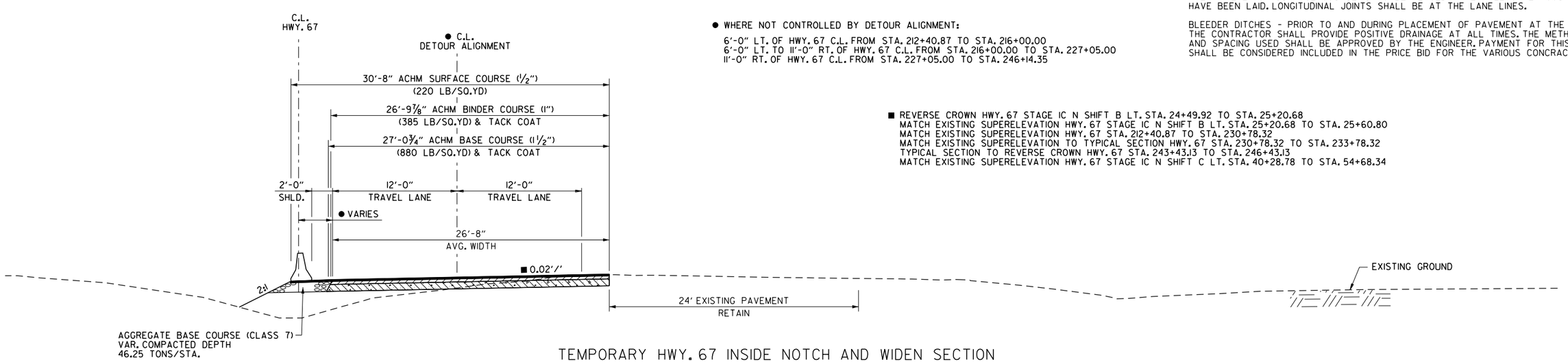
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● WHERE NOT CONTROLLED BY DETOUR ALIGNMENT:

6'-0" LT. OF HWY. 67 C.L. FROM STA. 212+40.87 TO STA. 216+00.00
6'-0" LT. TO 11'-0" RT. OF HWY. 67 C.L. FROM STA. 216+00.00 TO STA. 227+05.00
11'-0" RT. OF HWY. 67 C.L. FROM STA. 227+05.00 TO STA. 246+14.35

■ REVERSE CROWN HWY. 67 STAGE IC N SHIFT B LT. STA. 24+49.92 TO STA. 25+20.68
MATCH EXISTING SUPERELEVATION HWY. 67 STAGE IC N SHIFT B LT. STA. 25+20.68 TO STA. 25+60.80
MATCH EXISTING SUPERELEVATION HWY. 67 STA. 212+40.87 TO STA. 230+78.32
MATCH EXISTING SUPERELEVATION TO TYPICAL SECTION HWY. 67 STA. 230+78.32 TO STA. 233+78.32
TYPICAL SECTION TO REVERSE CROWN HWY. 67 STA. 243+43.13 TO STA. 246+43.13
MATCH EXISTING SUPERELEVATION HWY. 67 STAGE IC N SHIFT C LT. STA. 40+28.78 TO STA. 54+68.34

TEMPORARY HWY. 67 INSIDE NOTCH AND WIDEN SECTION

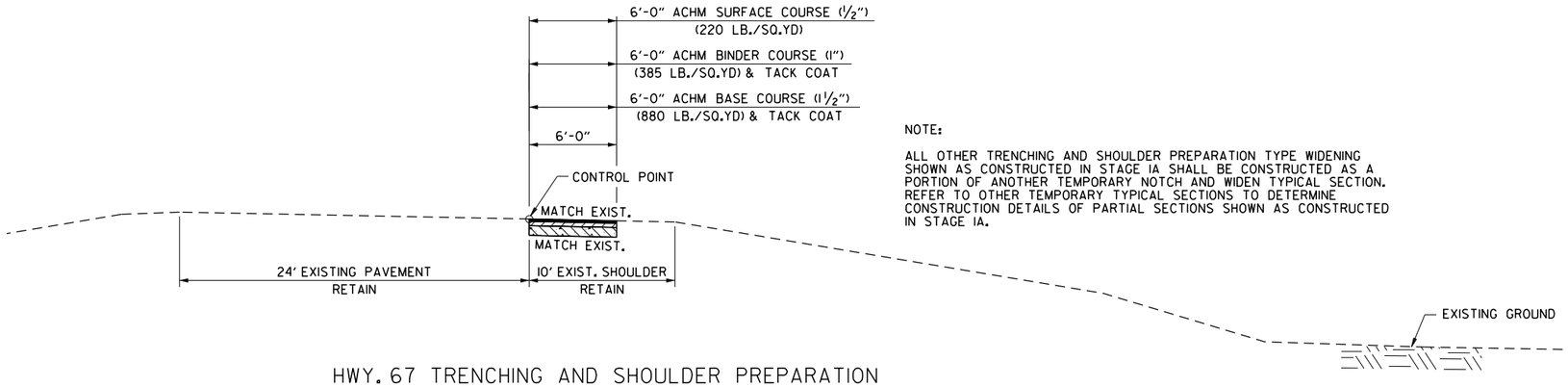
(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 67 STAGE IC N SHIFT B LT. STA. 24+49.92 TO STA. 25+60.80
STAGE IC STA. 212+40.87 TO STA. 246+14.35
HWY. 67 STAGE IC N SHIFT C LT. STA. 40+00.00 TO STA. 54+68.34
HWY. 67 STAGE 3A END SHIFT RT. STA. 50+00.00 TO STA. 62+24.22

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STATE OF ARKANSAS
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HWY. 67 TRENCHING AND SHOULDER PREPARATION

(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 67 LT. STAGE IA STA. 124+40.00 TO STA. 145+49.54
HWY. 67 RT. STAGE IA STA. 127+25.00 TO STA. 145+43.97
HWY. 67 RT. STAGE IA STA. 146+32.98 TO STA. 175+25.00
HWY. 67 LT. STAGE IA STA. 146+39.64 TO STA. 177+25.00

NOTE:

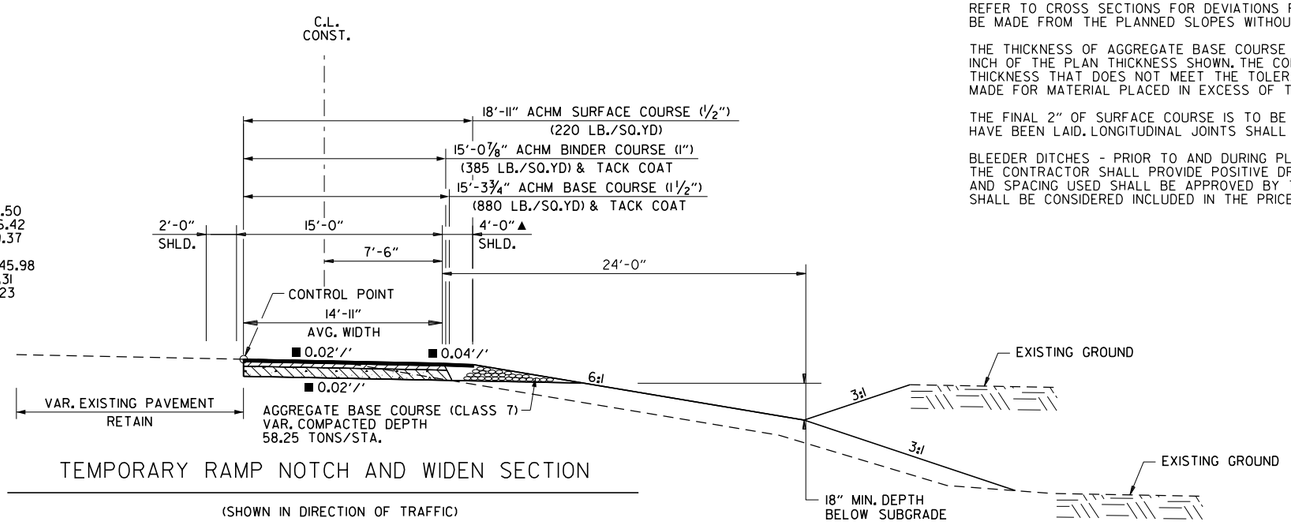
ALL OTHER TRENCHING AND SHOULDER PREPARATION TYPE WIDENING SHOWN AS CONSTRUCTED IN STAGE IA SHALL BE CONSTRUCTED AS A PORTION OF ANOTHER TEMPORARY NOTCH AND WIDEN TYPICAL SECTION. REFER TO OTHER TEMPORARY TYPICAL SECTIONS TO DETERMINE CONSTRUCTION DETAILS OF PARTIAL SECTIONS SHOWN AS CONSTRUCTED IN STAGE IA.

■ MATCH RAMP SUPERELEVATION

HWY. 5 RAMP 3 STAGE IB STA. 31+35.27 TO STA. 32+67.36
HWY. 5 RAMP 4 STAGE IB STA. 23+50.00 TO STA. 27+59.50
HWY. 89 RAMP 1 STAGE IB STA. 18+04.80 TO STA. 19+75.95
HWY. 89 RAMP 2 STAGE IB STA. 20+36.99 TO STA. 23+45.84
HWY. 5 RAMP 5 STAGE IC STA. 53+59.04 TO STA. 54+86.25

▲ SHOULDER WIDTH

4'-0" TO 6'-0" HWY. 5 RAMP 4 STAGE IB STA. 27+05.73 TO STA. 27+59.50
6'-6" TO 4'-0" HWY. 5 RAMP 5 STAGE IC STA. 50+00.00 TO STA. 50+36.42
5'-8" TO 2'-0" HWY. 89 RAMP 4 STAGE IC STA. 92+17.54 TO STA. 93+29.37
2'-0" HWY. 89 RAMP 4 STAGE IC STA. 93+29.37 TO STA. 102+67.44
2'-0" TO 5'-2" HWY. 89 RAMP 4 STAGE IC STA. 102+67.44 TO STA. 103+45.98
5'-6" TO 4'-0" HWY. 89 RAMP 3 STAGE 2 STA. 110+18.60 TO STA. 110+53.31
5'-8" TO 4'-0" HWY. 5 RAMP 2 STAGE 2B STA. 31+90.62 TO STA. 32+15.23



TEMPORARY RAMP NOTCH AND WIDEN SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 5 RAMP 3 STAGE IB STA. 31+35.27 TO STA. 40+43.78
HWY. 5 RAMP 4 STAGE IB STA. 20+91.65 TO STA. 27+59.50
HWY. 89 RAMP 1 STAGE IB STA. 10+00.00 TO STA. 19+75.95
HWY. 89 RAMP 2 STAGE IB STA. 20+36.99 TO STA. 23+65.39
HWY. 5 RAMP 5 STAGE IC STA. 50+00.00 TO STA. 50+95.74
HWY. 5 RAMP 5 STAGE IC STA. 53+59.04 TO STA. 54+86.25
HWY. 89 RAMP 4 STAGE IC STA. 92+17.54 TO STA. 95+03.85
HWY. 89 RAMP 4 STAGE IC STA. 101+26.68 TO STA. 103+45.98
HWY. 89 RAMP 3 STAGE 2 STA. 110+18.60 TO STA. 113+69.93
HWY. 5 RAMP 2 STAGE 3B STA. 31+90.62 TO STA. 43+06.69

NOTES:

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

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

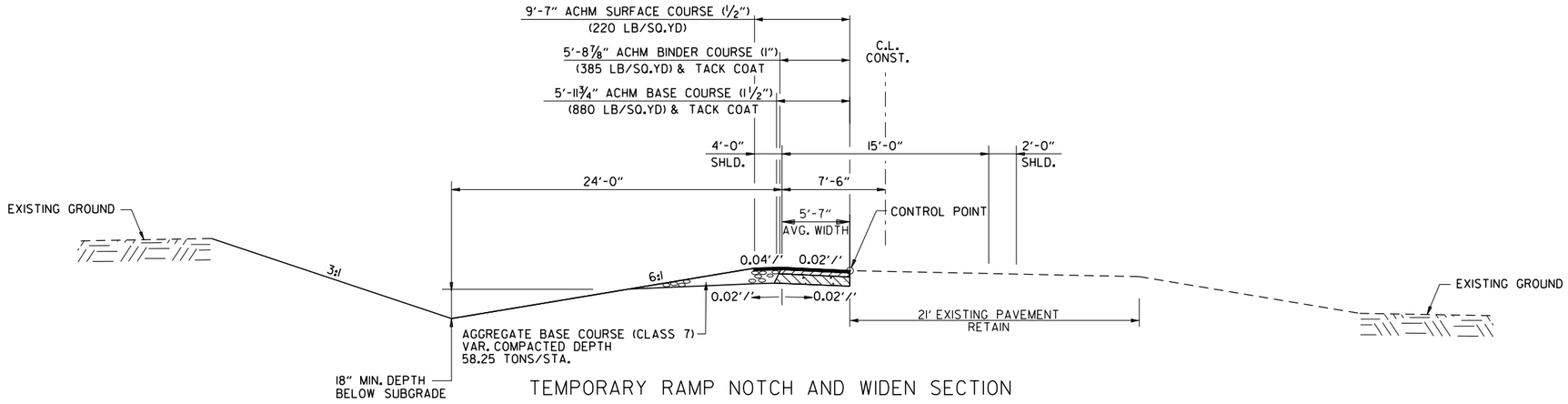
THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

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

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	19	541
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023



TEMPORARY RAMP NOTCH AND WIDEN SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 89 RAMP 2 STAGE 4A STA. 110+21.65 TO STA. 111+06.27

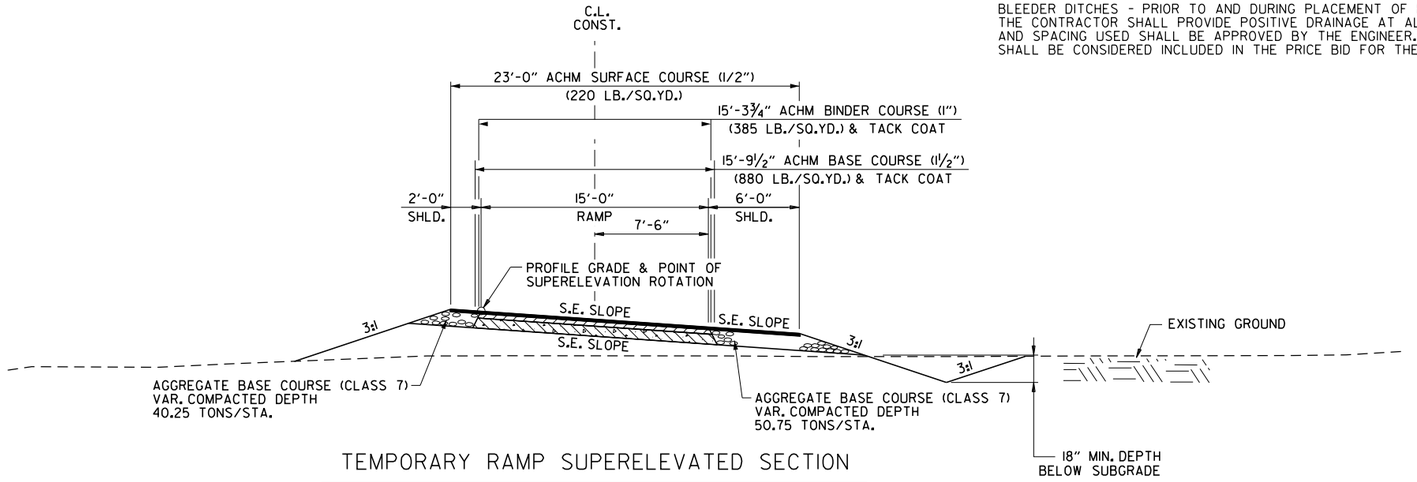
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TEMPORARY RAMP SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

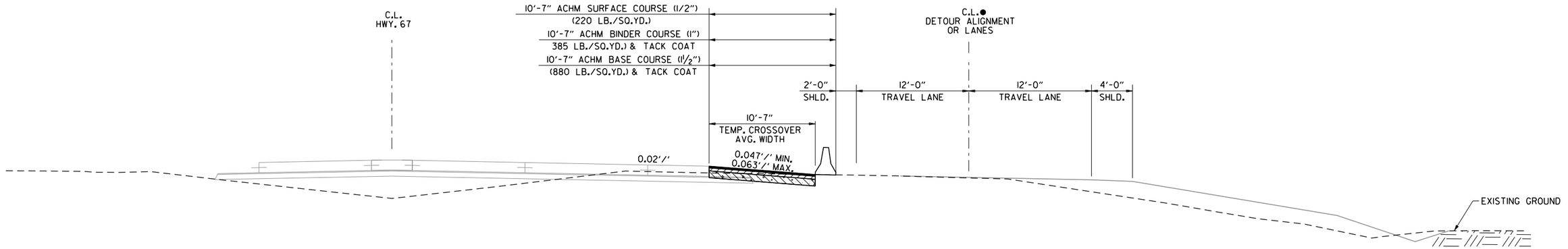
HWY. 5 RAMP 5 STAGE 1C STA. 50+95.74 TO STA. 53+59.04
HWY. 89 RAMP 4 STAGE 1C STA. 95+03.85 TO STA. 101+26.68
HWY. 89 RAMP 2 STAGE 3B STA. 26+58.73 TO STA. 27+38.64
HWY. 89 RAMP 2 STAGE 4A STA. 111+06.27 TO STA. 113+41.41
HWY. 89 RAMP 2 STAGE 4B STA. 80+00.00 TO STA. 81+57.70

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		6	ARK.	061642	20	541
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



TEMPORARY RAMP CROSSOVER SECTION

STAGE 2 STA. 91+80.00 TO STA. 96+00.00
STAGE 2 STA. 162+00.00 TO STA. 173+33.23

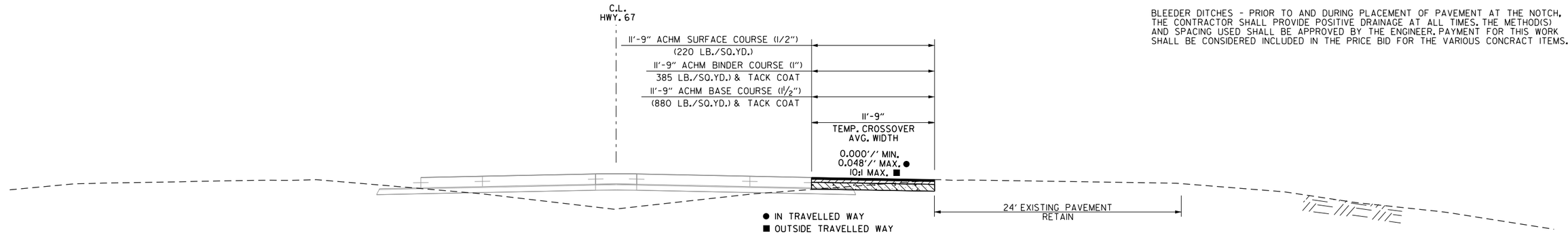
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TEMPORARY RAMP CROSSOVER SECTION

STAGE 2 STA. 164+00.00 TO STA. 168+60.00
STAGE 3B STA. 110+80.00 TO STA. 116+30.00

TYPICAL SECTIONS OF IMPROVEMENT

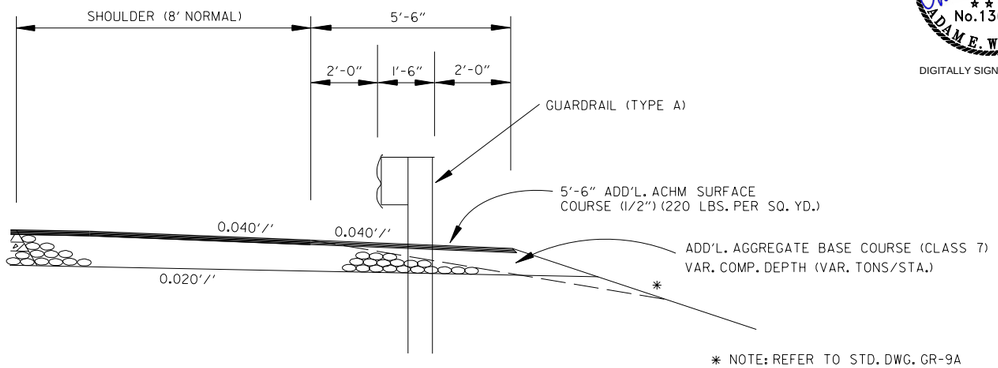
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		SPECIAL DETAILS				



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

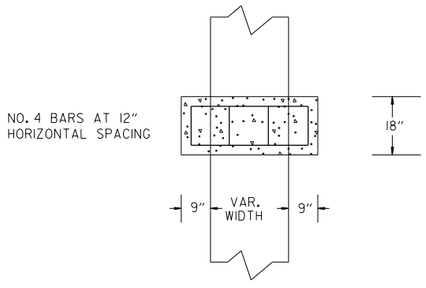
CONSTRUCTION PROJECT INFORMATION SIGN



WIDENING FOR GUARDRAIL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



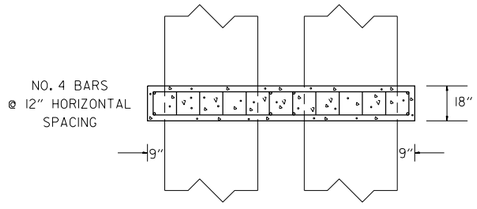
TOP VIEW

MIN 3" COVER



FRONT VIEW SIDE VIEW

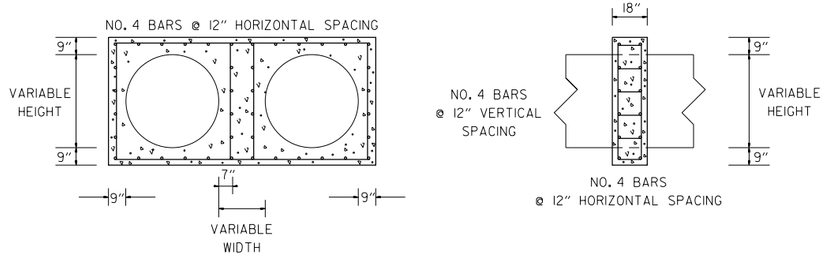
PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL



TOP VIEW

NOTE: PIPE COLLAR TO BE UTILIZED AS APPROVED BY THE ENGINEER.

MIN. 3" COVER



FRONT VIEW SIDE VIEW

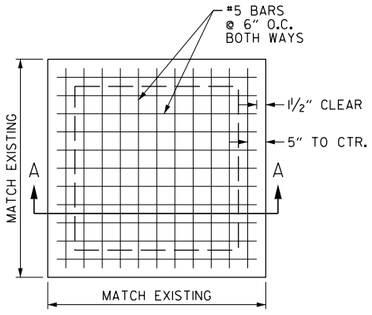
PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL

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REVISED DATE:

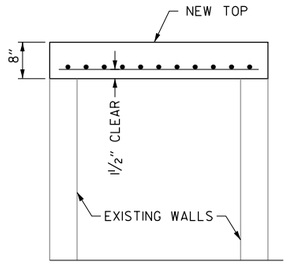
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	22	541
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



TOP VIEW

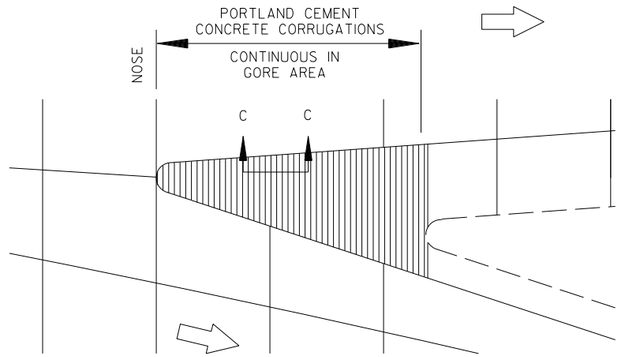


SECTION A-A

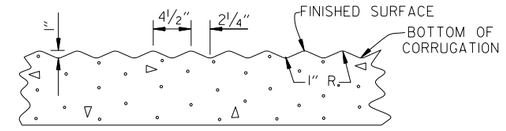
REMOVE EXISTING DROP INLET TOP. RETAIN EXISTING VERTICAL REINFORCEMENT

WHERE DROP INLET IS TO REMAIN UNDER PROPOSED WALL FOOTING, REMOVE TOP SECTION OF WALLS SO THE NEW TOP OF SLAB ELEVATION IS 2' BELOW THE BOTTOM OF WALL FOOTING WHERE POSSIBLE. BACKFILL WITH CLASS 7 BASE COURSE.

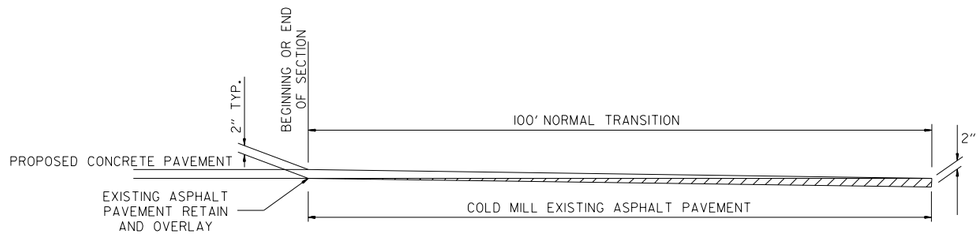
DETAILS OF MODIFIED DROP INLET



LAYOUT OF SHOULDER CORRUGATIONS IN EXIT GORE AREAS



SECTION C-C
CORRUGATED CONCRETE SHOULDERS



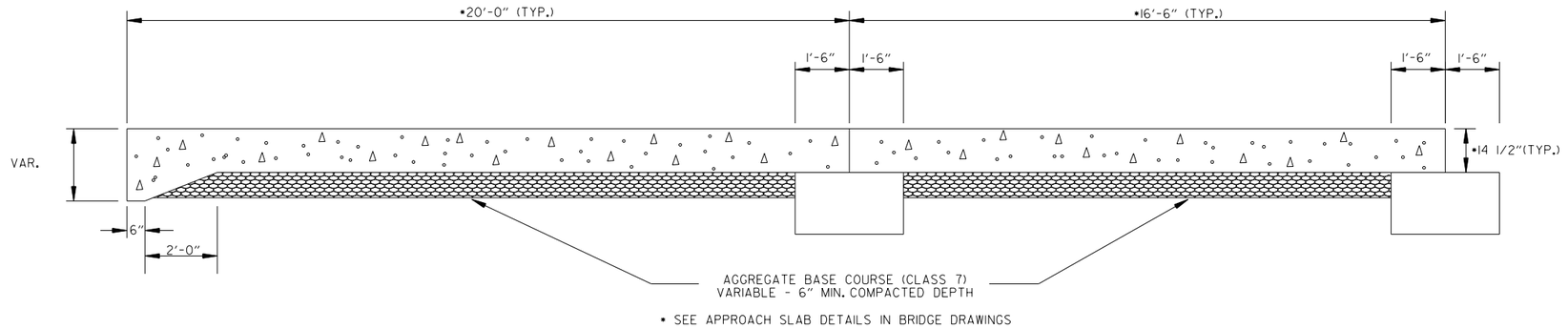
DETAIL FOR TRANSITIONS (TYPICAL)

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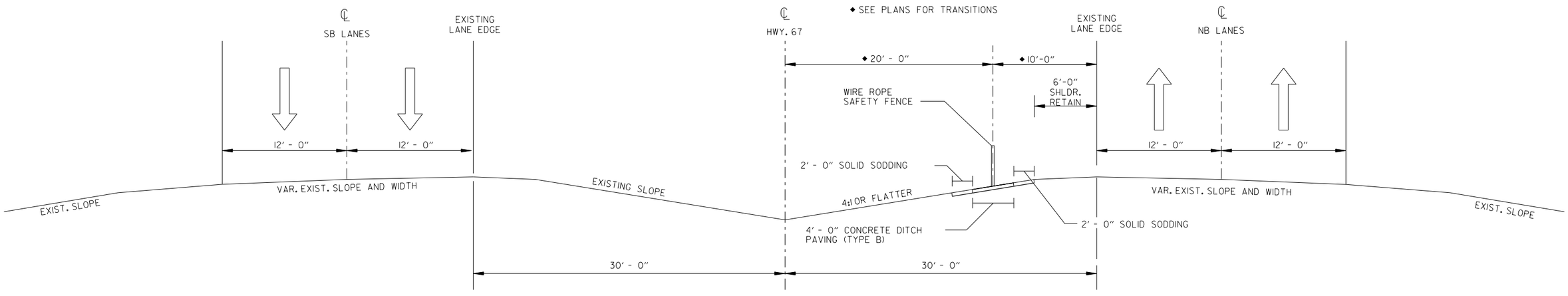
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



• SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

SECTION OF APPROACH SLAB (FOR CONCRETE PAVEMENT)



TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE

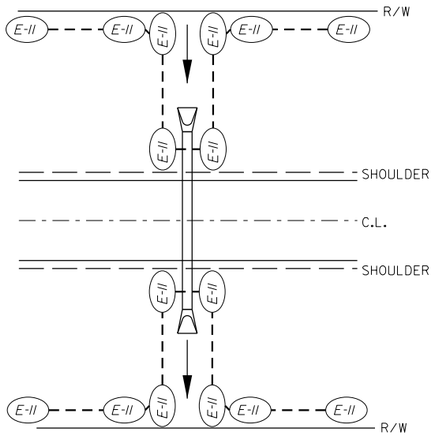
STA. 247+75 TO STA. 259+64

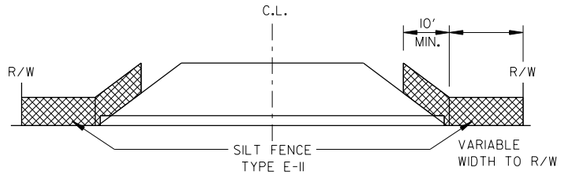
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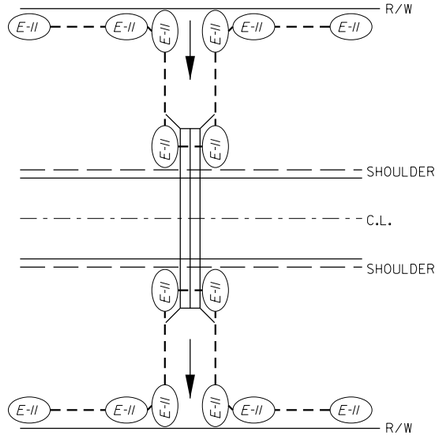
STATE OF ARKANSAS
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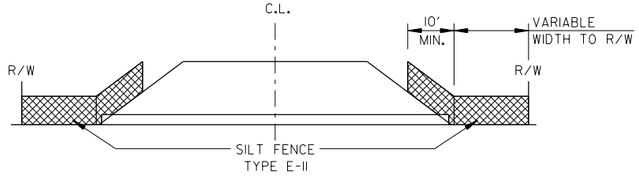
DIGITALLY SIGNED 08/04/2023



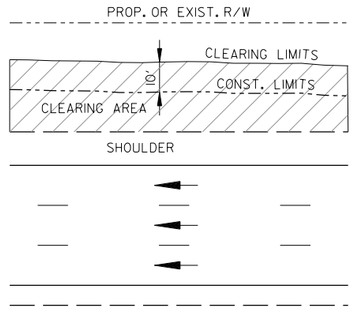


DETAILS OF SILT FENCE
AT CROSS DRAINS

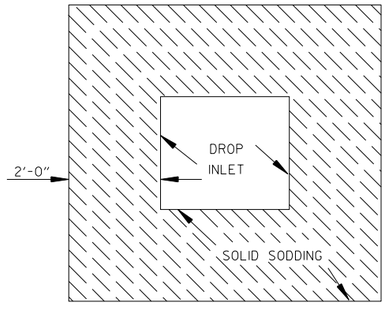




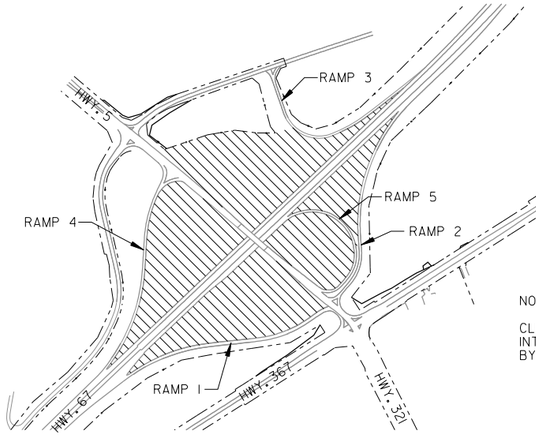
DETAILS OF SILT FENCE
AT R.C. BOX



TYPICAL CLEARING DETAIL
ALONG MAINLANES



DETAIL FOR SOLID SODDING
AROUND DROP INLETS

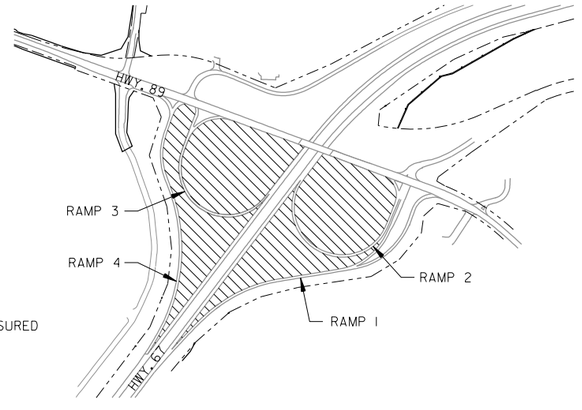


NOTE:

CLEARING AND GRUBBING IN INTERSECTION AREAS IS MEASURED BY STATION ALONG HWY. 67

CLEAR UNDERGROWTH AND SMALLER TREES

CLEARING DETAIL AT
HWY. 5 INTERCHANGE



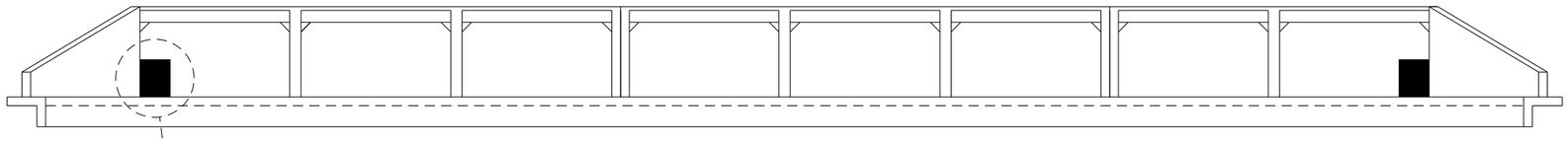
CLEARING DETAIL AT
HWY. 89 INTERCHANGE

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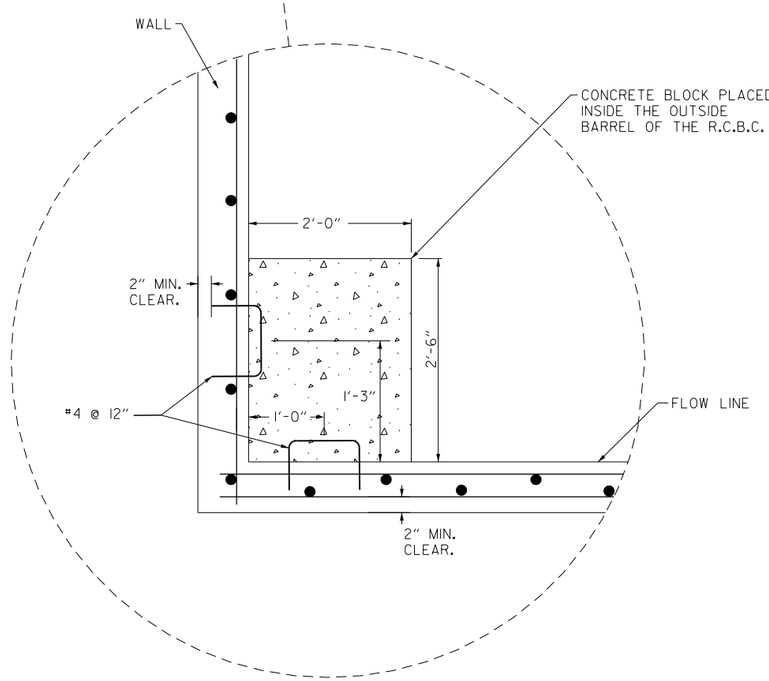
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STATE OF ARKANSAS
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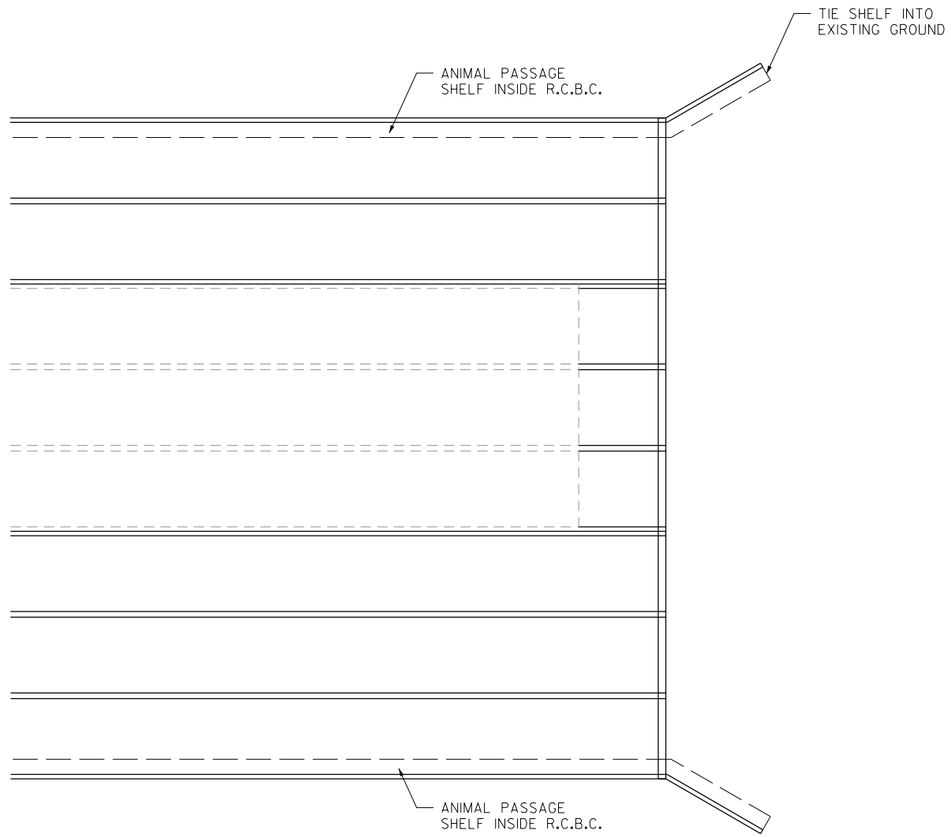
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END SECTION VIEW

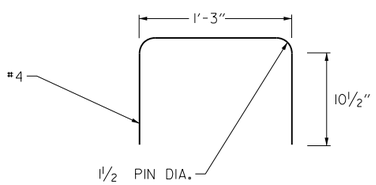


INSET A



TOP SECTION VIEW

NOTES:
1. ANIMAL PASSAGE SHELVES FOR WILDLIFE CROSSING SHALL BE INSTALLED IN THE OUTSIDE BARREL OF THE R.C. BOX CULVERT.
2. THE ANIMAL PASSAGE SHELF SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS AS SHOWN ON THIS SHEET AND IN ACCORDANCE TO SP- ANIMAL PASSAGE SHELVES FOR WILDLIFE CROSSINGS.
3. THE ANIMAL PASSAGE SHELF SHALL EXTEND BEYOND THE BARREL AND BE PARALLEL TO THE WING WALL.



BENDING DETAIL

ANIMAL PASSAGE DETAIL

SHOWN FOR STA. 85+00
OCT. 10'x5'x174' R.C.B.C.

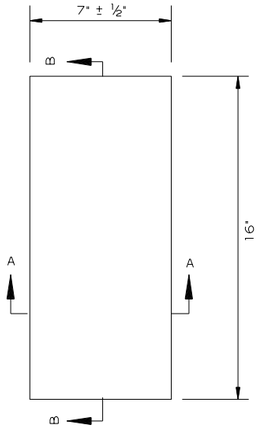
STA. 196+07
QUAD. 6'x6'x265' R.C.B.C.
(SIMILAR)

(SEE SP - ANIMAL PASSAGE SHELVES FOR WILDLIFE CROSSINGS)

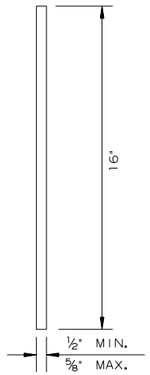
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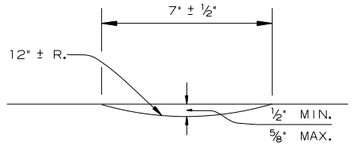
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
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PLAN

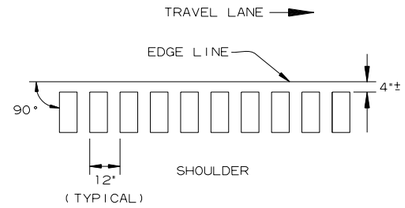


SECTION B-B

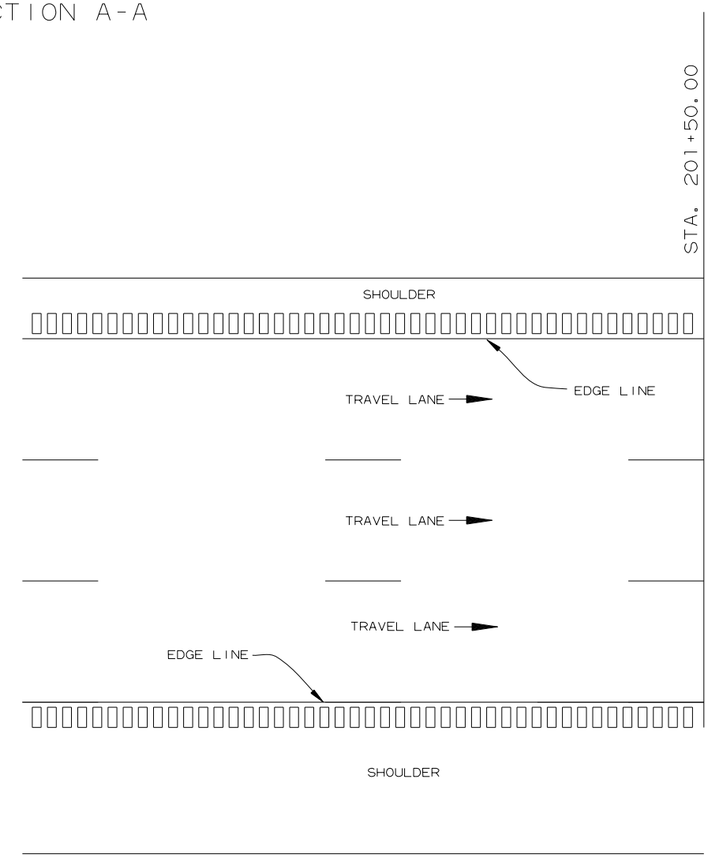


SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



PLAN VIEW

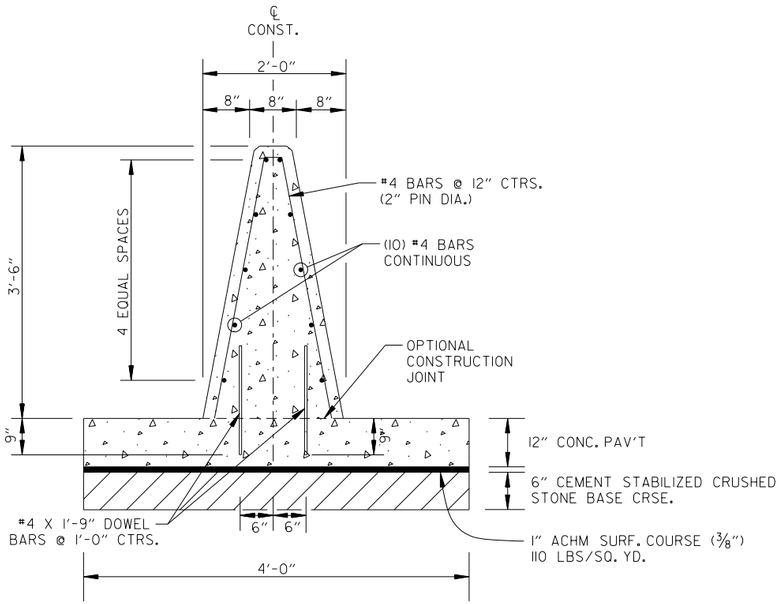
NOTES:

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.

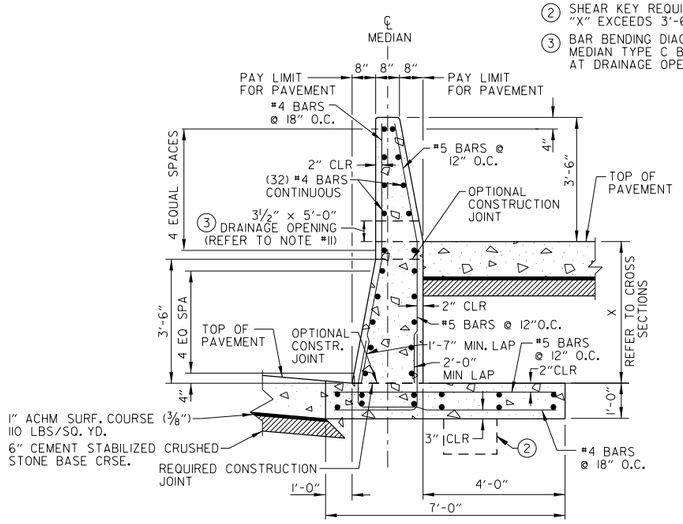
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STATE OF ARKANSAS
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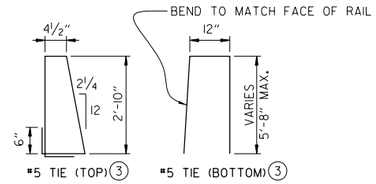


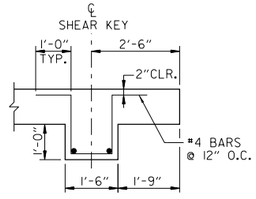
CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)



1 MATCH DEPTH OF PAVEMENT
2 SHEAR KEY REQUIRED WHEN "X" EXCEEDS 3'-6"
3 BAR BENDING DIAGRAMS FOR MEDIAN TYPE C BARRIERS AT DRAINAGE OPENINGS

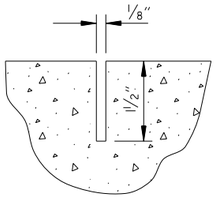
CONCRETE BARRIER WALL
(MEDIAN TYPE C; MASH TL-4)
X = 1'-0" TO 5'-0" MAX



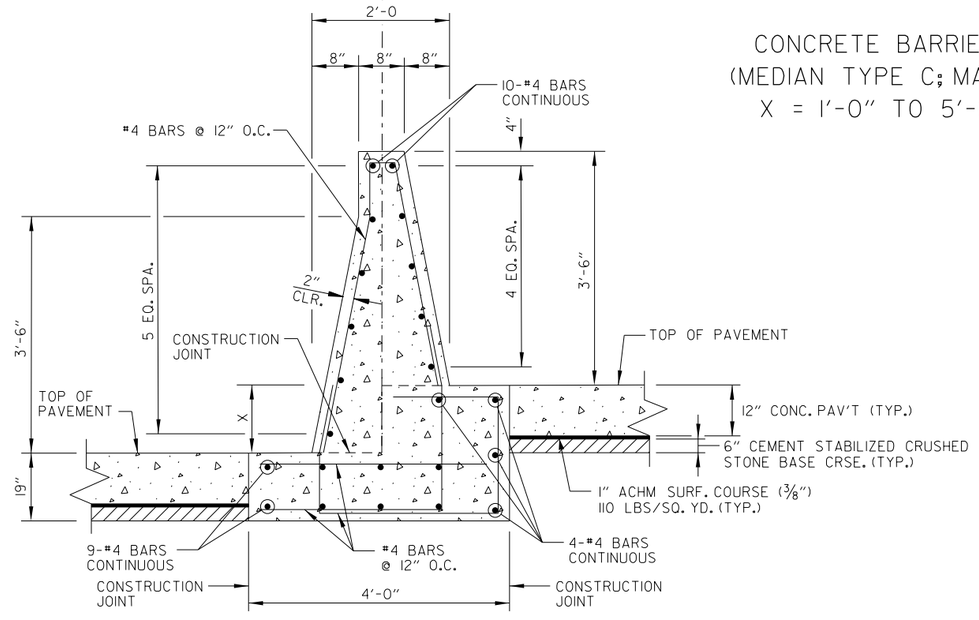


NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

SHEAR KEY DETAIL



CONTRACTION JOINT DETAIL



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

GENERAL NOTES FOR CONCRETE BARRIER WALLS

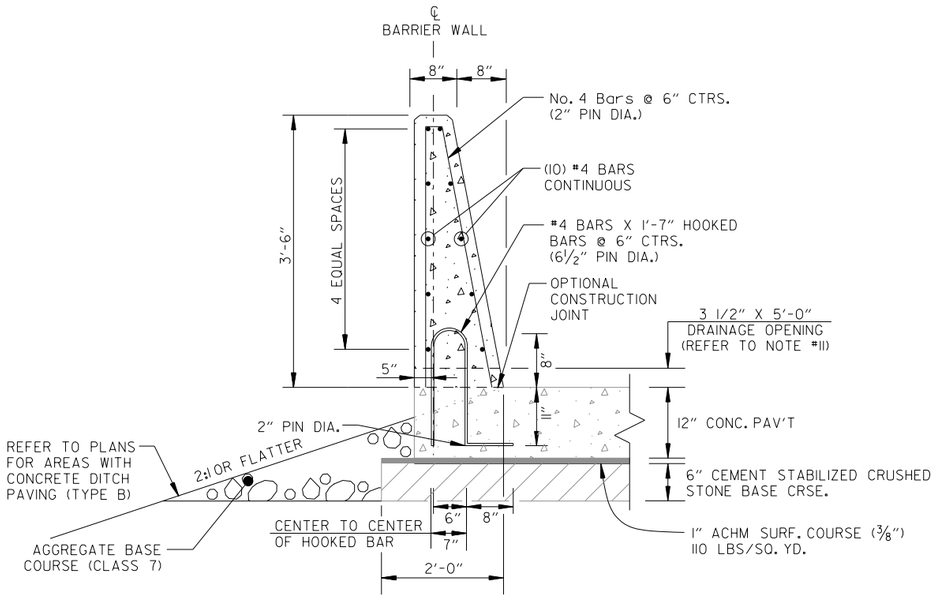
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION 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 ¾" 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. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
10. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.
11. DRAINAGE OPENINGS TO BE CONSTRUCTED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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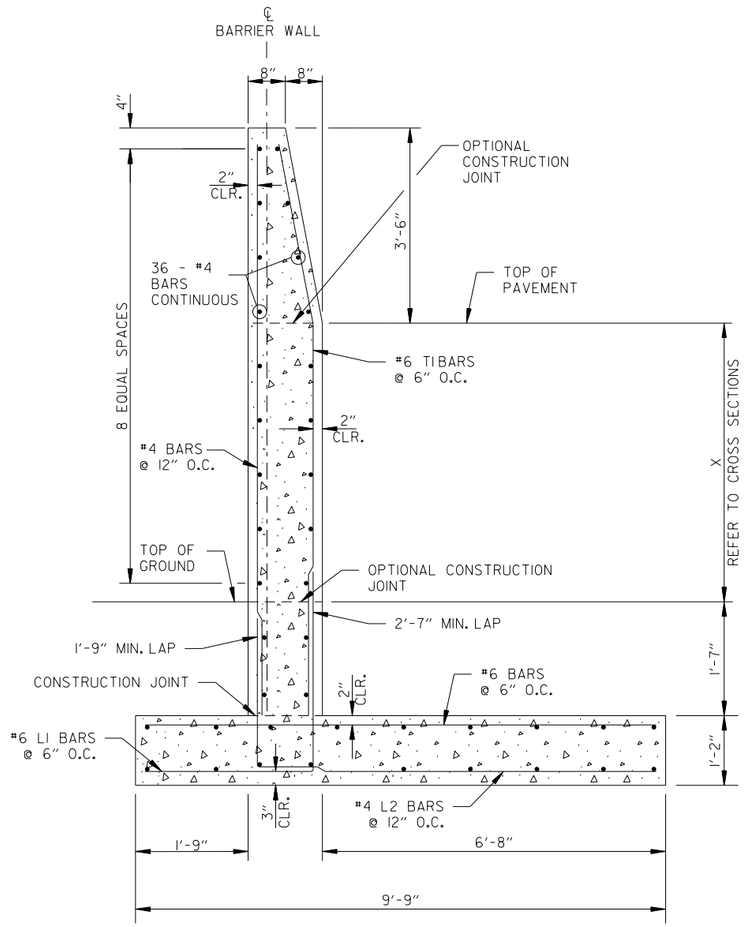
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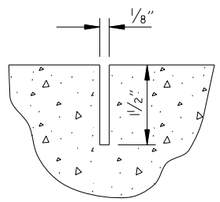
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CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)



CONCRETE BARRIER WALL
(SIDE TYPE E; MASH TL-4)
X = 0'-0" TO 6'-9"



CONTRACTION JOINT DETAIL

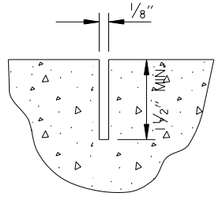
GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 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 ¾" 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. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
10. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.
11. DRAINAGE OPENINGS TO BE CONSTRUCTED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

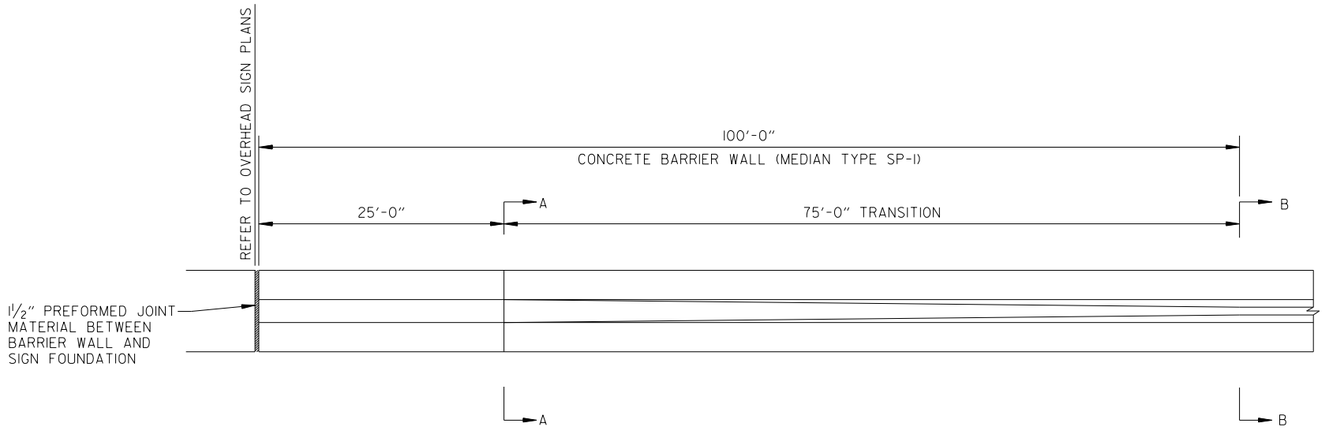
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STATE OF ARKANSAS
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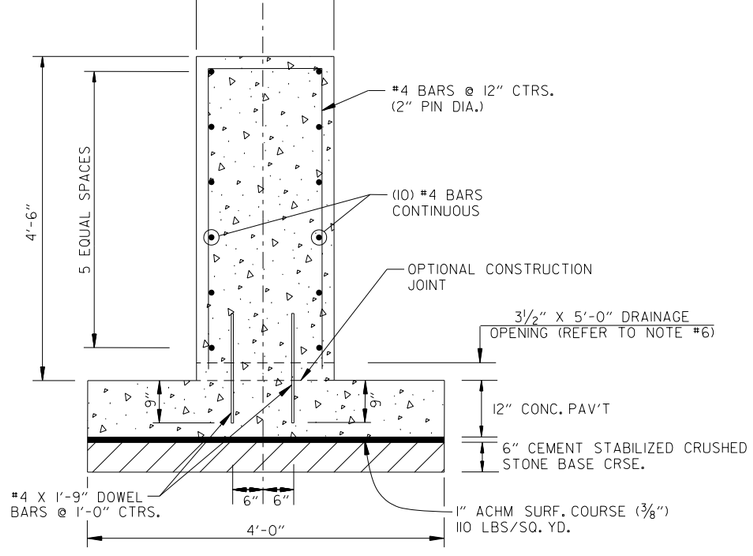


CONTRACTION JOINT DETAIL

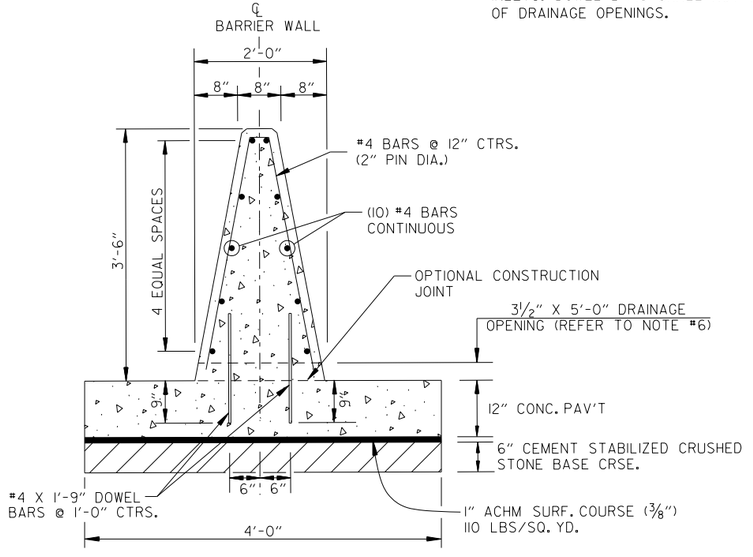


PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

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-1; MASH TL-4)
(SECTION A-A)



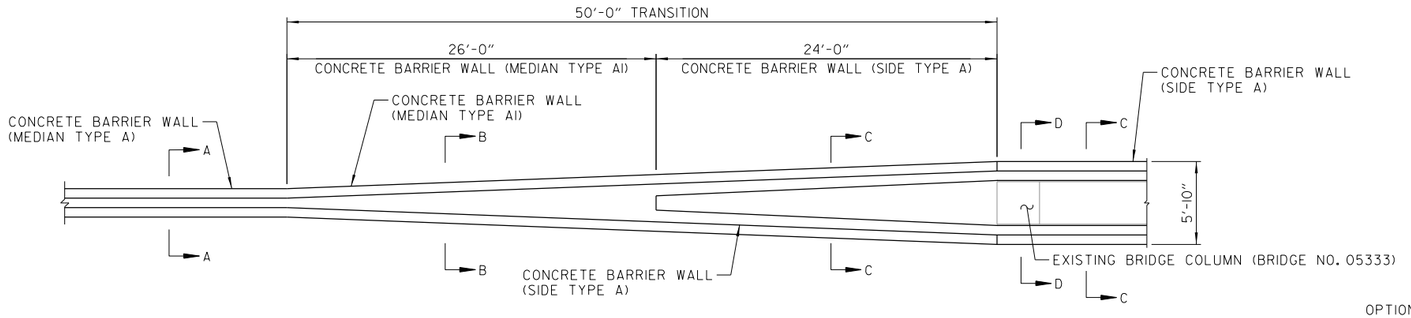
CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
(SECTION B-B)

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

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NOTE:
FOR LOCATIONS OF TRANSITIONS,
SEE ROADWAY PLANS.



PLAN VIEW
CONCRETE BARRIER WALL TRANSITION FROM
(MEDIAN TYPE A) TO (SIDE TYPE A)

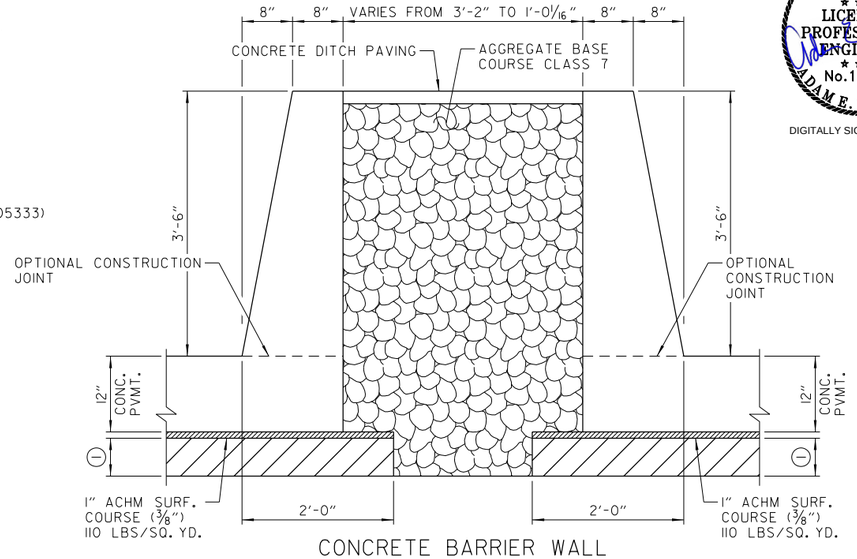
NOTES FOR MEDIAN BARRIER:

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF STANDARD SPECIFICATIONS, 2014 ED.
2. ALL EXPOSED EDGES SHALL HAVE ¾" CHAMFERS.
3. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAX. SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.

① 6" CEMENT STABILIZED CRUSHED STONE BASE CRSE.

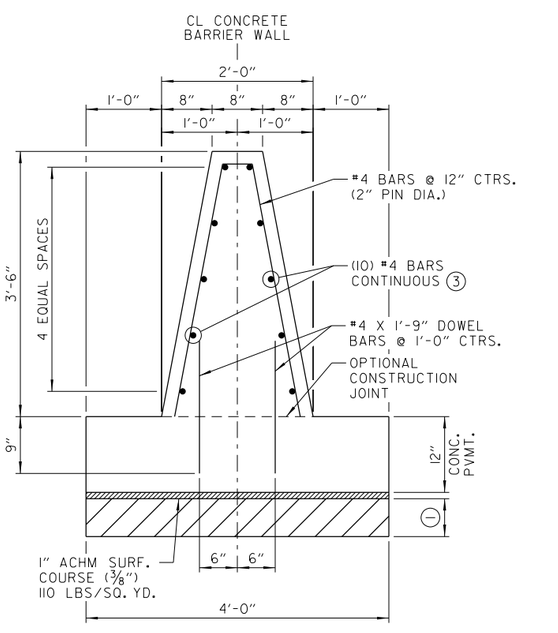
② PLACE 1" PREFORMED JOINT FILLER BETWEEN ALL COLUMN FACES AND NEW CONCRETE

③ 1'-7" MIN. LAP SPLICE AS REQUIRED

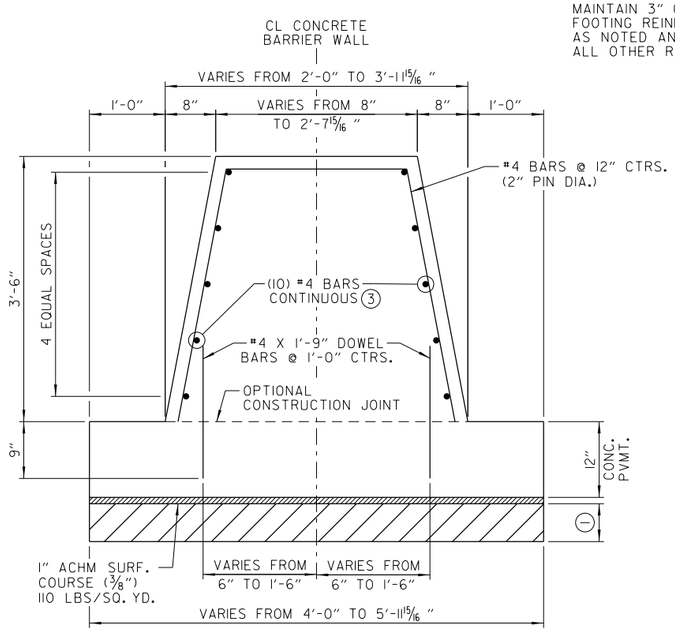


CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
(SECTION C-C)
(SEE SECTION D-D FOR REINFORCEMENT)

STATE OF ARKANSAS
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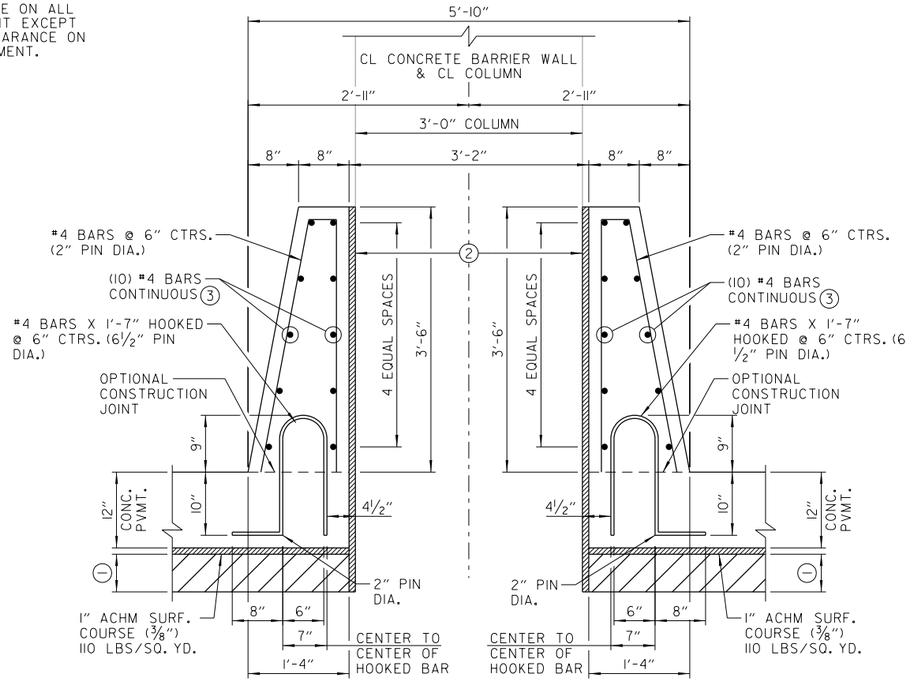


CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
(SECTION A-A)



CONCRETE BARRIER WALL
(MEDIAN TYPE A1; MASH TL-4)
(SECTION B-B)

NOTE:
MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT EXCEPT AS NOTED AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.



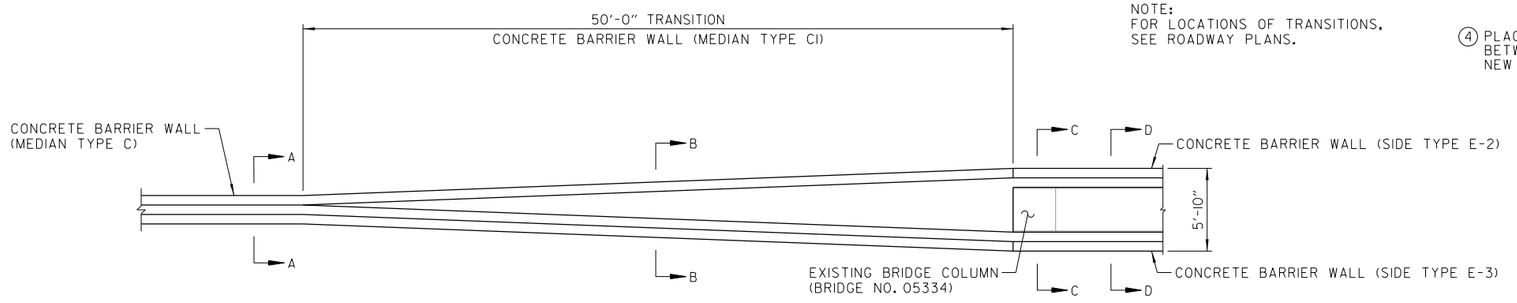
CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
(SECTION D-D)

SPECIAL DETAILS

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STATE OF ARKANSAS
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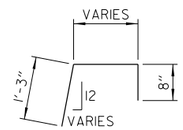


NOTE:
FOR LOCATIONS OF TRANSITIONS, SEE ROADWAY PLANS.

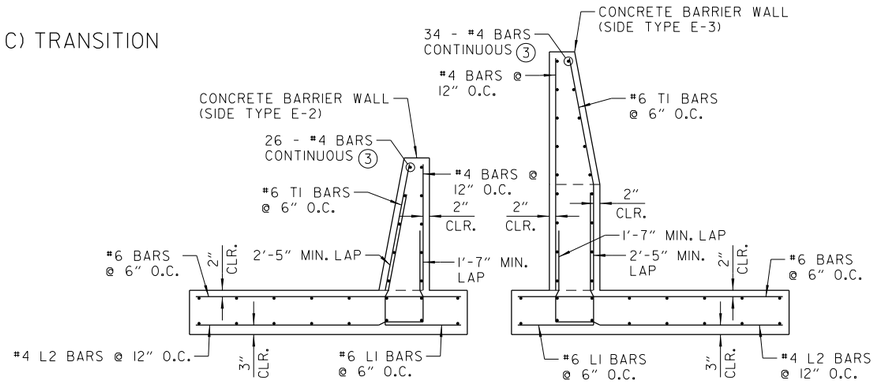
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE C) TRANSITION

NOTES FOR CONCRETE BARRIER WALL:

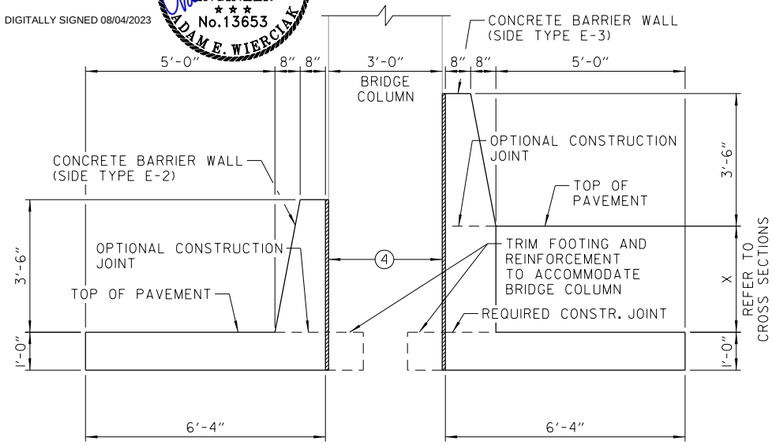
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF STANDARD SPECIFICATIONS, 2014 ED.
2. ALL EXPOSED EDGES SHALL HAVE ¾" CHAMFERS.
3. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAX. SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.



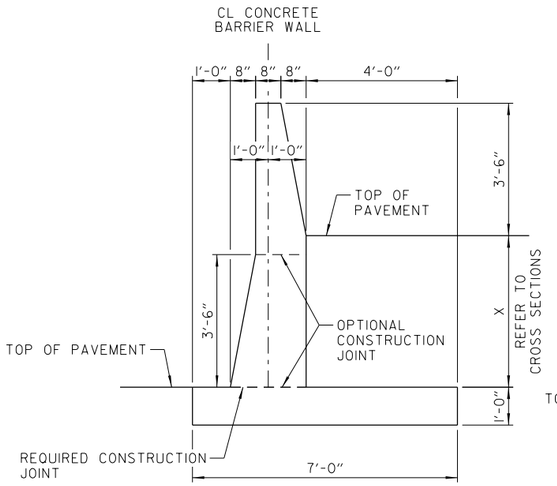
#4 T3 BAR



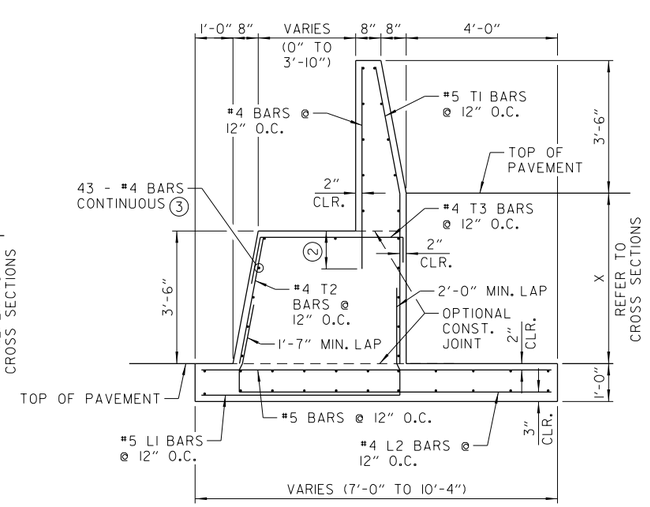
CONCRETE BARRIER WALL
(SIDE TYPES E-2 & E-3; MASH TL-4)



CONCRETE BARRIER WALL
(SIDE TYPES E-2 & E-3; MASH TL-4)
(SECTION C-C)
FOR REINFORCEMENT, SEE SIDE TYPE E-2 & E-3 DETAILS



CONCRETE BARRIER WALL
(MEDIAN TYPE C; MASH TL-4)
(SECTION A-A)
FOR REINFORCEMENT, SEE MEDIAN TYPE C DETAILS



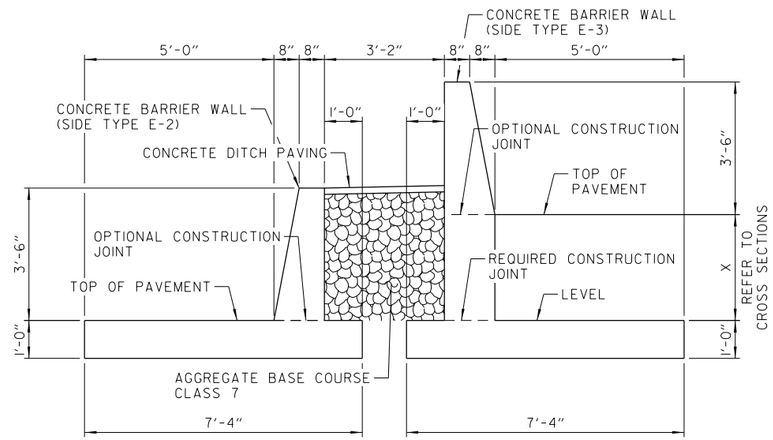
CONCRETE BARRIER WALL
(MEDIAN TYPE C-I; MASH TL-4)
(SECTION B-B)

NOTE:
MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT EXCEPT AS NOTED AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.

① MATCH DEPTH OF PAVEMENT

② 12" MINIMUM EMBEDMENT BELOW CONSTRUCTION JOINT

③ 1'-7" MIN. LAP SPLICE AS REQUIRED



CONCRETE BARRIER WALL
(SIDE TYPES E-2 & E-3; MASH TL-4)
(SECTION D-D)
FOR REINFORCEMENT, SEE SIDE TYPE E-2 & E-3 DETAILS

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		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
27'-2"	6'-0"	0'-9"	0'-8"	45	3:1	36'-9 1/4"	2'-0"	6'-10"	2'-0"	0	60	3'-2"	3'-2"	3'-9"	0'-6"	0'-5 1/8"	14'-6"	29'-0"	16'-4 1/8"	36'-8 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
12.48	1127

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	15	L	Min	3'-0"				L	-				L	-	4	18	4	Min	4	18	4	14'-2"	4	18	10	L	Min	4'-9"	4	8	17'-2"	6	18	10	Min	-	-	-	-	4	2	14'-10"	4	2	15'-4"	6	12	6	L	3'-4"	385
					Max	7'-8"																						Max	9'-3"									2'-8"													
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-				4'-10"							X	Min	2'-4"									Max										X	1'-8"	
					Max	0'-9"																						Max	2'-4"									-											
				Y	Min	2'-4"				Y	-				Y	-				Max				9'-4"					Min	2'-6"									Max											
					Max	7'-0"																							Max	7'-0"									2'-8"											
WING B	4	12	29	L	Min	3'-0"				L	-				L	-	4	18	4	Min	4	18	4	28'-8"	4	18	20	L	Min	4'-7"	4	8	37'-6"	6	18	20	Min	-	-	-	-	4	2	28'-11"	4	2	31'-9"	6	12	6	L	3'-4"	742
					Max	8'-3"																							Max	9'-3"									2'-8"													
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-				9'-10"							X	Min	2'-4"									Max										X	1'-8"	
					Max	1'-4"																							Max	2'-4"									-											
				Y	Min	2'-4"				Y	-				Y	-				Max				18'-10"					Min	2'-4"									Max											
					Max	7'-0"																							Max	7'-0"									3'-3"											

MID-SECTION

BAR LAP TABLE

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

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

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



DIGITALLY SIGNED 08/04/2023

TABULAR DATA BY: AEW DATE: 11/28/2021
CHECKED BY: SAD DATE: 4/16/2021

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.

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

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINFORCING STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																												
45	3	10	6	6	15'-6"	8	3	9	6.5	8	27'-1"	7'-5"	4	8	Max 26'-9" Min 2'-1"	37	4	8	Max 26'-9" Min 2'-1"	37	4	6.5	Max 26'-9" Min 2'-1"	46	4	9	Max 26'-9" Min 2'-1"	33	5	7	54	7'-1"	4	12	100	7'-1"	4	12	Max 28'-11" Min 1'-10"	4	12	Max 28'-11" Min 1'-10"	4	12	6	LONG 28'-6" SHORT 2'-2"	4	12	12	LONG 22'-2" MID 15'-5" SHORT 8'-7"
															26'-9"	3			26'-9"	3			26'-9"	4			26'-9"	3																												

CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR 60) (Includes HDWL)
CU. YDS.	LBS.
33.50	4548

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

"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
4	38'-0"	6	4	38'-0"	6	4	1'-7"	0'-7"	40

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 "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																																												

HDWL DEPTH.	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D
3"	69	4	1'-2"	2'-2"	53

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	
048	146

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 "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																																											
A	10	6	6	8	9	7	8	27'-2"	7'-5"	245	4	26'-10"	4	27'-4"	4	26'-10"	14	210	4	26'-10"	4	27'-4"	4	26'-10"	12	245	5	6.5	904	7'-1"	4	12	1470	7'-1"	4	12	55	4	12	55	4	12	12	4	12	36

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
521.63	65224

SHEET 1 OF 2

DETAILS OF R.C. BOX CULVERT

QUADRUPLE BARREL BOX CULVERT

STA. 197+06

SPECIAL DETAILS

aewierciak 8/4/2023 12:22:42 AM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_DT_04.dgn
REVISED DATE: Ver. 1.17

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	33	541
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

TABULAR DATA BY: AEW DATE: 4/7/2021
CHECKED BY: SAD DATE: 4/16/2021

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
27'-2"	6'-0"	0'-9"	0'-8"	45	3:1	36'-9 1/4"	2'-0"	6'-10"	2'-0"	0	60	3'-2"	3'-2"	3'-9"	0'-6"	0'-5 1/8"	14'-6"	29'-0"	16'-4 1/8"	36'-8 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
13.89	1127

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	15	L Min 3'-0" / Max 7'-8"	-	-	-	L -	-	-	-	L -	4	18	4	Min 4'-10" / Max 9'-4"	4	18	4	14'-2"	4	18	10	L Min 4'-9" / Max 9'-3"	4	8	17'-2"	6	18	10	Min 2'-8" / Max 2'-8"	-	-	-	Min - / Max -	4	2	14'-10"	4	2	15'-4"	6	12	6	L 3'-4" / X 1'-8"	385
				X Min 0'-9" / Max 0'-9"				X -				X -												X Min 2'-4" / Max 2'-4"																						
				Y Min 2'-4" / Max 7'-0"				Y -				Y -												Y Min 2'-6" / Max 7'-0"																						
WING B	4	12	29	L Min 3'-0" / Max 8'-3"	-	-	-	L -	-	-	-	L -	4	18	4	Min 9'-10" / Max 18'-10"	4	18	4	28'-8"	4	18	20	L Min 4'-7" / Max 9'-3"	4	8	37'-6"	6	18	20	Min 2'-8" / Max 3'-3"	-	-	-	Min - / Max -	4	2	28'-11"	4	2	31'-9"	6	12	6	L 3'-4" / X 1'-8"	742
				X Min 0'-9" / Max 1'-4"				X -				X -												X Min 2'-4" / Max 2'-4"																						
				Y Min 2'-4" / Max 7'-0"				Y -				Y -												Y Min 2'-4" / Max 7'-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"

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

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINF. STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINF. STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINF. STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINF. STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																												
45	3:1	10	6	6	15'-6"	8	3	9	6.5	8	27'-1"	7'-5"	4	8	Max 26'-9" / Min 2'-1"	37	4	8	Max 26'-9" / Min 2'-1"	37	4	6.5	Max 26'-9" / Min 2'-1"	46	4	9	Max 26'-9" / Min 2'-1"	33	5	7	54	7'-1"	4	12	100	7'-1"	4	12	55	Max 28'-11" / Min 1'-10"	4	12	55	Max 28'-11" / Min 1'-10"	4	12	6 LONG 28'-6" / 6 SHORT 2'-2"	4	12	12 LONG 22'-2" / 12 MID 15'-5" / 12 SHORT 8'-7"

"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	38'-0"	6	4	38'-0"	6	4	1'-7"	0'-7"	40

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	ⓘ REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
33.50	4548

OUTLET SLOPE SECTION(S)

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

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.
TOTAL	

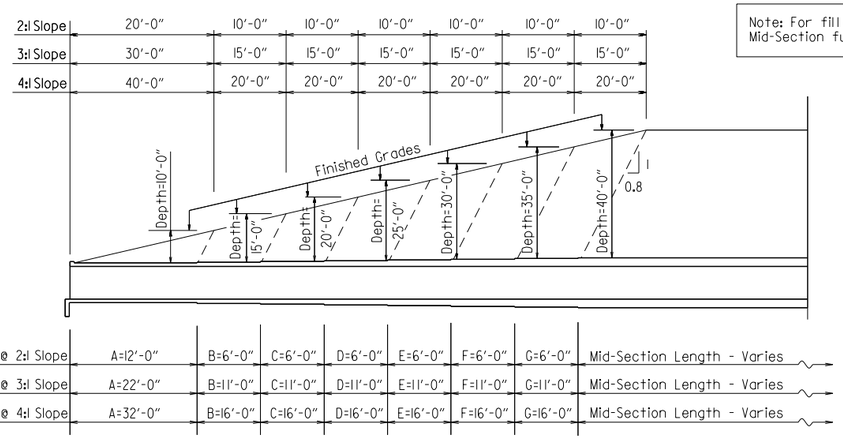
The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
QUADRUPLE BARREL BOX CULVERT
STA. 197+06
SPECIAL DETAILS

aewierciak 8/4/2023 12:23:08 AM
WORKSPACE: AHTD
L:\20FY\70175\75 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_DT_04.dgn
REVISED DATE: Ver. 1.17

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	34	541
		SPECIAL DETAILS				

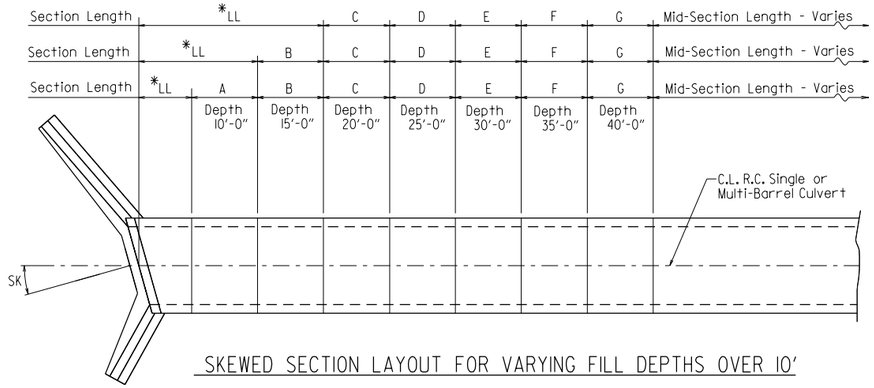


LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

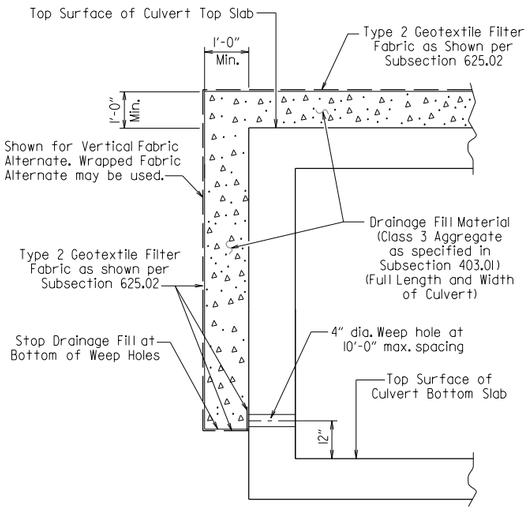
Lengths for Non-Skewed Boxes

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

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

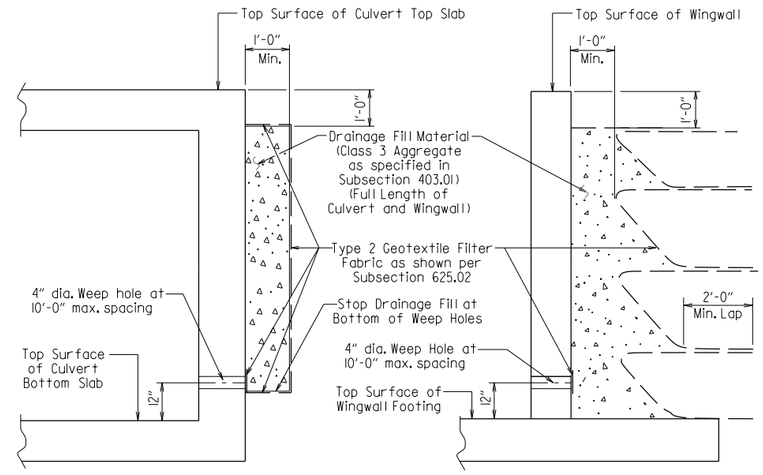


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



CULVERT DRAINAGE DETAIL FOR ROCK FILL

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

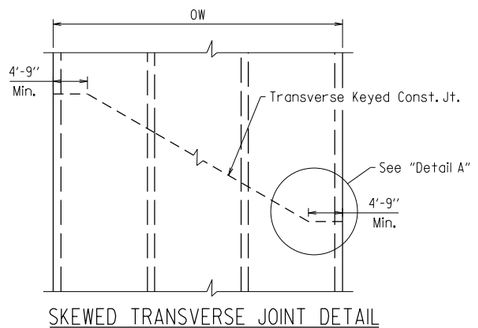


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

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

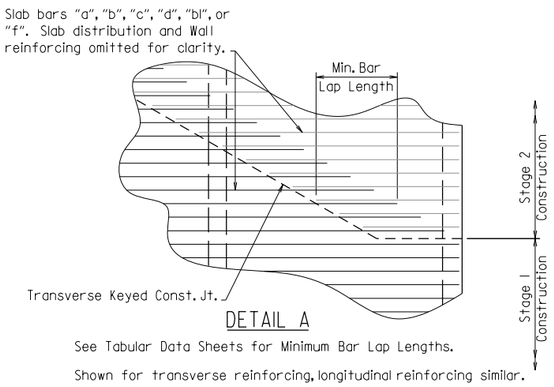
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

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.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

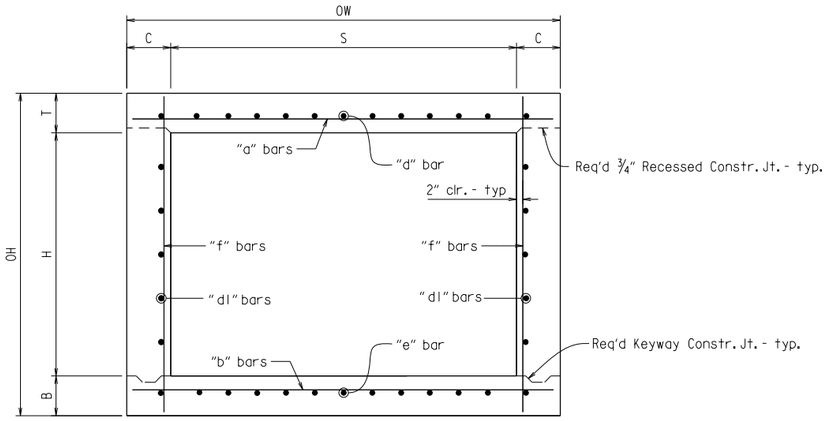
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V 1.417

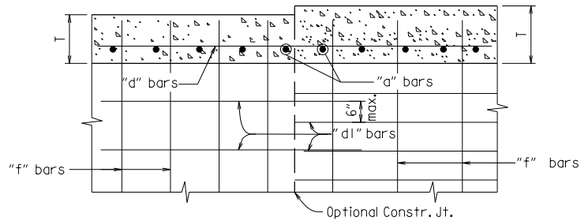
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		6	ARK.	061642	35	541
		SPECIAL DETAILS				

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



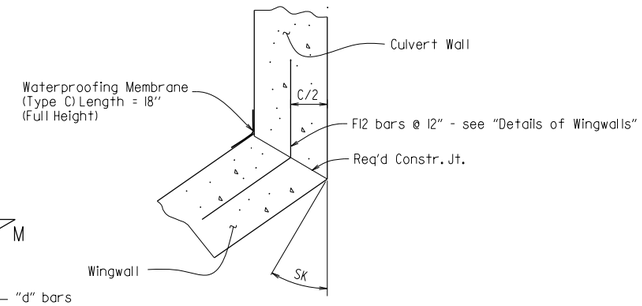
TYPICAL SECTION M-M



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

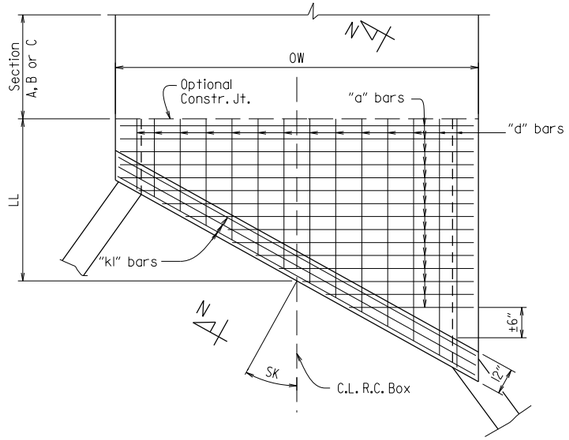
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

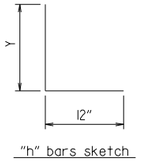


WINGWALL ATTACHMENT

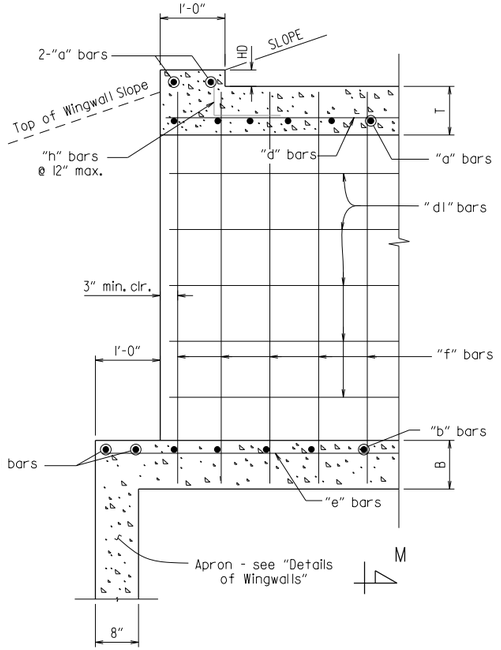
See "Details of Wingwalls" for additional information and wingwall details.



TOP SLAB REINFORCEMENT

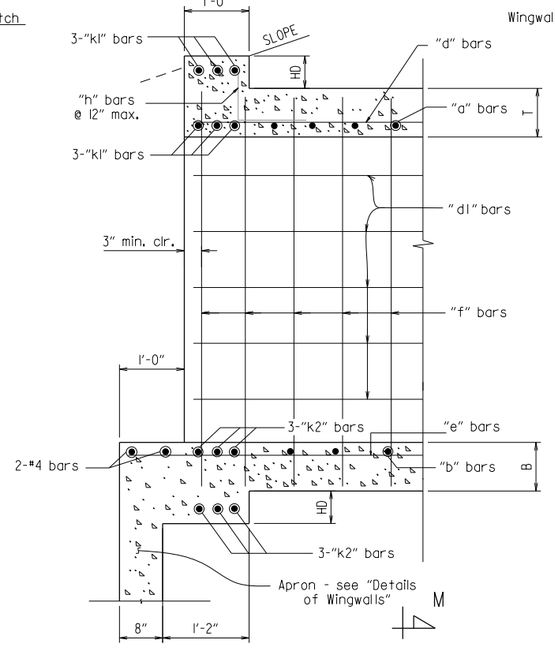


"h" bars sketch



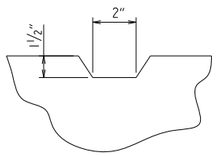
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



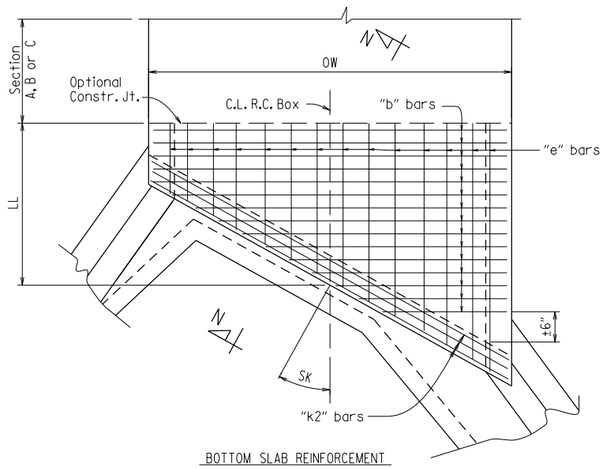
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

SHEET 2 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

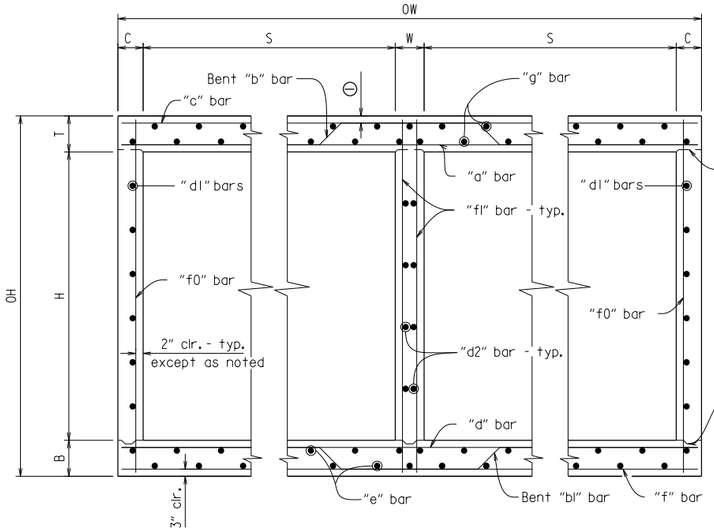
SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	36	541
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① 2" clr. for fill depth (D) greater than 2 ft.
2½" clr. for fill depth (D) equal to or less than 2 ft.

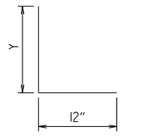
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



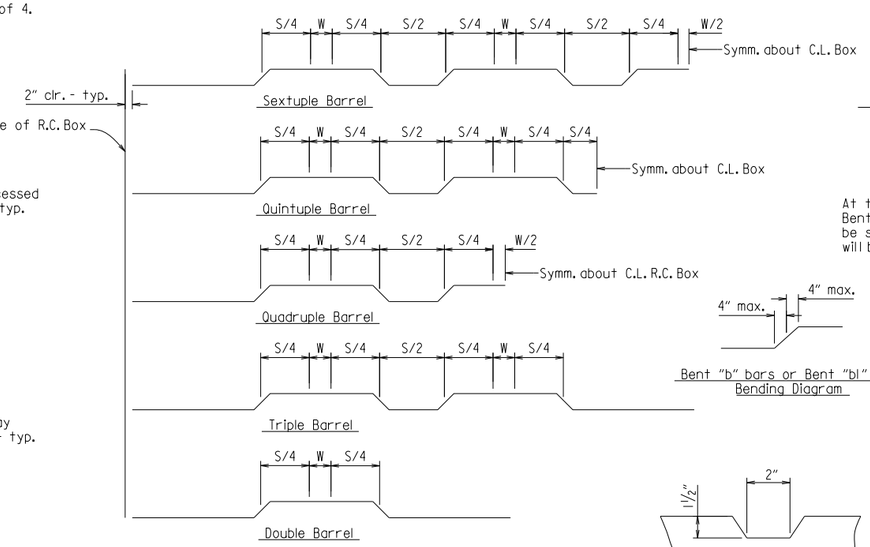
TYPICAL SECTION M-M

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

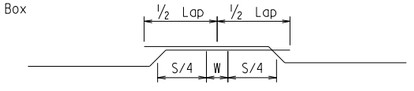
Bottom Slab
Straight "d" bars shall alternate with Bent "bl" bars in top.
Straight "f" bars shall alternate with Bent "bl" bars in bottom.



"h" bars sketch

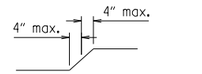


Bent "b" bars or Bent "bl" bars sketch

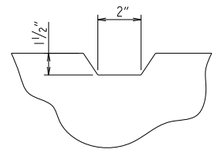


Lap Detail
For Bent "b" bars and Bent "bl" bars

At the Contractor's option in lieu of providing Bent "b" or Bent "bl" 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 "bl" bar.

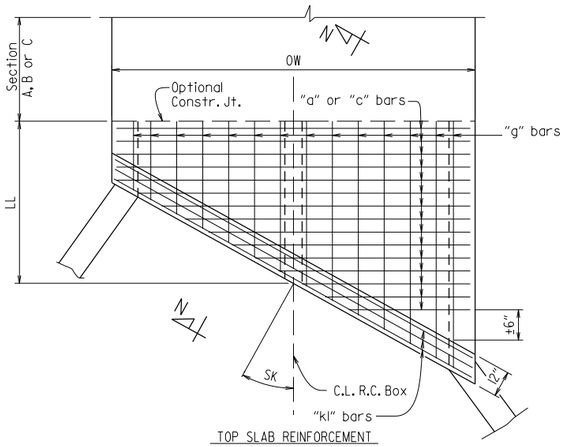


Bent "b" bars or Bent "bl" bars Bending Diagram

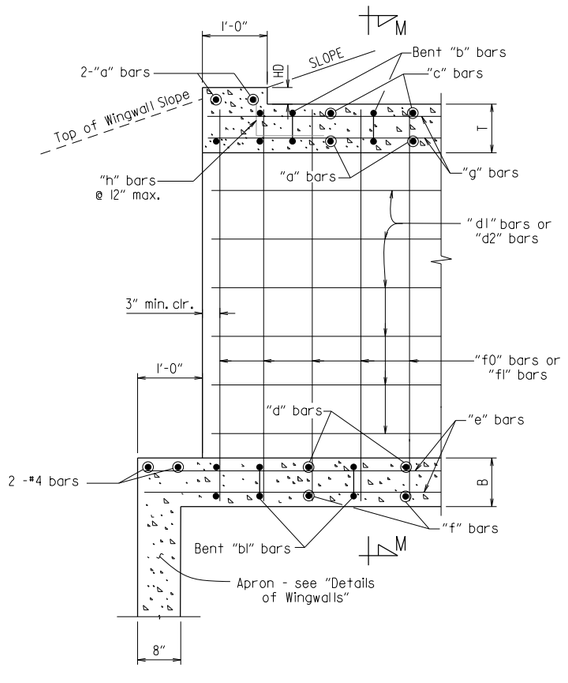


TYPICAL KEYWAY DETAIL

(All Construction Joints)

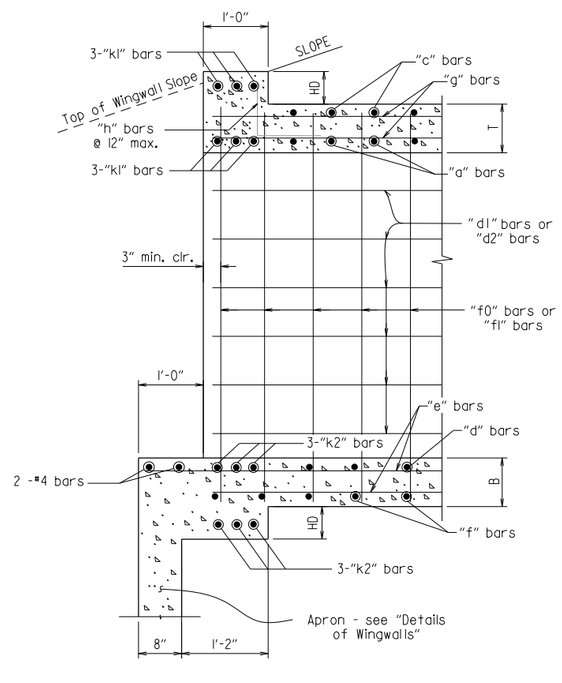


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



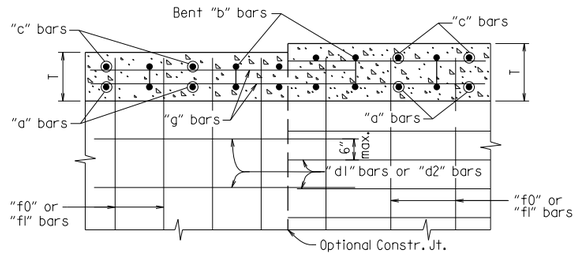
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

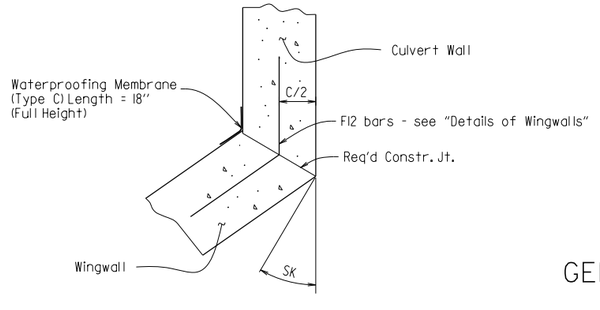
(Skewed Ends)



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

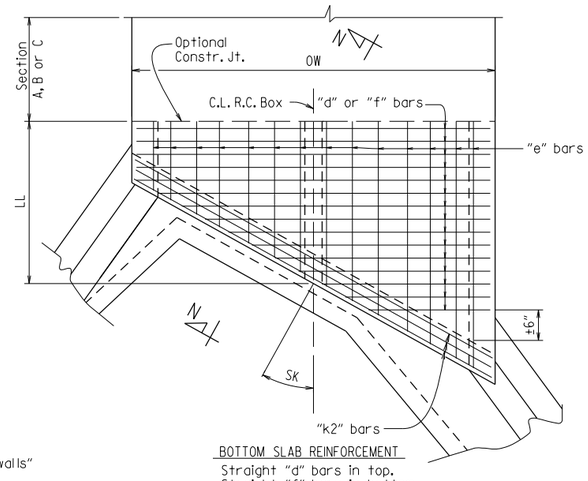
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

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



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

SKEWED END SECTION DETAILS

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

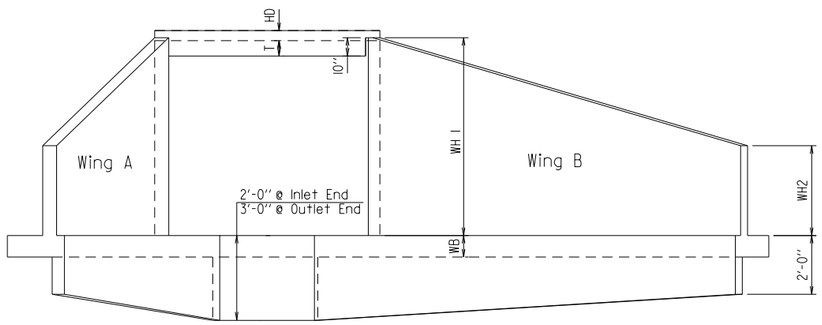
DETAILS OF MULTI-BARREL
R.C. BOX CULVERT

SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

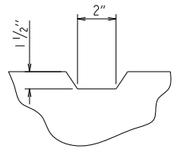
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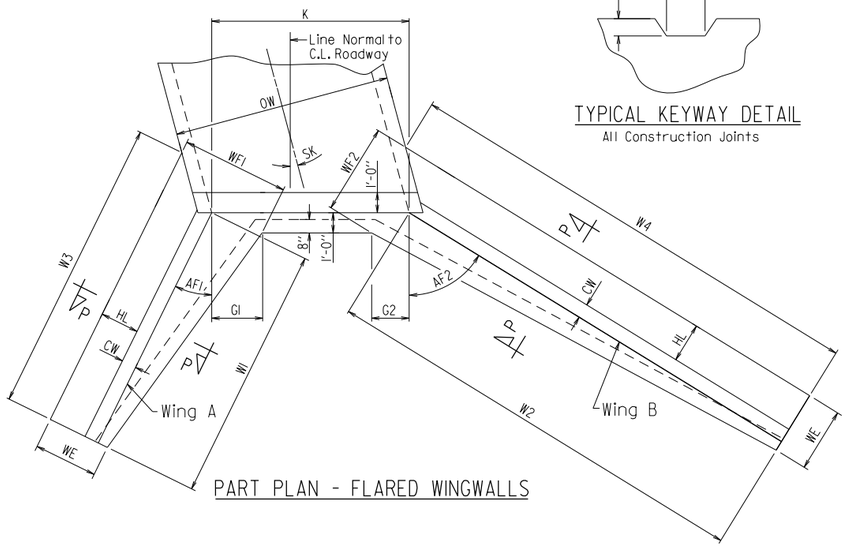
END ELEVATION

Flared Wingwalls Shown

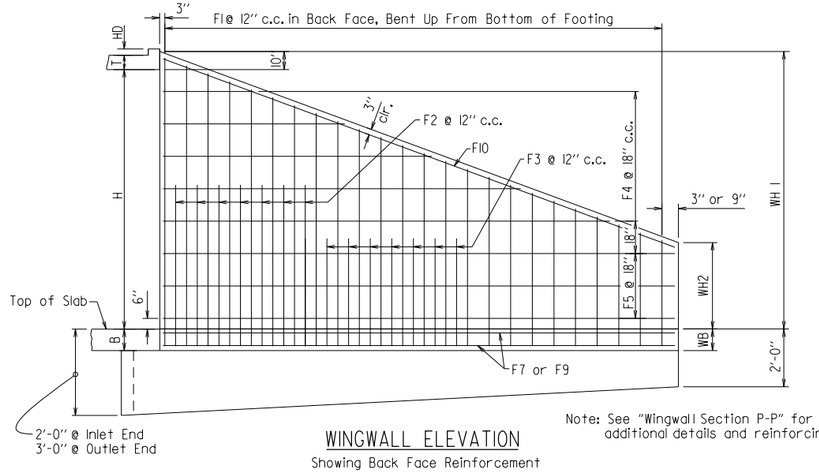


TYPICAL KEYWAY DETAIL

All Construction Joints



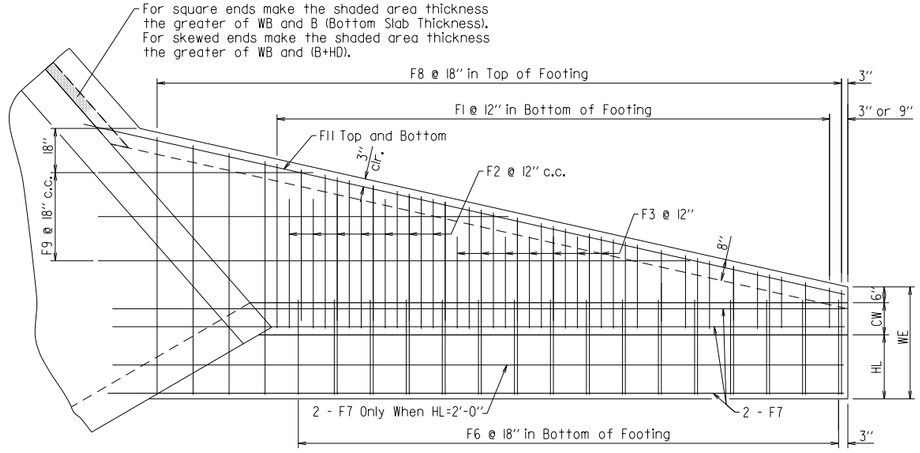
PART PLAN - FLARED WINGWALLS



WINGWALL ELEVATION

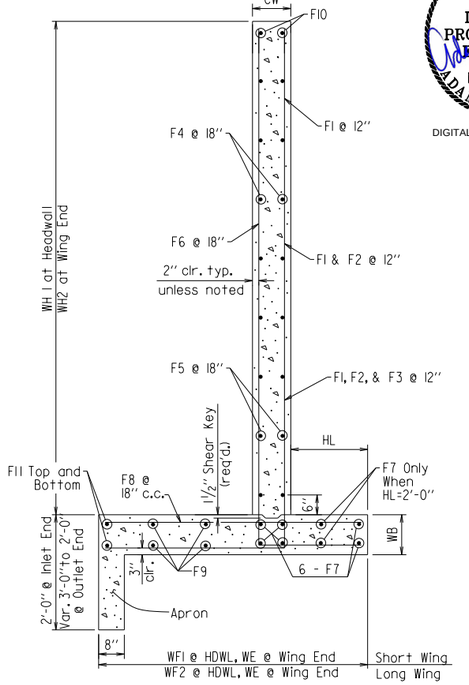
Showing Back Face Reinforcement

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

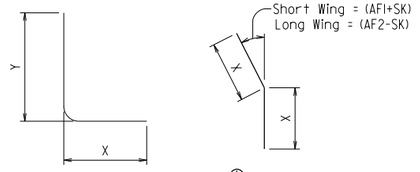


PLAN - FLARED WINGWALLS

Showing Footing Reinforcement



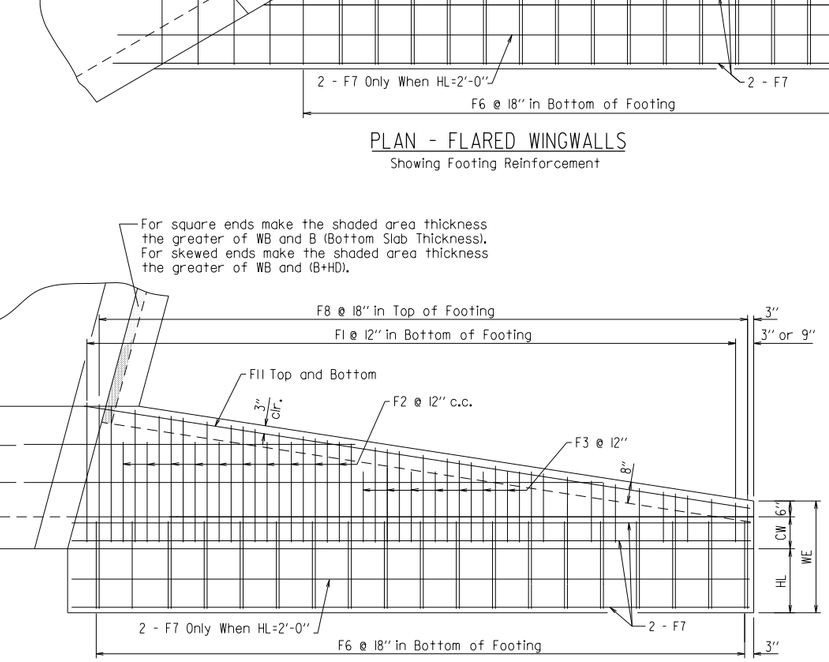
WINGWALL SECTION P-P



F1, F2, F3, & F6 BARS

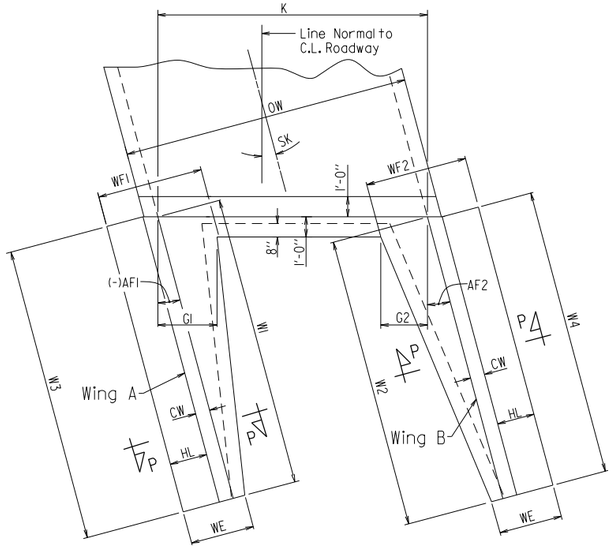
①F12 BAR

①F12 is a straight bar for parallel wingwalls

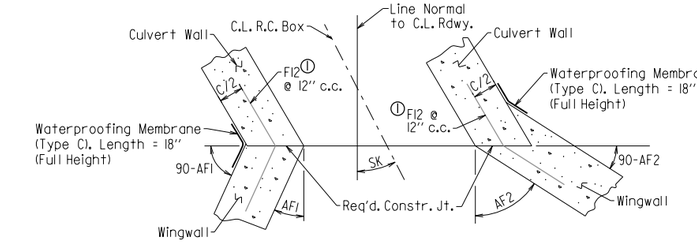


PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement



PART PLAN - PARALLEL WINGWALLS



CONSTRUCTION JOINTS

Flared Wingwalls Shown

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

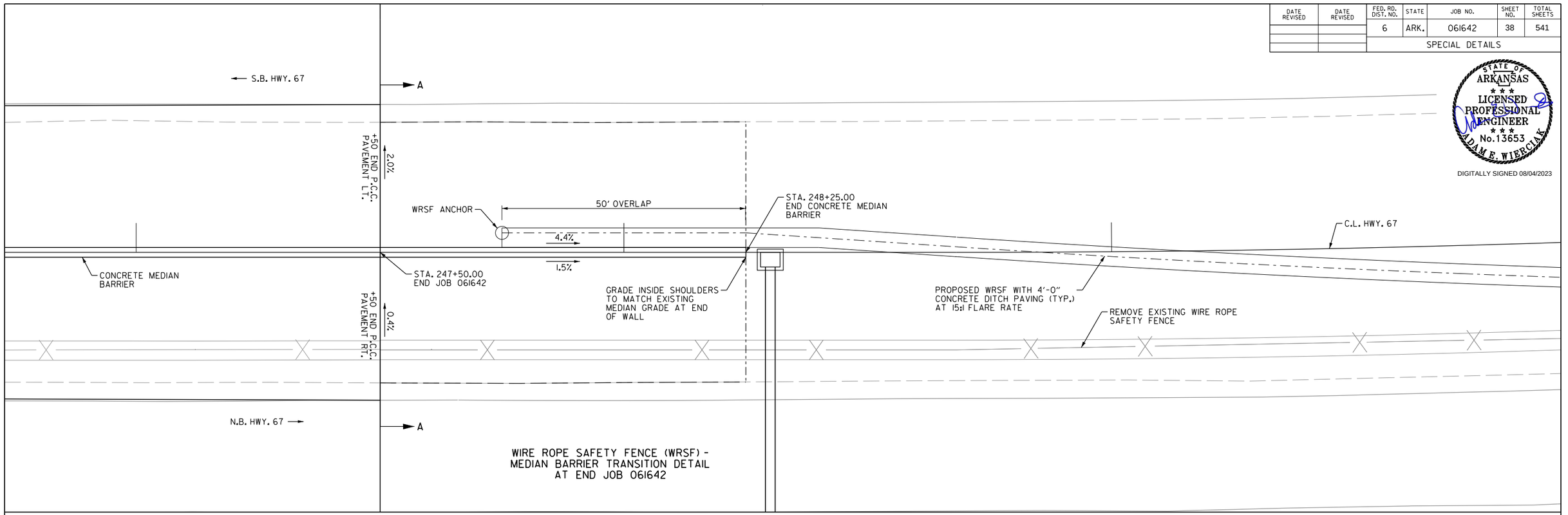
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

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REVISED DATE:
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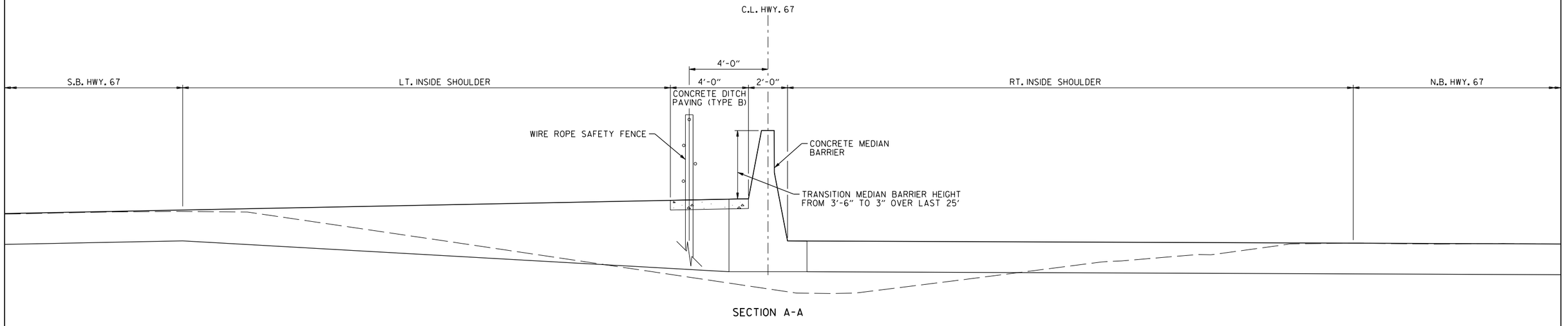
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		6	ARK.	061642	38	541
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



WIRE ROPE SAFETY FENCE (WRSF) - MEDIAN BARRIER TRANSITION DETAIL AT END JOB 061642



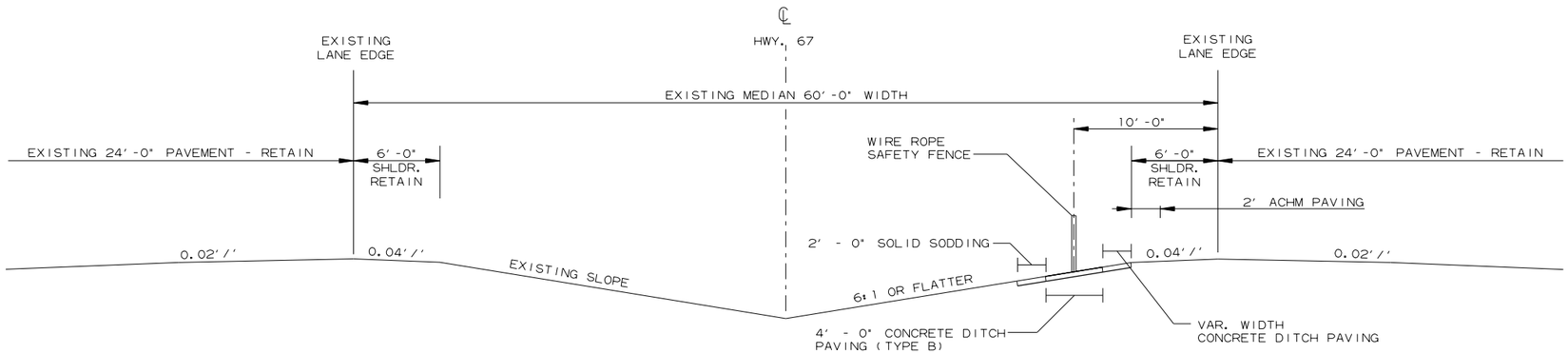
SECTION A-A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	39	541
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

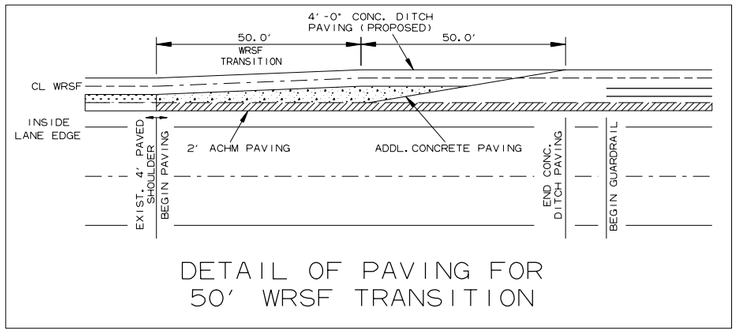


TYPICAL SECTION AT DMS STRUCTURE
FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE

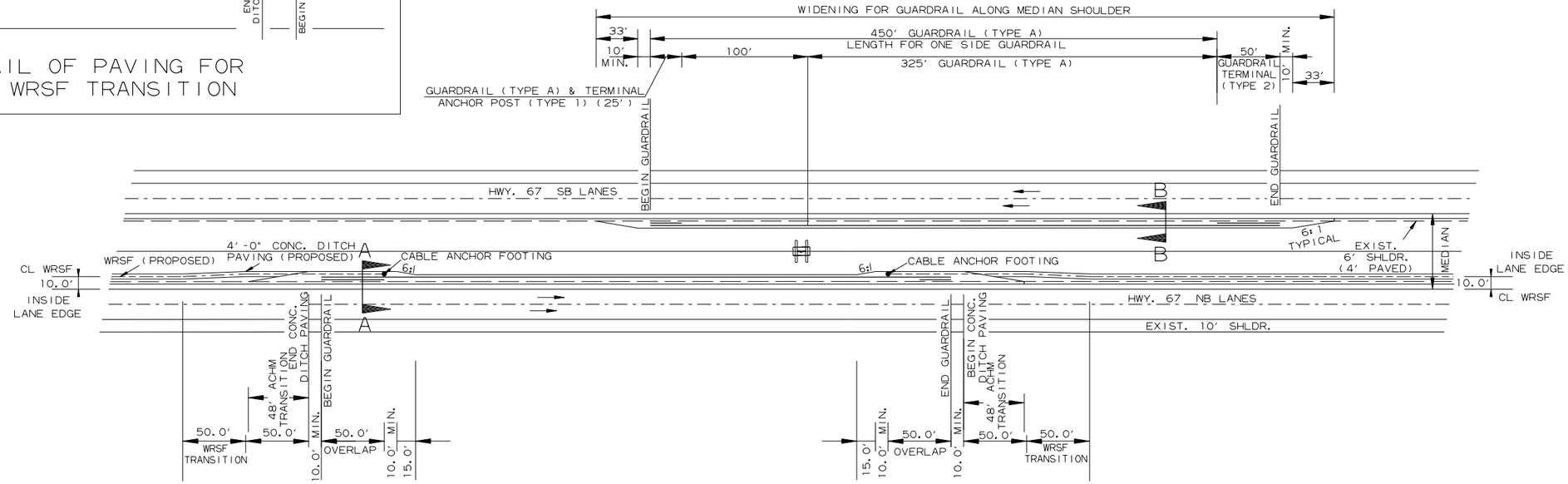
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	40	541
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
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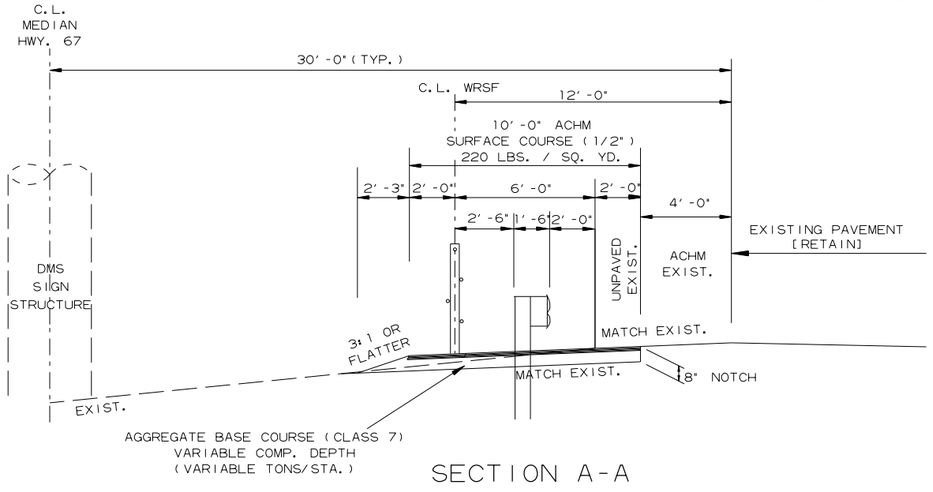


DETAIL OF PAVING FOR
50' WRSF TRANSITION

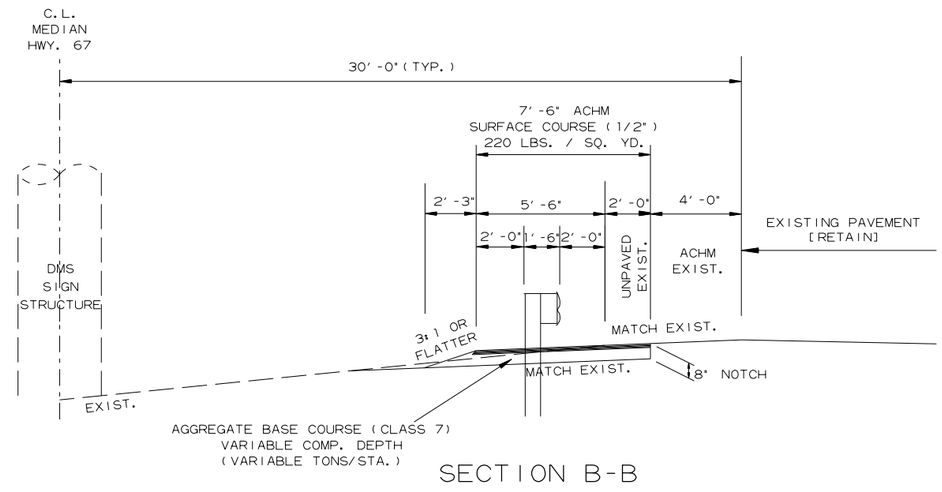


DETAIL AT DMS STRUCTURE

NOTE: REFER TO PLAN SHEETS
FOR PLACEMENT OF WIRE ROPE SAFETY FENCE
ON EASTBOUND OR WESTBOUND FORESLOPES.



SECTION A-A



SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL
AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE

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WORKSPACE: AHTD
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REVISED DATE:

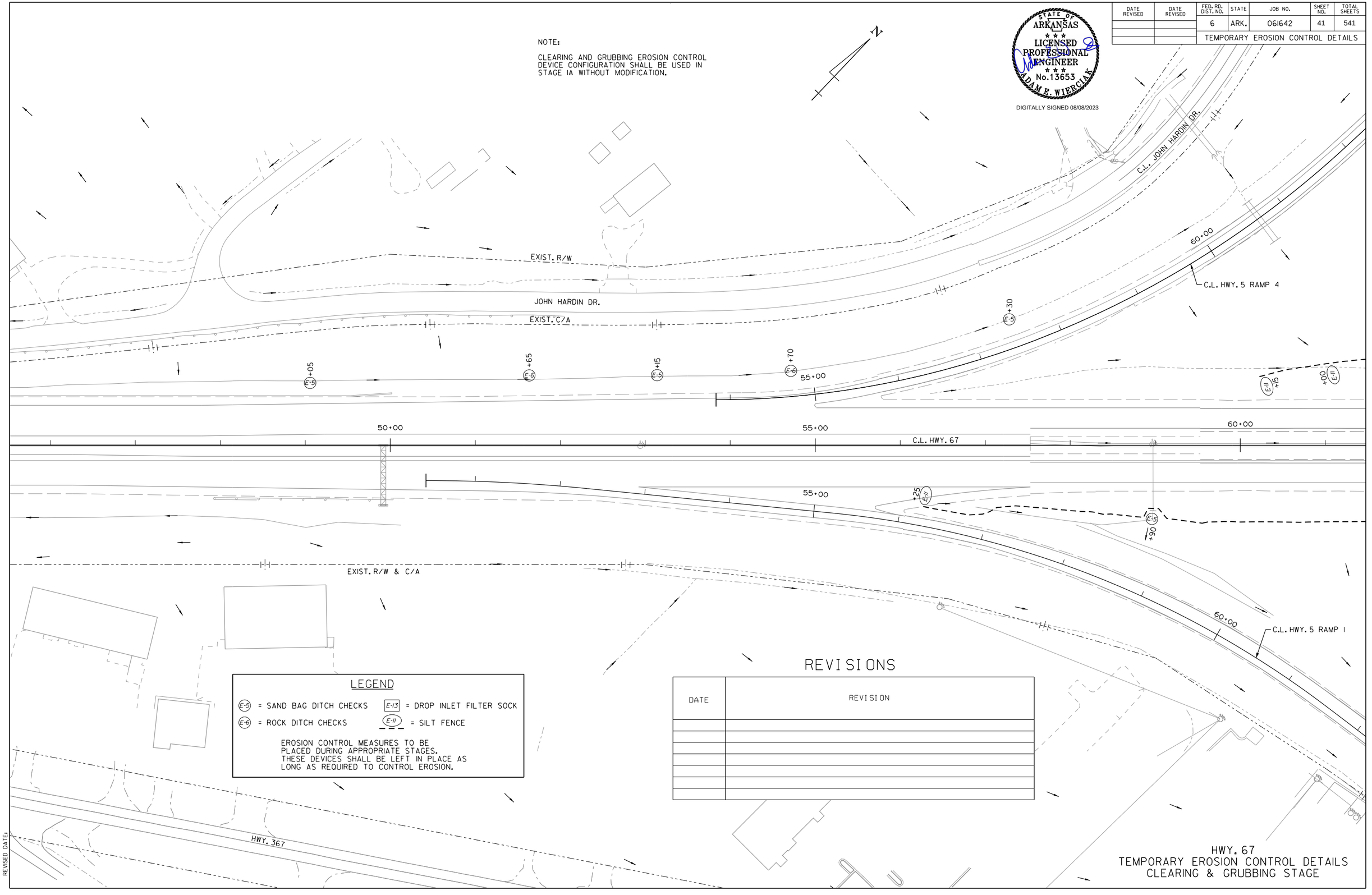
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		TEMPORARY EROSION CONTROL DETAILS				

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

aewierciak 8/8/2023 2:50:41 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	42	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

C.L. HWY. 67

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

EXIST. R/W & C/A

65+00 70+00 75+00 20+00 25+00 15+00 75+00

E-11 +00 +95 +00 +20 +10 +00 +05 +00 +10 +70 +25 +70 +10 +90 +20 +00 +95

E-5 +00 +00 +95

E-13 +10

LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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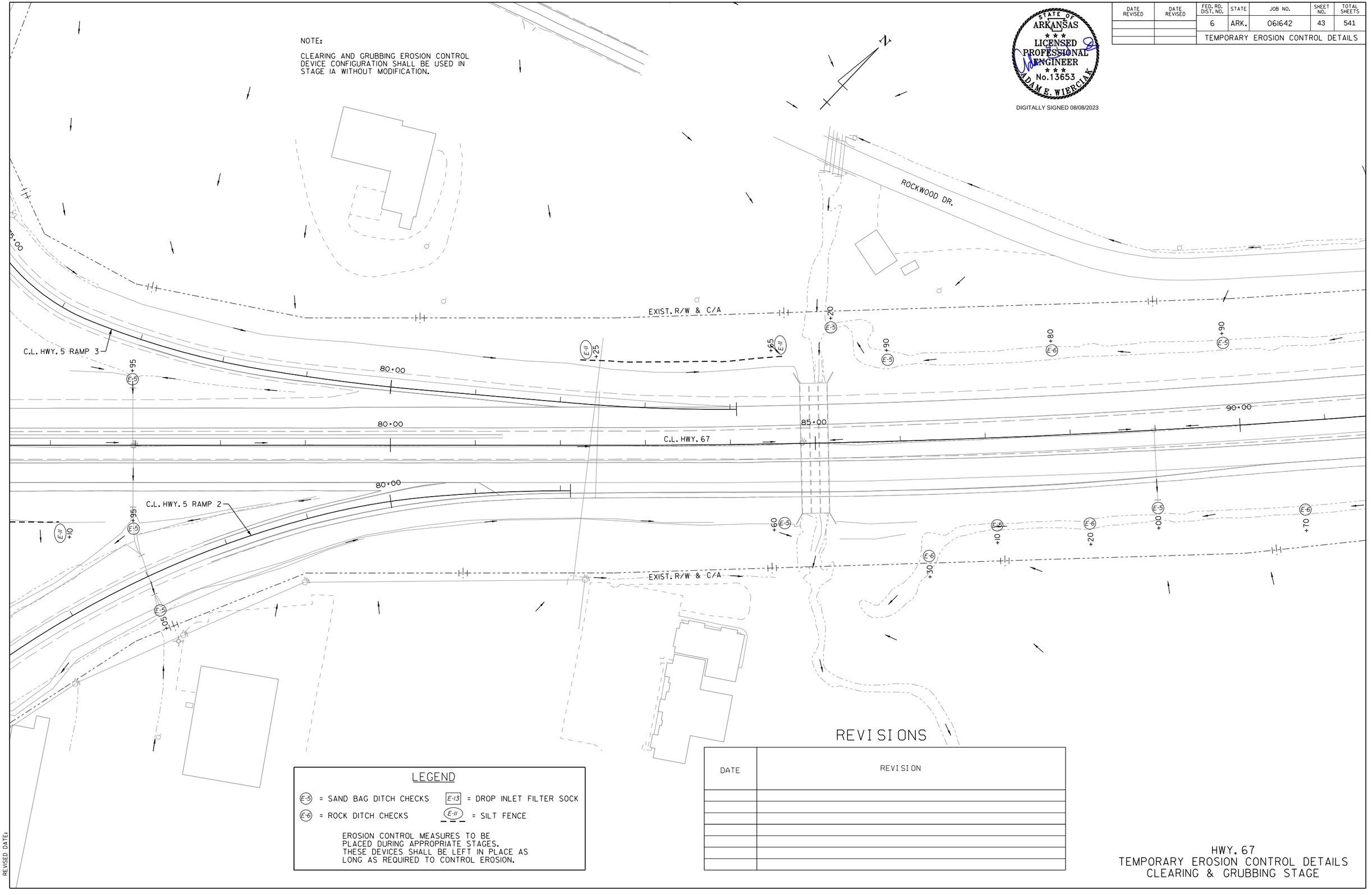
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		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

awierciak 8/8/2023 2:50:43 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	44	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

95+00

100+00

105+00

C.L. HWY. 67

E-11 +65 +20 E-11

+50 E-11 +65

E-5 +35

E-5 +00

E-5 +00

E-5 +15

EXIST. R/W & C/A

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

E-5 +25

110+00

115+00

120+00

C.L. HWY. 67

+30 E-11 +50

E-5 +00

EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	45	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

E-11 +20

E-5 +70

125+00 130+00 C.L. HWY. 67 135+00

E-11 +90 E-5 +00 E-5 +00 E-5 +55

EXIST. R/W & C/A

LEGEND

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

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

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

E-6 +90 E-6 +30

E-5 +20 E-11

+65 E-11

140+00 145+00 C.L. HWY. 67 150+00

E-5 +95 E-6 +10 E-5 +00 +00 E-11

EXIST. R/W & C/A

TWO PRAIRIE CREEK

25' NATURAL BUFFER

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.
EXIST. R/W & C/A
155+00
160+00
165+00
C.L. HWY. 67
E-5 1+95
E-5 1+95
E-11 00+00
E-11 00+00
EXIST. R/W & C/A

LEGEND

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

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

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

REVISIONS

DATE	REVISION

ROCKWOOD DR.
EXIST. R/W & C/A
170+00
175+00
180+00
C.L. HWY. 67
E-5 2+80
E-5 2+80
E-11 00+00
E-5 1+45
EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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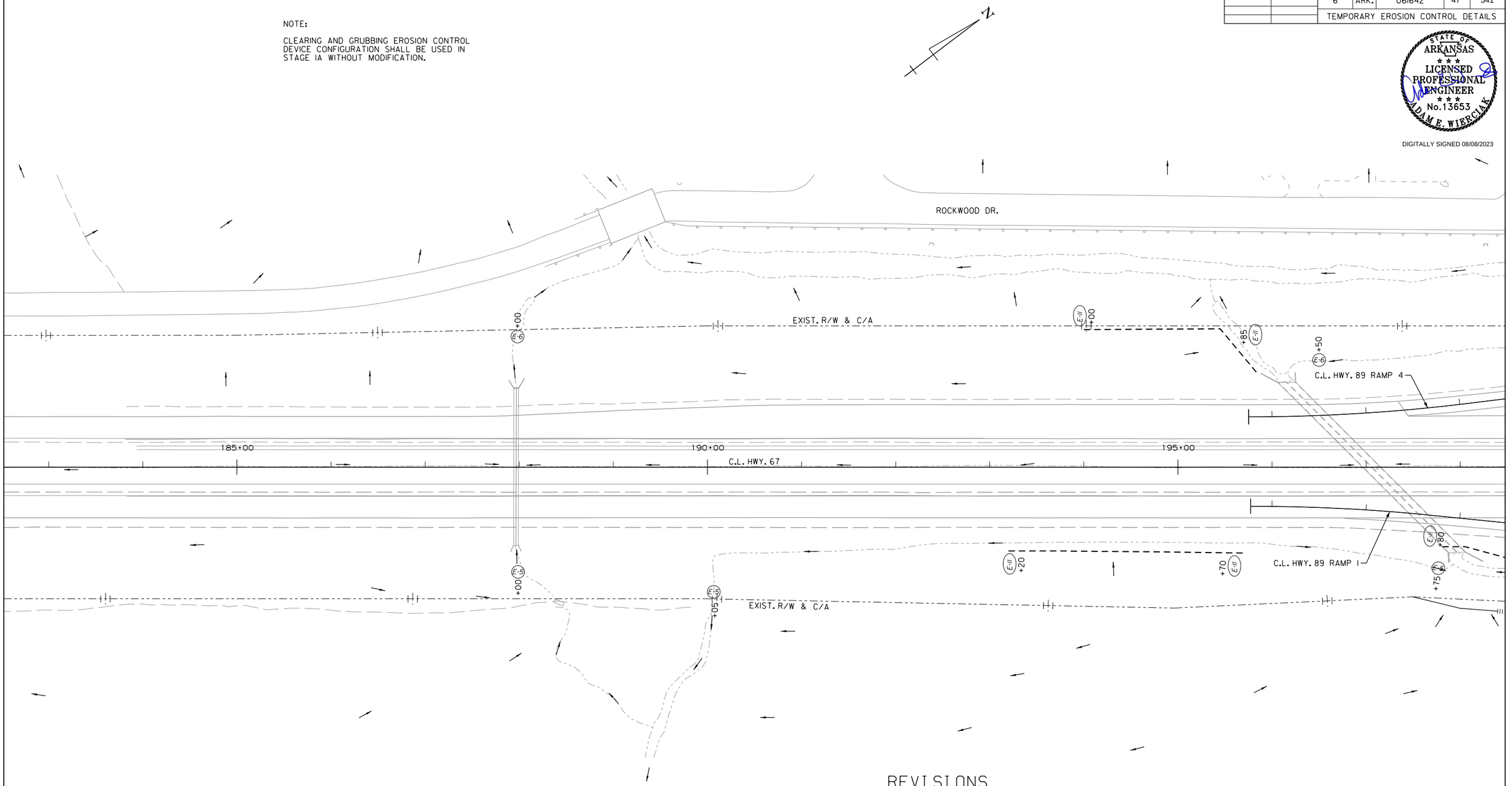
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		TEMPORARY EROSION CONTROL DETAILS				

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

aewierciak 8/8/2023 2:50:46 PM
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REVISED DATE:

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	48	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

S. ROCKWOOD DR.

EXIST. R/W & C/A

PROP. R/W & C/A

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

C.L. HWY. 89 RAMP 1

C.L. HWY. 89 RAMP 2

C.L. HWY. 67

200+00

205+00

210+00

E-5 +40

E-5 +80

E-5 +75

E-5 +95

E-5 +05

E-13 +20

E-6 +05

E-5 +35

REVISIONS

DATE	REVISION

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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REVISED DATE:

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	49	541
		TEMPORARY EROSION CONTROL DETAILS				

LEGEND

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

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

PROP. R/W
EXIST. R/W
WILLIE RAY DR.
C.L. HWY. 89 RAMP 3 (FUTURE)
C.L. HWY. 89 RAMP 3
C.L. HWY. 67
C.L. HWY. 89
C.L. HWY. 89 RAMP 2
C.L. HWY. 89 RAMP 2 (FUTURE)
PROP. R/W & C/A
2010+00
215+00
220+00
225+00
2015+00

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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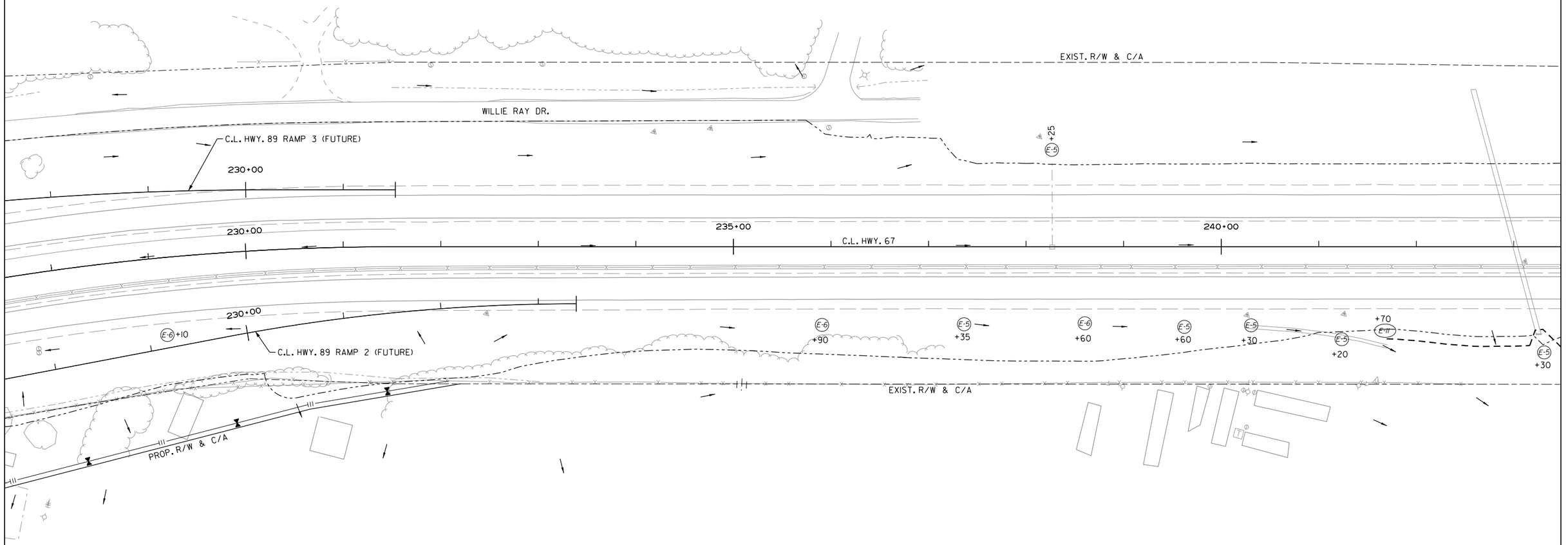
NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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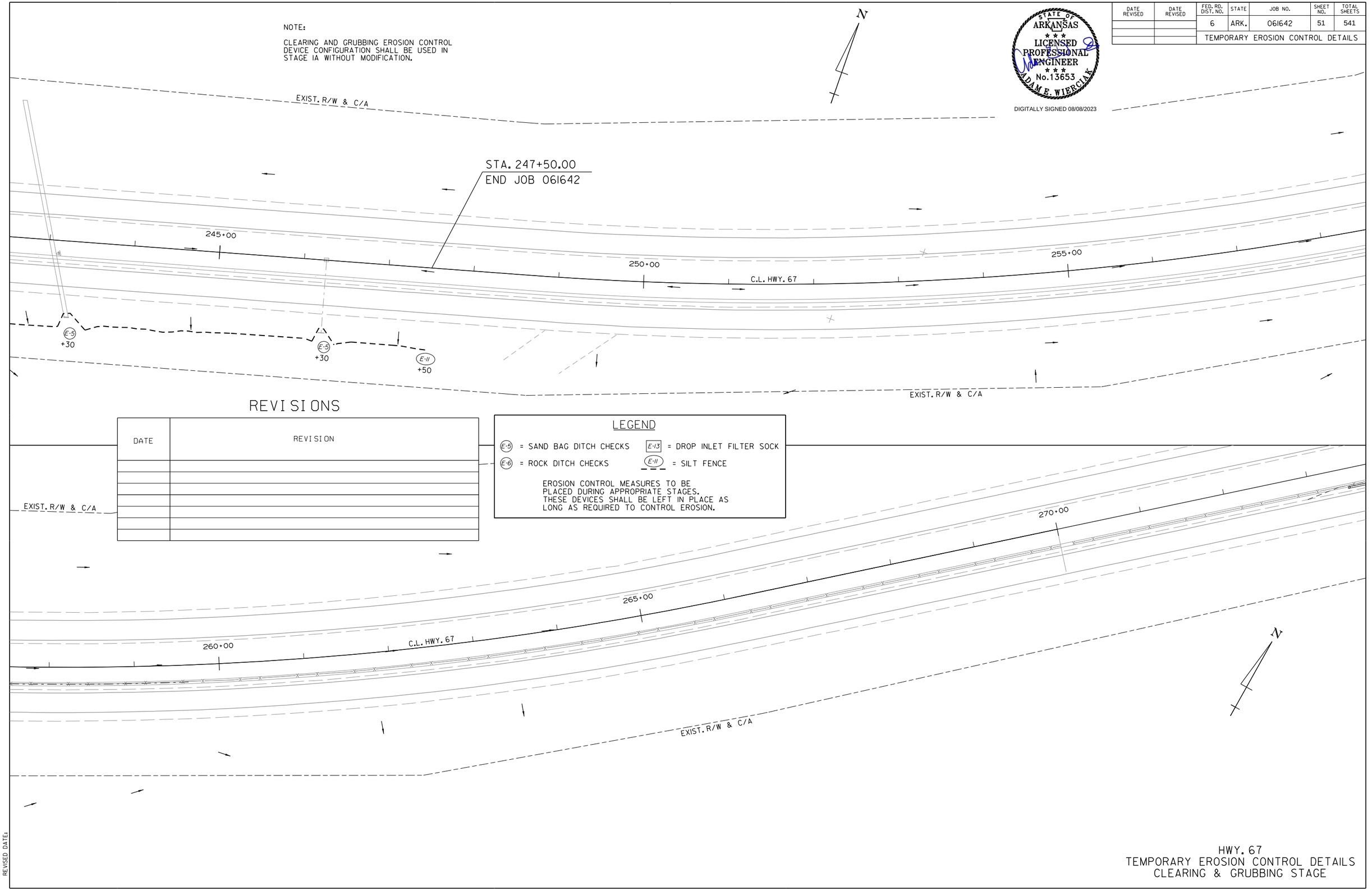
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		TEMPORARY EROSION CONTROL DETAILS				

NOTE:

CLEARING AND GRUBBING EROSION CONTROL DEVICE CONFIGURATION SHALL BE USED IN STAGE IA WITHOUT MODIFICATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



REVISIONS

DATE	REVISION

LEGEND

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

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

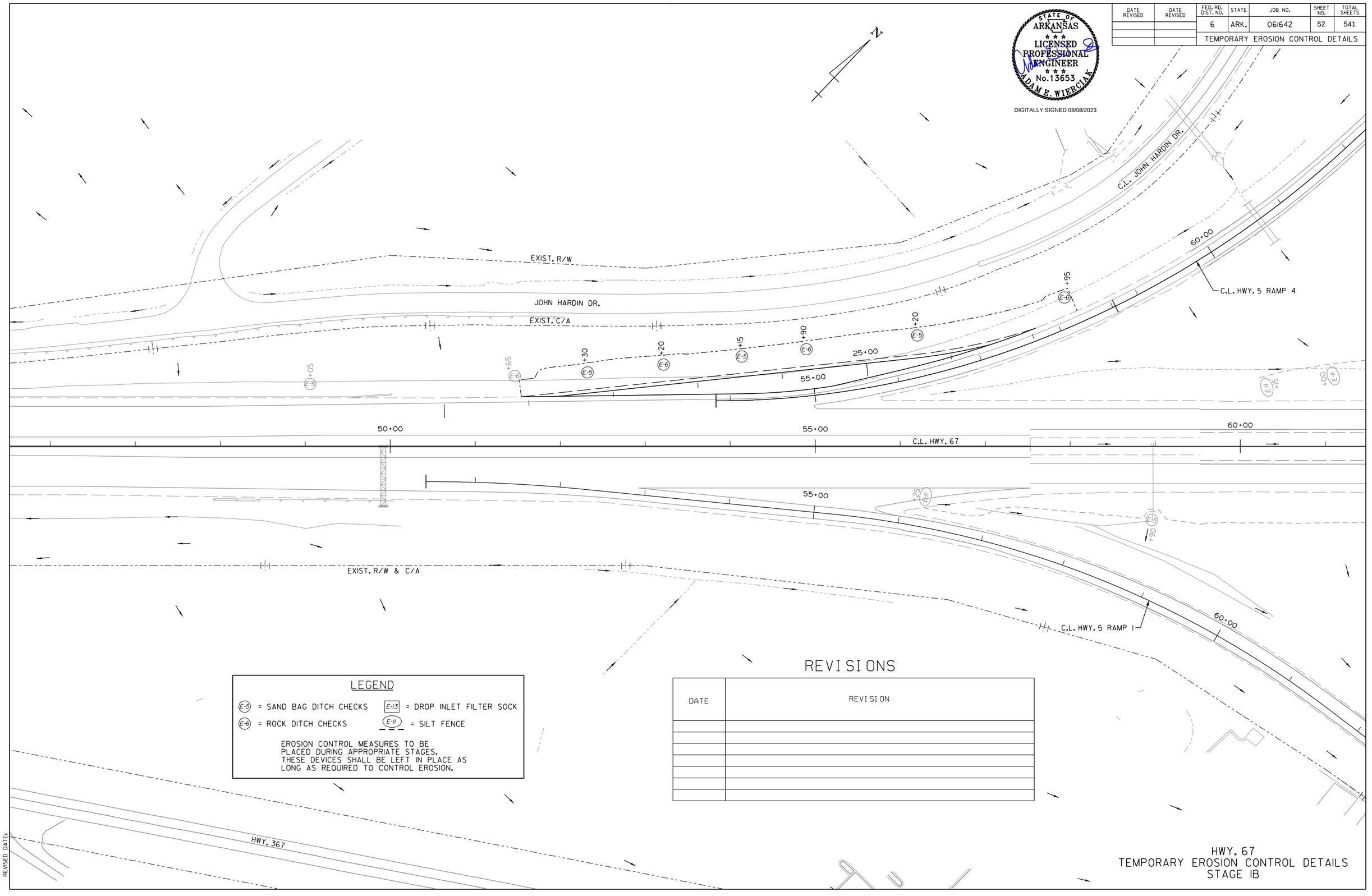
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING STAGE

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REVISED DATE:

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		6	ARK.	061642	52	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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LEGEND

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

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

REVISIONS

DATE	REVISION

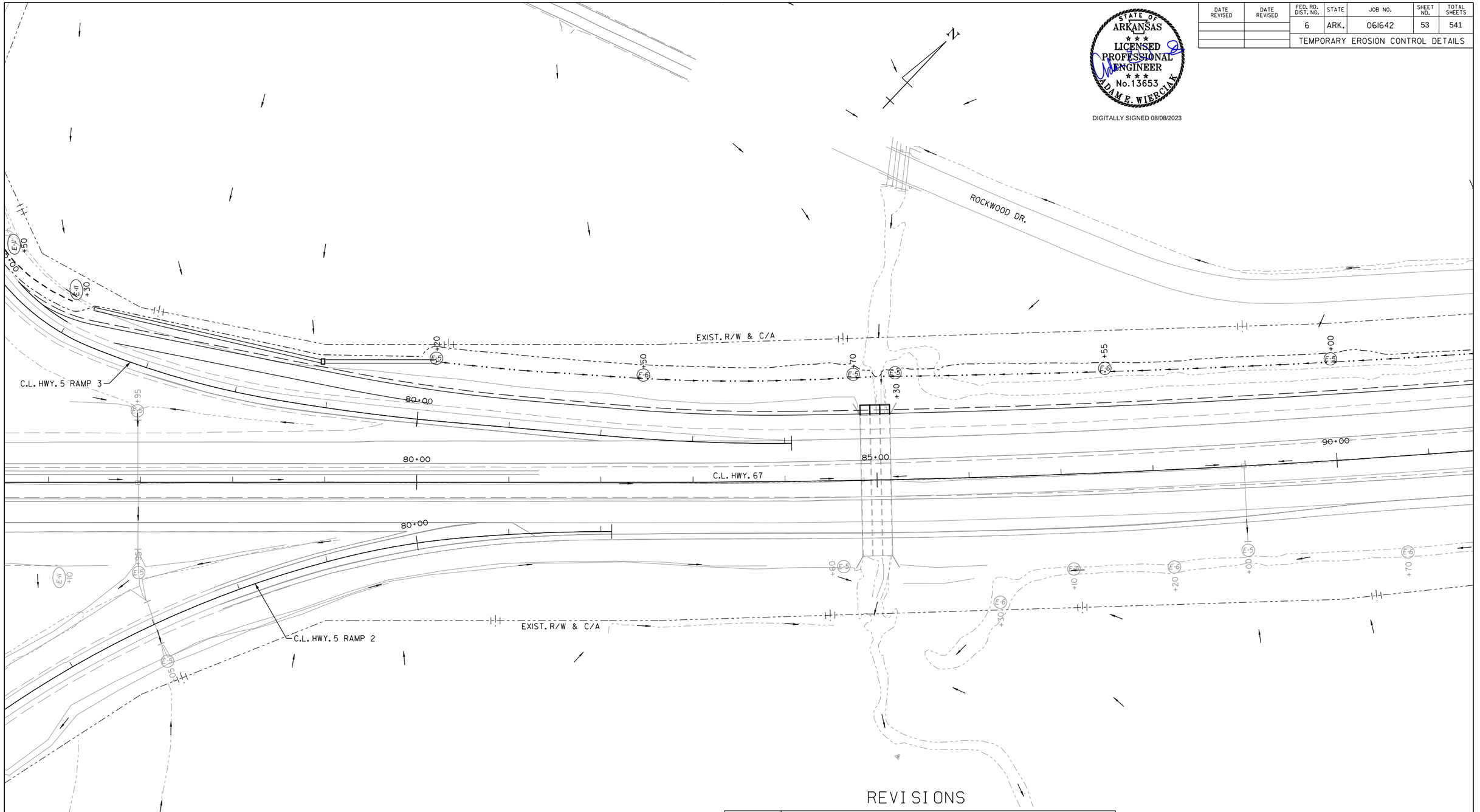
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	53	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

oewierciak 8/8/2023 2:50:55 PM
WORKSPACE: AHTD
L:\2017\7017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_STGIB_03.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	54	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

95+00

100+00

105+00

C.L. HWY. 67

EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

110+00

115+00

C.L. HWY. 67

120+00

EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

aewierciak 8/8/2023 2:50:56 PM
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REVISED DATE:

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		6	ARK.	061642	55	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.
EXIST. R/W & C/A
155+00
160+00
165+00
C.L. HWY. 67
EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.
EXIST. R/W & C/A
170+00
175+00
180+00
C.L. HWY. 67
CONSTRUCTION LIMITS
EXIST. R/W & C/A

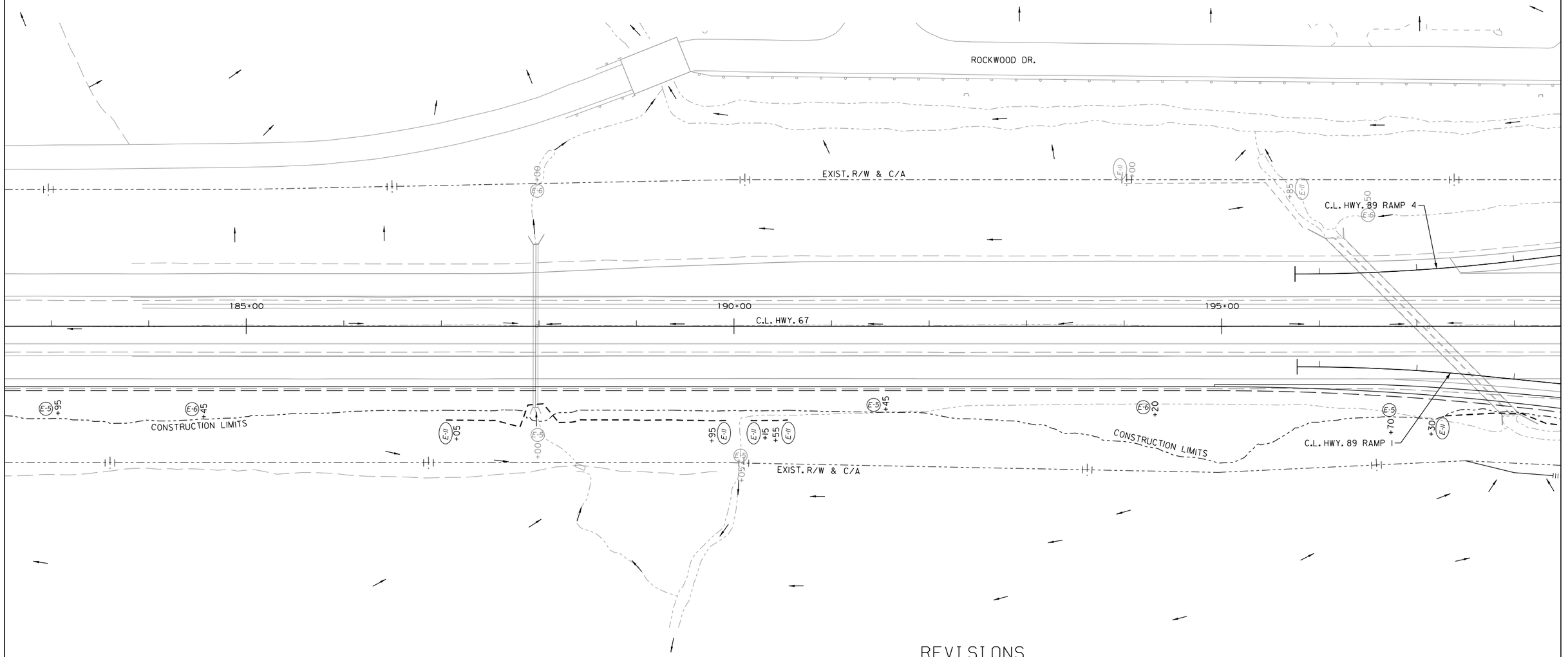
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

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REVISED DATE:

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		6	ARK.	061642	56	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

aewierciak 8/8/2023 2:50:58 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	57	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

S. ROCKWOOD DR.

EXIST. R/W & C/A

PROP. R/W & C/A

CONSTRUCTION LIMITS

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

C.L. HWY. 89 RAMP 1

C.L. HWY. 89 RAMP 2

C.L. HWY. 67

200+00

205+00

210+00

E-5 +40

E-13 +00

E-11 +70

E-11 +30

E-5 +95

E-5 +05

E-11 +20

E-6 +90

E-6 +05

E-5 +45

E-6 +20

E-11 +80

E-5 +85

E-5 +35

REVISIONS

DATE	REVISION

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		TEMPORARY EROSION CONTROL DETAILS				

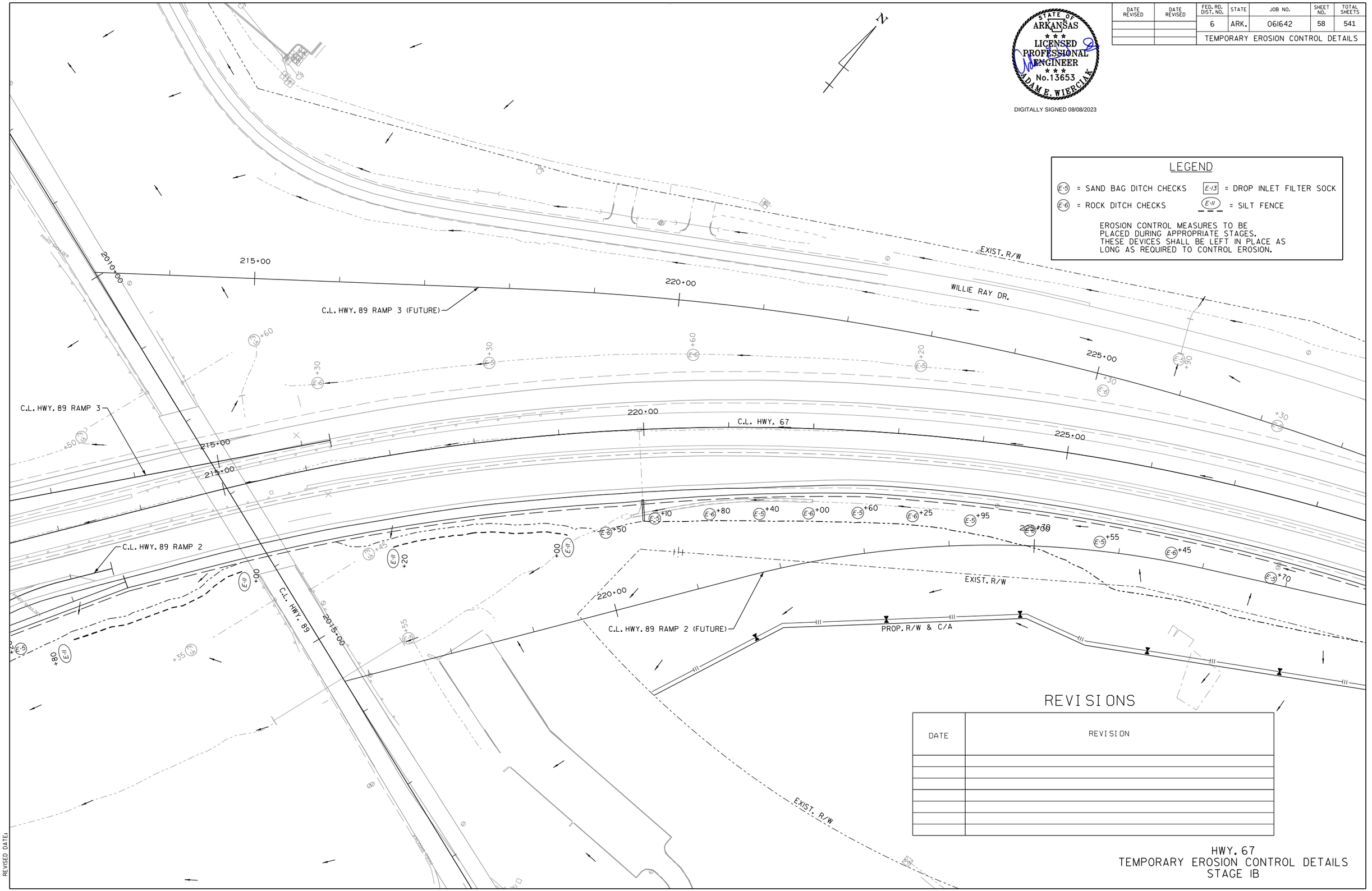
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

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



REVISIONS

DATE	REVISION

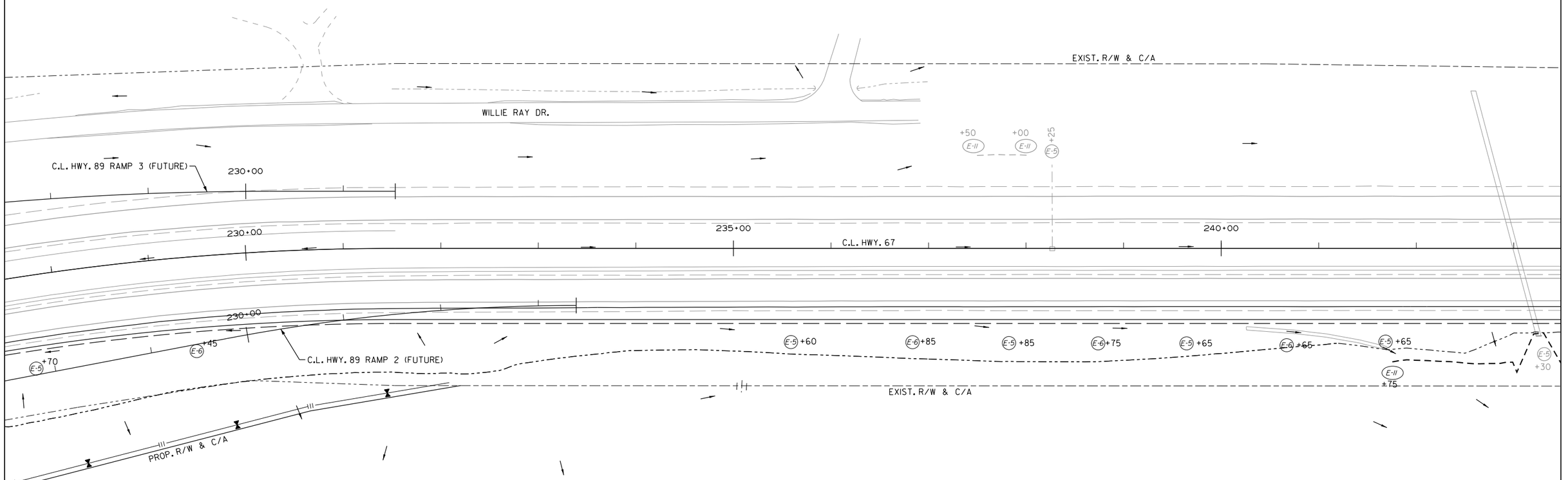
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	59	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

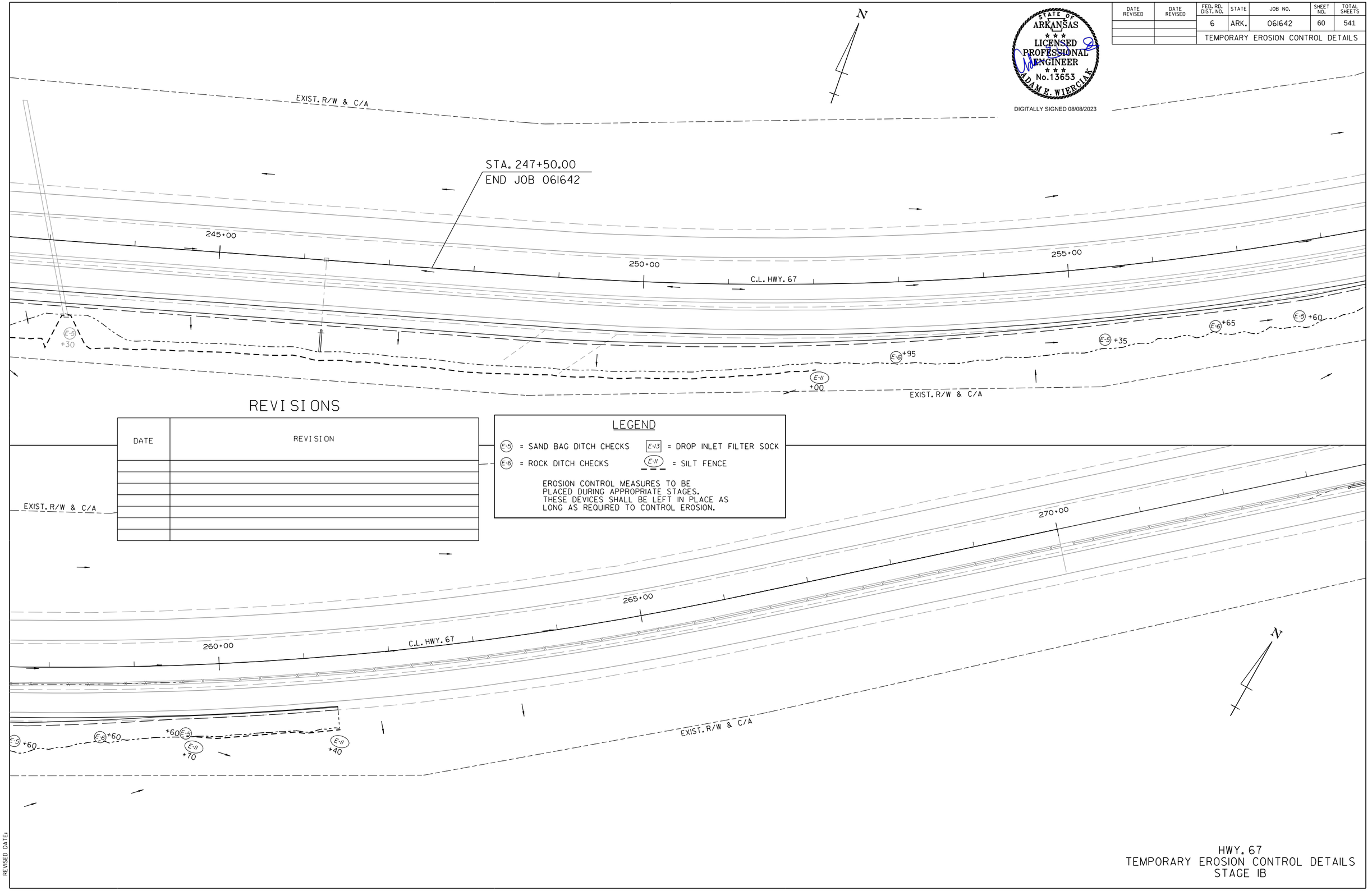
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	60	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



REVISIONS

DATE	REVISION

LEGEND

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

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

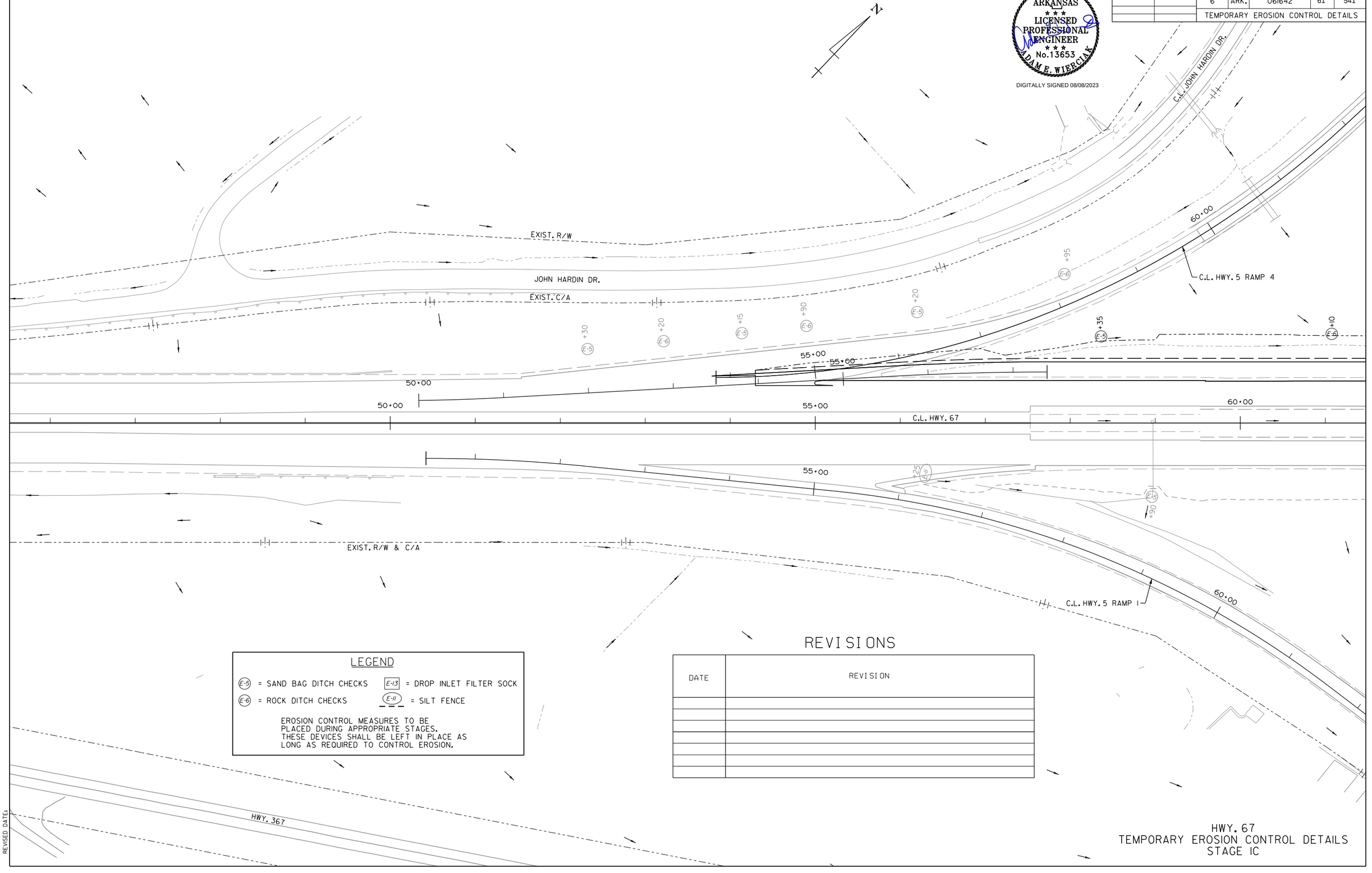
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IB

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	61	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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WORKSPACE: AHTD
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REVISED DATE:

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		6	ARK.	061642	62	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

C.L. HWY. 67

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

EXIST. R/W & C/A

35+00 | 15+00 | 65+00 | 70+00 | 75+00 | 20+00 | 50+00 | 25+00 | 55+00 | 75+00

E-6 +10 | E-5 +80 | E-5 +95 | E-5 +20 | E-6 +15 | E-5 +20 | E-6 +05 | E-5 +95 | E-6 +80 | E-6 +45 | E-11 +10 | E-11 +30 | E-11 +00 | E-5 +00 | E-11 +90 | E-11 +20 | E-5 +00 | E-5 +95 | E-5 +30 | E-6 +40 | E-13 +75 | E-5 +20 | E-6 +40 | E-5 +40 | E-11 | E-11 +10

LEGEND

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

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

REVISIONS

DATE	REVISION

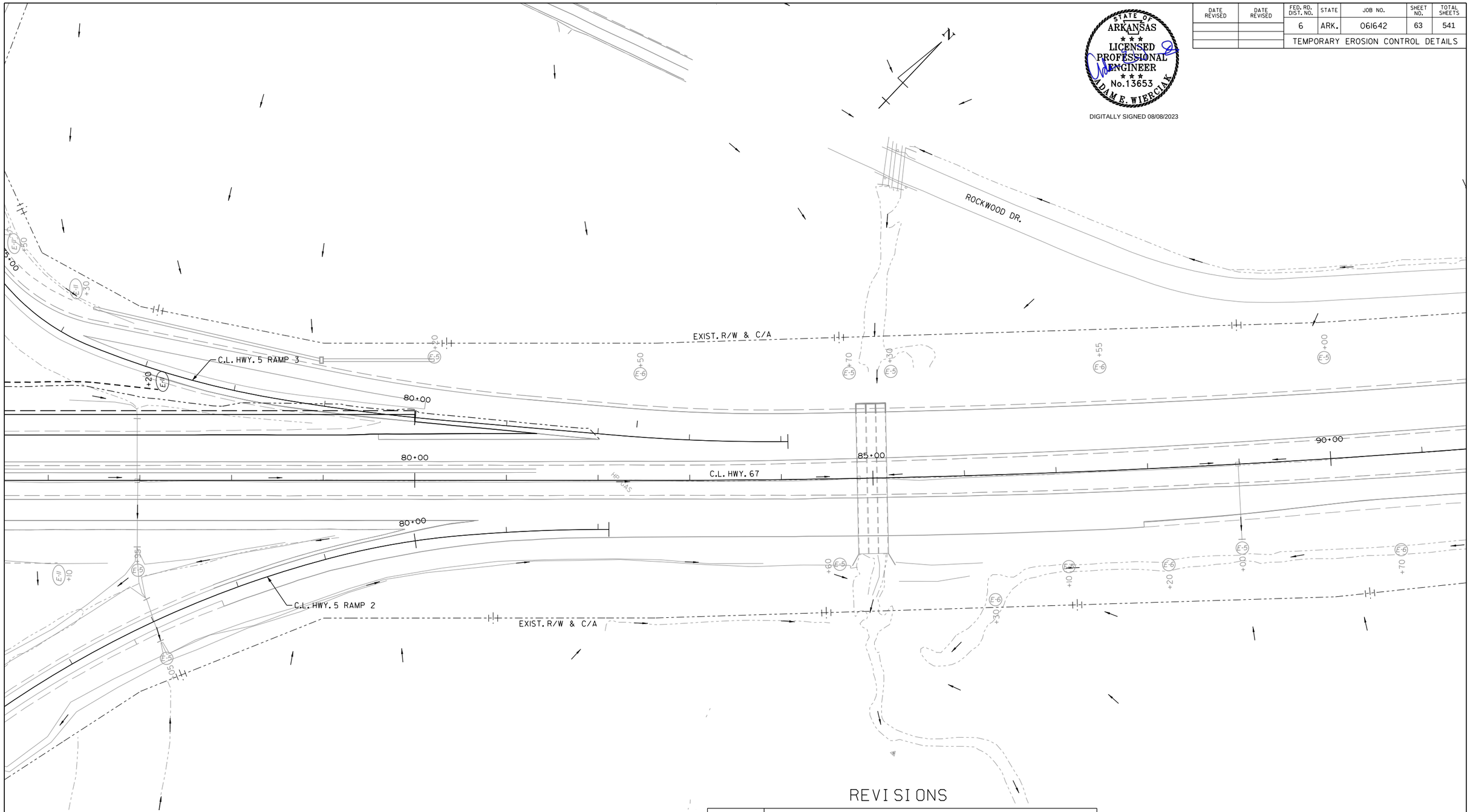
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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REVISED DATE:

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		6	ARK.	061642	63	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

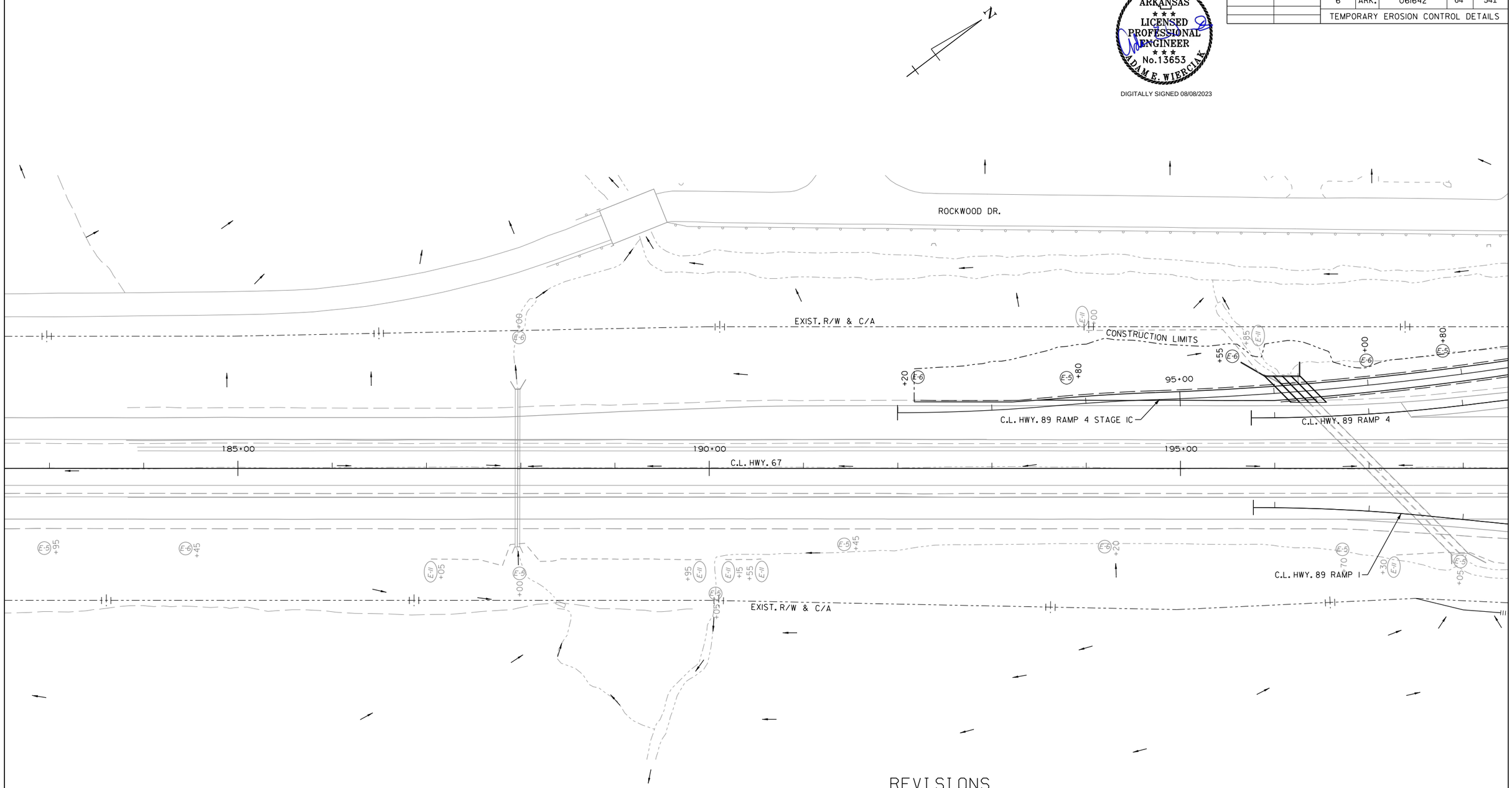
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

aewierciak 8/8/2023 2:51:06 PM
WORKSPACE: AHTD
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REVISED DATE:

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		6	ARK.	061642	64	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	65	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

S. ROCKWOOD DR.
EXIST. R/W & C/A
C.L. HWY. 89 RAMP 4
C.L. HWY. 89 RAMP 3
C.L. HWY. 89 RAMP 4 STAGE IB
C.L. HWY. 67
CONSTRUCTION LIMITS
PROP. R/W & C/A
EXIST. R/W & C/A
C.L. HWY. 89 RAMP 1
C.L. HWY. 89 RAMP 2

REVISIONS

DATE	REVISION

LEGEND

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

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	66	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

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

PROP. R/W
C.L. HWY. 89 RAMP 3 (FUTURE)
EXIST. R/W
WILLIE RAY DR.
C.L. HWY. 89 RAMP 3
C.L. HWY. 67
C.L. HWY. 89 RAMP 2
C.L. HWY. 89
C.L. HWY. 89 RAMP 2 (FUTURE)
PROP. R/W & C/A
EXIST. R/W

REVISIONS

DATE	REVISION

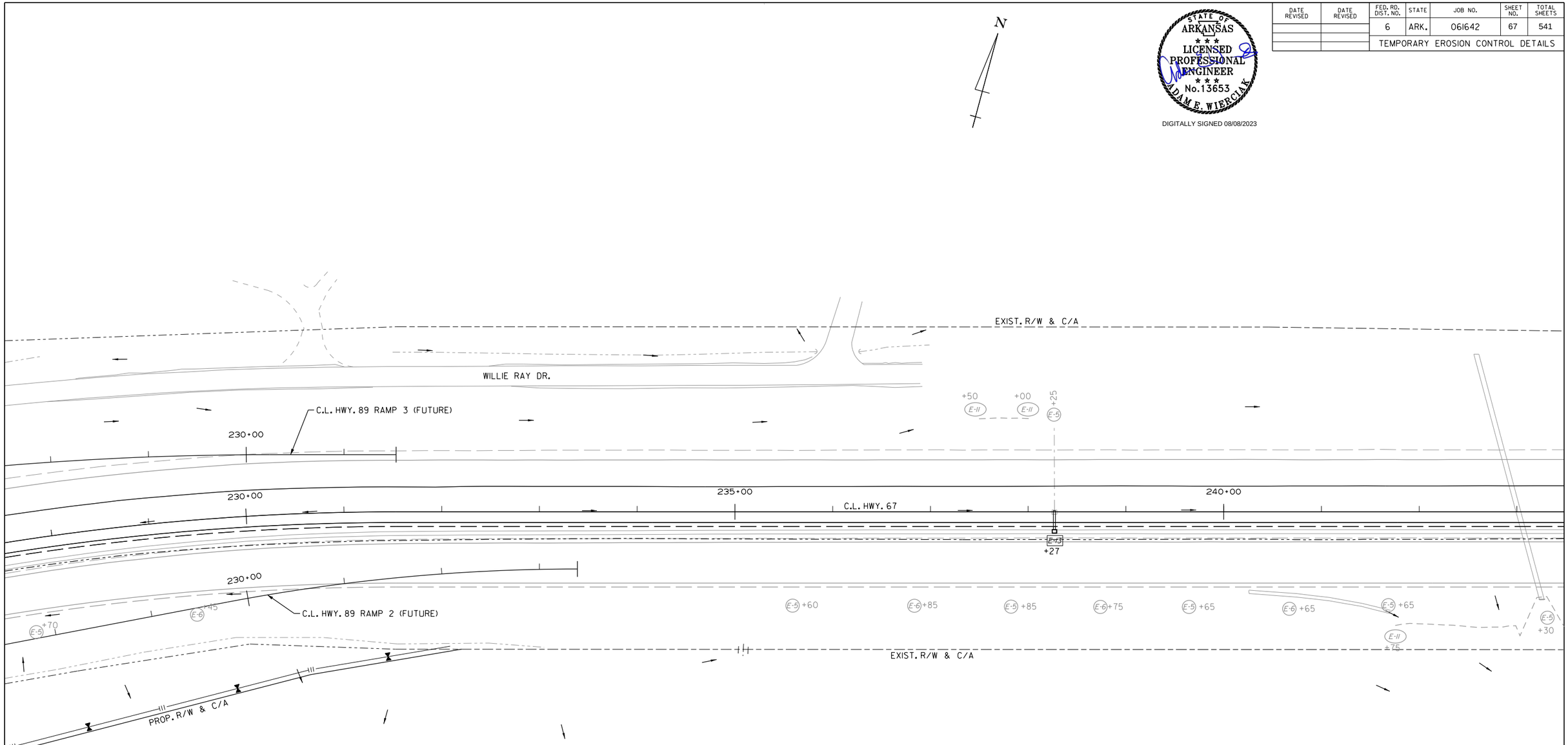
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TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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		6	ARK.	061642	67	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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LEGEND

E-5 = SAND BAG DITCH CHECKS
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EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

REVISIONS

DATE	REVISION

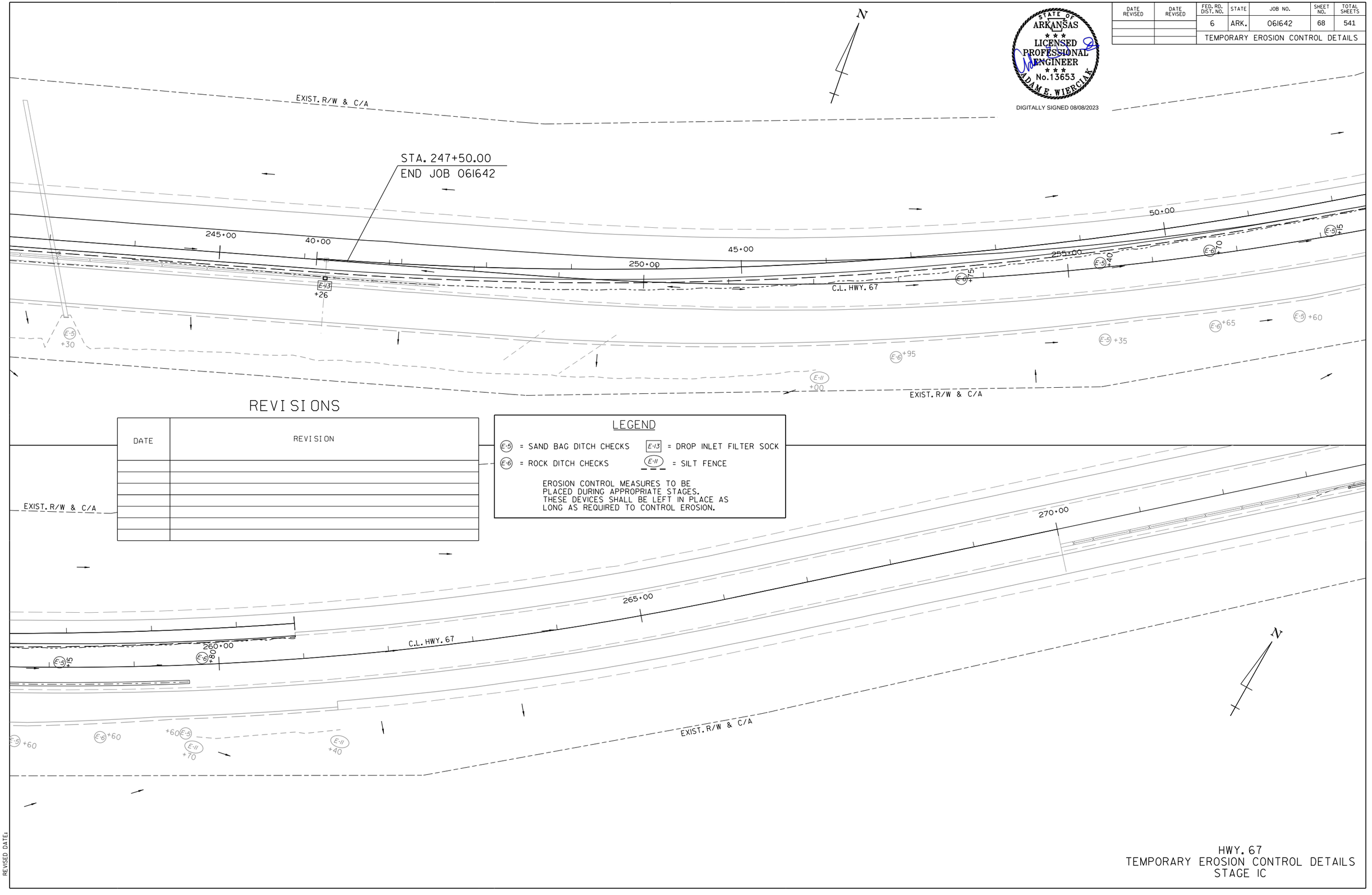
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	68	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



REVISIONS

DATE	REVISION

LEGEND

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

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

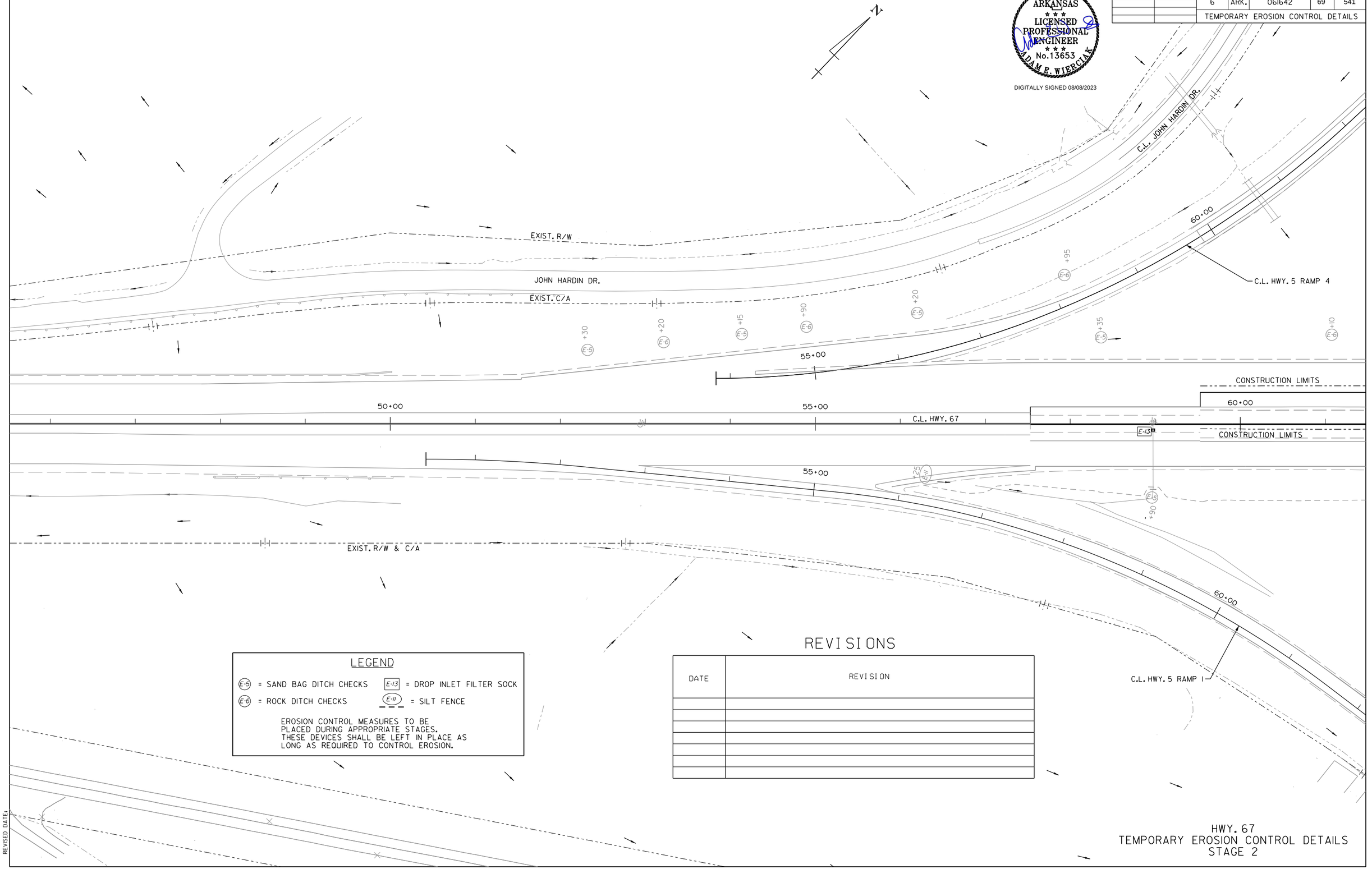
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE IC

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	69	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:56:16 PM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_ST02_01.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	70	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

C.L. HWY. 67

CONSTRUCTION LIMITS

65+00 70+00 75+00

15+00 20+00 25+00

LEGEND

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

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

REVISIONS

DATE	REVISION

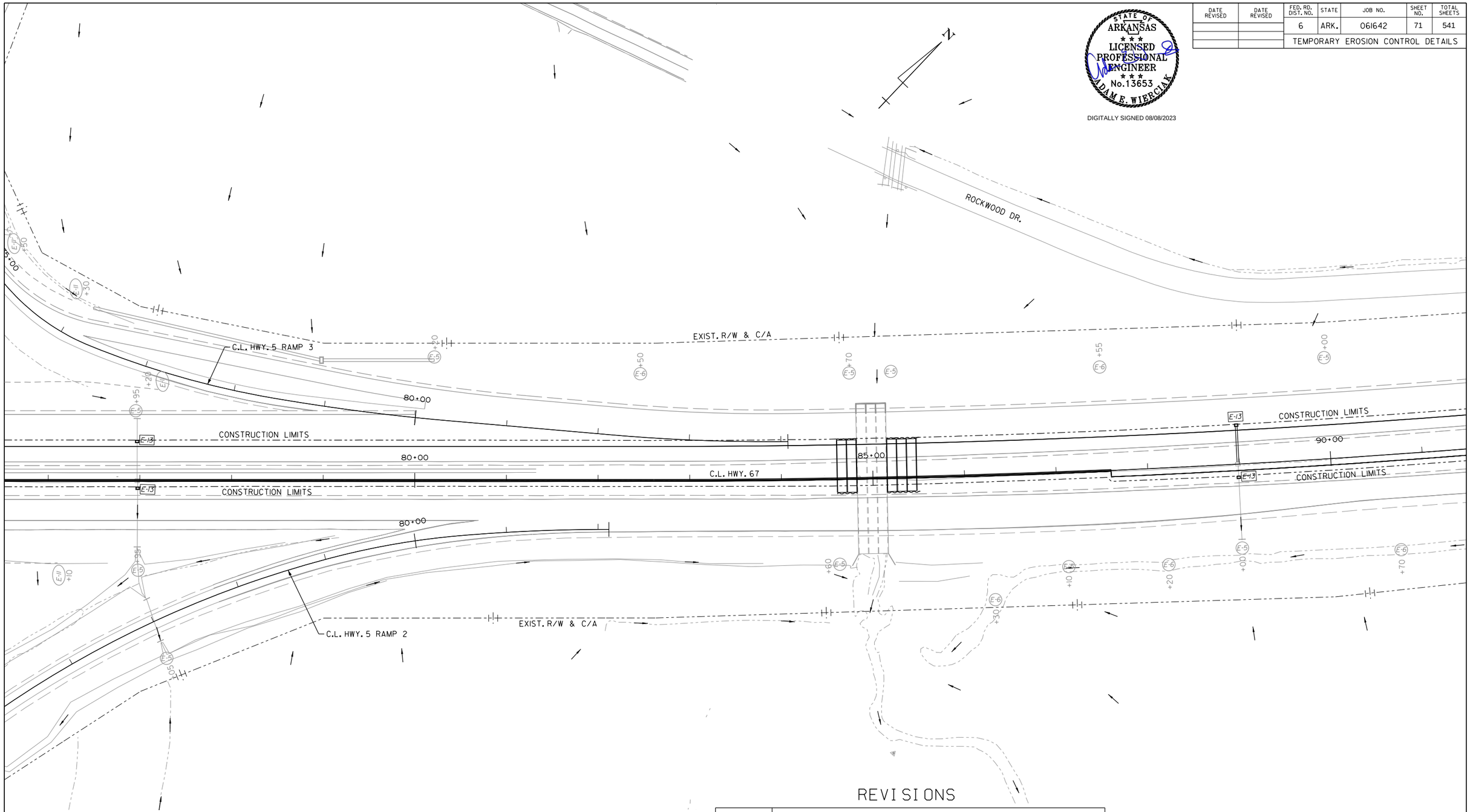
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

dewierciak 8/8/2023 2:51:17 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	71	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

oewlerclak 8/8/2023 2:51:18 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	72	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

95+00

100+00

105+00

C.L. HWY. 67

E-13 = DROP INLET FILTER SOCK

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-11 = SILT FENCE

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

REVISIONS

DATE	REVISION

110+00

115+00

120+00

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewiercIak 8/8/2023 2:51:19 PM
WORKSPACE: AHTD
L:\20\T\1701575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_STG2_04.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	73	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

125+00

130+00

C.L. HWY. 67

135+00

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

EXIST. R/W & C/A

E-11 +45

E-5

E-13

+85 E-11

+00 E-5

+00 E-5

+55 E-5

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-6 = ROCK DITCH CHECKS

E-11 = SILT FENCE

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

E-6 +90

E-6 +30

+65 E-11

E-5 +20 E-11

CONSTRUCTION LIMITS

140+00

145+00

C.L. HWY. 67

150+00

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

+95 E-5

E-6 +10

+00 E-5

EXIST. R/W & C/A

TWO PRAIRIE CREEK

25' NATURAL BUFFER

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:51:20 PM
WORKSPACE: AHTD
L:\201\170\7575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_ST02_05.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	74	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.
EXIST. R/W & C/A
CONSTRUCTION LIMITS
155+00
160+00
165+00
C.L. HWY. 67
CONSTRUCTION LIMITS
CONSTRUCTION LIMITS
EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.
EXIST. R/W & C/A
CONSTRUCTION LIMITS
170+00
175+00
180+00
C.L. HWY. 67
CONSTRUCTION LIMITS
CONSTRUCTION LIMITS
EXIST. R/W & C/A

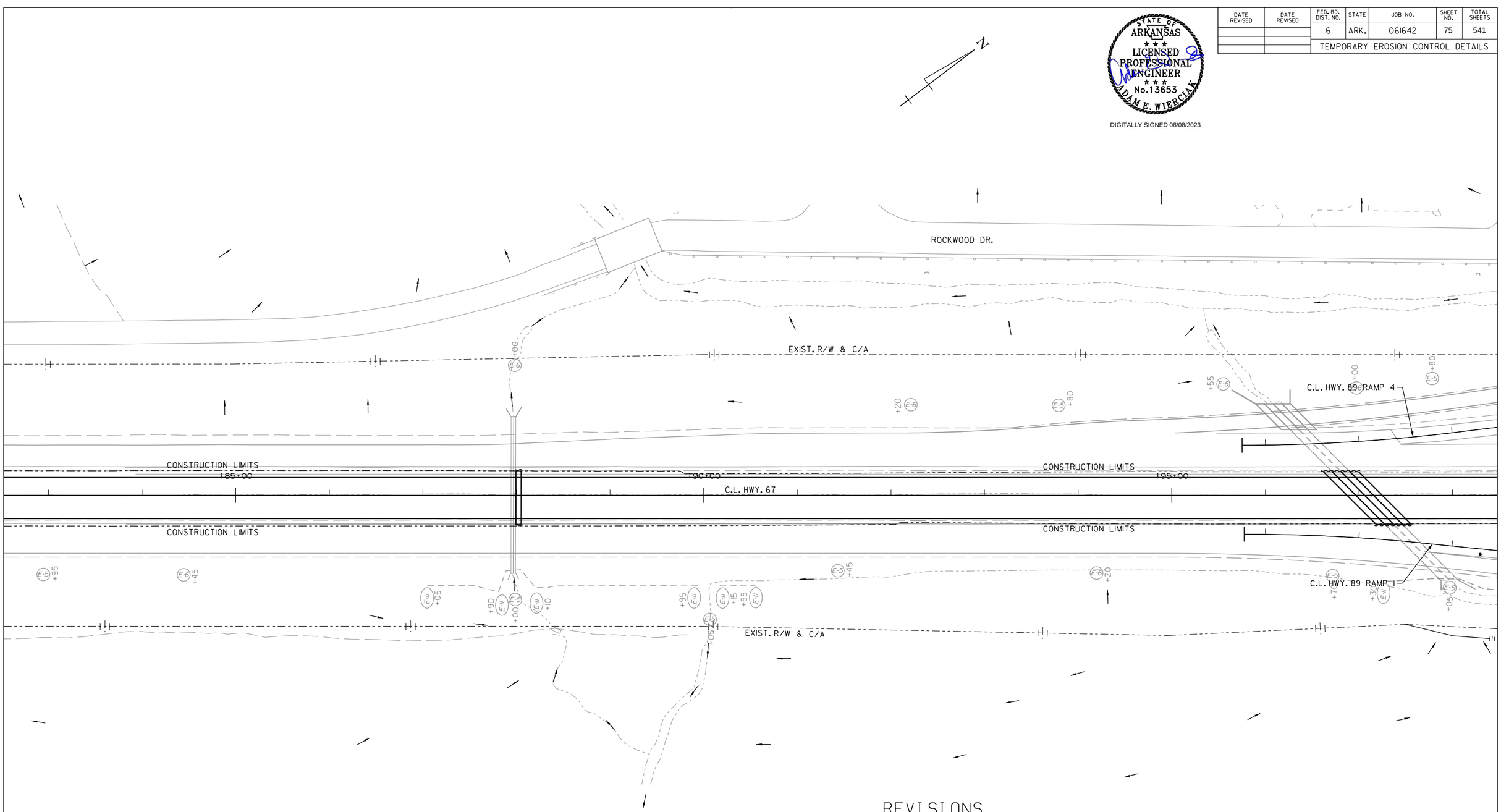
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:51:25 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	75	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

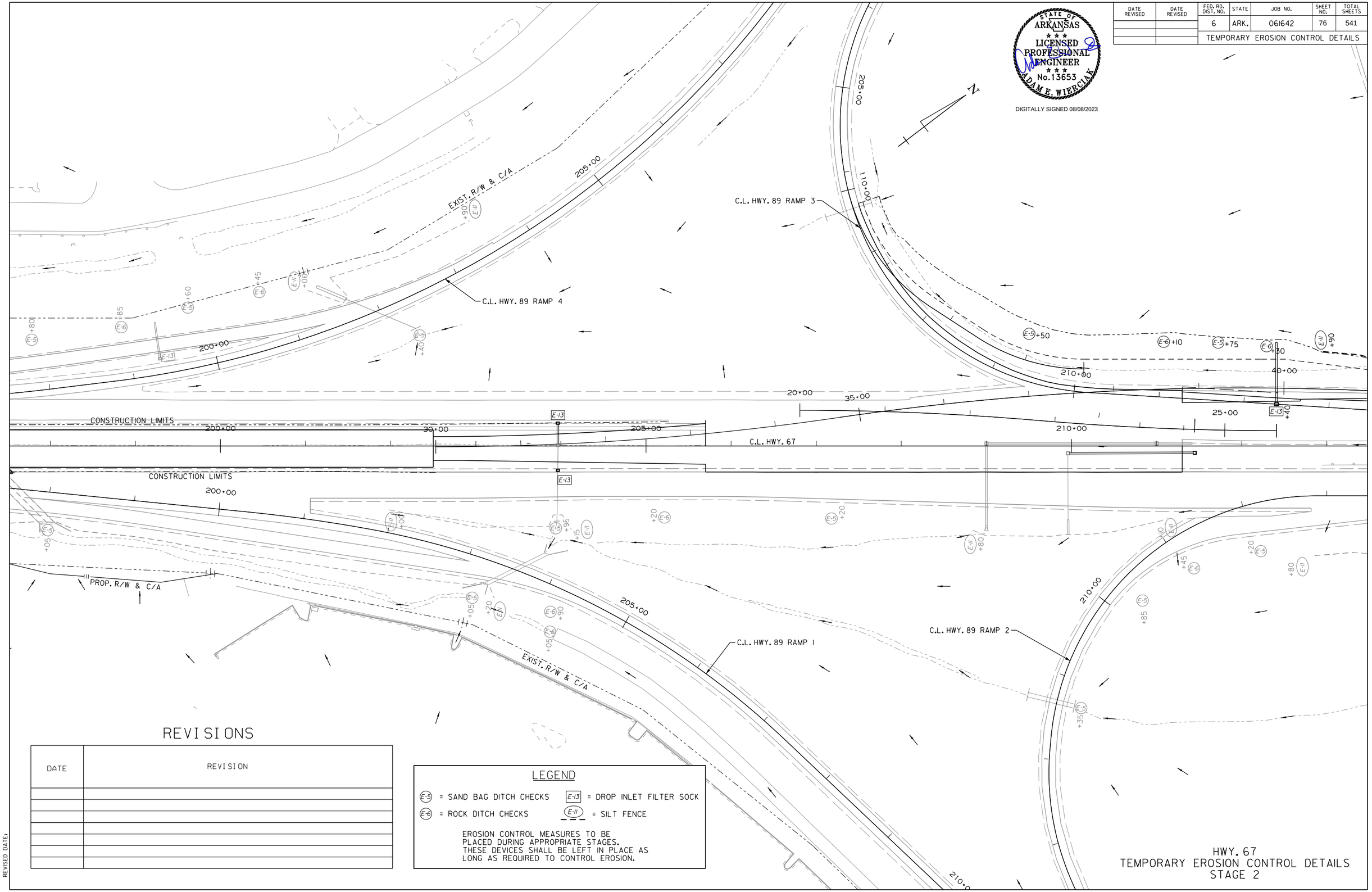
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:51:29 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	76	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



REVISIONS

DATE	REVISION

LEGEND

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

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:51:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	77	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

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

C.L. WILLIE RAY DR.
EXIST. R/W
WILLIE RAY DR.
C.L. HWY. 89 RAMP 3 (FUTURE)
C.L. HWY. 89 RAMP 3
CONSTRUCTION LIMITS
CONSTRUCTION LIMITS
C.L. HWY. 67
C.L. HWY. 89
C.L. HWY. 89 RAMP 2
C.L. HWY. 89 RAMP 2 (FUTURE)
PROP. R/W & C/A
EXIST. R/W
EXIST. R/W

215+00 220+00 225+00 2010+00 2015+00

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:51:33 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	78	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

N

EXIST. R/W & C/A

WILLIE RAY DR.

C.L. HWY. 89 RAMP 3 (FUTURE)

E-5 +50 | E-6 +05 | E-5 +50 | E-6 +05 | E-5 +00 | E-6 +00 | E-5 +15 | E-11 +30 | E-5 +25

230+00 | 230+00 | 235+00 | 240+00

CONSTRUCTION LIMITS

C.L. HWY. 67

E-13 +27

E-13 +27

230+00

E-5 +70 | E-6 +45

C.L. HWY. 89 RAMP 2 (FUTURE)

E-5 +60 | E-6 +85 | E-5 +85 | E-6 +75 | E-5 +65 | E-6 +65 | E-5 +65 | E-11 +75 | E-5 +30

EXIST. R/W & C/A

CONSTRUCTION LIMITS

PROP. R/W & C/A

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

cewierciak 8/8/2023 2:51:36 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	79	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

N

EXIST. R/W & C/A

STA. 247+50.00
END JOB 061642

CONSTRUCTION LIMITS

245+00

250+00

255+00

C.L. HWY. 67

+26 E-13

E-13 +26

+50 E-11

E-5 +30

E-6 +95

E-11 +00

E-5 +35

E-6 +65

E-5 +60

EXIST. R/W & C/A

REVISIONS

DATE	REVISION

LEGEND

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

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

EXIST. R/W & C/A

260+00

265+00

270+00

C.L. HWY. 67

E-5 +45

E-6 +80

E-5 +60

E-6 +60

+60 E-5

E-11 +70

E-11 +40

N

EXIST. R/W & C/A

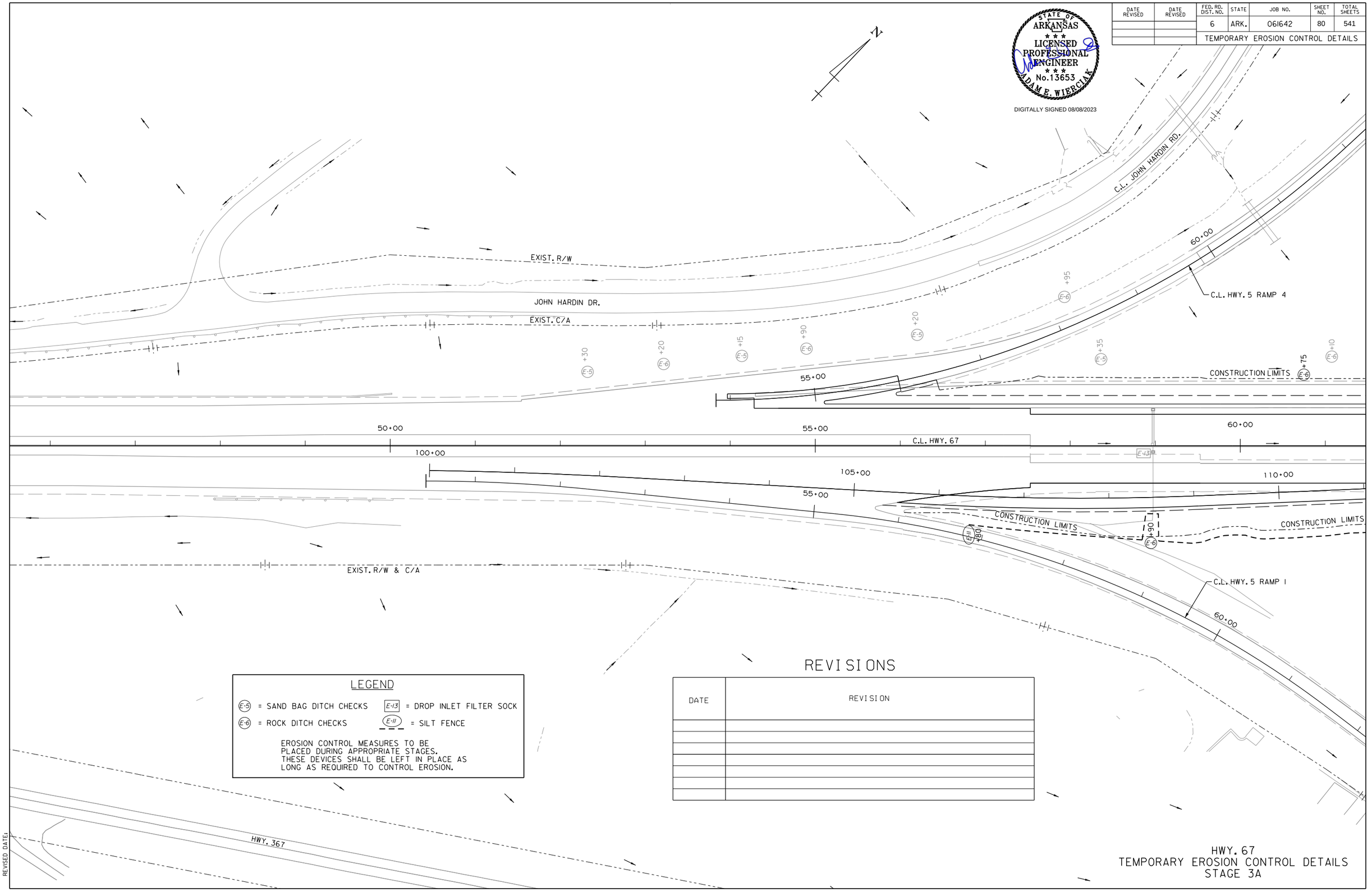
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 8/8/2023 2:51:38 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	80	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:51:45 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	81	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

65+00

70+00

75+00

C.L. HWY. 67

115+00

20+00

C.L. HWY. 67 STAGE 3A WIDENING

CONSTRUCTION LIMITS

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

25+00

EXIST. R/W & C/A

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

REVISIONS

DATE	REVISION

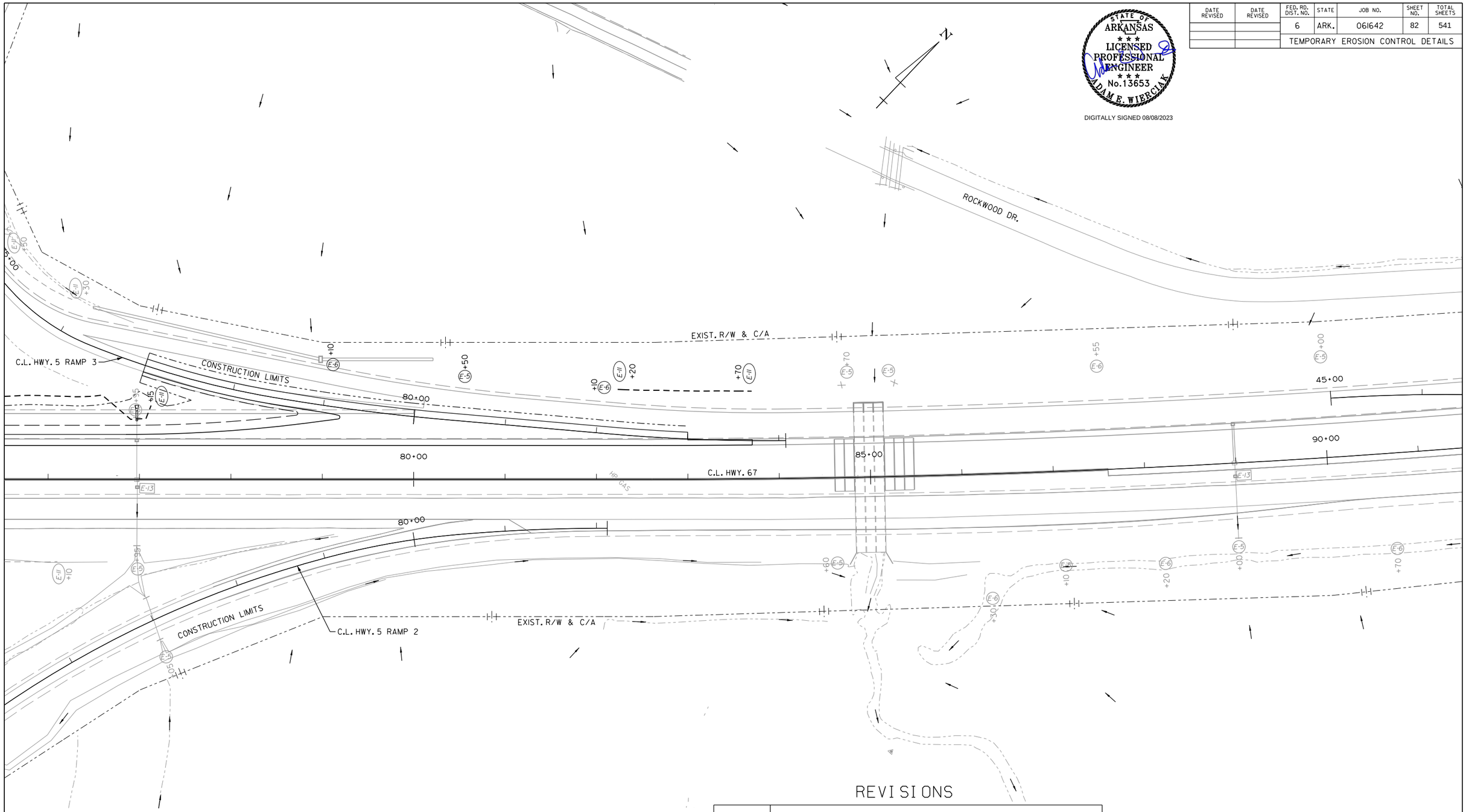
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:51:49 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	82	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewiercIak 8/8/2023 2:51:57 PM
WORKSPACE: AHTD
L:\2017\1701575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_EC_STG3A_03.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	83	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

C.L. HWY. 67

50+00

95+00

51+30

100+00

105+00

E-5 +55 | E-5 +35 | E-5 +00 | E-5 +00 | E-5 +80 | E-5 +40 | E-11 +85 | E-5 +00 | E-11 +10 | E-5 +95 | E-5 +55 | E-5 +00

E-13

E-5 +00

E-5 +15

EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

E-6 +55 | E-5 +90 | E-6 +55 | E-5 +00 | E-6 +15 | E-5 +25

CONSTRUCTION LIMITS

110+00

115+00

C.L. HWY. 67

120+00

E-13

E-11 +30 | +50

E-5 +00

EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:51:58 PM
WORKSPACE: AHTD
L:\20\TI\TI01575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_STG3A_04.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	84	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

125+00

130+00

C.L. HWY. 67

135+00

E-11 +45

E-13

E-5 +85

E-11 +00

E-5 +00

E-5 +70

E-5 +55

EXIST. R/W & C/A

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-6 = ROCK DITCH CHECKS

E-11 = SILT FENCE

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

E-6 +90

E-6 +30

E-5 +90

E-11 +65

E-5 +20

E-11

140+00

145+00

C.L. HWY. 67

150+00

E-5 +95

E-6 +10

E-5 +00

TWO PRAIRIE CREEK

EXIST. R/W & C/A

25' NATURAL BUFFER

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:51:59 PM
WORKSPACE: AHTD
L:\201\T101\7575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_ST03A_05.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	85	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.
EXIST. R/W & C/A
CONSTRUCTION LIMITS
155+00
160+00
165+00
C.L. HWY. 67
E-5 +95
E-13
E-11 +00
EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.
EXIST. R/W & C/A
E-11 +20
E-11 +45
E-5 +80
E-11 +00
E-6 +45
170+00
175+00
180+00
C.L. HWY. 67
E-13
E-5 +80
E-11 +45
E-11 +40
E-6 +45
E-5 +95
EXIST. R/W & C/A

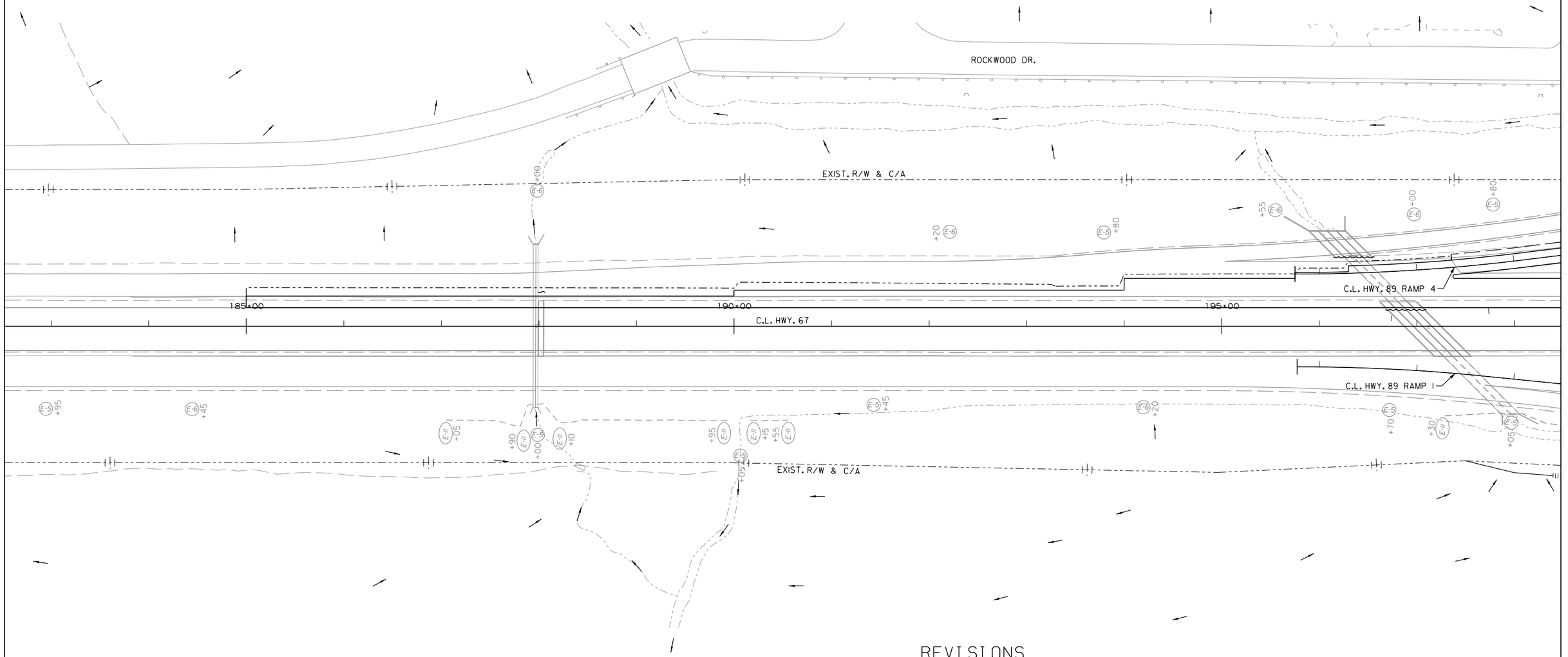
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:52:00 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	86	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:52:01 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	87	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

S. ROCKWOOD DR.

EXIST. R/W & C/A

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

CONSTRUCTION LIMITS

C.L. HWY. 67

PROP. R/W & C/A

EXIST. R/W & C/A

C.L. HWY. 89 RAMP 2

C.L. HWY. 89 RAMP 1

200+00 205+00 210+00

REVISIONS

DATE	REVISION

LEGEND

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

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	88	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

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

C.L. HWY. 89 RAMP 3 (FUTURE)
C.L. HWY. 89 RAMP 3
C.L. HWY. 67
C.L. HWY. 89 RAMP 2
C.L. HWY. 89
C.L. HWY. 89 RAMP 2 (FUTURE)
EXIST. R/W
WILLIE RAY DR.
CONSTRUCTION LIMITS
PROP. R/W & C/A
2010+00
2015+00
215+00
220+00
225+00

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

aewierciak 8/8/2023 2:52:03 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	89	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

N

EXIST. R/W & C/A

WILLIE RAY DR.

C.L. HWY. 89 RAMP 3 (FUTURE)

230+00

235+00

240+00

C.L. HWY. 67

CONSTRUCTION LIMITS

C.L. HWY. 89 RAMP 2 (FUTURE)

PROP. R/W & C/A

E-5 +50, E-6 +05, E-5 +50, E-6 +05, E-5 +00, E-6 +00, E-5 +15, E-11 +30, E-5 +25, E-5 +60, E-6 +85, E-5 +85, E-6 +75, E-5 +65, E-6 +65, E-5 +65, E-5 +30, E-11 +75, E-6 +45, E-5 +70, E-13 +25

LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	90	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

N

EXIST. R/W & C/A

STA. 247+50.00
END JOB 061642

245+00

50+00

250+00

255+00

260+00

265+00

270+00

C.L. HWY. 67

55+00

60+00

CONSTRUCTION LIMITS

E-5 +30

E-13 +26

E-6 +95

E-6 +60

E-5 +60

E-11 +70

E-11 +40

E-6 +65

E-5 +35

E-11 +00

EXIST. R/W & C/A

REVISIONS

DATE	REVISION

LEGEND

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

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

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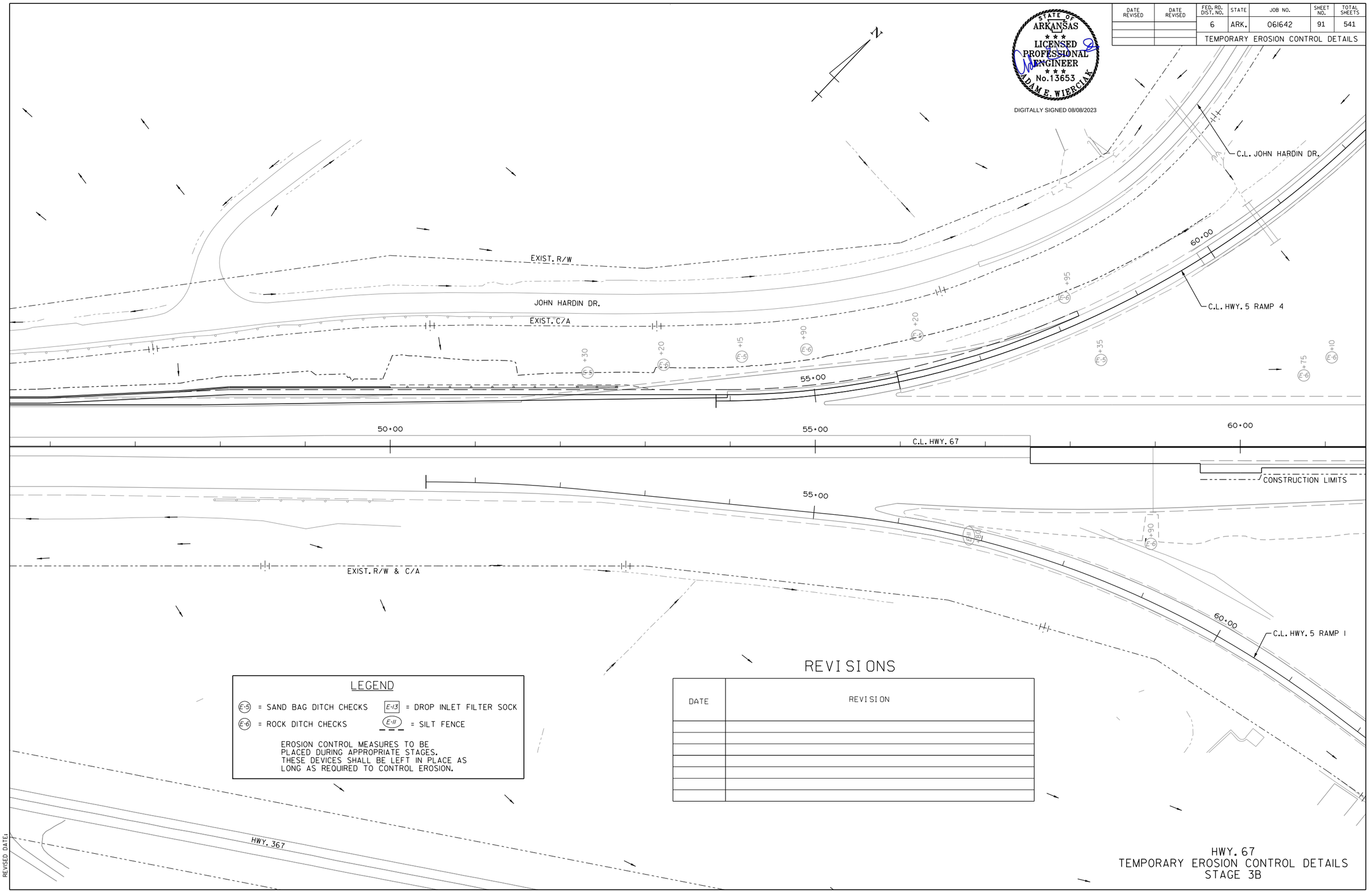
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	91	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

aewierciak 8/8/2023 2:52:07 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	92	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

65+00

70+00

75+00

C.L. HWY. 67

CONSTRUCTION LIMITS

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

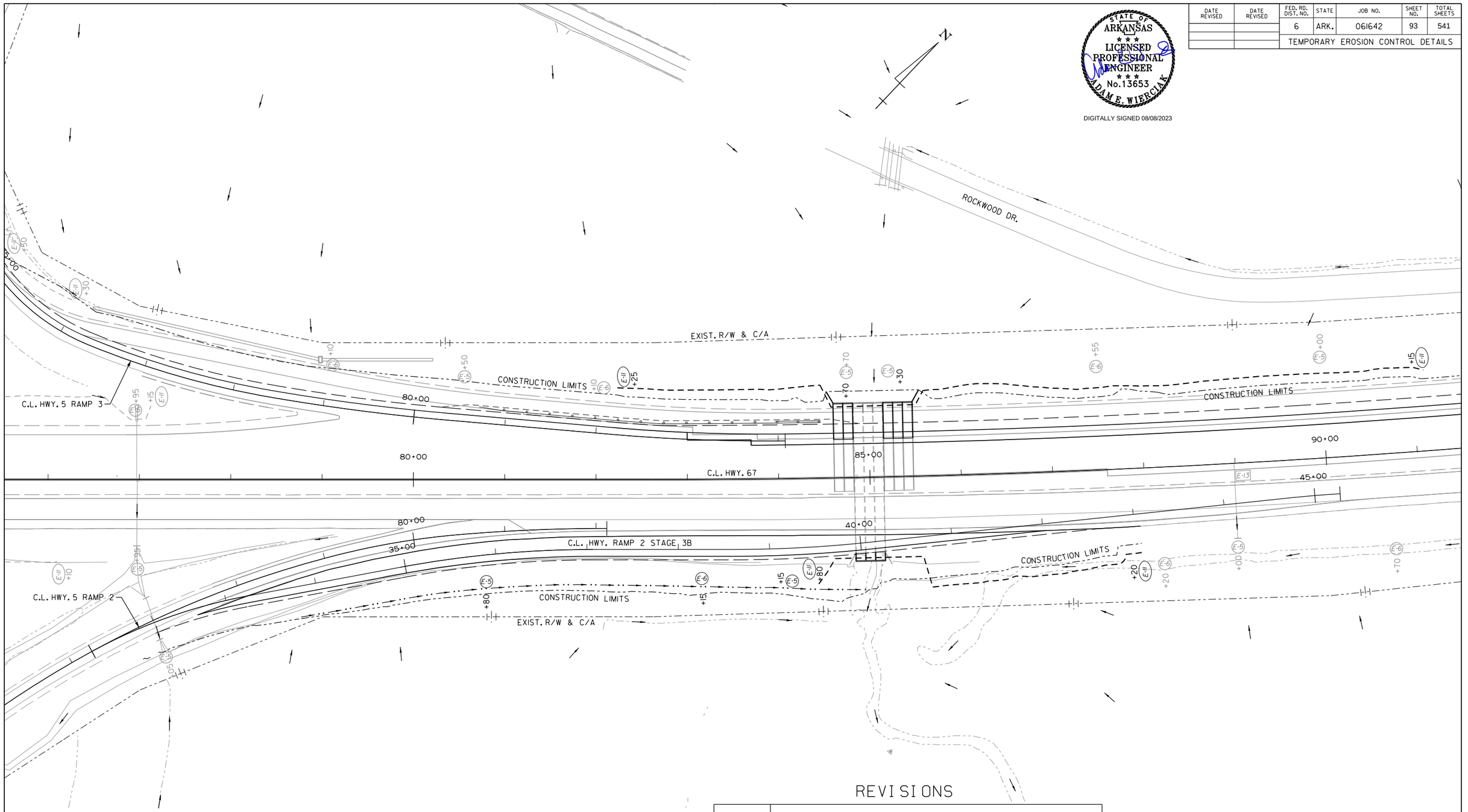
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	93	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	94	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.
EXIST. R/W & C/A
CONSTRUCTION LIMITS
95+00
C.L. HWY. 67
100+00
105+00
EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.
EXIST. R/W & C/A
110+00
115+00
120+00
65+00
60+00
C.L. HWY. 67
EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	95	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.
EXIST. R/W & C/A
CONSTRUCTION LIMITS
155+00
160+00
165+00
C.L. HWY. 67

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.
EXIST. R/W & C/A
CONSTRUCTION LIMITS
170+00
175+00
180+00
C.L. HWY. 67

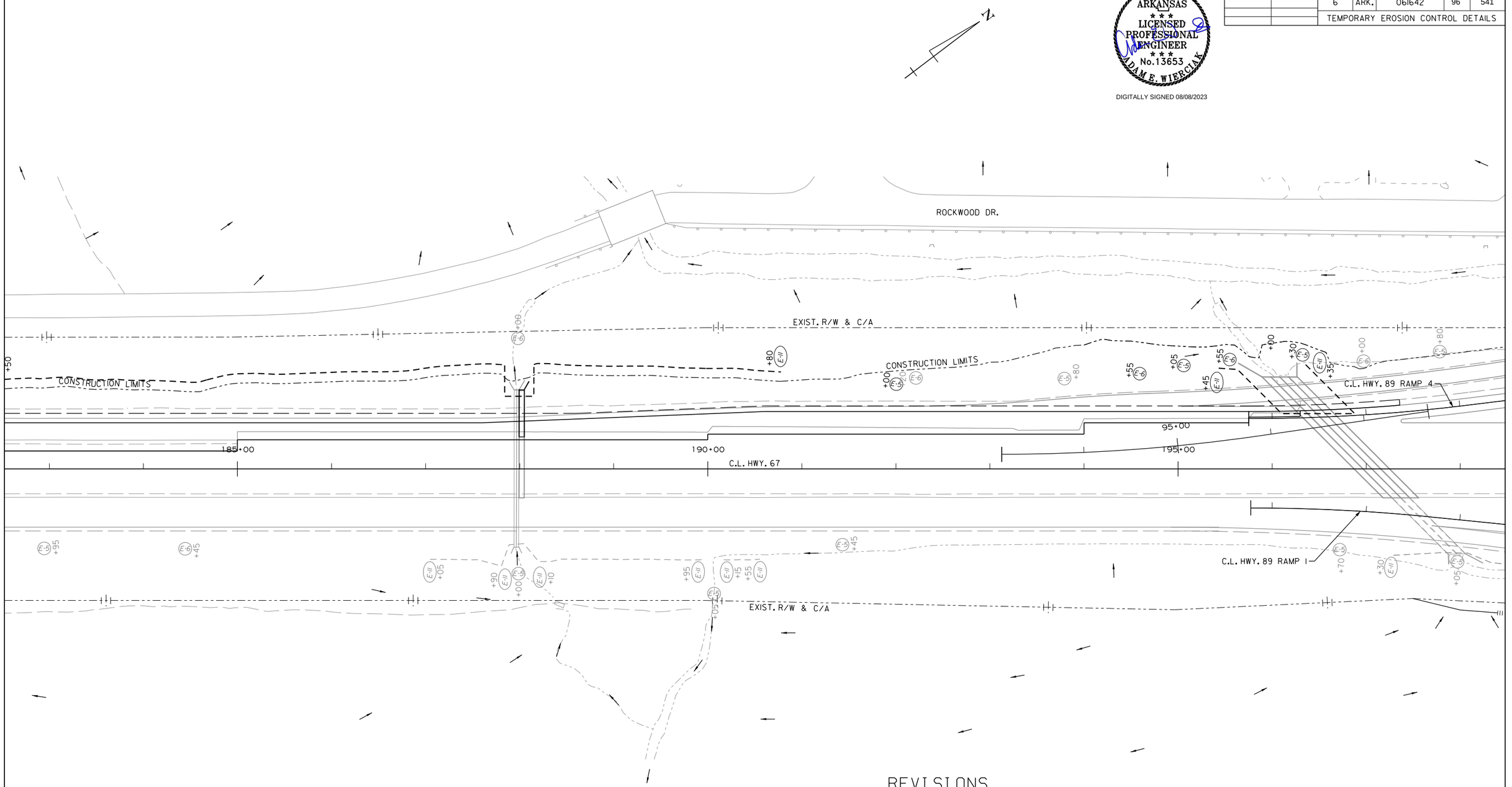
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

aewierciak 8/8/2023 2:52:12 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	96	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

aewierciak 8/8/2023 2:52:12 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	97	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

S. ROCKWOOD DR.
EXIST. R/W & C/A
PROP. R/W & C/A
C.L. HWY. 89 RAMP 4
C.L. HWY. 89 RAMP 3
C.L. HWY. 89 RAMP 2
C.L. HWY. 89 RAMP 1
C.L. HWY. 67
CONSTRUCTION LIMITS
205+00
200+00
60+00
65+00
10+00
15+00
70+00
210+00
25+00
30+00
31+50
250+00

REVISIONS

DATE	REVISION

LEGEND

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

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	98	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

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

WILLIE RAY DR.
C.L. HWY. 89 RAMP 3 (FUTURE)
EXIST. R/W
WILLIE RAY DR.
C.L. HWY. 89 RAMP 3
C.L. HWY. 67
C.L. HWY. 89
C.L. HWY. 89 RAMP 2
C.L. HWY. 89 RAMP 2 (FUTURE)
PROP. R/W & C/A
EXIST. R/W
EXIST. R/W
PC 2+40.10
PT 28+58.02
PT 20
2010+00
215+00
220+00
225+00
2015+00

REVISIONS

DATE	REVISION

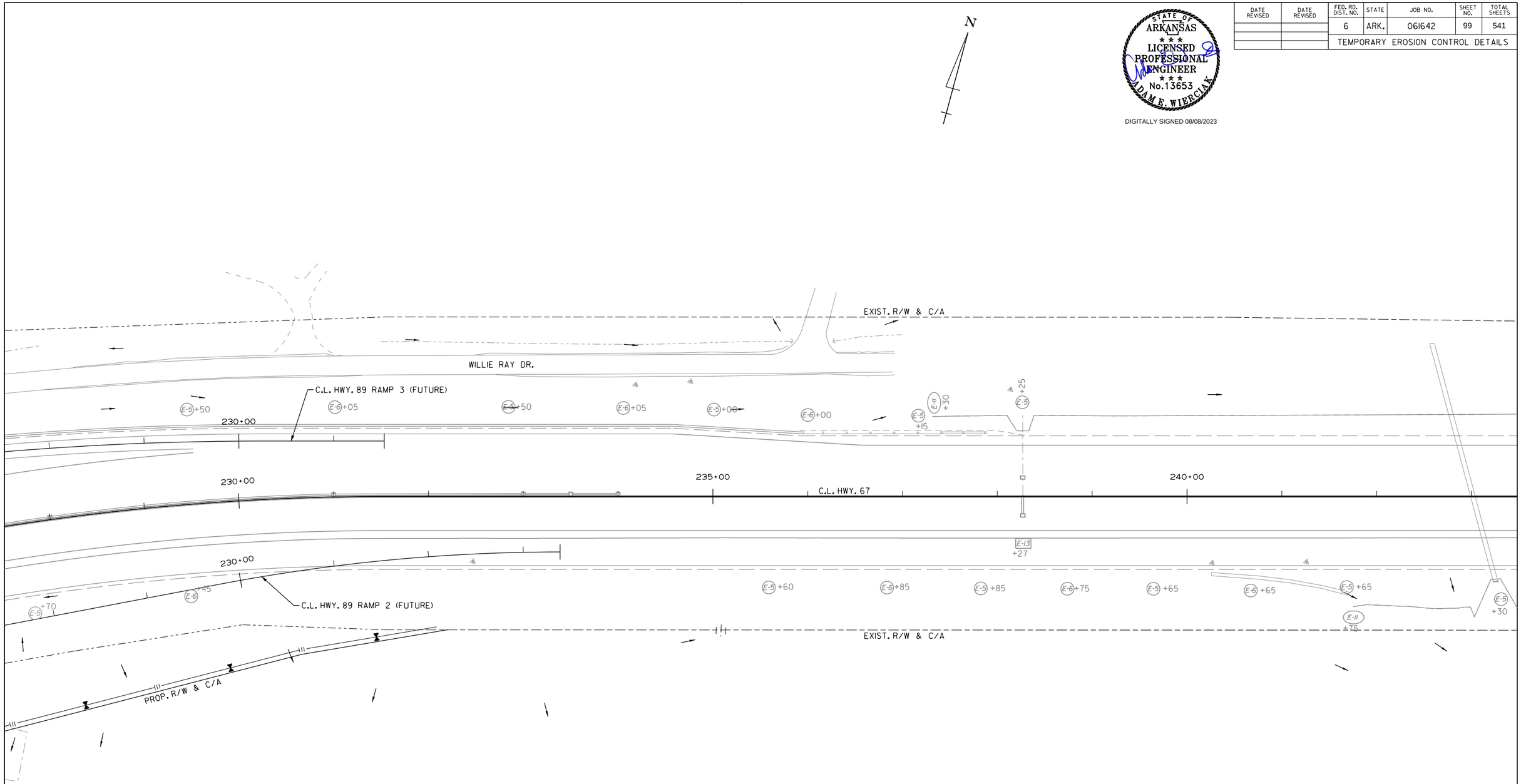
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	99	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

aewierciak 8/8/2023 2:52:16 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	100	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

N

EXIST. R/W & C/A

STA. 247+50.00
END JOB 061642

245+00 250+00 255+00 260+00 265+00 270+00

C.L. HWY. 67

E-5 +30 E-6 +95 E-11 +00 E-6 +75 E-5 +40 E-6 +10 E-6 +75 E-6 +35 E-6 +65 E-5 +60 E-5 +45 E-6 +60 E-5 +60 E-6 +60 E-5 +60 E-11 +70 E-11 +40

EXIST. R/W & C/A

EXIST. R/W & C/A

REVISIONS

DATE	REVISION

LEGEND

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

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

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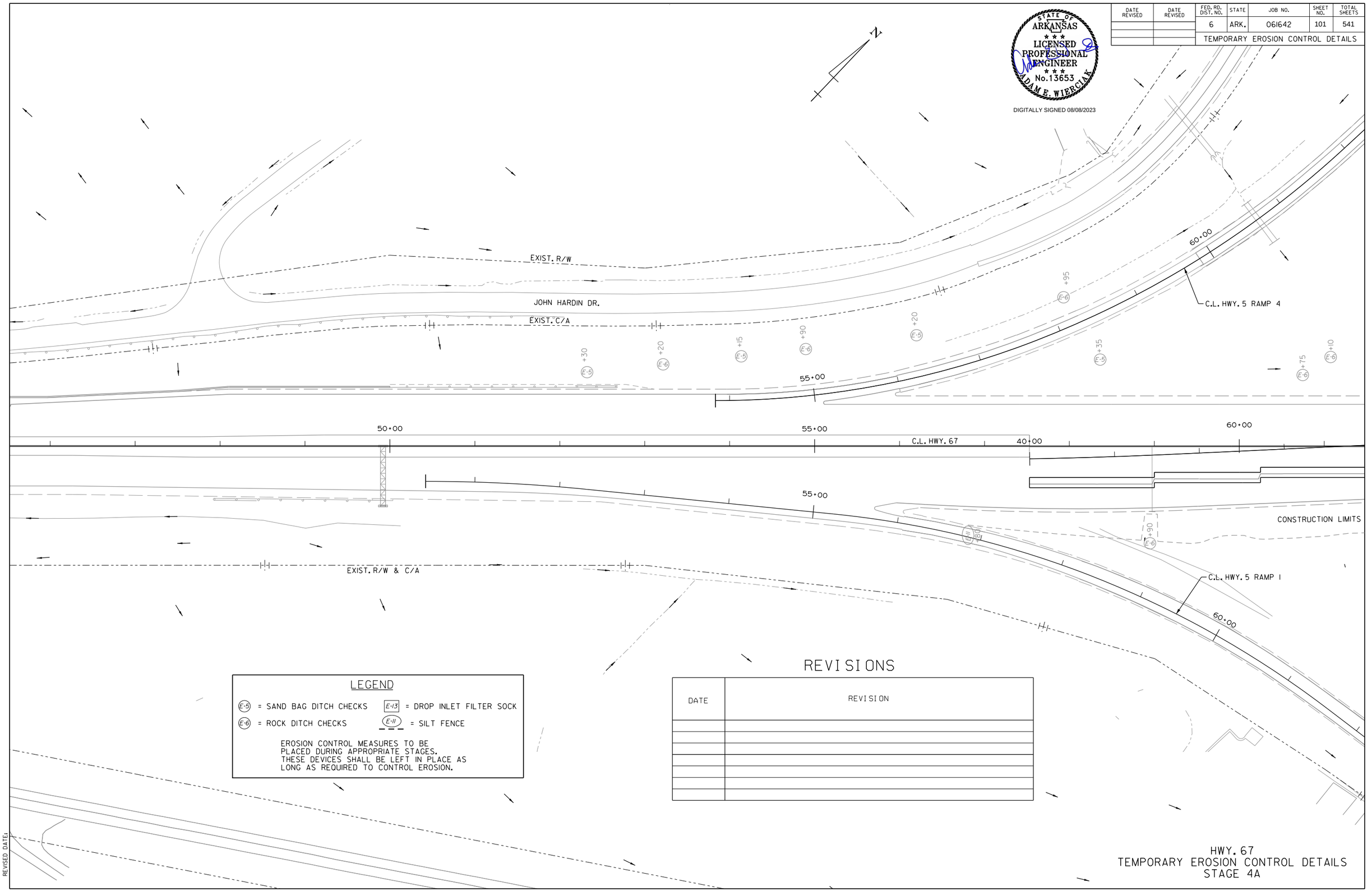
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 3B

aewierciak 8/8/2023 2:52:16 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	101	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

aewierciak 8/8/2023 2:52:18 PM
WORKSPACE: AHTD
L:\201\1701\7575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_STG4A_01.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	102	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

C.L. HWY. 67

CONSTRUCTION LIMITS

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

EXIST. R/W & C/A

45+00 65+00 48+47 70+00 75+00 15+00 20+00 25+00 61+00

LEGEND

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

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

REVISIONS

DATE	REVISION

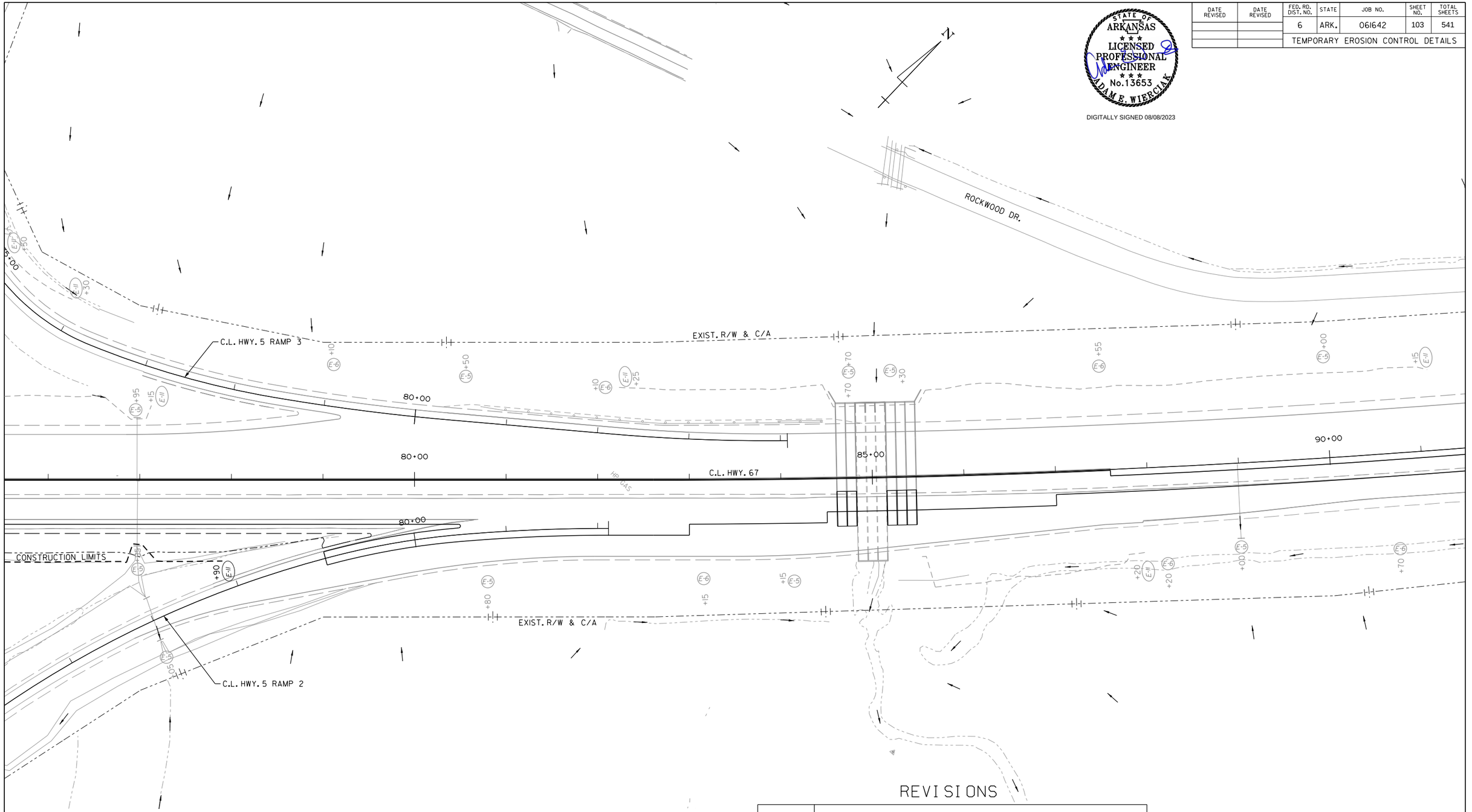
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

aewierciak 8/8/2023 2:52:19 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	103	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

dewierciak 8/8/2023 2:52:20 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	104	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

95+00

C.L. HWY. 67

100+00

105+00

E-13

EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

110+00

115+00

C.L. HWY. 67

38+89

120+00

30+00

35+00

CONSTRUCTION LIMITS

EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

aewierciak 8/8/2023 2:52:20 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	105	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

125+00 130+00 C.L. HWY. 67 135+00

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

140+00 145+00 C.L. HWY. 67 150+00

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

EXIST. R/W & C/A

TWO PRAIRIE CREEK

25' NATURAL BUFFER

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

aewierciak 8/8/2023 2:52:24 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	106	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

155+00 160+00 165+00

C.L. HWY. 67

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

EXIST. R/W & C/A

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

170+00 175+00 180+00

C.L. HWY. 67

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

EXIST. R/W & C/A

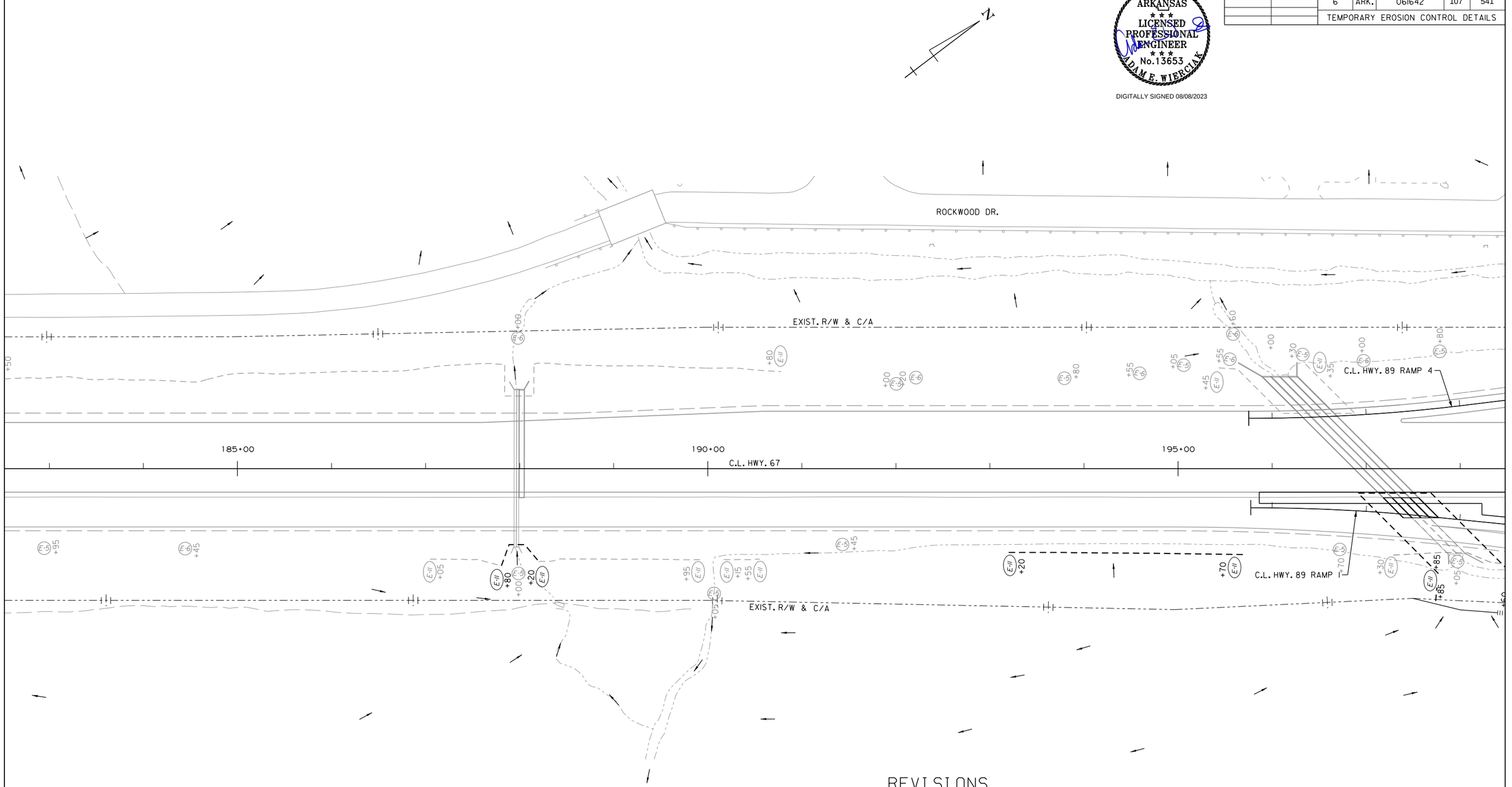
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	107	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

oewierciak 8/8/2023 2:52:28 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	108	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

N

200+00 205+00 210+00

C.L. HWY. 67

EXIST. R/W & C/A

PROP. R/W & C/A

CONSTRUCTION LIMITS

C.L. HWY. 89 RAMP 1

C.L. HWY. 89 RAMP 2

C.L. HWY. 89 RAMP 3

C.L. HWY. 89 RAMP 4

REVISIONS

DATE	REVISION

LEGEND

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

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

dewlerclak 8/8/2023 2:52:28 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	109	541
		TEMPORARY EROSION CONTROL DETAILS				

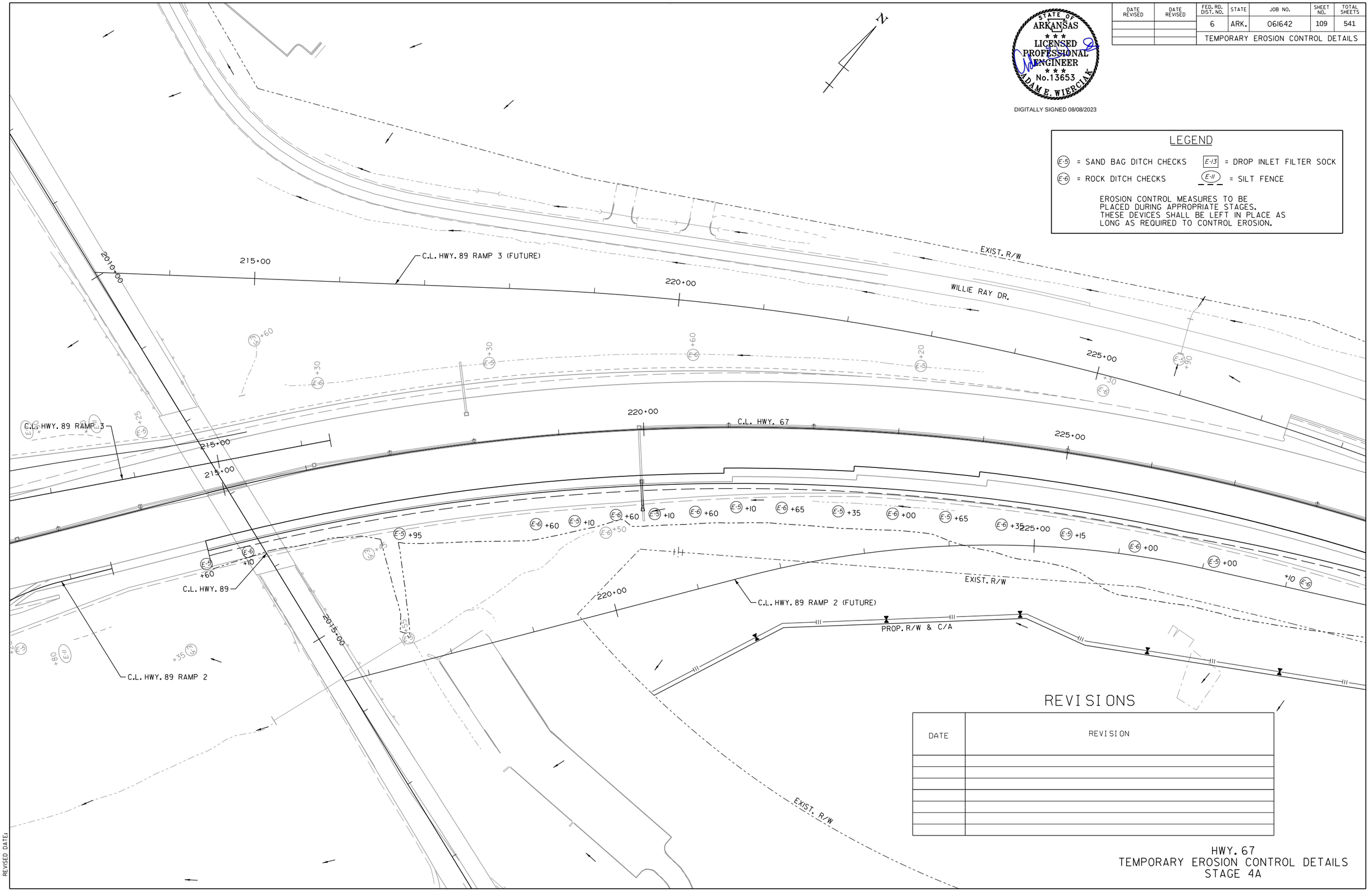
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

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



REVISIONS

DATE	REVISION

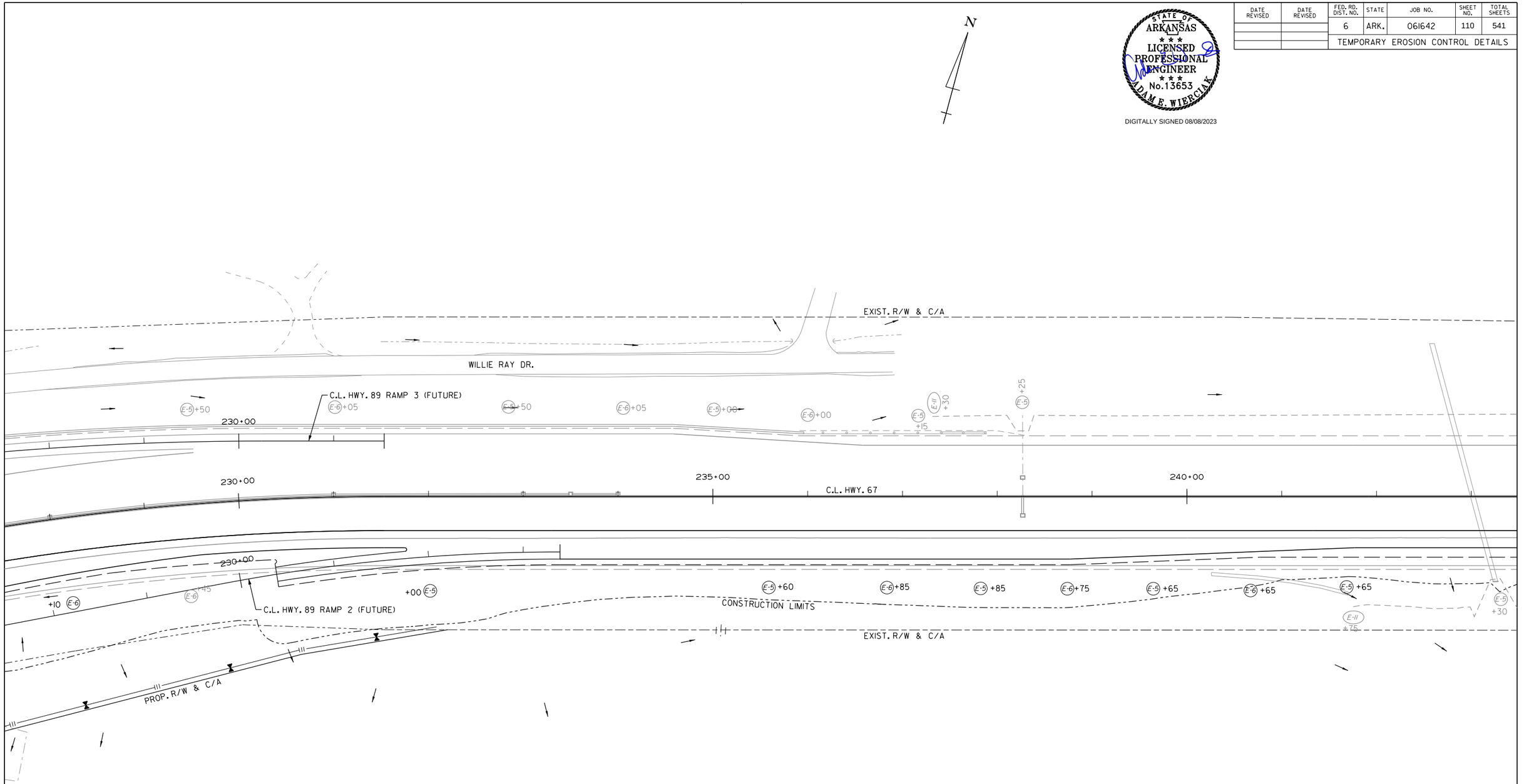
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

oewiercIak 8/8/2023 2:52:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	110	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

aewierciak 8/8/2023 2:52:31 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	111	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/08/2023

EXIST. R/W & C/A

STA. 247+50.00
END JOB 061642

245+00 250+00 255+00 260+00 265+00 270+00

C.L. HWY. 67

CONSTRUCTION LIMITS

EXIST. R/W & C/A

REVISIONS

DATE	REVISION

LEGEND

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

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

EXIST. R/W & C/A

CONSTRUCTION LIMITS

EXIST. R/W & C/A

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4A

aewierciak 8/8/2023 2:52:31 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	112	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

C.L. HWY. 5 RAMP 4
C.L. HWY. 5
C.L. HWY. 5 RAMP 3
C.L. HWY. 5 RAMP 1
C.L. HWY. 5 RAMP 5
C.L. HWY. 5 RAMP 2
C.L. HWY. 67
EXIST. R/W & C/A

65+00 70+00 75+00
15+00 20+00 25+00 75+00

LEGEND

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

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

REVISIONS

DATE	REVISION

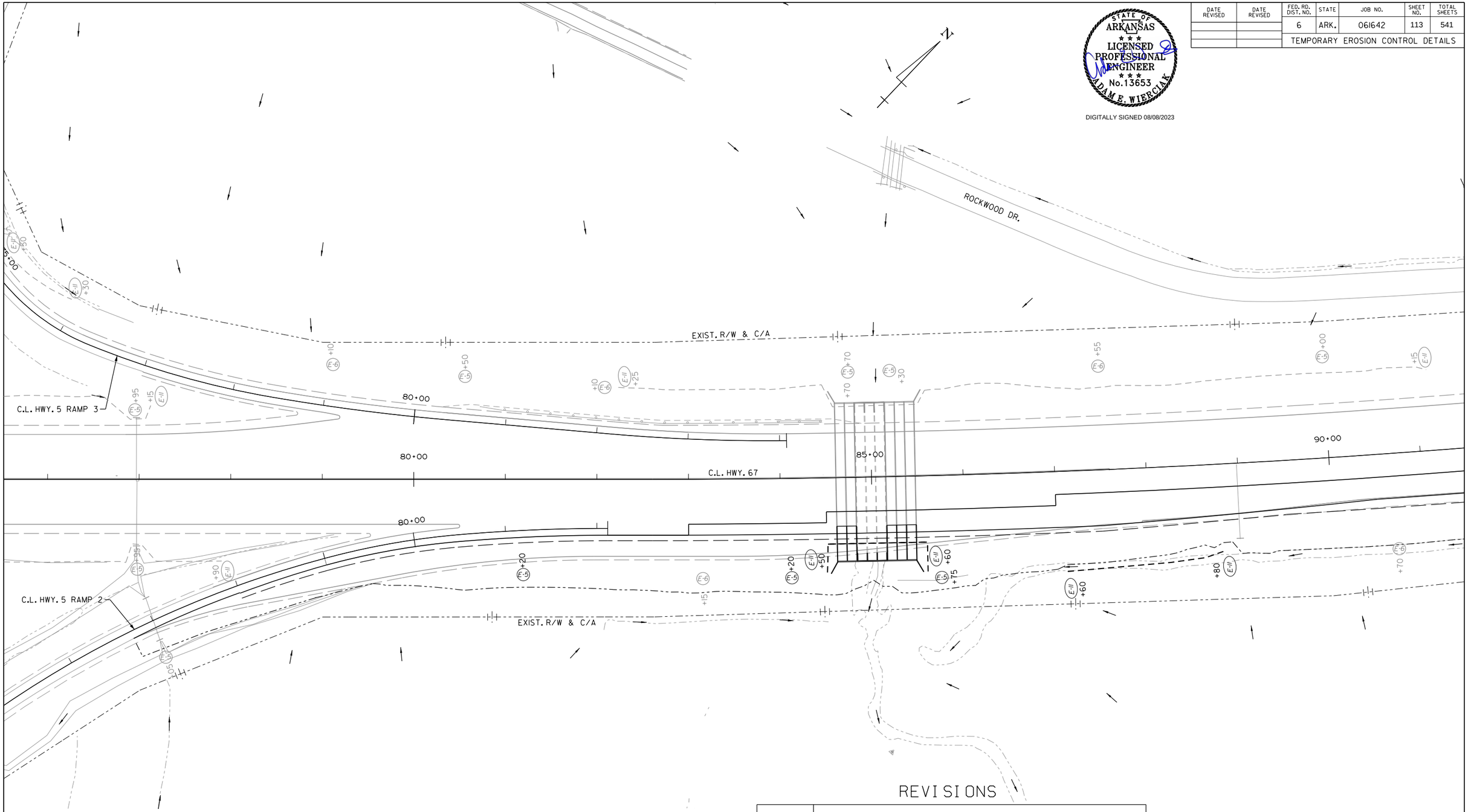
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

aewiercia 8/8/2023 2:52:33 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	113	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

dewierciak 8/8/2023 2:52:34 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	114	541

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

ROCKWOOD DR.

EXIST. R/W & C/A

95+00

100+00

105+00

C.L. HWY. 67

EXIST. R/W & C/A

LEGEND

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

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

REVISIONS

DATE	REVISION

ROCKWOOD DR.

EXIST. R/W & C/A

110+00

115+00

120+00

C.L. HWY. 67

EXIST. R/W & C/A

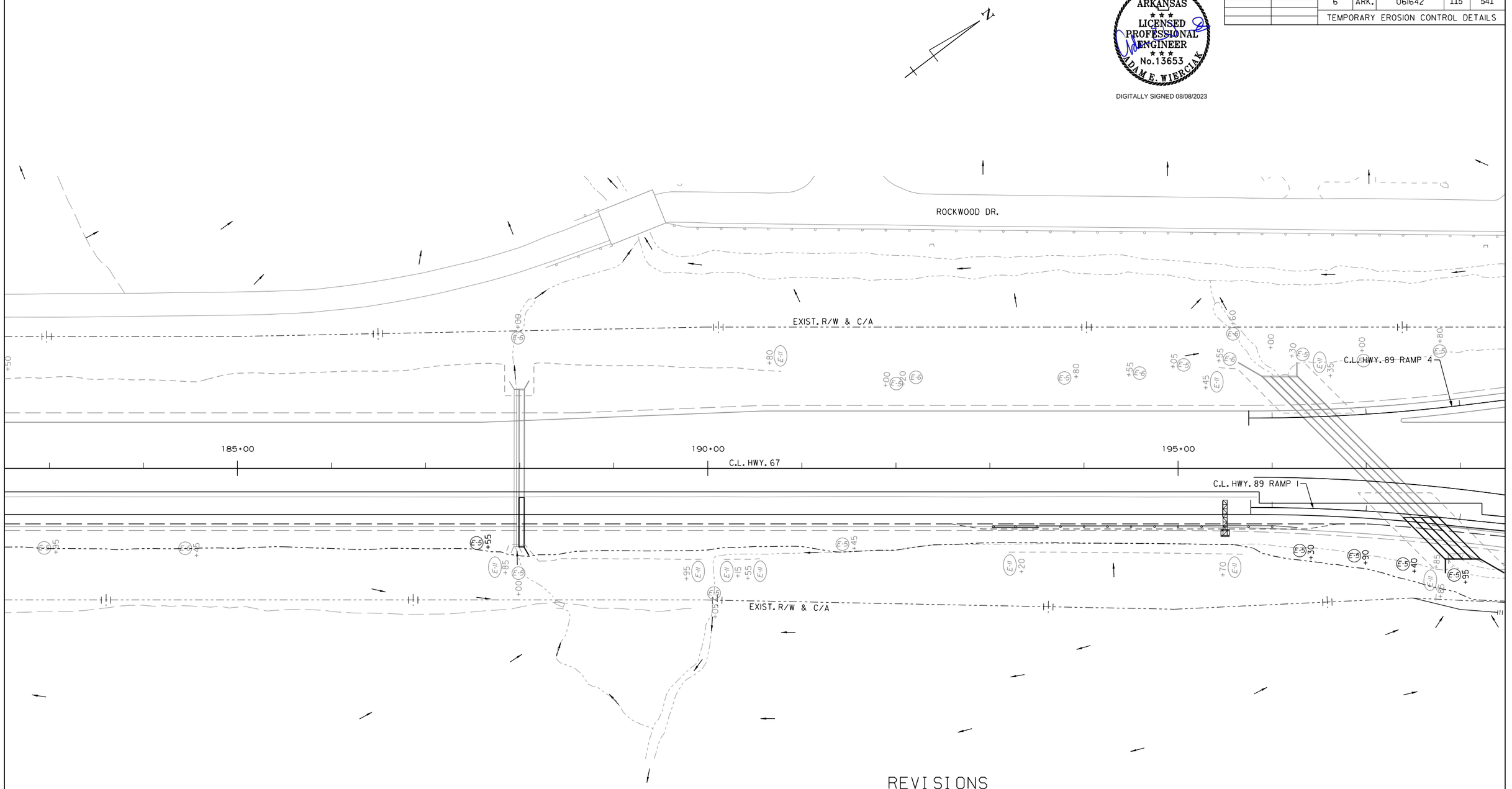
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

aewierciak 8/8/2023 2:52:35 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	115	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

cewierciak 8/8/2023 2:52:35 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	116	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

N

200+00 205+00 210+00

C.L. HWY. 67

EXIST. R/W & C/A

PROP. R/W & C/A

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

C.L. HWY. 89 RAMP 1

C.L. HWY. 89 RAMP 2

E-13 DROP INLET FILTER SOCK

E-5 +80, +95, +00, +20, +40, +50, +75, +35

E-6 +85, +60, +45, +05, +90, +10, +30

E-11 +85, +60, +30, +05, +95, +55, +90, +30

REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECKS

(E-6) = ROCK DITCH CHECKS

E-13 = DROP INLET FILTER SOCK

E-11 = SILT FENCE

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

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

dewlerclark 8/8/2023 2:52:36 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	117	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

LEGEND

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

WILLIE RAY DR. TEMP.
C.L. WILLIE RAY DR.
C.L. HWY. 89 RAMP 3 (FUTURE)
EXIST. R/W
WILLIE RAY DR.
2010+00
215+00
220+00
225+00
C.L. HWY. 67
C.L. HWY. 89 RAMP 3
C.L. HWY. 89
C.L. HWY. 89 RAMP 2
2015+00
C.L. HWY. 89 RAMP 2 (FUTURE)
PROP. R/W & C/A
EXIST. R/W

REVISIONS

DATE	REVISION

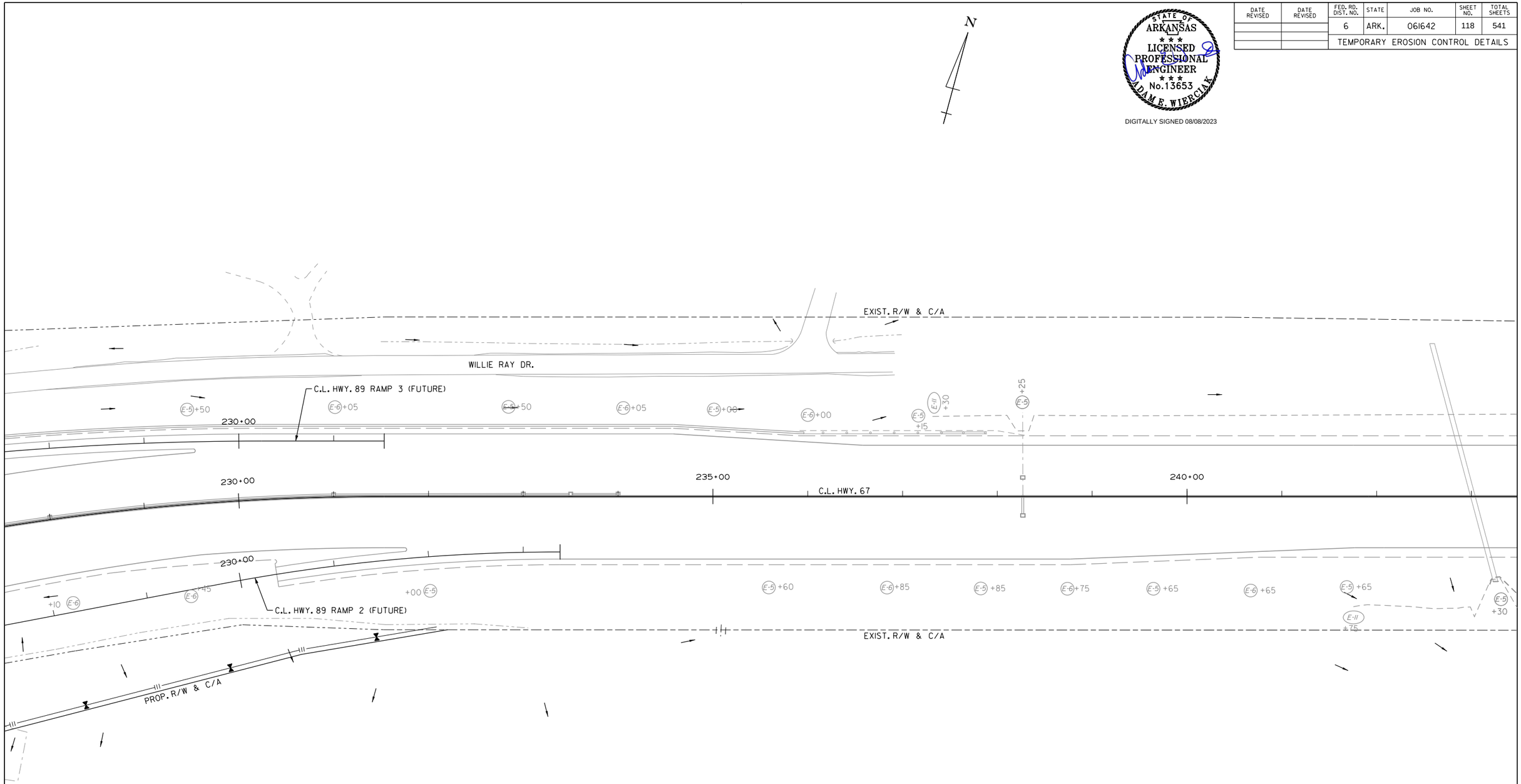
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

cewierciak 8/8/2023 2:52:38 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	118	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



LEGEND

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

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

REVISIONS

DATE	REVISION

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

aewierciak 8/8/2023 2:52:39 PM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_EC_ST04B_10.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	119	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

EXIST. R/W & C/A

STA. 247+50.00
END JOB 061642

245+00

250+00

255+00

C.L. HWY. 67

E-5 +30

E-11 +00

E-6 +95

E-5 +35

E-6 +65

E-5 +60

E-6 +75

E-5 +70

E-6 +70

E-5 +75

EXIST. R/W & C/A

REVISIONS

DATE	REVISION

LEGEND

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

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

EXIST. R/W & C/A

C.L. HWY. 67

E-5 +45

E-6 +80

E-5 +60

E-6 +60

E-5 +60

E-11 +70

E-11 +40

EXIST. R/W & C/A

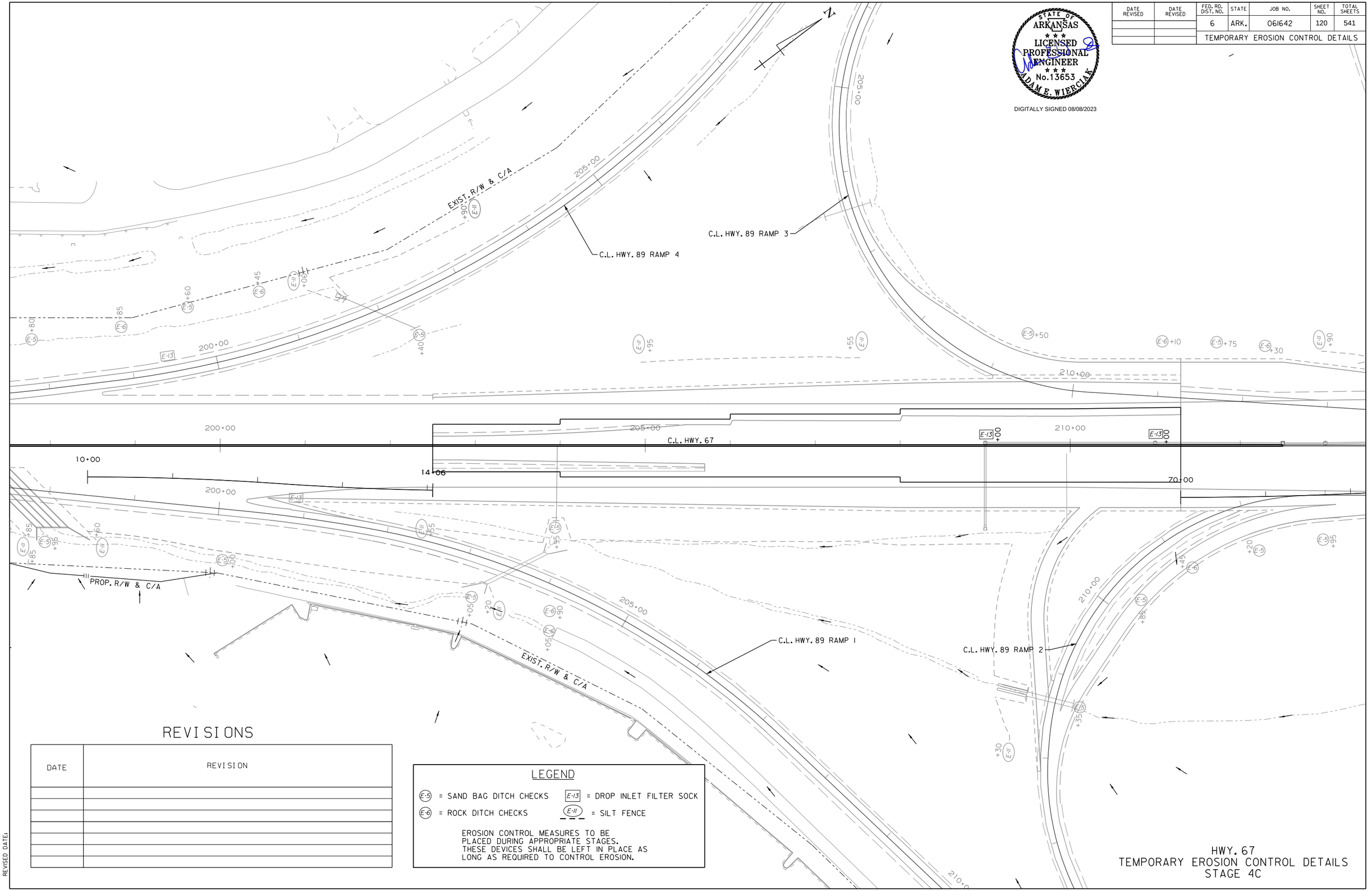
HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4B

aewierciak 8/8/2023 2:52:40 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	120	541
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023



REVISIONS

DATE	REVISION

LEGEND

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

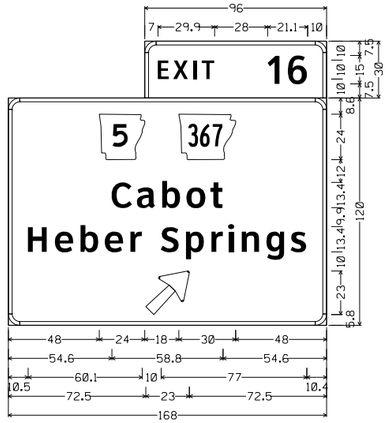
EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

HWY. 67
TEMPORARY EROSION CONTROL DETAILS
STAGE 4C

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REVISED DATE:

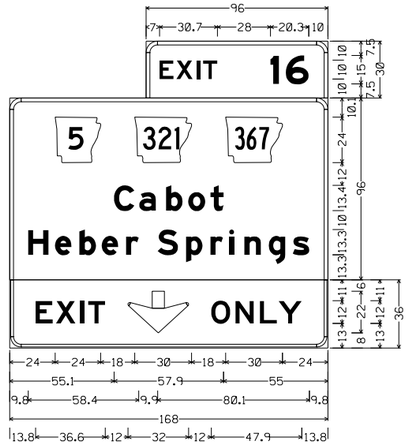
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	121	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023



OH-67-60-XX;
6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"EXIT", ClearviewHwy-4-W; "16", ClearviewHwy-4-W;

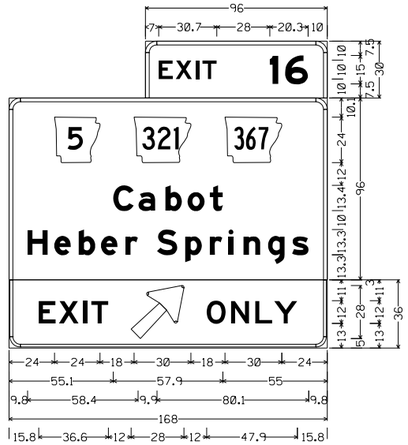
6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"Cabot", ClearviewHwy-5-W-R; "Heber", ClearviewHwy-5-W-R;
"Springs", ClearviewHwy-5-W-R; Arrow Custom - 29.3° 45 33/64 ;



OH-67-60-XX;
6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"EXIT", E 2K; "16", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"Cabot", E Mod 2K; "Heber", E Mod 2K;
"Springs", E Mod 2K;

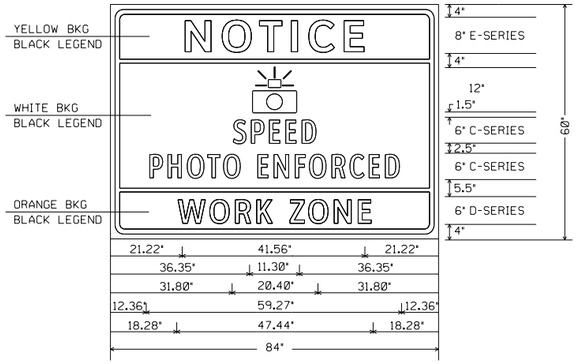
6.0" Radius, 1.5" Border, 0.5" Indent, Black on Yellow;
"EXIT", E 2K; Down Arrow 22.0" 270 33/64 ; "ONLY", E 2K;



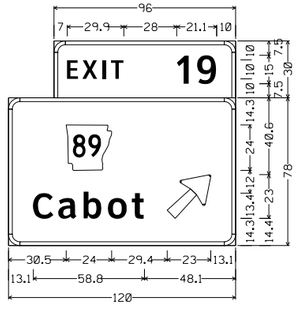
OH-67-60-XX;
6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"EXIT", E 2K; "16", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"Cabot", E Mod 2K; "Heber", E Mod 2K;
"Springs", E Mod 2K;

6.0" Radius, 1.5" Border, 0.5" Indent, Black on Yellow;
"EXIT", E 2K; Arrow Custom - 35.6° 45 33/64 ; "ONLY", E 2K;

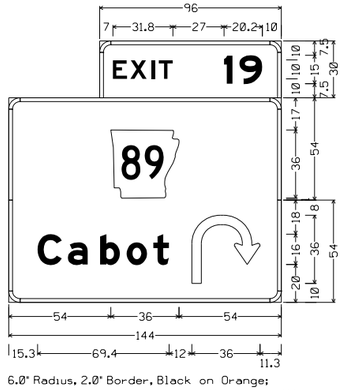


WZ-1 (INTERSTATE) SIGN



OH-67-60-XX;
6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"EXIT", ClearviewHwy-4-W;
"19", ClearviewHwy-4-W;

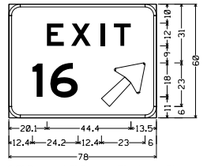
6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"Cabot", ClearviewHwy-5-W-R;
Arrow Custom - 29.3° 45 33/64 ;



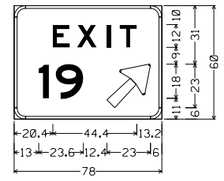
6.0" Radius, 2.0" Border, Black on Orange;
"EXIT", E 2K specified length; "19", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Orange;

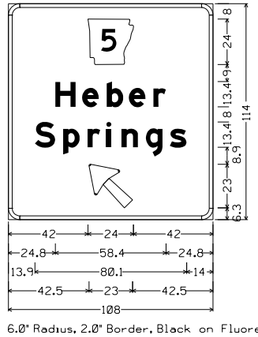
6.0" Radius, 2.0" Border, Black on Orange;
"Cabot", E Mod 2K; Rectangle White;



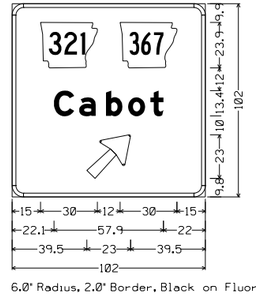
6.0" Radius, 1.5" Border, Black on Fluorescent orange;
"EXIT", E 2K 225% spacing;
"16", E 2K;
Arrow Custom - 29.3° 45 33/64 ;



6.0" Radius, 1.5" Border, Black on Fluorescent orange;
"EXIT", E 2K 225% spacing;
"19", E 2K;
Arrow Custom - 29.3° 45 33/64 ;



6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"Heber", E Mod 2K;
"Springs", E Mod 2K;
Arrow Custom - 29.3° 135 33/64 ;



6.0" Radius, 2.0" Border, Black on Fluorescent orange;
"Cabot", E Mod 2K;
Arrow Custom - 29.3° 45 33/64 ;

aewiercIak 8/4/2023 11:24:57 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2023		6	ARK.	061642	122	541
		MAINTENANCE OF TRAFFIC DETAILS				

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

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

**NOTE: THE PHOTO RADAR TRAILER SYSTEM TO BE FURNISHED AND PLACED BY STATE FORCES. TO BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER.

NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 10/12/2023

STA. 247+50.00
END WORK AREA
JOB 061642

(1) G20-1 (60" X 24") ROAD WORK NEXT 4 MILES
(2) G20-5aP (36" X 24") WORK ZONE
(2) R2-1 (48" X 60") SPEED LIMIT 65
(2) R10-19aP (48" X 36") PHOTO ENFORCED
(2) W20-1 (48" X 48") ROAD WORK 1500 FT
(2) W3-5 (48" X 48") SPEED LIMIT 65
(2) W20-1 (48" X 48") ROAD WORK 1/2 MILE
(2) R55-1 (36" X 60") FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT
(2) W20-1 (48" X 48") ROAD WORK 1 MILE
(2) W7-1 (84" X 60") NOTICE ** SPEED PHOTO ENFORCED WORK ZONE

100′ 900′ 500′ 500′ 640′ 2640′ 1320′ 800′

** P.R. T.S. 1280′ M.S. N.S.

(2) R2-1 (48" X 60") SPEED LIMIT 75
(2) G20-2 (48" X 24") END ROAD WORK
500′ 500′

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

(1) W21-5a (36" X 36") RIGHT SHOULDER CLOSED
500′
[MAXIMUM EXTENT OF LANE CLOSURE TAPERS]
500′
(1) W21-5a (36" X 36") LEFT SHOULDER CLOSED
2640′

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

800′ 1320′ 640′ 500′ 500′ 900′ 100′

(2) W7-1 (84" X 60") NOTICE ** SPEED PHOTO ENFORCED WORK ZONE
(2) W20-1 (48" X 48") ROAD WORK 1 MILE
(2) R55-1 (36" X 60") FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT
(2) W20-1 (48" X 48") ROAD WORK 1/2 MILE
(2) W3-5 (48" X 48") SPEED LIMIT 65
(2) W20-1 (48" X 48") ROAD WORK 1500 FT
(2) R10-19aP (48" X 36") PHOTO ENFORCED
(2) R2-1 (48" X 60") SPEED LIMIT 65
(2) G20-5aP (36" X 24") WORK ZONE
(1) G20-1 (60" X 24") ROAD WORK NEXT 4 MILES

STA. 45+02.35
BEGIN WORK AREA
JOB 061642

M.S. N.S. 1280′ P.R. T.S. **

500′ 500′
(2) G20-2 (48" X 24") END ROAD WORK
(2) R2-1 (48" X 60") SPEED LIMIT 75

NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.

ADVANCE SIGNS AT BEGINNING AND END JOB

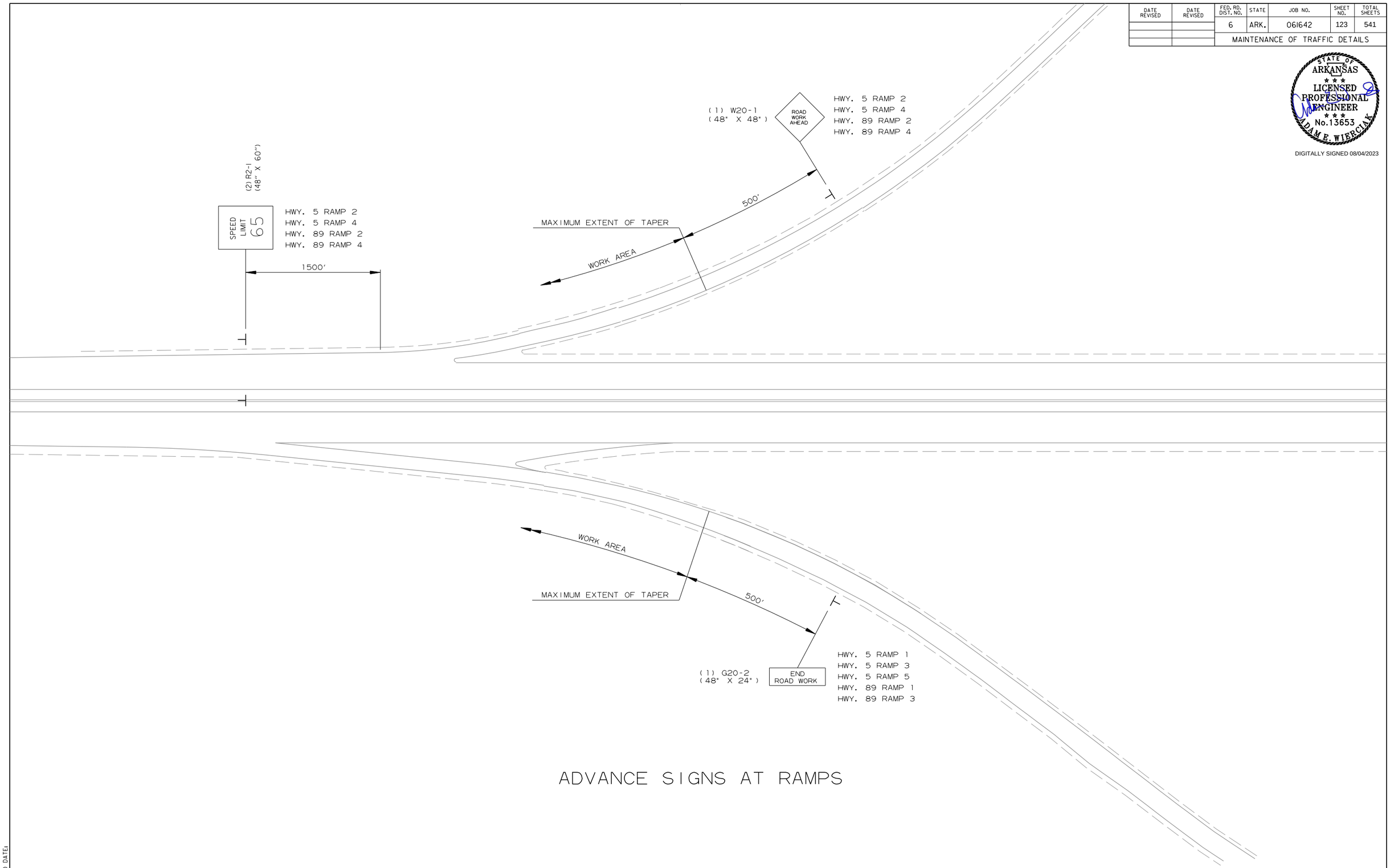
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - ALL STAGES

cewierciak 10/11/2023 6:13:14 PM
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	123	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



ADVANCE SIGNS AT RAMPS

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - ALL STAGES

aewierciak 8/4/2023 11:24:58 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	124	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

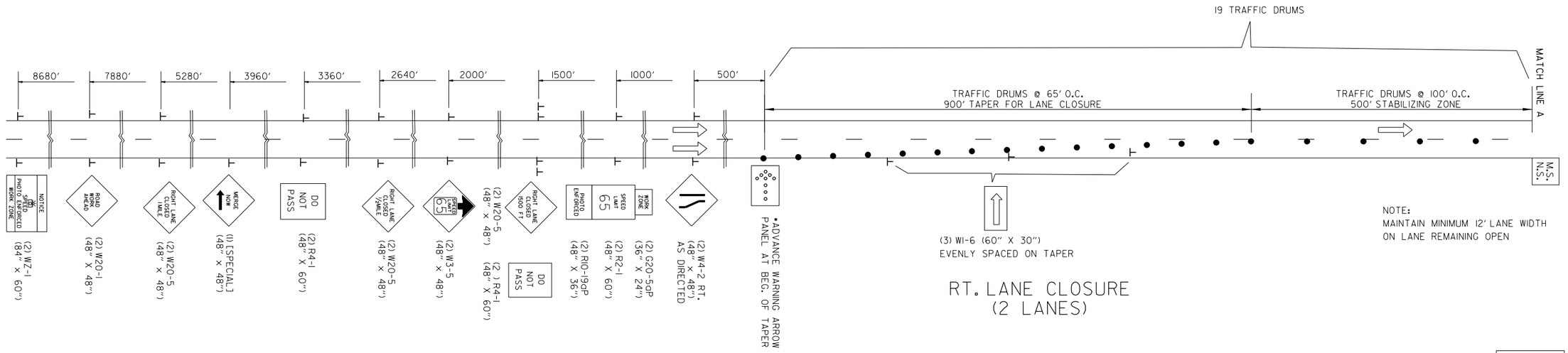
DIGITALLY SIGNED 08/04/2023

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

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

**NOTE: THE PHOTO RADAR TRAILER SYSTEM TO BE FURNISHED AND PLACED BY STATE FORCES.

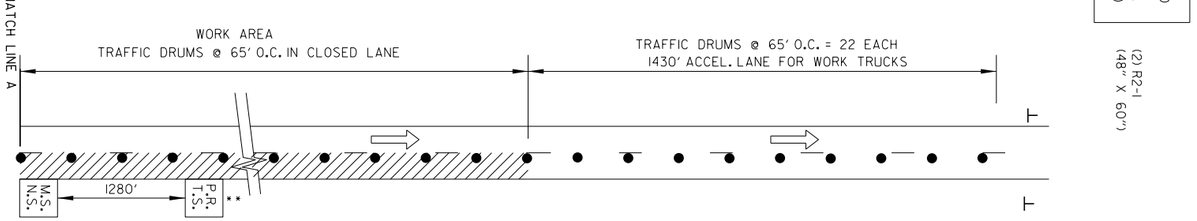
•PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



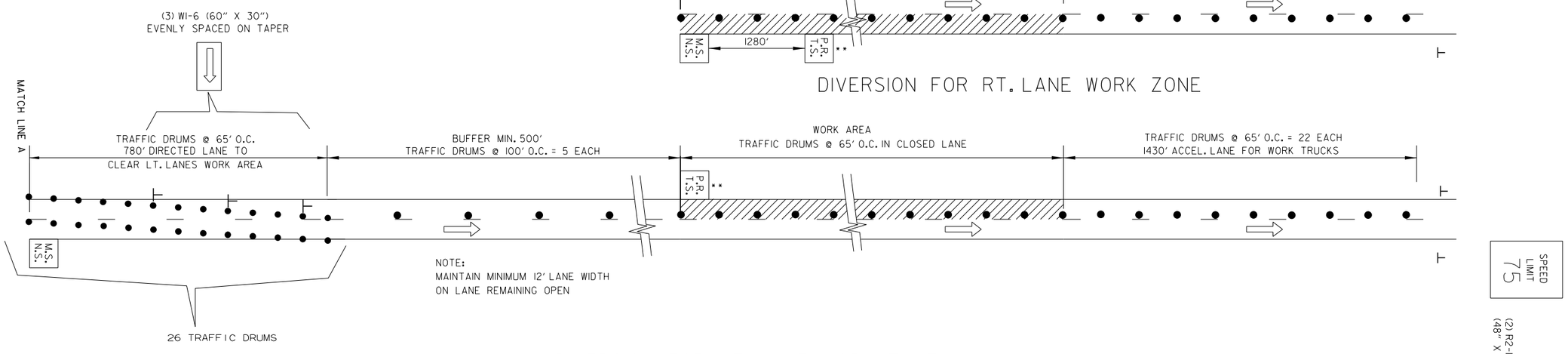
RT. LANE CLOSURE
(2 LANES)

•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



DIVERSION FOR LT. LANE WORK ZONE

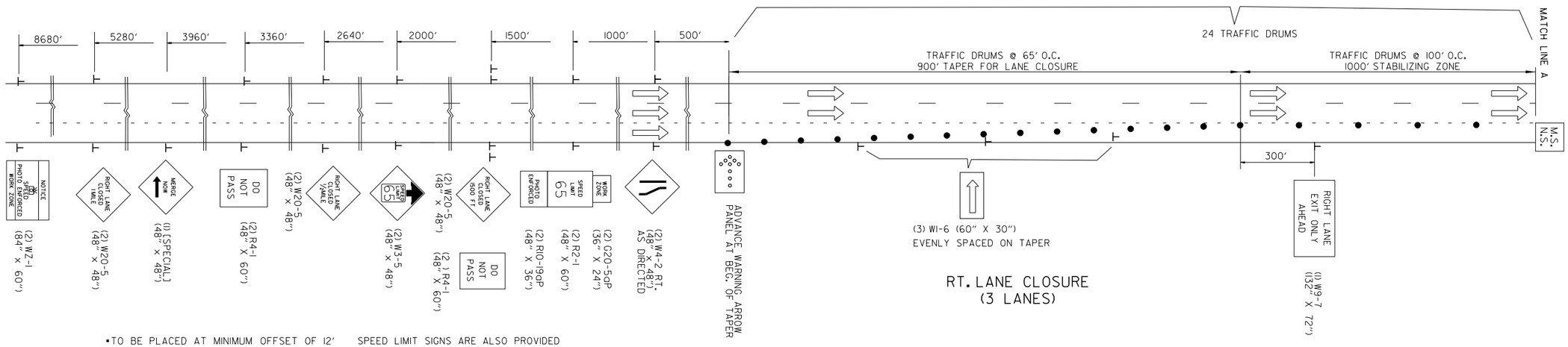
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - ALL STAGES

aewierciak 8/4/2023 11:24:58 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	125	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

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

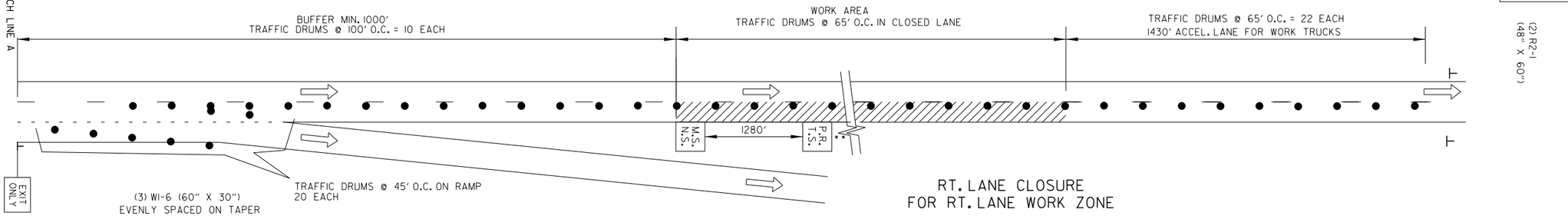


RT. LANE CLOSURE
(3 LANES)

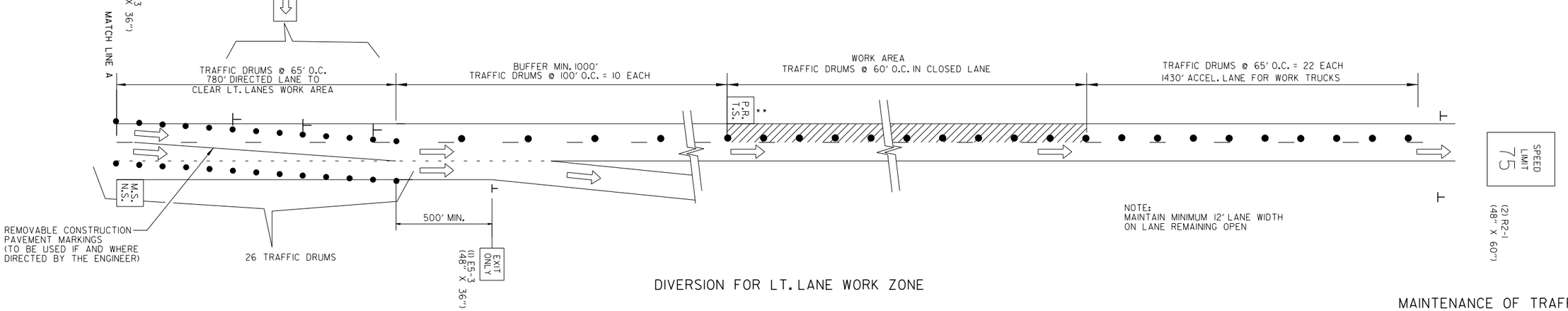
•TO BE PLACED AT MINIMUM OFFSET OF 12' FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.

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

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



RT. LANE CLOSURE
FOR RT. LANE WORK ZONE



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

DIVERSION FOR LT. LANE WORK ZONE

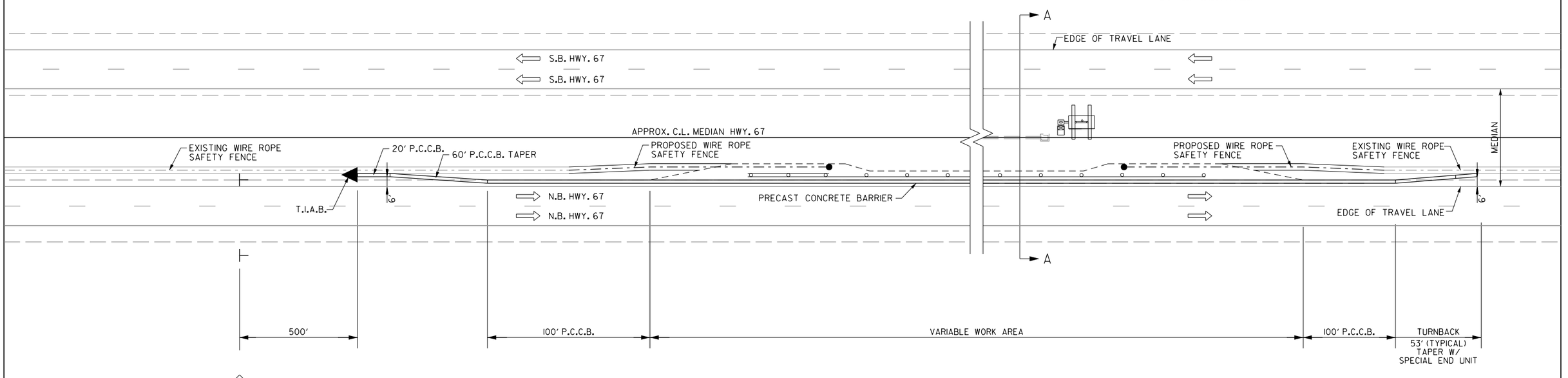
MAINTENANCE OF TRAFFIC DETAILS

aewierciak 8/4/2023 11:24:58 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	126	541
		MAINTENANCE OF TRAFFIC DETAILS				

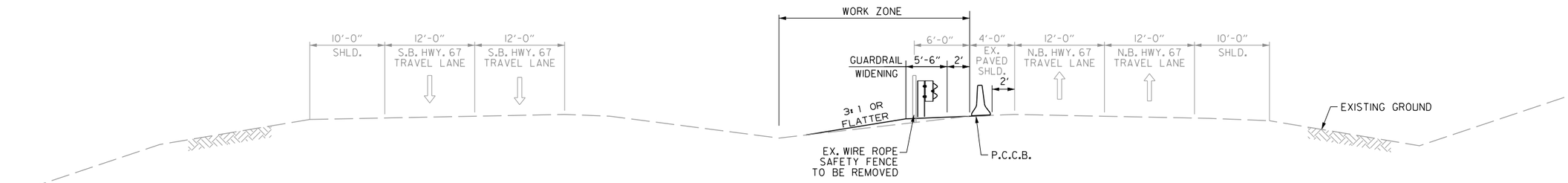
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





(2) W21-5a
(48" x 48")



SECTION A-A

ITS WORK ZONE INSIDE SHOULDER CLOSURE WITH WIRE ROPE SAFETY FENCE DETAIL

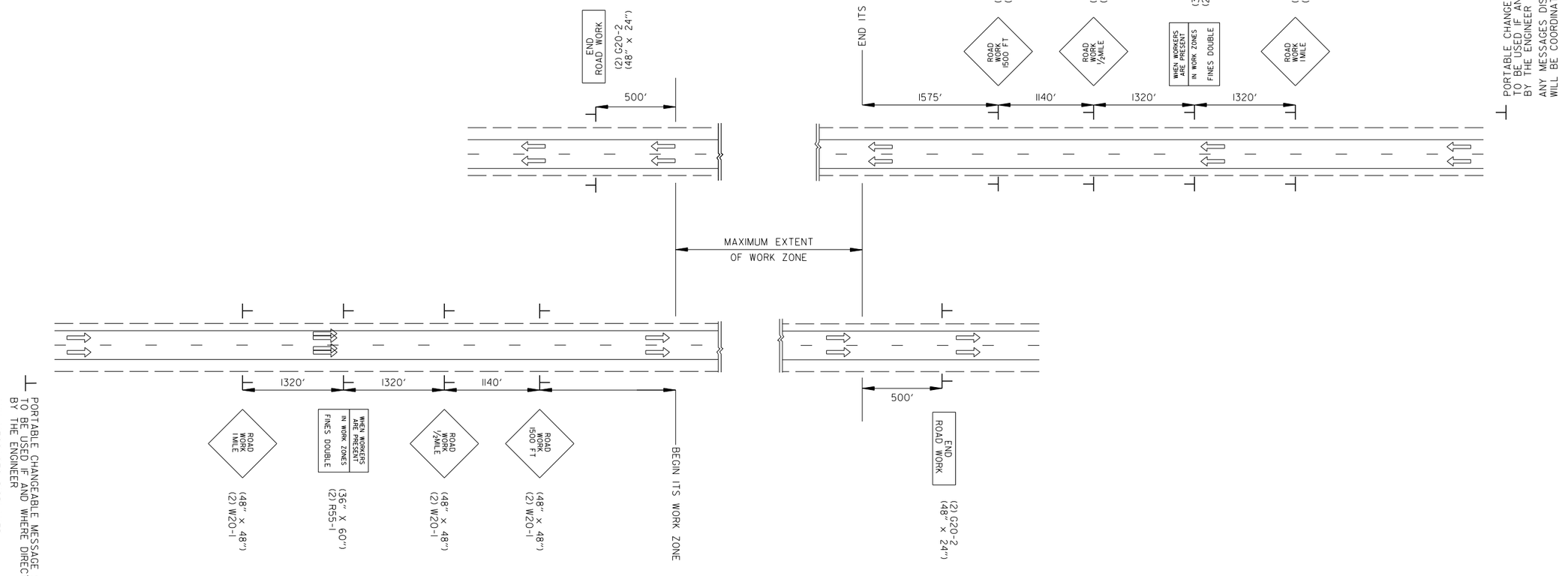
SITE	STATION
HWY. 67	227+25.80

aewierciak 8/4/2023 11:24:58 AM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_MOT_HWY 67_DETAILS.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	127	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
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DIGITALLY SIGNED 08/04/2023



NOTE:

ADVANCE WARNING SIGNS FOR ITS WORK ZONE ARE QUANTIFIED IN STAGE 1A, BUT WORK MAY BE PERFORMED IN ANY STAGE. COORDINATE ITS WORK ZONE SIGNAGE WITH ANY OTHER ADVANCE WARNING SIGNAGE WHICH MAY BE IN PLACE DURING CONSTRUCTION IN ITS WORK ZONE.

ADVANCE WARNING SIGNS FOR ITS WORK ZONE

MAINTENANCE OF TRAFFIC DETAILS

aewierciak 8/4/2023 11:24:58 AM
WORKSPACE: AHTD
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		6	ARK.	061642	128	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 5 RAMP 4.

2) CONSTRUCT TEMPORARY WIDENING ON HWY. 5 RAMP 3 AND HWY. 67 LT. FROM HWY. 5 RAMP 3 TO STA. 105+50.

3) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 RT. FROM 173+75 TO HWY. 89 RAMP 1. CONSTRUCT TEMPORARY WIDENING ON HWY. 89 RAMP 1.

4) CONSTRUCT TEMPORARY MEDIAN PAVEMENT FROM STA. 205+70 TO STA. 211+30.

5) CONSTRUCT TEMPORARY WIDENING ON HWY. 89 RAMP 2 AND HWY. 67 RT. FROM HWY. 89 RAMP 2 TO STA. 261+40.

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 LT. FROM HWY. 5 RAMP 4 TO HWY. 5 RAMP 3.

2) CONSTRUCT TEMPORARY HWY. 5 RAMP 5.

3) CONSTRUCT TEMPORARY WIDENING ON HWY. 89 RAMP 4.

4) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 RT. FROM HWY. 89 RAMP 1 TO HWY. 89 RAMP 2.

5) CONSTRUCT TEMPORARY WIDENING ON THE INSIDE OF HWY. 67 LT. FROM STA. 211+30 TO STA. 261+00.

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1.

2) SHIFT HWY. 5 RAMP 4 TO WIDENING CONSTRUCTED IN STAGE 1.

3) CONSTRUCT HWY. 67 IN MEDIAN FROM STA. 57+53 TO STA. 202+50.

4) CONSTRUCT TEMPORARY CONNECTIONS BETWEEN EXISTING AND PROPOSED PAVEMENT BETWEEN STA. 91+80 AND STA. 96+00 LT. AND STA. 162+00 TO STA. 173+33 LT.

5) CONSTRUCT TEMPORARY MEDIAN PAVEMENT FROM STA. 202+50 TO STA. 211+30.

6) CONSTRUCT TEMPORARY HWY. 89 RAMP 3 WIDENING.

7) CONSTRUCT LT. SIDE OF HWY. 67 FROM HWY. 89 RAMP 3 TO STA. 247+50, INCLUDING TEMPORARY WIDENING OFF OF PROPOSED.

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT HWY. 67 WIDENING NEAR HWY. 5 RAMP 1.

3) CONSTRUCT REMAINDER OF HWY. 5 RAMP 4.

4) CONSTRUCT REMAINDER OF LT. LANES BETWEEN HWY. 5 RAMP 4 AND HWY. 5 RAMP 3 TO FINAL CONDITION.

5) CONSTRUCT GORE AREA OF HWY. 5 RAMP 3 AND RAMP TO FINAL CONDITION.

6) CONSTRUCT REMAINDER OF LT. LANES BETWEEN STA. 96+00 AND STA. 161+20 TO FINAL CONDITION.

7) CONSTRUCT PORTION OF LT. LANES AND HWY. 89 RAMP 4 RAMP AND GORE FROM STA. 185+00 TO STA. 202+50.

8) CONSTRUCT MEDIAN TO FINAL CONDITION FROM STA. 211+30 TO STA. 247+50.

9) CONSTRUCT TEMPORARY MEDIAN PAVEMENT FROM STA. 247+50 TO STA. 259+65.

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT HWY. 5 RAMP 4 AUXILIARY LANE.

2) CONSTRUCT HWY. 67 IN MEDIAN FROM STA. 57+53 TO STA. 66+00.

3) CONSTRUCT OUTSIDE OF HWY. 5 RAMP 3 AND HWY. 67 LT. FROM HWY. 5 RAMP 3 TO STA. 96+00 TO FINAL CONDITION.

4) CONSTRUCT HWY. 5 RAMP 2 TEMPORARY WIDENING.

5) CONSTRUCT TEMPORARY CONNECTION BETWEEN EXISTING AND PROPOSED PAVEMENT BETWEEN STA. 110+80 AND STA. 116+30 RT.

6) CONSTRUCT OUTSIDE OF HWY. 67 LT. FROM STA. 161+20 TO HWY. 89 RAMP 4 TO FINAL CONDITION.

7) SHIFT HWY. 67 NB & SB TRAFFIC TO FINAL INSIDE PAVEMENT CONSTRUCTED IN STAGE 3A.

8) CONSTRUCT HWY. 67 LT. TO FINAL CONDITION WITH WIDEING OFF PROPOSED FROM STA. 202+50 TO STA. 211+50 LT..

9) CONSTRUCT ADDITIONAL WIDENING OF HWY. 67 LT. AND RT. INSIDE LANES FROM STA. 211+30 TO STA. 215+75 (LT.) AND STA. 224+00 (RT.).

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT PORTION OF HWY. 67 RT. INSIDE LANE PAVING TO FINAL CONDITION FROM STA. 55+53 TO HWY. 5 RAMP. 5.

2) CONSTRUCT HWY. 5 RAMP 5.

3) CONSTRUCT HWY. 67 RT. LANES TO FINAL CONDITION BETWEEN HWY. 5 RAMP 5 AND HWY. 5 RAMP 2.

4) CONSTRUCT PORTION OF HWY. 67 RT. INSIDE LANE PAVING TO FINAL CONDITION FROM HWY. 5 RAMP 2 TO STA. 96+00.

5) CONSTRUCT. RT. SIDE OF HWY. 67 TO FINAL CONDITION FROM STA. 118+00 TO STA.164+00.

6) CONSTRUCT GORE OF HWY. 89 RAMP 1. CONSTRUCT HWY. 67 RT. LANES TO FINAL CONDTION ON THE RT. OUTSIDE, WITH ADDITIONAL WIDENING, TO HWY. 89 RAMP 2.

7) CONSTRUCT TEMPORARY HWY. 89 RAMP 2.

8) CONSTRUCT RT. SIDE OF HWY. 67 TO FINAL CONDITION FROM STA. 215+64 TO STA. 247+50.

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT OUTSIDE OF HWY. 67 RT. TO FINAL CONDITIONS BETWEEN HWY. 5 RAMP 1 AND HWY. 5 RAMP 5.

2) REMOVE TEMPORARY HWY. 5 RAMP 5 RAMP AND CONSTRUCT OUTSIDE OF HWY. 5 RAMP 5 TO FINAL
3) CONDITIONS.

CONSTRUCT OUTSIDE OF HWY. 5 RAMP 2 TO FINAL
4) CONDITIONS. CONSTRUCT OUTSIDE OF HWY. 67 RT. TO FINAL CONDITIONS FROM HWY. 5 RAMP 2 TO STA. 118+00.

5) CONSTRUCT OUTSIDE OF HWY. 67 FROM STA. 164+00 TO HWY. 89 RAMP 1. CONSTRUCT OUTSIDE OF HWY. 89 RAMP 1.

6) CONSTRUCT TEMPORARY HWY. 89 RAMP 2 PAVEMENT AND WIDENING OFF OF PROPOSED HWY. 67 RT.

7) REMOVE TEMPORARY MEDIAN PAVEMENT FROM STA. 247+50 TO STA. 259+65.

STAGE 4C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT HWY. 67 MEDIAN PAVING TO FINAL CONDITION FROM STA. 202+50 TO STA. 211+30.

2) CONSTRUCT MEDIAN BARRIER WALL WHERE OMITTED IN PREVIOUS STAGES.

STAGE 4D CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT HWY. 89 RAMPS 2 AND 3 GORE AREAS TO FINAL CONDITION.

STAGE 4E CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT OUTSIDE OF HWY. 67 TO FINAL CONDITION BETWEEN HWY. 89 RAMPS 1 AND 2. CONSTRUCT OUTSIDE OF HWY. 67 LT. AND HWY. 89 RAMP 3 TO FINAL CONDITION.

2) CONSTRUCT SHOULDERS AND CLEAR ZONE TO FINAL CONDITION IN THE HWY. 89 INTERCHANGE AREA.

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

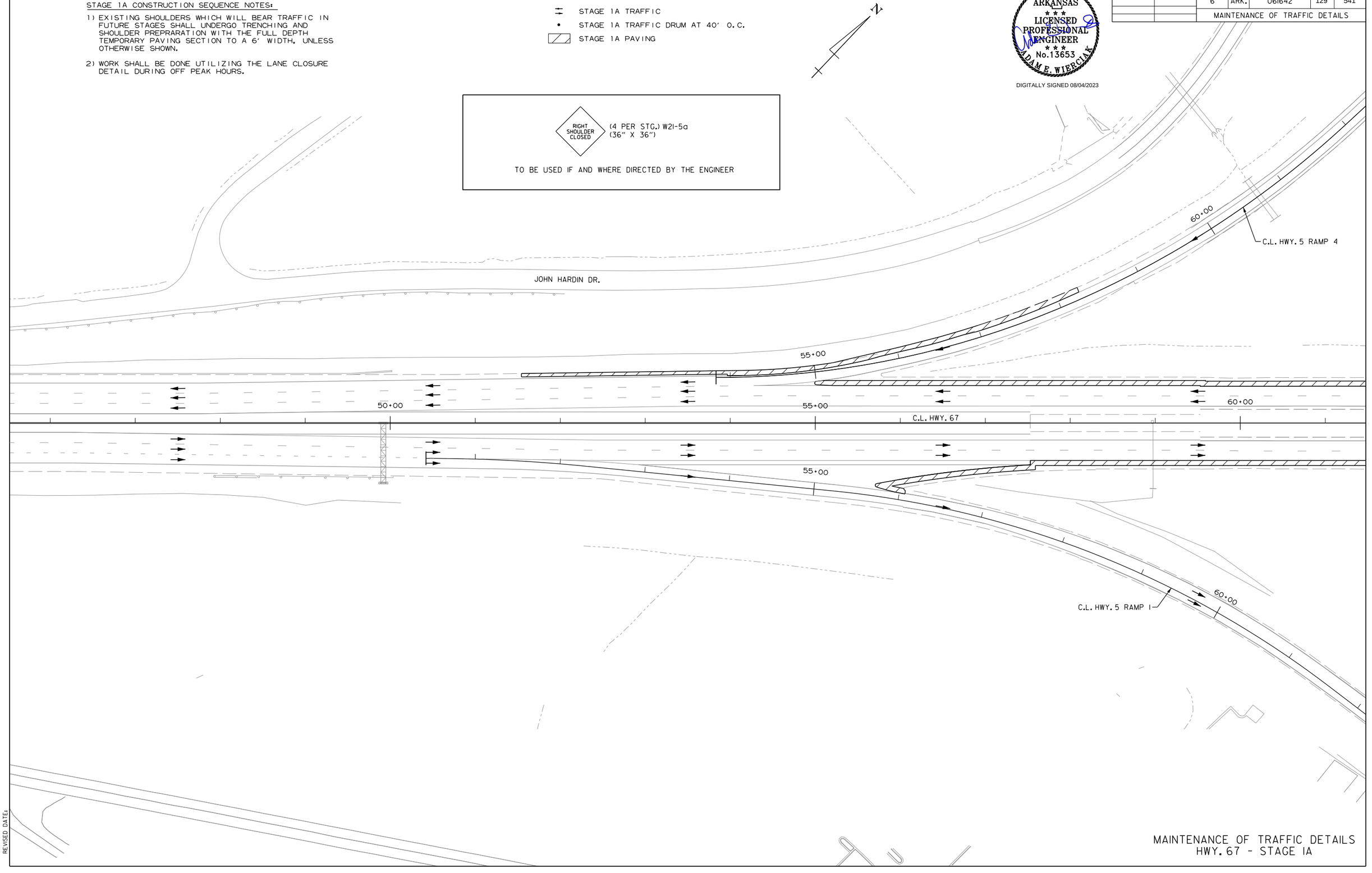
STAGE 1A TRAFFIC

STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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STAGE 1A TRAFFIC

STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

STAGE 1A CONSTRUCTION SEQUENCE NOTES:

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2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

C.L. HWY. 5 RAMP 4

15+00

C.L. HWY. 5

N

C.L. HWY. 5 RAMP 3

75+00

65+00

70+00

75+00

20+00

C.L. HWY. 67

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 5

75+00

75+00

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 1

65+00

25+00

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

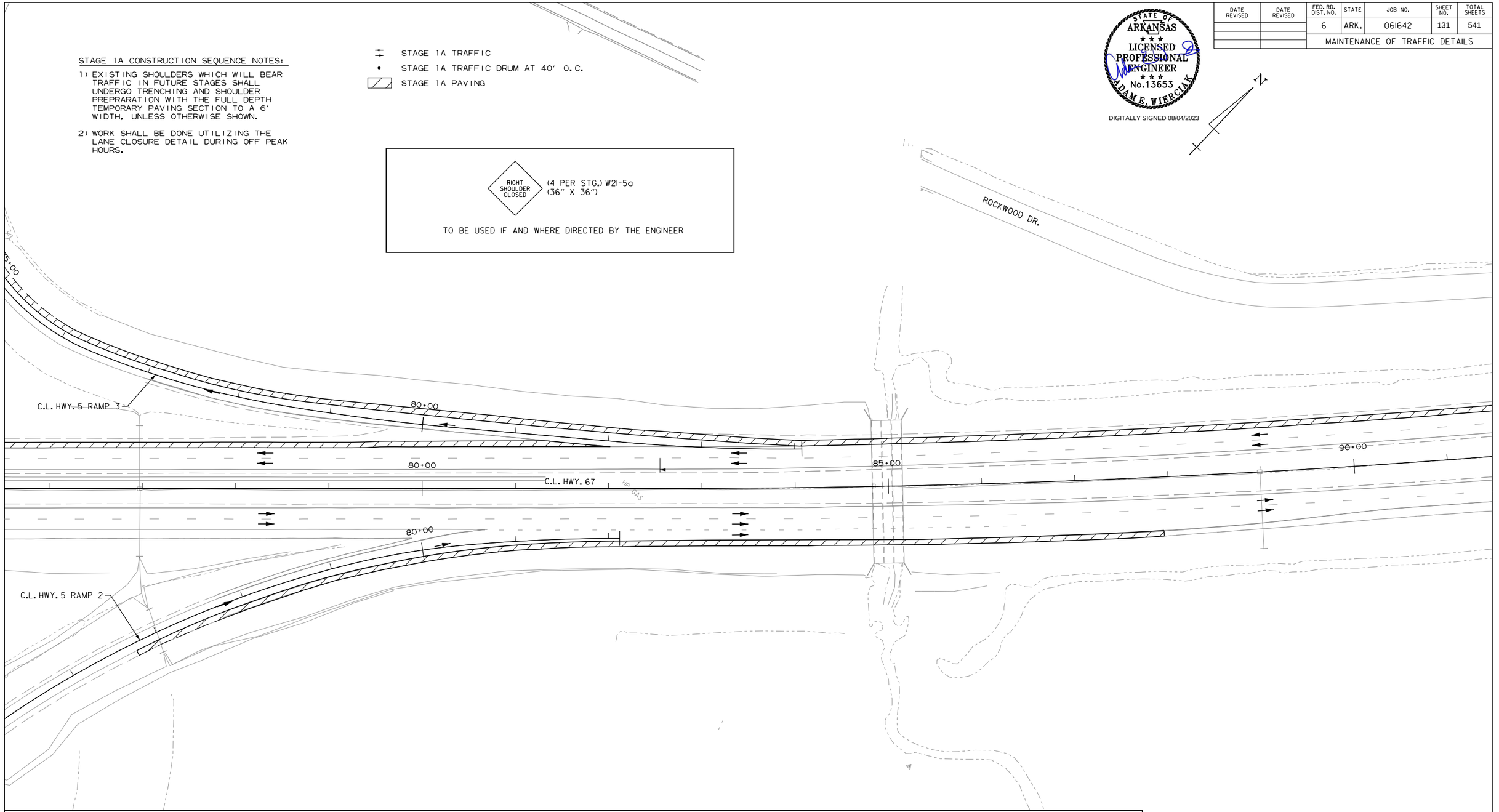
STAGE 1A TRAFFIC

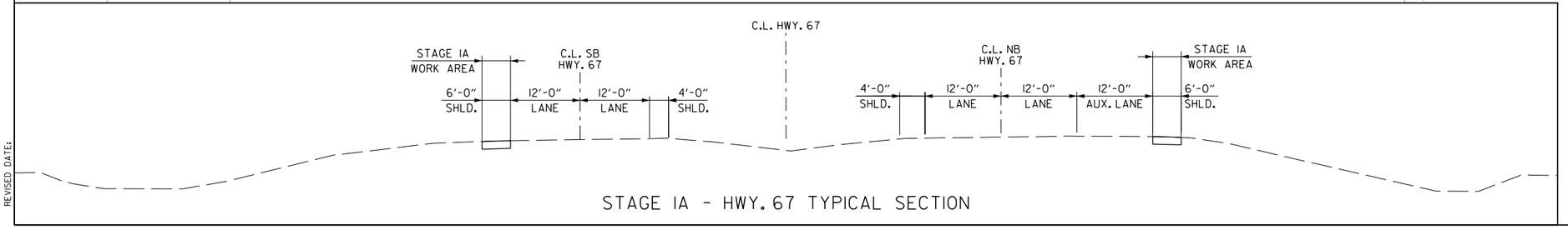
STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER





STAGE IA - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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		6	ARK.	061642	132	541
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

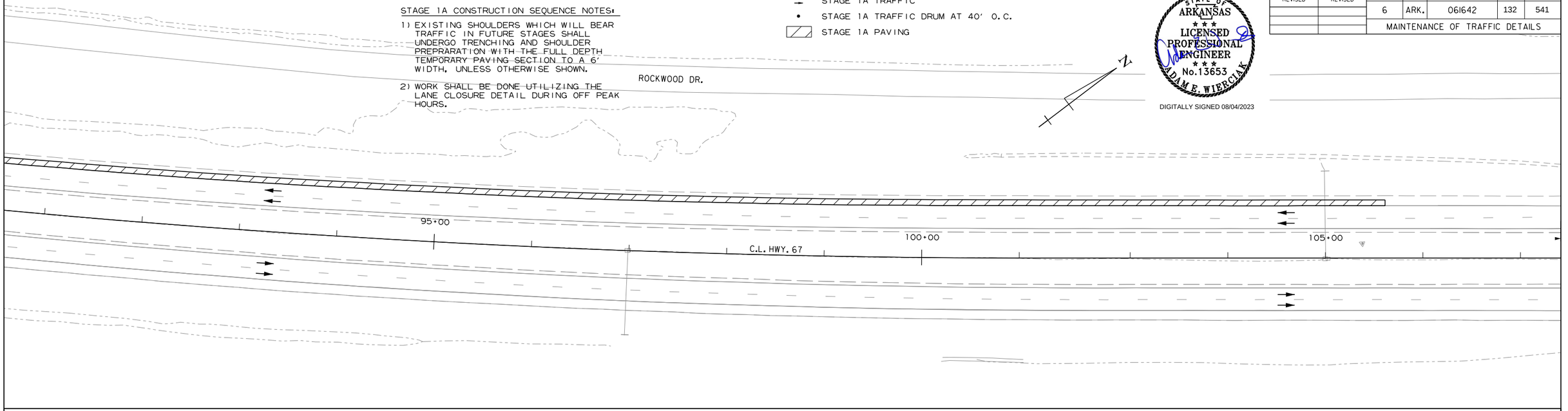
STAGE 1A TRAFFIC

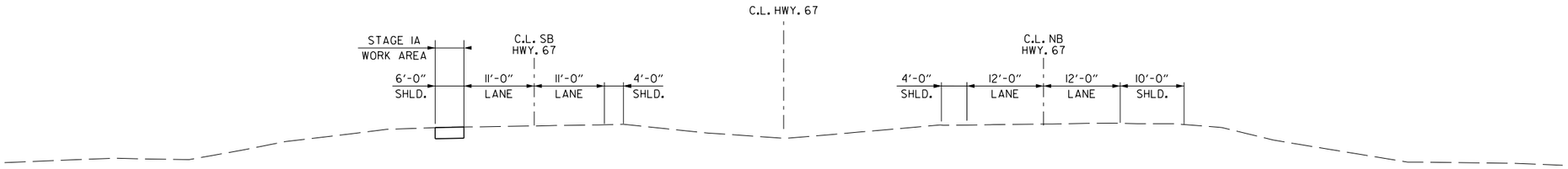
STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

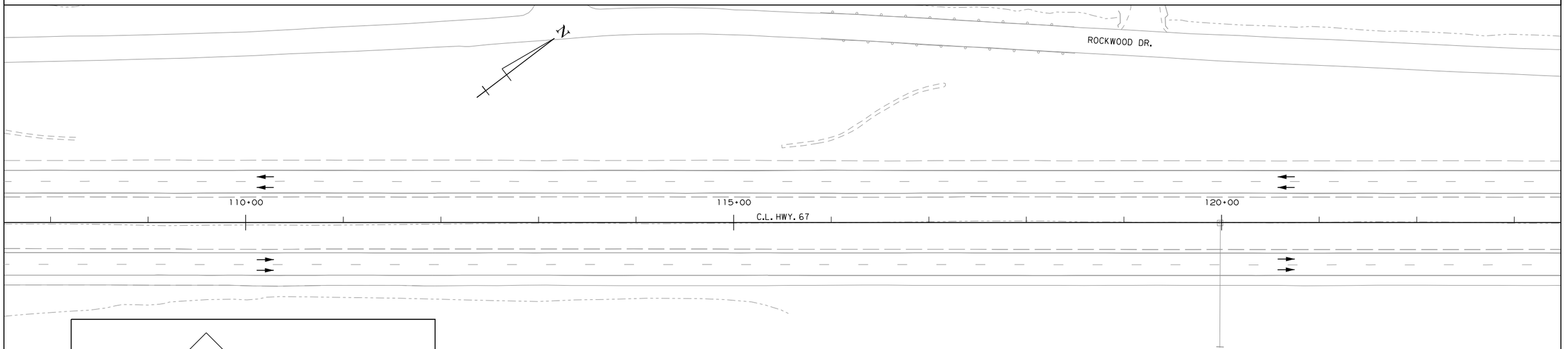
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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STAGE IA - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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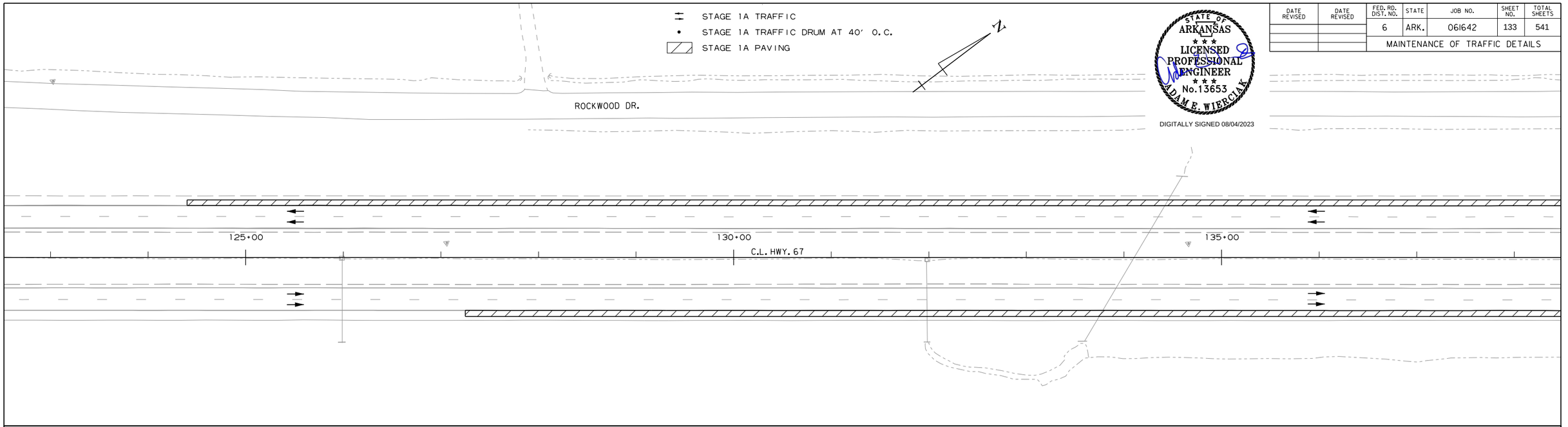
STAGE 1A TRAFFIC

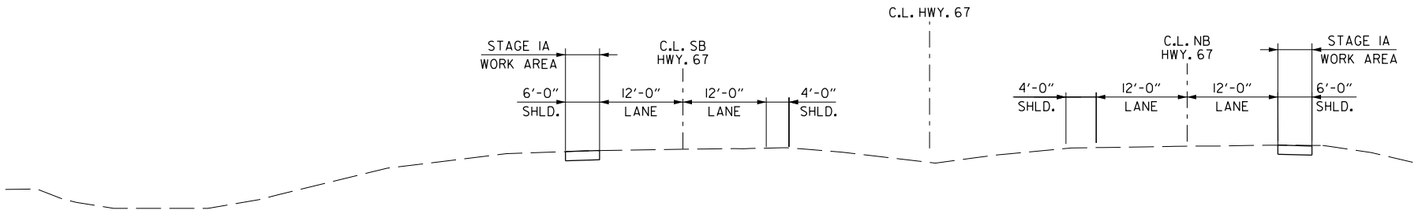
STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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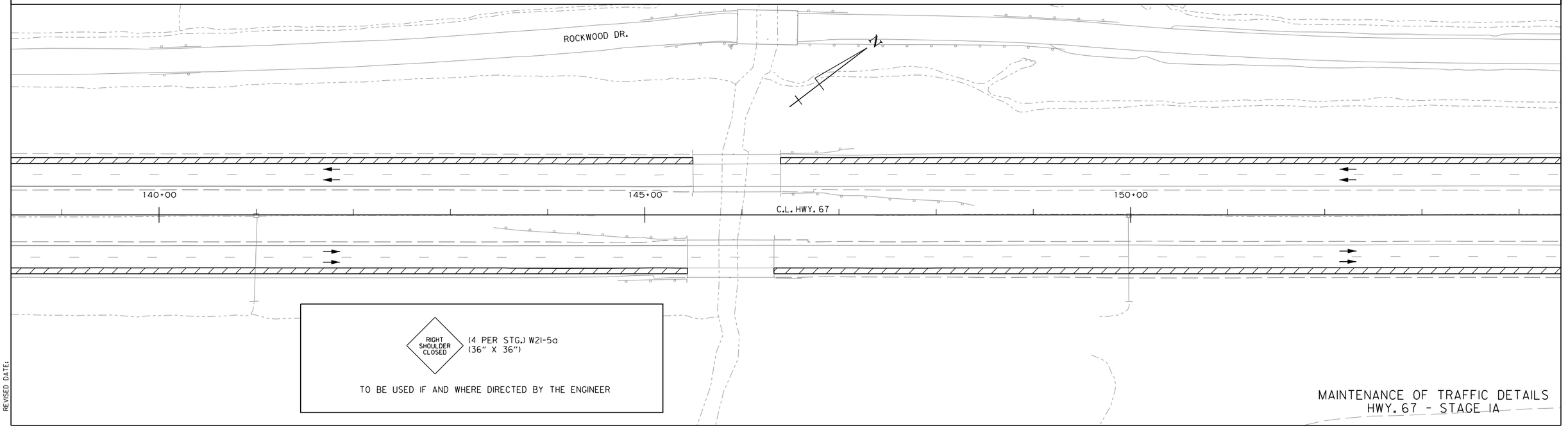


STAGE IA - HWY. 67 TYPICAL SECTION

STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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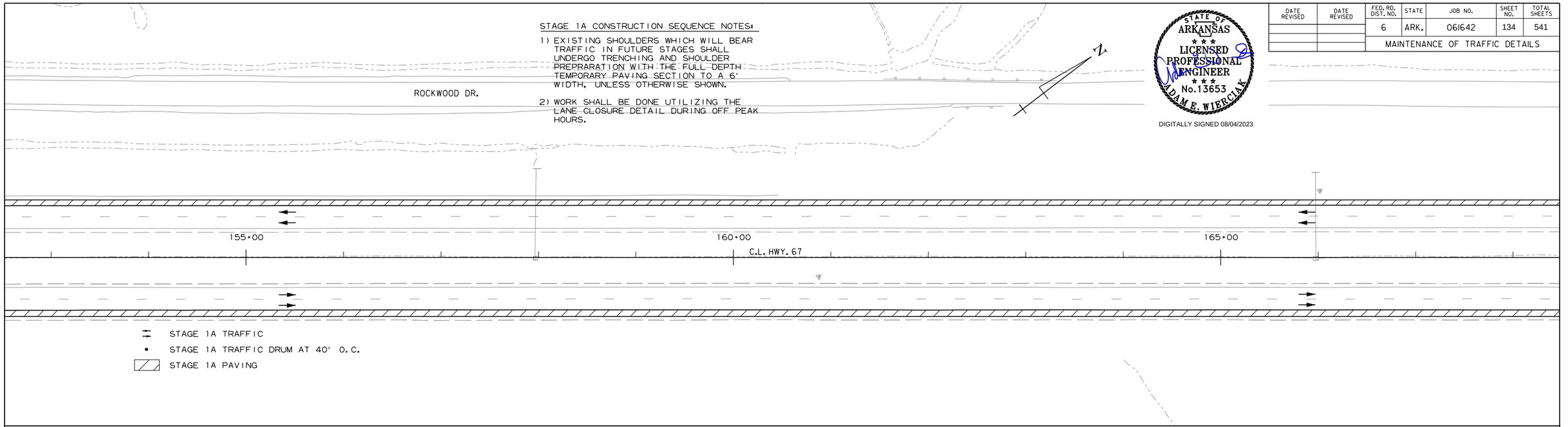
STATE OF ARKANSAS
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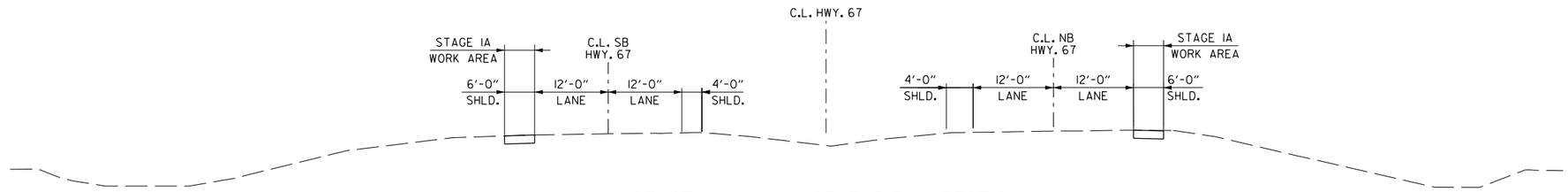
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STAGE 1A CONSTRUCTION SEQUENCE NOTES:

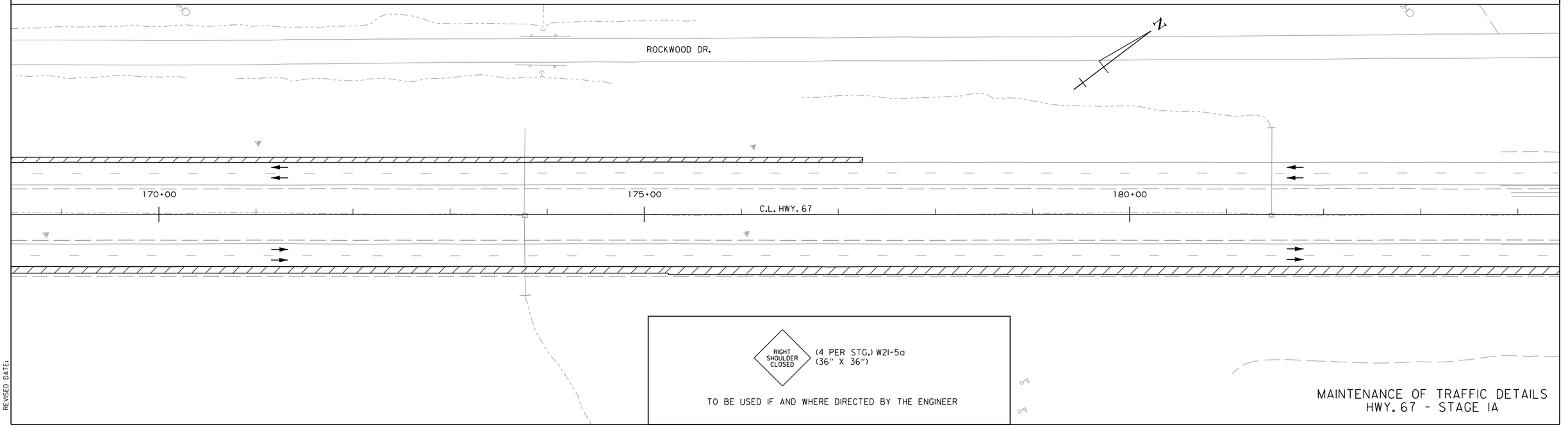
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2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.





STAGE IA - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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STAGE 1A CONSTRUCTION SEQUENCE NOTES:

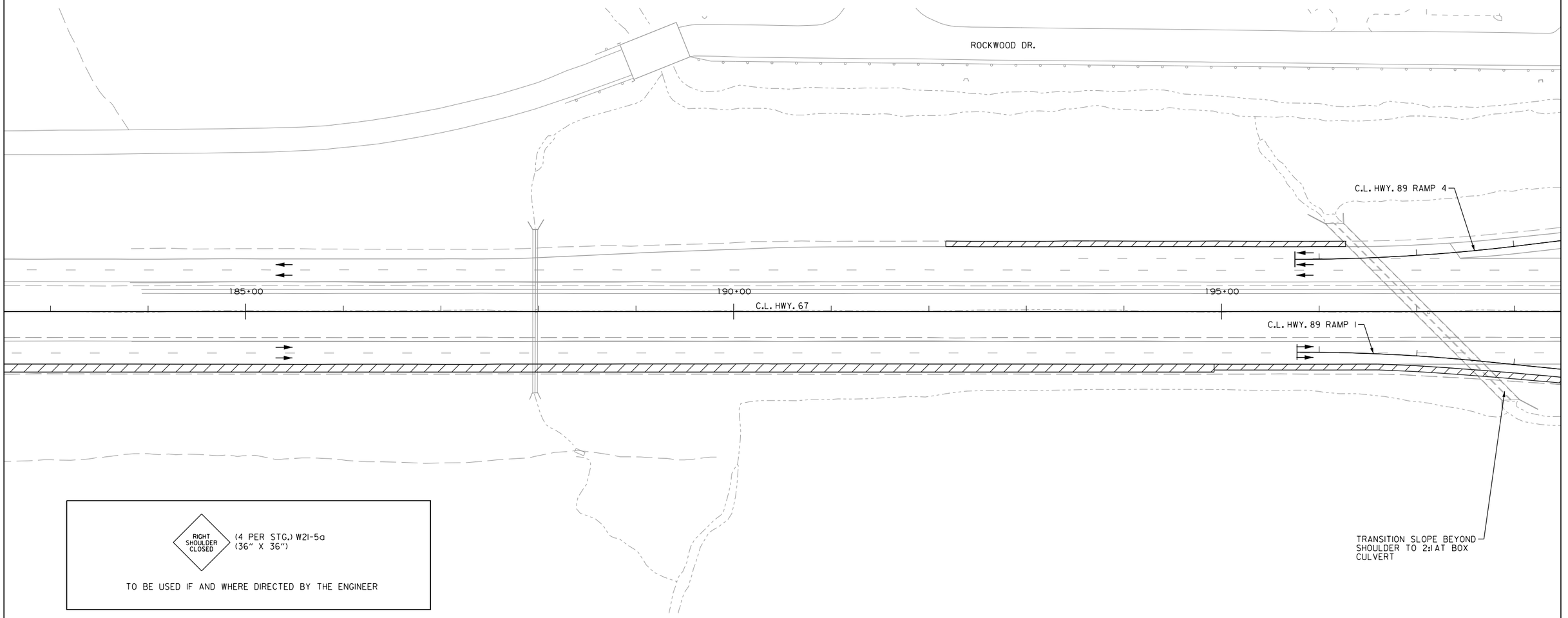
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2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

STAGE 1A TRAFFIC

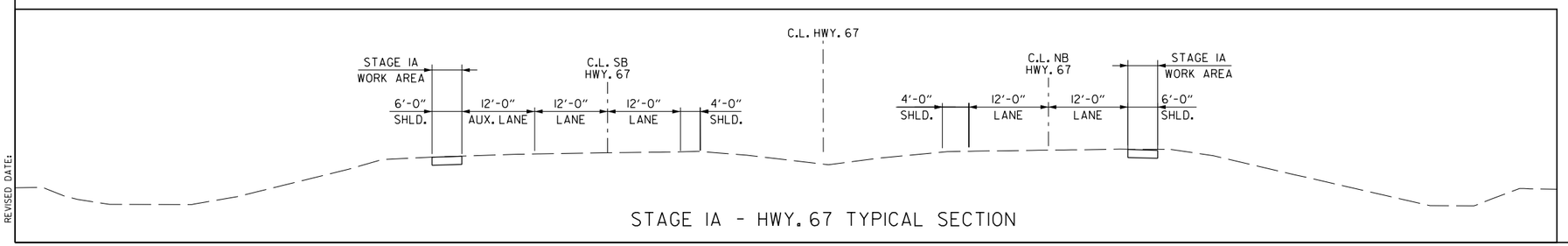
STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE IA - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

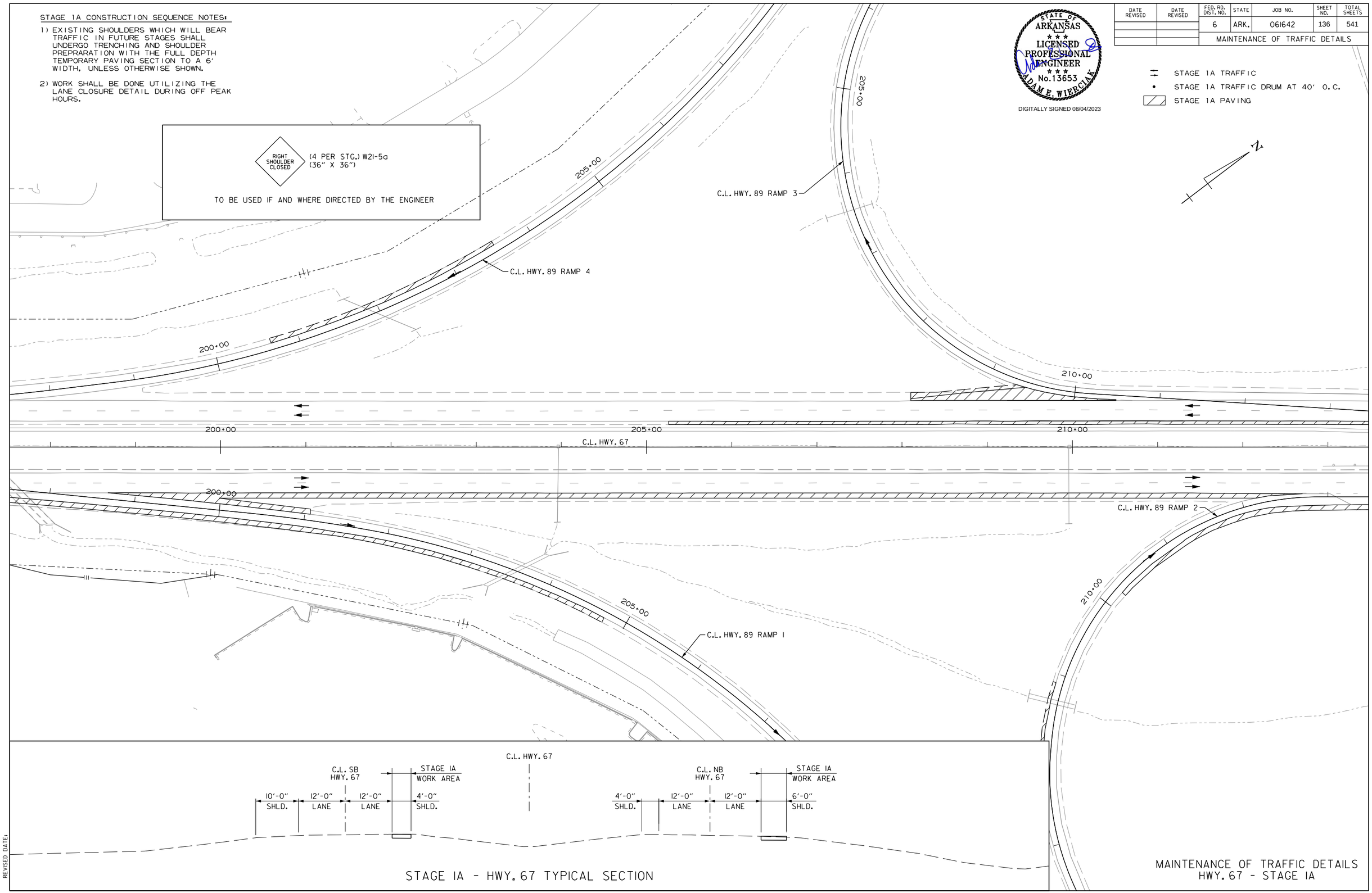
RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

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STAGE 1A TRAFFIC
STAGE 1A TRAFFIC DRUM AT 40' O.C.
STAGE 1A PAVING



STAGE IA - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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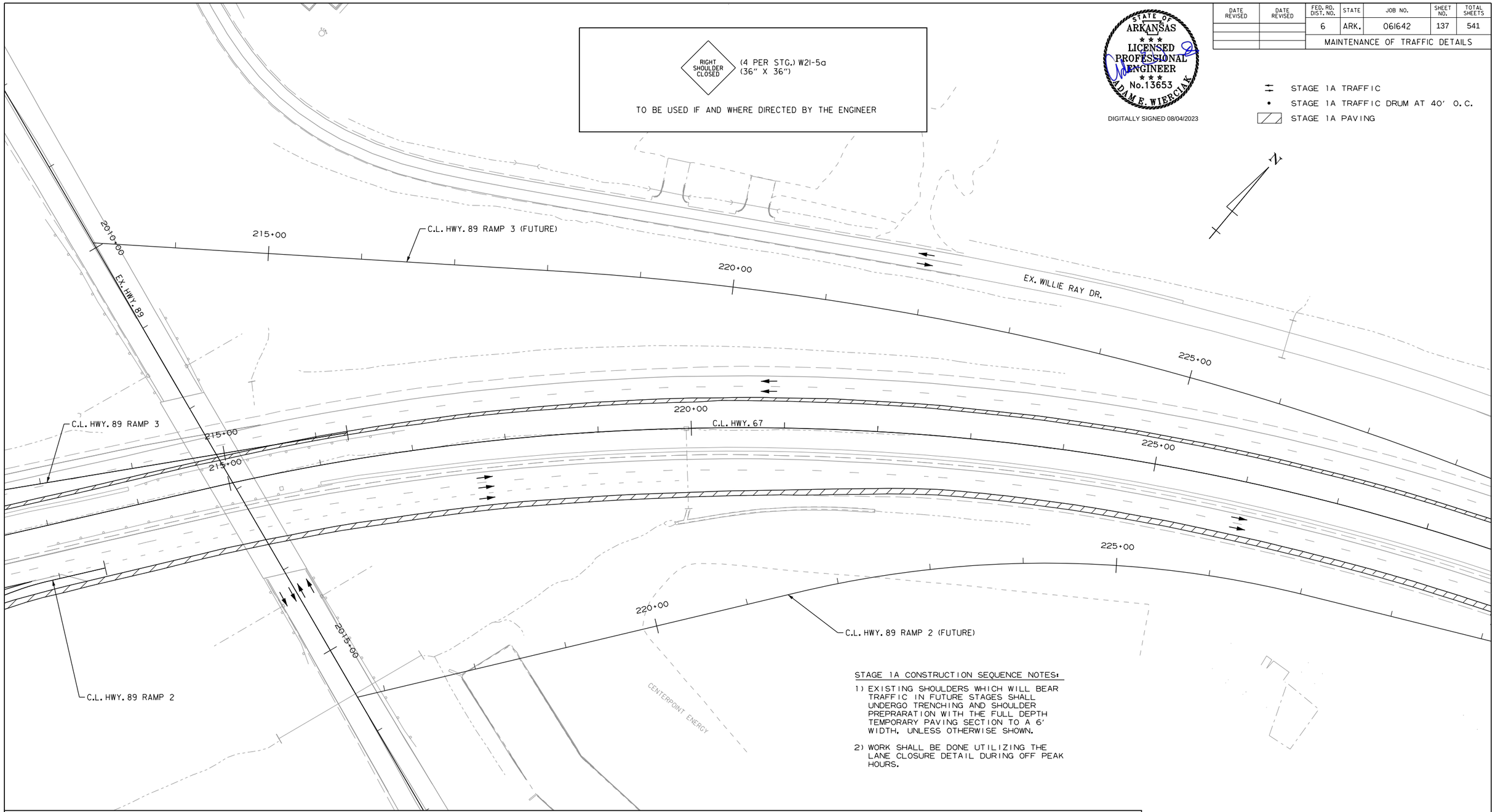
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		6	ARK.	061642	137	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

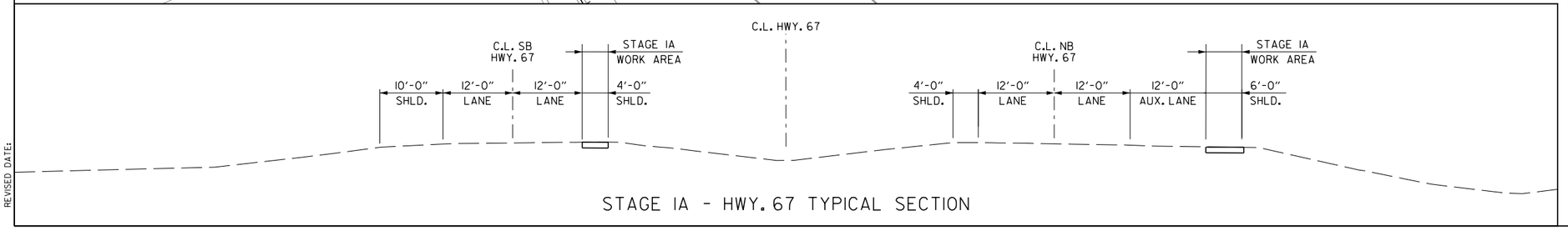
STAGE 1A TRAFFIC
STAGE 1A TRAFFIC DRUM AT 40' O.C.
STAGE 1A PAVING



STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.



STAGE IA - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	138	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

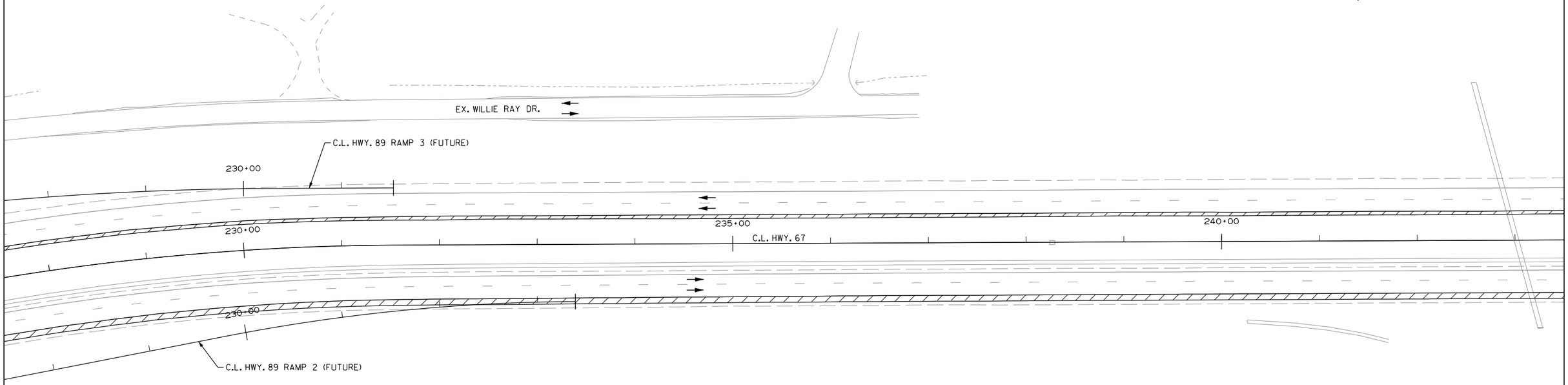
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 1A TRAFFIC

STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

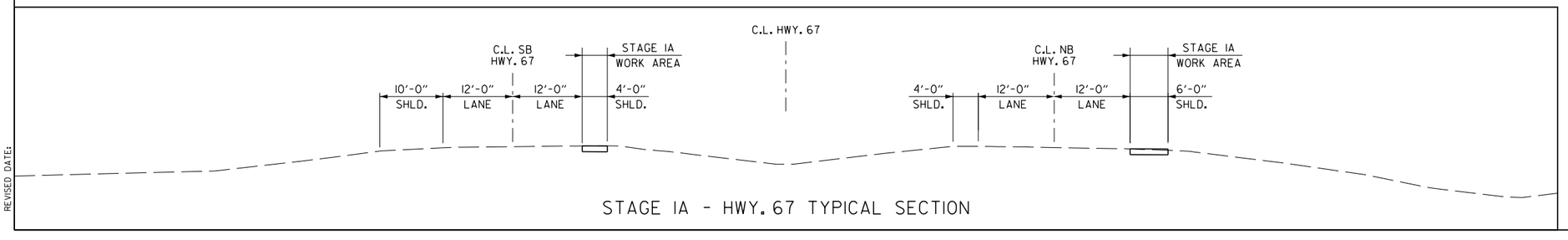
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STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.



STAGE IA - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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REVISED DATE:

STAGE 1A CONSTRUCTION SEQUENCE NOTES:

1) EXISTING SHOULDERS WHICH WILL BEAR TRAFFIC IN FUTURE STAGES SHALL UNDERGO TRENCHING AND SHOULDER PREPRARATION WITH THE FULL DEPTH TEMPORARY PAVING SECTION TO A 6' WIDTH, UNLESS OTHERWISE SHOWN.

2) WORK SHALL BE DONE UTILIZING THE LANE CLOSURE DETAIL DURING OFF PEAK HOURS.

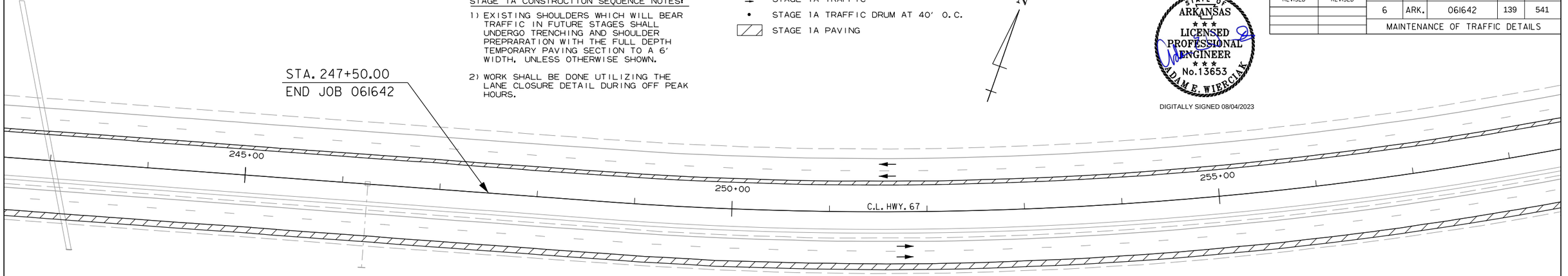
STAGE 1A TRAFFIC

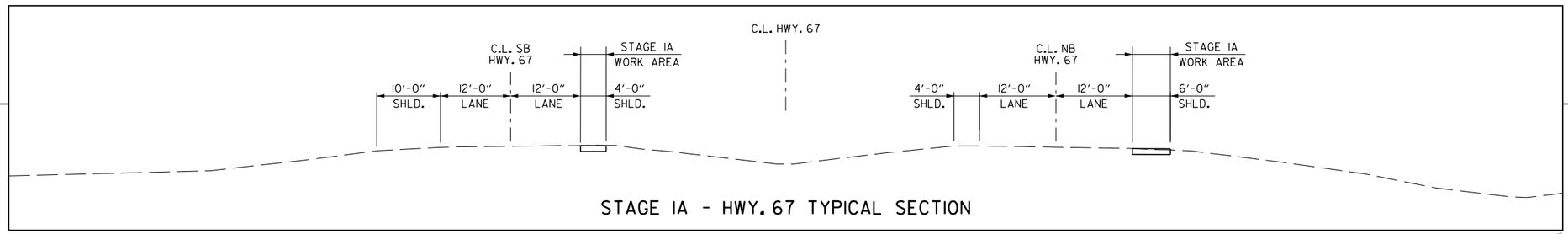
STAGE 1A TRAFFIC DRUM AT 40' O.C.

STAGE 1A PAVING

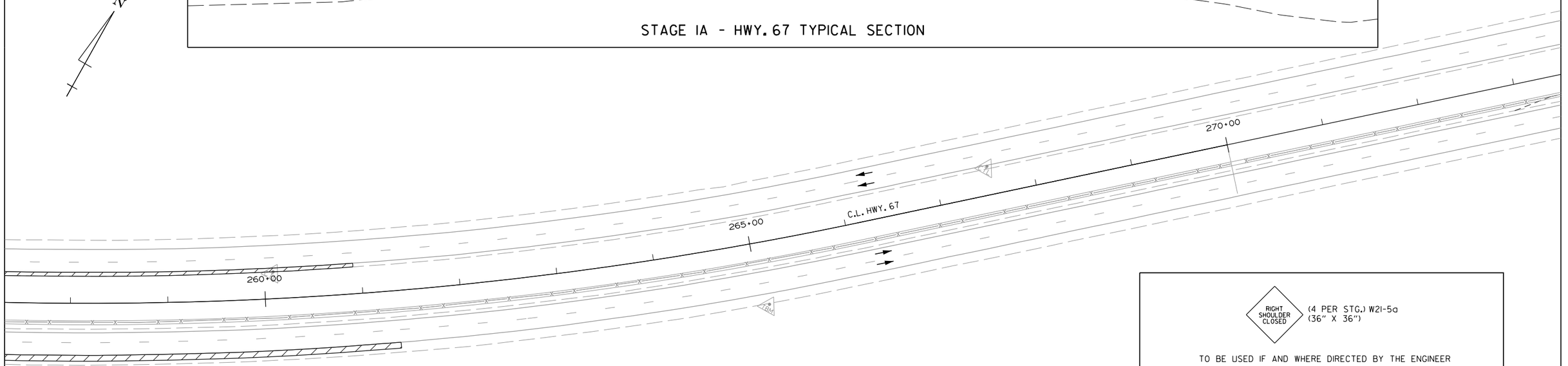
STATE OF ARKANSAS
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ADAM E. WIERCIAK
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	139	541
		MAINTENANCE OF TRAFFIC DETAILS				





STAGE IA - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IA

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REVISED DATE:

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 1B TRAFFIC
STAGE 1B TRAFFIC DRUM AT 40' O.C.
STAGE 1B PAVING

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 5 RAMP 4.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 4 STAGE 1B
PI = 20+48.30
Δ = 5°18'35" LT.
D = 5°30'00"
T = 48.30'
L = 96.54'
PC = 20+00.00
PT = 20+96.54
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 5 RAMP 4 STAGE 1B
PI = 26+79.37
Δ = 20°02'30" LT.
D = 8°00'00"
T = 126.55'
L = 250.52'
PC = 25+52.81
PT = 28+03.33
e = MATCH EXIST.
Ls = MATCH EXIST.

INSTALL 1186' P.C.C.B 49+90 TO 61+80 W/ 2 SPECIAL END UNITS

193' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 4 STAGE 1B STA. 20+00.00 = C.L. HWY. 67 STA. 50+63.58, 41.46' LT.

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 4 STAGE 1B STA. 28+03.33 = C.L. HWY. 5 RAMP 4 STA. 58+70.44, 0.15' LT.

(1) W4-3R (48" X 48")

JOHN HARDIN DR.

C.L. HWY. 5 RAMP 4 STAGE 1B

PC 20+00.00
PT 20+96.54
PC 25+52.81
PT 28+03.33
PI 20+48.30
PI 26+79.37

25+00
50+00
55+00
60+00

C.L. HWY. 67
C.L. HWY. 5 RAMP 4
C.L. HWY. 5 RAMP 1

C ◄► R
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 1B

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REVISED DATE:

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 1B TRAFFIC

STAGE 1B TRAFFIC DRUM AT 40' O.C.

STAGE 1B PAVING

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 5 RAMP 3 AND HWY. 67

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 67

65+00

70+00

75+00

15+00

20+00

25+00

30+00

N

C.L. HWY. 5 RAMP 3 STAGE IB STA. 28+97.81 = C.L. HWY. 5 RAMP 3 STA. 72+50.62

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 30+17.84
Δ = 53°23'13" LT.
D = 24°00'00"
T = 120.04'
L = 222.45'
PC = 28+97.81
PCC = 31+20.25
e = MATCH EXIST.
Ls = MATCH EXIST.

PC 28+97.81

PI 30+17.84

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

PCC 31+20.25

C.L. HWY. 5 RAMP 3

C.L. HWY. 5 RAMP 3 STAGE IB

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 32+03.08
Δ = 49°38'47" LT.
D = 32°00'00"
T = 82.82'
L = 155.14'
PCC = 31+20.25
PT = 32+75.40
e = NO SUPER
Ls = N/A

PI 32+03.08

INSTALL 3265' P.C.C.B 74+34 TO 107+98 W/ 2 SPECIAL END UNITS

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 1

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IB

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	142	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 32+03.08
Δ = 49°38'47" LT.
D = 32°00'00"
T = 82.82'
L = 155.14'
PCC = 31+20.25
PT = 32+75.40
e = NO SUPER
Ls = N/A

STAGE 1B TRAFFIC
STAGE 1B TRAFFIC DRUM AT 40' O.C.
STAGE 1B PAVING

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 39+48.60
Δ = 5°42'55" LT.
D = 3°00'00"
T = 95.33'
L = 190.51'
PC = 38+53.27
PT = 40+43.78
e = MATCH EXIST.
Ls = MATCH EXIST.

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 5 RAMP 3 AND HWY. 67

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

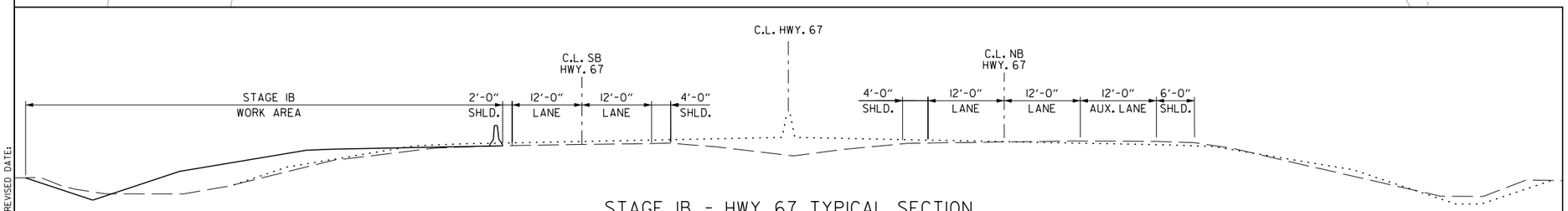
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

EXIT 16
5 367
Cabot
Heber Springs

SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

PC 28+97.81
PCC 31+20.25
PT 32+75.40
HWY. 5 RAMP 3 STAGE IB STA. 35+27 CONSTRUCT JUNCTION BOX 17.25' LT. H= 2'-9" WITH 42"x29"x253' TEMPORARY ARCH PIPE CULVERT INLET AND 42"x29"x122' TEMPORARY ARCH PIPE CULVERT OUTLET
Q50 = 22 CFS DA = 13.1 ACRES
42"x29" TEMPORARY ARCH PIPE = 375 LIN. FT.
C.L. HWY. 5 RAMP 3 STAGE IB
PC 35+45.52
PI 36+50.99
PT 37+56.25
PC 38+53.27
PI 39+48.60
PT 40+43.78
C.L. HWY. 5 RAMP 3 STAGE IB STA. 40+43.78 = C.L. HWY. 67 STA. 84+09.09, 64.50' LT.
TRANSITION SLOPE BEYOND SHOULDER TO 2:1 AT BOX CULVERT
INSTALL 3265' P.C.C.B 74+34 TO 107+98 W/ 2 SPECIAL END UNITS
ROCKWOOD DR.
C.L. HWY. 5 RAMP 3
C.L. HWY. 67
C.L. HWY. 5 RAMP 2
35+00
80+00
40+00
85+00
90+00

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 36+50.99
Δ = 6°19'20" LT.
D = 3°00'00"
T = 105.48'
L = 210.74'
PC = 35+45.52
PT = 37+56.25
e = NO SUPER
Ls = N/A



STAGE IB - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IB

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		6	ARK.	061642	143	541
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67

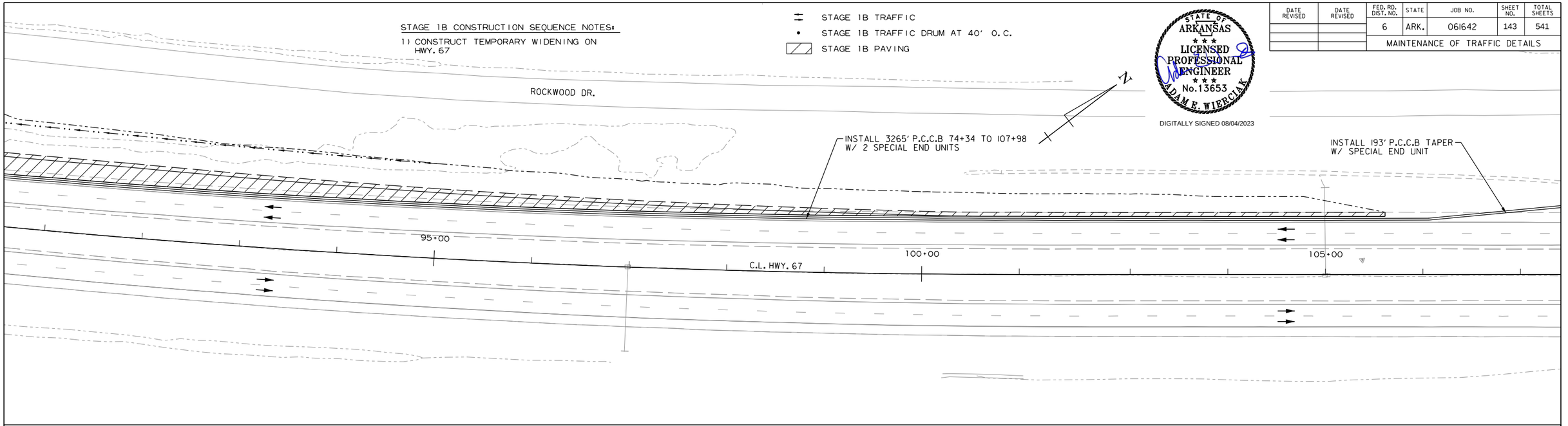
STAGE 1B TRAFFIC

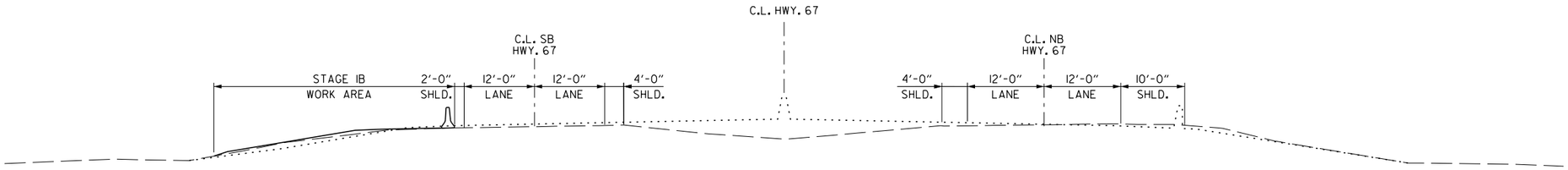
STAGE 1B TRAFFIC DRUM AT 40' O.C.

STAGE 1B PAVING

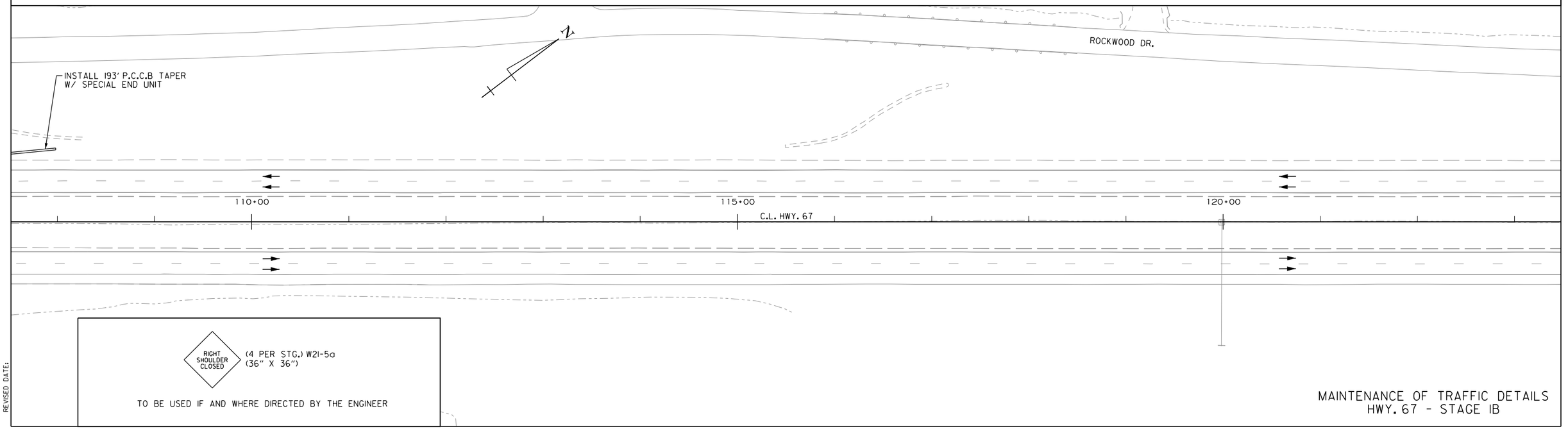
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





STAGE 1B - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 1B

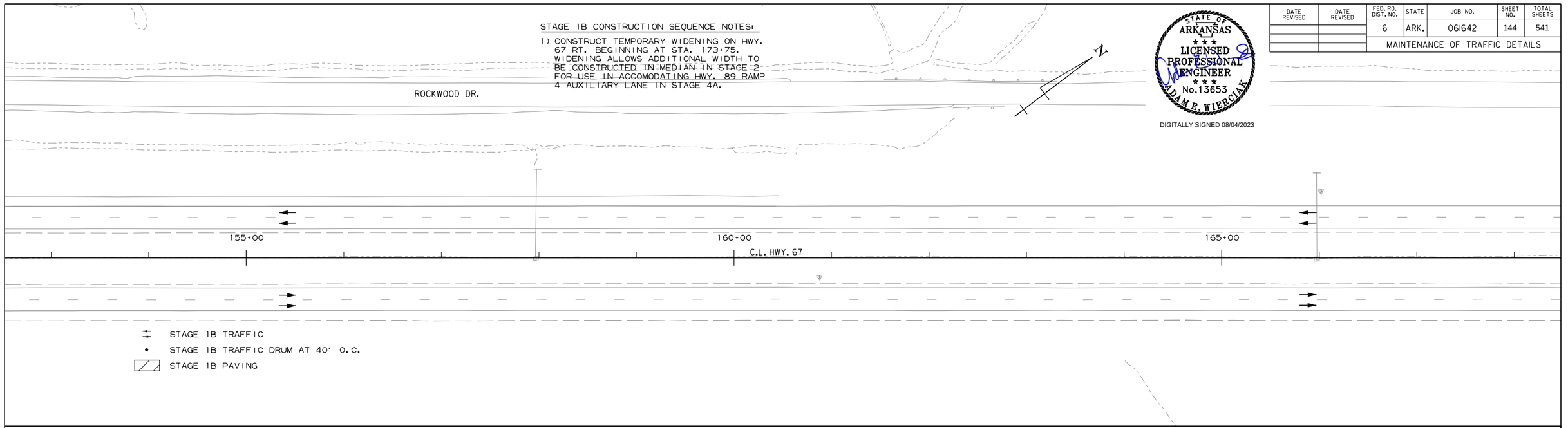
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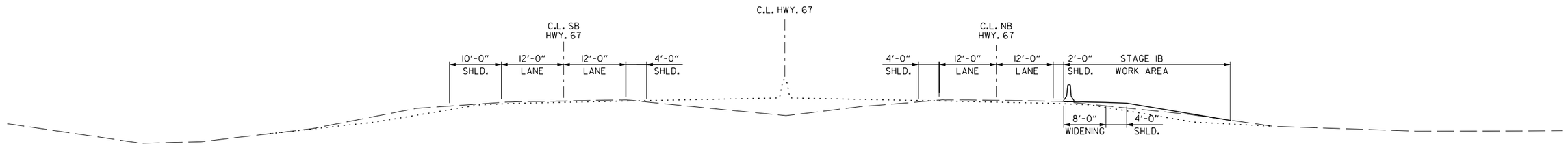
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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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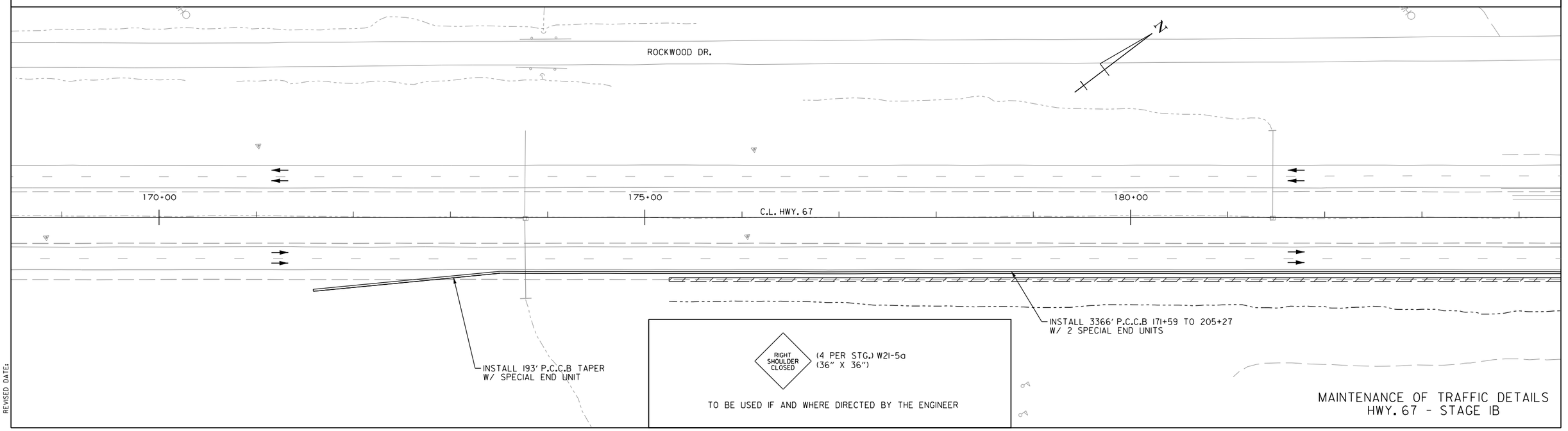
STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 RT. BEGINNING AT STA. 173+75. WIDENING ALLOWS ADDITIONAL WIDTH TO BE CONSTRUCTED IN MEDIAN IN STAGE 2 FOR USE IN ACCOMODATING HWY. 89 RAMP 4 AUXILIARY LANE IN STAGE 4A.





STAGE 1B - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 1B

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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				

STATE OF ARKANSAS
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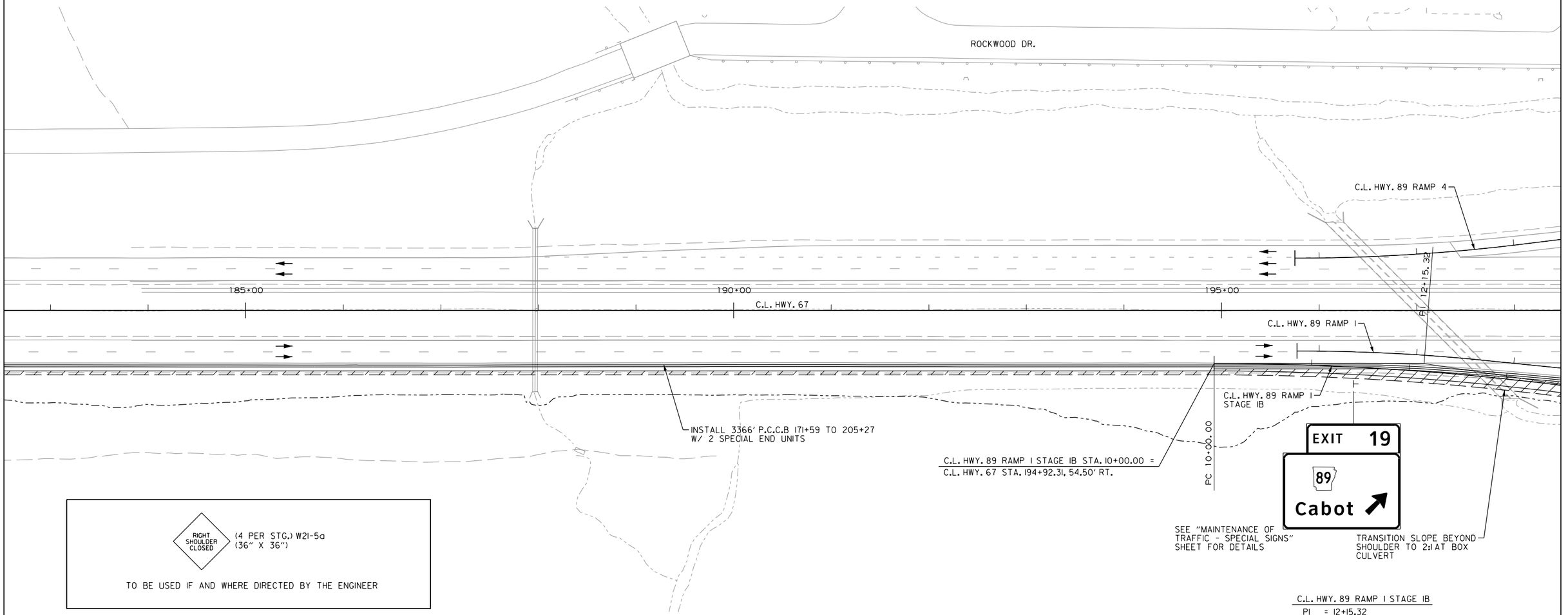
STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 RT.

STAGE 1B TRAFFIC

STAGE 1B TRAFFIC DRUM AT 40' O.C.

STAGE 1B PAVING

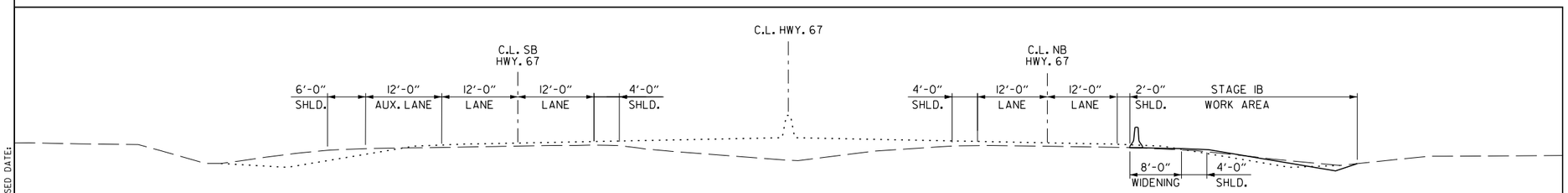


RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 89 RAMP 1 STAGE IB

PI	= 12+15.32
Δ	= 8°35'48" RT.
D	= 2°00'00"
T	= 215.32'
L	= 429.83'
PC	= 10+00.00
PT	= 14+29.83
e	= MATCH EXIST.
Ls	= MATCH EXIST.



STAGE IB - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IB

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	146	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 1B TRAFFIC
STAGE 1B TRAFFIC DRUM AT 40' O.C.
STAGE 1B PAVING

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY MEDIAN PAVEMENT FROM STA. 205+70 TO 211+30.

2) CONSTRUCT TEMPORARY WIDENING ON HWY. 89 RAMP 1.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

PLACE TEMPORARY MODIFIED JUNCTION BOX TOP AT JUNCTION BOXES AT 209+00 LT. & 211+00 LT. PLACE TOP BELOW TEMPORARY SUBGRADE.

INSTALL PERMANENT DRAINAGE; GRADE MEDIAN TO DRAIN TO PIPE FLOWLINE

INSTALL 193' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 806' P.C.C.B 205+17 TO 213+23 W/ 2 SPECIAL END UNITS

INSTALL 3366' P.C.C.B 171+59 TO 205+27 W/ 2 SPECIAL END UNITS

INSTALL 806' P.C.C.B 203+78 TO 211+83 W/ 2 SPECIAL END UNITS

INSTALL 193' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 193' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 5346' P.C.C.B 208+14 TO 261+94 W/ 2 SPECIAL END UNITS

C.L. HWY. 89 RAMP 1 STAGE IB

C.L. HWY. 89 RAMP 2 STAGE IB

C.L. HWY. 89 RAMP 1

C.L. HWY. 89 RAMP 2

C.L. HWY. 67

STA. 209+96 CONSTRUCT DROP INLET RT. ON EXIST. 24"x89' R.C PIPE OUTLET
TYPE E DROP INLET = 4'x3'
•FLOWABLE SELECT MATERIAL = 10 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

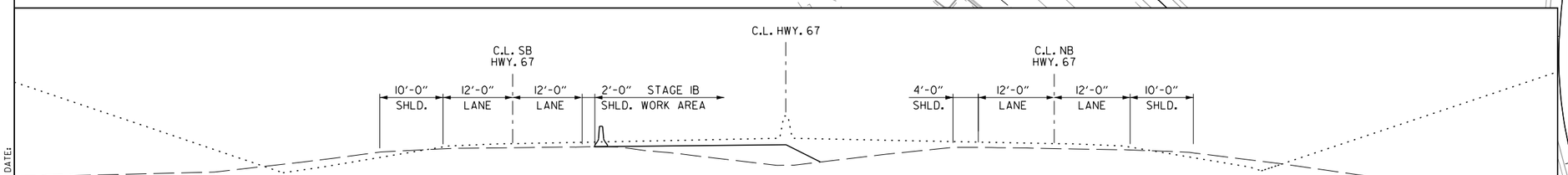
TRANSITION SLOPE BEYOND SHOULDER TO 2:1 AT BOX CULVERT AND STREAM

C.L. HWY. 89 RAMP 1 STAGE IB
PI = 18+97.64
Δ = 19°22'15" RT.
D = 12°15'00"
T = 79.83'
L = 158.13'
PC = 18+17.82
PT = 19+75.95
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 1 STAGE IB STA. 19+75.95 = C.L. HWY. 89 RAMP 1 STA. 204+74.08

C.L. HWY. 89 RAMP 2 STAGE IB STA. 20+00.00 = C.L. HWY. 89 RAMP 2 STA. 209+84.72

C.L. HWY. 89 RAMP 2 STAGE IB
PI = 21+04.35
Δ = 48°57'33" RT.
D = 25°00'00"
T = 104.35'
L = 195.84'
PC = 20+00.00
PT = 21+95.84
e = MATCH EXIST.
Ls = MATCH EXIST.



STAGE IB - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IB

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	147	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 1B TRAFFIC
STAGE 1B TRAFFIC DRUM AT 40' O.C.
STAGE 1B PAVING

N

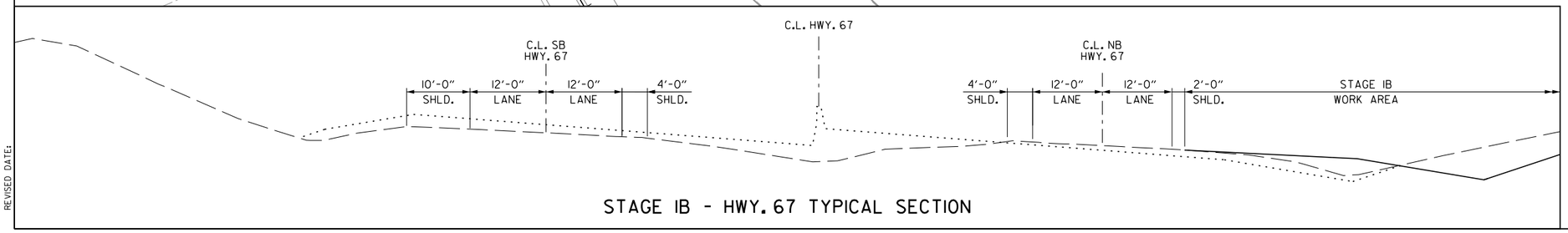
2010+00
EX. HWY. 89
215+00
C.L. HWY. 89 RAMP 3 (FUTURE)
220+00
EX. WILLIE RAY DR.
225+00
C.L. HWY. 89 RAMP 3
215+00
220+00
C.L. HWY. 67
225+00
215+00
23+65.39 POE
2015+00
INSTALL 5346' P.C.C.B 208+14 TO 261+94
W/ 2 SPECIAL END UNITS
225+00
220+00
C.L. HWY. 89 RAMP 2 (FUTURE)
C.L. HWY. 89 RAMP 2 STAGE IB STA. 23+65.39 =
C.L. HWY. 67 STA. 213+61.30, 77.55' RT.
C.L. HWY. 89 RAMP 2
C.L. HWY. 89 RAMP 2
STAGE IB

STA. 219+95 IN PLACE
DROP INLET W/ 24" X 85'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
REMOVE HDWL. RT. & EXTEND 21' RT.
24" TEMPORARY PIPE = 25 LIN. FT.

CENTERPOINT ENERGY

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON THE OUTSIDE OF HWY. 67 RT.



STAGE IB - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IB

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	148	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 1B TRAFFIC
STAGE 1B TRAFFIC DRUM AT 40' O.C.
STAGE 1B PAVING

N

EX. WILLIE RAY DR.

C.L. HWY. 89 RAMP 3 (FUTURE)

230+00

230+00

235+00

240+00

C.L. HWY. 67

230+00

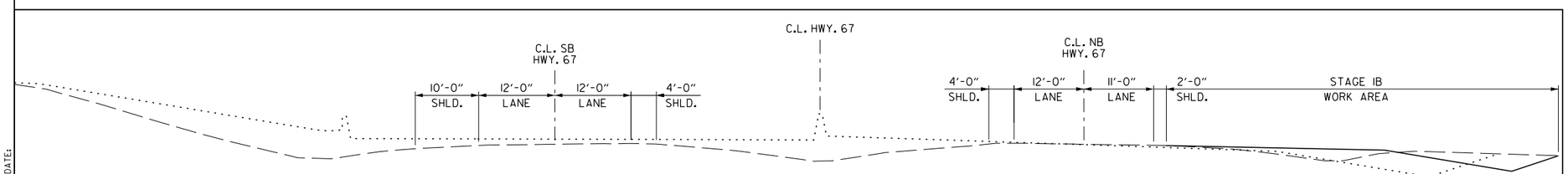
C.L. HWY. 89 RAMP 2 (FUTURE)

INSTALL 5346' P.C.C.B 208+14 TO 261+94
W/ 2 SPECIAL END UNITS

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON THE OUTSIDE OF HWY. 67 RT.

2) CONSTRUCT TEMPORARY AUXILIARY LANE AND PORTION OF HWY. 89 RAMP 2 STAGES 1B & 2 TEMPORARY RAMP.



STAGE 1B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 1B

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	149	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 1B TRAFFIC
STAGE 1B TRAFFIC DRUM AT 40' O.C.
STAGE 1B PAVING

STAGE 1B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON THE OUTSIDE OF HWY. 67 RT.

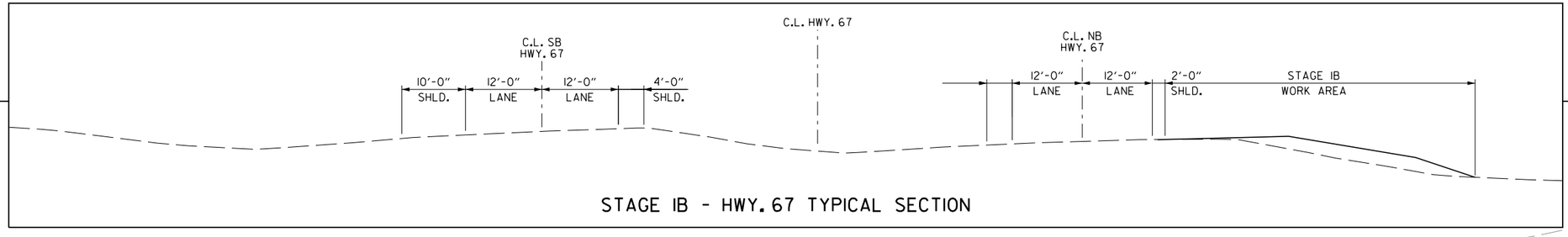
STA. 247+50.00
END JOB 061642

245+00 250+00 255+00 C.L. HWY. 67

TRANSITION SLOPE BEYOND SHOULDER TO 2:1 AT BOX CULVERT

STA. 246+26 IN PLACE
DROP INLET W/ 24" X 85'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
REMOVE HDWL. RT. & EXTEND 22' RT.
24" TEMPORARY PIPE = 26 LIN. FT.

INSTALL 5346' P.C.C.B 208+14 TO 261+94
W/ 2 SPECIAL END UNITS



STAGE IB - HWY. 67 TYPICAL SECTION

260+00 265+00 270+00 C.L. HWY. 67

INSTALL 5346' P.C.C.B 208+14 TO 261+94
W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B TAPER
W/ SPECIAL END UNIT

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IB

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	150	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 LT. AS SHOWN AND FOLLOWING HWY. 67 STAGE 1C S SHIFT LT.

STAGE 1C TRAFFIC

STAGE 1C TRAFFIC DRUM AT 40' O.C.

STAGE 1C PAVING

R ← + → C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

C.L. HWY. 67 STAGE IC S SHIFT LT.
PI = 50+52.08
Δ = 2°20'35" LT.
D = 2°15'00"
T = 52.08'
L = 104.14'
PC = 50+00.00
PT = 51+04.14
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE IC S SHIFT LT.
PI = 56+50.44
Δ = 3°08'11" RT.
D = 1°45'00"
T = 89.63'
L = 179.22'
PC = 55+60.80
PT = 57+40.03
e = MATCH EXIST.
Ls = MATCH EXIST.

(1) W4-3R (48" X 48")

C.L. HWY. 5 RAMP 4

INSTALL 726' P.C.C.B 53+32 TO 60+54 W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

JOHN HARDIN DR.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

PT 51+04.14

PI 56+50.44

C.L. HWY. 67 STAGE IC S SHIFT LT. STA. 50+00.00 = C.L. HWY. 67 STA. 50+33.57, 26.54' LT.

C.L. HWY. 67 STAGE IC S SHIFT LT.

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE IC S SHIFT LT. STA. 57+40.03 = C.L. HWY. 67 STA. 57+72.75, 60.00' LT.

INSTALL 2953' P.C.C.B 53+09 TO 82+62 W/ 1 SPECIAL END UNIT AND T.I.A.B.

50+00

55+00

60+00

C.L. HWY. 67

+25

24'

260' TAPER

+85

24'

PI 50+52.08

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

PC 55+60.80

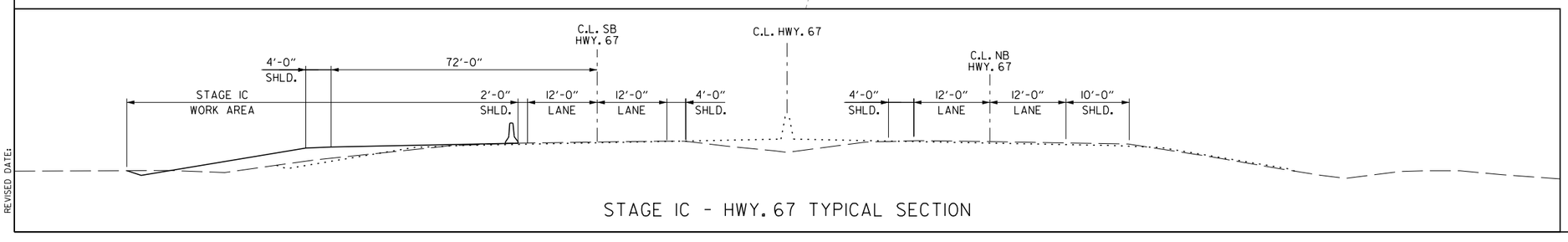
PT 57+40.03

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

C.L. HWY. 5 RAMP 1

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE IC - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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REVISED DATE:

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		6	ARK.	061642	151	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 LT.

2) CONSTRUCT TEMPORARY HWY. 5 RAMP 5.

STAGE 1C TRAFFIC

STAGE 1C TRAFFIC DRUM AT 40' O.C.

STAGE 1C PAVING

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

STA. 62+97 IN PLACE
DBL. 36"x157' R.C. PIPE CULVERT
W/ HDWLS. LT. & FES. RT.
REMOVE HDWLS. LT. & EXTEND 26' LT.
36" TEMPORARY PIPE = 60 LIN. FT.

STA. 67+00 102.00' LT.
BEGIN SP. DT. 0.17%
ELEV. 276.35

STA. 63+00 102.00' LT.
BEGIN SP. DT. 0.17%
ELEV. 275.68

INSTALL 2953' P.C.C.B 53+09 TO 82+62
W/ 1 SPECIAL END UNIT AND T.I.A.B.

GRADE TO DRAIN TO HWY. 5
RAMP 3 CULVERT IN STAGES
IC-3A

INSTALL 53' P.C.C.B TAPER
W/ SPECIAL END UNIT

65+00 70+00 75+00 20+00 50+00

C.L. HWY. 67

C.L. HWY. 5 RAMP 5
STAGE IC

C.L. HWY. 5 RAMP 5

213' P.C.C.B. TAPER W/
SPECIAL END UNIT

C.L. HWY. 5 RAMP 5 STAGE IC LT. STA. 50+00.00 =
C.L. HWY. 67 STA. 68+39.91, 49.00' RT.

C.L. HWY. 5 RAMP 5 STAGE IC

PI	= 50+33.81
Δ	= 13°27'49" LT.
D	= 20°00'00"
T	= 33.81'
L	= 67.32'
PC	= 50+00.00
PT	= 50+67.32
e	= MATCH EXIST.
Ls	= MATCH EXIST.

C.L. HWY. 5 RAMP 5 STAGE IC

PI	= 54+10.72
Δ	= 57°18'13" LT.
D	= 28°30'00"
T	= 109.85'
L	= 201.07'
PC	= 53+00.87
PT	= 55+01.94
e	= MATCH EXIST.
Ls	= MATCH EXIST.

HWY. 5 RAMP 5 STAGE IC
STA. 52+75 CONSTRUCT
DROP INLET LT.
WITH 18"x42' PIPE OUTLET
TYPE E DROP INLET = 4'x3'
18" TEMPORARY PIPE = 42 LIN. FT.

PC 70+16.88

PI 71+47.23

PCC 72+60.09

INSTALL 826' P.C.C.B 65+88 TO 74+20
W/ 2 SPECIAL END UNITS

C.L. HWY. 5 RAMP 5 STAGE IC STA. 55+01.94 =
C.L. HWY. 5 RAMP 5 STA. 73+58.56

INSTALL 53' P.C.C.B TAPER
W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 2

55+00

75+00

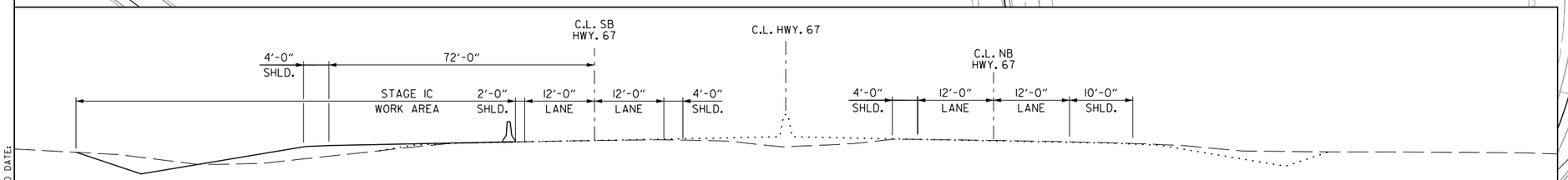
RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 1

PI 75+17.90

75+00



STAGE IC - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	152	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 LT.

STAGE 1C TRAFFIC

STAGE 1C TRAFFIC DRUM AT 40' O.C.

STAGE 1C PAVING

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 3

TEMPORARILY PLUG PIPE FOR STAGES IC TO 3A

INSTALL 693' P.C.C.B 75+68 TO 82+62 W/ I SPECIAL END UNIT AND T.I.A.B.

SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

EXIT 16

INSTALL 2953' P.C.C.B 53+09 TO 82+62 W/ I SPECIAL END UNIT AND T.I.A.B.

100' P.C.C.B TAPER

40' P.C.C.B TAPER

T.I.A.B.

EXIT 16

5 367

Cabot
Heber Springs

SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

RETAIN FROM PREVIOUS STAGE

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

ROCKWOOD DR.

80+00

80+00

85+00

90+00

C.L. HWY. 67

HP GAS

80+00

C.L. HWY. 5 RAMP 2

RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

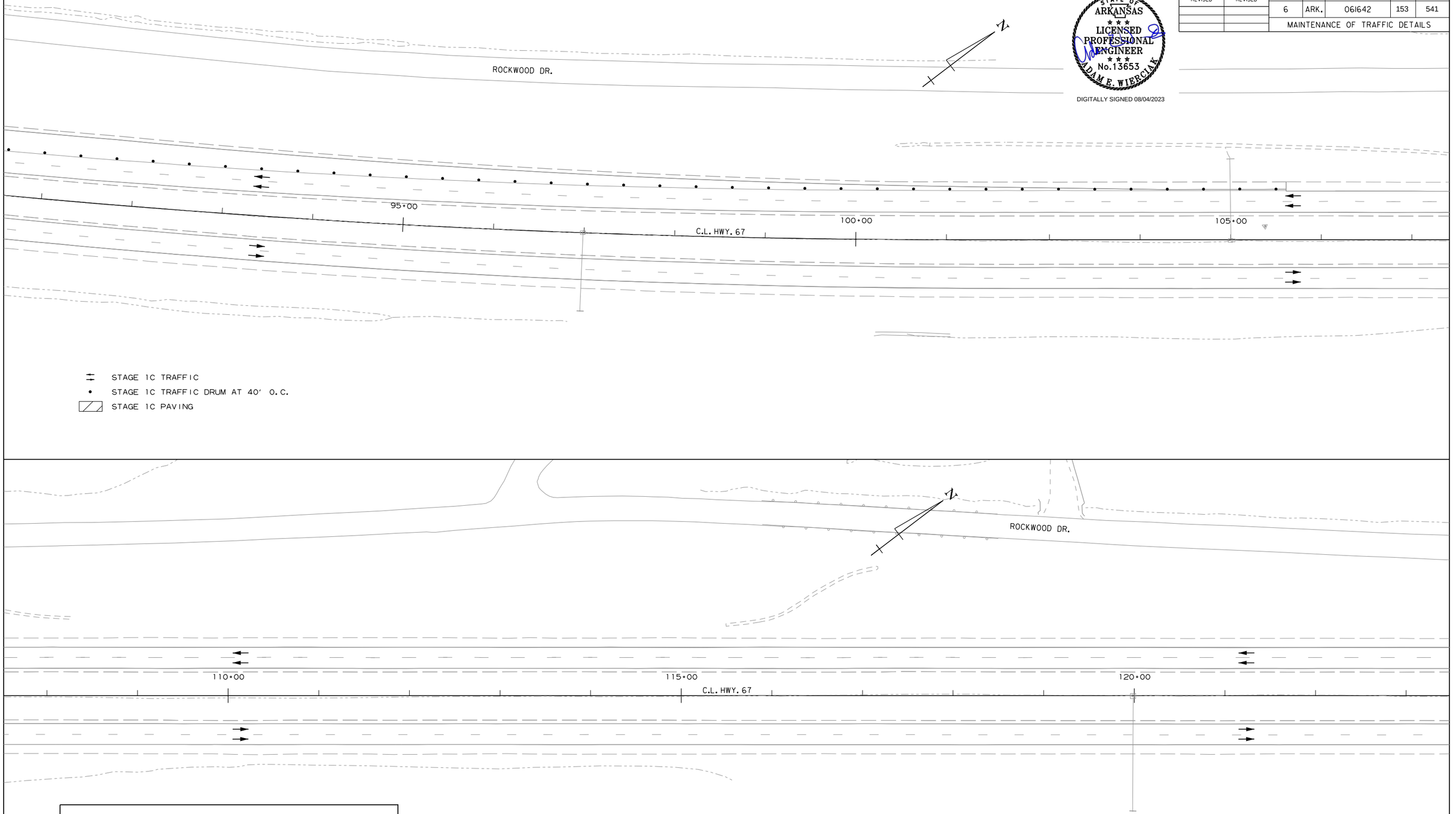
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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		6	ARK.	061642	153	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

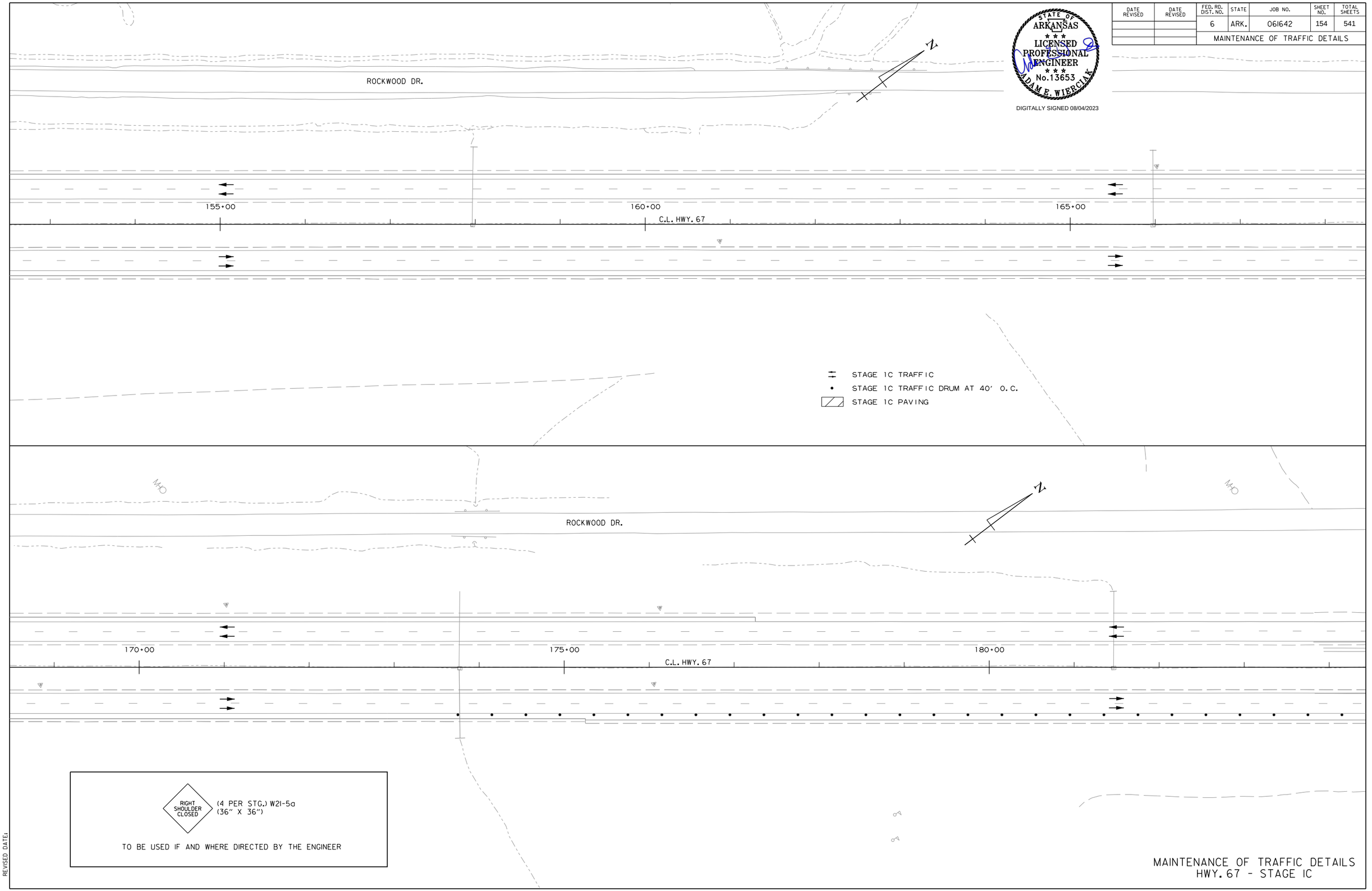
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	154	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	155	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 1C TRAFFIC
STAGE 1C TRAFFIC DRUM AT 40' O.C.
STAGE 1C PAVING

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

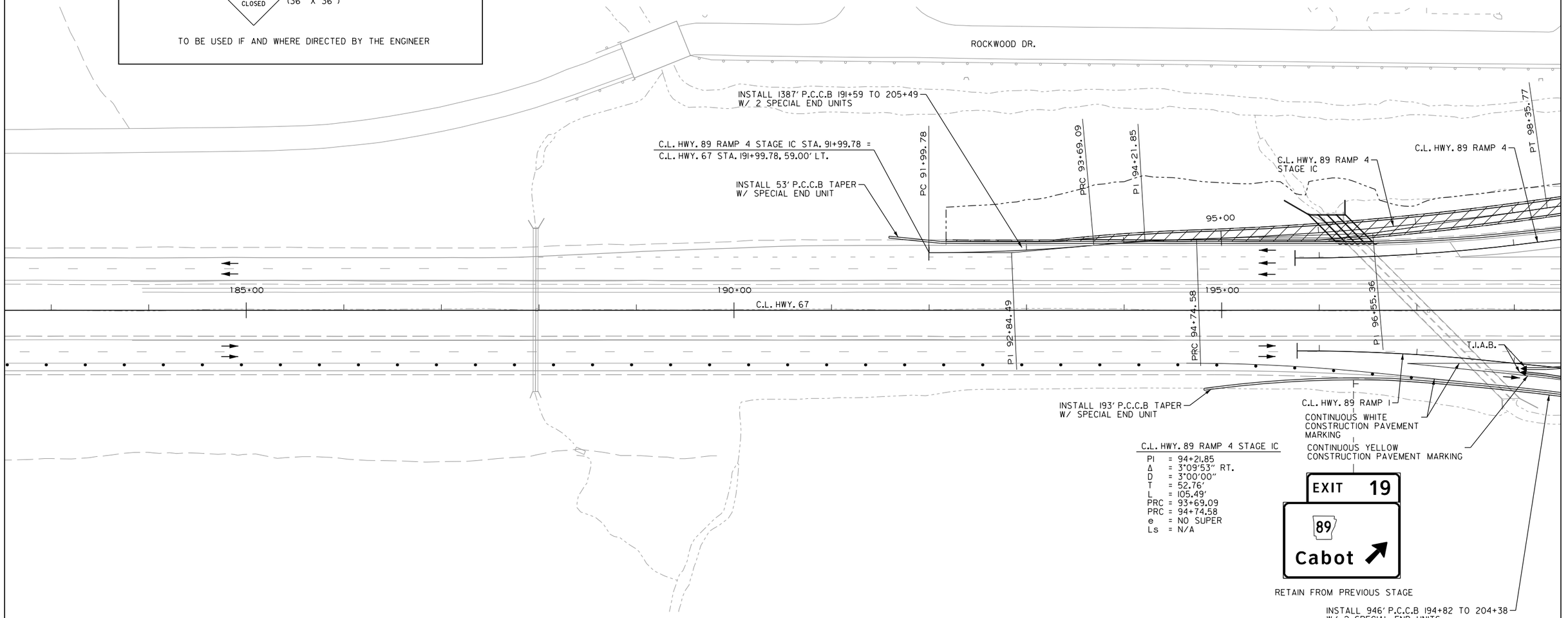
1) CONSTRUCT TEMPORARY WIDENING ON HWY. 89 RAMP 4.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

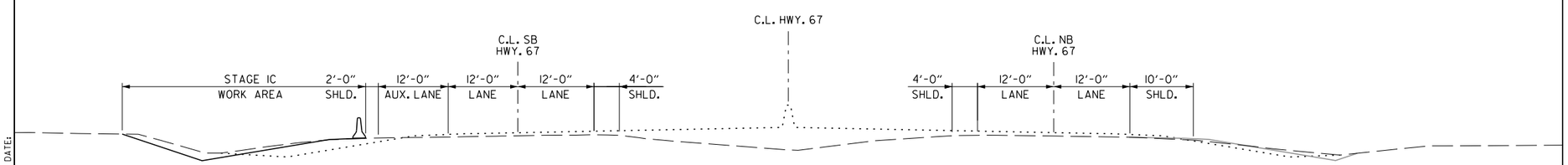
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 92+84.49
Δ = 5°04'46" LT.
D = 3°00'00"
T = 84.71'
L = 169.31'
PC = 91+99.78
PRC = 93+69.09
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 96+55.36
Δ = 6°19'15" LT.
D = 1°45'00"
T = 180.78'
L = 361.19'
PRC = 94+74.58
PT = 98+35.77
e = NO SUPER
Ls = N/A



C.L. HWY. 89 RAMP 4 STAGE IC
PI = 94+21.85
Δ = 3°09'53" RT.
D = 3°00'00"
T = 52.76'
L = 105.49'
PRC = 93+69.09
PRC = 94+74.58
e = NO SUPER
Ls = N/A



STAGE IC - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	156	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
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STAGE 1C TRAFFIC
STAGE 1C TRAFFIC DRUM AT 40' O.C.
STAGE 1C PAVING

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON HWY. 89 RAMP 4.
2) CONSTRUCT TEMPORARY WIDENING ON HWY. 67 RT. BETWEEN HWY. 89 RAMPS 1 AND 2.
3) CONSTRUCT TEMPORARY HWY. 67 WIDENING IN GORE AREA OF HWY. 89 RAMP 3.

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 102+40.95
Δ = 26°47'41" LT.
D = 7°00'00"
T = 194.96'
L = 382.78'
PC = 100+45.99
PT = 104+28.77
e = MATCH EXIST.
Ls = MATCH EXIST.

HWY. 89 RAMP 4 STAGE IC
STA. 101+76 IN PLACE
36"x93' R.C. PIPE CULVERT
W/ HDWLS. LT. & RT.
REMOVE HDWL. LT. & EXTEND 34' LT.
36" TEMPORARY PIPE = 38 LIN. FT.

C.L. HWY. 89 RAMP 4 STAGE IC STA. 104+28.77 =
C.L. HWY. 89 RAMP 4 STA. 204+37.76, 0.22' RT.

PT 104+28.77
205+00
INSTALL 193' P.C.C.B TAPER W/ SPECIAL END UNIT
C.L. HWY. 89 RAMP 4

HWY. 89 RAMP 4 STAGE IC
STA. 99+30 CONSTRUCT
DROP INLET RT.
WITH 18"x42' PIPE OUTLET
TYPE E DROP INLET = 4'x3'
18" TEMPORARY PIPE = 42 LIN. FT.

PT 98+35.77
PC 100+45.99
C.L. HWY. 89 RAMP 4 STAGE IC
INSTALL 1387' P.C.C.B 191+59 TO 205+49 W/ 2 SPECIAL END UNITS
PI 102+40.95
100+00
200+00

C.L. HWY. 67 STAGE IC N SHIFT B LT.
PI = 21+40.29
Δ = 4°54'25" RT.
D = 1°45'00"
T = 140.29' C.L. HWY. 89 RAMP 3
L = 280.40'
PC = 20+00.00
PRC = 22+80.40
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE IC N SHIFT B LT. STA. 20+00.00
C.L. HWY. 67 STA. 206+80.75, 42.00' LT.

PRC 34+76.29
PI 21+40.29
C.L. HWY. 67 STAGE IC N SHIFT B LT.
20+00
35+00
C.L. HWY. 67 STAGE 2 N SHIFT LT.
C.L. HWY. 67
200+00
30+00
205+00
210+00
PC 30+00.00

C.L. HWY. 67 STAGE IC N SHIFT B LT.
PI = 24+20.69
Δ = 4°54'25" LT.
D = 1°45'00"
T = 140.29'
L = 280.40'
PRC = 22+80.40
PT = 25+60.80
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE IC N SHIFT B LT. STA. 25+60.80 =
C.L. HWY. 67 STA. 212+40.87, 18.00' LT.

INSTALL 5226' P.C.C.B 210+77 TO 262+91 W/ 2 SPECIAL END UNITS
PI 37+79.15
INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT
PT 25+60.80
210+00
40+00
25+00

C.L. HWY. 67 STAGE 2 N SHIFT LT. STA. 30+00.00
C.L. HWY. 67 STA. 202+52.96, 1.00' RT.

C.L. HWY. 67 STAGE IC AND 3A WIDENING
PRC 22+80.40
80+00
85+00
PC 80+00.00
PI 80+48.63
PT 80+97.26
PI 84+20.69
PT 40+80.28

T.I.A.B.
INSTALL 553' P.C.C.B 198+13 TO 203+67 W/ 1 SPECIAL END UNIT AND T.I.A.B.
40' P.C.C.B TAPER
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
INSTALL 946' P.C.C.B 194+82 TO 204+38 W/ 2 SPECIAL END UNITS
INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT
PI 32+38.17
INSTALL 1531' P.C.C.B 198+13 TO 213+44 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 193' P.C.C.B TAPER W/ SPECIAL END UNIT
INSTALL 193' P.C.C.B TAPER W/ SPECIAL END UNIT
PC 84+62.91
PI 85+11.55
PT 85+60.17

EXIT 19
SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT
205+00
C.L. HWY. 89 RAMP 1

C.L. HWY. 67 STAGE IC & 3A WIDENING STA. 80+00.00
C.L. HWY. 67 STA. 205+70.02, 47.25' RT.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
INSTALL 4406' P.C.C.B 209+38 TO 253+60 W/ 2 SPECIAL END UNITS
INSTALL 346' P.C.C.B 210+00 TO 213+43 W/ 2 SPECIAL END UNITS
INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT
C.L. HWY. 89 RAMP 2

C.L. HWY. 67 STAGE IC & 3A WIDENING
PI = 80+48.63
Δ = 1°42'08" RT.
D = 1°45'00"
T = 48.63'
L = 97.26'
PC = 80+00.00
PRC = 80+97.26
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE IC & 3A WIDENING
PI = 85+11.55
Δ = 1°42'08" LT.
D = 1°45'00"
T = 48.63'
L = 97.26'
PC = 84+62.91
PRC = 85+60.17
e = MATCH EXIST.
Ls = MATCH EXIST.

STA. 209+96 IN PLACE
DROP INLET W/ 24" X 82'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
REMOVE HDWL. RT. & EXTEND 13' RT.
24" TEMPORARY PIPE = 17 LIN. FT.

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 67
C.L. SB HWY. 67
C.L. NB HWY. 67
10'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 4'-0" SHLD.
4'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 2'-0" SHLD. | STAGE IC WORK AREA

STAGE IC - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	157	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

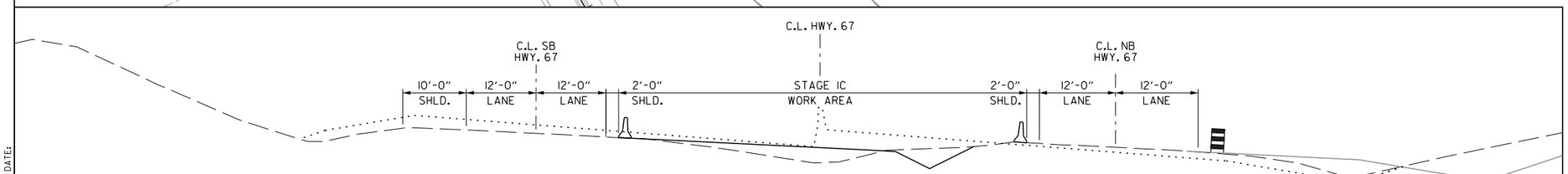
STAGE 1C TRAFFIC
STAGE 1C TRAFFIC DRUM AT 40' O.C.
STAGE 1C PAVING

N

210+00
EX. HWY. 89
215+00
C.L. HWY. 89 RAMP 3 (FUTURE)
220+00
EX. WILLIE RAY DR.
225+00
C.L. HWY. 67 STAGE IC N SHIFT B LT. STA. 43+27.94
C.L. HWY. 67 STA. 215+79.05, 58.00' LT.
INSTALL 5226' P.C.C.B 210+77 TO 262+91
W/ 2 SPECIAL END UNITS
C.L. HWY. 89 RAMP 3
C.L. HWY. 67
36'
24'
300' TAPER
INSTALL 4406' P.C.C.B 209+38 TO 253+60
W/ 2 SPECIAL END UNITS
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT
C.L. HWY. 89 RAMP 2
C.L. HWY. 89 RAMP 2 (FUTURE)
STA. 219+95 CONSTRUCT DROP INLET RT. ON EXIST. 24"x85' R.C PIPE OUTLET TYPE E DROP INLET = 4'x3'
CENTERPOINT ENERGY

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON THE INSIDE OF HWY. 67 LT.



STAGE IC - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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		6	ARK.	061642	158	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

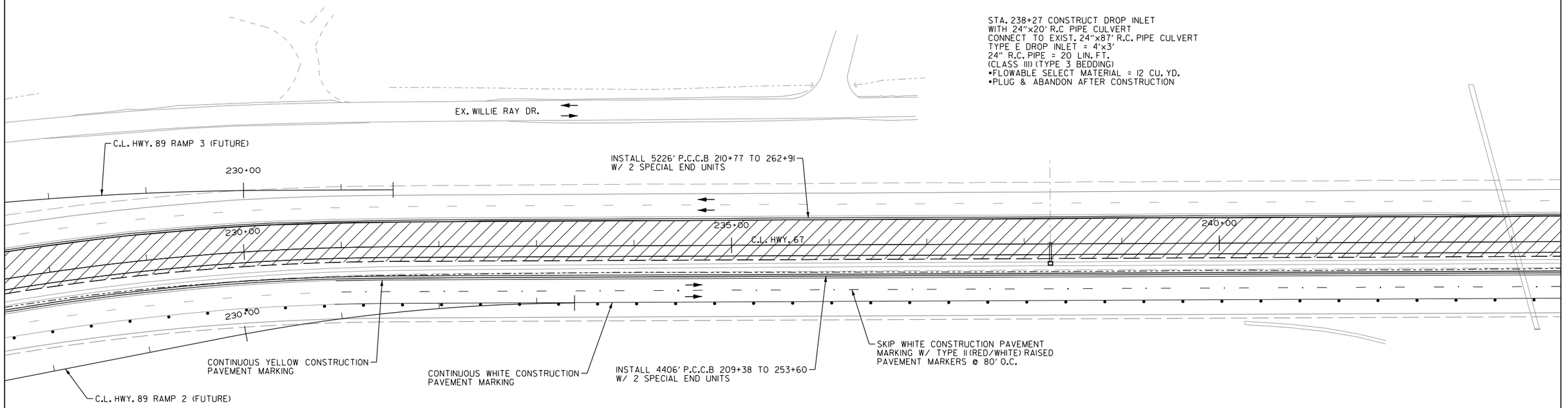
RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

= STAGE 1C TRAFFIC
• STAGE 1C TRAFFIC DRUM AT 40' O.C.
▨ STAGE 1C PAVING

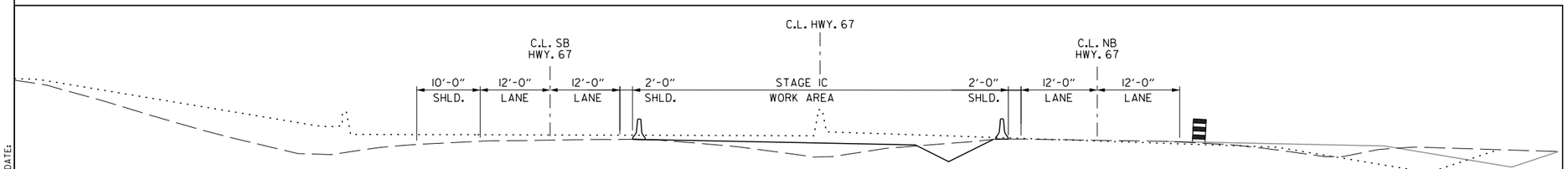
N

STA. 238+27 CONSTRUCT DROP INLET
WITH 24"x20' R.C PIPE CULVERT
CONNECT TO EXIST. 24"x87' R.C. PIPE CULVERT
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 20 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 12 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION



STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON THE INSIDE OF HWY. 67 LT.



STAGE 1C - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 1C

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	159	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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STA. 246+26 CONSTRUCT
DROP INLET RT.
ON EXIST. 24"x85' R.C PIPE OUTLET
TYPE E DROP INLET = 4'x3'
REMOVE EXIST. DROP INLET AND
TEMPORARILY PLUG PIPE AT UPSTREAM END
•FLOWABLE SELECT MATERIAL = 10 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

STAGE 1C TRAFFIC
STAGE 1C TRAFFIC DRUM AT 40' O.C.
STAGE 1C PAVING

N

STA. 247+50.00
END JOB 061642

INSTALL 5226' P.C.C.B 210+77 TO 262+91
W/ 2 SPECIAL END UNITS

245+00 40+00 +50 C R 250+00 45+00 255+00 50+00 C.L. HWY. 67

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

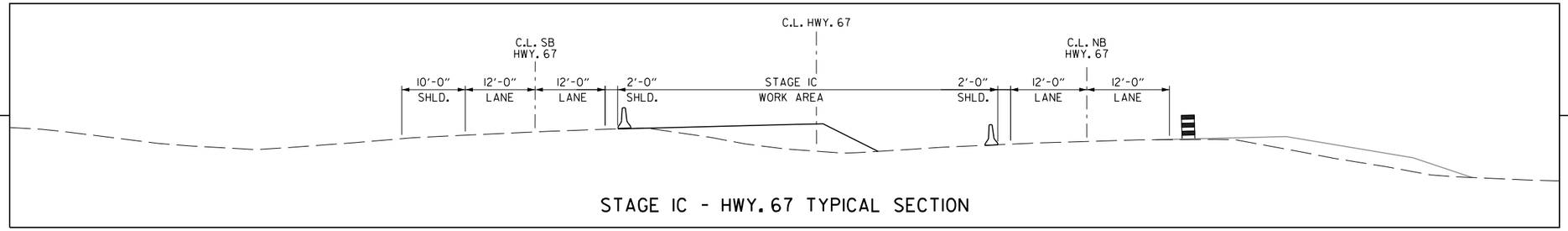
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 4406' P.C.C.B 209+38 TO 253+60
W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B TAPER
W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE IC N SHIFT C LT.

PI	= 47+40.51
Δ	= 18°21'15" LT.
D	= 1°15'00"
T	= 740.51'
L	= 1468.34'
PC	= 40+00.00
PT	= 54+68.34
e	= MATCH EXIST.
Ls	= MATCH EXIST.



STAGE IC - HWY. 67 TYPICAL SECTION

N

INSTALL 5226' P.C.C.B 210+77 TO 262+91
W/ 2 SPECIAL END UNITS

INSTALL 193' P.C.C.B TAPER
W/ SPECIAL END UNIT

260+00 265+00 270+00 C.L. HWY. 67

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

STAGE 1C CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT TEMPORARY WIDENING ON THE INSIDE OF HWY. 67 LT.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE IC

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	160	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1 AND ALONG HWY. 67 STAGE 1C S SHIFT LT.

2) SHIFT HWY. 5 RAMP 4 TO WIDENING CONSTRUCTED IN STAGE 1.

3) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.

STAGE 2 TRAFFIC

STAGE 2 TRAFFIC DRUM AT 40' O.C.

STAGE 2 PAVING

N

R ◄—► C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

(I) W4-3R
(48" X 48")

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

JOHN HARDIN DR.

C.L. HWY. 5 RAMP 4

60+00

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

INSTALL 1587' P.C.C.B. 57+20 TO 73+06 W/ 2 SPECIAL END UNITS

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

55+00

+53
R ◄—► C

INSTALL 20486' P.C.C.B. 56+79 TO 262+66 W/ 2 SPECIAL END UNITS

50+00

55+00

C.L. HWY. 67

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

60+00

T.I.A.B.

55+00

40' P.C.C.B. TAPER

INSTALL 19573' P.C.C.B. 56+89 TO 253+60 W/ 1 SPECIAL END UNIT AND T.I.A.B.

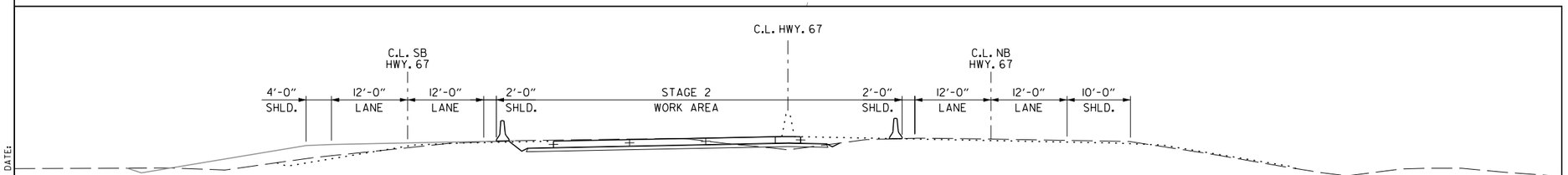
C.L. HWY. 5 RAMP 1

60+00

STA. 58+97 CONSTRUCT DROP INLET RT.
TYPE E DROP INLET = 4'x3'

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 2 - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	161	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1.

2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.

STAGE 2 TRAFFIC

STAGE 2 TRAFFIC DRUM AT 40' O.C.

STAGE 2 PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 4

C.L. HWY. 5 RAMP 3

C.L. HWY. 5 RAMP 1

C.L. HWY. 5 RAMP 2

C.L. HWY. 5 RAMP 5

C.L. HWY. 5

C.L. HWY. 67

15+00

65+00

70+00

75+00

STA. 65+98 CONSTRUCT
DROP INLET LT.
WITH 24"x40' R.C PIPE OUTLET
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 40 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 5 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

STA. 68+98 CONSTRUCT
DROP INLET LT.
WITH 24"x40' R.C PIPE OUTLET
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 40 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 5 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

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

INSTALL 20486' P.C.C.B. 56+79 TO 262+66
W/ 2 SPECIAL END UNITS

INSTALL 1587' P.C.C.B. 57+20 TO 73+06
W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 193' P.C.C.B. TAPER
W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER
W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER
W/ SPECIAL END UNIT

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

INSTALL 19573' P.C.C.B. 56+89 TO 253+60
W/ 1 SPECIAL END UNIT AND T.I.A.B.

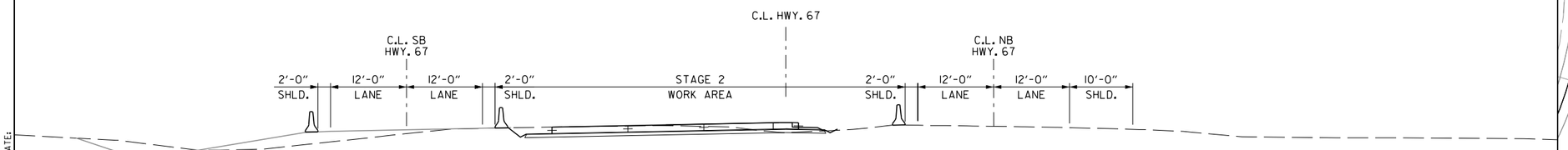
INSTALL 193' P.C.C.B. TAPER
W/ SPECIAL END UNIT

STA. 65+98 CONSTRUCT
DROP INLET RT.
TYPE E DROP INLET = 4'x3'

STA. 68+98 CONSTRUCT
DROP INLET RT.
TYPE E DROP INLET = 4'x3'

INSTALL 766' P.C.C.B. 66+40 TO 74+20
W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B. TAPER
W/ SPECIAL END UNIT



STAGE 2 - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	162	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1.

2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 2 TRAFFIC

STAGE 2 TRAFFIC DRUM AT 40' O.C.

STAGE 2 PAVING

EXIT 16
5 367
Cabot
Heber Springs

RETAIN FROM PREVIOUS STAGE

EXIT 16

RELOCATE FROM PREVIOUS STAGE

ROCKWOOD DR.

STA. 88+99 CONSTRUCT
DROP INLET LT.
WITH 24"x40' R.C PIPE OUTLET
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 40 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 5 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

STA. 76+98 CONSTRUCT
DROP INLET LT.
TYPE E DROP INLET = 4'x3'

INSTALL 513' P.C.C.B. 75+60 TO 80+73
W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 453' P.C.C.B. 75+86 TO 80+39
W/ 2 SPECIAL END UNITS.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 20486' P.C.C.B. 56+79 TO 262+66
W/ 2 SPECIAL END UNITS

40' P.C.C.B. TAPER

T.I.A.B.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 447' P.C.C.B. 83+46 TO 87+95
W/ 2 SPECIAL END UNITS

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 5 RAMP 3

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

80+00

80+00

C.L. HWY. 67

85+00

90+00

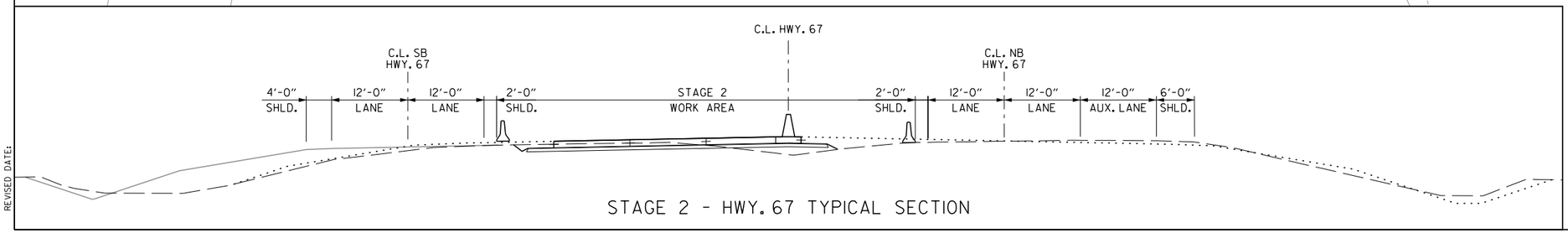
80+00

INSTALL 19573' P.C.C.B. 56+89 TO 253+60
W/ 1 SPECIAL END UNIT AND T.I.A.B.

STA. 76+98 CONSTRUCT
DROP INLET RT.
TYPE E DROP INLET = 4'x3'

C.L. HWY. 5 RAMP 2

STA. 88+99 CONSTRUCT
DROP INLET RT.
TYPE E DROP INLET = 4'x3'



STAGE 2 - HWY. 67 TYPICAL SECTION

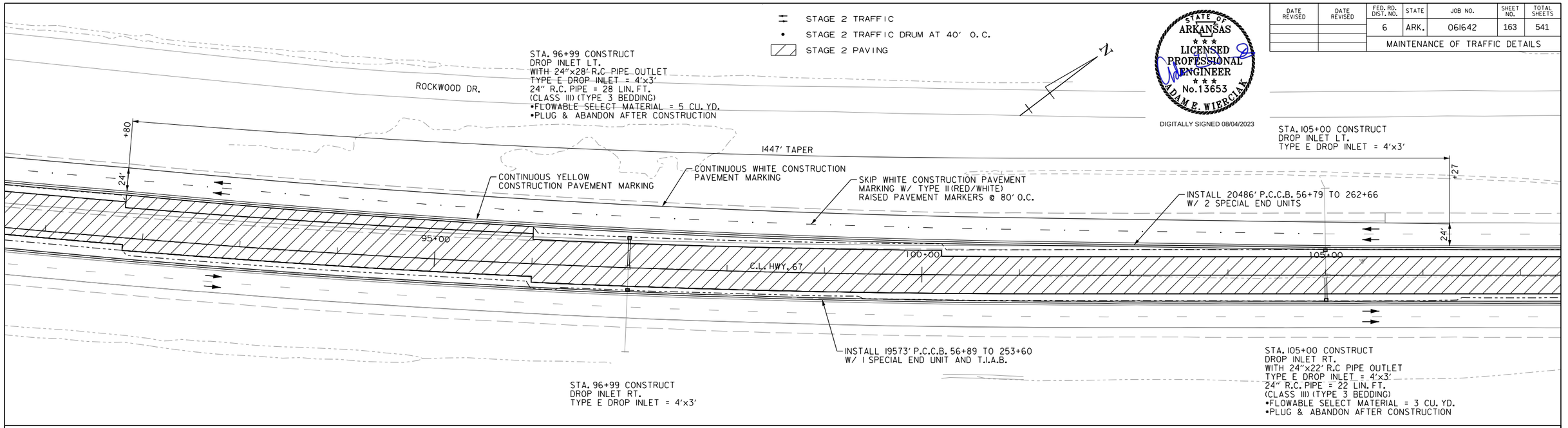
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

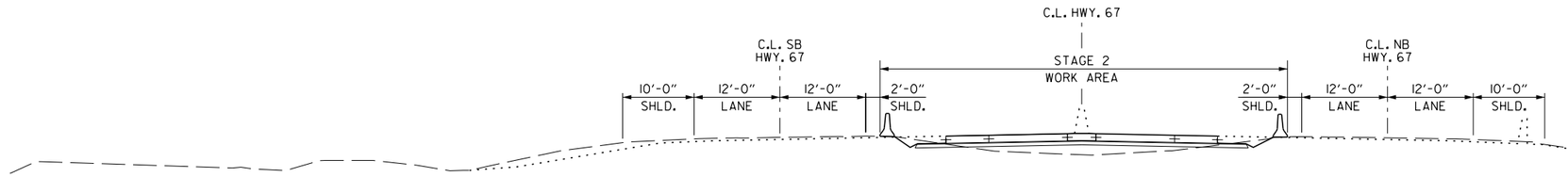
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	163	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

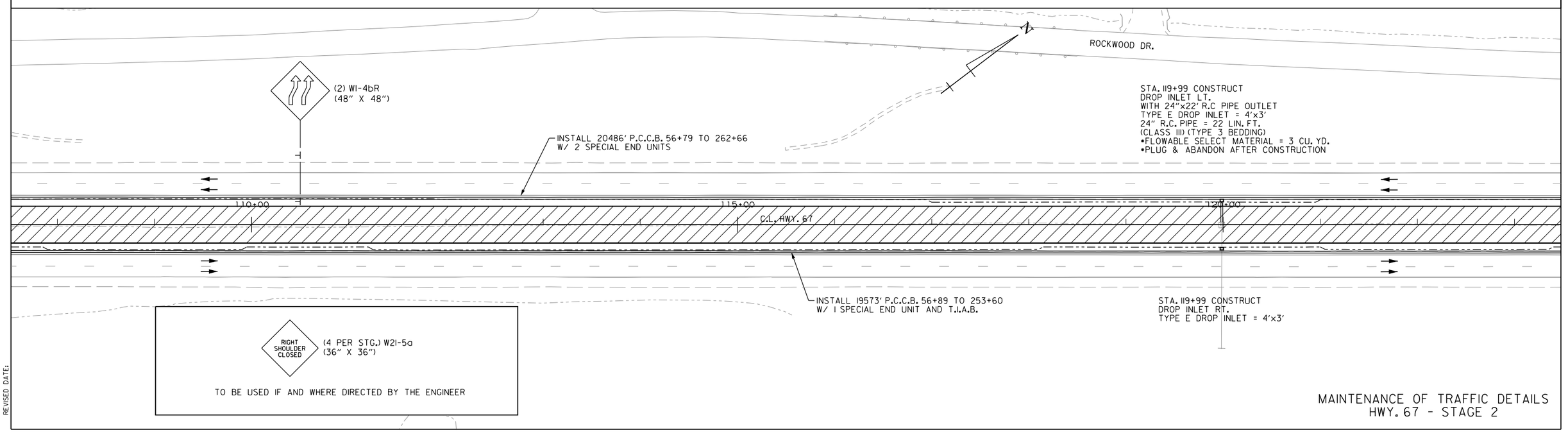




STAGE 2 - HWY. 67 TYPICAL SECTION

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1. JOINTS SHALL BE AT LANE LINES OR CENTER OF SLAB THROUGHOUT LANE SHIFT.
2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.
3) CONSTRUCT TEMPORARY CONNECTION BETWEEN EXISTING AND PROPOSED PAVEMENT BETWEEN STA. 91+80 AND 96+00 FOR HWY. 5 RAMP 3 STAGE 3A TRAFFIC.



RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	164	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

ROCKWOOD DR.

STA. 125+99 CONSTRUCT
DROP INLET LT.
WITH 24"x24' R.C PIPE OUTLET
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 24 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 3 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

INSTALL 20486' P.C.C.B. 56+79 TO 262+66
W/ 2 SPECIAL END UNITS

SKIP WHITE CONSTRUCTION PAVEMENT
MARKING W/ TYPE II (RED/WHITE)
RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

125+00 | 130+00 C.L. HWY. 67 | 135+00

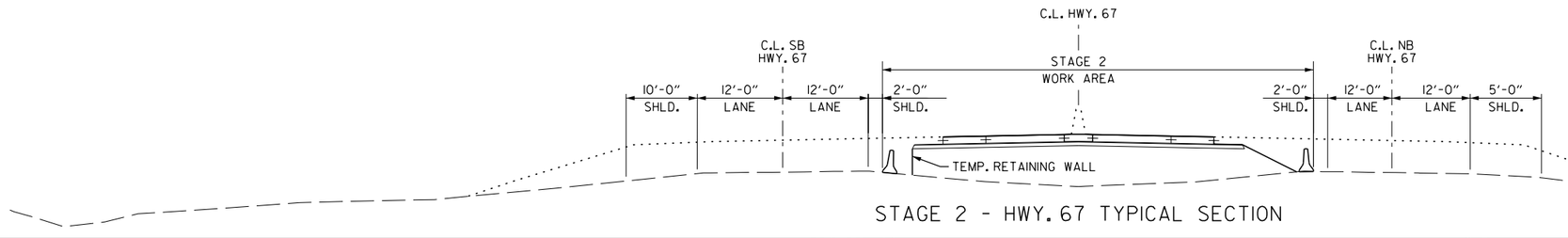
STA. 125+99 CONSTRUCT
DROP INLET RT.
TYPE E DROP INLET = 4'x3'

INSTALL 19573' P.C.C.B. 56+89 TO 253+60
W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

SKIP WHITE CONSTRUCTION PAVEMENT
MARKING W/ TYPE II (RED/WHITE)
RAISED PAVEMENT MARKERS @ 80' O.C.



STAGE 2 - HWY. 67 TYPICAL SECTION

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.

ROCKWOOD DR.

SKIP WHITE CONSTRUCTION PAVEMENT
MARKING W/ TYPE II (RED/WHITE)
RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 20486' P.C.C.B. 56+79 TO 262+66
W/ 2 SPECIAL END UNITS

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

140+00 | 145+00 C.L. HWY. 67 | 150+00

SKIP WHITE CONSTRUCTION PAVEMENT
MARKING W/ TYPE II (RED/WHITE)
RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 19573' P.C.C.B. 56+89 TO 253+60
W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

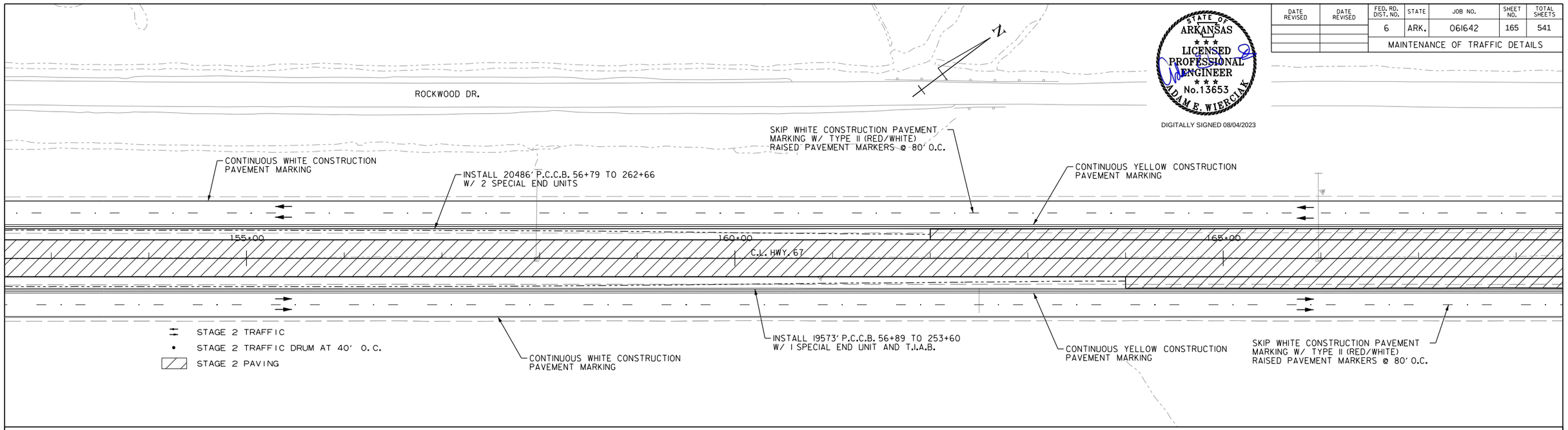
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

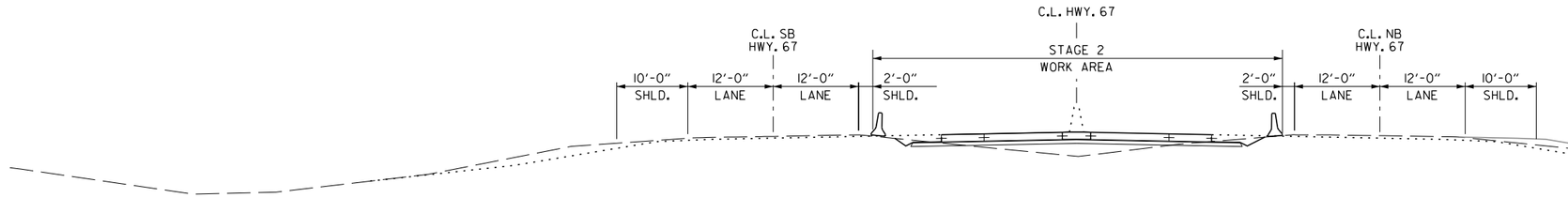
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	165	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





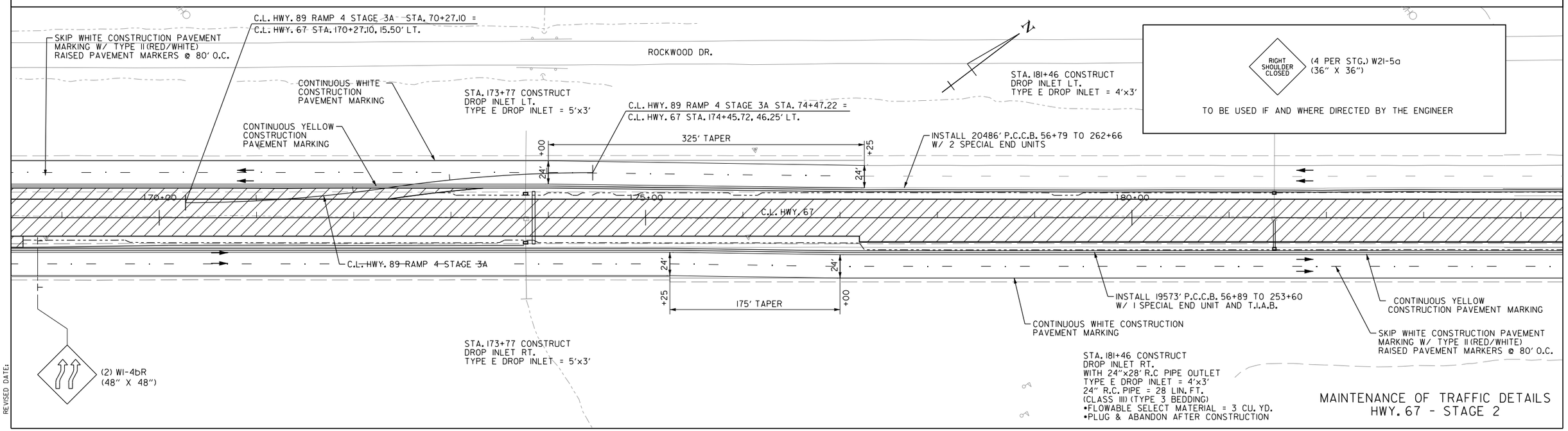
STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT NB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1.

2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.

3) CONSTRUCT TEMPORARY CONNECTION FROM EXISTING TO PROPOSED FROM STA. 162+00 TO STA. 173+33.

STAGE 2 - HWY. 67 TYPICAL SECTION



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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REVISED DATE:

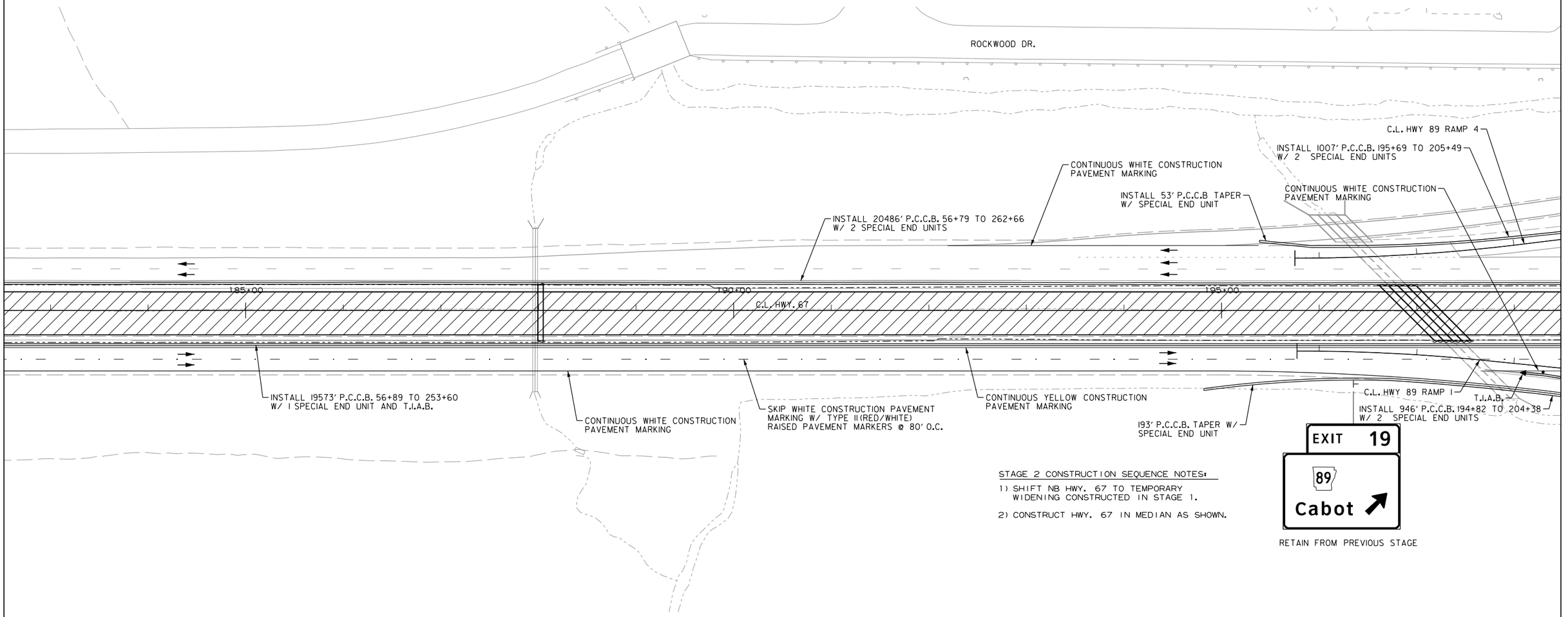
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	166	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

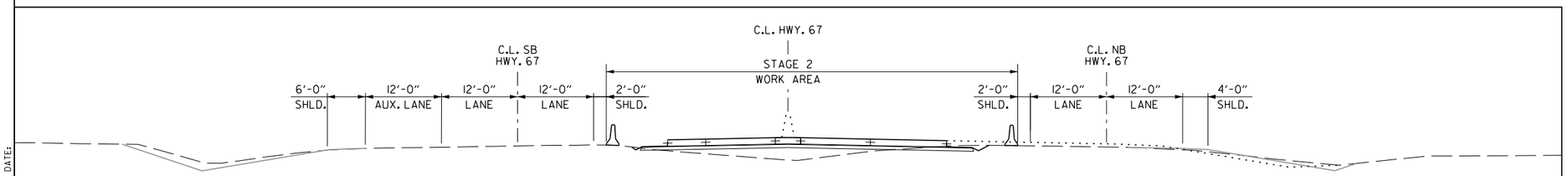


RETAIN FROM PREVIOUS STAGE

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT NB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1.

2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.



STAGE 2 - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	167	541
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT NB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1.
2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.
3) CONSTRUCT HWY. 67 STAGE 2 NORTH MEDIAN SHIFT.
4) CONSTRUCT TEMPORARY HWY. 89 RAMP 3 WIDENING.

STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

193' P.C.C.B. TAPER W/ SPECIAL END UNIT

STA. 203+97 CONSTRUCT DROP INLET LT. WITH 24"x24' R.C. PIPE OUTLET TYPE E DROP INLET = 4'x3' 24" R.C. PIPE = 24 LIN. FT. (CLASS III) (TYPE 3 BEDDING) •FLOWABLE SELECT MATERIAL = 3 CU. YD. •PLUG & ABANDON AFTER CONSTRUCTION

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 89 RAMP 4

C.L. HWY. 67 STAGE 2 N SHIFT LT.
PI = 32+38.57
Δ = 8°20'06" LT.
D = 1°45'00"
T = 238.57'
L = 476.29'
PC = 30+00.00
PRC = 34+76.29
e = MATCH EXIST.
Ls = MATCH EXIST.

INSTALL 1007' P.C.C.B. 195+69 TO 205+49 W/ 2 SPECIAL END UNITS

INSTALL 20486' P.C.C.B. 56+79 TO 262+66 W/ 2 SPECIAL END UNITS

C.L. HWY. 67 STAGE 2 N SHIFT LT. STA. 30+00.00 = C.L. HWY. 67 STA. 202+52.96, 1.00' RT.

C.L. HWY. 67 STAGE 2 N SHIFT LT.

C.L. HWY. 67 STAGE 1C N SHIFT B LT.

C.L. HWY. 67

T.I.A.B.

40' P.C.C.B. TAPER

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

INSTALL 946' P.C.C.B. 194+82 TO 204+38 W/ 2 SPECIAL END UNITS

EXIT 19

RELOCATE FROM PREVIOUS STAGE

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

133.56' TAPER

INSTALL 553' P.C.C.B. 198+13 TO 203+67 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 3 STAGE 2

C.L. HWY. 89 RAMP 3 STAGE 2
PI = 110+90.99
Δ = 43°18'26" LT.
D = 25°00'00"
T = 90.99'
L = 173.23'
PC = 110+00.00
PT = 111+73.23
e = MATCH PROP.
Ls = MATCH PROP.

C.L. HWY. 89 RAMP 3 STAGE 2 STA. 110+00.00 = C.L. HWY. 67 STA. 207+37.30, 300.50' LT.

C.L. HWY. 67 STAGE 2 N SHIFT LT.
PI = 37+79.15
Δ = 10°34'12" RT.
D = 1°45'00"
T = 302.86'
L = 603.99'
PRC = 34+76.29
PT = 40+80.28
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 3 STAGE 2
PI 110+90.99
PC 110+00.00
PT 111+73.23
PC 112+38.20
PRC 34+76.29
PT 113+69.93
PI 37+79.15
PT 40+80.28

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

EXIT 19

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 89 RAMP 3 STAGE 2 STA. 113+69.93 = C.L. HWY. 67 STA. 210+14.43, 90.50' LT.

DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

INSTALL 4485' P.C.C.B. 207+55 TO 250+68 W/ 2 SPECIAL END UNITS

INSTALL 19573' P.C.C.B. 56+89 TO 253+60 W/ 1 SPECIAL END UNIT AND T.I.A.B.

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

STA. 203+97 CONSTRUCT DROP INLET RT. TYPE E DROP INLET = 4'x3'

C.L. HWY. 89 RAMP 1

PLACE MODIFIED DROP INLET TOP AT DROP INLET 209+96 RT. & PLACE TOP BELOW TEMPORARY SUBGRADE.

193' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 406' P.C.C.B. 209+31 TO 213+36 W/ 2 SPECIAL END UNITS

193' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 346' P.C.C.B. 210+01 TO 213+43 W/ 2 SPECIAL END UNITS

C.L. HWY. 89 RAMP 2

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 3 STAGE 2
PI = 113+05.94
Δ = 32°56'00" LT.
D = 25°00'00"
T = 67.74'
L = 131.73'
PC = 112+38.20
PT = 113+69.93
e = MATCH PROP.
Ls = MATCH PROP.

STA. 212+40 CONSTRUCT DROP INLET LT. WITH 24"x71' R.C PIPE OUTLET (CLASS III) (TYPE 3 BEDDING) TYPE E DROP INLET = 4'x3' 24" R.C. PIPE = 71 LIN. FT. •FLOWABLE SELECT MATERIAL = 6 CU. YD. •PLUG & ABANDON AFTER CONSTRUCTION

STA. 211+45 CONSTRUCT DROP INLET RT. WITH 24"x146' R.C. PIPE OUTLET TYPE E DROP INLET = 4'x3' (CLASS III) (TYPE 3 BEDDING) 24" R.C. PIPE = 146 LIN. FT.

STATE OF ARKANSAS ★★★ LICENSED PROFESSIONAL ENGINEER ★★★ No. 13653 ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

C.L. HWY. 67
C.L. SB HWY. 67
C.L. NB HWY. 67
10'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 2'-0" SHLD. | STAGE 2 WORK AREA 2'-0" SHLD. | 12'-0" LANE | 12'-0" LANE

STAGE 2 - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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REVISED DATE:

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1B.

2) CONSTRUCT LT. SIDE OF HWY. 67 AS SHOWN. INCLUDING TEMPORARY WIDENING OFF PROPOSED LT. SHOULDER.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	168	541
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

EXIT 19
89
Cabot

SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

STA. 217+95 CONSTRUCT
DROP INLET LT.
WITH 24"x60' R.C PIPE OUTLET
(CLASS III) (TYPE 3 BEDDING)
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 60 LIN. FT.
•FLOWABLE SELECT MATERIAL = 7 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

ROAD WORK AHEAD — W20-1 (48" X 48")

WILLIE RAY DR.

C.L. HWY. 89 RAMP 3 (FUTURE)

215+00
220+00
225+00
500'

DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

INSTALL 20486' P.C.C.B. 56+79 TO 262+66 W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 89 RAMP 3 STAGE 2

POE 43+27.94

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

C.L. HWY. 89 RAMP 3

INSTALL 4485' P.C.C.B. 207+55 TO 250+68 W/ 2 SPECIAL END UNITS

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKINGS

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 67

1105' TAPER

24'+00

POE 40+80.28

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 89 RAMP 2

C.L. HWY. 89

2015+00

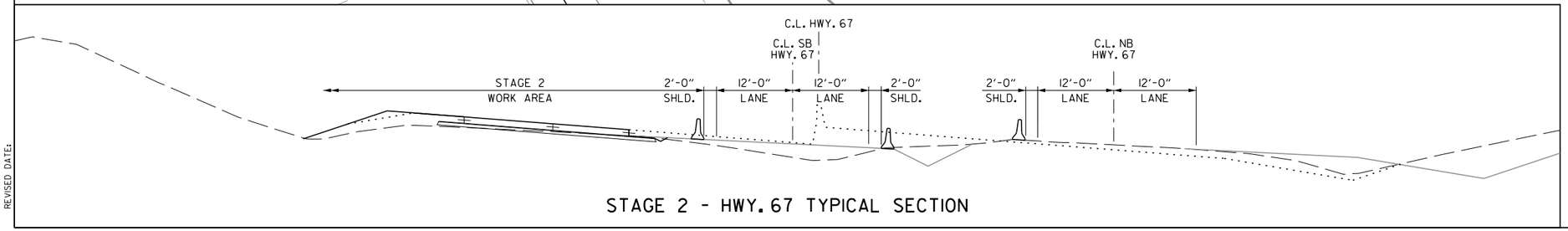
INSTALL 19573' P.C.C.B. 56+89 TO 253+60 W/ 1 SPECIAL END UNIT AND T.I.A.B.

C.L. HWY. 89 RAMP 2 (FUTURE)

CENTERPOINT ENERGY

RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 2 - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	169	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

N

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

500'

JAMES DR.

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

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

500'

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1B.
2) CONSTRUCT LT. SIDE OF HWY. 67 AS SHOWN.
3) CONSTRUCT PORTIONS OF HWY. 89 RAMPS 2 AND 3 AS SHOWN.

WILLIE RAY DR.

C.L. HWY. 89 RAMP 3 (FUTURE)

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 4485' P.C.C.B. 207+55 TO 250+68 W/ 2 SPECIAL END UNITS

STA. 238+27 CONSTRUCT DROP INLET LT. ON EXIST. 24" R.C. PIPE CULVERT TYPE E DROP INLET = 4'x3'

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

230+00

230+00

235+00

240+00

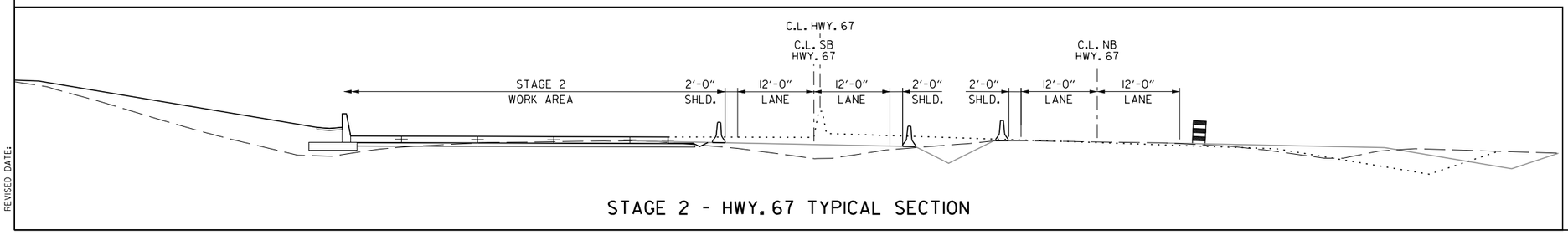
C.L. HWY. 67

230+00

C.L. HWY. 89 RAMP 2 (FUTURE)

INSTALL 19573' P.C.C.B. 56+89 TO 253+60 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 20486' P.C.C.B. 56+79 TO 262+66 W/ 2 SPECIAL END UNITS



STAGE 2 - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	170	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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STAGE 2 TRAFFIC
STAGE 2 TRAFFIC DRUM AT 40' O.C.
STAGE 2 PAVING

N

STA. 246+26 CONSTRUCT DROP INLET WITH 24"x18' R.C PIPE CULVERT CONNECT TO EXIST. R.C. PIPE CULVERT AND REMOVE TEMPORARY PLUG
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 18 LIN. FT. (CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 2 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

INSTALL 4485' P.C.C.B 207+55 TO 250+68 W/ 2 SPECIAL END UNITS

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

INSTALL 173' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 20486' P.C.C.B. 56+79 TO 262+66 W/ 2 SPECIAL END UNITS

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

245+00
+50
C
R
250+00
255+00
C.L. HWY. 67

INSTALL 19573' P.C.C.B 56+89 TO 253+60 W/ 1 SPECIAL END UNITS AND T.I.A.B.

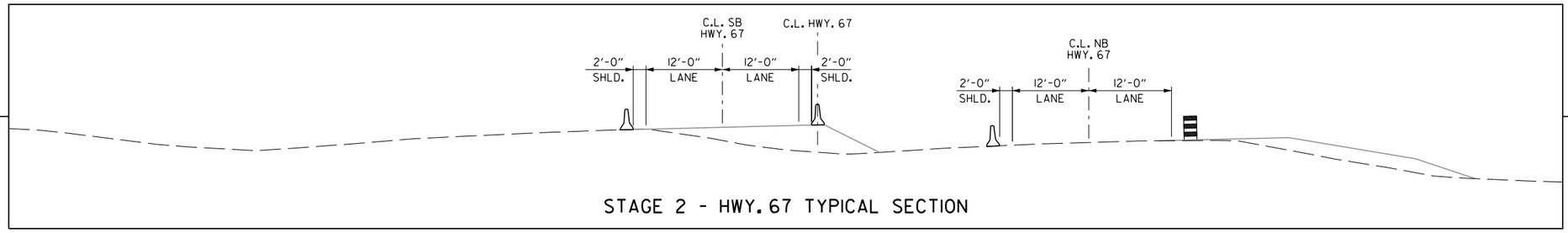
INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

STAGE 2 CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 1B.

2) CONSTRUCT LT. SIDE OF HWY. 67 AS SHOWN.

STA. 247+50.00
END JOB 061642



STAGE 2 - HWY. 67 TYPICAL SECTION

N

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

INSTALL 20486' P.C.C.B. 56+79 TO 262+66 W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 173' P.C.C.B TAPER W/ SPECIAL END UNIT

260+00
265+00
270+00
C.L. HWY. 67

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 2

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	171	541
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) RE-STRIPE SB HWY. 67 AS SHOWN.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 3A TRAFFIC

STAGE 3A TRAFFIC DRUM AT 40' O.C.

STAGE 3A PAVING

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

JOHN HARDIN DR.

560' TAPER

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

+19

+79

36'

35+00

40+00

45+00

C.L. HWY. 67

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

STA. 45+02.35
BEGIN JOB 061642
L.M. 0.28

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	172	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.
2) CONSTRUCT HWY. 67 NB STAGE 3A WIDENING.
3) CONSTRUCT FINAL HWY. 5 RAMP 4 CONNECTION AND REMAINDER OF LT. LANES.

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING

R ← → C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

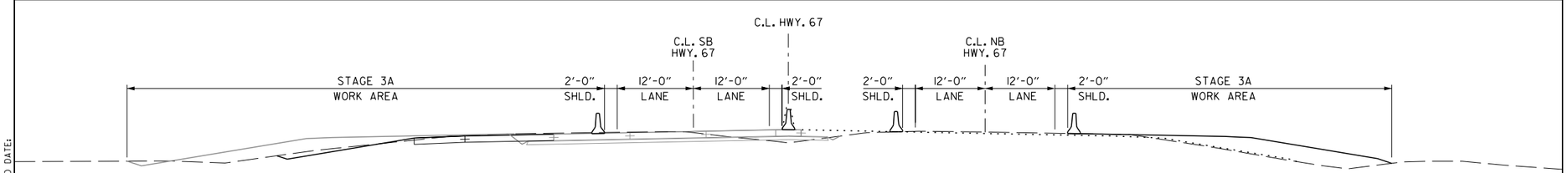
(1) W4-3R (48" X 48")
(2) W1-4cR (48" X 48")

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
JOHN HARDIN DR.
INSTALL 726' P.C.C.B. 53+31 TO 60+54 W/ 2 SPECIAL END UNITS
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 847' P.C.C.B. 57+53 TO 66+00
INSTALL 3813' P.C.C.B. 54+02 TO 92+18 W/ 1 SPECIAL END UNIT AND T.I.A.B.
193' P.C.C.B. TAPER W/ SPECIAL END UNIT
C.L. HWY. 5 RAMP 4
C.L. HWY. 67
PI 101+16.65
PC 105+86.01
PT 109+05.54
50+00
55+00
60+00
100+00
105+00
110+00
T.I.A.B.
40' P.C.C.B. TAPER
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
C.L. HWY. 67 STAGE 3A S SHIFT RT. STA. 100+00.00 = C.L. HWY. 67 STA. 50+46.24, 29.14' RT.
PC 100+00.00
PT 102+33.28
C.L. HWY. 67 STAGE 3A WIDENING
INSTALL 20353' P.C.C.B. 56+90 TO 261+43 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 892' P.C.C.B. 56+69 TO 65+60 W/ 1 SPECIAL END UNIT AND T.I.A.B.
PI 107+45.90
C.L. HWY. 5 RAMP 1

C.L. HWY. 67 STAGE 3A S SHIFT RT.
PI = 101+16.65
Δ = 2°19'58" RT.
D = 1°00'00"
T = 116.65'
L = 233.28'
PC = 100+00.00
PT = 102+33.28
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE 3A S SHIFT RT.
PI = 107+45.90
Δ = 5°35'30" LT.
D = 1°45'00"
T = 159.89'
L = 319.52'
PC = 105+86.01
PT = 109+05.54
e = NO SUPER
Ls = N/A

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 3A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	173	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

C.L. HWY. 5 RAMP 4

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.
2) CONSTRUCT HWY. 67 NB STAGE 3A WIDENING.
3) CONSTRUCT REMAINDER OF LT. LANES TO FINAL CONDITION.
4) CONSTRUCT HWY. 5 RAMP 3.

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING

15+00

C.L. HWY. 5

INSTALL 847' P.C.C.B. 57+53 TO 66+00

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

INSTALL 3813' P.C.C.B. 54+02 TO 92+18 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 20353' P.C.C.B. 56+90 TO 261+43 W/ 1 SPECIAL END UNIT AND T.I.A.B.

PI 115+24.66

65+00 | 70+00 | 75+00

C.L. HWY. 67

115+00

20+00

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

PC 114+03.65

PT 116+45.63

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE 3A S SHIFT RT. STA. 116+45.72 = C.L. HWY. 67 STA. 66+90.61, 32.78' RT.

INSTALL 766' P.C.C.B. 66+40 TO 74+20 W/ 2 SPECIAL END UNITS

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 3

75+00

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE 3A S SHIFT RT.

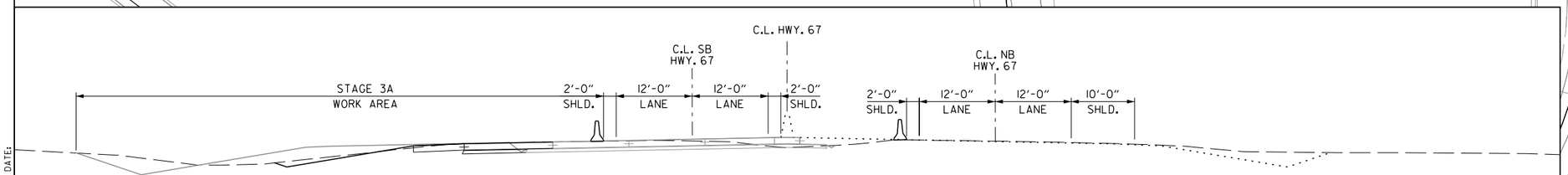
PI	= 115+24.75
Δ	= 2°25'11" RT.
D	= 1°00'00"
T	= 121.00'
L	= 241.97'
PC	= 114+03.75
PT	= 116+45.72
e	= MATCH EXIST.
Ls	= MATCH EXIST.

C.L. HWY. 5 RAMP 1

C.L. HWY. 5 RAMP 2

75+00

75+00



STAGE 3A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	174	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

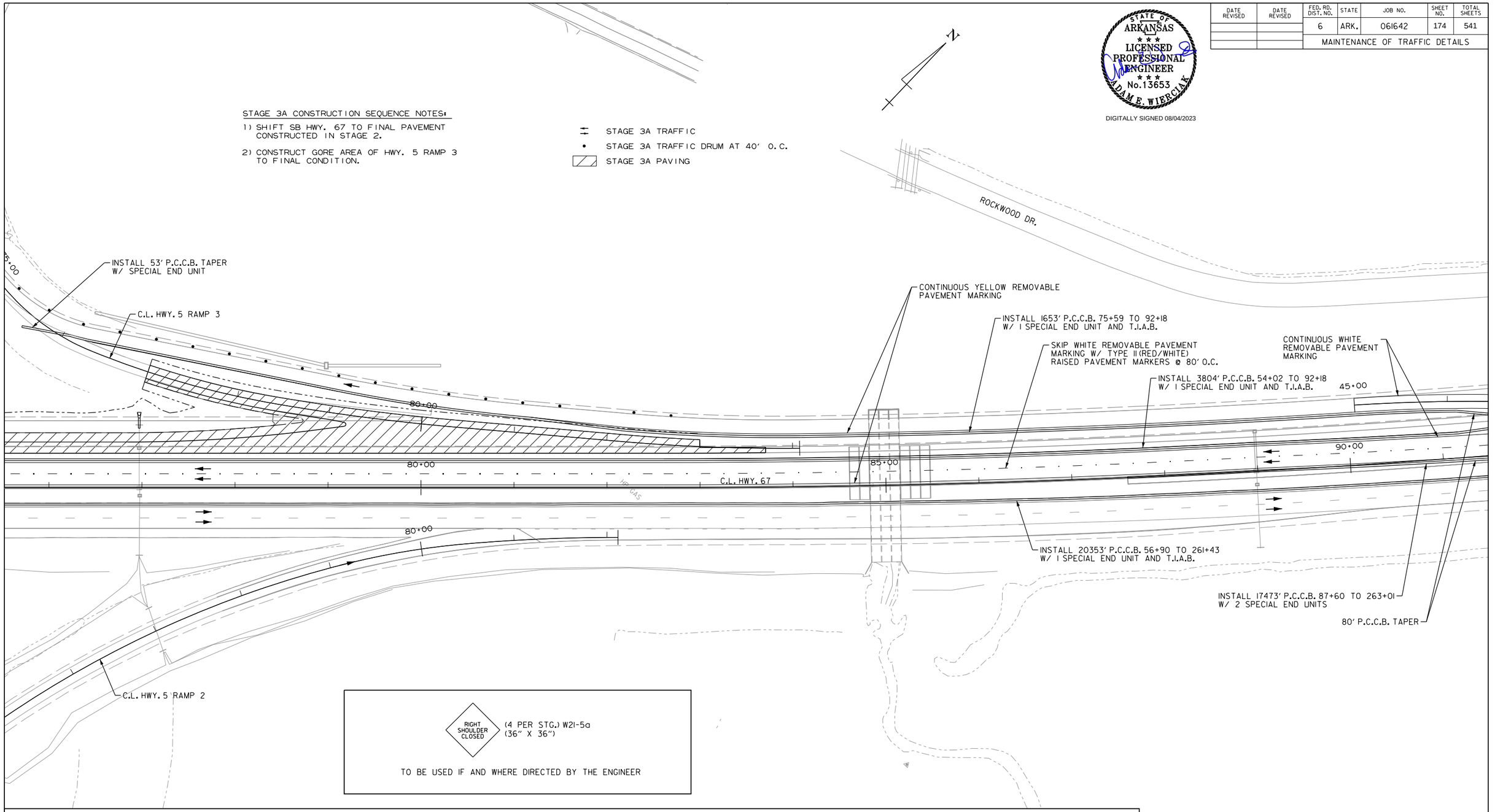
1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT GORE AREA OF HWY. 5 RAMP 3 TO FINAL CONDITION.

STAGE 3A TRAFFIC

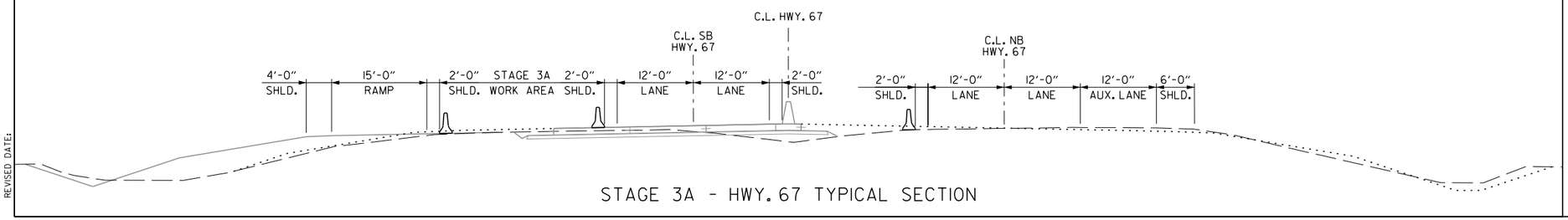
STAGE 3A TRAFFIC DRUM AT 40' O.C.

STAGE 3A PAVING



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 3A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	175	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RELOCATE FROM PREVIOUS STAGE

EXIT 16

C.L. HWY. 5 RAMP 3 STAGE 3A
PI = 46+38.34
Δ = 8°17'09" RT.
D = 3°00'00"
T = 138.54'
L = 276.19'
PC = 45+00.00
PRC = 47+76.19
e = MATCH EXIST.
Ls = MATCH EXIST.

INSTALL 1653' P.C.C.B. 76+59 TO 92+18
W/ 1 SPECIAL END UNIT AND T.I.A.B.

80' P.C.C.B. TAPER

T.I.A.B.

EXIT 16
5 367
Cabot
Heber Springs

RELOCATE FROM PREVIOUS STAGE

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING

ROCKWOOD DR.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

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

INSTALL 53' P.C.C.B. TAPER
W/ SPECIAL END UNIT

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 6987' P.C.C.B. 95+44 TO 166+16
W/ 2 SPECIAL END UNITS

50+00
95+00
51+30
100+00
105+00
C.L. HWY. 67

T.I.A.B.

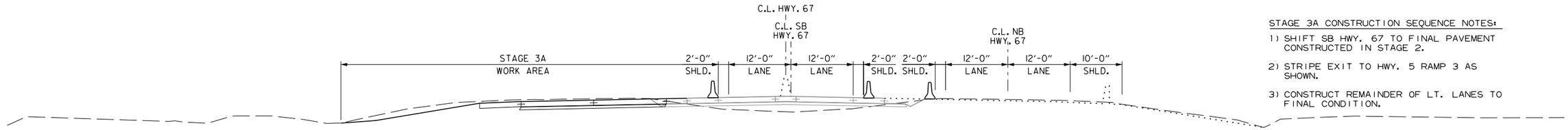
80' P.C.C.B. TAPER

C.L. HWY. 5 RAMP 3 STAGE 3A
PI = 49+53.54
Δ = 10°36'37" LT.
D = 3°00'00"
T = 177.35'
L = 353.68'
PRC = 47+76.19
PT = 51+29.87
e = MATCH EXIST.
Ls = MATCH EXIST.

INSTALL 3804' P.C.C.B. 54+02 TO 92+18
W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 20353' P.C.C.B. 56+90 TO 261+43
W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 17473' P.C.C.B. 87+60 TO 263+01
W/ 2 SPECIAL END UNITS



STAGE 3A - HWY. 67 TYPICAL SECTION

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.
2) STRIPE EXIT TO HWY. 5 RAMP 3 AS SHOWN.
3) CONSTRUCT REMAINDER OF LT. LANES TO FINAL CONDITION.

ROCKWOOD DR.

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 6987' P.C.C.B. 95+44 TO 166+16
W/ 2 SPECIAL END UNITS

110+00
115+00
120+00
C.L. HWY. 67

INSTALL 17473' P.C.C.B. 87+60 TO 263+01
W/ 2 SPECIAL END UNITS

INSTALL 20353' P.C.C.B. 56+90 TO 261+43
W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

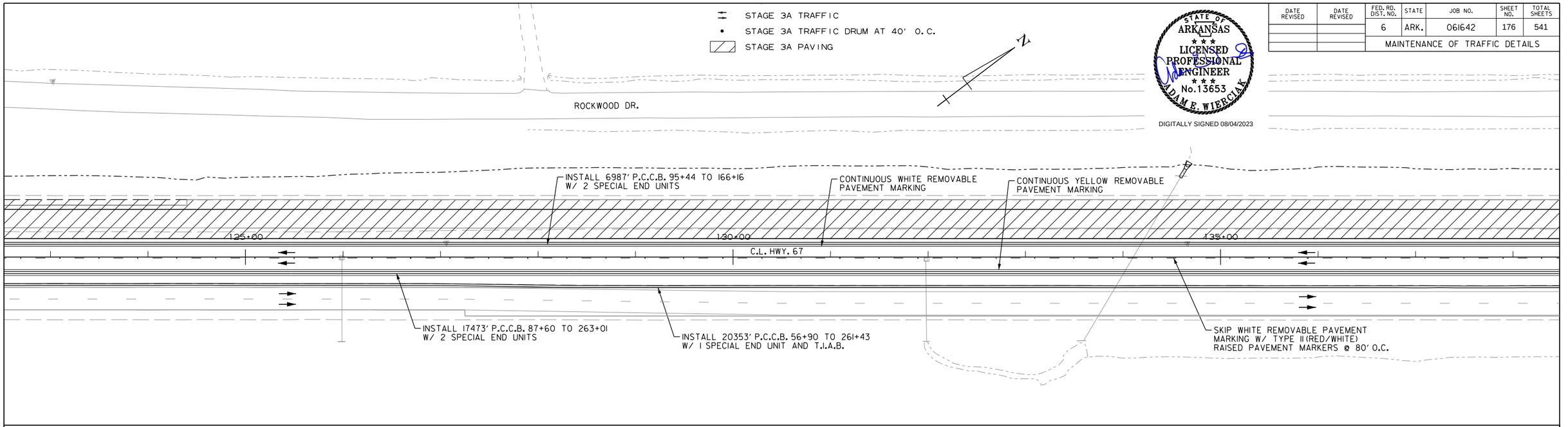
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

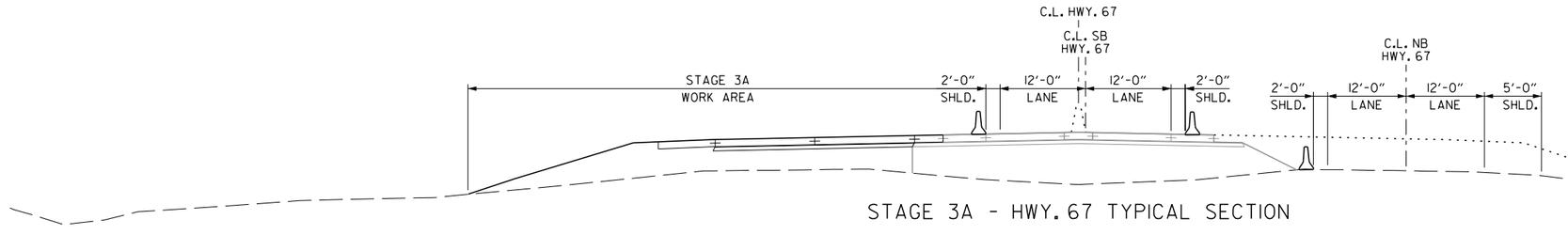
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	176	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING



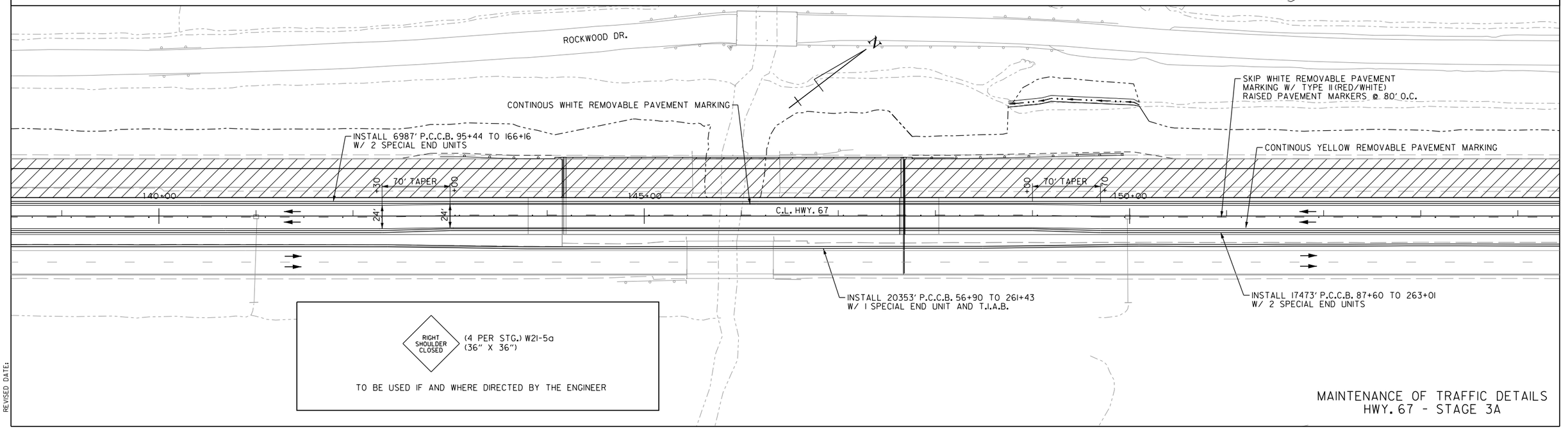


STAGE 3A - HWY. 67 TYPICAL SECTION

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT REMAINDER OF LT. LANES TO FINAL CONDITION.



RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

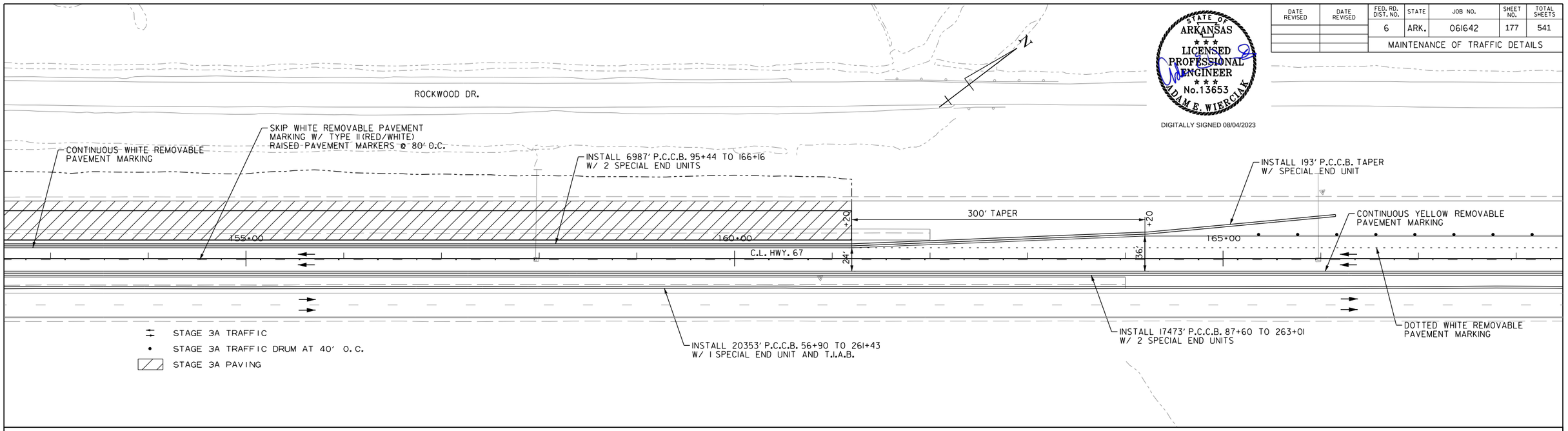
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

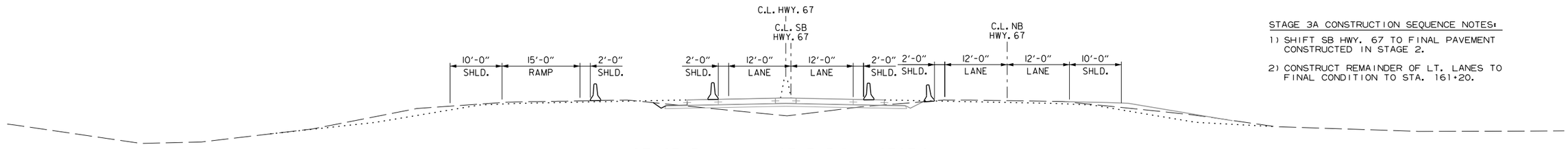
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		6	ARK.	061642	177	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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STAGE 3A - HWY. 67 TYPICAL SECTION

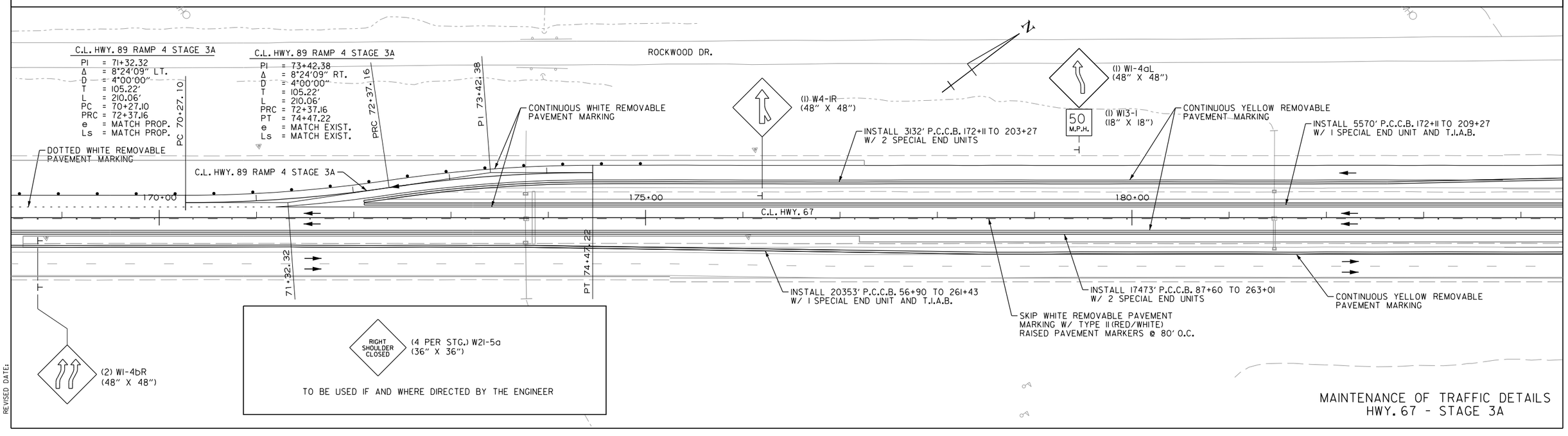
STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT REMAINDER OF LT. LANES TO FINAL CONDITION TO STA. 161+20.

C.L. HWY. 89 RAMP 4 STAGE 3A
PI = 71+32.32
Δ = 8°24'09" LT.
D = 4°00'00"
T = 105.22'
L = 210.06'
PC = 70+27.10
PRC = 72+37.16
e = MATCH PROP.
Ls = MATCH PROP.

C.L. HWY. 89 RAMP 4 STAGE 3A
PI = 73+42.38
Δ = 8°24'09" RT.
D = 4°00'00"
T = 105.22'
L = 210.06'
PRC = 72+37.16
PT = 74+47.22
e = MATCH EXIST.
Ls = MATCH EXIST.



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	178	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
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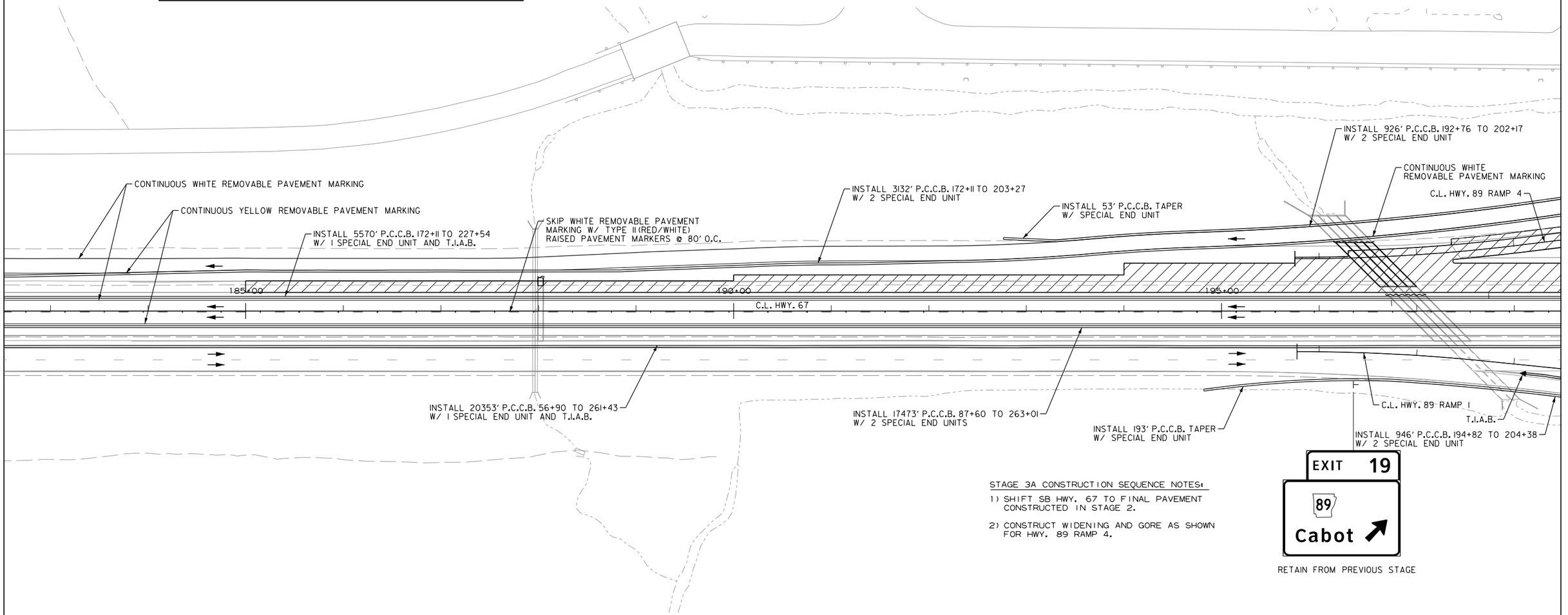
STAGE 3A TRAFFIC

STAGE 3A TRAFFIC DRUM AT 40' O.C.

STAGE 3A PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

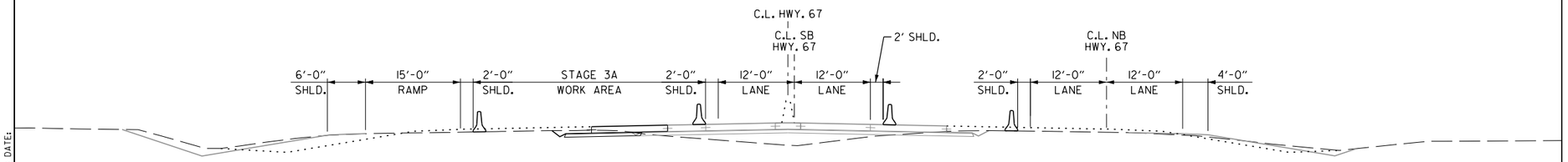


RETAIN FROM PREVIOUS STAGE

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT WIDENING AND GORE AS SHOWN FOR HWY. 89 RAMP 4.



STAGE 3A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	179	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB HWY. 67 TO FINAL PAVEMENT USING THE MEDIAN SHIFT CONSTRUCTED IN STAGE 2

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING

INSTALL 926' P.C.C.B. 192+76 TO 202+17 W/ 2 SPECIAL END UNITS
INSTALL 3132' P.C.C.B. 172+11 TO 203+27 W/ 2 SPECIAL END UNITS
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
C.L. HWY. 89 RAMP 4
205+00
200+00

STA. 211+42 CONSTRUCT DROP INLET RT.
WITH 24"x39' R.C. PIPE OUTLET
CONNECT TO D.I. AT 211+00 RT.
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE CULVERT = 39 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 5 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

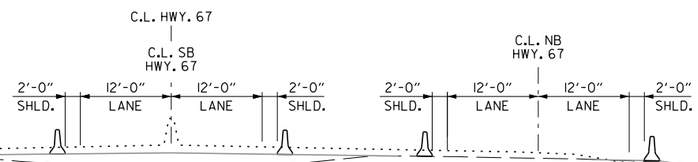
STA. 211+00 CONSTRUCT DROP INLET RT.
ON PROP. R.C. PIPE CULVERT
TYPE E DROP INLET = 4'x3'

C.L. HWY. 89 RAMP 3
205+00
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
DOTTED WHITE REMOVABLE PAVEMENT MARKINGS
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
RELOCATE FROM PREVIOUS STAGE
EXIT 19
T.I.A.B.
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
INSTALL 17473' P.C.C.B. 87+60 TO 263+01 W/ 2 SPECIAL END UNITS
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
INSTALL 5570' P.C.C.B. 172+11 TO 209+27 W/ 1 SPECIAL END UNIT AND T.I.A.B.
C.L. HWY. 67 STAGE 2 N SHIFT LT.
40' P.C.C.B. TAPER
210+00
205+00
200+00
C.L. HWY. 67
INSTALL 20353' P.C.C.B. 56+90 TO 261+43 W/ 1 SPECIAL END UNIT AND T.I.A.B.
200+00
INSTALL 553' P.C.C.B. 198+13 TO 203+67 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
INSTALL 193' P.C.C.B. TAPER W/ 2 SPECIAL END UNITS
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
T.I.A.B.
40' P.C.C.B. TAPER
INSTALL 946' P.C.C.B. 194+82 TO 204+38 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
205+00
C.L. HWY. 89 RAMP 1
210+00
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 313' P.C.C.B. 209+38 TO 212+50 W/ 1 SPECIAL END UNIT
INSTALL 254' P.C.C.B. 210+01 TO 216+82 W/ 1 SPECIAL END UNIT
C.L. HWY. 89 RAMP 2
PLACE MODIFIED DROP INLET TOP AT DROP INLET 211+45, 8' RT. & PLACE TOP BELOW SUBGRADE.

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

EXIT 19
RELOCATE FROM PREVIOUS STAGE

STA. 211+45 CONSTRUCT DROP INLET 39' RT.
WITH 24"x28' R.C. PIPE OUTLET
(CLASS III)(TYPE 3 BEDDING)
TYPE E DROP INLET = 4'x3'
18" R.C. PIPE = 28 LIN. FT.



STAGE 3A - HWY. 67 TYPICAL SECTION

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	180	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING

EXIT 19
89
Cabot

RELOCATE FROM PREVIOUS STAGE

2010+00
215+00
220+00
225+00

C.L. HWY. 89 RAMP 3 (FUTURE)

NOTE: 14'-9" MINIMUM VERTICAL CLEARANCE FOR STAGE 3A

INSTALL 2313' P.C.C.B. 212+57 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

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

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

1040' TAPER

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 17473' P.C.C.B. 87+60 TO 263+0 W/ 2 SPECIAL END UNITS!

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

C.L. HWY. 67

300' TAPER

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

C.L. HWY. 89

INSTALL 20353' P.C.C.B 56+90 TO 261+43 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

2015+00

C.L. HWY. 89 RAMP 2

C.L. HWY. 89 RAMP 2 (FUTURE)

CONTINUOUS YELLOW CONSTRUCTON PAVEMENT MARKING

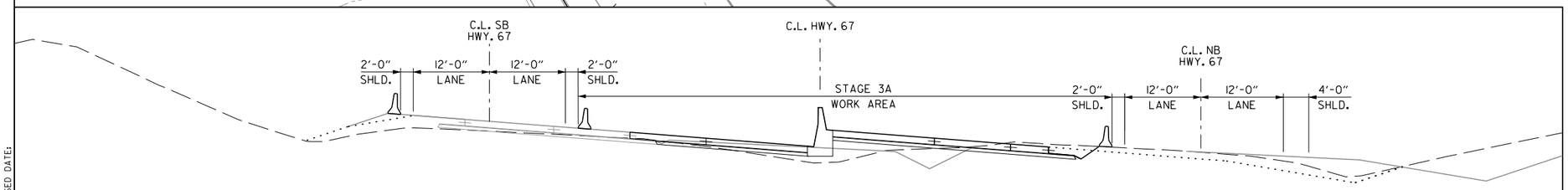
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 506' P.C.C.B. 211+73 TO 216+82 W/ 1 SPECIAL END UNIT

STA. 219+95 CONSTRUCT DROP INLET RT. TYPE E DROP INLET = 4'x3'

STA. 219+95 CONSTRUCT DROP INLET RT. ON PROP. R.C. PIPE CULVERT TYPE E DROP INLET = 4'x3'

CENTERPOINT ENERGY



STAGE 3A - HWY. 67 TYPICAL SECTION

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB TRAFFIC TO NEW HWY. 67 PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT INSIDE OF HWY. 67 LT. AND RT. LANES AND MEDIAN BARRIER AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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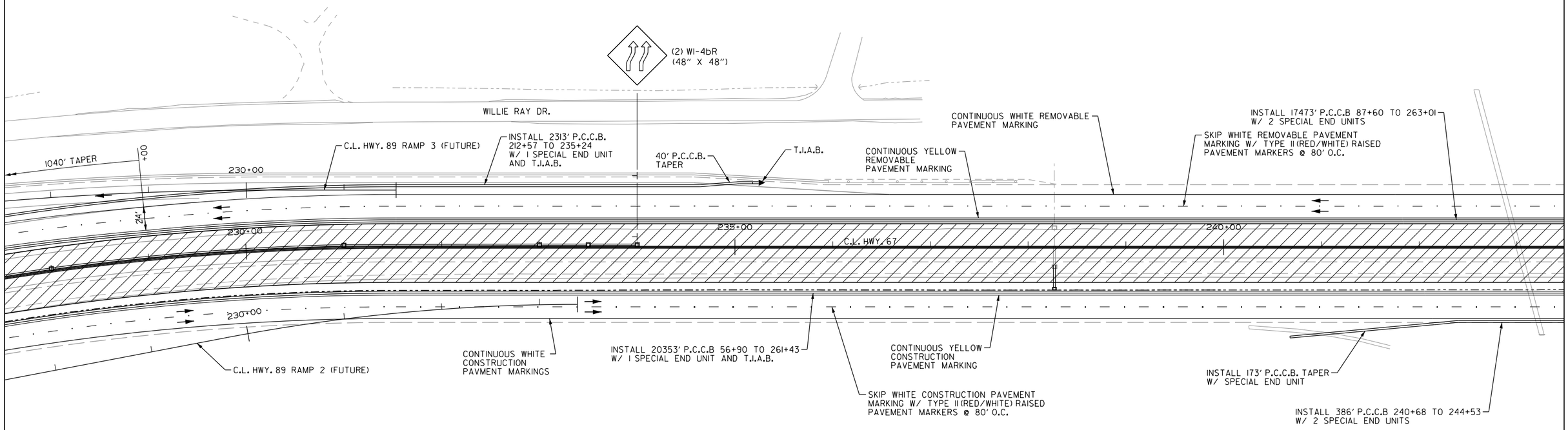
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3A TRAFFIC
STAGE 3A TRAFFIC DRUM AT 40' O.C.
STAGE 3A PAVING

N

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

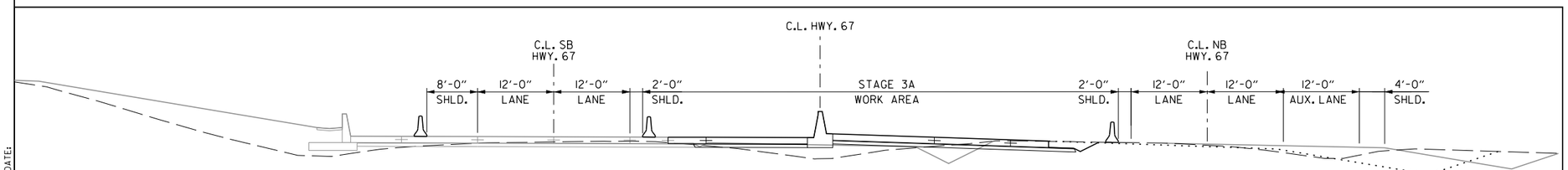


STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB TRAFFIC TO NEW HWY. 67 PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT INSIDE OF HWY. 67 LT. AND RT. LANES AND MEDIAN BARRIER AS SHOWN.

STA. 238+27 CONSTRUCT DROP INLET
WITH 24"x23' R.C PIPE CULVERT
CONNECT TO EXIST. 24"x107' R.C. PIPE CULVERT
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE = 23 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 2 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION



STAGE 3A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3A

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	182	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DIGITALLY SIGNED 08/04/2023

STA. 246+26 CONSTRUCT DROP INLET RT. ON EXIST. 24"x85' R.C PIPE OUTLET TYPE E DROP INLET = 4'x3' REMOVE EXIST. DROP INLET LT. AND MODIFY EXIST. DROP INLET RT.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

INSTALL 17473' P.C.C.B 87+60 TO 263+01 W/ 2 SPECIAL END UNITS

STAGE 3A TRAFFIC

STAGE 3A TRAFFIC DRUM AT 40' O.C.

STAGE 3A PAVING

C.L. HWY. 67 STAGE 3A END SHIFT RT

PI	= 57+57.47
Δ	= 16°26'42" LT.
D	= 1°44'58"
T	= 473.25'
L	= 940.00'
PC	= 52+84.22
PT	= 62+24.22
e	= MATCH EXIST.
Ls	= MATCH EXIST.

245+00 · 250+00 · 255+00 · 60+00 · 55+00 · C.L. HWY. 67 · 50+00 · 50+00.00 · PC 52+84.22 · 50' R · 24' · +25

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

STA. 247+50.00
END JOB 061642

INSTALL 386' P.C.C.B 240+68 TO 244+53 W/ 2 SPECIAL END UNITS

C.L. HWY. 67 STAGE 3A END SHIFT RT = C.L. HWY. 67 STA. 247+50.00, 18.00' RT.

INSTALL 20353' P.C.C.B 56+90 TO 261+43 W/ 1 SPECIAL END UNIT AND T.I.A.B.

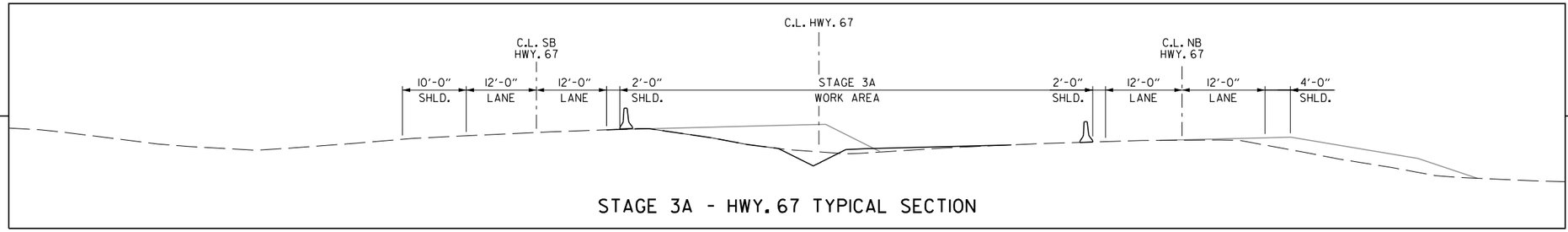
C.L. HWY. 67 STAGE 3A END SHIFT RT.

1410' TAPER

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

PI 57+57.47

C.L. HWY. 67 STAGE 3A END SHIFT RT.



STAGE 3A - HWY. 67 TYPICAL SECTION

C.L. HWY. 67 STAGE 3A END SHIFT RT

PI	= 57+57.47
Δ	= 16°26'42" LT.
D	= 1°44'58"
T	= 473.25'
L	= 940.00'
PC	= 52+84.22
PT	= 62+24.22
e	= MATCH EXIST.
Ls	= MATCH EXIST.

INSTALL 17473' P.C.C.B 87+60 TO 263+01 W/ 2 SPECIAL END UNITS

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

PI 62+24.22

260+00 · 265+00 · C.L. HWY. 67 · 270+00

1410' TAPER

24' · +35

INSTALL 53' P.C.C.B TAPER W/ SPECIAL END UNIT

INSTALL 20353' P.C.C.B 56+90 TO 261+43 W/ 1 SPECIAL END UNIT & T.I.A.B.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 67 STA. 259+64.47, 42.00' RT. = C.L. HWY. 67 STAGE 3A END SHIFT RT. STA. 62+24.22

C.L. HWY. 67 STAGE 3A END SHIFT RT.

STAGE 3A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT SB TRAFFIC TO NEW HWY. 67 PAVEMENT CONSTRUCTED IN STAGE 2.

2) CONSTRUCT INSIDE OF HWY. 67 LT. AND RT. LANES AND MEDIAN BARRIER AS SHOWN.

3) REMOVE TEMPORARY WIDENING ON INSIDE OF HWY. 67 LT. AND CONSTRUCT TEMPORARY WIDENING ON THE INSIDE OF HWY. 67 RT.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS HWY. 67 - STAGE 3A

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WORKSPACE: AHTD
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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

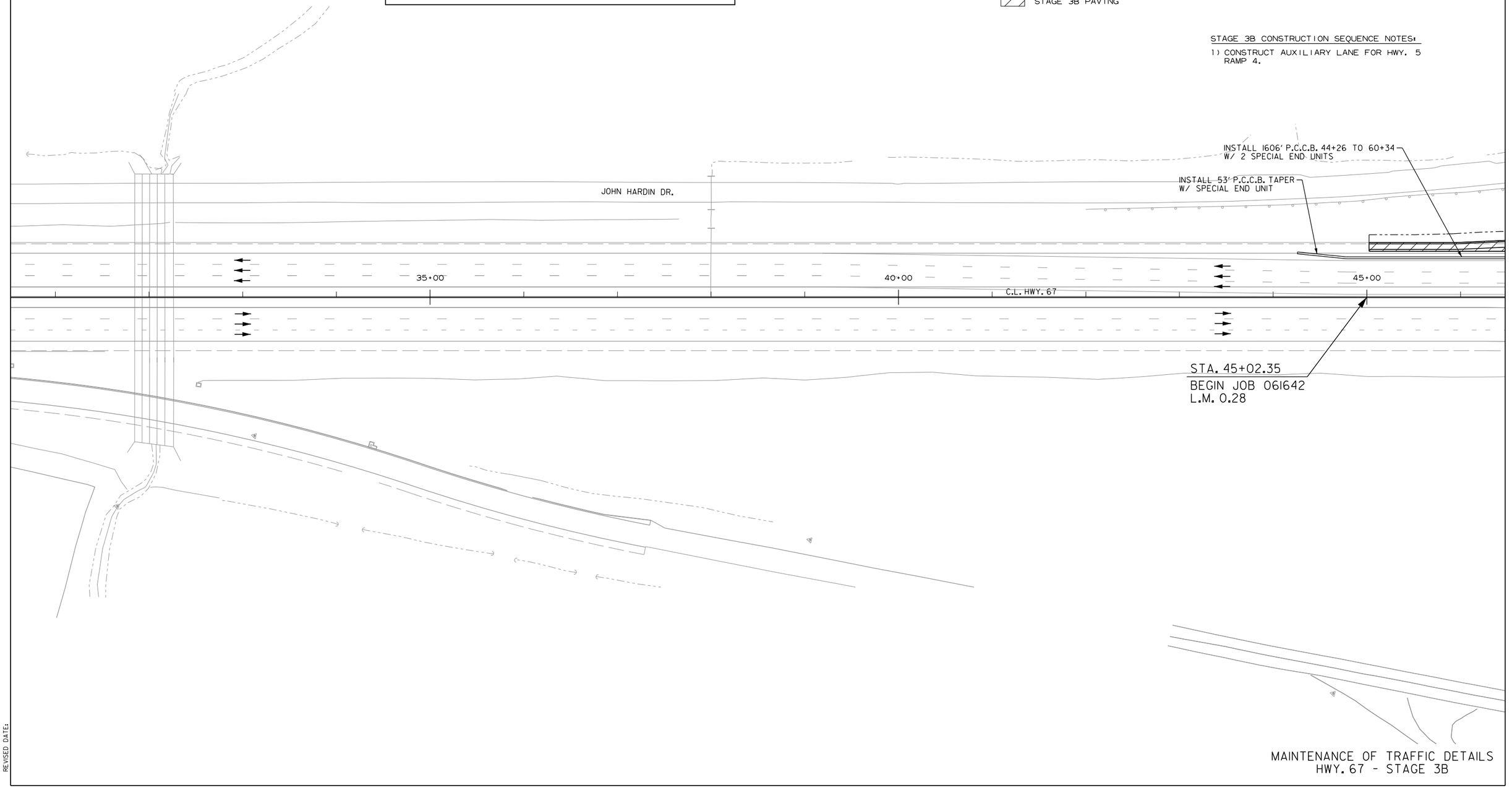
STAGE 3B TRAFFIC

STAGE 3B TRAFFIC DRUM AT 40' O.C.

STAGE 3B PAVING

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT AUXILIARY LANE FOR HWY. 5 RAMP 4.



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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WORKSPACE: AHTD
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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) SHIFT NB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 3A.
2) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.
3) MOVE TRAFFIC TO FINAL HWY. 5 RAMP 4 LOCATION.
4) CONSTRUCT HWY. 5 RAMP 4 AUXILIARY LANE.

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

R ◄► C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

(1) W4-3R (48" X 48")

(2) W24-1aR (48" X 48")

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

JOHN HARDIN DR.

INSTALL 1606' P.C.C.B. 44+26 TO 60+34 W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 4

INSTALL 941' P.C.C.B. 57+53 TO 66+94 W/ 2 SPECIAL END UNITS

C.L. HWY. 67

40' P.C.C.B. TAPER

T.I.A.B.

DOTTED WHITE REMOVABLE PAVEMENT MARKINGS

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

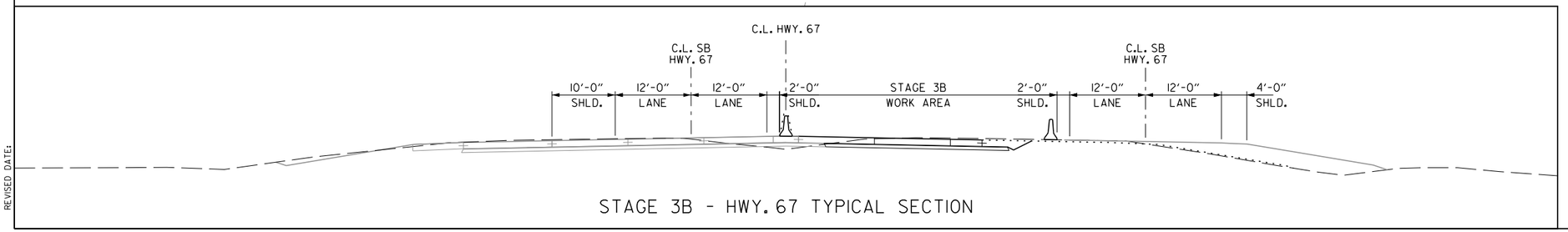
INSTALL 15862' P.C.C.B. 52+28 TO 211+30 W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 5 RAMP 1

50+00 55+00 60+00

R ◄► C +53



STAGE 3B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	185	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

15+00

20+00

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

75+00

C.L. HWY. 5 RAMP 3

INSTALL 13026' P.C.C.B. 74+33 TO 205+57 W/ 2 SPECIAL END UNITS

INSTALL 941' P.C.C.B. 57+53 TO 66+94 W/ 2 SPECIAL END UNITS

65+00

70+00

75+00

C.L. HWY. 67

INSTALL 15862' P.C.C.B. 52+28 TO 211+30 W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

DOTTED WHITE CONSTRUCTION PAVEMENT MARKINGS

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 766' P.C.C.B. 66+40 TO 74+20 W/ 2 SPECIAL END UNITS

C.L. HWY. 5 RAMP 2 STAGE 3B

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 2

75+00

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

75+00

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 1

65+00

25+00

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) SHIFT NB HWY. 67 TO TEMPORARY WIDENING CONSTRUCTED IN STAGE 3A.

2) SHIFT TRAFFIC TO FINAL HWY. 5 RAMPS 3 AND 4.

3) CONSTRUCT HWY. 67 IN MEDIAN AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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REVISED DATE:

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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DIGITALLY SIGNED 08/04/2023

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) SHIFT TRAFFIC TO FINAL HWY. 5 RAMPS 3 AND 4.
2) CONSTRUCT LT. SIDE OF HWY. 67 AND HWY. 5 RAMP 3 TO FINAL CONDITION.
3) CONSTRUCT HWY. 5 RAMP 2 STAGE 3B TEMPORARY WIDENING.

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

RELOCATE FROM PREVIOUS STAGE
EXIT 16
5 367
Cabot
Heber Springs

RELOCATE FROM PREVIOUS STAGE
EXIT 16

ROCKWOOD DR.

C.L. HWY. 5 RAMP 3
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
INSTALL 13026' P.C.C.B. 74+33 TO 205+57 W/ 2 SPECIAL END UNITS
INSTALL 11893' P.C.C.B. 87+60 TO 207+38 W/ 2 SPECIAL END UNITS
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
C.L. HWY. 67
HP GAS
INSTALL 1366' P.C.C.B. 76+25 TO 88+65 W/ 2 SPECIAL END UNITS
C.L. HWY. 5 RAMP 2
C.L. HWY. 5 RAMP 2 STAGE 3B
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II(RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
TRANSITION SLOPE BEYOND SHOULDER TO 2:1 AT BOX CULVERT
INSTALL 1586' P.C.C.B. 52+28 TO 211+30 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

PI 32+33.57
PC 31+42.55
PT 33+23.09
PC 34+93.97
PT 37+06.72
PI 39+35.77
PI 36+00.65
PC 38+60.25
PT 40+11.16
PI 44+97.15
PC 44+66.52
PT 45+27.77

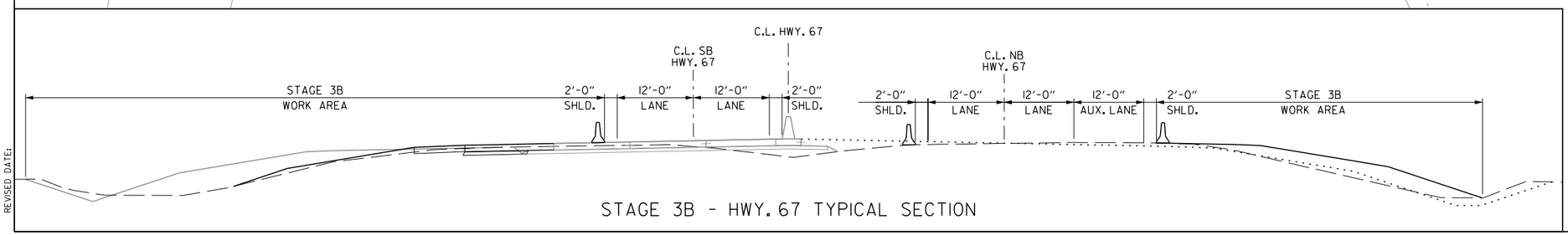
C.L. HWY. 5 RAMP 2 STAGE 3B STA. 45+27.77 = C.L. HWY. 67 STA. 90+12.66, 40.26' RT.

C.L. HWY. 5 RAMP 2 STAGE 3B
PI = 32+33.57
Δ = 18°03'13" RT.
D = 10°00'00"
T = 91.02'
L = 180.54'
PC = 31+42.55
PT = 33+23.09
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 5 RAMP 2 STAGE 3B
PI = 36+00.65
Δ = 10°38'16" RT.
D = 5°00'00"
T = 106.68'
L = 212.75'
PC = 34+93.97
PT = 37+06.72
e = NO SUPER
Ls = N/A

C.L. HWY. 5 RAMP 2 STAGE 3B
PI = 39+35.77
Δ = 6°02'11" LT.
D = 4°00'00"
T = 75.52'
L = 150.91'
PC = 38+60.25
PT = 40+11.16
e = NO SUPER
Ls = N/A

C.L. HWY. 5 RAMP 2 STAGE 3B
PI = 44+97.15
Δ = 2°27'00" RT.
D = 4°00'00"
T = 30.63'
L = 61.25'
PC = 44+66.52
PT = 45+27.77
e = MATCH EXIST.
Ls = MATCH EXIST.



STAGE 3B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	187	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

ROCKWOOD DR.

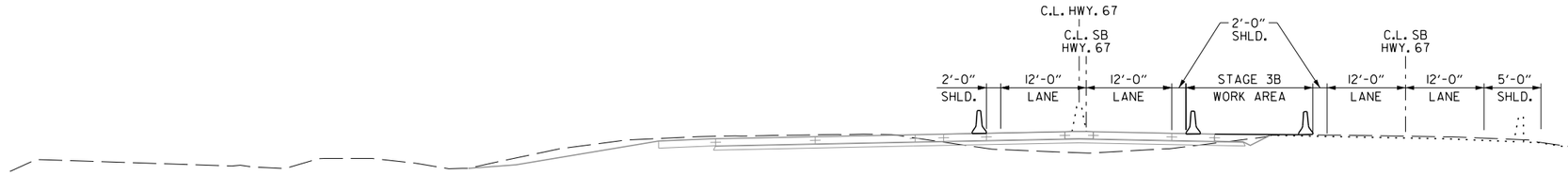
(2) W1-4bR (48" X 48")

INSTALL 11893' P.C.C.B. 87+60 TO 207+38
W/ 2 SPECIAL END UNITS

INSTALL 13026' P.C.C.B. 74+33 TO 205+57
W/ 2 SPECIAL END UNITS

95+00
100+00
105+00
C.L. HWY. 67

INSTALL 15862' P.C.C.B. 52+28 TO 211+30
W/ 1 SPECIAL END UNIT AND T.I.A.B.



STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT LT. SIDE OF HWY. 67 TO FINAL CONDITION IN AREA OF HWY. 5 RAMP 3.

2) CONSTRUCT HWY. 5 RAMP 2 STAGE 3B CROSSOVER.

STAGE 3B - HWY. 67 TYPICAL SECTION

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

ROCKWOOD DR.

INSTALL 11893' P.C.C.B. 87+60 TO 207+38
W/ 2 SPECIAL END UNITS

INSTALL 13026' P.C.C.B. 74+33 TO 205+57
W/ 2 SPECIAL END UNITS

PC 60+00.00
PI 61+09.01
PI 68+34.54
110+00
115+00
120+00
C.L. HWY. 67
65+00
60+00
+00
+50
150' TAPER
150' TAPER
+50
+00
PI 60+54.52
PC 67+80.02
PT 68+89.03

C.L. HWY. 5 RAMP 2
STAGE 3B CROSSOVER
PI = 60+54.52
Δ = 3°16'13" LT.
D = 3°00'00"
T = 54.52'
L = 109.01'
PC = 60+00.00
PT = 61+09.01
e = MATCH EXIST.
Ls = MATCH EXIST.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 5 RAMP 2
STAGE 3B CROSSOVER
PI = 68+34.54
Δ = 3°16'13" RT.
D = 3°00'00"
T = 54.52'
L = 109.01'
PC = 67+80.02
PT = 68+89.03
e = MATCH EXIST.
Ls = MATCH EXIST.

INSTALL 15862' P.C.C.B. 52+28 TO 211+30
W/ 1 SPECIAL END UNIT AND T.I.A.B.

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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REVISED DATE:

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) MAINTAIN TRAFFIC AS SHOWN.

STAGE 3A TRAFFIC

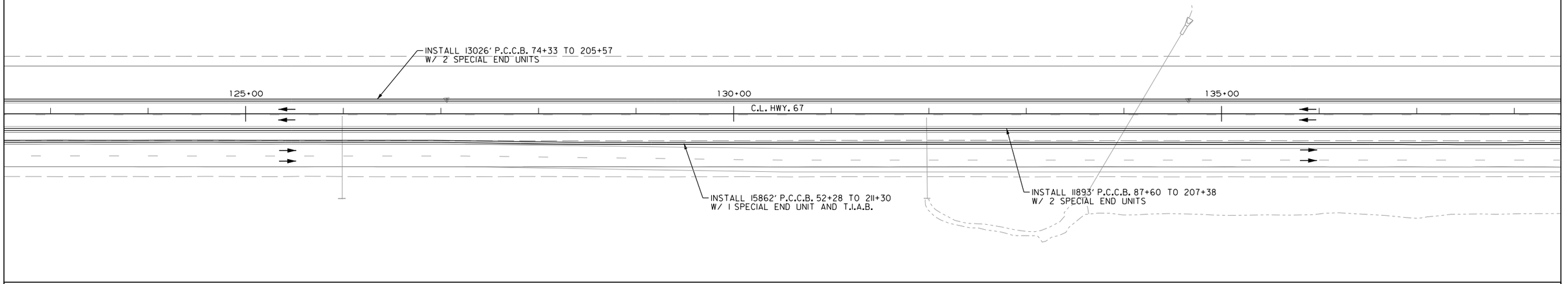
STAGE 3A TRAFFIC DRUM AT 40' O.C.

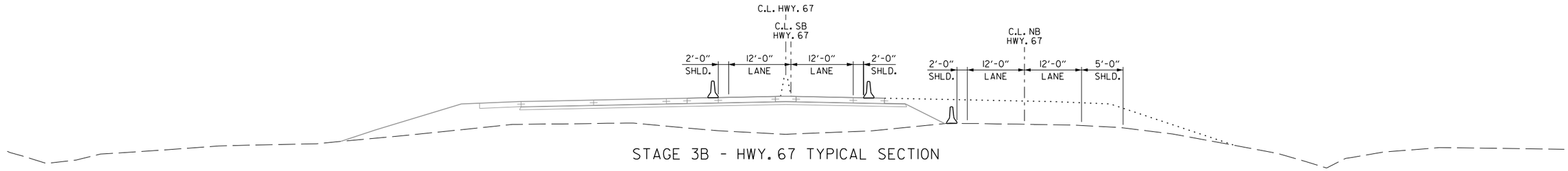
STAGE 3A PAVING

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

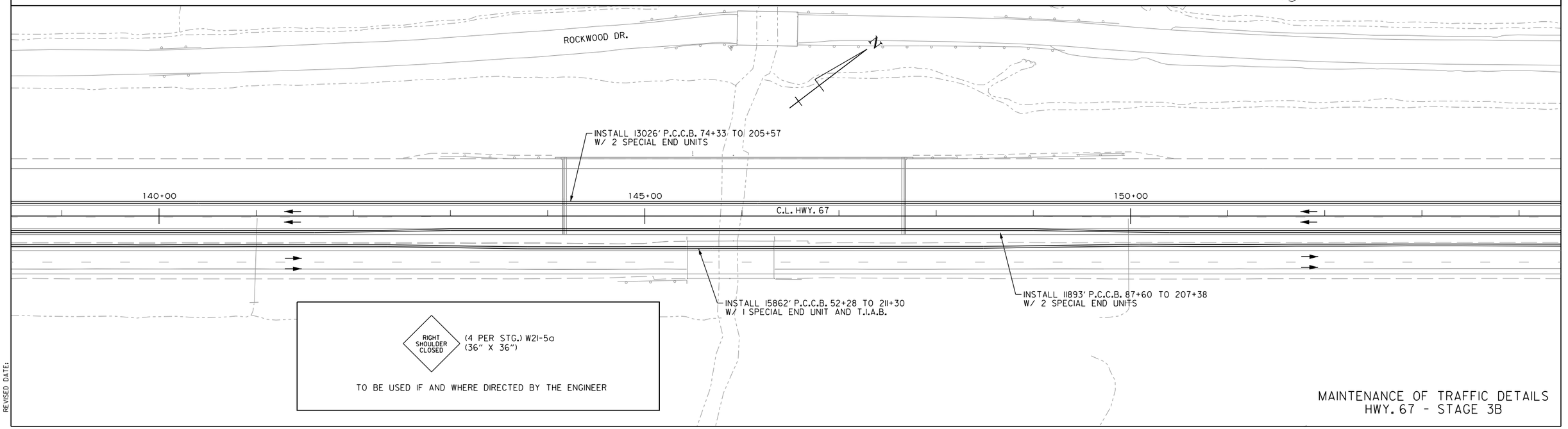
DIGITALLY SIGNED 08/04/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	188	541
		MAINTENANCE OF TRAFFIC DETAILS				





STAGE 3B - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a
(36" X 36")

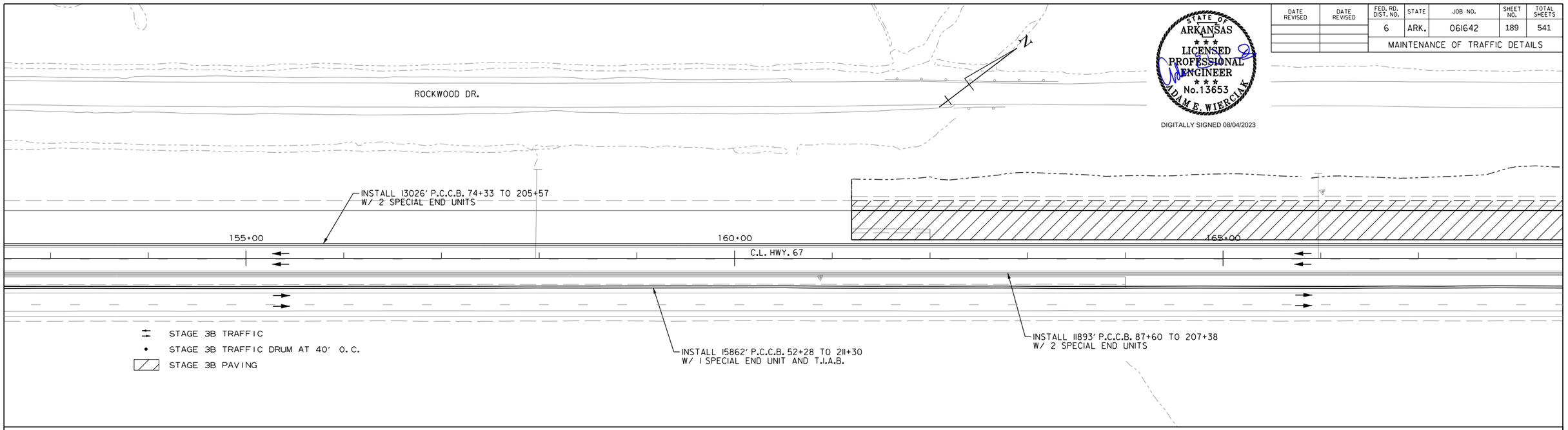
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

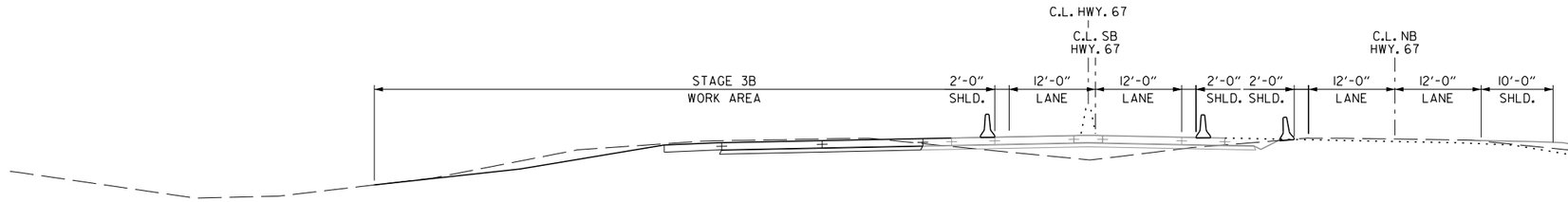
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	189	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

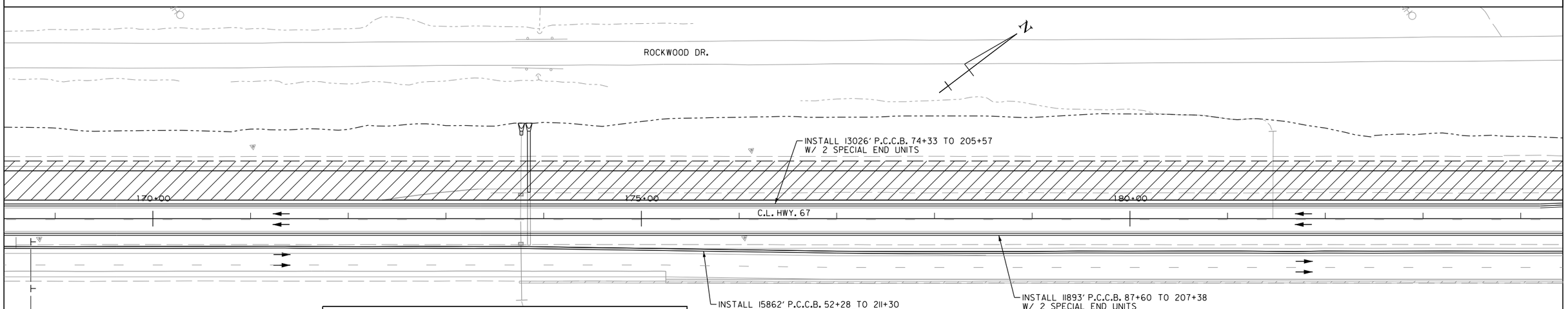


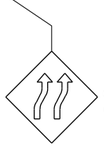


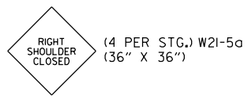
STAGE 3B - HWY. 67 TYPICAL SECTION

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT LT. SIDE OF HWY. 67 BEGINNING AT STA. 161+20.







TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	190	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

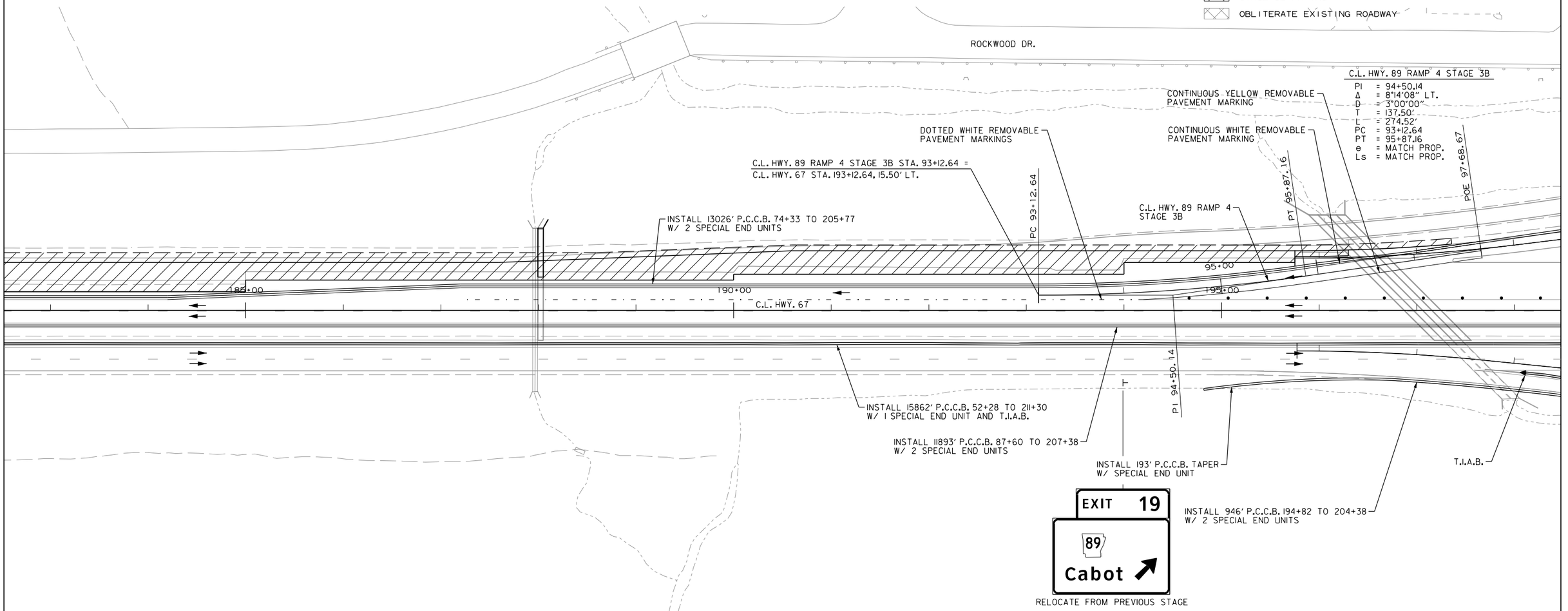
RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

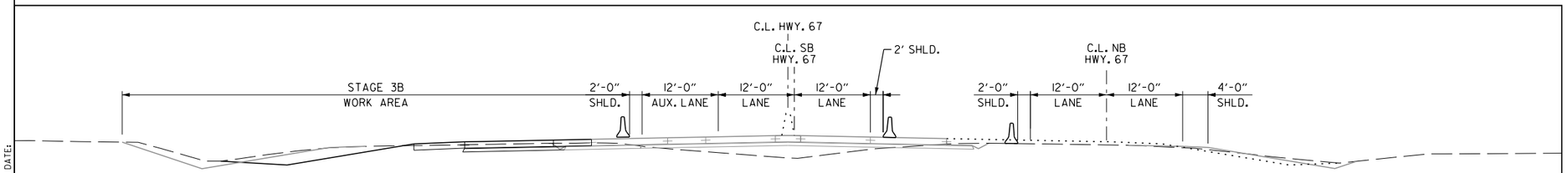
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT REMAINDER OF LT. SIDE OF HWY. 67 UP TO HWY. 89 RAMP 4.

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING
OBLITERATE EXISTING ROADWAY





STAGE 3B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	191	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 NB & SB TRAFFIC TO FINAL INSIDE PAVEMENT CONSTRUCTED IN STAGE 3A.
2) CONSTRUCT HWY. 67 LT. TO FINAL CONDITION WITH WIDEING OFF PROPOSED AS SHOWN.
3) CONSTRUCT ADDITIONAL WIDENING OF HWY. 67 LT. AND RT. INSIDE LANES.

R ← → C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

(1) W4-1R (48" X 48")

C.L. HWY. 67 STAGE 3B WIDENING LT.
PI = 60+85.92
Δ = 1°43'06" LT.
D = 1°00'00"
T = 85.92'
L = 171.84'
PC = 60+00.00
PRC = 61+71.84
e = MATCH EXIST.
Ls = MATCH EXIST.

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

HWY. 89 RAMP 4 STAGE 1B
STA. 101+76 IN PLACE
REMOVE TEMPORARY PIPE AND CONSTRUCT TO FINAL CONDITION
(CLASS III) (TYPE 3 BEDDING)
36" F.E.S. = 1EACH
36" R.C. PIPE CULVERT = 4 LIN. FT.

C.L. HWY. 89 RAMP 4

INSTALL 13026' P.C.C.B. 74+33 TO 205+77 W/ 2 SPECIAL END UNITS

C.L. HWY. 89 RAMP 4 STAGE 3B
C.L. HWY. 89 RAMP 4 STAGE 3B STA. 97+68.67 = C.L. HWY. 67 STA. 197+65.86, 61.20' LT.

C.L. HWY. 67 STAGE 3B N SHIFT LT.
PI = 10+48.22
Δ = 1°41'16" LT.
D = 1°45'00"
T = 96.44'
L = 48.22'
PC = 10+00.00
PRC = 10+96.44
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE 3B N SHIFT LT.
PI = 26+62.67
Δ = 5°41'20" LT.
D = 1°45'00"
T = 162.67'
L = 325.08'
PC = 25+00.00
PRC = 28+25.08
e = MATCH EXIST.
Ls = MATCH EXIST.

SKIP WHITE CONTINUOUS PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 89 RAMP 3

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 67 STAGE 3B WIDENING LT.
PI = 69+98.25
Δ = 2°35'59" RT.
D = 1°00'00"
T = 130.01'
L = 259.98'
PRC = 68+68.24
PT = 71+28.21
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE 3B N SHIFT LT.
PI = 17+61.24
Δ = 1°41'16" RT.
D = 1°45'00"
T = 48.22'
L = 96.44'
PRC = 17+13.01
PT = 18+09.45
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE 3B N SHIFT RT.
PI = 29+87.75
Δ = 5°41'20" RT.
D = 1°45'00"
T = 162.67'
L = 325.08'
PRC = 28+25.08
PT = 31+50.15
e = MATCH EXIST.
Ls = MATCH EXIST.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

INSTALL 740' P.C.C.B. 209+03 TO 216+42 W/ 2 SPECIAL END UNITS
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 1453' P.C.C.B. 201+97 TO 216+42 W/ 2 SPECIAL END UNITS

INSTALL 11893' P.C.C.B. 87+60 TO 207+38 W/ 2 SPECIAL END UNITS
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

POE 97+68.67
C.L. HWY. 89 RAMP 1 STAGE 3B

INSTALL 553' P.C.C.B. 198+13 TO 203+67 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 15862' P.C.C.B. 52+28 TO 211+30 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 946' P.C.C.B. 194+82 TO 204+38 W/ 2 SPECIAL END UNITS
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 3846' P.C.C.B. 209+38 TO 248+02 W/ 2 SPECIAL END UNITS

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 67 STAGE 3B N SHIFT RT.
PI = 26+62.67
Δ = 5°41'20" LT.
D = 1°45'00"
T = 162.67'
L = 325.08'
PC = 25+00.00
PRC = 28+25.08
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STAGE 3B N SHIFT RT.
PI = 29+87.75
Δ = 5°41'20" RT.
D = 1°45'00"
T = 162.67'
L = 325.08'
PRC = 28+25.08
PT = 31+50.15
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 2 STA. 209+84.72 = C.L. HWY. 89 RAMP 2 STAGE 3B STA. 25+00.00

C.L. HWY. 89 RAMP 2 STAGE 3B
PI = 25+89.50
Δ = 31°49'27" RT.
D = 18°15'00"
T = 89.50'
L = 174.38'
PC = 25+00.00
PT = 26+74.38
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 2

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 506' P.C.C.B. 211+51 TO 216+82 W/ 2 SPECIAL END UNITS
INSTALL 3766' P.C.C.B. 210+01 TO 248+05 W/ 2 SPECIAL END UNITS

STA. 211+42 CONSTRUCT DROP INLET RT.
WITH 24"x14' R.C. PIPE OUTLET
CONNECT TO D.I. AT 211+42 RT.
TYPE E DROP INLET = 4'x3'
24" R.C. PIPE CULVERT = 14 LIN. FT.
(CLASS III) (TYPE 3 BEDDING)
•FLOWABLE SELECT MATERIAL = 2 CU. YD.
•PLUG & ABANDON AFTER CONSTRUCTION

C.L. HWY. 89 RAMP 2 STAGE 3B
PI = 27+99.91
Δ = 23°35'03" RT.
D = 20°00'00"
T = 59.81'
L = 117.92'
PC = 27+40.10
PT = 28+58.02
e = MATCH PROP.
Ls = MATCH PROP.

T.I.A.B.
40' P.C.C.B. TAPER

EXIT 19

(2) W24-1aL (48" X 48")
RELOCATE FROM PREVIOUS STAGE

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 67
C.L. SB HWY. 67
C.L. NB HWY. 67

STAGE 3B WORK AREA	2'-0" SHLD.	12'-0" LANE	12'-0" LANE	2'-0" SHLD.	2'-0" SHLD.	12'-0" LANE	12'-0" LANE	2'-0" SHLD.

STAGE 3B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	192	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 3B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT INSIDE OF HWY. 67 RT. LANES AS SHOWN.

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

EXIT 19
89
Cabot

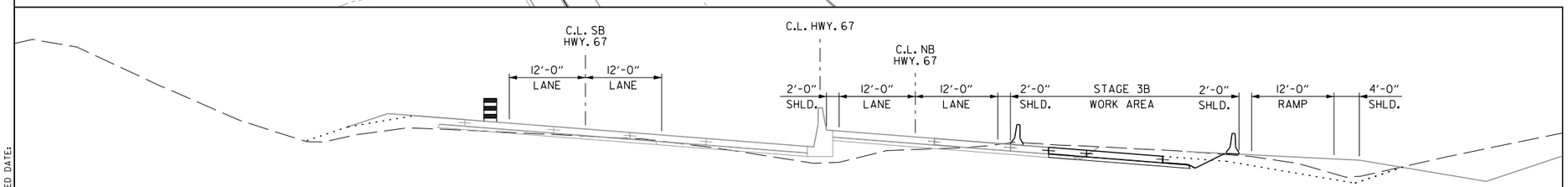
SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

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

2010+00
215+00
220+00
225+00
C.L. HWY. 89 RAMP 3 (FUTURE)
WILLIE RAY DR.
INSTALL 740' P.C.C.B. 209+03 TO 216+42 W/ 2 SPECIAL END UNITS
NOTE: 14'-9" MINIMUM VERTICAL CLEARANCE FOR STAGE 3B
INSTALL 1453' P.C.C.B. 201+97 TO 216+46 W/ 2 SPECIAL END UNITS
40' P.C.C.B. TAPER
T.I.A.B.
INSTALL 2313' P.C.C.B. 212+57 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
1430' TAPER
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
DOTTED WHITE REMOVABLE PAVEMENT MARKINGS
C.L. HWY. 67
+25
+55
24'
825' TAPER
50
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
INSTALL 3846' P.C.C.B. 209+38 TO 248+02 W/ 2 SPECIAL END UNITS
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 3766' P.C.C.B. 210+01 TO 248+05 W/ 2 SPECIAL END UNITS
INSTALL 506' P.C.C.B. 211+51 TO 216+82 W/ 2 SPECIAL END UNITS
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
C.L. HWY. 89 RAMP 2 (FUTURE)
PT 28+58.02
2015+00
C.L. HWY. 89
C.L. HWY. 67 STA. 213+37.58, 34.50' RT. =
C.L. HWY. 89 RAMP 2 STAGE 3B STA. 28+58.02
STA. 219+95 CONSTRUCT DROP INLET RT. ON PROP. R.C. PIPE CULVERT TYPE E DROP INLET = 4'x3'
CENTERPOINT ENERGY

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 3B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

oewierciak 8/4/2023 11:25:41 AM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_MOT_HWY 67_STG3B_10.dgn
REVISED DATE:

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

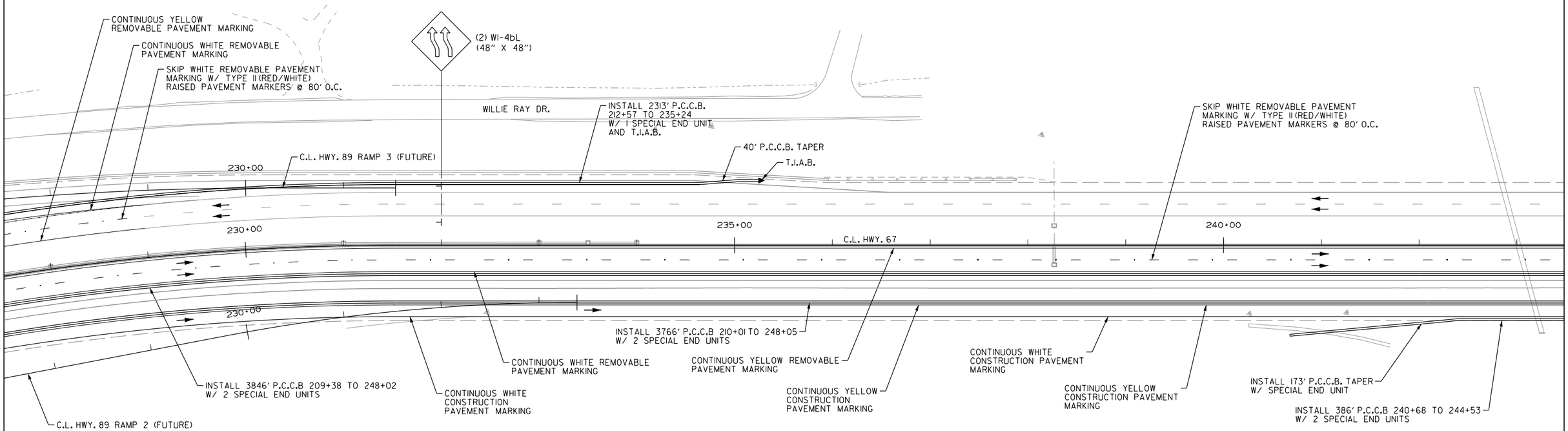
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

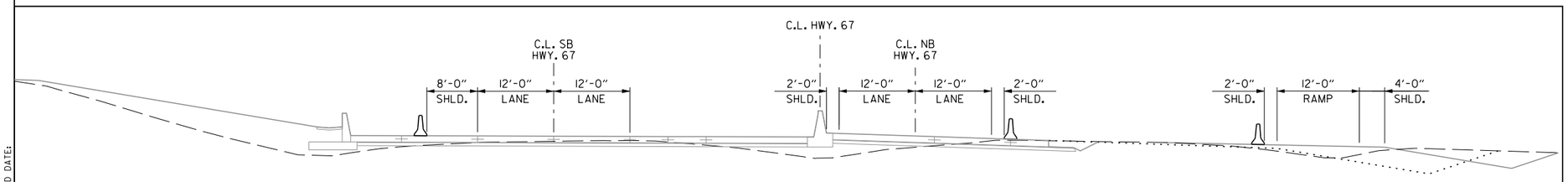
STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

N

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER





STAGE 3B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

aewierciak 8/4/2023 11:25:42 AM
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	194	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C ⟷ R
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

STAGE 3B TRAFFIC
STAGE 3B TRAFFIC DRUM AT 40' O.C.
STAGE 3B PAVING

N

STA. 247+50.00
END JOB 061642

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

+50 C ⟷ R

245+00 +40 210' TAPER 24'

+50 24'

250+00

C.L. HWY. 67

255+00

INSTALL 3846' P.C.C.B 209+38 TO 248+02 W/ 2 SPECIAL END UNITS

INSTALL 3766' P.C.C.B 210+01 TO 248+05 W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 386' P.C.C.B 240+68 TO 244+53 W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

(I) W4-IR (48" X 48")

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

INSTALL 1273' P.C.C.B 247+50 TO 260+17 W/ 2 SPECIAL END UNITS

DOTTED WHITE REMOVABLE PAVEMENT MARKINGS

C.L. HWY. 67

C.L. SB HWY. 67

10'-0" SHLD.	12'-0" LANE	12'-0" LANE	4'-0" SHLD.

C.L. NB HWY. 67

2'-0" SHLD.	12'-0" LANE	12'-0" LANE	12'-0" AUX. LANE	4'-0" SHLD.

STAGE 3B - HWY. 67 TYPICAL SECTION

N

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

DOTTED WHITE REMOVABLE PAVEMENT MARKINGS

260+00

265+00

C.L. HWY. 67

270+00

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

36 24'

INSTALL 1273' P.C.C.B 247+50 TO 260+17 W/ 2 SPECIAL END UNITS

+75 300' TAPER +75

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 3B

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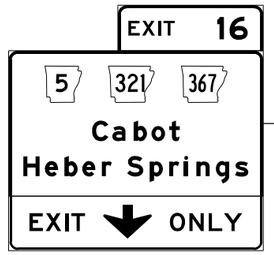
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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
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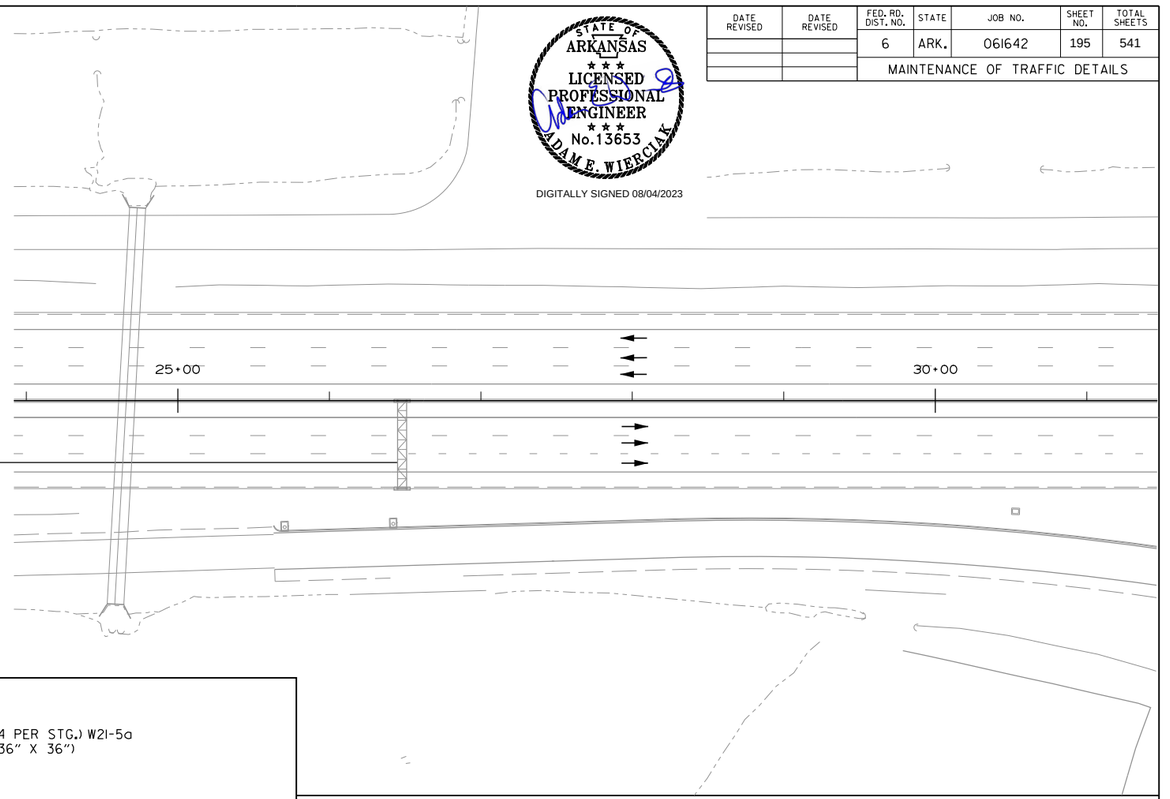
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STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING

SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS



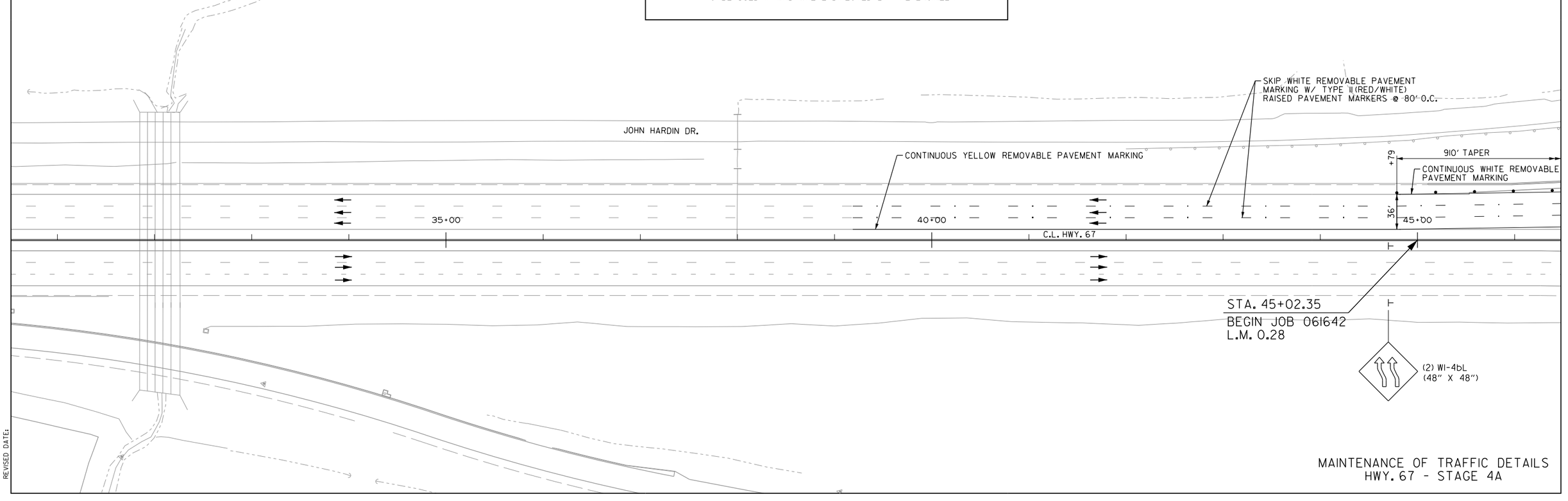
PLACE ON EXISTING OVERHEAD SIGN STRUCTURE OVER OUTSIDE LANE. COVER BOTH EXISTING SIGNS ON STRUCTURE





(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	196	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC TO ALLOW FOR CONSTRUCTION OF RT. SIDE TO FINAL CONDITION.

STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING

R ← → C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

JOHN HARDIN DR.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

910' TAPER

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

50+00 | 55+00 | 60+00

782' TAPER

520' TAPER

C.L. HWY. 67

C.L. HWY. 5 RAMP 4

C.L. HWY. 67 STAGE 4A S SHIFT RT.
PI = 40+87.92
Δ = 1°45'30" LT.
D = 1°00'00"
T = 87.92'
L = 175.83'
PC = 40+00.00
PT = 41+75.83
e = MATCH EXIST.
Ls = MATCH EXIST.

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

INSTALL 1530' P.C.C.B. 57+40 TO 211+30

INSTALL 1140' P.C.C.B. 54+62 TO 66+00 W/ 1 T.I.A.B.

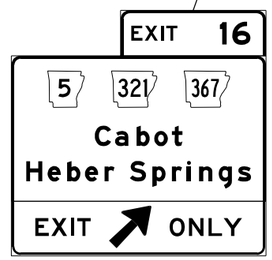
INSTALL 1573' P.C.C.B. 56+49 TO 72+73 W/ 1 SPECIAL END UNIT T.I.A.B.

40' P.C.C.B. TAPER

T.I.A.B.

C.L. HWY. 5 RAMP 1

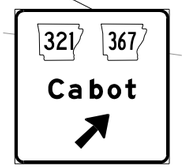
SEE "MAINTENANCE OF TRAFFIC - SPECIAL SIGNS" SHEET FOR DETAILS

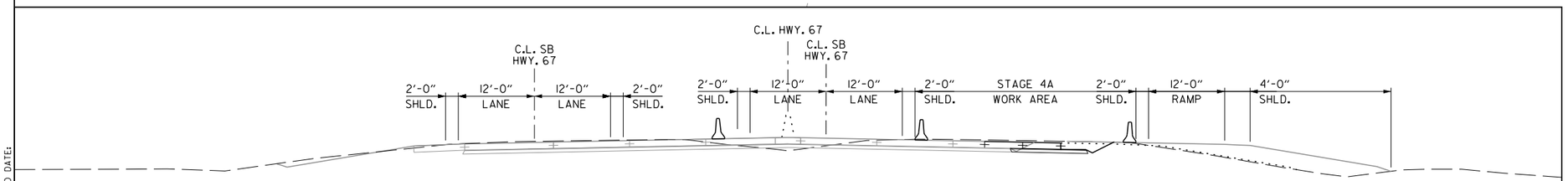


PLACE ON EXISTING OVERHEAD SIGN STRUCTURE OVER OUTSIDE LANE. COVER BOTH EXISTING SIGNS ON STRUCTURE









STAGE 4A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	197	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING

C.L. HWY. 5 RAMP 4
C.L. HWY. 5
C.L. HWY. 5 RAMP 3
C.L. HWY. 5 RAMP 1
C.L. HWY. 5 RAMP 5
C.L. HWY. 5 RAMP 2
C.L. HWY. 67

(1) W1-4bL (48" X 48")

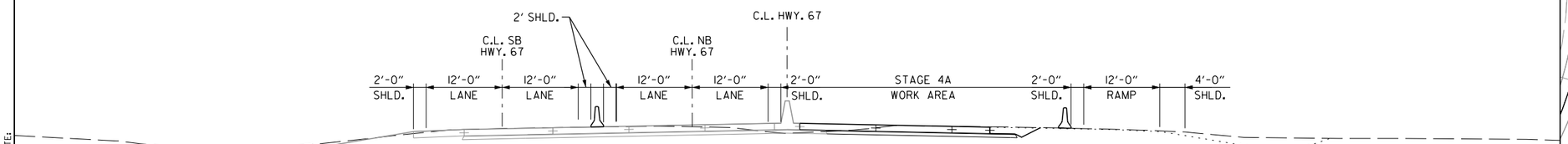
STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC TO ALLOW FOR CONSTRUCTION OF RT. SIDE.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
520' TAPER
+00
24'
45+00
65+00
48+47
70+00
75+00
PI 47+11.81
PC 45+76.13
PT 48+47.44
20+00
70' TAPER
+00
+50.5
INSTALL 15300' P.C.C.B. 57+40 TO 211+30
INSTALL 1140' P.C.C.B. 54+62 TO 66+00 W/ 1 T.I.A.B.
INSTALL 1573' P.C.C.B. 56+49 TO 72+73 W/ 1 SPECIAL END UNIT T.I.A.B.
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
C
R
C ← → R
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

C.L. HWY. 67 STAGE 4A S SHIFT RT.

PI	= 47+11.81
Δ	= 2°42'47" RT.
D	= 1°00'00"
T	= 135.68'
L	= 271.31'
PC	= 45+76.13
PT	= 48+47.44
e	= MATCH PROP.
Ls	= MATCH PROP.



STAGE 4A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	198	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING

ROCKWOOD DR.

C.L. HWY. 5 RAMP 3

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 1530' P.C.C.B. 57+40 TO 211+30

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

INSTALL 2313' P.C.C.B. 87+60 TO 111+59 W/ 1 SPECIAL END UNIT

75+00
80+00
85+00
90+00

C.L. HWY. 67

C.L. HWY. 5 RAMP 2

INSTALL 3646' P.C.C.B. 74+36 TO 111+60 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 449' P.C.C.B. 82+08 TO 86+53 W/ 2 SPECIAL END UNITS

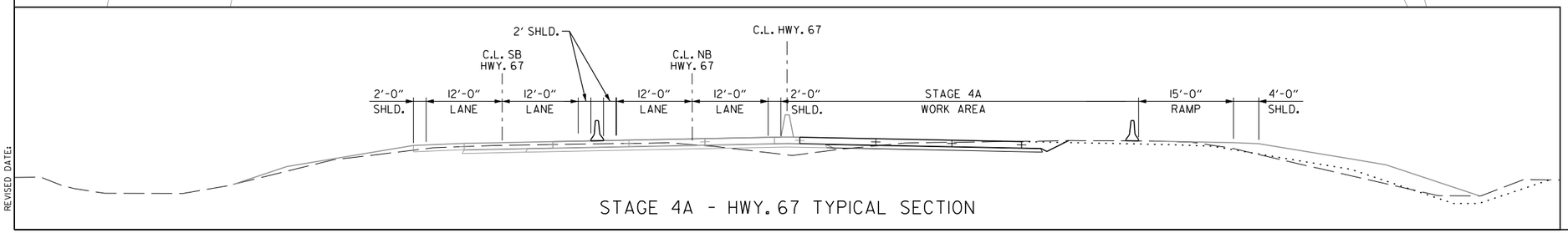
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC TO ALLOW FOR CONSTRUCTION OF RT. SIDE TO FINAL CONDITION TO HWY. 5 RAMP 2 AND AS SHOWN BEYOND THE RAMP.

2) SHIFT HWY. 5 RAMP 2 TRAFFIC TO WIDENING CONSTRUCTED IN STAGE 3B.



STAGE 4A - HWY. 67 TYPICAL SECTION

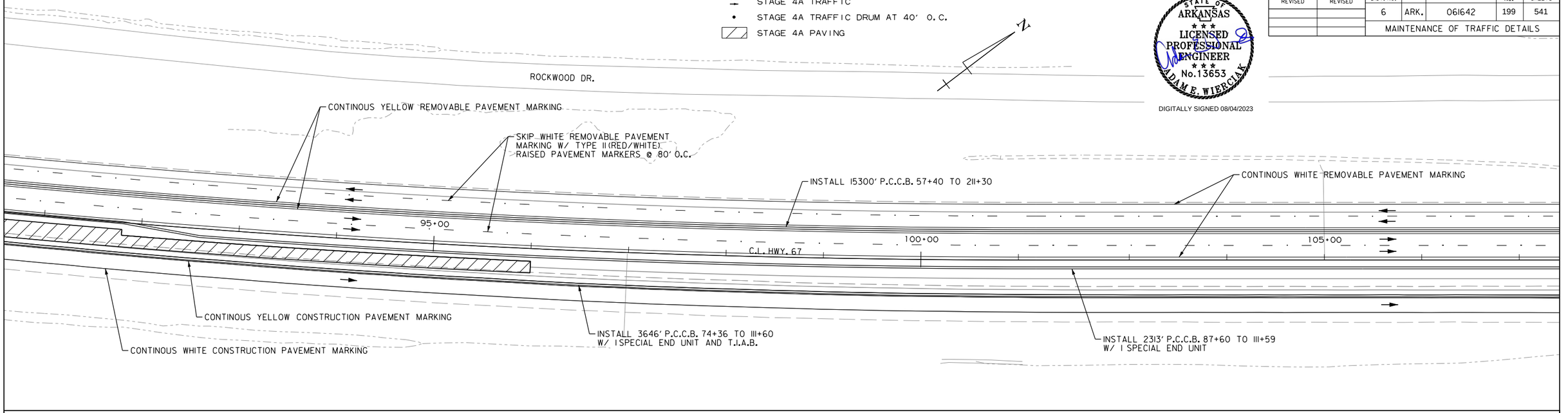
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

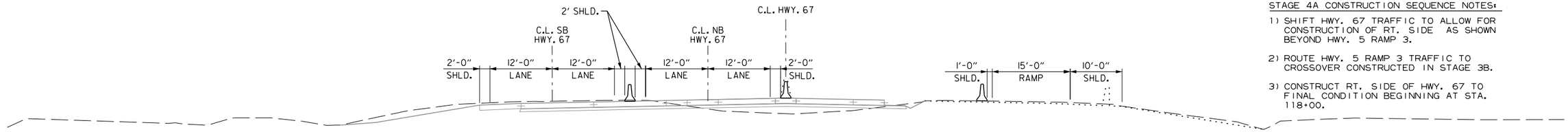
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	199	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING





STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC TO ALLOW FOR CONSTRUCTION OF RT. SIDE AS SHOWN BEYOND HWY. 5 RAMP 3.

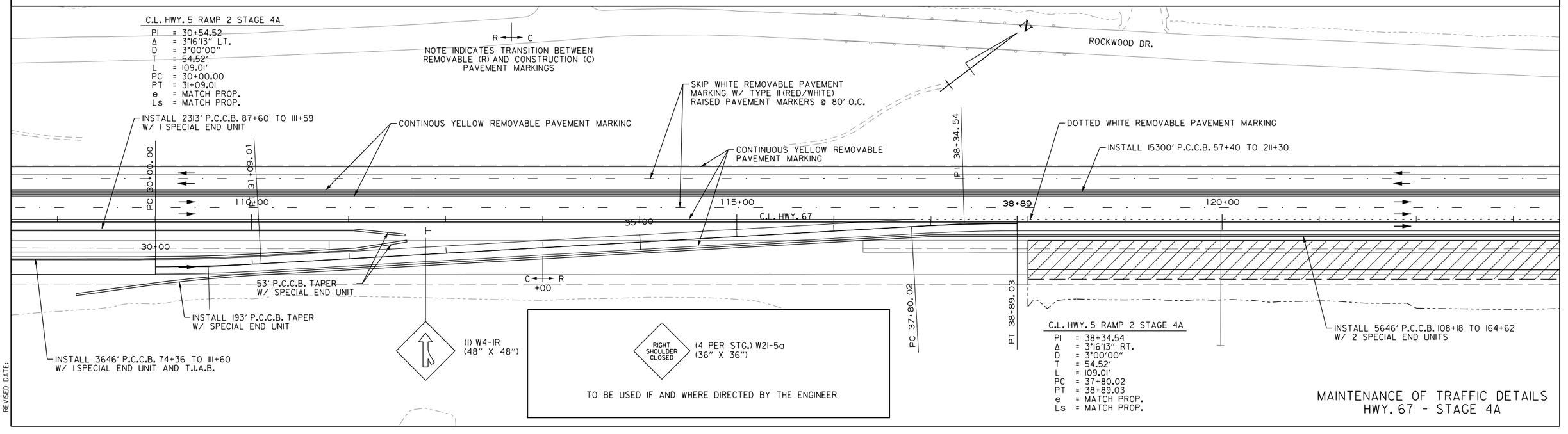
2) ROUTE HWY. 5 RAMP 3 TRAFFIC TO CROSSOVER CONSTRUCTED IN STAGE 3B.

3) CONSTRUCT RT. SIDE OF HWY. 67 TO FINAL CONDITION BEGINNING AT STA. 118+00.

STAGE 4A - HWY. 67 TYPICAL SECTION

C.L. HWY. 5 RAMP 2 STAGE 4A
PI = 30+54.52
Δ = 3°16'13" LT.
D = 3°00'00"
T = 54.52'
L = 109.01'
PC = 30+00.00
PT = 31+09.01
e = MATCH PROP.
Ls = MATCH PROP.

R ⟷ C
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS



(1) W4-1R (48" X 48")

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 5 RAMP 2 STAGE 4A
PI = 38+34.54
Δ = 3°16'13" RT.
D = 3°00'00"
T = 54.52'
L = 109.01'
PC = 37+80.02
PT = 38+89.03
e = MATCH PROP.
Ls = MATCH PROP.

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	200	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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DIGITALLY SIGNED 08/04/2023

STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING

ROCKWOOD DR.

DOTTED WHITE REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
INSTALL 15300' P.C.C.B. 57+40 TO 211+30
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
840' TAPER
+00
+40
24'
125+00
130+00
135+00
C.L. HWY. 67
INSTALL 5646' P.C.C.B. 108+18 TO 164+62 W/ 2 SPECIAL END UNITS
+82
300' TAPER
+82
(1) W1-4bR (48" X 48")

4' SHLD.
C.L. HWY. 67
C.L. SB HWY. 67
C.L. SB HWY. 67
C.L. HWY. 67

10'-0" SHLD.	12'-0" LANE	12'-0" LANE		12'-0" LANE	12'-0" LANE	2'-0" SHLD.	STAGE 4A WORK AREA

STAGE 4A - HWY. 67 TYPICAL SECTION

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC TO ALLOW FOR CONSTRUCTION OF RT. SIDE TO FINAL CONDITION.

ROCKWOOD DR.

(2) W1-4bR (48" X 48")
INSTALL 15300' P.C.C.B. 57+40 TO 211+30
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKINGS
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
140+00
145+00
150+00
C.L. HWY. 67
INSTALL 5646' P.C.C.B. 108+18 TO 164+62 W/ 2 SPECIAL END UNITS

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

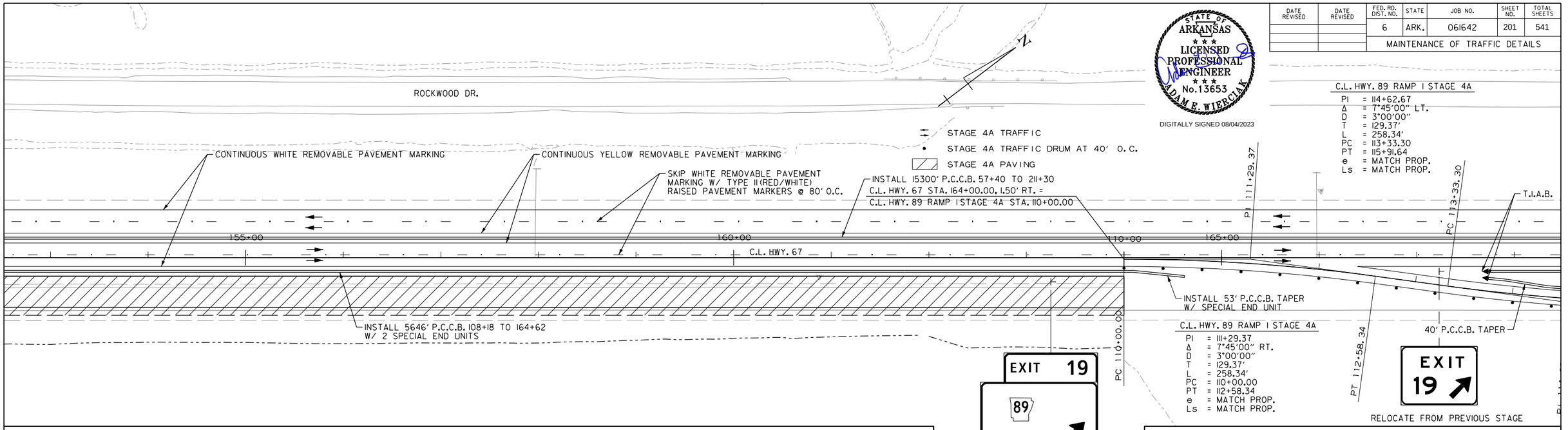
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS HWY. 67 - STAGE 4A

aewierciak 8/4/2023 11:25:46 AM
WORKSPACE: AHTD
L:\2017\170175\75 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_MOT_HWY 67_STG4A_06.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	201	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023



C.L. HWY. 89 RAMP I STAGE 4A

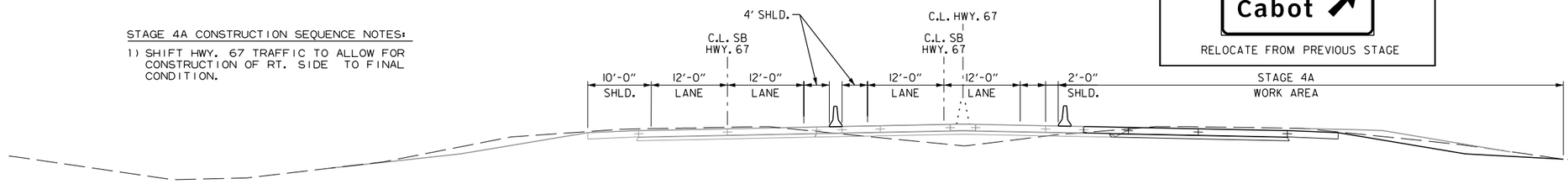
PI	= 114+62.67
Δ	= 7°45'00" LT.
D	= 3°00'00"
T	= 129.37'
L	= 258.34'
PC	= 113+33.30
PT	= 115+91.64
e	= MATCH PROP.
Ls	= MATCH PROP.

C.L. HWY. 89 RAMP I STAGE 4A

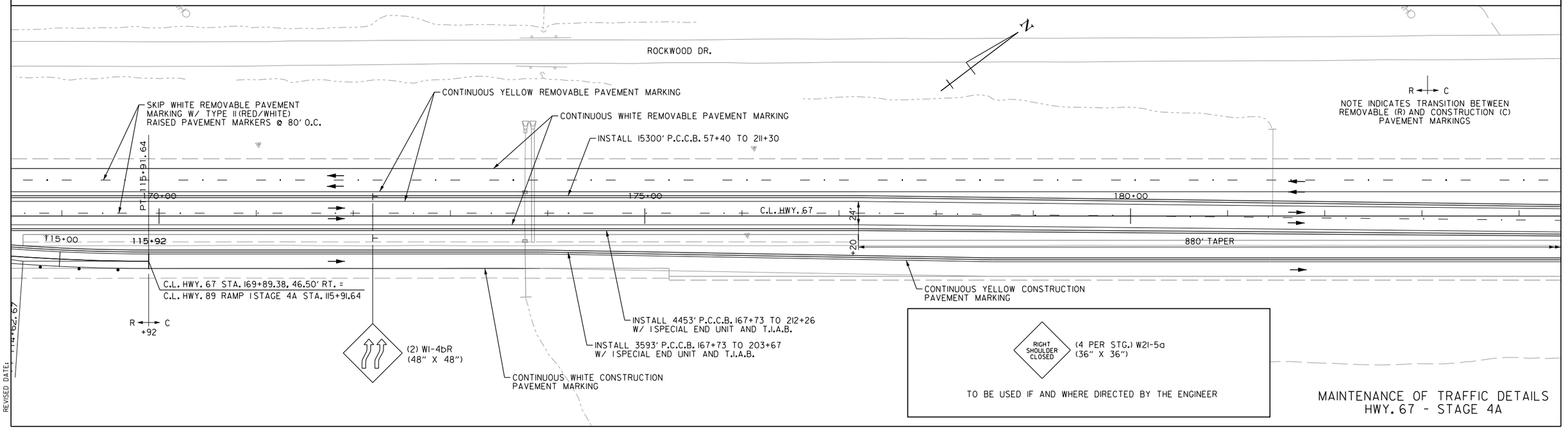
PI	= 111+29.37
Δ	= 7°45'00" RT.
D	= 3°00'00"
T	= 129.37'
L	= 258.34'
PC	= 110+00.00
PT	= 112+58.34
e	= MATCH PROP.
Ls	= MATCH PROP.

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC TO ALLOW FOR CONSTRUCTION OF RT. SIDE TO FINAL CONDITION.



STAGE 4A - HWY. 67 TYPICAL SECTION



(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

dewierciak 8/4/2023 11:25:47 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	202	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

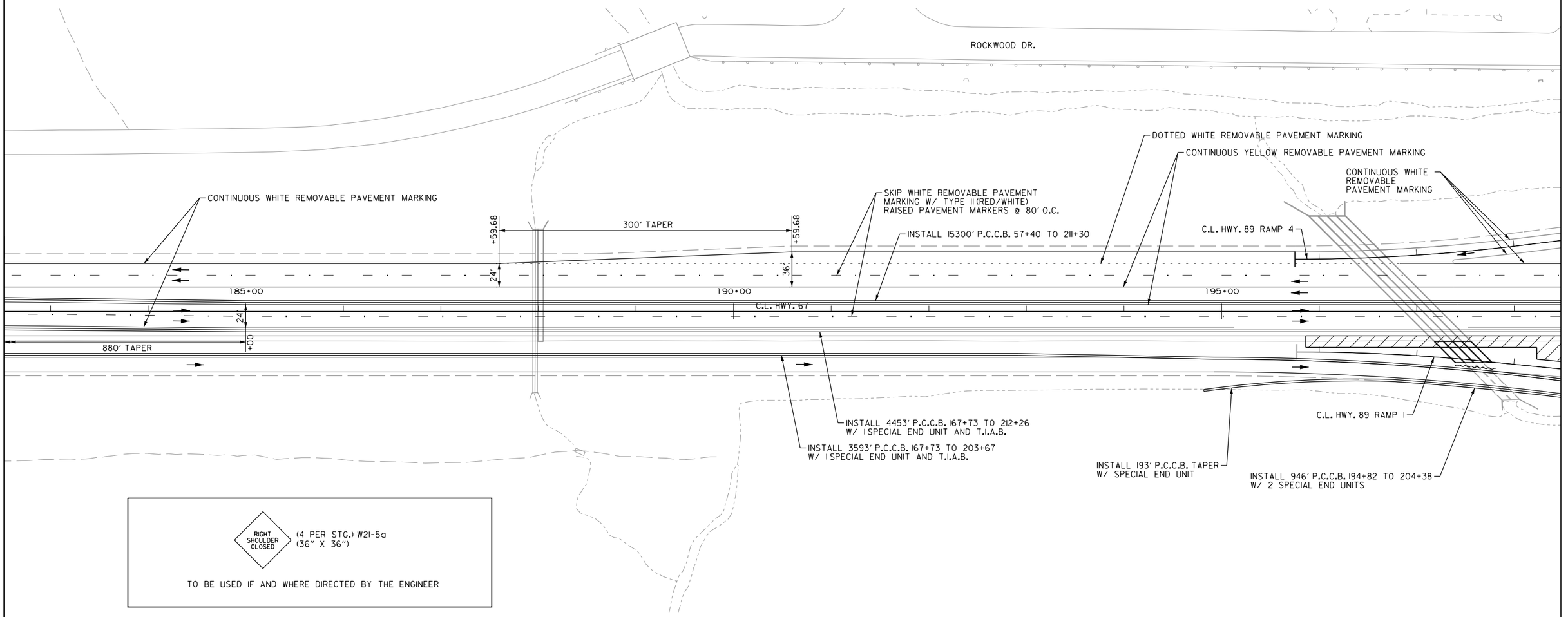
STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT GORE OF HWY. 89 RAMP 1

STAGE 4A TRAFFIC

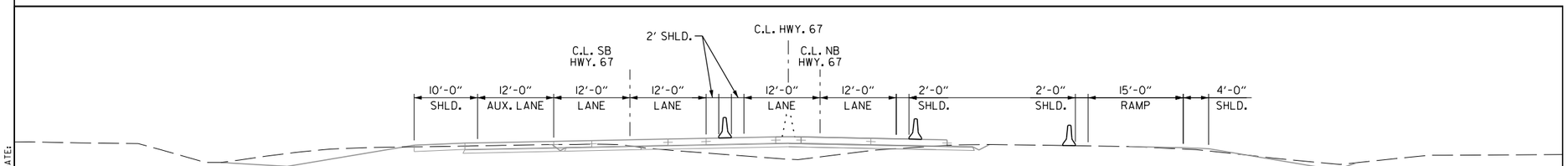
STAGE 4A TRAFFIC DRUM AT 40' O.C.

STAGE 4A PAVING



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 4A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	203	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TRAFFIC AS SHOWN.
2) CONSTRUCT GORE OF HWY. 89 RAMP 1. CONSTRUCT FINAL OUTSIDE PAVMENT ON RT. WITH ADDITIONAL WIDENING.
3) CONSTRUCT HWY. 89 RAMP 2 STAGE 4A.

STAGE 4A TRAFFIC
STAGE 4A TRAFFIC DRUM AT 40' O.C.
STAGE 4A PAVING
STAGE 4A PAVING UNDER TRAFFIC

C.L. HWY. 89 RAMP 3 STA. 206+21.58 =
C.L. HWY. 89 RAMP 3 STAGE 2 STA. 110+00.00

PC 110+00.00

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

C R
NOTE INDICATES TRANSITION BETWEEN REMOVABLE (R) AND CONSTRUCTION (C) PAVEMENT MARKINGS

RELOCATE FROM PREVIOUS STAGE

EXIT 19

PT 111+73.23

PC 112+38.20

PT 113+69.93

(1) W4-1R (48" X 48")

(1) W1-4bL (48" X 48")

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II(RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 89 RAMP 3 STAGE 2

INSTALL 1446' P.C.C.B. 201+97 TO 216+39 W/ 2 SPECIAL END UNITS

C.L. HWY. 89 RAMP 2 STAGE 4A STA. 114+66.06 =
C.L. HWY. 67 STA. 211+30.00, 34.50' RT.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

113+70

210+00

200+00

205+00

INSTALL 15300' P.C.C.B. 57+40 TO 211+30

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

PI 113+70.24

1235' TAPER

C R +30 RT.

C.L. HWY. 67

185

845' TAPER

30

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

INSTALL 4453' P.C.C.B. 167+73 TO 212+26 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

PT 114+66.06

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 2 STAGE 4A

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II(RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

PC 111+90.51

210+00

INSTALL 5186' P.C.C.B. 209+86 TO 261+87 W/ 2 SPECIAL END UNITS

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

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

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

205+00

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 89 RAMP 2 STAGE 4A

PI	= 113+70.24
Δ	= 93°41'08" RT.
D	= 34°00'00"
T	= 179.72'
L	= 275.55'
PC	= 111+90.51
PT	= 114+66.06
e	= MATCH PROP.
Ls	= MATCH PROP.

INSTALL 946' P.C.C.B. 194+82 TO 204+38 W/ 2 SPECIAL END UNITS

C.L. HWY. 89 RAMP 1

HWY. 89 RAMP 2 STAGE 4A STA. 11+13 CONSTRUCT 30"x70' PIPE OUTLET 30" TEMPORARY PIPE = 70 LIN. FT.

INSTALL 3593' P.C.C.B. 167+73 TO 203+67 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 666' P.C.C.B. 205+88 TO 212+30 W/ 2 SPECIAL END UNITS

C.L. HWY. 89 RAMP 2

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

30+00

C.L. HWY. 89 RAMP 2 STA. 207+63.60 =
C.L. HWY. 89 RAMP 2 STAGE 4A STA. 110+00.00

C.L. HWY. 67

C.L. SB HWY. 67

C.L. NB HWY. 67

2'-0" SHLD.	12'-0" LANE	12'-0" LANE	2'-0" SHLD.	STAGE 4A WORK AREA

STAGE 4A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

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		6	ARK.	061642	204	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) SHIFT NB TRAFFIC TO NEW HWY. 67 PAVEMENT CONSTRUCTED IN STAGE 3.

2) CONSTRUCT RT. SIDE OF HWY. 67 AS SHOWN TO FINAL CONDITION.

STAGE 4A TRAFFIC

STAGE 4A TRAFFIC DRUM AT 40' O.C.

STAGE 4A PAVING

EXIT 19
89
Cabot

RELOCATE FROM PREVIOUS STAGE

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

C.L. HWY. 89 RAMP 3 (FUTURE)

WILLIE RAY DR.

NOTE: 14'-9" MINIMUM VERTICAL CLEARANCE FOR STAGE 4A

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 1213' P.C.C.B. 212+59 TO 224+51 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

40' P.C.C.B. TAPER

T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1446' P.C.C.B. 201+97 TO 216+39 W/ 2 SPECIAL END UNITS

1235' TAPER

C.L. HWY. 67

300' TAPER

DOTTED WHITE REMOVABLE PAVEMENT MARKINGS

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

INSTALL 5186' P.C.C.B. 209+86 TO 261+87 W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

C.L. HWY. 89 RAMP 2

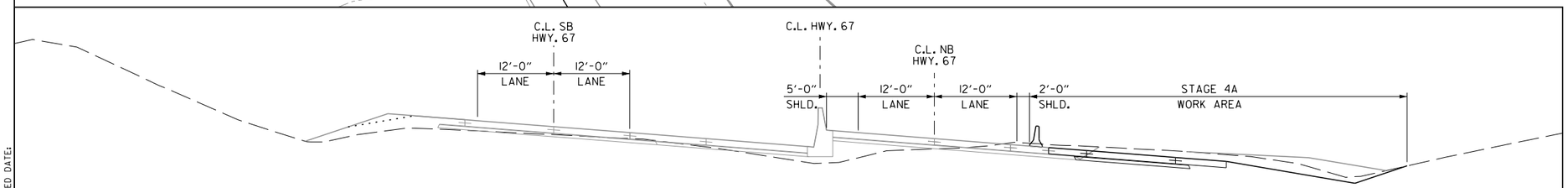
C.L. HWY. 89

C.L. HWY. 89 RAMP 2 (FUTURE)

CENTERPOINT ENERGY

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 4A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	205	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

N

STAGE 4A CONSTRUCTION SEQUENCE NOTES:

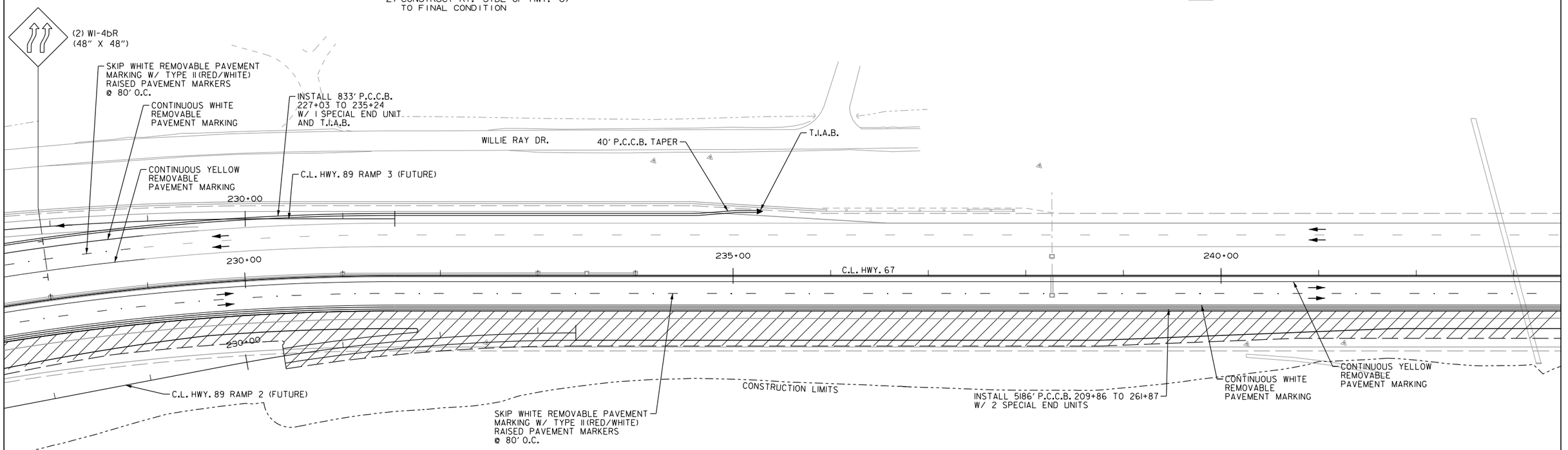
1) SHIFT NB TRAFFIC TO NEW HWY. 67 PAVEMENT CONSTRUCTED IN STAGE 3.

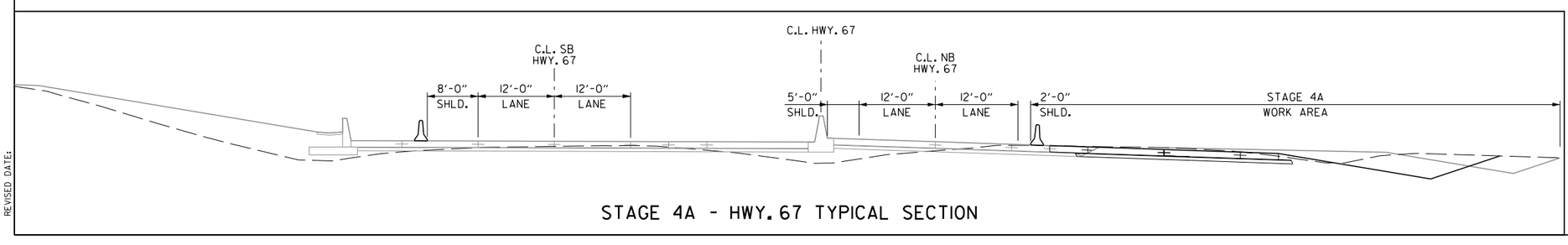
2) CONSTRUCT RT. SIDE OF HWY. 67 TO FINAL CONDITION

STAGE 4A TRAFFIC

STAGE 4A TRAFFIC DRUM AT 40' O.C.

STAGE 4A PAVING





STAGE 4A - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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WORKSPACE: AHTD
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REVISED DATE:

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		6	ARK.	061642	206	541
		MAINTENANCE OF TRAFFIC DETAILS				

STAGE 4A TRAFFIC

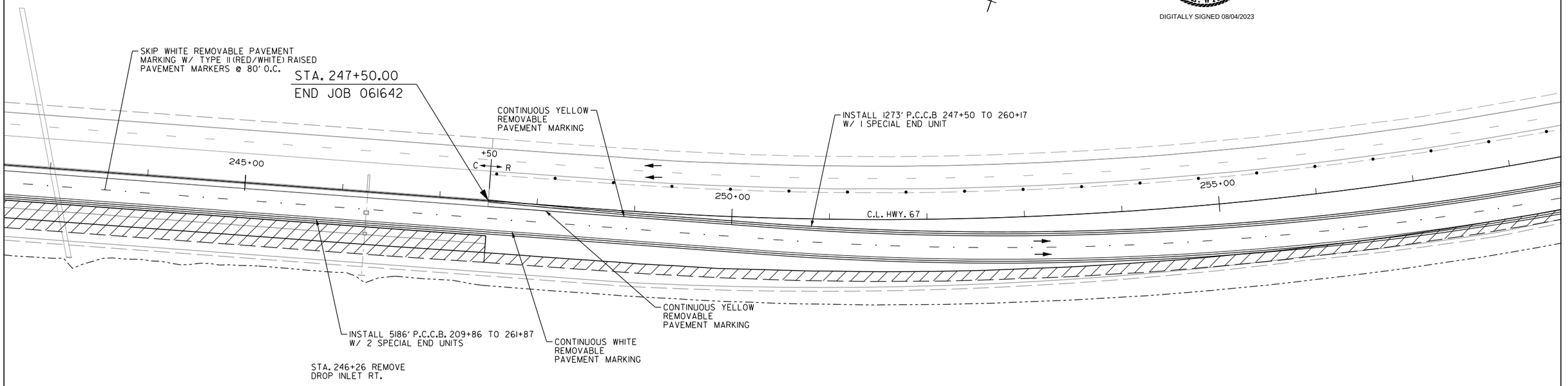
STAGE 4A TRAFFIC DRUM AT 40' O.C.

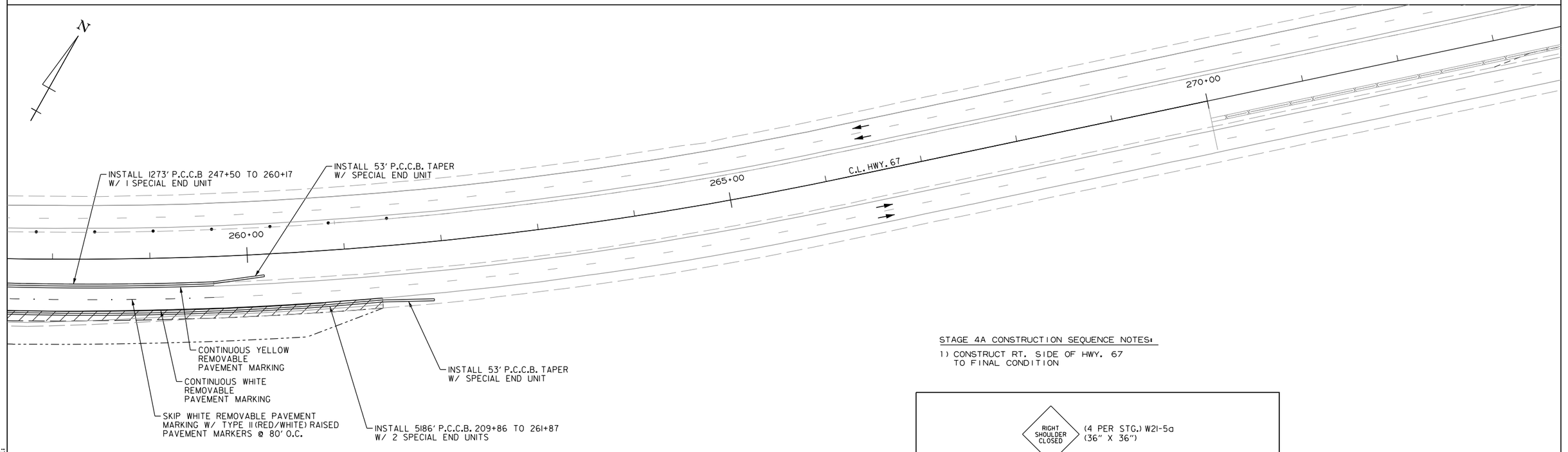
STAGE 4A PAVING

N

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





STAGE 4A CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 67 TO FINAL CONDITION

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4A

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	207	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

N

STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING

50+00
55+00
60+00
55+00
60+00
55+00
60+00

C.L. HWY. 5 RAMP 4
C.L. HWY. 5 RAMP 1

INSTALL 15300' P.C.C.B. 57+40 TO 211+30
W/ 1 SPECIAL END UNIT

INSTALL 193' P.C.C.B. TAPER
W/ SPECIAL END UNIT

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

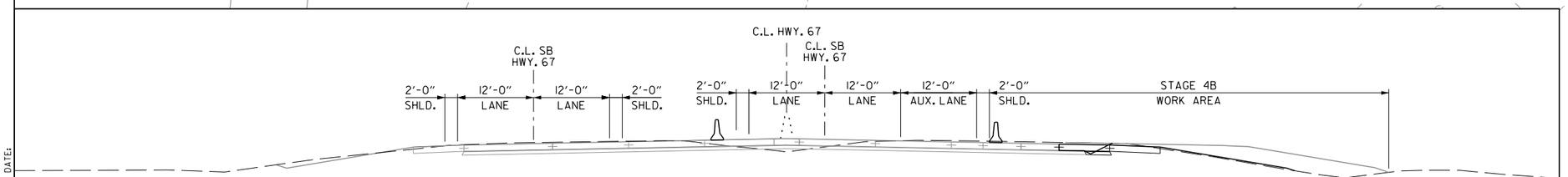
(2) W1-4bL
(48" X 48")

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 67 TO FINAL CONDITIONS.



STAGE 4B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	208	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 5 RAMP 4

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 5 RAMP 5 AUXILIARY LANE TO FINAL CONDITIONS.

STAGE 4B TRAFFIC

STAGE 4B TRAFFIC DRUM AT 40' O.C.

STAGE 4B PAVING

C.L. HWY. 5 RAMP 3

C.L. HWY. 5

T.I.A.B.

60' P.C.C.B. TAPER

INSTALL 15300' P.C.C.B. 57+40 TO 211+30 W/ 1 SPECIAL END UNIT

65+00

70+00

75+00

60+00

C.L. HWY. 67

PI 60+63.42

POE 62+07.10

INSTALL 1586' P.C.C.B. 58+33 TO 74+24 W/ 2 SPECIAL END UNITS

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

PC 60+00.00

PT 61+24.82

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 5 STAGE 4B

PI = 60+63.42
Δ = 24°57'49" RT.
D = 20°00'00"
T = 63.42'
L = 124.82'
PC = 60+00.00
PT = 61+24.82
e = MATCH PROP.
Ls = MATCH PROP.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 5 RAMP 1

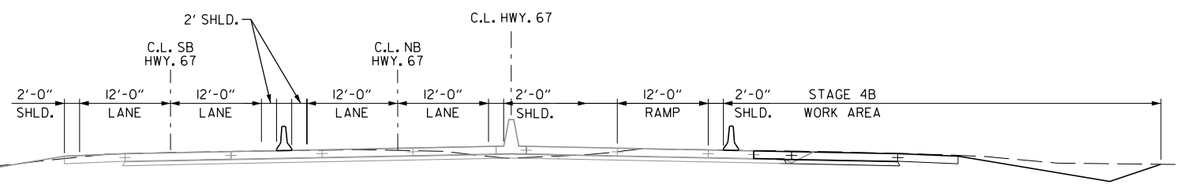
C.L. HWY. 5 RAMP 2

RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT



STAGE 4B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	209	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4B TRAFFIC

STAGE 4B TRAFFIC DRUM AT 40' O.C.

STAGE 4B PAVING

N

ROCKWOOD DR.

C.L. HWY. 5 RAMP 3

80+00

80+00

85+00

C.L. HWY. 67

INSTALL 15300' P.C.C.B. 57+40 TO 211+30
W/ 1 SPECIAL END UNIT

DOTTED WHITE REMOVABLE PAVEMENT MARKING

90+00

15'

50'

300' TAPER

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

80+00

C.L. HWY. 5 RAMP 2

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

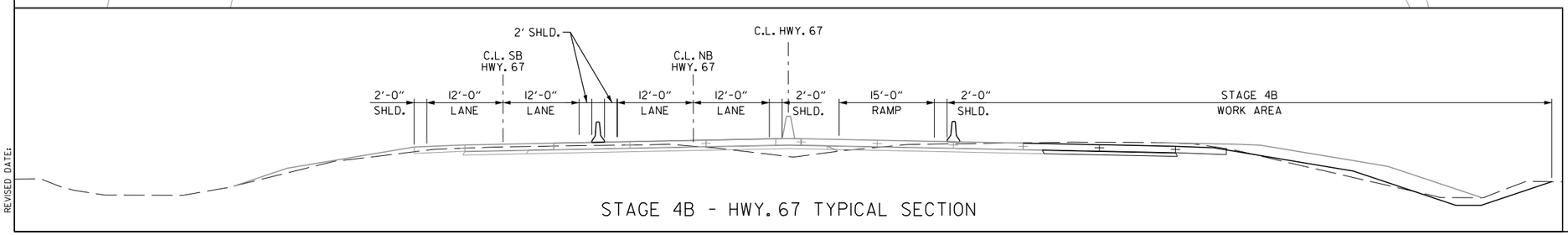
INSTALL 4306' P.C.C.B. 74+78 TO 118+70
W/ 2 SPECIAL END UNITS

(1) W4-1R (48" X 48")

INSTALL 193' P.C.C.B. TAPER
W/ SPECIAL END UNIT

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 5 RAMP 2 AND HWY. 67 TO FINAL CONDITIONS.



STAGE 4B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

dewierciak 8/4/2023 11:25:51 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	210	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

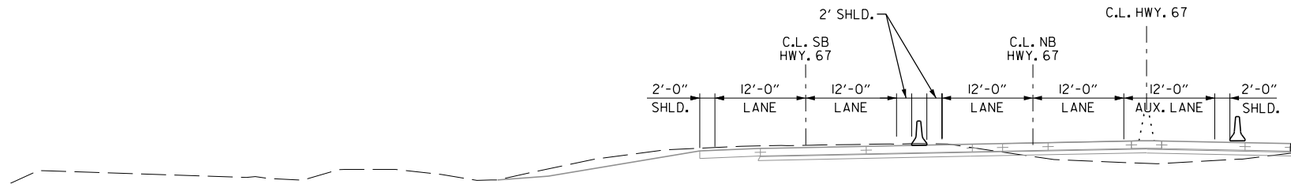
STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING

ROCKWOOD DR.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
DOTTED WHITE REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
INSTALL 15300' P.C.C.B. 57+40 TO 211+30
W/ 1 SPECIAL END UNIT

95+00
100+00
105+00
C.L. HWY. 67
36'
24'
+50
+00
303' TAPER

INSTALL 4306' P.C.C.B. 74+78 TO 118+70
W/ 2 SPECIAL END UNITS



STAGE 4B - HWY. 67 TYPICAL SECTION

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 67 TO FINAL CONDITIONS TO STA. 118+00.

ROCKWOOD DR.

INSTALL 15300' P.C.C.B. 57+40 TO 211+30
W/ 1 SPECIAL END UNIT

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

110+00
115+00
120+00
C.L. HWY. 67

INSTALL 4306' P.C.C.B. 74+78 TO 118+70
W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B. TAPER
W/ SPECIAL END UNIT

STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

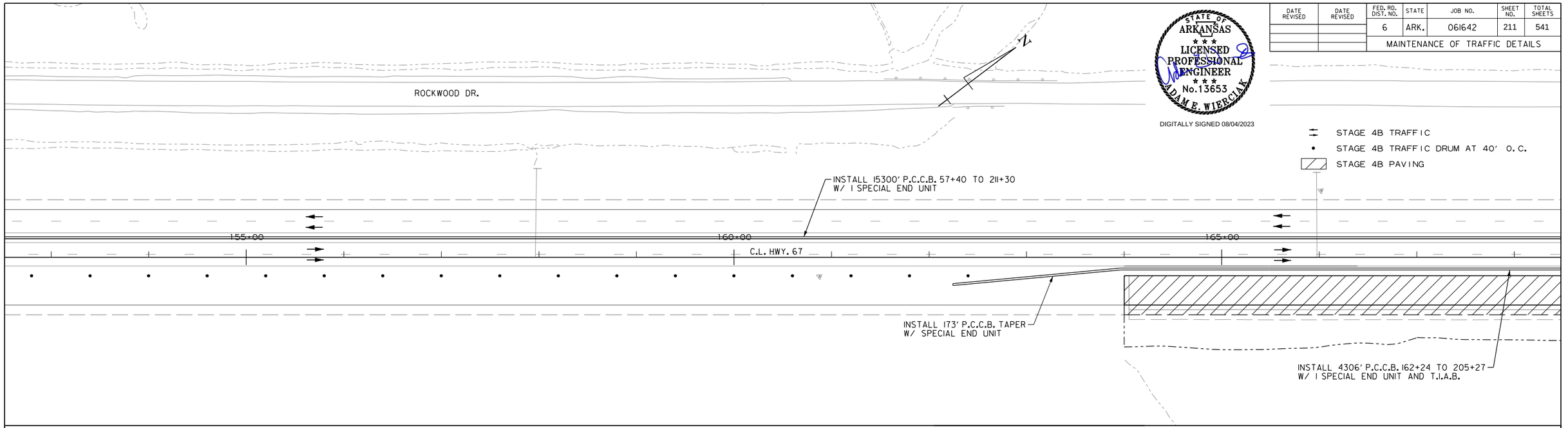
MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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REVISED DATE:

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

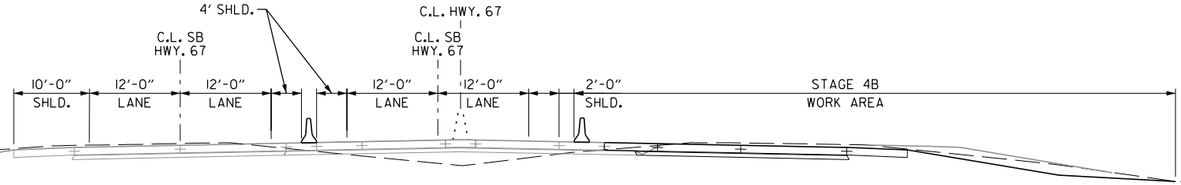
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

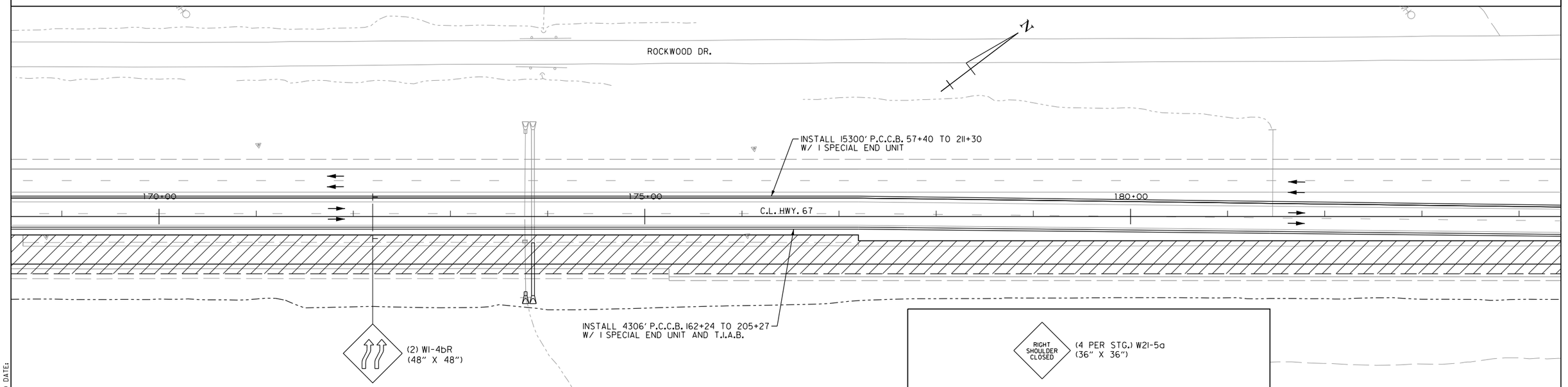


STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT REMAINDER OF RT. SIDE OF HWY. 67 TO FINAL CONDITION.



STAGE 4B - HWY. 67 TYPICAL SECTION



RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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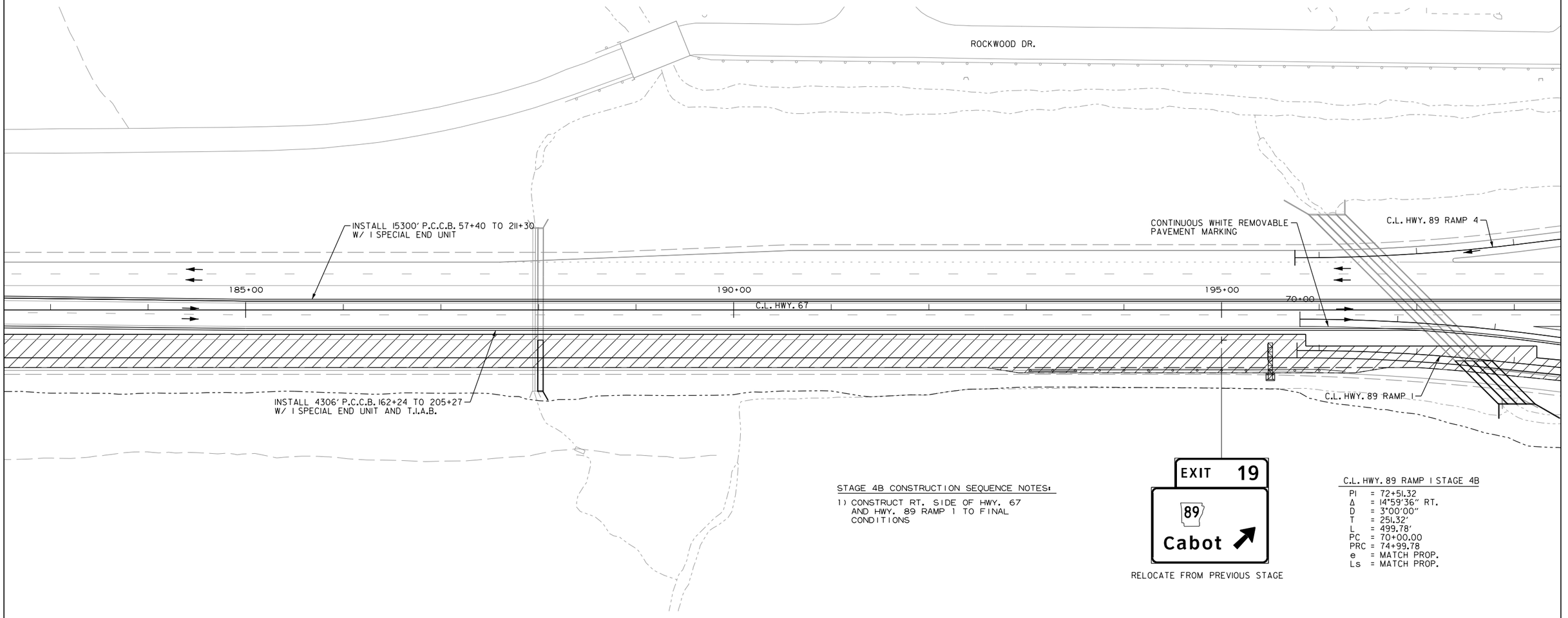
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING



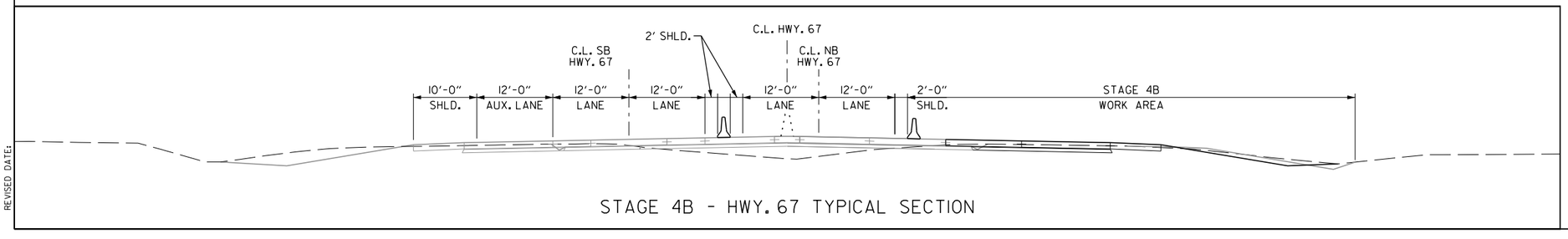
RELOCATE FROM PREVIOUS STAGE

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 67 AND HWY. 89 RAMP 1 TO FINAL CONDITIONS

C.L. HWY. 89 RAMP 1 STAGE 4B

PI	= 72+51.32
Δ	= 14°59'36" RT.
D	= 3°00'00"
T	= 251.32'
L	= 499.78'
PC	= 70+00.00
PRC	= 74+99.78
e	= MATCH PROP.
Ls	= MATCH PROP.



STAGE 4B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	213	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
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DIGITALLY SIGNED 08/04/2023

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT RT. SIDE OF HWY. 67 AND HWY. 89 RAMP 1 TO FINAL CONDITIONS.

STAGE 4B TRAFFIC

STAGE 4B TRAFFIC DRUM AT 40' O.C.

STAGE 4B PAVING

RETAIN FROM PREVIOUS STAGE

EXIT 19

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1446' P.C.C.B. 201+97 TO 216+39 W/ 2 SPECIAL END UNITS

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

(1) W4-1R (48" X 48")

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

C.L. HWY. 89 RAMP 4

C.L. HWY. 89 RAMP 3

205+00

200+00

210+00

PI 72+51.32

PT 76+09.55

C.L. HWY. 67

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 966' P.C.C.B. 200+77 TO 210+42 W/ 2 SPECIAL END UNITS

INSTALL 15300' P.C.C.B. 57+40 TO 211+30 W/ 1 SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

(1) W4-1R (48" X 48")

PC 80+00.00

PI 81+70.08

PC 80+92.90

75+00

76+10

PRC 74+99.78

PI 75+54.69

INSTALL 4306' P.C.C.B. 162+24 TO 205+27 W/ 1 SPECIAL END UNIT AND T.I.A.B.

205+00

C.L. HWY. 89 RAMP 1

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 1 STAGE 4B

PI	= 75+54.69
Δ	= 4°23'27" LT.
D	= 4°00'00"
T	= 54.91'
L	= 109.77'
PRC	= 74+99.78
PT	= 76+09.55
e	= MATCH PROP.
Ls	= MATCH PROP.

EXIT 19

RELOCATE FROM PREVIOUS STAGE

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

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. HWY. 89 RAMP 2 STA. 211+75.45, 20.33' RT. = C.L. HWY. 89 RAMP 2 STAGE 4B STA. 80+00.00

C.L. HWY. 89 RAMP 2

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

INSTALL 1006' P.C.C.B. 207+69 TO 216+94 W/ 2 SPECIAL END UNITS

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 2 STAGE 4B

PI	= 81+70.08
Δ	= 4°40'10" RT.
D	= 3°01'36"
T	= 77.18'
L	= 154.28'
PC	= 80+92.90
PT	= 82+47.18
e	= MATCH PROP.
Ls	= MATCH PROP.

C.L. HWY. 67

C.L. SB HWY. 67

C.L. NB HWY. 67

2'-0" SHLD.	12'-0" LANE	12'-0" LANE	2'-0" SHLD.

STAGE 4B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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REVISED DATE:

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		6	ARK.	061642	214	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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DIGITALLY SIGNED 08/04/2023

STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING

EXIT 19
89
Cabot

RELOCATE FROM PREVIOUS STAGE

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

NOTE: 14'-9" MINIMUM VERTICAL CLEARANCE FOR STAGE 4B

C.L. HWY. 89 RAMP 3 (FUTURE)

WILLIE RAY DR.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1446' P.C.C.B. 201+97 TO 216+39 W/ 2 SPECIAL END UNITS

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1213' P.C.C.B. 212+65 TO 224+51 W/ 1 SPECIAL END UNIT AND T.I.A.B.

40' P.C.C.B. TAPER

T.I.A.B.

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 3

C.L. HWY. 67

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

300' TAPER

DOTTED WHITE REMOVABLE PAVEMENT MARKING

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1006' P.C.C.B. 207+69 TO 216+94 W/ 2 SPECIAL END UNITS

C.L. HWY. 67 STA. 214+30.29, 67.69' RT. =
C.L. HWY. 89 RAMP 2 STAGE 4B STA. 82+47.18

PT 82+47.18

PC 80+92.90

C.L. HWY. 89 RAMP 2 STAGE 4B

C.L. HWY. 89

C.L. HWY. 89 RAMP 2 (FUTURE)

CENTERPOINT ENERGY

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT HWY. 89 RAMP 2 STAGE 4B AND TEMPORARY WIDENING OFF OF PROPOSED OF HWY. 67 RT.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS HWY. 67 - STAGE 4B

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

N

STAGE 4A TRAFFIC

STAGE 4A TRAFFIC DRUM AT 40' O.C.

STAGE 4A PAVING

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

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

WILLIE RAY DR.

40' P.C.C.B. TAPER

T.I.A.B.

C.L. HWY. 89 RAMP 3 (FUTURE)

230+00

230+00

55.93'

24'

300' TAPER

230+00

C.L. HWY. 89 RAMP 2 (FUTURE)

DOTTED WHITE REMOVABLE PAVEMENT MARKING

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

235+00

C.L. HWY. 67

240+00

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

24'

+90

1460' TAPER

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) REVISE HWY. 67 N.B. LANE CONFIGURATION AS SHOWN

C.L. SB HWY. 67

8'-0" SHLD.

12'-0" LANE

12'-0" LANE

C.L. HWY. 67

C.L. NB HWY. 67

5'-0" SHLD.

12'-0" LANE

12'-0" LANE

STAGE 4B - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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No.13653
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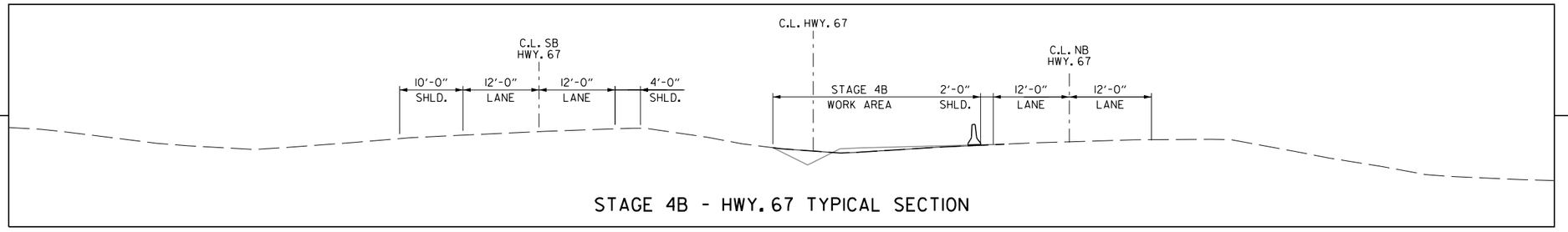
STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING

N

STA. 247+50.00
END JOB 061642

245+00
250+00
255+00
C.L. HWY. 67
24"
+90

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
1460' TAPER
INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 1466' P.C.C.B 245+81 TO 260+17 W/ 2 SPECIAL END UNITS
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.



STAGE 4B - HWY. 67 TYPICAL SECTION

N

260+00
265+00
270+00
C.L. HWY. 67

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

STAGE 4B CONSTRUCTION SEQUENCE NOTES:

1) REVISE HWY. 67 N.B. LANE CONFIGURATION AS SHOWN.

2) REMOVE TEMPORARY PAVING IN MEDIAN, REGRADE TO ORIGINAL CONDITION.

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4B

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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N

C.L. HWY. 5 RAMP 4

C.L. HWY. 5

C.L. HWY. 5 RAMP 3

C.L. HWY. 67

STAGE 4C TRAFFIC

STAGE 4C TRAFFIC DRUM AT 40' O.C.

STAGE 4C PAVING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

65+00

70+00

75+00

15+00

20+00

25+00

75+00

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

DOTTED WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

C.L. HWY. 5 RAMP 5

C.L. HWY. 5 RAMP 1

C.L. HWY. 5 RAMP 2

75+00

65+00

75+00

STAGE 4C CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TO FINAL CONDITION. CONSTRUCT MEDIAN BARRIER WALL WHERE OMITTED IN PREVIOUS STAGES.

RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4C

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REVISED DATE:

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		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
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N

STAGE 4C TRAFFIC
STAGE 4C TRAFFIC DRUM AT 40' O.C.
STAGE 4C PAVING

ROCKWOOD DR.

C.L. HWY. 5 RAMP 3

DOTTED WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

80+00

85+00

90+00

C.L. HWY. 67

HP GAS

C.L. HWY. 5 RAMP 2

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

DOTTED WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

DOTTED WHITE REMOVABLE PAVEMENT MARKING

STAGE 4C CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 TO FINAL CONDITION. CONSTRUCT MEDIAN BARRIER WALL WHERE OMITTED IN PREVIOUS STAGES.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

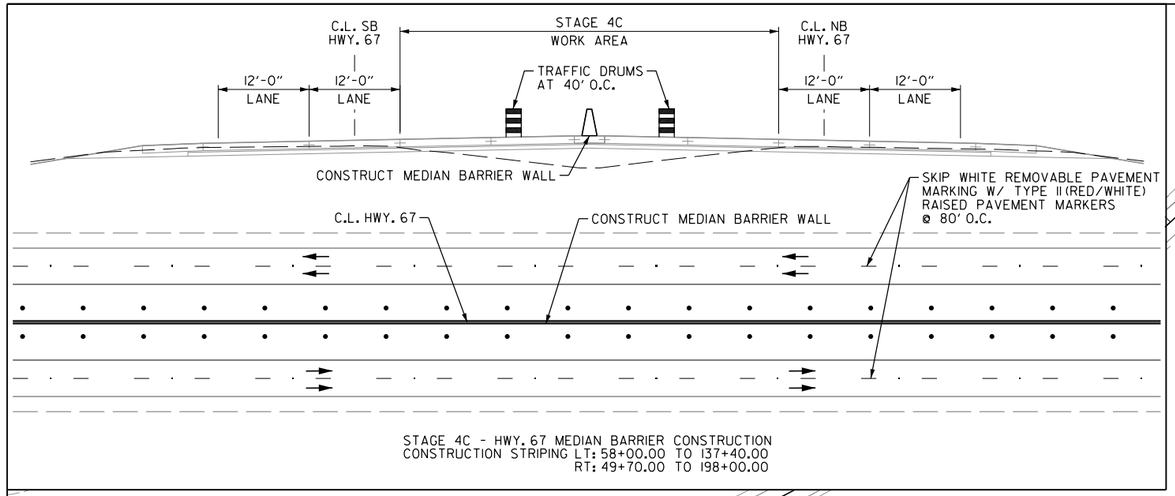
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4C

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		6	ARK.	061642	219	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023



STAGE 4C - HWY. 67 MEDIAN BARRIER CONSTRUCTION
CONSTRUCTION STRIPING LT: 58+00.00 TO 137+40.00
RT: 49+70.00 TO 198+00.00

C.L. HWY. 89 RAMP 4

205+00

STAGE 4C TRAFFIC

STAGE 4C TRAFFIC DRUM AT 40' O.C.

STAGE 4C PAVING

C.L. HWY. 89 RAMP 3

RETAIN FROM PREVIOUS STAGE

EXIT 19

C.L. HWY. 67 STAGE 4C N SHIFT RT.
PI = 71+49.81
Δ = 3°44'39" LT.
D = 1°15'00"
T = 149.81'
L = 299.52'
PC = 70+00.00
PRC = 72+99.52
e = MATCH PROP.
Ls = MATCH PROP.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE 4C S SHIFT RT.
PI = 11+14.24
Δ = 3°59'49" RT.
D = 1°45'00"
T = 114.24'
L = 228.39'
PC = 10+00.00
PRC = 12+28.39
e = MATCH PROP.
Ls = MATCH PROP.

(1) W4-1R (48" X 48")

200+00

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE 4C S SHIFT RT. STA. 10+00.00 =
C.L. HWY. 67 STA. 198+43.95, 37.00' RT.

C.L. HWY. 67 STAGE 4C S SHIFT RT.
PI = 13+17.43
Δ = 3°06'56" LT.
D = 1°45'00"
T = 89.04'
L = 178.03'
PRC = 12+28.39
PT = 14+06.42
e = MATCH PROP.
Ls = MATCH PROP.

INSTALL 1446' P.C.C.B. 201+97 TO 216+39 W/ 2 SPECIAL END UNITS

205+00

210+00

70+00

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

PT 14+06.42

C.L. HWY. 67

10+00

PI 11+14.24

T.I.A.B.

14+06

200+00

70+00

C.L. HWY. 67 STAGE 4C S. SHIFT RT. STA. 14+06.42 =
C.L. HWY. 67 STA. 202+50.00, 52.54' RT.

INSTALL 1106' P.C.C.B. 200+78 TO 211+82 W/ 1 SPECIAL END UNIT

INSTALL 1200' P.C.C.B. 200+39 TO 212+39 W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

C.L. HWY. 67 STAGE 4C N SHIFT RT. STA. 70+00.00 =
C.L. HWY. 67 STA. 193+12.64, 15.50' LT.

C.L. HWY. 67 STAGE 4C N SHIFT RT.

PI 71+49.81

PC 10+00.00

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

PRC 12+28.39

PI 13+17.43

205+00

(1) W1-4bL (48" X 48")

(1) W4-1R (48" X 48")

210+00

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 473' P.C.C.B. 207+49 TO 212+36 W/ 1 SPECIAL END UNIT

C.L. HWY. 89 RAMP 1

C.L. HWY. 89 RAMP 2

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

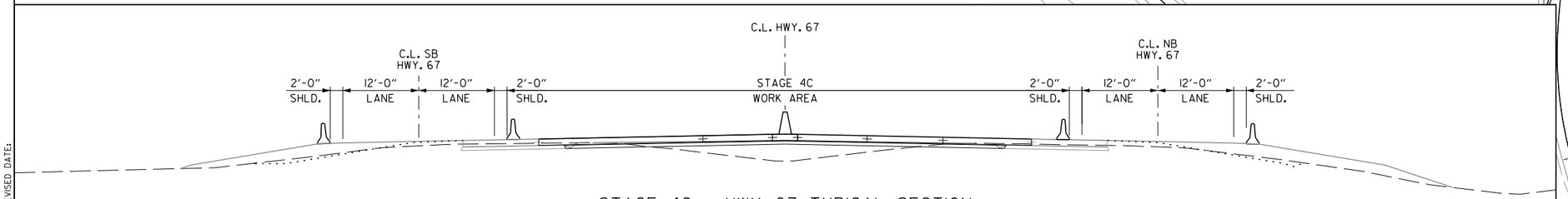
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4C CONSTRUCTION SEQUENCE NOTES:

1) SHIFT HWY. 67 RT. LANES TO OUTSIDE, UTILIZING TEMPORARY WIDENING CONSTRUCTED IN STAGE 4B.

2) CONSTRUCT HWY. 67 MEDIAN PAVING TO FINAL CONDITION FROM STA. 202+50 TO STA. 211+30.

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT



STAGE 4C - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4C

aewierciak 8/4/2023 11:25:57 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	220	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 4C TRAFFIC
STAGE 4C TRAFFIC DRUM AT 40' O.C.
STAGE 4CB PAVING

EXIT 19
89
Cabot

RETAIN FROM PREVIOUS STAGE

2010+00
215+00
220+00
225+00

C.L. HWY. 89 RAMP 3 (FUTURE)
WILLIE RAY DR.

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

NOTE: 14'-9" MINIMUM VERTICAL CLEARANCE FOR STAGE 4C

INSTALL 1213' P.C.C.B. 212+59 TO 224+51 W/ 1 SPECIAL END UNIT AND T.I.A.B.

40' P.C.C.B. TAPER

T.I.A.B.

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 67

HWY. 67 STAGE 4C N SHIFT RT.

76+76
75+00

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 67 STAGE 4C N. SHIFT RT. STA. 76+00.00 =
C.L. HWY. 67 STA. 218+11.09, 42.00' LT.

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

36'

55.93'

300' TAPER

INSTALL 564' P.C.C.B. 212+94 TO 218+65 W/ 1 SPECIAL END UNIT

C.L. HWY. 89 RAMP 2 (FUTURE)

DOTTED WHITE REMOVABLE PAVEMENT MARKING

C.L. HWY. 89

2015+00

INSTALL 173' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1446' P.C.C.B. 201+97 TO 216+39 W/ 2 SPECIAL END UNITS

C.L. HWY. 67 STAGE 4C N SHIFT RT.

PI = 74+88.23
Δ = 11°17'15" RT.
D = 3°00'02"
T = 188.71'
L = 376.20'
PRC = 72+99.52
PT = 76+75.72
e = MATCH PROP.
Ls = MATCH PROP.

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4C

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	221	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

N

STAGE 4C TRAFFIC
STAGE 4C TRAFFIC DRUM AT 40' O.C.
STAGE 4C PAVING

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

WILLIE RAY DR.

40' P.C.C.B. TAPER

T.I.A.B.

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

C.L. HWY. 89 RAMP 3 (FUTURE)

230+00

230+00

235+00

C.L. HWY. 67

240+00

300' TAPER

24'

+55.93

230+00

DOTTED WHITE REMOVABLE PAVEMENT MARKING

C.L. HWY. 89 RAMP 2 (FUTURE)

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4C

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	222	541
		MAINTENANCE OF TRAFFIC DETAILS				

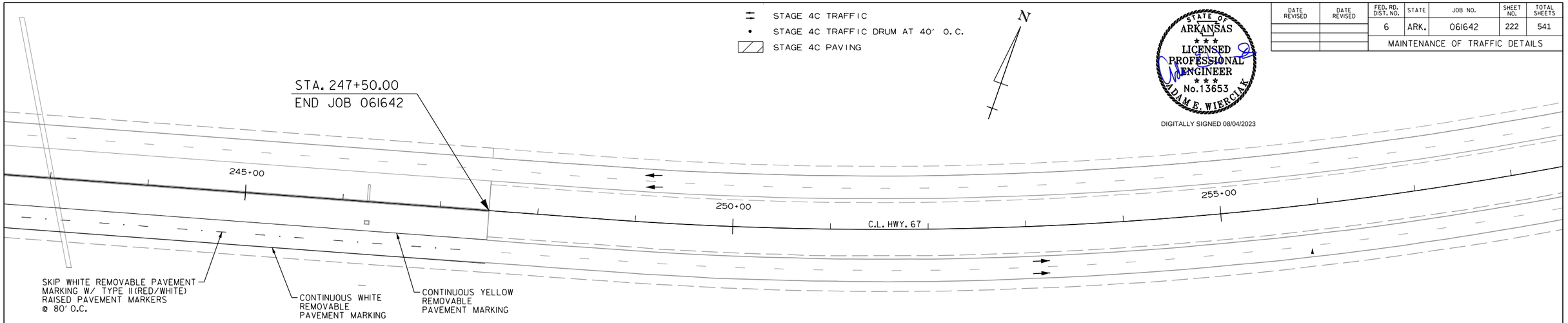
STAGE 4C TRAFFIC

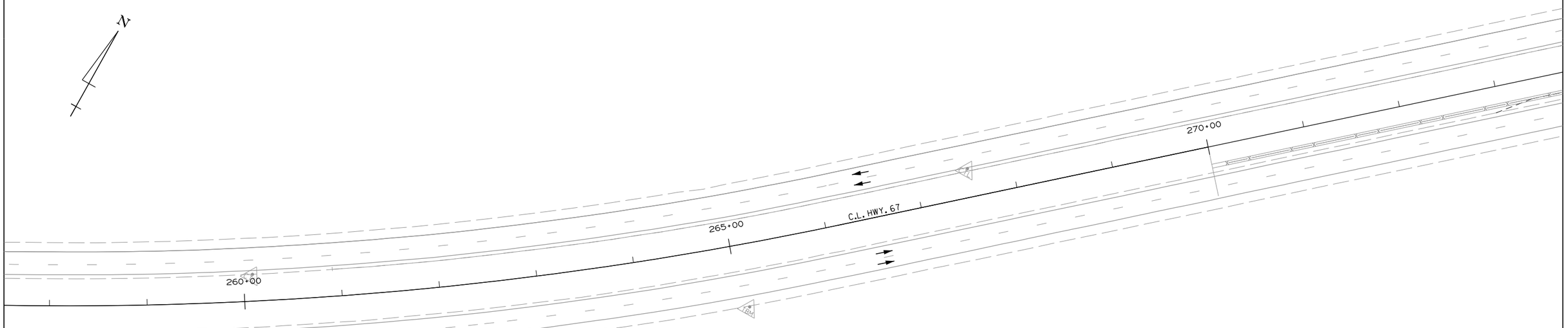
STAGE 4C TRAFFIC DRUM AT 40' O.C.

STAGE 4C PAVING

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





RIGHT SHOULDER CLOSED

(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS HWY. 67 - STAGE 4C

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	223	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4B TRAFFIC
STAGE 4B TRAFFIC DRUM AT 40' O.C.
STAGE 4B PAVING

N

ROCKWOOD DR.

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 89 RAMP 4

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

185+00

190+00

C.L. HWY. 67

195+00

24'

+90

650' TAPER

+90

1235' TAPER

24'

C.L. HWY. 89 RAMP 1

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

(1) W1-4bL (48" X 48")

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4D

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	224	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STAGE 4D CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT HWY. 89 RAMPS 2 AND 3 GORE AREAS TO FINAL CONDITION.

STAGE 4D TRAFFIC
STAGE 4D TRAFFIC DRUM AT 40' O.C.
STAGE 4D PAVING

C.L. HWY. 89 RAMP 4
C.L. HWY. 89 RAMP 3
C.L. HWY. 89 RAMP 1
C.L. HWY. 89 RAMP 2
C.L. HWY. 67

(1) W4-1R (48" X 48")
(1) W1-4bR (48" X 48")
(1) W4-1R (48" X 48")

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
INSTALL 496' P.C.C.B. 207+82 TO 212+88 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 993' P.C.C.B. 201+97 TO 211+89 W/ 1 SPECIAL END UNIT AND T.I.A.B.
INSTALL 1086' P.C.C.B. 207+16 TO 217+24 W/ 1 SPECIAL END UNIT
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

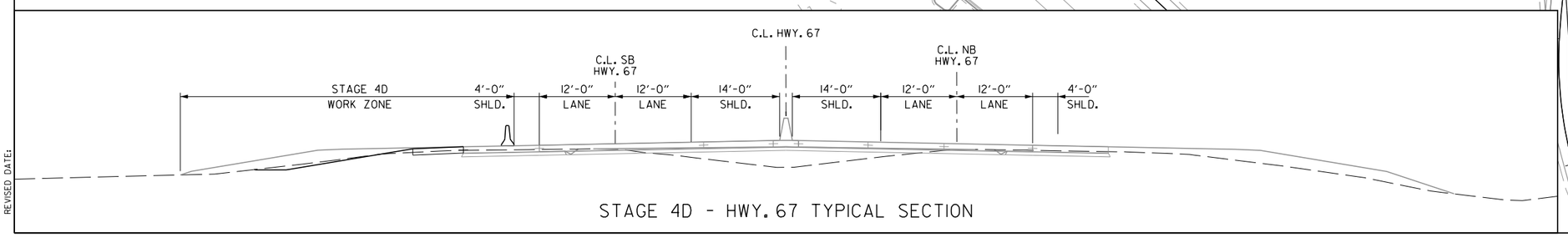
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
DOTTED WHITE CONSTRUCTION PAVEMENT MARKING

650' TAPER
1235' TAPER
40' P.C.C.B. TAPER
350' TAPER
T.I.A.B.

200+00
205+00
210+00
+40
+25
24'

(RIGHT SHOULDER CLOSED) (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 4D - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4D

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	225	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 4D TRAFFIC
STAGE 4D TRAFFIC DRUM AT 40' O.C.
STAGE 4D PAVING

RETAIN FROM PREVIOUS STAGE

RELOCATE FROM PREVIOUS STAGE

EXIT 19

EXIT 19
89
Cabot

C.L. HWY. 89 RAMP 3 (FUTURE)

WILLIE RAY DR.

C.L. HWY. 89 RAMP 3

C.L. HWY. 67

C.L. HWY. 89

C.L. HWY. 89 RAMP 2 (FUTURE)

2010+00
215+00
220+00
225+00
2015+00

INSTALL 1213' P.C.C.B. 212+65 TO 224+51 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 1086' P.C.C.B. 207+16 TO 217+24 W/ 1 SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

40' P.C.C.B. TAPER

T.I.A.B.

650' TAPER

300' TAPER

+10.24'

+36.56'

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

DOTTED WHITE REMOVABLE PAVEMENT MARKING

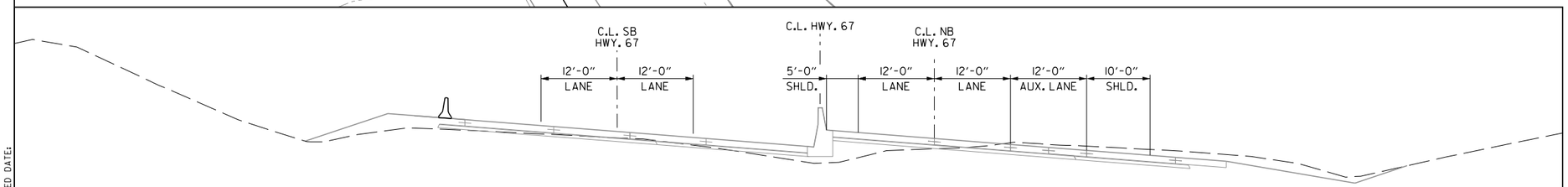
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 4D - HWY. 67 TYPICAL SECTION

STAGE 4D CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT SHOULDERS AND CLEAR ZONE TO FINAL CONDITION.

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4D

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	226	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

N

STAGE 4D TRAFFIC
STAGE 4D TRAFFIC DRUM AT 40' O.C.
STAGE 4D PAVING

(2) WSL-2 (48" X 48")

INSTALL 833' P.C.C.B. 227+03 TO 235+24 W/ 1 SPECIAL END UNIT AND T.I.A.B.

T.I.A.B.

40' P.C.C.B. TAPER

WILLIE RAY DR.

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

C.L. HWY. 89 RAMP 3 (FUTURE)

230+00

24'

+36

530' TAPER

650' TAPER

230+00

+60

235+00

C.L. HWY. 67

240+00

24'

+56

300' TAPER

230+00

80'

24'

1518' TAPER

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

C.L. HWY. 89 RAMP 2 (FUTURE)

SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

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

DOTTED WHITE CONSTRUCTION PAVEMENT MARKING

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4D

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WORKSPACE: AHTD
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REVISED DATE:

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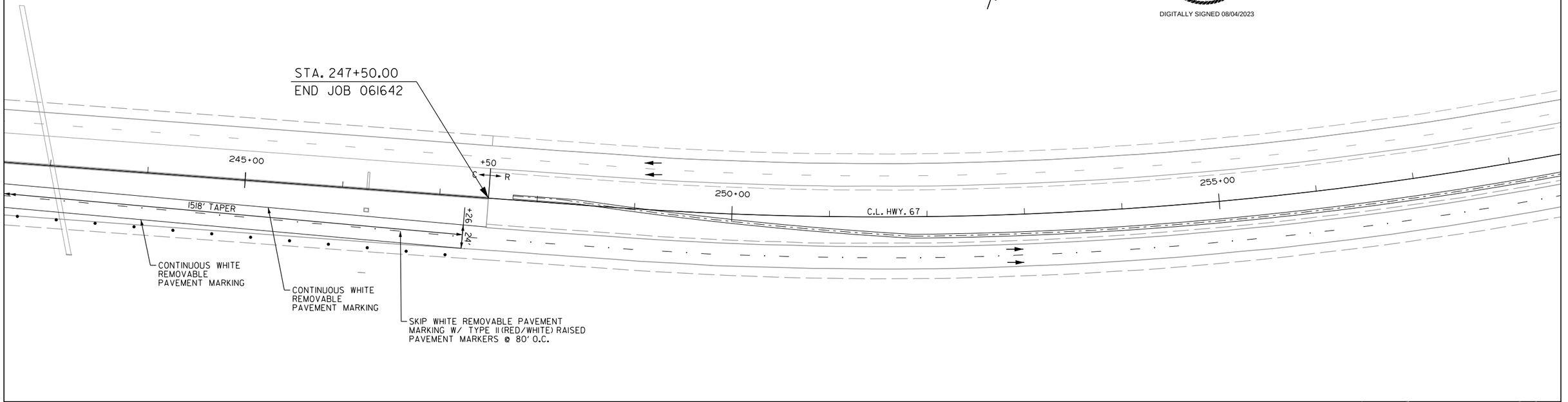
STAGE 4D TRAFFIC

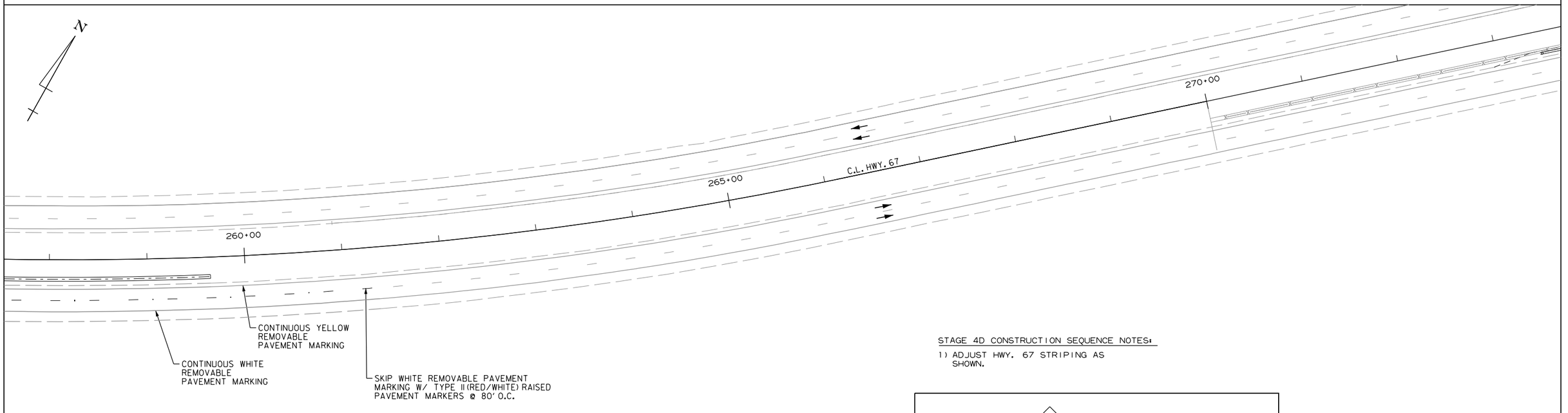
STAGE 4D TRAFFIC DRUM AT 40' O.C.

STAGE 4D PAVING

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





STAGE 4D CONSTRUCTION SEQUENCE NOTES:

1) ADJUST HWY. 67 STRIPING AS SHOWN.

RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC DETAILS HWY. 67 - STAGE 4D

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REVISED DATE:

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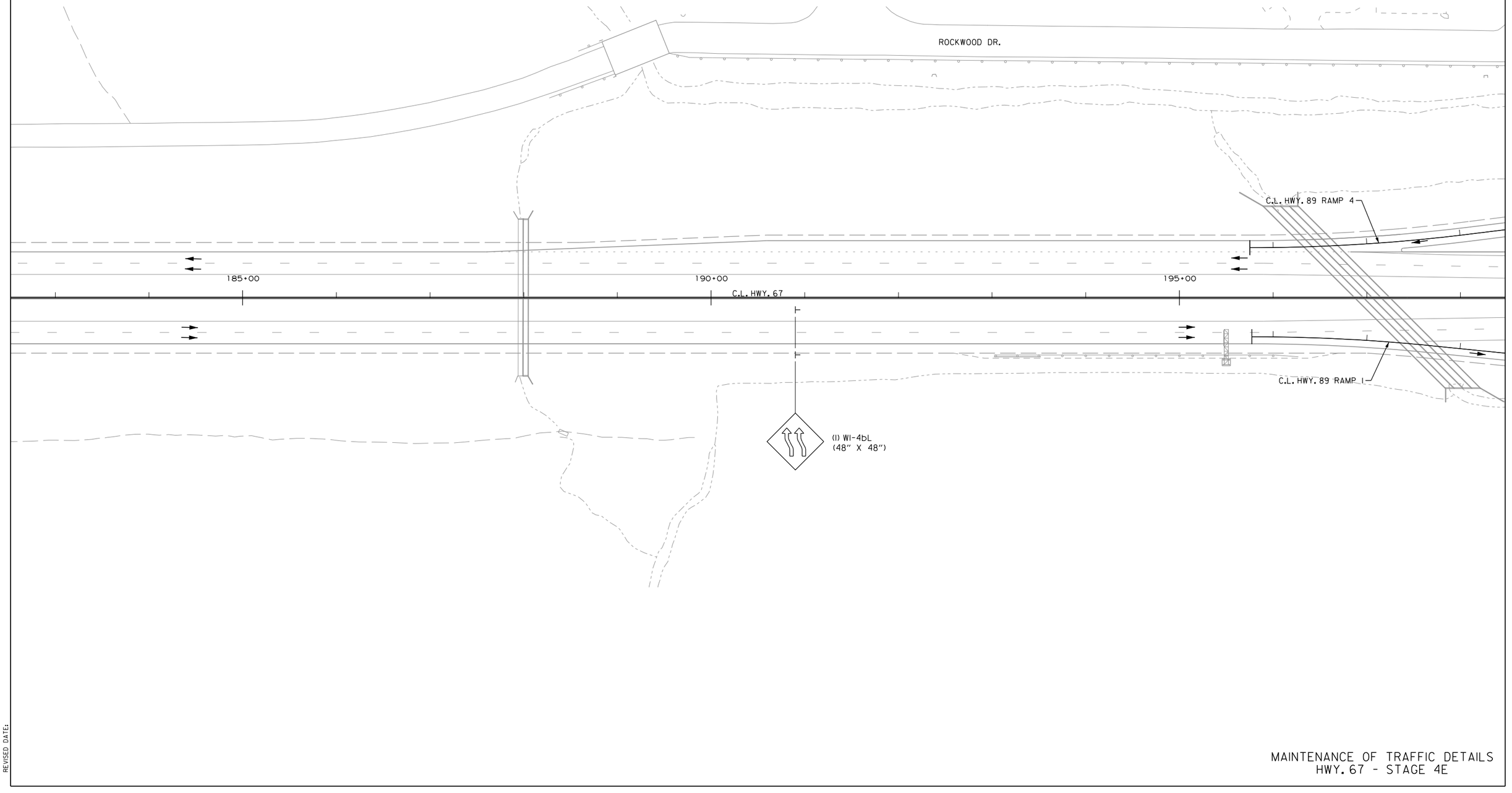
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4E TRAFFIC



MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4E

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	229	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

205+00

C.L. HWY. 89 RAMP 4

200+00

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

STAGE 4E TRAFFIC

C.L. HWY. 89 RAMP 3

INSTALL 2046' P.C.C.B. 206+20 TO 226+48 W/ 1 SPECIAL END UNIT AND T.I.A.B.

CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING

CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING

210+00

200+00

205+00

210+00

40' P.C.C.B. TAPER

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

INSTALL 1213' P.C.C.B. 199+72 TO 211+84 W/ 1 SPECIAL END UNIT AND T.I.A.B.

200+00

INSTALL 273' P.C.C.B. 199+72 TO 202+43 W/ 1 SPECIAL END UNIT AND T.I.A.B.

INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT

C.L. HWY. 89 RAMP 1

(1) W4-1R (48" X 48")

205+00

210+00

C.L. HWY. 89 RAMP 2

INSTALL 606' P.C.C.B. 205+98 TO 211+82 W/ 1 SPECIAL END UNIT AND T.I.A.B.

RIGHT SHOULDER CLOSED

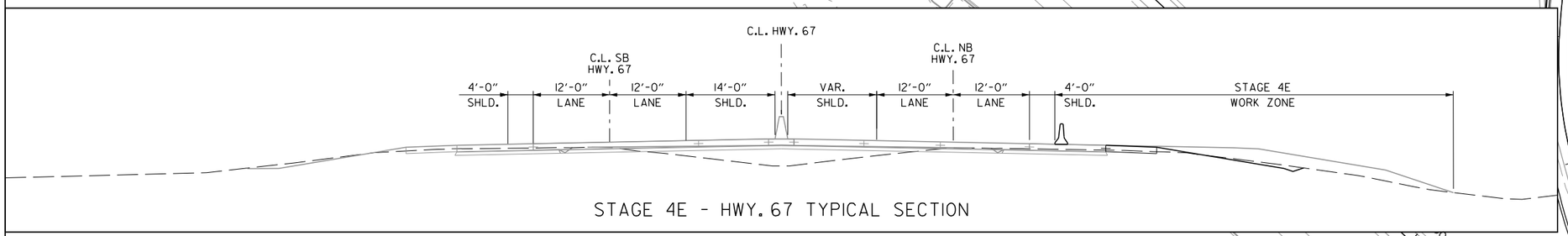
(4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STAGE 4E CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT OUTSIDE OF HWY. 67 RT. TO FINAL CONDITION BETWEEN HWY. 89 RAMPS 1 AND 2. CONSTRUCT OUTSIDE OF HWY. 67 LT. AND HWY. 89 RAMP 3 TO FINAL CONDITION.

HWY. 89 RAMP 2 STAGE 4A
STA. 31+08 IN PLACE
REMOVE TEMPORARY PIPE AND CONSTRUCT TO FINAL CONDITION
(CLASS III) (TYPE 3 BEDDING)
30" F.E.S. = 2 EACH
30" R.C. PIPE CULVERT = 8 LIN. FT.



STAGE 4E - HWY. 67 TYPICAL SECTION

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4E

aewierciak 8/4/2023 11:26:11 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	230	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

STAGE 4E TRAFFIC

2010+00
215+00
220+00
225+00
2015+00

C.L. HWY. 89 RAMP 3 (FUTURE)

EXIT 19
89
Cabot

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

RETAIN FROM PREVIOUS STAGE

INSTALL 2046' P.C.C.B. 206+20 TO 226+48
W/ 1 SPECIAL END UNIT AND T.I.A.B.

WILLIE RAY DR.

INSTALL 133' P.C.C.B. TAPER
W/ SPECIAL END UNIT

INSTALL 53' P.C.C.B. TAPER
W/ SPECIAL END UNIT

C.L. HWY. 89
RAMP 3

CONTINUOUS WHITE
REMOVABLE
PAVEMENT MARKING

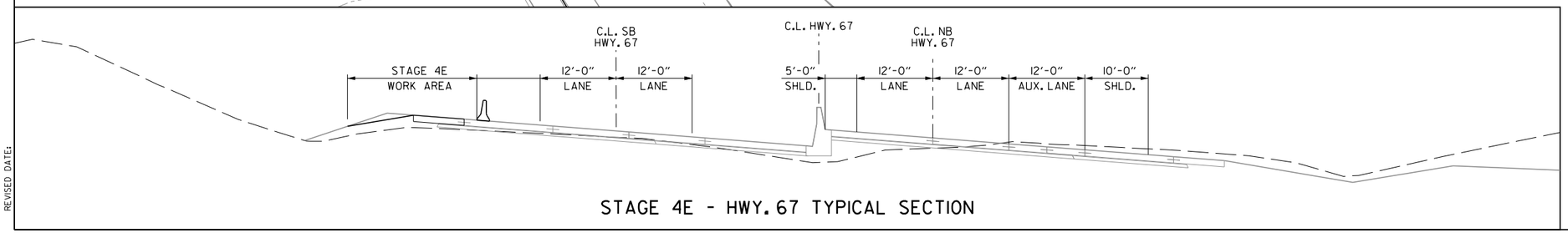
C.L. HWY. 67

C.L. HWY. 89

C.L. HWY. 89 RAMP 2 (FUTURE)

RIGHT SHOULDER CLOSED
(4 PER STG.) W21-5a
(36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 4E - HWY. 67 TYPICAL SECTION

STAGE 4E CONSTRUCTION SEQUENCE NOTES:

1) CONSTRUCT SHOULDERS AND CLEAR ZONE TO FINAL CONDITION.

MAINTENANCE OF TRAFFIC DETAILS
HWY. 67 - STAGE 4E

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REVISED DATE:

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		6	ARK.	061642	231	541
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

RIGHT SHOULDER CLOSED (4 PER STG.) W21-5a (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

N

STAGE 4E TRAFFIC

(2) WSL-2 (48" X 48")

WILLIE RAY DR.

40' P.C.C.B. TAPER

INSTALL 833' P.C.C.B. 227+03 TO 235+25 W/ 1 SPECIAL END UNIT

T.I.A.B.

C.L. FUTURE HWY. 89 RAMP 3

230+00

230+00

230+00

235+00

240+00

C.L. HWY. 67

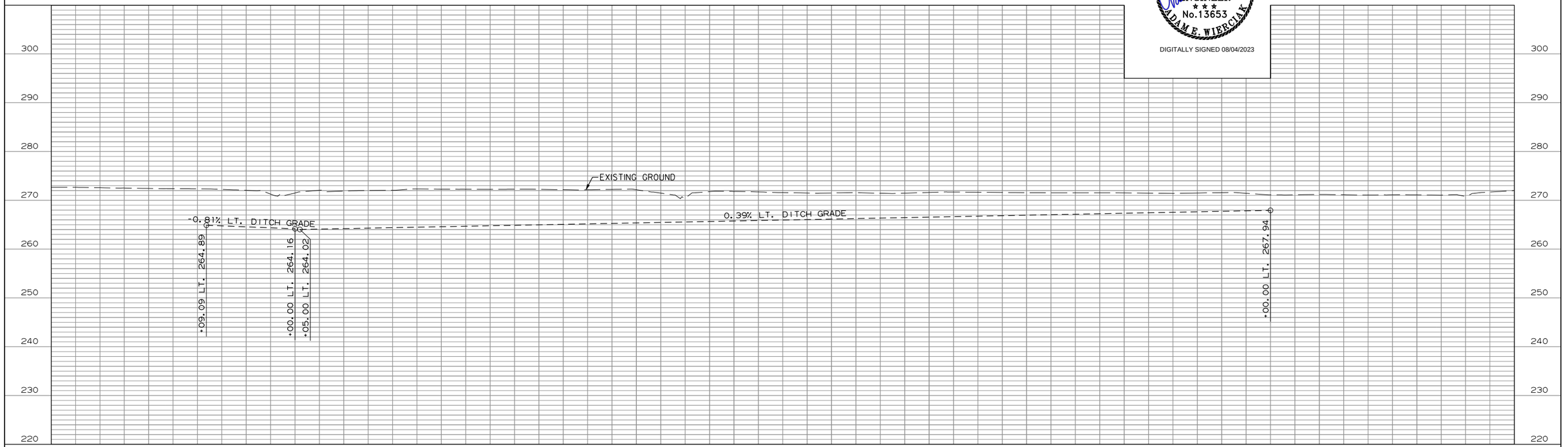
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HWY. 67 - STAGE 4E

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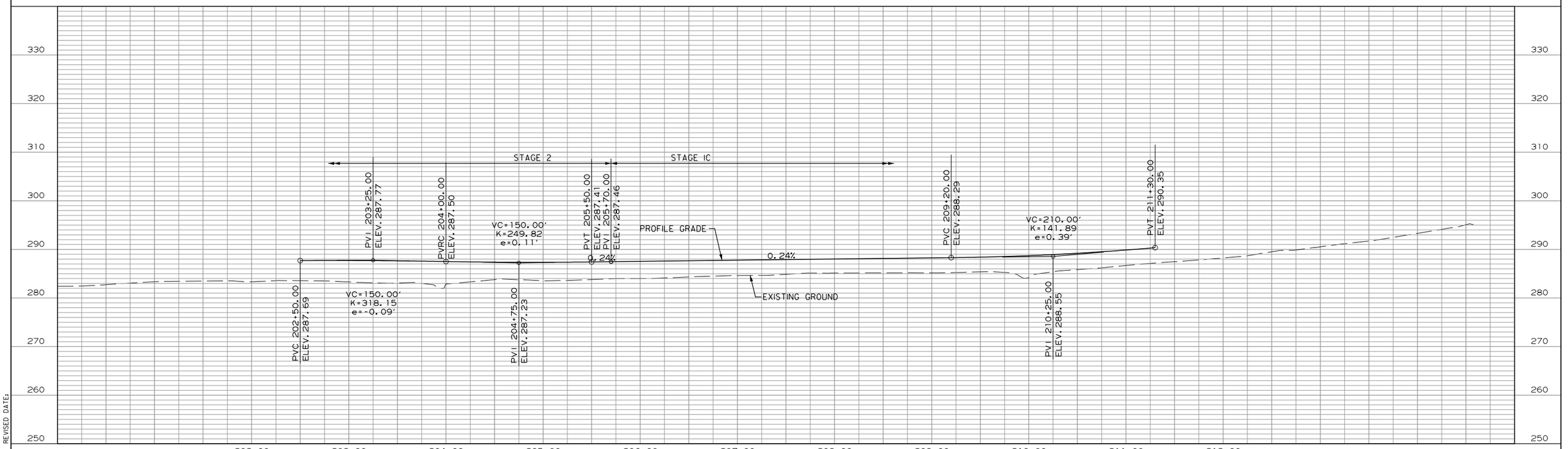
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		6	ARK.	061642	232	541
		MAINTENANCE OF TRAFFIC PROFILES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

HWY. 67 STAGE IB SPECIAL DITCH



HWY. 67 STAGE IC & 2 NORTH MEDIAN SHIFT



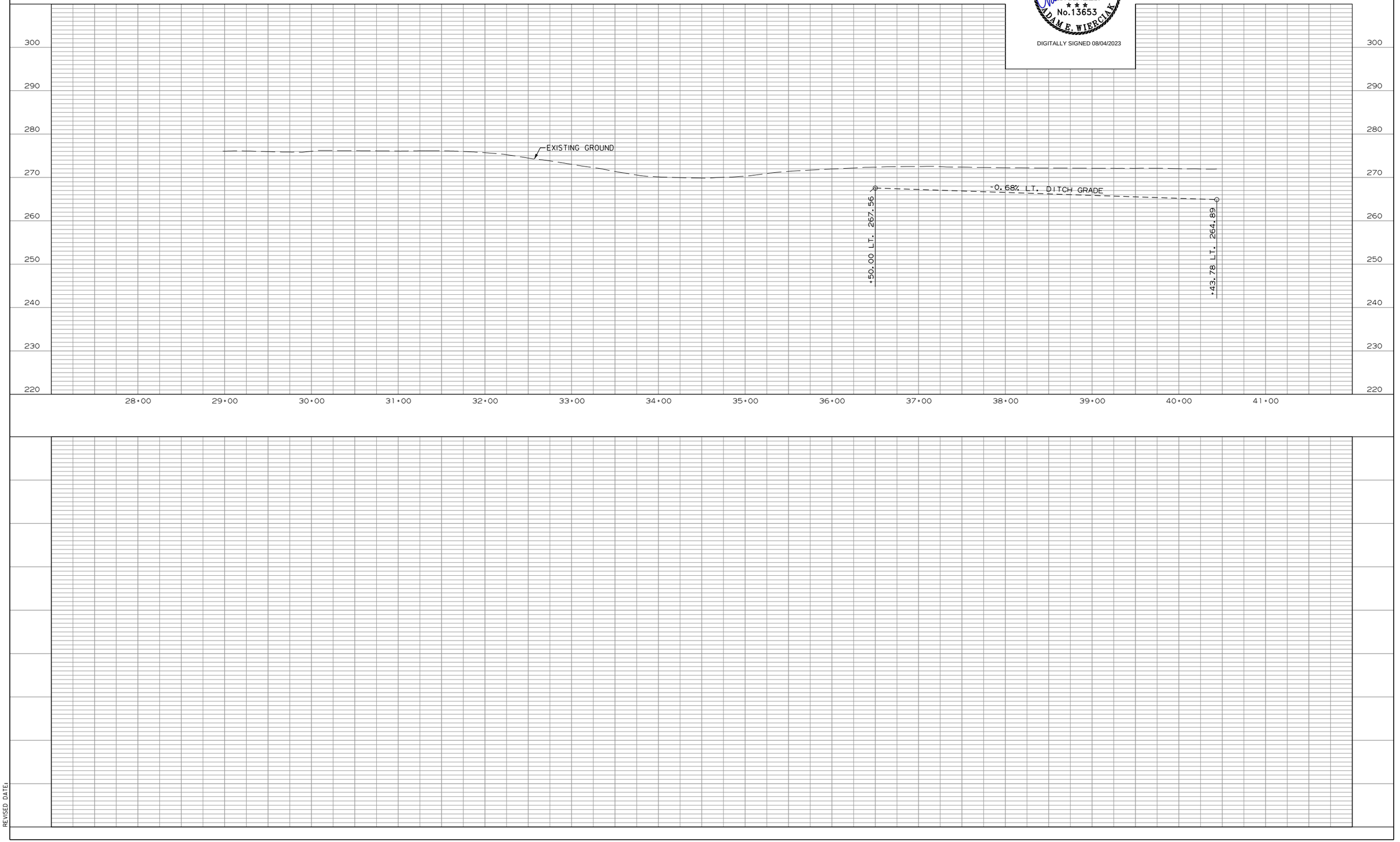
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		6	ARK.	061642	233	541
		MAINTENANCE OF TRAFFIC PROFILES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

HWY. 5 RAMP 3 STAGE IB SPECIAL DITCH

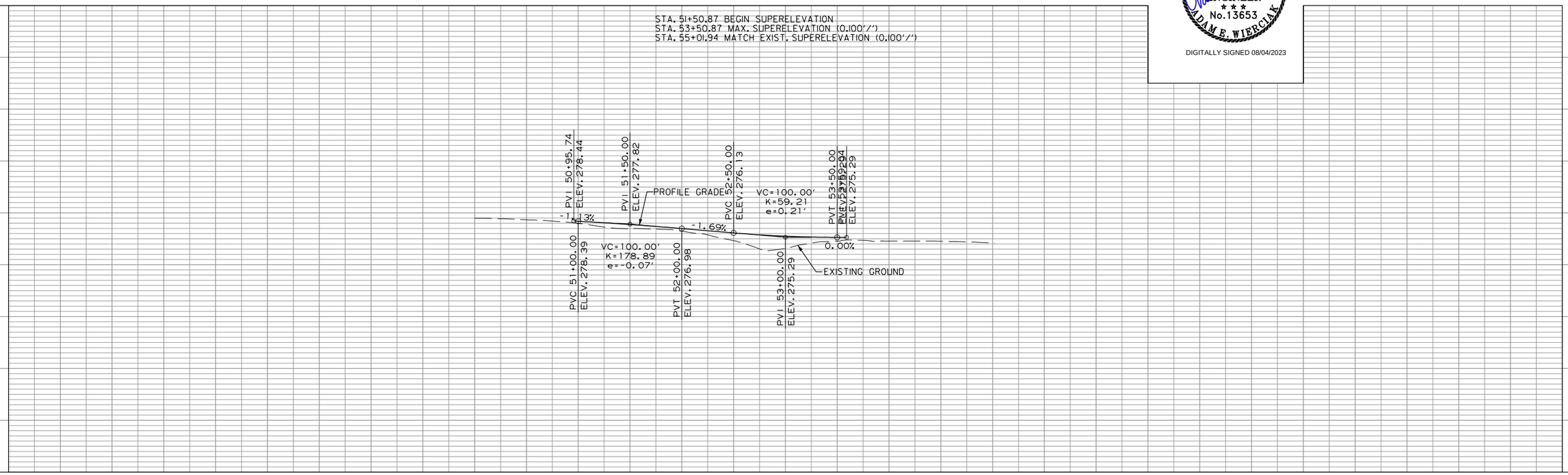


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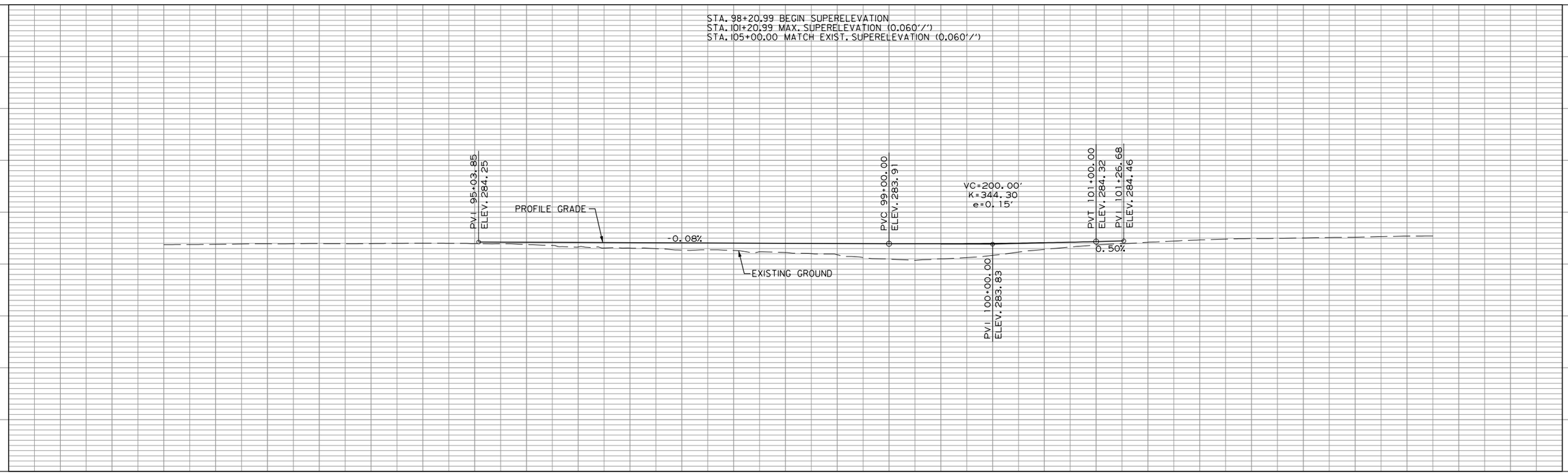
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		MAINTENANCE OF TRAFFIC PROFILES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

HWY. 5 RAMP 5 STAGE IC TEMPORARY RAMP PROFILE



HWY. 89 RAMP 2 STAGE IB TEMPORARY RAMP PROFILE

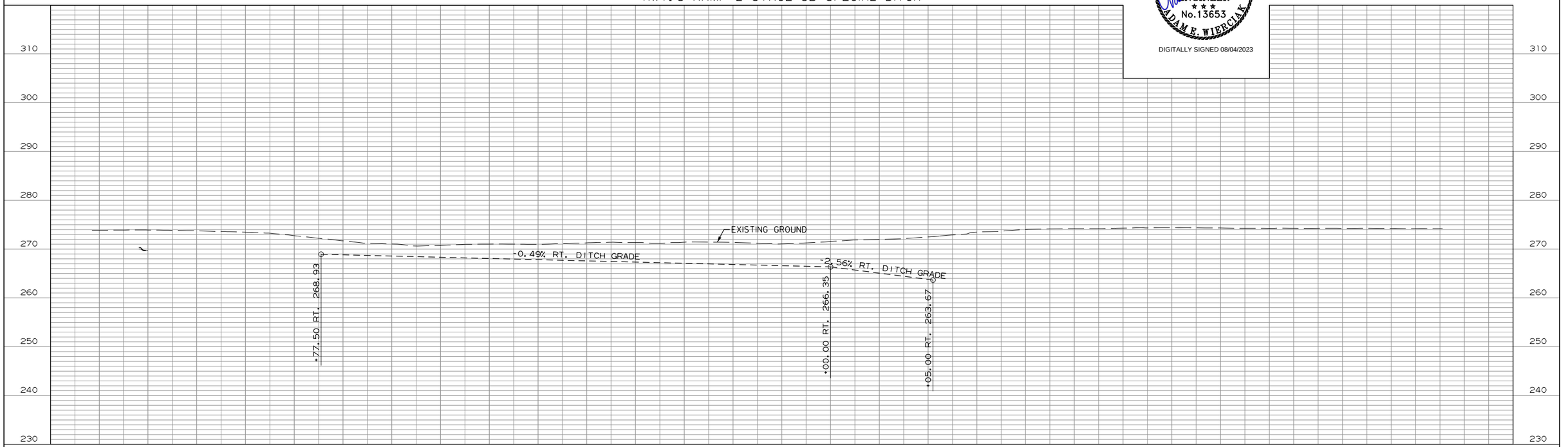


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REVISED DATE:

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		6	ARK.	061642	235	541
		MAINTENANCE OF TRAFFIC PROFILES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

HWY. 5 RAMP 2 STAGE 3B SPECIAL DITCH



HWY. 89 RAMP 2 STAGE 3B TEMPORARY RAMP PROFILE

STA. 26+58.73 MATCH EXIST. SUPERELEVATION (0.050'/')
STA. 27+38.64 MATCH EXIST. SUPERELEVATION (0.030'/')

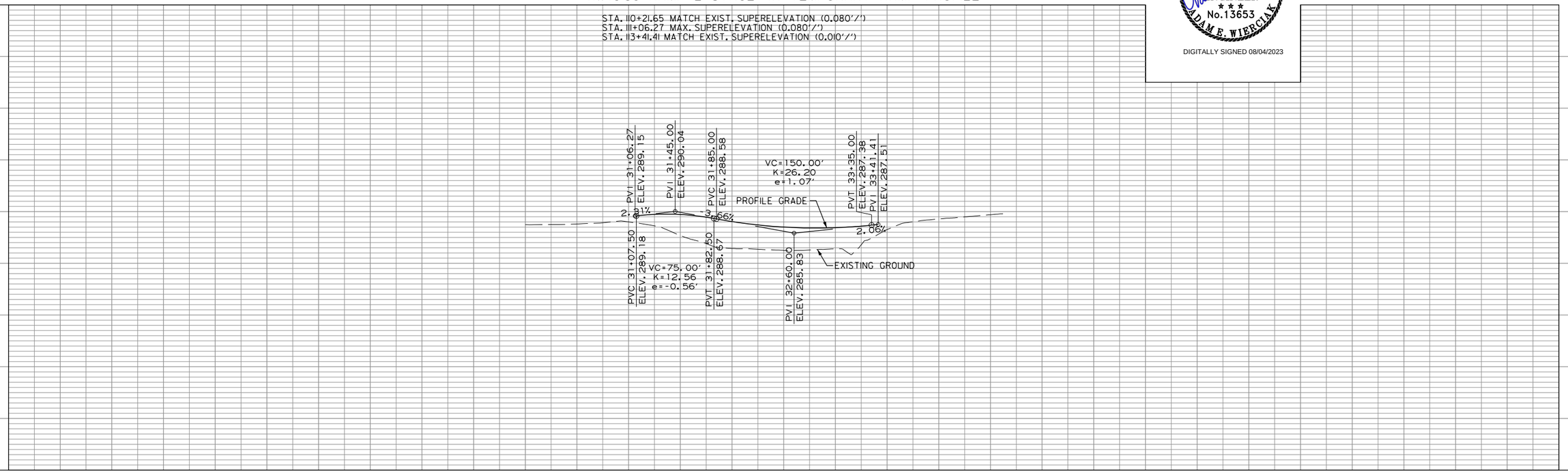


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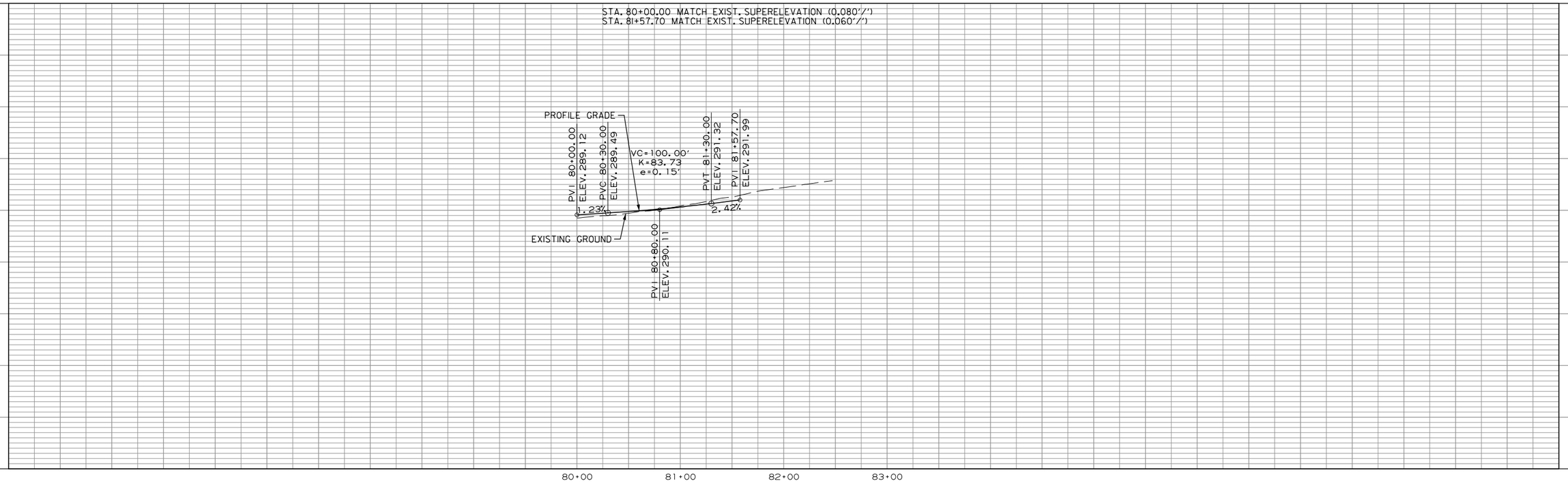
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		6	ARK.	061642	236	541
		MAINTENANCE OF TRAFFIC PROFILES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DIGITALLY SIGNED 08/04/2023

HWY. 89 RAMP 2 STAGE 4A TEMPORARY RAMP PROFILE



HWY. 89 RAMP 2 STAGE 4B TEMPORARY RAMP PROFILE

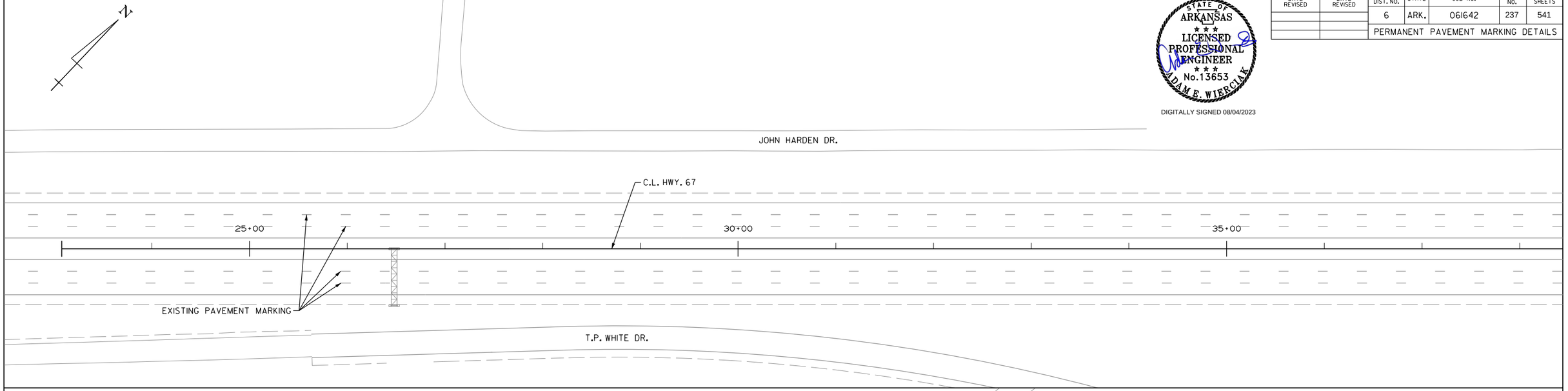


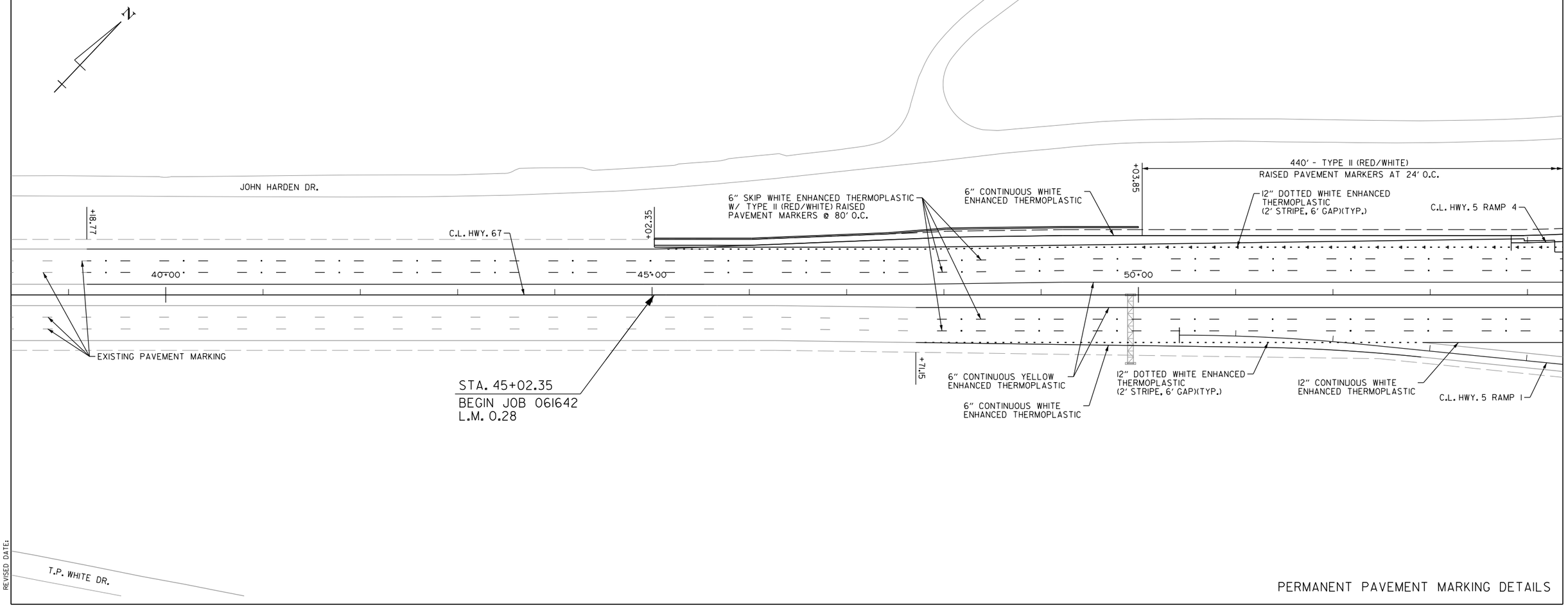
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	237	541
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





PERMANENT PAVEMENT MARKING DETAILS

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REVISED DATE:

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		6	ARK.	061642	238	541
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

JOHN HARDEN DR.
C.L. HWY. 5 RAMP 4
60+00
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
440' - TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 24' O.C.
+43.85
55+00
+27.00
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
C.L. HWY. 67
55+00
60+00
65+00
55+00
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
6" SKIP WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
+16.88
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
C.L. HWY. 5
C.L. HWY. 5 RAMP 1
60+00
+87.93
75+00
C.L. HWY. 5 RAMP 3
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
6" SKIP WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
C.L. HWY. 67
70+00
75+00
80+00
80+00
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
+19.84
440' - TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 24' O.C.
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
C.L. HWY. 5 RAMP 2
C.L. HWY. 5 RAMP 5
+72.74
+52.55
75+00

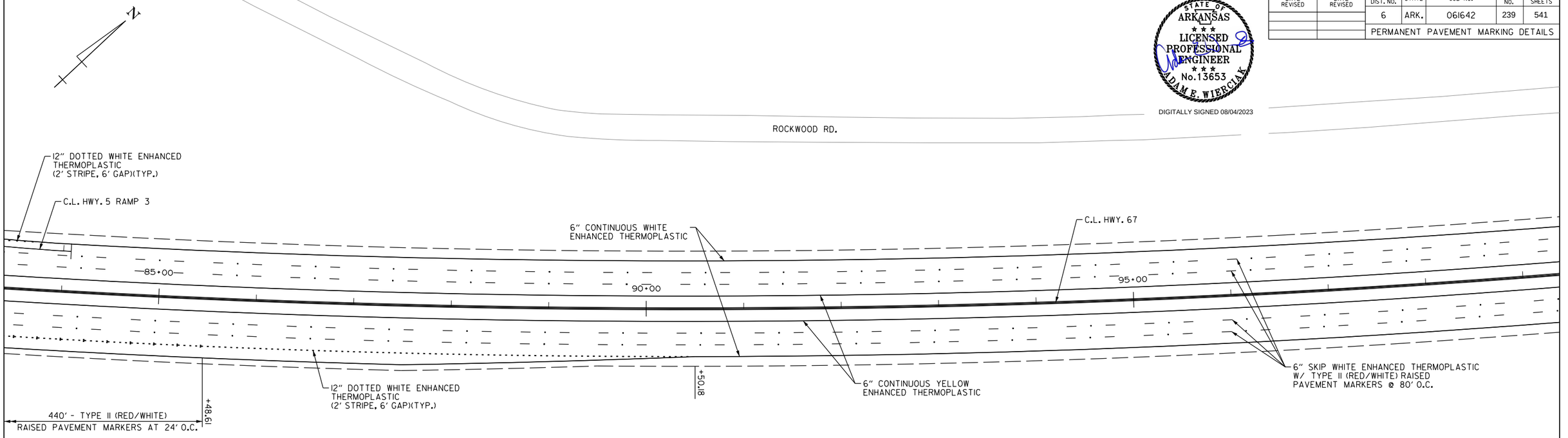
PERMANENT PAVEMENT MARKING DETAILS

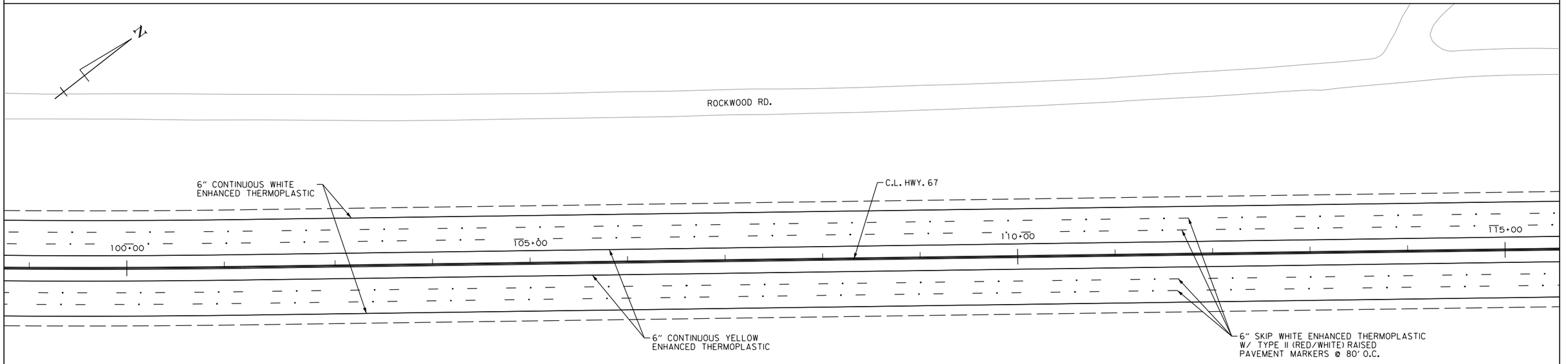
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		6	ARK.	061642	239	541
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





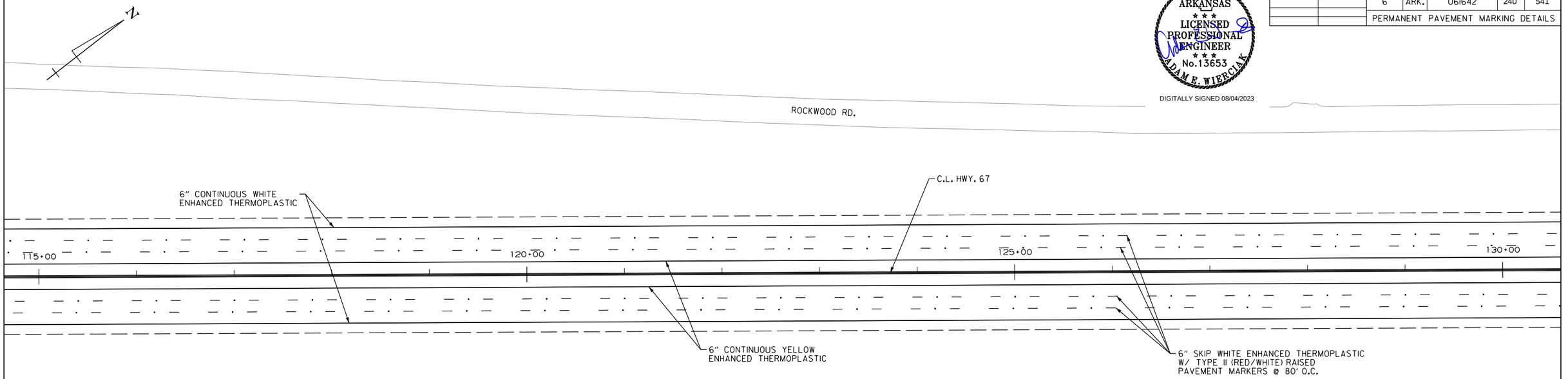
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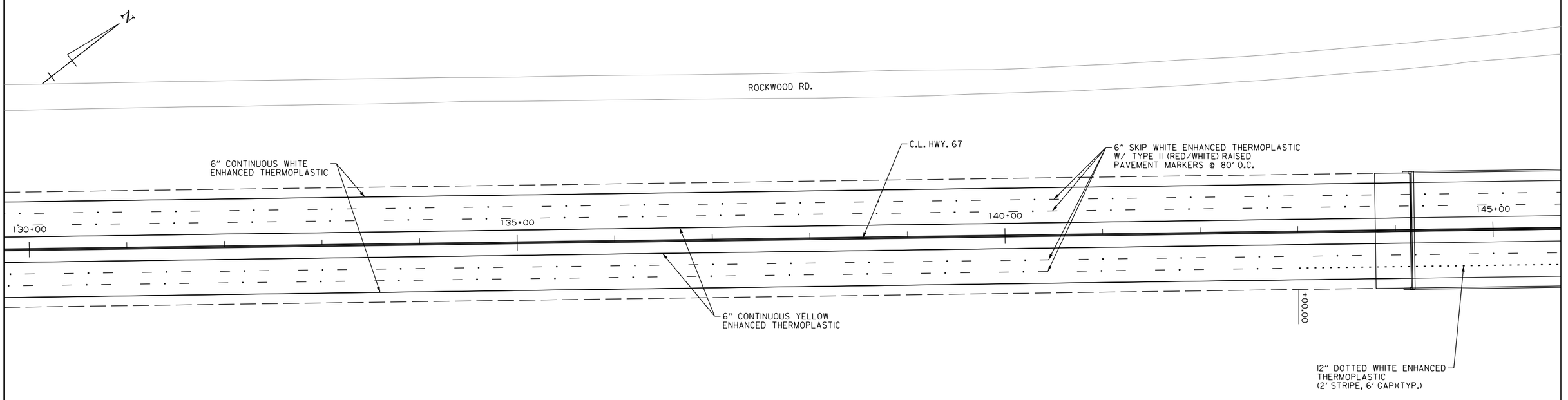
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		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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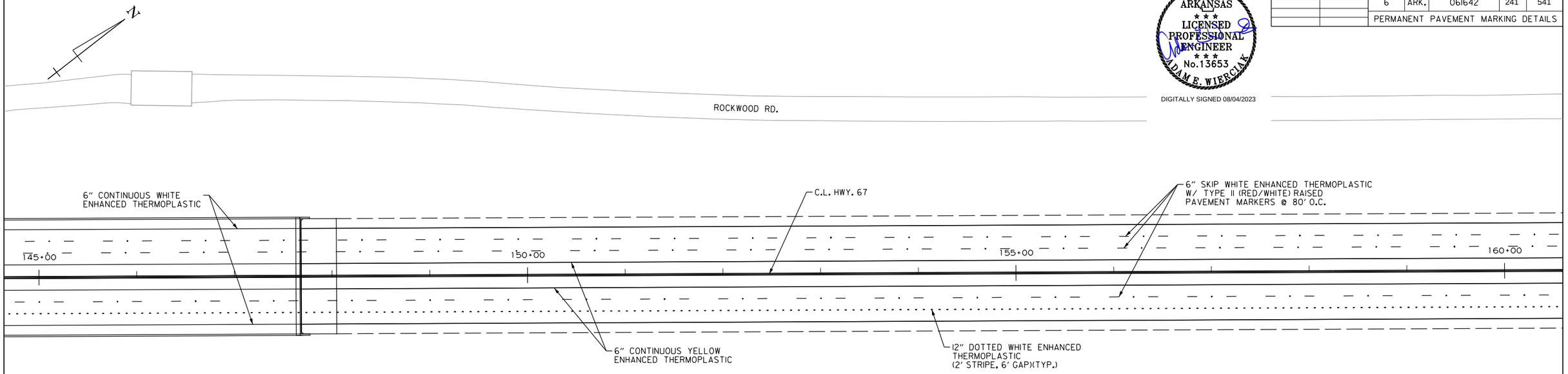
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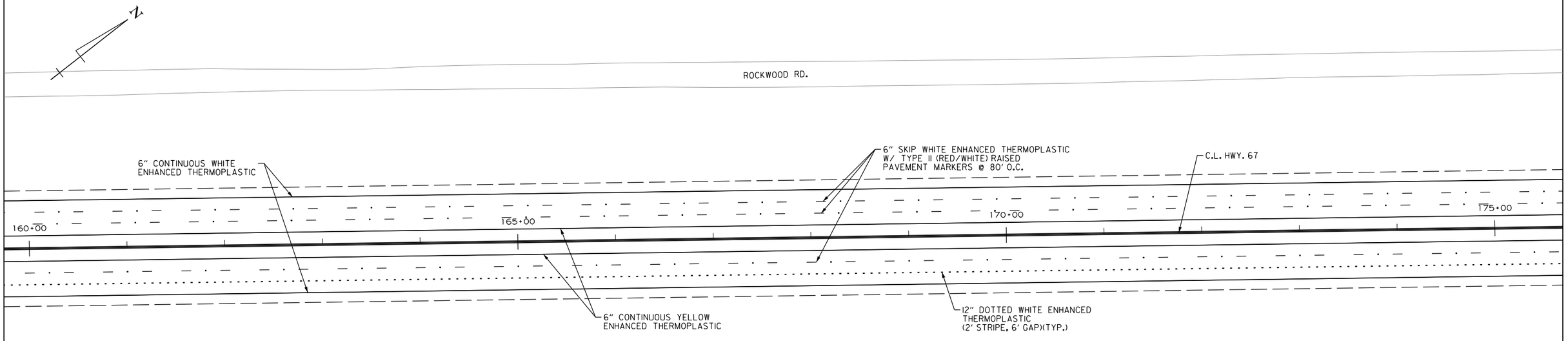
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		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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PERMANENT PAVEMENT MARKING DETAILS

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		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
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ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

ROCKWOOD RD.

600'
+59.80
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
6" SKIP WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
175+00
180+00
185+00
190+00
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
C.L. HWY. 67
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC

C.L. HWY. 89 RAMP 4
+55.18
600'
+59.80
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
C.L. HWY. 67
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
200+00
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
190+00
195+00
200+00
205+00
6" SKIP WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
200+00
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
C.L. HWY. 89 RAMP 1
205+00
+74.08

PERMANENT PAVEMENT MARKING DETAILS

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REVISED DATE:

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		6	ARK.	061642	243	541
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
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ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

C.L. HWY. 89 RAMP 3
C.L. HWY. 89 RAMP 4
205+00
+40.01
2010+00
215+00
WILLIE RAY DR.
C.L. HWY. 89 RAMP 3 (FUTURE)
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
6" SKIP WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS @ 80' O.C.
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
210+00
205+00
215+00
+00.00
1190'
C.L. HWY. 67
220+00
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC
+90.50
12" CONTINUOUS WHITE ENHANCED THERMOPLASTIC W/ TYPE II (RED/WHITE) RAISED PAVEMENT MARKERS AT 10' O.C.
6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC
800' - TYPE II (RED/CLEAR) RAISED PAVEMENT MARKERS AT 24' O.C.
12" DOTTED WHITE ENHANCED THERMOPLASTIC (2' STRIPE, 6' GAP)(TYP.)
220+00
210+00
2015+00
C.L. HWY. 89 RAMP 2 (FUTURE)
C.L. HWY. 89
205+00
C.L. HWY. 89 RAMP 1
+84.73
C.L. HWY. 89 RAMP 2

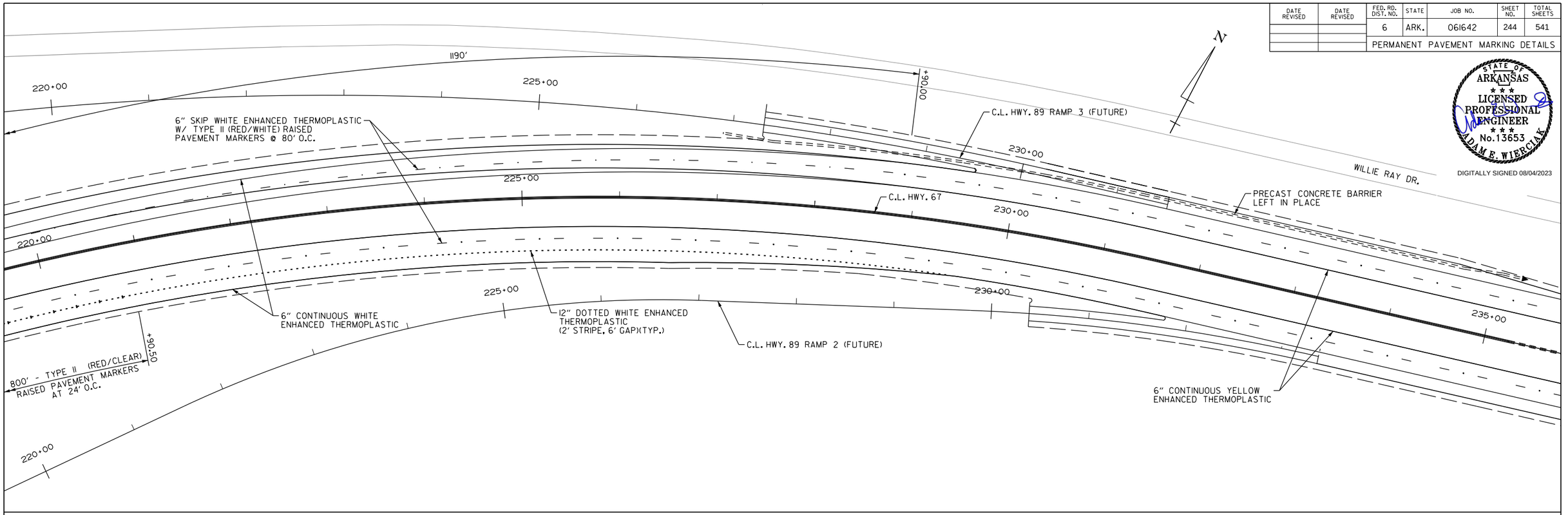
PERMANENT PAVEMENT MARKING DETAILS

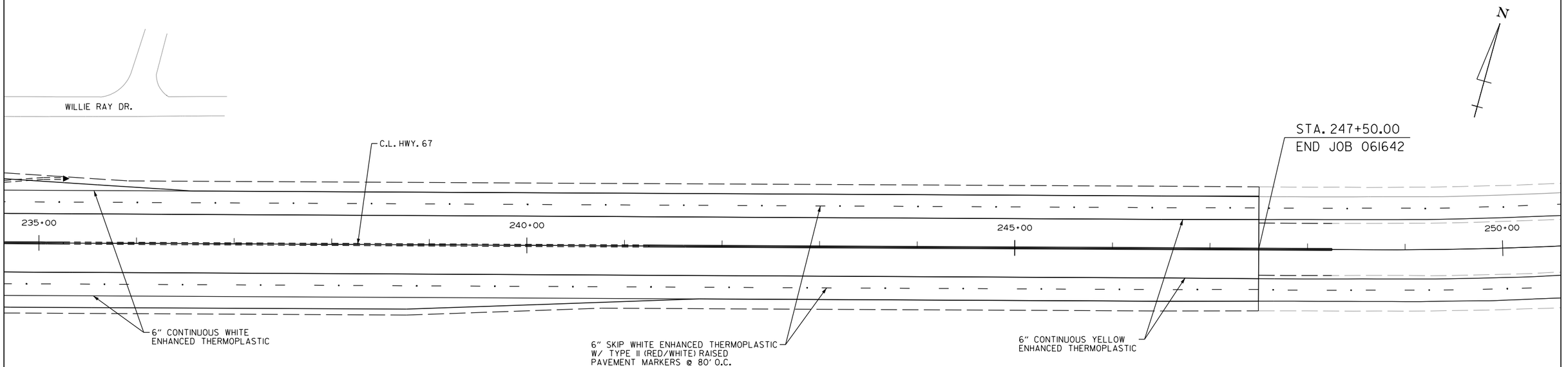
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	244	541

PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023





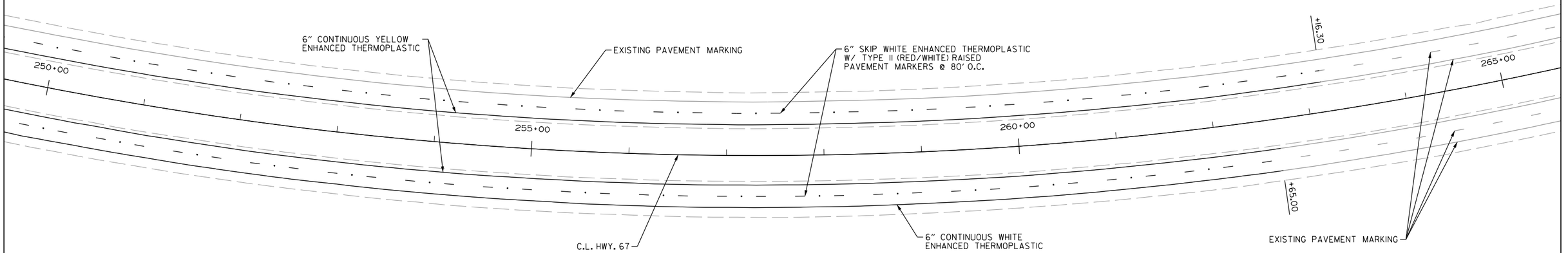
PERMANENT PAVEMENT MARKING DETAILS

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	245	541
		PERMANENT PAVEMENT MARKING DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



PERMANENT PAVEMENT MARKING DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2023		6	ARK.	061642	246	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 10/12/2023

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 2	STAGE 3A	STAGE 3B	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	STAGE 4E	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		* CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	TRAFFIC DRUMS	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (RELOCATION)	TEMP. IMPACT ATTEN.BARR. (REPAIR)	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	* MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	* PORTABLE CONSTRUCTION LIGHTING
			LIN. FT. - EACH												NO.	SQ. FT.	EACH		LIN. FT.			EACH		DAY	WEEK	EACH	DAY
E5-3	EXIT ONLY	48"x36"	1	1	1	1	1	1	1	1	1	1	1	1	1	12.0											
G20-1	ROAD WORK NEXT 4 MILES	60"x24"	2	2	2	2	2	2	2	2	2	2	2	2	2	20.0											
G20-2	END ROAD WORK	48"x24"	13	9	9	9	9	9	9	9	9	9	9	13	13	104.0											
G20-5aP	WORK ZONE	36"x24"	8	8	8	8	8	8	8	8	8	8	8	8	8	48.0											
R2-1	SPEED LIMIT XX	48"x60"	20	20	20	20	20	20	20	20	20	20	20	20	20	400.0											
R4-1	DO NOT PASS	48"x60"	8	8	8	8	8	8	8	8	8	8	8	8	8	160.0											
R10-19aP	PHOTO ENFORCED	48"x36"	8	8	8	8	8	8	8	8	8	8	8	8	8	96.0											
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	8	4	4	4	4	4	4	4	4	4	4	8	8	120.0											
W1-4bL	TWO LANE REVERSE CURVE (LEFT)	48"x48"		2	2	6	4	2	5				3	6	6	96.0											
W1-4bR	TWO LANE REVERSE CURVE (RIGHT)	48"x48"		2	2	6	4	4	7	5	3			7	7	112.0											
W1-4cL	THREE LANE REVERSE CURVE (LEFT)	48"x48"							2					2	2	32.0											
W1-4cR	THREE LANE REVERSE CURVE (RIGHT)	48"x48"					2							2	2	32.0											
W1-6	LARGE ARROW	60"x30"	12	12	12	12	12	12	12	12	12	12	12	12	12	150.0											
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	8	8	8	8	8	8	8	8	8	8	8	8	8	128.0											
W4-1R	MERGE RIGHT	48"x48"					1	1	2	2	1	1	1	2	2	32.0											
W4-2	RIGHT LANE ENDS	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0											
W4-3R	ADDED LANE RIGHT	48"x48"		1	1	1	1	1	1	1	1			1	1	16.0											
W9-7	RIGHT LANE EXIT ONLY AHEAD	132"x72"	1	1	1	1	1	1	1	1	1	1	1	1	1	66.0											
W20-1	ROAD WORK 1500 FT.	48"x48"	8	4	4	4	4	4	4	4	4	4	4	8	8	128.0											
W20-1	ROAD WORK 1/2 MILE	48"x48"	8	4	4	4	4	4	4	4	4	4	4	8	8	128.0											
W20-1	ROAD WORK 1 MILE	48"x48"	8	4	4	4	4	4	4	4	4	4	4	8	8	128.0											
W20-1	ROAD WORK AHEAD	48"x48"	8	8	8	11	8	8	8	8	8	8	8	11	11	176.0											
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0											
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0											
W20-5	RIGHT LANE CLOSED 1500 FT	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	64.0											
* W21-5a	RIGHT SHOULDER CLOSED	36"x36"	6	6	6	6	6	6	6	6	6	6	6	6	6	54.0											
W21-5a	LEFT SHOULDER CLOSED	36"x36"	2											2	2	18.0											
W24-1aL	LEFT DOUBLE REVERSE CURVE (TWO LANES)	48"x48"						2						2	2	32.0											
W24-1aR	RIGHT DOUBLE REVERSE CURVE (TWO LANES)	48"x48"						2						2	2	32.0											
WSR-2	RIGHT CURVE (TWO LANES)	48"x48"							1	1	1	1	1	1	1	16.0											
WSL-2	LEFT CURVE (TWO LANES)	48"x48"							2	2	2	4	4	4	4	64.0											
WZ-1	NOTICE - SPEED PHOTO ENFORCED - WORK ZONE	84"x60"	8	8	8	8	8	8	8	8	8	8	8	8	8	280.0											
SPECIAL	MERGE NOW	48"x48"	2	2	2	2	2	2	2	2	2	2	2	2	2	32.0											
SPECIAL	EXIT 19 (CABOT)	120"x108"		1	1	1	1	1	1	1				1	1	90.0											
SPECIAL	EXIT 19 (CABOT) U TURN RIGHT ARROW	144"x138"				1	1	1	1	1	1	1	1	1	1	138.0											
SPECIAL	(CABOT) (RIGHT ARROW)	102"x102"							1					1	1	72.3											
SPECIAL	(HEBER SPRINGS) (LEFT ARROW)	114"x108"							1					1	1	85.5											
SPECIAL	EXIT 19	78"x60"			1	1	1	1	1	1				1	1	32.5											
SPECIAL	EXIT 16	78"x60"		1	1	1	1	1						1	1	32.5											
SPECIAL	EXIT 16 (CABOT, HEBER SPRINGS)	150"x168"		1	1	1	1	1						1	1	175.0											
SPECIAL	EXIT 16 (CABOT, HEBER SPRINGS)(EXIT ONLY)(RIGHT ARROW)	126"x168"		1	1	1	1	1	1					1	1	147.0											
SPECIAL	EXIT 16 (CABOT, HEBER SPRINGS)(EXIT ONLY)(DOWN ARROW)	126"x168"							1					1	1	147.0											
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	48"x96"	1	1	1	1	1	1	1	1	1	1	1	1	1	32.0											
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE																5										
	TRAFFIC DRUMS		476	769	1063	1087	890	894	893	1015	798	936	769	1087				1087									
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			15694	4818	31973	14993							67478					67478								
	RELOCATING PRECAST CONCRETE BARRIER				14775	19593	51566	61262	49674	32488	6835	4621	4365	245179						245179							
	TEMPORARY IMPACT ATTENUATION BARRIER			2	2	1	2							7							7						
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)				2	4	5	4	5	3	3	3	1	30								30					
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)				4	5	7	4	5	3	3	3	1	35									35				
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2	2	2	2	2	2	2										2920			
	PORTABLE CHANGEABLE MESSAGE SIGN		4	2	2	2	2	2	2	2	2	2	2	4											624		
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)		2	2	2	2	2	2	2	2	2	2	2	2												2	
	PORTABLE CONSTRUCTION LIGHTING				150	500	1000	900	300	500	120			3470													3470
TOTALS:															**3919.8**		**5**	**1087**	**67478**	**245179**	**7**	**30**	**35**	**2920**	**624**	**2**	**3470**

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

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

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION/DESCRIPTION	AWIS MOBILIZATION	AWIS OPERATION	DEVICE RELOCATION	FURNISH AND INSTALL		
				CLOSED CIRCUIT TELEVISION SYSTEM	VARIABLE MESSAGE SIGN	VEHICLE DETECTION SYSTEM
	LUMP SUM	MONTH	EACH			
ENTIRE PROJECT	1.00	36	100	3	9	31
TOTALS:	**1.00**	**36**	**100**	**3**	**9**	**31**

NOTE: QUANTITIES ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.
REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-23-2023		6	ARK.	061642	247	541
		QUANTITIES				

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1C	STAGE 2	STAGE 3A	STAGE 3B	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	STAGE 4E	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING		
															TYPE II	6"	12"	6"
															(WHITE/RED)	WHITE		YELLOW
	LIN. FT. - EACH										LIN. FT.		LIN. FT.		EACH	LIN. FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	8011	3115	11014	2078	6361	183	220				30982							
CONSTRUCTION PAVEMENT MARKINGS	13119	53729	9868	15199	21355							113270						
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	15117	11584	13868	16755	56230	16009	77648	20543	4458				232212					
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	2821	4672	64490	26695	90670	15789	67482	22719	1931					297269				
CONSTRUCTION RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	27	316	364	146	518	36	330	131							1868			
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)										1527					1527			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")										61625						61625		
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")										7918							7918	
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")										45649								45649
TOTALS:											**30982**	**113270**	**232212**	**297269**	**3395**	**61625**	**7918**	**45649**

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. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 10/23/2023

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
58+25	67+22	HWY. 67 LT. & RT.	9	9
68+75	76+60	HWY. 67 LT. & RT.	8	8
79+25	80+85	HWY. 67 LT. & RT.	2	2
83+04	100+61	HWY. 67 LT. & RT.	18	18
110+08	115+62	HWY. 67 LT. & RT.	6	6
141+83	150+34	HWY. 67 LT. & RT.	9	9
196+89	200+19	HWY. 67 LT. & RT.	4	4
202+70	214+70	HWY. 67 LT. & RT.	12	12
215+02	217+74	HWY. 67 RT.	3	3
225+80	241+63	HWY. 67 RT.	16	16
TOTALS:			**87**	**87**

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STATION	STATION	LOCATION	SQ. YD.
59+53	101+18	HWY. 67 LT. (EQ.)	11968
59+53	101+18	HWY. 67 RT. (EQ.)	13814
102+05	145+43	HWY. 67 RT. (EQ.)	11086
102+05	145+49	HWY. 67 LT. (EQ.)	11270
146+34	247+50	HWY. 67 RT.	28750
146+40	247+50	HWY. 67 LT.	28892
54+28	57+00	HWY. 5 RAMP 4	464
TOTAL:			**106244**

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	HEADWALLS	GUARDRAIL	BUILDINGS
			EACH	LIN. FT.	EACH
62+97		HWY. 67 LT.	1		
65+53	68+82	HWY. 67 RT.		329	
67+22	70+50	HWY. 67 LT.		328	
76+98		HWY. 67	2		
88+99		HWY. 67 RT.	1		
96+99		HWY. 67 RT.	1		
105+00		HWY. 67 LT.	1		
119+99		HWY. 67 RT.	1		
125+99		HWY. 67 RT.	1		
131+98		HWY. 67 RT.	1		
134+10		HWY. 67	2		
143+44	145+43	HWY. 67 RT.		199	
144+72	145+43	HWY. 67 RT.		71	
146+39	147+16	HWY. 67 LT.		77	
146+41	148+39	HWY. 67 LT.		199	
165+98		HWY. 67 LT.	1		
173+77		HWY. 67	2		
181+46		HWY. 67 LT.	1		
187+97		HWY. 67	2		
210+80	216+09	HWY. 67 RT.		528	
214+00	219+26	HWY. 67 LT.		531	
226+22		HWY. 67 RT.			1
227+22		HWY. 67 RT.			1
229+22		HWY. 67 RT.			1
TOTALS:			**17**	**2262**	**3**

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS

STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	DROP INLETS
		EACH	EACH	EACH
141+01	HWY. 67 RT.	1		1
149+98	HWY. 67 RT.	1		1
157+96	HWY. 67 LT.	1		1
197+06	HWY. 67		2	1
203+96	HWY. 67 LT. & RT.	1		1
209+96	HWY. 67 LT. & RT.	1		1
238+27	HYW. 67 MEDIAN	1		1
246+26	HYW. 67 MEDIAN	1		1
TOTALS:		**7**	**2**	**8**

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

REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE (WRSF)

STATION	STATION	LOCATION	WRSF
			LIN. FT.
57+01	67+80	HWY. 67 MED.	1079
68+30	101+18	HWY. 67 LT. (EQ.)	3288
102+05	145+49	HWY. 67 LT. (EQ.)	4344
146+40	214+54	HWY. 67 LT.	6814
215+54	259+64	HWY. 67 RT.	4410
TOTAL:			**19935**

NOTE: REFER TO "WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS" SPECIAL PROVISION.

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	TRENCHING AND SHOULDER PREPARATION
			STATION
51+54	53+83	HWY. 67 LT. OUTSIDE - STAGE 1A	3
54+99	82+02	HWY. 67 LT. OUTSIDE - STAGE 1A	28
55+71	65+08	HWY. 67 RT. OUTSIDE - STAGE 1A	10
68+40	69+63	HWY. 67 RT. OUTSIDE - STAGE 1A	2
82+12	87+93	HWY. 67 RT. OUTSIDE - STAGE 1A	6
84+08	105+61	HWY. 67 LT. OUTSIDE - STAGE 1A	22
124+40	145+50	HWY. 67 LT. OUTSIDE - STAGE 1A	22
127+25	145+44	HWY. 67 RT. OUTSIDE - STAGE 1A	19
146+33	195+77	HWY. 67 RT. OUTSIDE - STAGE 1A	50
146+40	177+25	HWY. 67 LT. OUTSIDE - STAGE 1A	31
192+17	195+75	HWY. 67 LT. OUTSIDE - STAGE 1A	4
198+68	212+70	HWY. 67 RT. OUTSIDE - STAGE 1A	15
205+26	260+92	HWY. 67 LT. INSIDE - STAGE 1A	56
208+10	210+51	HWY. 67 LT. OUTSIDE - STAGE 1A	3
213+50	261+35	HWY. 67 RT. OUTSIDE - STAGE 1A	48
76+73	82+12	HWY. 5 RAMP 2 OUTSIDE - STAGE 1A	6
74+88	84+08	HWY. 5 RAMP 3 OUTSIDE - STAGE 1A	10
53+83	58+27	HWY. 5 RAMP 4 OUTSIDE - STAGE 1A	5
71+76	73+43	HWY. 5 RAMP 5 OUTSIDE - STAGE 1A	2
195+77	204+74	HWY. 89 RAMP 1 OUTSIDE - STAGE 1A	9
199+98	201+07	HWY. 89 RAMP 1 INSIDE - STAGE 1A	2
207+85	208+90	HWY. 89 RAMP 2 INSIDE - STAGE 1A	2
210+21	213+50	HWY. 89 RAMP 2 OUTSIDE - STAGE 1A	4
195+75	196+27	HWY. 89 RAMP 4 OUTSIDE - STAGE 1A	1
200+67	203+55	HWY. 89 RAMP 4 OUTSIDE - STAGE 1A	3
TOTAL:			**363**

REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING

STATION	STATION	LOCATION	CONCRETE DITCH PAVING
			SQ. YD.
57+01	67+80	HWY. 67 MED.	479
68+30	101+18	HWY. 67 LT. (EQ.)	1461
102+05	145+49	HWY. 67 LT. (EQ.)	1931
146+40	214+54	HWY. 67 LT.	3029
215+54	259+64	HWY. 67 RT.	1960
TOTAL:			**8860**

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
77+78.07	78+78.07	HWY. 5 RAMP 2 100' TRANSITION	25.00	277.78
76+00.00	77+00.00	HWY. 5 RAMP 3 100' TRANSITION	25.00	277.78
56+00.00	57+00.00	HWY. 5 RAMP 4 100' TRANSITION	25.00	277.78
72+15.00	73+15.00	HWY. 5 RAMP 5 100' TRANSITION	25.00	277.78
202+00.00	203+00.00	HWY. 89 RAMP 1 100' TRANSITION	25.00	277.78
209+00.00	210+00.00	HWY. 89 RAMP 2 100' TRANSITION	25.00	277.78
207+50.00	208+50.00	HWY. 89 RAMP 3 100' TRANSITION	25.00	277.78
199+15.00	200+15.00	HWY. 89 RAMP 4 100' TRANSITION	25.00	277.78
TOTAL:				**2222.24**

COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER. STOCKPILE LOCATIONS SHALL BE NO FURTHER THAN FIVE MILES FROM EACH SITE.

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE
			LIN. FT.
219+99	231+49	HWY. 67 RT.	1334
225+68	226+23	HWY. 67 RT.	96
225+82	232+20	HWY. 67 RT.	656
226+92	227+08	HWY. 67 RT.	38
TOTAL:			**2124**

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	248	541
		QUANTITIES				

EARTHWORK

LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
	CU. YD.	
HWY. 67	152484	77526
HWY. 5 RAMP 2	1303	54
HWY. 5 RAMP 3	1293	14
HWY. 5 RAMP 4	723	237
HWY. 5 RAMP 5	574	225
HWY. 89 RAMP 1	990	62
HWY. 89 RAMP 2	3191	72
HWY. 89 RAMP 3	815	286
HWY. 89 RAMP 4	1848	738
TEMPORARY FOR MAINTENANCE OF TRAFFIC		
HWY. 67	40456	21459
HWY. 5 RAMP 2	298	333
HWY. 5 RAMP 3	293	368
HWY. 5 RAMP 4	628	2
HWY. 5 RAMP 5	456	29
HWY. 89 RAMP 1	384	195
HWY. 89 RAMP 2	680	1191
HWY. 89 RAMP 3	544	40
HWY. 89 RAMP 4	341	738
TWO PRAIRIE CREEK BRIDGE END EXCAVATION	10700	
* UNDERCUT FOR UNSUITABLE MATERIAL	98000	98000
TOTALS:	**316001**	**201569**

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

FLOWABLE SELECT MATERIAL

STATION	LOCATION	CU. YD.
58+97	HWY. 67 - PLUG & ABANDON 24"X77' R.C. PIPE CULVERT	9
65+98	HWY. 67 - PLUG & ABANDON 24"X40' R.C. PIPE CULVERT	5
65+98	HWY. 67 - PLUG & ABANDON 24"X81' R.C. PIPE CULVERT	9
68+98	HWY. 67 - PLUG & ABANDON 24"X40' R.C. PIPE CULVERT	5
68+98	HWY. 67 - PLUG & ABANDON 24"X85' R.C. PIPE CULVERT	10
88+99	HWY. 67 - PLUG & ABANDON 24"X40' R.C. PIPE CULVERT	5
88+99	HWY. 67 - PLUG & ABANDON 24"X82' R.C. PIPE CULVERT	10
96+99	HWY. 67 - PLUG & ABANDON 24"X28' R.C. PIPE CULVERT	3
96+99	HWY. 67 - PLUG & ABANDON 24"X86' R.C. PIPE CULVERT	10
105+00	HWY. 67 - PLUG & ABANDON 24"X89' R.C. PIPE CULVERT	10
105+00	HWY. 67 - PLUG & ABANDON 24"X22' R.C. PIPE CULVERT	3
119+99	HWY. 67 - PLUG & ABANDON 24"X22' R.C. PIPE CULVERT	3
119+99	HWY. 67 - PLUG & ABANDON 24"X126' R.C. PIPE CULVERT	15
125+99	HWY. 67 - PLUG & ABANDON 24"X24' R.C. PIPE CULVERT	3
125+99	HWY. 67 - PLUG & ABANDON 24"X85 R.C. PIPE CULVERT	10
131+98	HWY. 67 - PLUG & ABANDON 24"X83' R.C. PIPE CULVERT	10
165+98	HWY. 67 - PLUG & ABANDON 24"X20' R.C. PIPE CULVERT	2
165+98	HWY. 67 - PLUG & ABANDON 24"X87' R.C. PIPE CULVERT	10
173+85	HWY. 67 - PLUG & ABANDON 36"X54' R.C. PIPE CULVERT	14
181+46	HWY. 67 - PLUG & ABANDON 24"X28' R.C. PIPE CULVERT	3
181+46	HWY. 67 - PLUG & ABANDON 24"X89' R.C. PIPE CULVERT	10
203+96	HWY. 67 - PLUG & ABANDON 24"X87' R.C. PIPE CULVERT	10
203+97	HWY. 67 - PLUG & ABANDON 24"X24' R.C. PIPE CULVERT	3
209+96	HWY. 67 - PLUG & ABANDON 24"X89' R.C. PIPE CULVERT	10
211+42	HWY. 67 - PLUG & ABANDON 24"X39' R.C. PIPE CULVERT	5
211+42	HWY. 67 - PLUG & ABANDON 24"X14' R.C. PIPE CULVERT	2
212+40	HWY. 67 - PLUG & ABANDON 24"X71' R.C. PIPE CULVERT	8
217+95	HWY. 67 - PLUG & ABANDON 24"X60' R.C. PIPE CULVERT	7
238+27	HWY. 67 - PLUG & ABANDON 24"X87' R.C. PIPE CULVERT	10
238+27	HWY. 67 - PLUG & ABANDON 24"X23' R.C. PIPE CULVERT	3
238+27	HWY. 67 - PLUG & ABANDON 24"X20' R.C. PIPE CULVERT	2
238+27	HWY. 67 - PLUG & ABANDON 24"X14' R.C. PIPE CULVERT	2
246+26	HWY. 67 - PLUG & ABANDON 24"X85' R.C. PIPE CULVERT	10
246+26	HWY. 67 - PLUG & ABANDON 24"X18' R.C. PIPE CULVERT	2
*ENTIRE PROJECT TO BE USED IF AND WHERE		500
DIRECTED BY THE ENGINEER		
TOTAL:		**733**

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

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION
			TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE	9000
		DIRECTED BY THE ENGINEER	
TOTAL:			**9000**

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

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTERS (TYPE SPECIAL)	APPROACH SLABS (TYPE SPECIAL)	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU.YD.	CU.YD.	POUND	TON
143+79.40	144+15.90	HWY. 67 LT.	17.42		954	
143+79.40	144+15.90	HWY. 67 C.L.		206.54	24803	243.91
143+79.40	144+15.90	HWY. 67 RT.	17.42		954	
147+68.10	148+04.60	HWY. 67 LT.	17.42		954	
147+68.10	148+04.60	HWY. 67 C.L.		206.54	24803	243.91
147+68.10	148+04.60	HWY. 67 RT.	17.42		954	
TOTALS:			**69.68**	**413.08**	**53422**	**487.82**

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	250
DIRECTED BY THE ENGINEER	
TOTAL:	**250**

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

PCCP PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	* REM. & DISP. CONC. PVMT. FOR PATCHING	* P.C.C.P. PATCHING (9" U.T.)
	SQ. YD.	SQ. YD.
ENTIRE PROJECT - TO BE USED IF AND WHERE	1000	1000
DIRECTED BY ENGINEER		
TOTALS:	**1000**	**1000**

NOTE: IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, HIGH EARLY STRENGTH CONCRETE PAVEMENT SHALL BE USED FOR P.C.C.P. PATCHING (9" U.T.) TO REDUCE THE AMOUNT OF TIME NEEDED FOR LANE CLOSURES.

*QUANTITIES ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

TEMPORARY DRAINAGE

STATION	DESCRIPTION	TEMPORARY CULVERTS					REINFORCED CONCRETE PIPE (CLASS III)			FLARED END SECTIONS FOR R.C. PIPE CULVERTS		DROP INLETS	JUNCTION BOX	MODIFYING JUNCTION BOXES	MODIFYING DROP INLETS
		18"	24"	30"	36"	42"x29"	24"	30"	36"	30"	36"	TYPE E	TYPE E		
		LIN. FT.					LIN. FT.			EACH	EACH	EACH	EACH	EACH	EACH
58+97	HWY. 67 - STAGE 2 - RT.											1			
62+97	HWY. 67 - STAGE 1C - LT.				60										
65+93	HWY. 67 - STAGE 2 - LT.						40					1			
65+93	HWY. 67 - STAGE 2 - RT.											1			
68+93	HWY. 67 - STAGE 2 - LT.						40					1			
68+93	HWY. 67 - STAGE 2 - RT.											1			
76+93	HWY. 67 - STAGE 2 - LT.											1			
76+93	HWY. 67 - STAGE 2 - RT.											1			
88+99	HWY. 67 - STAGE 2 - LT.						40					1			
88+99	HWY. 67 - STAGE 2 - RT.											1			
96+99	HWY. 67 - STAGE 2 - LT.						28					1			
96+99	HWY. 67 - STAGE 2 - RT.											1			
105+00	HWY. 67 - STAGE 2 - LT.											1			
105+00	HWY. 67 - STAGE 2 - RT.						22					1			
119+99	HWY. 67 - STAGE 2 - LT.						22					1			
119+99	HWY. 67 - STAGE 2 - RT.											1			
125+99	HWY. 67 - STAGE 2 - LT.						24					1			
125+99	HWY. 67 - STAGE 2 - RT.											1			
173+77	HWY. 67 - STAGE 2 - LT.											1			
173+77	HWY. 67 - STAGE 2 - RT.											1			
181+46	HWY. 67 - STAGE 2 - LT.											1			
181+46	HWY. 67 - STAGE 2 - RT.						28					1			
203+97	HWY. 67 - STAGE 2 - LT.						24					1			
203+97	HWY. 67 - STAGE 2 - RT.											1			
209+00	HWY. 67 - STAGE 1B - LT.												1		
209+96	HWY. 67- STAGE 1B - RT.											1			
209+96	HWY. 67 - STAGE 1C - RT.		17												
211+00	HWY. 67 - STAGE 1B- LT.												1		
211+45	HWY. 67 - STAGE 2 - RT.						146					1			
211+45	HWY. 67 - STAGE 3A - RT.						28					1			1
212+40	HWY. 67 - STAGE 2 - LT.						71					1			
217+95	HWY. 67 - STAGE 2 - LT.						60					1			
219+95	HWY. 67 - STAGE 1B- RT.		25												
219+95	HWY. 67 - STAGE 1C - RT.											1			
219+95	HWY. 67 - STAGE 3A - RT.											1			
219+95	HWY. 67 - STAGE 3B - RT.						18					1			
238+27	HWY. 67 - STAGE 1C - RT.						20					1			
238+27	HWY. 67 - STAGE 2 - LT.											1			
238+27	HWY. 67 - STAGE 3A - RT.						23					1			
246+26	HWY. 67 - STAGE 1B - RT.		26												
246+26	HWY. 67 - STAGE 1C - RT.											1			
246+26	HWY. 67 - STAGE 2 - LT.						18					1			
31+03	HWY. 89 RAMP 2 STAGE 4A-LT.			78											
31+03	HWY. 89 RAMP 2 STAGE 4A-LT.							8		2					
35+27	HWY. 5 RAMP 3 STAGE 1A - LT.				375								1		
52+75	HWY. 5 RAMP 5 STAGE 1B - LT.	42										1			
99+30	HWY. 89 RAMP 4 STAGE 1B - RT.	42										1			
101+76	HWY. 89 RAMP 4 STAGE 1B - LT.				38							1			
101+76	HWY. 89 RAMP 4 STAGE 3B - LT.								4		1	1			
* ENTIRE PROJECT TO BE USED IF AND WHERE		100	100		50										
DIRECTED BY THE ENGINEER															
TOTALS:		**184**	**168**	**78**	**148**	**375**	**652**	**8**	**4**	**2**	**1**	**40**	**1**	**2**	**1**

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	500	1000
DIRECTED BY THE ENGINEER		
TOTALS:	**500**	**1000**

TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES LEFT IN PLACE

STATION	STATION	LOCATION	PRECAST CONCRETE BARRIER LEFT IN PLACE	TEMPORARY IMPACT ATTENUATION BARRIER LEFT IN PLACE
			LIN. FT.	EACH
227+03.00	235+25.00	HWY. 67 LT.	833	1
235+25.00	241+25.00	HWY. 67 MEDIAN	600	
TOTALS:			**1433**	**1**

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	249	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STRUCTURES OVER 20'-0" SPAN

STATION	DESCRIPTION	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	
85+00	HWY. 67 - EXTEND TRP. 10'X5' R.C. BOX CULVERT AND ADD TRP. 10x5' NORTH AND DBL. 10'x5' SOUTH R.C. BOX CULVERTS	10	5	174	789.23	140234	347	53	0.67	RCB-1, RCB-2, RCB-3, R-200X-0, R-300X-0, W-X003-1
197+06	HWY. 67 - CONST. QUAD. 6'X6' R.C. BOX CULVERT	6	6	276	592.06	73842	234	37	0.47	RCB-1, RCB-2, SPECIAL DETAILS
TOTALS:					**1381.29**	**214076**	**581**	**90**	**1.14**	

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

STRUCTURES

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CLASS (III) 18"	(III) 24"	(III) 36"	(IV) 24"	(IV) 36"	(V) 24"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	36"	DROP INLETS TYPE RM	ST	JUNCTION BOXES TYPE ST	MODIFYING DROP INLETS	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.	
58+97	HWY. 67 - MODIFY MEDIAN DROP INLET												1									
62+97	HWY. 67 - CONST. R.C. PIPE CULVERT					159			2											34	0.43	FES-1, FES-2, PCC-1, SPECIAL DETAILS
62+97	HWY. 67 - EXTEND DBL. R.C. PIPE CULVERT LT.					12			2											18	0.23	FES-1, FES-2, PCC-1
65+98	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
76+98	HWY. 67 - EXTEND R.C. PIPE CULVERT LT. & RT.				21			2					1							16	0.20	FES-1, FES-2, PCC-1, SPECIAL DETAILS
88+99	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
96+99	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
105+00	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
120+00	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
125+99	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
131+98	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
134+10	HWY. 67 - EXTEND R.C. PIPE CULVERT LT. & RT.			19					2											34	0.43	FES-1, FES-2, PCC-1
165+98	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
173+77	HWY. 67 - EXTEND R.C. PIPE CULVERT LT. & RT.			8					2											34	0.43	FES-1, FES-2, PCC-1
173+77	HWY. 67 - CONST. R.C. PIPE CULVERT					171			2				1							34	0.43	FES-1, FES-2, PCC-1, SPECIAL DETAILS
181+46	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
187+97	HWY. 67 - CONST. 5'X3' R.C. BOX CULVERT												1	5	3	168	66.30	7512	29	8	0.10	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
203+96	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
209+00	HWY. 67 - CONST. JUNCTION BOX ON LT. W/ PIPE OUTLET (JACK AND BORE)						97					1										FPC-9D, PCC-1
211+00	HWY. 67 - CONST. JUNCTION BOX ON LT. W/ PIPE OUTLET	197										1										FPC-9D, PCC-1
212+50	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	147									1											FPC-9S, PCC-1
213+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	47									1											FPC-9S, PCC-1
214+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	97									1											FPC-9S, PCC-1
216+10	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	207									1											FPC-9S, PCC-1
217+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	87									1											FPC-9S, PCC-1
218+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	97									1											FPC-9S, PCC-1
219+95	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET W/ FES		93					1			1											FES-1, FES-2, FPC-9S, PCC-1
221+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	103									1											FPC-9S, PCC-1
222+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	97									1											FPC-9S, PCC-1
225+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	297									1											FPC-9S, PCC-1
228+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	297									1											FPC-9S, PCC-1
231+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	297									1											FPC-9S, PCC-1
233+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	197									1											FPC-9S, PCC-1
233+50	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	47									1											FPC-9S, PCC-1
234+00	HWY. 67 - CONST. DROP INLET ON LT. W/ PIPE OUTLET	47									1											FPC-9S, PCC-1
238+27	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
246+26	HWY. 67 - MODIFY MEDIAN DROP INLET												1									SPECIAL DETAILS
248+30	HWY. 67 - CONST. DROP INLET ON RT. W/ PIPE OUTLET W/ FES (JACK AND BORE)						83	1		1												FES-1, FES-2, FPC-9D, PCC-1
TOTALS:		**2261**	**93**	**27**	**21**	**342**	**180**	**4**	**10**	**1**	**15**	**2**	**16**				**66.30**	**7512**	**29**	**178**	**2.25**	

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

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

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

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	230
ENGINEER	
TOTAL:	**230**

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

4" PIPE UNDERDRAIN

	STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
				LIN. FT.	EACH
*	ENTIRE PROJECT TO BE USED IF AND			1000	10
	WHERE DIRECTED BY THE ENGINEER				
	TOTALS:			**1000**	**10**

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

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

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.
194+00.00	195+64.00	HWY. 67 LT.	164.00	6.00	109.33	72.89	0.92
195+70.00	197+94.00	HWY. 67 RT.	224.00	6.00	149.33	99.56	1.25
197+94.00	200+18.00	HWY. 67 RT.	224.00	8.00	199.11	99.56	1.25
196+26.00	196+65.00	HWY. 67 LT.	39.00	6.00	26.00	17.33	0.22
214+00.00	214+50.00	HWY. 67 RT.	50.00	6.00	33.33	22.22	0.28
218+55.00	221+00.00	HWY. 67 RT.	245.00	6.00	163.33	108.89	1.37
227+44.00	235+96.00	HWY. 67 LT.	852.00	4.00	378.67	378.67	4.77
247+75.00	259+65.00	HWY. 67 LT.	1190.00	4.00	528.89	528.89	6.66
TOTALS:					**1587.99**	**1328.01**	**16.72**

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

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	250	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/08/2023

WIRE ROPE SAFETY FENCE

STATION	STATION	DESCRIPTION	WIRE ROPE SAFETY FENCE	CONCRETE DITCH PAVING (TYPE B)			SOLID SODDING	WATER
			LIN. FT.	LENGTH	AVG. WIDTH	SQ. YD.	SQ. YD.	M. GAL.
247+75	259+64	HWY. 67 RT. OF C.L.	1189	1189	4.0	528.44	528.44	6.66
TOTALS:			**1189.00**			**528.44**	**528.44**	**6.66**

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

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE D)
			LIN. FT.
112+53	115+55	HWY. 67 RT.	302
219+99	232+20	HWY. 67 RT.	1154
TOTAL:			**1456**

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL									
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	FILTER SOCK (18") (E-13)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
HWY. 67																	
ENTIRE	PROJECT	CLEARING AND GRUBBING/STAGE 1A									1342	57	14126				523
ENTIRE	PROJECT	STAGE 1B									572	72	4599	46			170
ENTIRE	PROJECT	STAGE 1C									308	45	898	92			33
ENTIRE	PROJECT	STAGE 2									198	24	1118	667			41
ENTIRE	PROJECT	STAGE 3A									330	27	1908	414			71
ENTIRE	PROJECT	STAGE 3B									110	9	2858	23			106
ENTIRE	PROJECT	STAGE 4A									308	36	3388				125
ENTIRE	PROJECT	STAGE 4B									484	39	1422	23			53
ENTIRE	PROJECT	STAGE 4C									110	12		46			
ENTIRE	PROJECT	STAGE 4D									66	15					
ENTIRE	PROJECT	STAGE 4E									154	18	886				33
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			62.22	124.43	62.22	6346.1	62.22	62.22	62.22	1269.2				340	200	200	200
TOTALS:			**62.22**	**124.43**	**62.22**	**6346.1**	**62.22**	**62.22**	**62.22**	**1269.2**	**3982**	**354**	**31203**	**1651**	**200**	**200**	**1355**

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

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.

EROSION CONTROL MATTING

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
51+50.00	54+00.00	HWY. 67 LT.	250.00	222.22
62+00.00	65+15.00	HWY. 67 LT.	315.00	280.00
65+15.00	73+00.00	HWY. 67 LT.	785.00	697.78
66+00.00	72+00.00	HWY. 67 RT.	600.00	533.33
80+50.00	87+10.00	HWY. 67 RT.	660.00	586.67
109+00.00	115+00.00	HWY. 67 LT.	600.00	533.33
110+00.00	115+00.00	HWY. 67 RT.	500.00	444.44
167+00.00	172+00.00	HWY. 67 RT.	500.00	444.44
169+00.00	172+00.00	HWY. 67 LT.	300.00	266.67
177+00.00	187+00.00	HWY. 67 RT.	1000.00	888.89
182+00.00	184+00.00	HWY. 67 LT.	200.00	177.78
191+00.00	192+00.00	HWY. 67 RT.	100.00	88.89
191+00.00	195+00.00	HWY. 67 LT.	400.00	355.56
200+75.00	209+30.00	HWY. 67 LT.	855.00	760.00
203+50.00	209+70.00	HWY. 67 RT.	620.00	551.11
210+00.00	216+00.00	HWY. 67 LT.	600.00	533.33
210+00.00	218+00.00	HWY. 67 RT.	800.00	711.11
231+53.00	233+21.00	HWY. 67 LT.	168.00	149.33
TOTAL:				**8224.88**

NOTE: AVERAGE WIDTH = 8'-0"

CULVERT CLEAN OUT

STATION	LOCATION	EACH
85+00	HWY. 67	1
TOTAL:		**1**

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
49+99.40	52+68.15	LT. OF L.M.L.	200	1	1	
64+86.31	69+11.31	RT. OF L.M.L.	250	1	1	
66+92.53	71+17.53	LT. OF L.M.L.	250	1	1	
80+72.00	84+47.00	LT. OF L.M.L.	325		1	1
94+06.85	96+50.60	RT. OF R.M.L.	175	1	1	
141+39.75	144+08.50	RT. OF R.M.L.	200	1	1	
142+89.75	144+08.50	LT. OF L.M.L.	100	1		1
147+75.50	148+94.25	RT. OF R.M.L.	100	1		1
147+75.50	149+94.25	LT. OF L.M.L.	150	1	1	
167+52.00	170+77.00	RT. OF R.M.L.	275		1	1
193+02.00	196+27.00	RT. OF R.M.L.	275		1	1
212+02.21	216+27.21	RT. OF L.M.L.	250		1	1
213+84.51	218+09.51	LT. OF L.M.L.	250		1	1
235+95.43	237+89.18	LT. OF L.M.L.	125	1	1	
273+44.68	278+44.68	LT. OF R.M.L.	450		1	1
275+96.75	280+96.75	RT. OF L.M.L.	450		1	1
TOTALS:			**3825**	**9**	**14**	**9**

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-12-2023		6	ARK.	061642	251	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 10/12/2023

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	MEDIAN TYPE A	MEDIAN TYPE B	MEDIAN TYPE C	MEDIAN TYPE C-1	MEDIAN TYPE SP-1	SIDE TYPE A	SIDE TYPE E	SIDE TYPE E-2	SIDE TYPE E-3	SIDE TYPE SP-8
			LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.
45+02.35	50+00.00	HWY. 67 LT.						497.65				
57+52.97	67+27.44	HWY. 67 C.L.	974.47									
67+27.44	68+75.17	HWY. 67 C.L.						295.46				
68+75.17	80+37.46	HWY. 67 C.L.	1162.29									
80+37.46	81+37.46	HWY. 67 C.L.					100.00					
81+62.54	82+62.54	HWY. 67 C.L.					100.00					
82+62.54	101+18.30	HWY. 67 C.L.	1855.76									
96+50.00	101+18.30	HWY. 67 RT.										468.30
102+04.60	108+37.46	HWY. 67 C.L.	632.86									
102+04.60	111+33.73	HWY. 67 RT.										929.13
108+37.46	109+37.46	HWY. 67 C.L.					100.00					
109+62.54	110+62.54	HWY. 67 C.L.					100.00					
110+62.54	134+87.46	HWY. 67 C.L.	2424.92									
134+87.46	135+87.46	HWY. 67 C.L.					100.00					
136+12.54	137+12.54	HWY. 67 C.L.					100.00					
137+12.54	143+79.40	HWY. 67 C.L.	666.86									
148+04.60	168+87.46	HWY. 67 C.L.	2082.86									
168+87.46	169+87.46	HWY. 67 C.L.					100.00					
170+12.54	171+12.54	HWY. 67 C.L.					100.00					
171+12.54	211+15.76	HWY. 67 C.L.	4003.22									
211+15.76	213+04.10	HWY. 67 C.L.		188.34								
213+04.10	214+29.00	HWY. 67 C.L.			124.90							
214+29.00	214+79.00	HWY. 67 C.L.				50.00						
214+79.00	215+29.00	HWY. 67 C.L.								47.73	47.73	
215+29.00	215+79.00	HWY. 67 C.L.				50.00						
215+79.00	233+32.36	HWY. 67 C.L.			1753.36							
231+53.32	235+96.03	HWY. 67 LT.							442.71			
233+32.36	235+13.32	HWY. 67 C.L.		180.96								
235+13.32	235+25.00	HWY. 67 C.L.	11.68									
241+25.00	248+25.00	HWY. 67 C.L.	700.00									
227+31.62	231+53.32	HWY. 89 RAMP 3 (FUTURE)							423.08			
TOTALS:			**14514.92**	**369.30**	**1878.26**	**100.00**	**800.00**	**793.11**	**865.79**	**47.73**	**47.73**	**1397.43**

NOISE BARRIER WALL

STATION	STATION	LOCATION	*NOISE BARRIER WALL
			SQ.FT.
96+50	111+34	HWY. 67 - RT.	17261
TOTAL:			17261

* DENOTES ALTERNATE BID ITEM

DELINEATORS

STATION	STATION	LOCATION	TYPE-2 DELINEATORS (WHITE-RED)	TYPE-2 DELINEATORS (YELLOW-RED)
			EACH	EACH
76+00.00	80+27.00	HWY. 5 RAMP 3	12	8
71+50.00	73+15.00	HWY. 5 RAMP 5	6	6
197+00.00	203+00.00	HWY. 89 RAMP 1	13	7
207+50.00	209+20.00	HWY. 89 RAMP 3	6	6
TOTALS:			**37**	**27**

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
85+47	HWY. 67 NE HEADWALL	1
144+08	HWY. 67 SE PARAPET WALL	1
147+76	HWY. 67 NW PARAPET WALL	1
195+97	HWY. 67 SW HEADWALL	1
TOTAL:		**4**

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

RUMBLE STRIPS IN CONCRETE SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN CONCRETE SHOULDERS
			LIN.FT.
45+02.35	57+52.97	HWY. 67 LT. OF L.M.L.	1251
57+52.97	101+18.30	HWY. 67 (EQ.)	17461
102+04.60	143+79.40	HWY. 67 (EQ.)	16699
148+04.60	201+50.00	HWY. 67	21382
TOTAL:			**56793**

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

TEMPORARY RETAINING WALLS

LOCATION	TEMPORARY RETAINING WALL	SELECT GRANULAR BACKFILL
	SQ. FT.	CU. YD.
WALL NO. 1	1678	1760
WALL NO. 2	1342	1410
TOTALS:	**3020**	**3170**

ANIMAL PASSAGE SHELVES

STATION	DESCRIPTION	ANIMAL PASSAGE SHELVES
		LIN. FT.
85+00	HWY. 67 - CONST. OCT. 10'X5'X174' R.C. BOX CULVERT	425
197+06	HWY. 67 - CONST. QUAD. 6'X6'X276' R.C. BOX CULVERT	639
TOTAL:		**1064**

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	252	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

BASE AND SURFACING - HWY. 67 & RAMPS (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMPACTED DEPTH)				TACK COAT				ACHM SURFACE COURSE (3/8")				PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.)		AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	TON / STATION	TON
			FEET	FEET	SQ. YD.	TON	TON	FEET				FEET			TON	FEET			
HWY. 67 - RIGHT LANES																			
57+52.97	59+52.97	HWY. 67 - RT. LANES	200.00	37.00	822.22	17.27	270.51	37.00	822.22	0.05	41.11	37.00	822.22	110.00	45.22	33.00	733.33	47.50	95.00
59+52.97	62+16.88	HWY. 67 - RT. LANES	263.91	61.00	1788.72	37.56	588.49	61.00	1788.72	0.05	89.44	61.00	1788.72	110.00	98.38	57.00	1671.43	47.50	125.36
62+16.88	73+28.81	HWY. 67 - RT. LANES	1111.93	68.67	8484.03	178.16	2791.25	68.67	8484.03	0.05	424.20	68.67	8484.03	110.00	466.62	64.67	7989.83	52.50	583.76
73+28.81	76+84.72	HWY. 67 - RT. LANES	355.91	61.00	2412.28	50.66	793.64	61.00	2412.28	0.05	120.61	61.00	2412.28	110.00	132.68	57.00	2254.10	47.50	169.06
76+84.72	80+50.11	HWY. 67 - RT. LANES	365.39	61.00	2476.53	52.01	814.78	61.00	2476.53	0.05	123.83	61.00	2476.53	110.00	136.21	57.00	2314.14	47.50	173.56
80+50.11	84+07.71	HWY. 67 - RT. LANES	357.60	67.33	2675.25	56.18	880.16	67.33	2675.25	0.05	133.76	67.33	2675.25	110.00	147.14	63.33	2516.31	52.50	187.74
84+07.71	90+50.11	HWY. 67 - RT. LANES	642.40	68.67	4901.51	102.93	1612.60	68.67	4901.51	0.05	245.08	68.67	4901.51	110.00	269.58	64.67	4616.00	52.50	337.26
90+50.11	96+50.00	HWY. 67 - RT. LANES	599.89	61.00	4065.92	85.38	1337.69	61.00	4065.92	0.05	203.30	61.00	4065.92	110.00	223.63	57.00	3799.30	47.50	284.95
96+50.00	111+33.73	HWY. 67 - RT. LANES	1483.73	53.00	8737.52	183.49	2874.64	53.00	8737.52	0.05	436.88	53.00	8737.52	110.00	480.56	49.00	8078.09	51.75	767.83
111+33.73	143+79.40	HWY. 67 - RT. LANES	3245.67	61.00	21998.43	461.97	7237.48	61.00	21998.43	0.05	1099.92	61.00	21998.43	110.00	1209.91	57.00	20555.91	47.50	1541.69
148+04.60	187+36.97	HWY. 67 - RT. LANES	3932.37	61.00	26652.73	559.71	8768.75	61.00	26652.73	0.05	1332.64	61.00	26652.73	110.00	1465.90	57.00	24905.01	47.50	1867.88
187+36.97	195+77.35	HWY. 67 - RT. LANES	840.38	61.00	5695.91	119.61	1873.95	61.00	5695.91	0.05	284.80	61.00	5695.91	110.00	313.27	57.00	5322.41	47.50	399.18
195+77.35	197+36.97	HWY. 67 - RT. LANES	159.62	67.33	1194.13	25.08	392.87	67.33	1194.13	0.05	59.71	67.33	1194.13	110.00	65.68	63.33	1123.19	52.50	83.80
197+36.97	202+43.20	HWY. 67 - RT. LANES	506.23	68.67	3862.53	81.11	1270.77	68.67	3862.53	0.05	193.13	68.67	3862.53	110.00	212.44	64.67	3637.54	52.50	265.77
202+43.20	207+45.35	HWY. 67 - RT. LANES	502.15	61.00	3403.46	71.47	1119.74	61.00	3403.46	0.05	170.17	61.00	3403.46	110.00	187.19	57.00	3180.28	47.50	238.52
207+45.35	209+97.06	HWY. 67 - RT. LANES	251.71	61.00	1706.03	35.83	561.28	61.00	1706.03	0.05	85.30	61.00	1706.03	110.00	93.83	57.00	1594.16	47.50	119.56
209+97.06	211+15.76	HWY. 67 - RT. LANES	118.70	61.83	815.47	17.12	268.29	61.83	815.47	0.05	40.77	61.83	815.47	110.00	44.85	57.83	762.71	47.50	56.38
211+15.76	212+32.01	HWY. 67 - RT. LANES	116.25	61.50	794.38	16.68	261.35	61.50	794.38	0.05	39.72	61.50	794.38	110.00	43.69	59.50	768.54	47.50	55.22
212+32.01	213+50.00	HWY. 67 - RT. LANES	117.99	72.67	952.70	20.01	313.44	72.67	952.70	0.05	47.64	72.67	952.70	110.00	52.40	70.67	926.48	52.50	61.94
213+50.00	229+58.14	HWY. 67 - RT. LANES	1608.14	70.58	12611.39	264.84	4149.15	70.58	12611.39	0.05	630.57	70.58	12611.39	110.00	693.63	68.58	12254.03	52.50	844.27
229+58.14	231+77.04	HWY. 67 - RT. LANES	218.90	64.00	1556.62	32.69	512.13	64.00	1556.62	0.05	77.83	64.00	1556.62	110.00	85.61	62.00	1507.98	47.50	103.98
231+77.04	235+13.32	HWY. 67 - RT. LANES	336.28	73.08	2730.59	57.34	898.36	73.08	2730.59	0.05	136.53	73.08	2730.59	110.00	150.18	71.08	2655.86	52.50	176.55
235+13.32	236+58.14	HWY. 67 - RT. LANES	144.82	74.00	1190.74	25.01	391.75	74.00	1190.74	0.05	59.54	74.00	1190.74	110.00	65.49	72.00	1158.56	52.50	76.03
236+58.14	240+00.00	HWY. 67 - RT. LANES	341.86	73.08	2775.90	58.29	913.27	73.08	2775.90	0.05	138.80	73.08	2775.90	110.00	152.67	71.08	2699.93	52.50	179.48
240+00.00	241+77.04	HWY. 67 - RT. LANES	177.04	66.67	1311.47	27.54	431.47	66.67	1311.47	0.05	65.57	66.67	1311.47	110.00	72.13	64.67	1272.13	52.50	92.95
241+77.04	246+43.13	HWY. 67 - RT. LANES	466.09	64.00	3314.42	69.60	1090.44	64.00	3314.42	0.05	165.72	64.00	3314.42	110.00	182.29	62.00	3210.84	47.50	221.39
246+43.13	247+50.00	HWY. 67 - RT. LANES	106.87	64.00	759.96	15.96	250.03	64.00	759.96	0.05	38.00	64.00	759.96	110.00	41.80	61.54	730.75	47.50	50.76
HWY. 67 - LEFT LANES																			
45+02.35	50+00.00	HWY. 67 - LT. LANES	497.65	16.92	935.58	19.65	307.81	16.92	935.58	0.05	46.78	16.92	935.58	110.00	51.46	14.92	824.99		
50+00.00	54+27.97	HWY. 67 - LT. LANES	427.97	14.00	665.73	13.98	219.03	14.00	665.73	0.05	33.29	14.00	665.73	110.00	36.62	12.00	570.63	52.50	224.68
54+27.97	55+02.35	HWY. 67 - LT. LANES	74.38	28.50	235.54	4.95	77.49	28.50	235.54	0.05	11.78	28.50	235.54	110.00	12.95	26.50	219.01	52.50	39.05
55+02.35	57+52.97	HWY. 67 - LT. LANES	250.62	17.00	473.39	9.94	155.75	17.00	473.39	0.05	23.67	17.00	473.39	110.00	26.04	15.00	417.70	47.50	119.04
57+52.97	59+52.97	HWY. 67 - LT. LANES	200.00	37.00	822.22	17.27	270.51	37.00	822.22	0.05	41.11	37.00	822.22	110.00	45.22	33.00	733.33	47.50	95.00
59+52.97	62+16.88	HWY. 67 - LT. LANES	263.91	61.00	1788.72	37.56	588.49	61.00	1788.72	0.05	89.44	61.00	1788.72	110.00	98.38	57.00	1671.43	47.50	125.36
62+16.88	73+28.81	HWY. 67 - LT. LANES	1111.93	61.00	7536.41	158.26	2479.48	61.00	7536.41	0.05	376.82	61.00	7536.41	110.00	414.50	57.00	7042.22	47.50	528.17
73+28.81	76+84.72	HWY. 67 - LT. LANES	355.91	61.00	2412.28	50.66	793.64	61.00	2412.28	0.05	120.61	61.00	2412.28	110.00	132.68	57.00	2254.10	47.50	169.06
76+84.72	80+50.11	HWY. 67 - LT. LANES	365.39	69.33	2814.72	59.11	926.04	69.33	2814.72	0.05	140.74	69.33	2814.72	110.00	154.81	65.33	2652.33	52.50	191.83
80+50.11	84+07.71	HWY. 67 - LT. LANES	357.60	68.00	2701.87	56.74	888.92	68.00	2701.87	0.05	135.09	68.00	2701.87	110.00	148.60	64.00	2542.93	52.50	187.74
84+07.71	90+50.11	HWY. 67 - LT. LANES	642.40	61.00	4354.04	91.43	1432.48	61.00	4354.04	0.05	217.70	61.00	4354.04	110.00	239.47	57.00	4068.53	47.50	305.14
90+50.11	96+50.00	HWY. 67 - LT. LANES	599.89	61.00	4065.92	85.38	1337.69	61.00	4065.92	0.05	203.30	61.00	4065.92	110.00	223.63	57.00	3799.30	47.50	284.95
96+50.00	111+33.73	HWY. 67 - LT. LANES	1483.73	61.00	10056.39	211.18	3308.55	61.00	10056.39	0.05	502.82	61.00	10056.39	110.00	553.10	57.00	9396.96	47.50	704.77
111+33.73	143+79.40	HWY. 67 - LT. LANES	3245.67	61.00	21998.43	461.97	7237.48	61.00	21998.43	0.05	1099.92	61.00	21998.43	110.00	1209.91	57.00	20555.91	47.50	1541.69
148+04.60	187+36.97	HWY. 67 - LT. LANES	3932.37	61.00	26652.73	559.71	8768.75	61.00	26652.73	0.05	1332.64	61.00	26652.73	110.00	1465.90	57.00	24905.01	47.50	1867.88
187+36.97	195+77.35	HWY. 67 - LT. LANES	840.38	69.33	6473.73	135.95	2129.86	69.33	6473.73	0.05	323.69	69.33	6473.73	110.00	356.05	65.33	6100.23	52.50	441.20
195+77.35	197+36.97	HWY. 67 - LT. LANES	159.62	68.00	1206.02	25.33	396.78	68.00	1206.02	0.05	60.30	68.00	1206.02	110.00	66.33	64.00	1135.08	52.50	83.80
197+36.97	202+43.20	HWY. 67 - LT. LANES	506.23	61.00	3431.11	72.05	1128.84	61.00	3431.11	0.05	171.56	61.00	3431.11	110.00	188.71	57.00	3206.12	47.50	240.46
202+43.20	207+45.35	HWY. 67 - LT. LANES	502.15	61.00	3403.46	71.47	1119.74	61.00	3403.46	0.05	170.17	61.00	3403.46	110.00	187.19	57.00	3180.28	47.50	238.52
207+45.35	209+97.06	HWY. 67 - LT. LANES	251.71	69.33	1939.01	40.72	637.93	69.33	1939.01	0.05	96.95	69.33	1939.01	110.00	106.65	65.33	1827.13	52.50	132.15
209+97.06	211+15.76	HWY. 67 - LT. LANES	118.70	76.08	1003.41	21.07	330.12	76.08	1003.41	0.05	50.17	76.08	1003.41	110.00	55.19	72.08	950.66	52.50	62.32
211+15.76	212+32.01	HWY. 67 - LT. LANES	116.25	68.08	879.37	18.47	289.31	68.08	879.37	0.05	43.97	68.08	879.37	110.00	48.37	66.08	853.53	52.50	61.03
212+32.01	213+50.00	HWY. 67 - LT. LANES	117.99	63.17	828.16	17.39	272.46	63.17	828.16	0.05	41.41	63.17	828.16	110.00	45.55	61.17	801.94	47.50	56.05
213+50.00	229+58.14	HWY. 67 - LT. LANES	1608.14	64.00	11435.66	240.15	3762.33	64.00	11435.66	0.05	571.78	64.00	11435.66	110.00	628.96	62.00	11078.30	47.50	763.87
229+58.14	231+77.04	HWY. 67 - LT. LANES	218.90	73.50	1787.68	37.54	588.15	73.50	1787.68	0.05	89.38	73.50	1787.68	110.00	98.32	74.50	1812.01		
231+77.04	235+13.32	HWY. 67 - LT. LANES	336.28	70.75	2643.53	55.51	869.72	70.75	2643.53	0.05	132.18	70.75	2643.53	110.00	145.39	71.75	2680.90		
235+13.32	236+58.14	HWY. 67 - LT. LANES	144.82	67.25	1082.13	22.72	356.02	67.25	1082.13	0.05	54.11	67.25	1082.13	110.00	59.52	65.25	1049.95	52.50	76.03
236+58.14	240+00.00	HWY. 67 - LT. LANES	341.86	66.00	2506.97	52.65	824.79	66.00	2506.97	0.05	125.35	66.00	2506.97	110.00	137.88	64.00	2431.00	47.50	162.38
240+00.00	241+77.04	HWY. 67 - LT. LANES	177.04	66.00	1298.29	27.26	427.14	66.00	1298.29	0.05	64.91	66.00	1298.29	110.00	71.41	64.00	1258.95	47.50	84.09
241+77.04	246+43.13	HWY. 67 - LT. LANES	466.09	64.00	3314.42	69.60	1090.44	64.00	3314.42	0.05	165.72	64.00	3314.42	110.00	182.29	62.00	3210.84	47.50	221.39
246+43.13	247+50.00	HWY. 67 - LT. LANES	106.87	64.00	759.96	15.96	250.03	64.00	759.96	0.05	38.00	64.00	759.96	110.00	41.80	62.00	736.22	47.50	50.76
RAMPS																			
78+78.07	80+50.55	HWY. 5 RAMP 2	172.48	29.00	555.77	11.67	182.85	29.00	555.77	0.05	27.79	29.00	555.77	110.00	30.57	25.00	479.11	105.00	181.10
77+00.00	79+19.14	HWY. 5 RAMP 3	219.14	29.00	706.12	14.83	232.31	29.00	706.12	0.05	35.31	29.00	706.12	110.00	38.84	25.00	608.72	105.00	230.10
55+01.76	56+00.00	HWY. 5 RAMP 4	98.24	29.00	316.55	6.65	104.14	29.00	316.55	0.05	15.83	29.00	316.55	110.00	17.41	25.00	272.89	105.00	103.15
71+24.43	72+15.00	HWY. 5 RAMP 5	90.57	29.00	291.84	6.13	96.02	29.00	291.84	0.05	14.59	29.00	291.84	110.00	16.05	25.00	251.58	105.00	95.10
200+32.21	202+00.00	HWY. 89 RAMP 1	167.79	29.00	540.66	11.35	177.88	29.00	540.66	0.05	27.03	29.00	540.66	110.00	29.74	25.00	466.08	105.00	176.18
210+00.00	212+33.03	HWY. 89 RAMP 2	233.03	29.00	750.87	15.77	247.04	29.00	750.87	0.05	37.54	29.00	750.87	110.00	41.30	25.00	647.31	105.00	244.68
208+50.00	209+47.62	HWY. 89 RAMP 3	97.62	29.00	314.55	6.61	103.49	29.00	314.55	0.05	15.73	29.00	314.55	110.00	17.30	25.00	271.17	105.00	102.50
197+36.53	199+15.00	HWY. 89 RAMP 4	178.47	29.00	575.07	12.08	189.20	29.00	575.07	0.05	28.75	29.00	575.07	110.00	31.63	25.00	495.75	105.00	187.39
SUBTOTALS (BOX 1 OF 2):					**265249.15**	**5570.22**	**87266.98**		**265249.15**		**13262.50**		**265249.21**		**14588.70**		**249698.97**		**19538.48**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER = 5.1%
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE - AGGREGATE = 94%, CEMENT = 6%
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	253	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

BASE AND SURFACING - HWY. 67 & RAMPS (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMPACTED DEPTH)				TACK COAT				ACHM SURFACE COURSE (3/8")				PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.)		AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	TON / STATION	TON
			FEET	FEET	SQ. YD.	TON	TON	FEET				FEET			TON	FEET			
ADDITIONAL FOR SUPERELEVATION																			
211+15.76	212+32.01	HWY. 67 - RT. LANES	116.25															6.75	7.85
211+15.76	212+32.01	HWY. 67 - LT. LANES	116.25															2.63	3.06
212+32.01	213+50.00	HWY. 67 - RT. LANES	117.99															15.50	18.29
212+32.01	213+50.00	HWY. 67 - LT. LANES	117.99															5.25	6.19
213+50.00	215+95.76	HWY. 67 - RT. LANES	245.76															34.88	85.72
213+50.00	215+95.76	HWY. 67 - LT. LANES	245.76															5.25	12.90
215+95.76	229+58.14	HWY. 67 - RT. LANES	1362.38															49.00	667.57
215+95.76	229+58.14	HWY. 67 - LT. LANES	1362.38															5.25	71.52
229+58.14	230+33.32	HWY. 67 - RT. LANES	75.18															54.00	40.60
230+33.32	231+77.04	HWY. 67 - RT. LANES	143.72															45.00	64.67
231+77.04	235+13.32	HWY. 67 - RT. LANES	336.28															15.50	52.12
78+78.07	79+80.61	HWY. 5 RAMP 2	102.54															30.88	31.66
79+80.61	80+50.55	HWY. 5 RAMP 2	69.94															34.13	23.87
77+00.00	79+19.14	Hwy. 5 RAMP 3	219.14															20.13	44.11
55+01.76	56+00.00	HWY. 5 RAMP 4	98.24															16.25	15.96
71+24.43	71+59.46	HWY. 5 RAMP 5	35.03															75.00	26.27
71+59.46	72+15.00	HWY. 5 RAMP 5	55.54															83.00	46.10
200+32.31	202+00.00	HWY. 89 RAMP 1	167.69															11.25	18.87
210+00.00	210+85.71	HWY. 89 RAMP 2	85.71															58.50	50.14
210+85.71	212+13.34	HWY. 89 RAMP 2	127.63															72.00	91.89
212+13.34	212+33.03	HWY. 89 RAMP 2	19.69															68.00	13.39
208+50.00	209+47.62	HWY. 89 RAMP 3	97.62															8.13	7.94
197+36.53	199+15.00	HWY. 89 RAMP 4	178.47															31.50	56.22
SUBTOTALS (BOX 1 OF 2):					265249.15	5570.22	87266.98		265249.15		13262.50		265249.21		14588.70		249698.97		19538.48
SUBTOTALS (BOX 2 OF 2):																			1456.91
TOTALS:					265249.15	5570.22	87266.98		265249.15		13262.50		265249.21		14588.70		249698.97		20995.39

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER = 5.1%
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE - AGGREGATE = 94%, CEMENT = 6%
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

BASE AND SURFACING - TRANSITIONS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.17 GAL. PER SQ. YD.)			ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET			FEET			FEET			TON
TRANSITIONS												
77+78.07	78+78.07	HWY. 5 RAMP 2 100' TRANSITION	100.00	66.13	66.13	25.00	277.78	47.22	25.00	277.78	220.00	30.56
76+00.00	77+00.00	HWY. 5 RAMP 3 100' TRANSITION	100.00	70.13	70.13	25.00	277.78	47.22	25.00	277.78	220.00	30.56
56+00.00	57+00.00	HWY. 5 RAMP 4 100' TRANSITION	100.00	64.38	64.38	25.00	277.78	47.22	25.00	277.78	220.00	30.56
72+15.00	73+15.00	HWY. 5 RAMP 5 100' TRANSITION	100.00	94.00	94.00	25.00	277.78	47.22	25.00	277.78	220.00	30.56
202+00.00	203+00.00	HWY. 89 RAMP 1 100' TRANSITION	100.00	63.75	63.75	25.00	277.78	47.22	25.00	277.78	220.00	30.56
209+00.00	210+00.00	HWY. 89 RAMP 2 100' TRANSITION	100.00	76.13	76.13	25.00	277.78	47.22	25.00	277.78	220.00	30.56
207+50.00	208+50.00	HWY. 89 RAMP 3 100' TRANSITION	100.00	64.38	64.38	25.00	277.78	47.22	25.00	277.78	220.00	30.56
199+15.00	200+15.00	HWY. 89 RAMP 4 100' TRANSITION	100.00	67.25	67.25	25.00	277.78	47.22	25.00	277.78	220.00	30.56
TOTALS					566.15		2222.24	377.76		2222.24		244.48

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	254	541
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

BASE AND SURFACING - TEMPORARY PAVEMENT (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD.)			ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")						
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 76-22	TOTAL PG 64-22	TOTAL PG 76-22
			FEET			FEET			FEET			TON	FEET			TON	FEET			TON	TON	TON	TON
STAGE 1A																							
124+40.00	145+49.54	HWY. 67 SOUTHBOUND	2109.54			12.00	2812.72	140.64	6.00	1406.36	880.00	618.80	6.00	1406.36	385.00	270.72	6.00	1406.36	220.00	154.70		154.70	
127+25.00	145+43.97	HWY. 67 NORTHBOUND	1818.97			12.00	2425.29	121.26	6.00	1212.65	880.00	533.57	6.00	1212.65	385.00	233.44	6.00	1212.65	220.00	133.39		133.39	
146+32.98	175+25.00	HWY. 67 NORTHBOUND	2892.02			12.00	3856.03	192.80	6.00	1928.01	880.00	848.32	6.00	1928.01	385.00	371.14	6.00	1928.01	220.00	212.08		212.08	
146+39.64	177+25.00	HWY. 67 SOUTHBOUND	3085.36			12.00	4113.81	205.69	6.00	2056.91	880.00	905.04	6.00	2056.91	385.00	395.96	6.00	2056.91	220.00	226.26		226.26	
STAGE 1B																							
84+09.09	101+18.30	HWY. 67 SOUTHBOUND	1709.21	58.25	995.61	33.38	6339.27	316.96	16.81	3192.42	880.00	1404.66	16.57	3146.85	385.00	605.77	20.42	3878.01	220.00	426.58		426.58	
102+04.60	105+61.21	HWY. 67 SOUTHBOUND	356.61	58.25	207.73	33.38	1322.63	66.13	16.81	666.07	880.00	293.07	16.57	656.56	385.00	126.39	20.42	809.11	220.00	89.00		89.00	
175+25.00	194+92.31	HWY. 67 NORTHBOUND	1967.31	58.25	1145.96	33.38	7296.53	364.83	16.81	3674.50	880.00	1616.78	16.57	3622.04	385.00	697.24	20.42	4463.61	220.00	491.00		491.00	
213+61.30	261+35.00	HWY. 67 NORTHBOUND	4773.70	58.25	2780.68	33.38	17705.12	885.26	16.81	8916.21	880.00	3923.13	16.57	8788.91	385.00	1691.87	20.42	10830.99	220.00	1191.41		1191.41	
205+70.00	211+30.00	HWY. 67 STAGE 1B & 2 FULL MEDIAN PAVING	560.00			120.00	7466.67	373.33	60.00	3733.33	880.00	1642.67	60.00	3733.33	385.00	718.67	60.00	3733.33	220.00	410.67		410.67	
31+35.27	40+43.78	HWY. 5 RAMP 3 STAGE 1B	908.51	58.25	529.21	31.19	3148.49	157.42	15.31	1545.48	880.00	680.01	15.88	1603.02	385.00	308.58	18.92	1909.89	220.00	210.09		210.09	
20+91.65	27+59.50	HWY. 5 RAMP 4 STAGE 1B	667.85	58.25	389.02	31.19	2314.47	115.72	15.31	1136.09	880.00	499.88	15.88	1178.38	385.00	226.84	18.92	1403.97	220.00	154.44		154.44	
10+00.00	19+75.95	HWY. 89 RAMP 1 STAGE 1B	975.95	58.25	568.49	31.19	3382.21	169.11	15.31	1660.20	880.00	730.49	15.88	1722.01	385.00	331.49	18.92	2051.66	220.00	225.68		225.68	
20+36.99	23+65.39	HWY. 89 RAMP 2 STAGE 1B	328.40	58.25	191.29	31.19	1138.09	56.90	15.31	558.64	880.00	245.80	15.88	579.44	385.00	111.54	18.92	690.37	220.00	75.94		75.94	
STAGE 1C																							
53+45.82	57+40.03	HWY. 67 STAGE 1C S SHIFT LT.	394.21	58.25	229.63	33.38	1462.08	73.10	16.81	736.30	880.00	323.97	16.57	725.78	385.00	139.71	20.42	894.42	220.00	98.39		98.39	
57+72.75	82+01.64	HWY. 67 SOUTHBOUND	2428.89	58.25	1414.83	33.38	9008.48	450.42	16.81	4536.63	880.00	1996.12	16.57	4471.86	385.00	860.83	20.42	5510.88	220.00	606.20		606.20	
198+67.42	205+70.02	HWY. 67 NORTHBOUND	702.60	58.25	409.26	33.38	2605.87	130.29	16.81	1312.30	880.00	577.41	16.57	1293.56	385.00	249.01	20.42	1594.12	220.00	175.35		175.35	
80+00.00	85+60.17	HWY. 67 STAGE 1C & 3A WIDENING	560.17	58.25	326.30	33.38	2077.61	103.88	16.81	1046.27	880.00	460.36	16.57	1031.34	385.00	198.53	20.42	1270.96	220.00	139.81		139.81	
211+30.00	212+81.56	HWY. 67 NORTHBOUND	151.56	58.25	88.28	33.38	562.12	28.11	16.81	283.08	880.00	124.56	16.57	279.04	385.00	53.72	20.42	343.87	220.00	37.83		37.83	
21+28.94	23+67.27	HWY. 67 STAGE 1C N SHIFT B LT.	238.33	58.25	138.83	33.38	883.94	44.20	16.81	445.15	880.00	195.87	16.57	438.79	385.00	84.47	20.42	540.74	220.00	59.48		59.48	
24+49.92	25+60.80	HWY. 67 STAGE 1C N SHIFT B LT.	110.88	46.25	51.28	53.88	663.80	33.19	27.06	333.38	880.00	146.69	26.82	330.42	385.00	63.61	30.67	377.85	220.00	41.56		41.56	
212+40.87	246+14.35	HWY. 67	3373.48	46.25	1560.23	53.88	20195.90	1009.80	27.06	10142.93	880.00	4462.89	26.82	10052.97	385.00	1935.20	30.67	11496.07	220.00	1264.57		1264.57	
40+00.00	54+68.34	HWY. 67 STAGE 1C N SHIFT C LT.	1468.34	46.25	679.11	53.88	8790.46	439.52	27.06	4414.81	880.00	1942.52	26.82	4375.65	385.00	842.31	30.67	5003.78	220.00	550.42		550.42	
50+00.00	50+95.74	HWY. 5 RAMP 5 STAGE 1C	95.74	58.25	55.77	31.19	331.79	16.59	15.31	162.86	880.00	71.66	15.88	168.93	385.00	32.52	18.92	201.27	220.00	22.14		22.14	
53+59.04	54+86.25	HWY. 5 RAMP 5 STAGE 1C	127.21	58.25	74.10	31.19	440.85	22.04	15.31	216.40	880.00	95.22	15.88	224.45	385.00	43.21	18.92	267.42	220.00	29.42		29.42	
92+17.54	95+03.85	HWY. 89 RAMP 4 STAGE 1C	286.31	58.25	166.78	31.19	992.22	49.61	15.31	487.05	880.00	214.30	15.88	505.18	385.00	97.25	18.92	601.89	220.00	66.21		66.21	
101+26.68	103+45.98	HWY. 89 RAMP 4 STAGE 1C	219.30	58.25	127.74	31.19	760.00	38.00	15.31	373.05	880.00	164.14	15.88	386.94	385.00	74.49	18.92	461.02	220.00	50.71		50.71	
50+95.74	53+59.04	HWY. 5 RAMP 5 STAGE 1C	263.30	91.00	239.60	31.10	909.85	45.49	15.79	461.95	880.00	203.26	15.31	447.90	385.00	86.22	23.00	672.88	220.00	74.02		74.02	
95+03.85	101+26.68	HWY. 89 RAMP 4 STAGE 1C	622.83	91.00	566.78	31.10	2152.22	107.61	15.79	1092.72	880.00	480.80	15.31	1059.50	385.00	203.95	23.00	1591.68	220.00	175.08		175.08	
STAGE 2																							
210+14.43	211+30.00	HWY. 67 SOUTHBOUND	115.57	58.25	67.32	33.38	428.64	21.43	16.81	215.86	880.00	94.98	16.57	212.78	385.00	40.96	20.42	262.22	220.00	28.84		28.84	
211+30.00	225+10.00	HWY. 67 SOUTHBOUND	1380.00	58.25	803.85	33.38	5118.27	255.91	16.81	2577.53	880.00	1134.11	16.57	2540.73	385.00	489.09	20.42	3131.07	220.00	344.42		344.42	
202+50.00	205+70.00	HWY. 67 STAGE 2 MEDIAN TRANSITION	320.00	79.50	254.40	71.10	2528.00	126.40	35.79	1272.53	880.00	559.91	35.31	1255.47	385.00	241.68	43.00	1528.89	220.00	168.18		168.18	
110+18.60	113+69.93	HWY. 89 RAMP 3 STAGE 2	351.33	58.25	204.65	31.19	1217.55	60.88	15.31	597.65	880.00	262.97	15.88	619.90	385.00	119.33	18.92	738.57	220.00	81.24		81.24	
91+80.00	96+00.00	TEMPORARY RAMP CROSSOVER	420.00			21.16	987.47	49.37	10.58	493.73	880.00	217.24	10.58	493.73	385.00	95.04	10.58	493.73	220.00	54.31		54.31	
162+00.00	173+33.23	TEMPORARY RAMP CROSSOVER	1133.23			21.16	2664.35	133.22	10.58	1332.17	880.00	586.15	10.58	1332.17	385.00	256.44	10.58	1332.17	220.00	146.54		146.54	
164+00.00	168+60.00	TEMPORARY RAMP CROSSOVER	460.00			23.50	1201.11	60.06	11.75	600.56	880.00	264.25	11.75	600.56	385.00	115.61	11.75	600.56	220.00	66.06		66.06	
STAGE 3A																							
105+34.37	114+62.28	HWY. 67 NORTHBOUND	927.91	58.25	540.51	33.38	3441.52	172.08	16.81	1733.13	880.00	762.58	16.57	1708.39	385.00	328.87	20.42	2105.32	220.00	231.59		231.59	
50+00.00	62+24.22	HWY. 67 STAGE 3A END SHIFT RT.	1224.22	46.25	566.20	53.88	7329.00	366.45	27.06	3680.82	880.00	1619.56	26.82	3648.18	385.00	702.27	30.67	4171.87	220.00	458.91		458.91	
STAGE 3B																							
63+36.43	72+16.60	HWY. 67 STAGE 3B WIDENING LT.	880.17	58.25	512.70	33.38	3264.45	163.22	16.81	1643.96	880.00	723.34	16.57	1620.49	385.00	311.94	20.42	1997.01	220.00		219.67		219.67
31+90.62	43+06.69	HWY. 5 RAMP 2 STAGE 3B	1116.07	58.25	650.11	31.19	3867.80	193.39	15.31	1898.56	880.00	835.37	15.88	1969.24	385.00	379.08	18.92	2346.23	220.00		258.09		258.09
26+58.73	27+38.64	HWY. 89 RAMP 2 STAGE 3B	79.91	91.00	72.72	31.10	276.13	13.81	15.79	140.20	880.00	61.69	15.31	135.94	385.00	26.17	23.00	204.21	220.00		22.46		22.46
110+80.00	116+30.00	TEMPORARY RAMP CROSSOVER SECTION	550.00			23.50	1436.11	71.81	11.75	718.06	880.00	315.95	11.75	718.06	385.00	138.23	11.75	718.06	220.00		78.99		78.99
STAGE 4A																							
200+31.33	211+30.00	HWY. 67 NORTHBOUND	1098.67	58.25	639.98	33.38	4074.84	203.74	16.81	2052.07	880.00	902.91	16.57	2022.77	385.00	389.38	20.42	2492.76	220.00		274.20		274.20
110+21.65	111+06.27	HWY. 89 RAMP 2 STAGE 4A	84.62	58.25	49.29	11.72	110.19	5.51	5.98	56.23	880.00	24.74	5.74	53.97	385.00	10.39	9.58	90.07	220.00		9.91		9.91
111+06.27	113+41.41	HWY. 89 RAMP 2 STAGE 4A	235.14	91.00	213.98	31.10	812.54	40.63	15.79	412.54	880.00	181.52	15.31	400.00	385.00	77.00	23.00	600.91	220.00		66.10		66.10
STAGE 4B																							
211+30.00	214+95.42	HWY. 67 NORTHBOUND	365.42	58.25	212.86	33.38	1355.30	67.77	16.81	682.52	880.00	300.31	16.57	672.78	385.00	129.51	20.42	829.10	220.00	91.20		91.20	
80+00.00	81+57.70	HWY. 89 RAMP 2 STAGE 4B	157.70	91.00	143.51	31.10	544.94	27.25	15.79	276.68	880.00	121.74	15.31	268.27	385.00	51.64	23.00	403.01	220.00	44.33		44.33	
SUBTOTALS (BOX 1 OF 2):					**17868.59**		**155816.73**	**7790.83**		**78116.55**		**34371.31**		**77700.21**		**14957.31**		**91249.48**		**9108.05**	**929.42**	**9108.05**	**929.42**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

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WORKSPACE: AHTD
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REVISED DATE:



DIGITALLY SIGNED 08/04/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	255	541
		QUANTITIES				

BASE AND SURFACING - TEMPORARY PAVEMENT (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD.)			ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")					
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	PG 76-22	TOTAL PG 64-22	TOTAL PG 76-22
			FEET			FEET			FEET			TON	FEET			TON	FEET			TON	TON	TON	TON
ADDITIONAL FOR SUPERELEVATION																							
31+35.27	32+55.25	HWY. 5 RAMP 3 STAGE 1A	119.98	43.25	51.89																		
32+55.25	35+55.25	HWY. 5 RAMP 3 STAGE 1A	300.00	21.63	64.88																		
23+50.00	26+50.00	HWY. 5 RAMP 4 STAGE 1A	300.00	5.63	16.88																		
26+50.00	27+59.50	HWY. 5 RAMP 4 STAGE 1A	109.50	11.25	12.32																		
20+36.99	21+45.84	HWY. 89 RAMP 2 STAGE 1A	108.85	20.25	22.04																		
21+45.84	23+45.84	HWY. 89 RAMP 2 STAGE 1A	200.00	11.63	23.25																		
51+50.87	53+50.87	HWY. 5 RAMP 5 STAGE 1B	200.00	11.63	23.25																		
53+50.87	53+59.04	HWY. 5 RAMP 5 STAGE 1B	8.17	23.25	1.90																		
53+59.04	54+86.25	HWY. 5 RAMP 5 STAGE 1B	127.21	43.25	55.02																		
101+20.99	101+26.68	HWY. 89 RAMP 4 STAGE 1B	5.69	0.63	0.04																		
101+26.68	103+45.98	HWY. 89 RAMP 4 STAGE 1B	219.30	14.75	32.35																		
110+18.60	111+10.73	HWY. 89 RAMP 3 STAGE 2	92.13	20.25	18.66																		
111+10.73	113+60.73	HWY. 89 RAMP 3 STAGE 2	250.00	10.13	25.31																		
31+90.62	34+50.00	HWY. 5 RAMP 2 STAGE 3B	259.38	8.00	20.75																		
34+50.00	35+90.00	HWY. 5 RAMP 2 STAGE 3B	140.00	4.00	5.60																		
110+21.65	111+06.27	HWY. 89 RAMP 2 STAGE 4A	84.62	16.75	14.17																		
111+06.27	113+41.41	HWY. 89 RAMP 2 STAGE 4A	235.14	4.25	9.99																		
80+00.00	81+57.70	HWY. 89 RAMP 2 STAGE 4B	157.70	0.63	0.99																		
SUBTOTALS (BOX 1 OF 2):					**17868.59**		**155816.73**	**7790.83**		**78116.55**		**34371.31**		**77700.21**		**14957.31**		**91249.48**		**9108.05**	**929.42**	**9108.05**	**929.42**
SUBTOTALS (BOX 2 OF 2):					**399.29**																		
TOTALS:					**18267.88**		**155816.73**	**7790.83**		**78116.55**		**34371.31**		**77700.21**		**14957.31**		**91249.48**		**9108.05**	**929.42**	**9108.05**	**929.42**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

BASE AND SURFACING - GUARDRAIL WIDENING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET			TON
MAIN LANES									
50+00.00	53+11.15	HWY. 67 - LT. OF L.M.L.	311.15	VAR.	162.60	VAR.	180.06	220.00	19.81
64+43.31	69+54.31	HWY. 67 - RT. OF R.M.L.	511.00	VAR.	263.78	VAR.	292.11	220.00	32.13
66+49.53	71+60.53	HWY. 67 - LT. OF L.M.L.	511.00	VAR.	263.78	VAR.	292.11	220.00	32.13
80+29.00	84+90.00	HWY. 67 - LT. OF L.M.L.	461.00	VAR.	235.59	VAR.	260.90	220.00	28.70
93+60.85	96+50.00	HWY. 67 - RT. OF R.M.L.	289.15	VAR.	150.40	VAR.	166.55	220.00	18.32
140+96.75	144+07.90	HWY. 67 - RT. OF R.M.L.	311.15	VAR.	143.90	VAR.	159.36	220.00	17.53
142+46.75	144+07.90	HWY. 67 - LT. OF L.M.L.	161.15	VAR.	66.16	VAR.	73.27	220.00	8.06
147+76.10	149+37.25	HWY. 67 - RT. OF R.M.L.	161.15	VAR.	66.16	VAR.	73.27	220.00	8.06
147+76.10	150+46.25	HWY. 67 - LT. OF L.M.L.	270.15	VAR.	129.10	VAR.	142.97	220.00	15.73
167+09.00	171+20.00	HWY. 67 - RT. OF R.M.L.	411.00	VAR.	208.59	VAR.	231.00	220.00	25.41
192+59.00	196+70.00	HWY. 67 - RT. OF R.M.L.	411.00	VAR.	208.59	VAR.	231.00	220.00	25.41
211+66.73	216+70.08	HWY. 67 - RT. OF R.M.L.	503.35	VAR.	260.81	VAR.	288.82	220.00	31.77
213+40.77	218+52.88	HWY. 67 - LT. OF L.M.L.	512.11	VAR.	268.92	VAR.	297.81	220.00	32.76
235+96.03	238+32.16	HWY. 67 - LT. OF L.M.L.	236.13	VAR.	121.20	VAR.	134.22	220.00	14.76
272+95.53	278+86.44	HWY. 67 - LT. OF R.M.L. - I.T.S.	590.91	VAR.	401.93	VAR.	445.11	220.00	48.96
275+37.02	281+42.08	HWY. 67 - RT. OF L.M.L. - I.T.S.	605.06	VAR.	401.93	VAR.	445.11	220.00	48.96
TOTALS:					**3353.44**		**3713.67**		**408.50**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	256	541
		07548		QUANTITIES		66443

SCHEDULE OF BRIDGE QUANTITIES - JOB. NO. 061642

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	SP, SS & 802	SP, SS, & 802	SP & 803	SS & 804	SS & 804	SS & 805	SS & 805	SS & 805	SS & 805	SP, SS & 807	SS & 807	SS & 808	SS & 809	812	SS & 816	SS & 816
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. _)	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)	STEEL PILING (HP 12x53) (1)	STEEL PILING (HP 14x89) (1)	PILE ENCASEMENT	PREBORING (2)	STRUCTURAL STEEL IN BEAM SPANS (A709, GR. 50W)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP
			UNIT	LUMP SUM	CU. YD.	CU. YD.	SQ. YD.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LB.	TON	CU. IN.	LIN. FT.	EACH	SQ. YD.	CU. YD.
07548	HIGHWAY 67 OVER TWO PRAIRIE CREEK	BENT NO. 1			105.42		23.3	11,526	821	645				2,463		7,650.0	121		466	257
		BENT NO. 2			44.44			6,192			645	107				9,570.0				
		BENT NO. 3			44.44			6,192			645	112				6,435.0				
		BENT NO. 4			44.44			6,192			615	112	480			6,435.0				
		BENT NO. 5			44.44			6,192			615	108	480			9,570.0				
		BENT NO. 6			105.42		23.3	11,526	821	525				2,463		7,650.0	121		489	268
		350'-0" CONTINUOUS W-BEAM UNIT				1,222.40	5,146.4		381,328					1,079,764	79.5			1		
		SITE NO. 1A (EXISTING BRIDGE NO. A5084)		1																
		SITE NO. 1B (EXISTING BRIDGE NO. B5084)		1																
TOTALS FOR JOB NO. 061642					388.60	1,222.40	5,193.0	47,820	382,970	1,170	2,520	439	960	1,084,690	79.5	47,310.0	242	1	955	525

(1) All steel piling shall be Grade 50 and are required to have approved driving points which will not be paid for directly, but will be considered subsidiary to the items "STEEL PILING (HP 12x53)" and "STEEL PILING (HP 14x89)".

(2) Quantity of Preboring shown is for estimating and bidding purposes only. Actual quantity will be determined in the field.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

Digitally Signed 08/04/2023
BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
HWY. 5 - HWY. 89 (WIDENING) (CABOT) (F)
LONOKE COUNTY
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: APR. 2021 FILENAME: b061642_q1.dgn
CHECKED BY: WMM DATE: APR. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: APR. 2021
BRIDGE NO. 07548 DRAWING NO. 66443

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WORKSPACE\ARDOT Bridge (2019)
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REVISED DATE:



DIGITALLY SIGNED 10/23/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	257	541
10-12-23		SUMMARY OF QUANTITIES				
10-23-23						

SUMMARY OF QUANTITIES (BOX 1 OF 3)

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	87	STATION
201	GRUBBING	87	STATION
202	REMOVAL AND DISPOSAL OF FENCE	2124	LIN. FT.
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	106244	SQ. YD.
202	REMOVAL AND DISPOSAL OF DROP INLETS	8	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	7	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS	2	EACH
202	REMOVAL AND DISPOSAL OF HEADWALLS	17	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	8860	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	19935	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	2262	LIN. FT.
202	REMOVAL AND DISPOSAL OF BUILDINGS	3	EACH
SS & 206	FLOWABLE SELECT MATERIAL	733	CU. YD.
SP, SS, & 210	UNCLASSIFIED EXCAVATION	316001	CU. YD.
SP	SELECT GRANULAR BACKFILL	3170	CU. YD.
SP & 210	COMPACTED EMBANKMENT	201569	CU. YD.
SP & 210	SOIL STABILIZATION	9000	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	363	STATION
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	43671	TON
SP, SS, & 308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	87267	TON
SS & 308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	5570	TON
SS & 308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	265249	SQ. YD.
SS & 401	TACK COAT	22431	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	32859	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")	1512	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	14329	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	628	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")	13845	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	10145	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8")	744	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	485	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	60	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	2222	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	500	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	250	TON
SP, SS, & 501	PORTLAND CEMENT CONCRETE PAVEMENT (12" UNIFORM THICKNESS)	249699	SQ. YD.
SP, SS, & 504	APPROACH SLABS	413.08	CU. YD.
SP, SS, & 504	APPROACH GUTTERS	69.68	CU. YD.
SS & 507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	1000	SQ. YD.
SP, SS, & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (9" UNIFORM THICKNESS)	1000	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SP & 603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	184	LIN. FT.
603	24" TEMPORARY CULVERT	168	LIN. FT.
603	30" TEMPORARY CULVERT	78	LIN. FT.
603	36" TEMPORARY CULVERT	148	LIN. FT.
603	42" X 29" TEMPORARY CULVERT	375	LIN. FT.
SS & 604	SIGNS	3920	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	5	EACH
SS & 604	TRAFFIC DRUMS	1087	EACH
SP	PRECAST CONCRETE BARRIER LEFT IN PLACE	1433	LIN. FT.
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	67478	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	245179	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	113270	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	297269	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	232212	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	30982	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	2920	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	624	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	LUMP SUM
SP	PORTABLE CONSTRUCTION LIGHTING	3470	DAY
SP	WRECKER SERVICE	1.00	LUMP SUM
SP	AWIS MOBILIZATION	1.00	LUMP SUM
SP	AWIS OPERATION	36	MONTH
SP	DEVICE RELOCATION	100	EACH
SP	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	3	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	9	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	31	EACH
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	2	EACH
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE 3)	2116	SQ. YD.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	2261	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	745	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	21	LIN. FT.
SP, SS, & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	180	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	8	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	31	LIN. FT.

SUMMARY OF QUANTITIES (BOX 2 OF 3)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	342	LIN. FT.
SS & 606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4	EACH
SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2	EACH
SS & 606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	11	EACH
SP	CULVERT CLEAN OUT	1	EACH
SS & 606	SELECTED PIPE BEDDING	230	CU. YD.
SS & 609	DROP INLETS (TYPE E)	40	EACH
SS & 609	DROP INLETS (TYPE RM)	1	EACH
SS & 609	DROP INLETS (TYPE ST)	15	EACH
SS & 609	JUNCTION BOXES (TYPE E)	1	EACH
SS & 609	JUNCTION BOXES (TYPE ST)	2	EACH
SS & 611	4" PIPE UNDERDRAINS	1000	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	10	EACH
SS & 617	GUARDRAIL (TYPE A)	3825	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	9	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	14	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	9	EACH
SP	WIRE ROPE SAFETY FENCE	1189	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
SS & 619	WIRE FENCE (TYPE D)	1456	LIN. FT.
620	LIME	124	TON
620	SEEDING	62.22	ACRE
SS & 620	MULCH COVER	124.44	ACRE
620	WATER	7642.1	M. GAL.
621	TEMPORARY SEEDING	62.22	ACRE
621	SILT FENCE	31203	LIN. FT.
621	SAND BAG DITCH CHECKS	3982	BAG
621	SEDIMENT BASIN	200	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	200	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	1355	CU. YD.
621	ROCK DITCH CHECKS	354	CU. YD.
SS & 621	FILTER SOCK (18")	1651	LIN. FT.
623	SECOND SEEDING APPLICATION	62.22	ACRE
624	SOLID SODDING	2124	SQ. YD.
626	EROSION CONTROL MATTING (CLASS 3)	8225	SQ. YD.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-1)	800	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE E)	866	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-8)	1397	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE A; MASH TL-4)	14515	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE B; MASH TL-4)	369	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE C; MASH TL-4)	1878	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (MEDIAN TYPE C-1; MASH TL-4)	100	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)	793	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE E-2; MASH TL-4)	48	LIN. FT.
SP, SS, & 631	CONCRETE BARRIER WALL (SIDE TYPE E-3; MASH TL-4)	48	LIN. FT.
* SP	NOISE BARRIER WALL (ALTERNATE NO. 1)	17261	SQ. FT.
* SP	NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS (ALTERNATE NO. 2)	17261	SQ. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 640	MODIFYING DROP INLETS	17	EACH
SS & 640	MODIFYING JUNCTION BOXES	2	EACH
642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS	56793	LIN. FT.
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	4	EACH
SP	CELLULAR MODEM	4	EACH
SP	PTZ CAMERA SYSTEM	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.)	736	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/0 A.W.G., #8 E.G.C.)	391	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/3 A.W.G., #8 E.G.C.)	572	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	208	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	56	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	619	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1285	LIN. FT.
710	NON-METALLIC CONDUIT (3")	169	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	9	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	8	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	4	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	61625	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	7918	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	45649	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	3395	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-07)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-08)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-09)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-43-10)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-11)	1	EACH
SP	STEEL CANTILIVER SIGN STRUCTURE (OC-067-43-12)	1	EACH
SP	STEEL TEE MOUNT SIGN STRUCTURE (TM-067-60-48)	1	EACH
SP	STEEL TEE MOUNT SIGN STRUCTURE (TM-067-43-14)	1	EACH
SP	MODIFICATION OF EXISTING SIGN SUPPORT	1	EACH

* DENOTES ALTERNATE BID ITEMS.

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DIGITALLY SIGNED 10/23/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	258	541
10-12-23		SUMMARY OF QUANTITIES AND REVISIONS				
10-23-23						

SUMMARY OF QUANTITIES (BOX 3 OF 3)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	1682	SQ. FT.
SS & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	1728	SQ. FT.
SS & 726	STANDARD SIGN	651	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE A)	140	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE B)	71	SQ. FT.
SS & 728	DELINEATOR (TYPE 2)	64	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	7637	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	3	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	2	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	17	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	4	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	7	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	35	EACH
SP, SS, & 731	TEMPORARY IMPACT ATTENUATION BARRIER LEFT IN PLACE	1	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	30	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	29	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	66.30	CU. YD.
SP	TEMPORARY RETAINING WALL	3020	SQ. FT.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	60934	POUND
SP	ANIMAL PASSAGE SHELVES	1064	LIN. FT.
SP	OVERHEAD DMS ASSEMBLY	6	EACH
SP	RADAR DETECTION SYSTEM	3	EACH
	STRUCTURES OVER 20' SPAN		
205	REMOVAL OF BRIDGE STRUCTURE (SITE NO. 1A)	1.00	LUMP SUM
205	REMOVAL OF BRIDGE STRUCTURE (SITE NO. 1B)	1.00	LUMP SUM
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	581	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	1381.29	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-BRIDGE	388.60	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE	1222.40	CU. YD.
SP & 803	CLASS 2 PROTECTIVE SURFACE TREATMENT	5193.0	SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	214076	POUND
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	47820	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	382970	POUND
SS & 805	STEEL PILING (HP 12X53)	1170	LIN. FT.
SS & 805	STEEL PILING (HP 14X89)	2520	LIN. FT.
SS & 805	PREBORING	960	LIN. FT.
SS & 805	PILE ENCASEMENT	439	LIN. FT.
SP, SS, & 807	STRUCTURAL STEEL (N BEAM SPANS (A709, GR. 50W)	1084690	POUND
SS & 807	PAINTING STRUCTURAL STEEL	79.5	TON
SS & 808	ELASTOMERIC BEARINGS	47310.0	CU. IN.
SS & 809	SILICONE JOINT SEALANT	242	LIN. FT.
812	BRIDGE NAME PLATE (TYPE D)	1	EACH
SS & 816	FILTER BLANKET	955	SQ. YD.
SS & 816	DUMPED RIPRAP	525	CU. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER
09-21-23	ADDED ROADWAY STANDARD DRAWING GR-13; REMOVED SS FHWA-1273 SUPPLEMENT - TRAINING PROGRAM; ADDED SS 409-2 ASPHALT LABORATORY FACILITY; REMOVED SPECIAL PROVISIONS DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES AND GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION; ADDED SPECIAL PROVISIONS CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS, DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES, AND SEQUENCE OF CONSTRUCTION - ALTERNATIVE TECHNICAL PROPOSALS; ADDED SHEET NO. 374A; REVISED QUANTITIES ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.); ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/0 A.W.G., #8 E.G.C.); ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/3 A.W.G., #8 E.G.C.); NON-METALLIC CONDUIT (1.5"); NON-METALLIC CONDUIT (2"); NON-METALLIC CONDUIT (3"); CONCRETE PULL BOX (TYPE 3 HD); REVISED ITS PLAN, ELEVATION, DETAIL, AND QUANTITY SHEETS TO INCLUDE ADDITIONAL TYPE 3 PULL BOXES AT ALL DMS LOCATIONS.	2, 3, 257-258, 362, 363-370, 374A, 375-376
10-09-23	REMOVED SOUND REFLECTING NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS SPECIAL PROVISION AND ADDED SOUND REFLECTING NOISE BARRIER WALL SPECIAL PROVISION; ADDED SPEED LIMIT AND SPEED REDUCTION SIGNS TO ADVANCE WARNING SIGNAGE; ADDED ALTERNATE PAY ITEMS FOR SOUND BARRIER WALL.	3, 122, 246, 251, 257-258
10-23-23	ADDED SS 617-2 GUARDRAIL DELINEATORS; ADDED SPECIAL PROVISION LONGITUDINGAL TINING; REVISED PROSECUTION AND PROGRESS SPECIAL PROVISION; REVISED SPECIAL PROVISION SOUND REFLECTING NOISE BARRIERS; REVISED ITS NOTES, PLAN, ELEVATION, DETAILS, AND QUANTITY SHEETS; REVISED TRENCHING AND SHOULDER PREPARATION QUANTITY.	3, 247, 257-258, 360, 362-371, 374A, 375-376

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REVISED DATE:

SURVEY CONTROL COORDINATES
Project Name: CA0605
Date: 3/12/2014
Coordinate System: Arkansas State Plane Coordinates
Based on AHTD GPS PTS : *600026-600026A, 430016-430016A, & 430017-430017A*
Projected to Ground Coordinates
Units: U.S. Survey Foot

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	259	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

COORDINATES LISTED BELOW ARE GROUND (Localized) COORDINATES !!!!

Point No.	Northing	SY	Easting	SX	Elevation	SZ	Feature Code	Point Description
1	202741.4490	0.0040	1281339.3074	0.0030	293.84	0.004	CTL	PD:AHTD STD. MON. STAMPED PN:1
2	203262.1793	0.0030	1282059.1334	0.0020	284.79	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:2
3	203702.9238	0.0030	1282699.3243	0.0020	277.27	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:3
4	204140.8012	0.0020	1283335.7183	0.0010	269.24	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:4
5	204584.8545	0.0040	1283981.3778	0.0030	263.53	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:5
6	205089.8522	0.0020	1284612.0876	0.0020	260.46	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:6
7	205685.9974	0.0020	1285106.2351	0.0020	261.25	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:7
8	206357.7099	0.0030	1285518.7823	0.0030	266.72	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:8
9	207013.2391	0.0030	1285916.8918	0.0030	262.10	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:9
10	207674.5594	0.0040	1286320.2712	0.0040	256.94	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:10
11	208348.2227	0.0030	1286720.5344	0.0030	256.70	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:11
12	209030.3401	0.0040	1287028.5395	0.0040	258.11	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:12
13	209658.7835	0.0040	1287236.7902	0.0030	257.13	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:13
14	210409.8340	0.0040	1287378.1252	0.0040	256.61	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:14
15	211179.8333	0.0040	1287466.3202	0.0030	258.98	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:15
16	211930.7009	0.0040	1287552.0605	0.0030	265.17	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:16
17	212703.5243	0.0040	1287640.2299	0.0030	285.25	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:17
18	213471.6820	0.0040	1287727.7867	0.0030	303.13	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:18
19	214216.4218	0.0060	1287812.7307	0.0050	302.31	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:19
20	214995.8996	0.0060	1287901.7287	0.0050	282.74	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:20
21	215792.1528	0.0060	1287992.4410	0.0050	281.86	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:21
22	216556.8397	0.0040	1288079.8361	0.0040	283.15	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:22
23	217327.3196	0.0030	1288176.2957	0.0030	274.91	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:23
24	218089.5190	0.0030	1288359.3229	0.0030	270.83	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:24
25	218798.5964	0.0030	1288635.0422	0.0030	271.36	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:25
26	219496.7248	0.0030	1288982.0008	0.0030	273.96	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:26
27	220179.5431	0.0030	1289324.9743	0.0030	271.46	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:27
28	220794.9602	0.0030	1289776.4862	0.0030	271.38	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:28
29	221330.4950	0.0040	1290337.0938	0.0030	270.45	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:29
30	221867.2311	0.0040	1290906.7155	0.0030	285.51	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:30
31	222406.9490	0.0050	1291476.0697	0.0040	299.04	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:31
32	222932.7125	0.0060	1292030.8153	0.0050	291.27	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:32
33	223460.6354	0.0081	1292588.1857	0.0083	281.58	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:33
34	224034.3424	0.0069	1293187.2559	0.0074	277.88	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:34
35	224610.4742	0.0080	1293804.3818	0.0065	274.86	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:35
36	225135.3663	0.0083	1294356.1876	0.0066	273.18	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:36
37	225714.2094	0.0090	1294909.8608	0.0070	273.31	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:37
38	226303.6781	0.0080	1295400.6988	0.0064	278.87	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:38
39	226885.7055	0.0079	1295844.3425	0.0063	297.96	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:39
40	227431.6134	0.0083	1296259.6028	0.0065	300.10	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:40
41	228030.4828	0.0080	1296715.3071	0.0068	283.00	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:41
42	228666.4661	0.0089	1297199.3243	0.0073	271.70	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:42
43	229231.7181	0.0082	1297629.1911	0.0066	271.55	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:43
44	230544.8006	0.0083	1298627.2223	0.0066	271.72	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:44
45	231244.3175	0.0074	1299158.6481	0.0057	275.04	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:45
46	232449.2182	0.0075	1300074.9617	0.0058	280.87	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:46
47	233075.7768	0.0081	1300551.4755	0.0063	282.32	0.007	CTL	PD:AHTD STD. MON. STAMPED PN:47
48	233701.1037	0.0080	1301026.8799	0.0064	283.97	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:48
49	234305.9388	0.0088	1301486.6676	0.0071	285.39	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:49
50	234901.5846	0.0050	1301939.6613	0.0040	287.07	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:50
51	235500.7630	0.0050	1302410.2344	0.0040	304.87	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:51
52	235958.6106	0.0050	1302972.7646	0.0030	326.68	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:52
53	236236.2210	0.0040	1303622.9176	0.0040	336.47	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:53
54	236427.4577	0.0040	1304330.2182	0.0040	327.25	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:54
55	236618.7119	0.0040	1305041.7217	0.0040	315.99	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:55
56	236853.5456	0.0040	1305667.5160	0.0040	319.17	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:56
57	237181.5860	0.0040	1306314.6994	0.0040	306.79	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:57
58	237633.4264	0.0040	1306900.3634	0.0030	302.60	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:58
59	238101.8154	0.0030	1307436.7397	0.0030	308.35	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:59
60	238562.8126	0.0030	1307963.8324	0.0030	299.84	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:60
61	239092.8868	0.0030	1308569.8645	0.0030	288.53	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:61
62	239611.2947	0.0040	1309162.4780	0.0030	287.46	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:62
63	240108.9064	0.0040	1309730.5424	0.0030	285.82	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:63
64	240629.4337	0.0040	1310326.4619	0.0001	280.97	0.000	CTL	PD:AHTD STD. MON. STAMPED PN:64
65	241147.1826	0.0040	1310919.3355	0.0030	268.62	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:65
66	241592.2499	0.0040	1311459.3939	0.0030	254.91	0.000	CTL	PD:AHTD STD. MON. STAMPED PN:66
67	242349.6505	0.0040	1312294.1296	0.0030	254.37	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:67
68	242818.3164	0.0050	1312834.2493	0.0040	257.72	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:68
69	243305.9329	0.0040	1313462.9990	0.0030	264.26	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:69
70	244213.2665	0.0040	1314751.9469	0.0030	258.62	0.004	CTL	PD:AHTD STD. MON. STAMPED PN:70
71	244628.0178	0.0050	1315341.4027	0.0040	247.15	0.004	CTL	PD:AHTD STD. MON. STAMPED PN:71
72	245056.0965	0.0050	1315949.8919	0.0040	245.13	0.004	CTL	PD:AHTD STD. MON. STAMPED PN:72
73	234942.0600	0.0096	1301938.1100	0.0104	286.01	0.003	CTL	PD:AHTD STD. MON. STAMPED PN:73
74	235469.3073	0.0084	1302366.5741	0.0093	301.61	0.005	CTL	PD:AHTD STD. MON. STAMPED PN:74
75	235929.7775	0.0090	1302898.5796	0.0104	322.49	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:75
76	236225.1828	0.0085	1303566.4640	0.0101	335.54	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:76
77	236423.3328	0.0090	1304287.7168	0.0109	327.30	0.006	CTL	PD:AHTD STD. MON. STAMPED PN:77
78	236601.0834	0.0090	1304941.2868	0.0108	315.60	0.004	CTL	PD:AHTD STD. MON. STAMPED PN:78
100	200731.1045	0.0001	1280183.1433	0.0001	272.48	0.004	GPS	PD:AHTD GPS #600026A
101	202244.0308	0.0001	1280894.2338	0.0001	299.94	0.004	GPS	PD:AHTD GPS #600069
102	211834.9996	0.0001	1287625.6936	0.0001	261.48	0.006	GPS	PD:AHTD GPS #600070A
103	213198.2556	0.0001	1287777.9360	0.0001	295.80	0.006	GPS	PD:AHTD GPS #600070
104	222976.3786	0.0001	1291848.5965	0.0001	302.68	0.007	GPS	PD:AHTD GPS #430001A
105	223916.7988	0.0001	1293240.6094	0.0001	297.29	0.000	GPS	PD:AHTD GPS #430001
106	229897.5879	0.0001	1298110.3399	0.0001	271.50	0.000	GPS	PD:AHTD GPS #430014
107	231758.1622	0.0001	1299694.0216	0.0001	278.38	0.007	GPS	PD:AHTD GPS #430014A
108	236139.9677	0.0001	1313487.4107	0.0001	0.00	0.000	GPS	PD:AHTD GPS #430017
109	236052.3618	0.0001	1315674.0151	0.0001	0.00	0.000	GPS	PD:AHTD GPS #430017A
110	241881.7614	0.0001	1311789.6137	0.0001	249.20	0.005	GPS	PD:AHTD GPS #430016A
111	243751.5287	0.0001	1314130.8001	0.0001	269.12	0.004	GPS	PD:AHTD GPS #430016
900	199296.2451	30.0000	1285521.8711	30.0000	256.99	0.001	TBM	PD:CHSLD SQ SE CON HW
901	199601.9369	30.0000	1283022.6574	30.0000	270.79	0.003	TBM	PD:CHSLD SQ W EDGE SIDEWALK
902	200311.9040	30.0000	1280857.1889	30.0000	269.45	0.003	TBM	PD:CHLSD SQ NW COR CA
903	204151.1777	30.0000	1283526.9968	30.0000	267.01	0.005	TBM	PD:CHSD SQ IN CONC MH PAD
904	205363.0911	30.0000	1284944.2818	30.0000	257.12	0.005	TBM	PD:CHSD SQ SW CRNR CONC HW
905	209102.1206	30.0000	1287029.9903	30.0000	259.59	0.005	TBM	PD:CHSD SQ NW CRNR BR
906	211629.2537	30.0000	1287615.1347	30.0000	260.45	0.006	TBM	PD:CHSD SQ SW CRNR 4'X4' CONC MH PAD
907	214055.5665	30.0000	1287866.9939	30.0000	303.50	0.006	TBM	PD:CHSD SQ NW CRNR CONC MH PAD
908	215369.7952	30.0000	1288034.6280	30.0000	274.88	0.006	TBM	PD:CHSD SQ NW CRNR HW
909	217088.4430	30.0000	1288202.5782	30.0000	271.47	0.006	TBM	PD:CHSD SQ SW CRNR HW
910	218432.9171	30.0000	1288478.4467	30.0000	268.15	0.006	TBM	PD:CHSD SQ NE CRNR HW
911	221434.1432	30.0000	1290537.2658	30.0000	271.28	0.007	TBM	PD:CHSD SQ CNTR OF HW 911=901 JOB#061229
912	222747.5539	30.0000	1291870.2538	30.0000	295.20	0.007	TBM	PD:CHSD SQ IN CONC SN BASE 912=902 JOB#061229
913	224061.1326	30.0000	1293036.6276	30.0000	301.10	0.007	TBM	PD:CHSD SQR IN NW BR CNR
914	225980.7900	30.0000	1295202.1731	30.0000	270.68	0.007	TBM	PD:CHSD SQ IN NW CNR OF HW
915	228204.1352	30.0000	1296951.4133	30.0000	271.17	0.007	TBM	PD:CHSD SQ IN CNTR OF HW
916	224566.1770	30.0000	1293786.1711	30.0000	272.67	0.007	TBM	PD:CHSD SQ IN CNTR OF HW
917	229922.3340	30.0000	1298117.5411	30.0000	272.90	0.007	TBM	PD:CHSD SQ IN NW CNR OF BR ON ROCKWOOD DR.
918	232044.7460	30.0000	1299866.2853	30.0000	277.73	0.007	TBM	PD:CHSD SQ CNTR OF HW
919	233156.5931	30.0000	1300615.7508	30.0000	279.27	0.006	TBM	PD:CHSD SQ IN CNTR OF HW
920	233965.1754	30.0000	1301281.8273	30.0000	280.82	0.006	TBM	PD:CHSD SQ IN CNTR OF HW
921	234874.8479	30.0000	1302031.1198	30.0000	283.87	0.006	TBM	PD:CHSD SQ IN CNTR OF HW
922	235279.1530	30.0000	1302364.1230	30.0000	322.19	0.007	TBM	PD:CHSD SQ IN SE CNR OF BR ON HWY 89 OVERPASS
923	236491.6944	30.0000	1304777.6887	30.0000	312.89	0.006	TBM	PD:CHSD SQ IN CNTR OF HW
924	237401.1930	30.0000	1306774.9530	30.0000	297.46	0.006	TBM	PD:CHSD SQ IN CNTR OF HW
925	238513.1381	30.0000	1308023.2619	30.0000	295.71	0.006	TBM	PD:CHSD SQ IN DROP INLET
926	239422.9337	30.0000	1309188.2497	30.0000	283.68	0.005	TBM	PD:CHSD SQ IN CNTR OF HW
927	240332.7882	30.0000	1310186.7644	30.0000	278.81	0.005	TBM	PD:CHSD SQ IN CNTR OF HW
928	241545.9816	30.0000	1311434.8222	30.0000	255.71	0.005	TBM	PD:CHSD SQ IN NW BR CNR
929	242759.2320	30.0000	1312932.3622	30.0000	253.61	0.005	TBM	PD:CHSD SQ IN CNTR OF HW
930	244073.6887	30.0000	1314762.5345	30.0000	257.19	0.004	TBM	PD:CHSD SQ IN CENTER OF HW
931	244882.6460	30.0000	1315927.1073	30.0000	264.64	0.003	TBM	PD:CHSD SQ IN SW COR OF OVERPASS BR HWY 305
932	242456.2542	30.0000	1316842.5509	30.0000	243.41	0.003	TBM	PD:CHSD SQ IN SE COR OF BR ON HWY 305
933	242456.2524	30.0000	1316842.5519	30.0000	288.08	0.002	TBM	PD:CHSD SQ CTR OF CA

*Standard Primary Control Monument - Rebar and Cap - Standard - 5/8"x 24" Rebar with 2"Aluminum Cap stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. AHTD monuments will be stamped "Arkansas Hwy & Trans Dept" with "PN: ###" & "Job ######". Monuments that are set by Consultants will be stamped "Arkansas Hwy & Trans Dept" with "PN:###", "Job######", & "PS####". The consultant Professional Surveyor in charge will stamp his/her PS license number on the cap.

**Standard GPS Control Point Monument - 5/8" x 48" Rebar with 2.5"Aluminum Cap stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. These monuments will be stamped "Ark. State Hwy Trans. Dept.", "GPS Survey", & "Point No. ######".

SX, SY, SZ – Represents the standard error estimate of the coordinate values of each point at the 67% confidence level (one sigma) based on the least squares analysis of the control network. See the AASHTO SDMS Technical Data Guide data tag definition for SX:, SY:, and SZ: for additional information. These values shall be used when control points are added and the entire network is reprocessed using least square analysis. A value of 0.001 is defined as fixed (no adjustment) in the least square analysis process. A value of 30 is defined as location by handheld GPS device or scaled from USGS Quadmap.

Reference Control points (1500 series) shall be used to re-establish horizontal datum if the primary control has been destroyed. These reference control points shall not be used for vertical control unless the elevation has been established from the project datum with 3-wire level techiniques.

All additional project control shall be occupied, measured, and adjusted with direct survey ties to at least two of the control points listed in the table above. New survey control shall not be independent of the survey control listed above. This includes horizontal coordinates and elevations.

Positional Accuracy:
Horizontal - GPS (1.0 cm± 1PPM) *PN: 90-111*
Horizontal - Primary (2.0cm± 20PPM): *PN:1-90*
Horizontal - Secondary (3 cm ± 50PPM): *PN:N/A*
Vertical - NGS 1st Order (±4mm x Vdist in km) *PN:RV 152 & RV 135*
Vertical - NGS 2nd Order (±6mm x Vdist in km) *PN:N/A*
Vertical - NGS 3rd Order (±8mm x Vdist in km) *PN:900-933*

Horizontal Datum: NAD 1983 (1997) State Plane Zone: 0301 - North Zone
The adjustment year is based on metadata in the SDMS Control file
A project CAF of: 0.999987300 has been used to compute the above coordinates.
The project CAF shall have a minimum precision of 9 digits right of the decimal.
This CAF is intended for use within the project limits only.
Grid Distance = Ground Distance X CAF
If Coordinates are listed as Ground:
To compute Grid Coordinates, multiply the Ground Coordinates by CAF about the origin of X=0 & Y=0
If Coordinates are listed as Grid:
To compute Ground Coordinates, divide the Grid Coordinates by CAF about the origin of X=0 & Y=0

Vertical Datum: NAVD 1988 based NGS BM:
A project Elevation Factor of: 0.9999867939 has been computed and incorporated in the above CAF.
This is based on the average elevation of the project: 276.09 Feet
3-Wire Leveling techniques have been used to establish elevations on
Points: 1-90, 91-111 From NGS BM: RV 152 & RV 135

Basis of Bearing: Grid Bearings based on AHTD GPS points: *(List AHTD GPS points used)*
Convergence Angle is: 00 02 01.9 LEFT at PN: 37
LT: 34-57-12.4 N LG: 092-03-29.5 W
Grid Azimuth = Astronomical Azimuth - Convergence Angle

SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:31:17 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	260	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

ALIGNMENT NAME: HWY. 67

POINT	STATION	TYPE	NORTHING	EASTING
8000	23+07.74	POB	220890.3792	1289864.4128
8001	82+61.00	PC	224985.5891	1294185.3563
8002	102+04.60	PT	226366.6380	1295424.2016
8003	214+75.76	PC	235338.5199	1302246.5466
8004	231+53.32	PT	236256.8081	1303614.2592
8005	248+68.13	PC	236700.7780	1305270.5954
8006	266+12.02	PT	237514.6348	1306795.8256
8007	282+00.00	POE	238559.8573	1307991.3151

ALIGNMENT NAME: HWY. 5

POINT	STATION	TYPE	NORTHING	EASTING
8100	12+00.00	POB	224503.6919	1292519.7870
8101	27+00.00	POE	223523.9244	1293655.5932

ALIGNMENT NAME: HWY. 89

POINT	STATION	TYPE	NORTHING	EASTING
8300	2003+00.00	POB	235700.9853	1301331.9151
8301	2021+11.63	POE	235079.5724	1303033.6346

ALIGNMENT NAME: HWY. 5 RAMP 1

POINT	STATION	TYPE	NORTHING	EASTING
8500	50+42.02	PC	222741.1553	1291877.5353
8501	52+32.30	PT	222864.9558	1292021.9276
8502	55+24.50	PC	223043.8655	1292252.9487
8503	61+56.60	PT	223277.1873	1292831.8176
8504	64+66.10	PC	223310.3449	1293139.5393
8505	68+36.00	PT	223438.4373	1293482.4421
8506	70+19.59	POE	223543.2629	1293633.1728

ALIGNMENT NAME: HWY. 5 RAMP 2

POINT	STATION	TYPE	NORTHING	EASTING
8600	66+73.89	POB	223545.5948	1293630.4714
8601	68+66.39	PC	223691.3097	1293756.2540
8602	70+86.98	PT	223895.2879	1293824.3689
8603	71+90.69	PC	223998.7644	1293817.3701
8604	79+14.41	PCC	224688.6895	1293992.2469
8605	80+46.81	PCC	224794.3834	1294071.7489
8606	82+11.88	PT	224912.9702	1294186.5082

ALIGNMENT NAME: HWY. 5 RAMP 3

POINT	STATION	TYPE	NORTHING	EASTING
8700	69+37.27	POB	225108.8983	1293222.1630
8701	72+50.62	PC	224812.8501	1293324.8719
8702	76+34.30	PCC	224668.5460	1293636.8072
8703	78+42.20	PCC	224764.2023	1293820.9348
8704	80+34.18	PT	224877.2525	1293976.0269
8705	82+17.43	PC	224991.3017	1294119.4635
8706	84+07.71	PT	225116.9407	1294262.2589

ALIGNMENT NAME: HWY. 5 RAMP 4

POINT	STATION	TYPE	NORTHING	EASTING
8800	53+83.24	PC	223044.8250	1292059.8410
8801	57+57.36	PCC	223344.9201	1292279.8645
8802	62+02.82	PT	223772.8516	1292393.1147
8803	64+15.12	PC	223984.7118	1292406.7656
8804	67+30.47	PT	224287.8227	1292486.4203
8805	69+22.28	POE	224460.5648	1292569.7825

ALIGNMENT NAME: HWY. 5 RAMP 5

POINT	STATION	TYPE	NORTHING	EASTING
8810	70+16.88	PC	224090.9386	1293319.1651
8811	72+60.09	PCC	224163.3447	1293542.9770
8812	76+79.94	PCC	223871.4869	1293791.4114
8813	78+50.46	PT	223715.5793	1293730.9676
8814	80+44.81	POE	223568.4658	1293603.9776

ALIGNMENT NAME: HWY. 89 RAMP 1

POINT	STATION	TYPE	NORTHING	EASTING
9000	195+77.35	PC	233802.2555	1301130.4850
9001	197+67.63	PT	233947.7339	1301253.0073
9002	200+34.08	PC	234142.7348	1301434.5837
9003	201+84.66	PCC	234248.4239	1301541.7786
9004	207+31.77	PT	234482.7449	1302027.9165
9005	210+97.68	POE	234542.0082	1302388.9927

ALIGNMENT NAME: HWY. 89 RAMP 2

POINT	STATION	TYPE	NORTHING	EASTING
9100	198+72.35	POB	235142.3953	1302861.5962
9101	202+03.06	PC	234837.2270	1302734.1501
9102	208+12.31	PT	234724.5783	1302226.0713
9103	208+23.02	PC	234731.7935	1302218.1506
9104	212+88.33	PT	235153.9173	1302179.6642
9105	213+49.83	POE	235202.8665	1302216.8860

ALIGNMENT NAME: HWY. 89 RAMP 2 (FUTURE)

POINT	STATION	TYPE	NORTHING	EASTING
8960	216+70.05	POB	235269.4369	1302513.6972
8961	221+56.58	PC	235658.7188	1302805.5395
8962	227+03.06	PT	236002.9162	1303223.4158
8963	229+78.52	PC	236122.8667	1303471.3904
8964	233+38.82	PT	236248.3272	1303808.5717

ALIGNMENT NAME: HWY. 89 RAMP 3

POINT	STATION	TYPE	NORTHING	EASTING
9200	198+14.95	POB	235638.8984	1301501.9381
9201	201+38.57	PC	235335.6425	1301388.9573
9202	207+10.67	PCC	234908.8954	1301645.9420
9203	210+16.87	PT	235013.5864	1301920.5439
9204	216+33.87	POE	235480.5988	1302323.7609

ALIGNMENT NAME: HWY. 89 RAMP 3 (FUTURE)

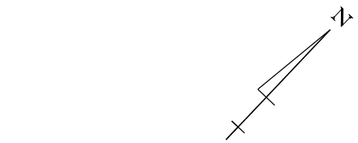
POINT	STATION	TYPE	NORTHING	EASTING
8970	213+11.75	POB	235462.8840	1301983.9471
8971	218+09.68	PC	235757.3928	1302385.4392
8972	230+24.07	PT	236279.8512	1303474.2743
8973	231+53.32	POE	236313.3134	1303599.1134

ALIGNMENT NAME: HWY. 89 RAMP 4

POINT	STATION	TYPE	NORTHING	EASTING
9300	195+75.19	PC	233858.0373	1301053.5561
9301	198+10.84	PT	234053.9266	1301184.2735
9302	198+79.06	PC	234112.8967	1301218.5681
9303	208+81.00	PT	235079.3386	1301305.3639
9304	209+78.63	PC	235171.1324	1301272.1048
9305	212+56.01	PT	235443.2242	1301269.7303
9306	215+19.52	POE	235692.4981	1301355.1569

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L:\20\7\7017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_02.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	261	541
		SURVEY CONTROL DETAILS				



100 50 0 100

Scale: 1" = 100'

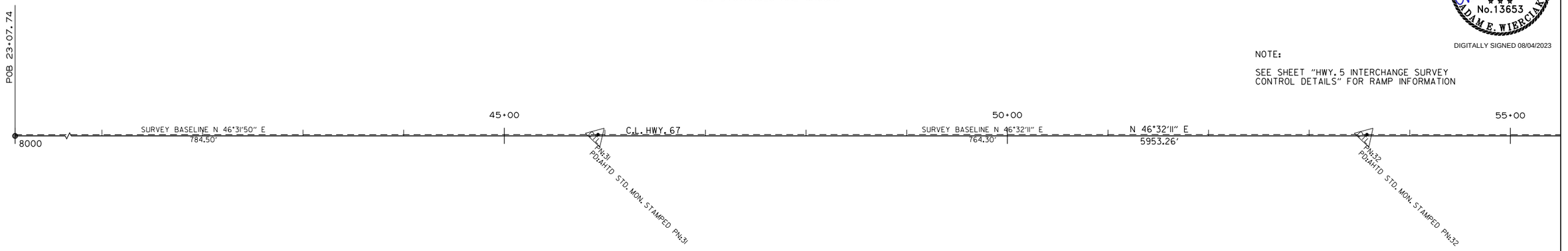
ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

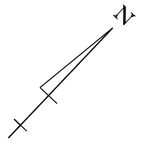


DIGITALLY SIGNED 08/04/2023

NOTE:

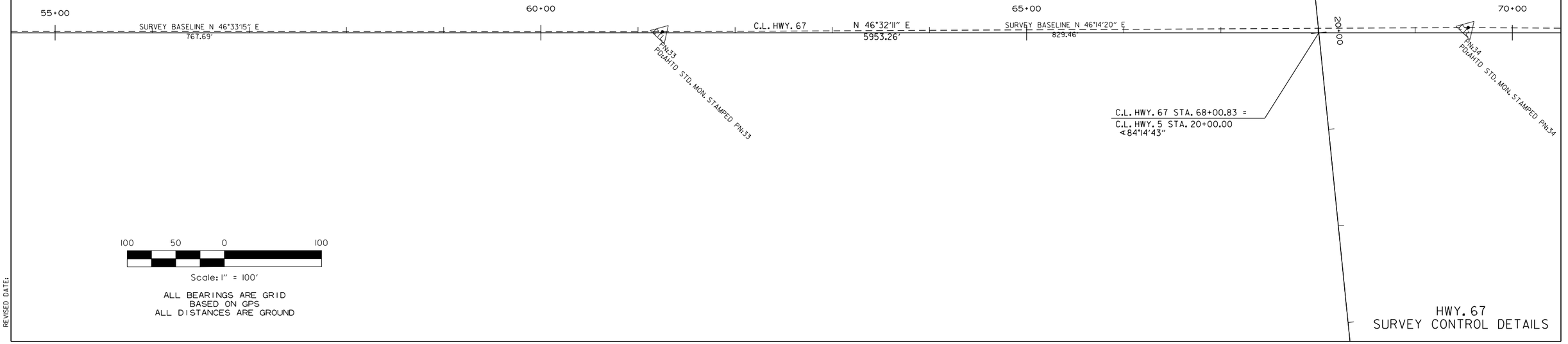
SEE SHEET "HWY. 5 INTERCHANGE SURVEY CONTROL DETAILS" FOR RAMP INFORMATION





NOTE:

SEE SHEET "HWY. 5 INTERCHANGE SURVEY CONTROL DETAILS" FOR RAMP INFORMATION



100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

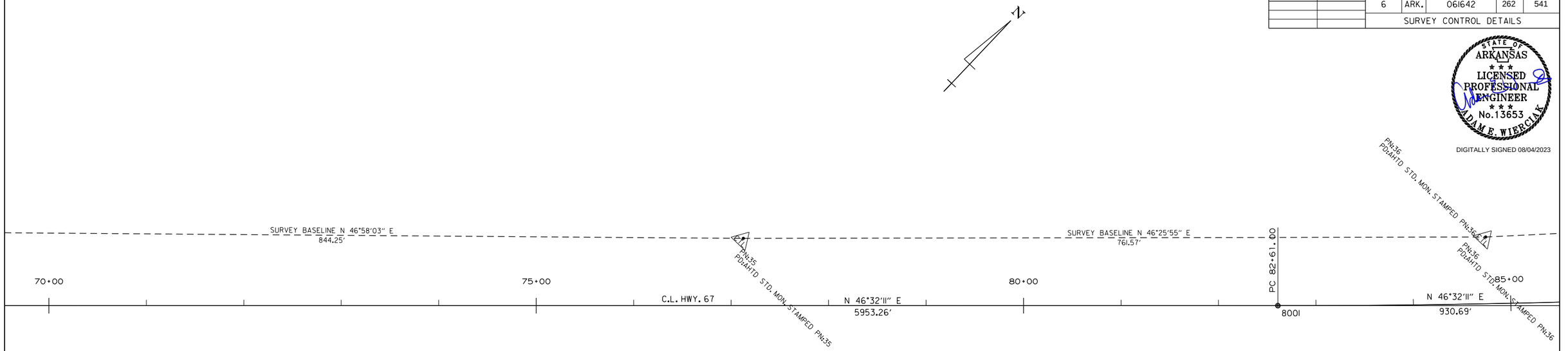
HWY. 67
SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:06 AM
WORKSPACE: AHTD
L:\201\1701\7575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_03.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	262	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



NOTE:

SEE SHEET "HWY. 5 INTERCHANGE SURVEY CONTROL DETAILS" FOR RAMP INFORMATION

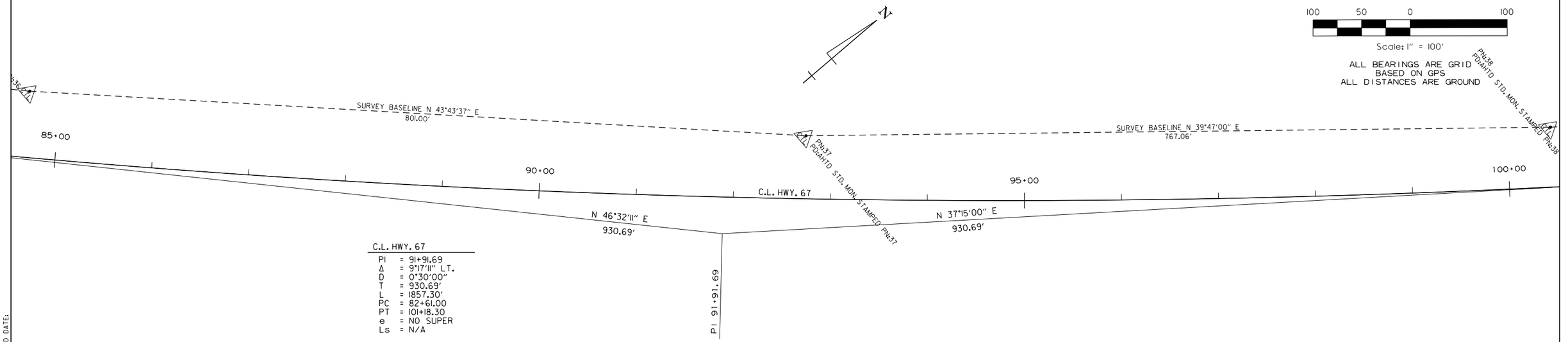


Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



C.L. HWY. 67

PI	= 91+91.69
Δ	= 9°17'11" LT.
D	= 0°30'00"
T	= 930.69'
L	= 1857.30'
PC	= 82+61.00
PT	= 101+18.30
e	= NO SUPER
Ls	= N/A

PI 91+91.69

HWY. 67
SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:06 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	263	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

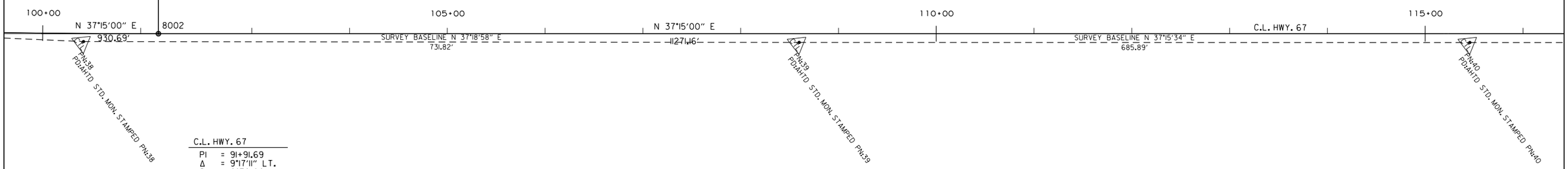
DIGITALLY SIGNED 08/04/2023





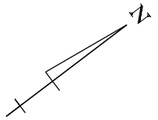
ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

PT 101+18.30 BK. "
STA. 102+04.60 AHD.



C.L. HWY. 67

PI	= 91+91.69
Δ	= 9°17'11" LT.
D	= 0°30'00"
T	= 930.69'
L	= 1857.30'
PC	= 82+61.00
PT	= 101+18.30
e	= NO SUPER
Ls	= N/A





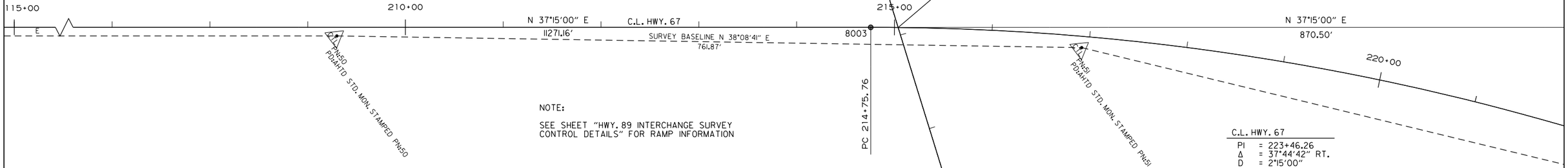
ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

NOTE:

SEE SHEET "HWY. 89 INTERCHANGE SURVEY CONTROL DETAILS" FOR RAMP INFORMATION

C.L. HWY. 89

C.L. HWY. 67 STA. 215+03.81 =
C.L. HWY. 89 STA. 2012+91.91
∢ 72°10'47"



NOTE:

SEE SHEET "HWY. 89 INTERCHANGE SURVEY CONTROL DETAILS" FOR RAMP INFORMATION

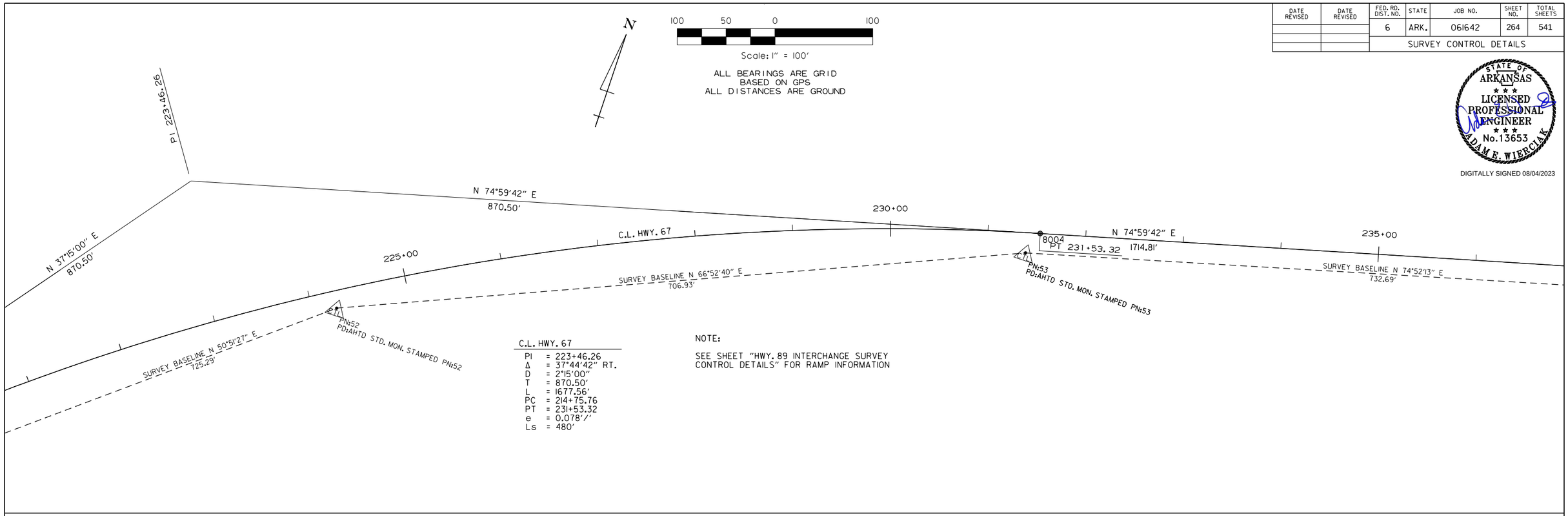
C.L. HWY. 67

PI	= 223+46.26
Δ	= 37°44'42" RT.
D	= 2°15'00"
T	= 870.50'
L	= 1677.56'
PC	= 214+75.76
PT	= 231+53.32
e	= 0.078'/'
Ls	= 480'

HWY. 67
SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:07 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	264	541
		SURVEY CONTROL DETAILS				



C.L. HWY. 67

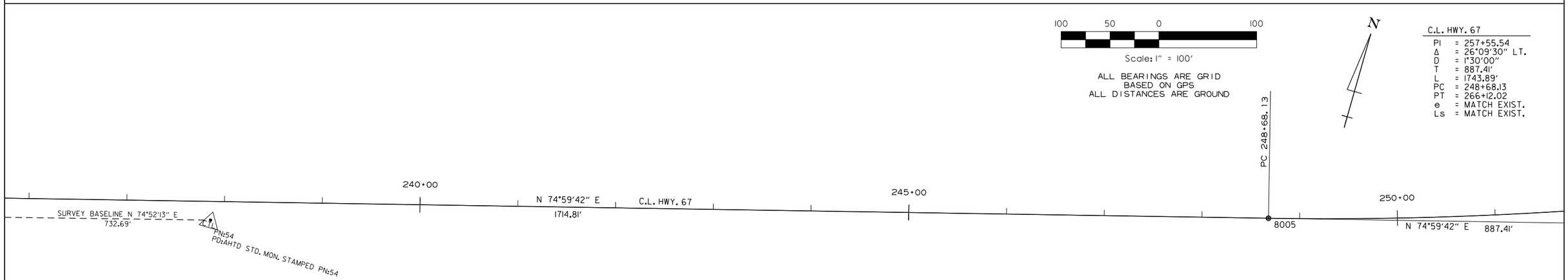
PI	= 223+46.26
Δ	= 37°44'42" RT.
D	= 2°15'00"
T	= 870.50'
L	= 1677.56'
PC	= 214+75.76
PT	= 231+53.32
e	= 0.078'/'
Ls	= 480'

NOTE:

SEE SHEET "HWY. 89 INTERCHANGE SURVEY CONTROL DETAILS" FOR RAMP INFORMATION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



C.L. HWY. 67

PI	= 257+55.54
Δ	= 26°09'30" LT.
D	= 1°30'00"
T	= 887.41'
L	= 1743.89'
PC	= 248+68.13
PT	= 266+12.02
e	= MATCH EXIST.
Ls	= MATCH EXIST.

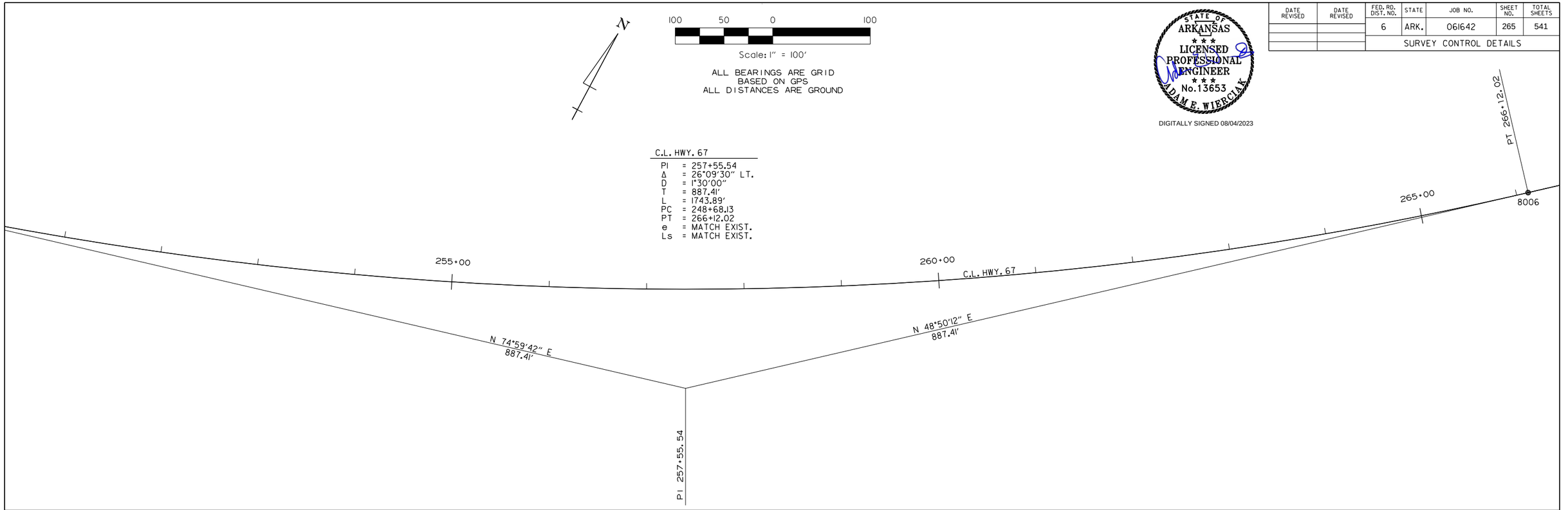
HWY. 67
SURVEY CONTROL DETAILS

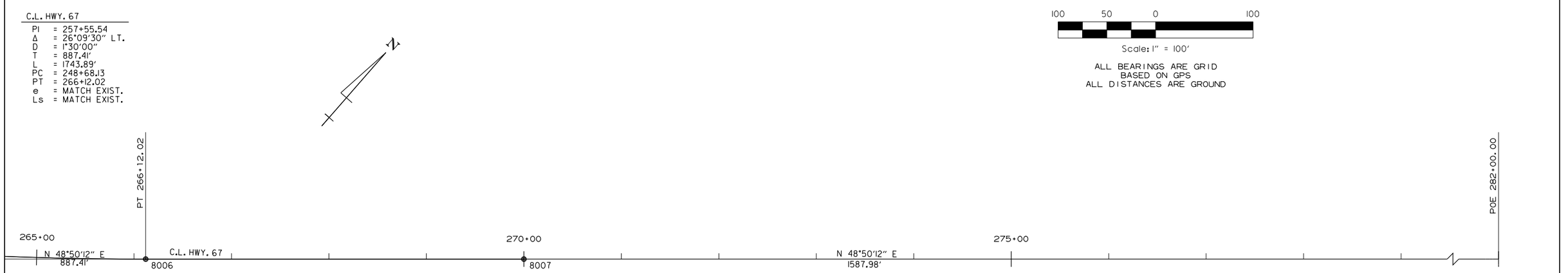
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	265	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023





HWY. 67
SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	266	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

200 100 0 200
Scale: 1" = 200'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

C.L. HWY. 5 RAMP 1 STA. 50+42.02 =
C.L. HWY. 67 STA. 50+42.02, 41.50' RT.

C.L. HWY. 67 STA. 53+83.24, 53.50' LT. =
C.L. HWY. 5 RAMP 4 STA. 53+83.24

C.L. HWY. 5 - RAMP 4
PI = 55+72.34
Δ = 20°34'36" LT.
D = 5°30'00"
T = 189.10'
L = 374.12'
PC = 53+83.24
PCC = 57+57.36
e = 0.072'/' (MATCH FUTURE)
Ls = 300'

C.L. HWY. 5 - RAMP 4
PI = 59+82.94
Δ = 22°16'23" LT.
D = 5°00'00"
T = 225.58'
L = 445.46'
PCC = 57+57.36
PT = 62+02.82
e = MATCH EXIST.

C.L. HWY. 5 - RAMP 4
PI = 65+74.78
Δ = 22°04'28" RT.
D = 7°00'00"
T = 159.66'
L = 315.35'
PC = 64+15.12
PT = 67+30.47
e = MATCH EXIST.

C.L. HWY. 5 RAMP 4 STA. 69+22.28 =
C.L. HWY. 5 STA. 12+66.03
∢ 74°58'46"

C.L. HWY. 5 - RAMP 3
PI = 74+98.19
Δ = 92°04'55" LT.
D = 24°00'00"
T = 247.57'
L = 383.68'
PC = 72+50.62
PCC = 76+34.30
e = 0.100'/' (MATCH EXIST.)

C.L. HWY. 5 - RAMP 3
PI = 77+38.66
Δ = 12°28'27" LT.
D = 6°00'00"
T = 104.36'
L = 207.90'
PCC = 76+34.30
PCC = 78+42.20
e = 0.060'/' (MATCH EXIST.)
Ls = 300'

C.L. HWY. 5 - RAMP 3
PI = 79+38.25
Δ = 4°47'58" LT.
D = 2°30'00"
T = 96.05'
L = 191.98'
PCC = 78+42.20
PT = 80+34.18
e = NO SUPER

C.L. HWY. 5 RAMP 1
PI = 51+37.24
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 50+42.02
PT = 52+32.30
e = MATCH EXIST.

C.L. HWY. 5 - RAMP 3
PI = 83+12.65
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 82+17.43
PT = 84+07.71
e = NO SUPER

C.L. HWY. 5 RAMP 1
PI = 58+48.81
Δ = 31°36'19" RT.
D = 5°00'00"
T = 324.31'
L = 632.10'
PC = 55+24.50
PT = 61+56.60
e = MATCH EXIST.

C.L. HWY. 5 RAMP 1
PI = 66+55.01
Δ = 28°40'00" LT.
D = 7°45'00"
T = 188.91'
L = 369.90'
PC = 64+66.10
PT = 68+36.00
e = MATCH EXIST.

C.L. HWY. 5 RAMP 5
PI = 75+17.90
Δ = 83°58'16" RT.
D = 20°00'00"
T = 257.81'
L = 419.85'
PCC = 72+60.09
PCC = 76+79.94
e = MATCH EXIST.

C.L. HWY. 5 RAMP 5
PI = 77+68.70
Δ = 39°13'14" RT.
D = 23°00'00"
T = 88.76'
L = 170.52'
PCC = 76+79.94
PT = 78+50.46
e = MATCH EXIST.

C.L. HWY. 5 RAMP 5
PI = 71+47.23
Δ = 51°04'23" RT.
D = 21°00'00"
T = 130.35'
L = 243.21'
PC = 70+16.88
PCC = 72+60.09
e = MATCH EXIST.

C.L. HWY. 5 RAMP 2
PI = 75+65.08
Δ = 36°11'08" RT.
D = 5°00'00"
T = 374.39'
L = 723.72'
PC = 71+90.69
PCC = 79+14.41
e = MATCH EXIST.

C.L. HWY. 5 RAMP 2
PI = 79+80.75
Δ = 9°16'05" RT.
D = 7°00'00"
T = 66.34'
L = 132.40'
PCC = 79+14.41
PCC = 80+46.81
e = MATCH EXIST.

C.L. HWY. 5 RAMP 2
PI = 81+29.39
Δ = 4°57'08" RT.
D = 3°00'00"
T = 82.58'
L = 165.07'
PCC = 80+46.81
PT = 82+11.88
e = MATCH EXIST.

C.L. HWY. 5 RAMP 2
PI = 69+82.63
Δ = 44°40'14" LT.
D = 20°15'00"
T = 116.24'
L = 220.59'
PC = 68+66.39
PT = 70+86.98
e = MATCH EXIST.

C.L. HWY. 5 RAMP 3 STA. 84+07.71 =
C.L. HWY. 67 STA. 84+07.71, 41.50' LT. =

C.L. HWY. 5 RAMP 2 STA. 82+11.88 =
C.L. HWY. 67 STA. 82+11.88, 53.50' RT.

C.L. HWY. 5 RAMP 5 STA. 80+44.81 =
C.L. HWY. 5 STA. 26+31.82
∢ 89°58'50"

C.L. HWY. 5 RAMP 2 STA. 66+73.89 =
C.L. HWY. 5 STA. 26+66.82
∢ 89°58'50"

C.L. HWY. 5 RAMP 1 STA. 70+19.59 =
C.L. HWY. 5 STA. 26+70.39
∢ 75°35'54"

C.L. HWY. 5 RAMP 5 STA. 70+16.88 =
C.L. HWY. 67 STA. 70+16.88, 53.50' RT.

SEE INSET FOR CONTINUATION

HWY. 5 RAMP 2 & RAMP 3
CONTINUATION INSET

HWY. 5 INTERCHANGE
SURVEY CONTROL DETAILS

dewiercIak 8/4/2023 12:32:08 AM
WORKSPACE: AHTD
L:\2017\170175\75 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_Hwy 5 Interchange.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	267	541
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

HWY. 89 RAMP 2 (FUTURE) & RAMP 3 (FUTURE) CONTINUATION INSET

N 74°59'42" E 614.38'

STA. 225+00.00 BK. =
STA. 224+99.75 AHD.

C.L. HWY. 89 RAMP 3 (FUTURE)
PI = 224+24.06
Δ = 21°15'23" RT.
D = 1°45'00"
T = 614.38'
L = 1214.64'
PC = 218+09.68
PT = 230+24.07
e = MATCH EXIST.

PI 224+24.06
225+00
PI 224+35.15
C.L. HWY. 89 RAMP 3 (FUTURE)
C.L. HWY. 89 RAMP 3 (FUTURE) STA. 231+53.32 =
C.L. HWY. 67 STA. 231+53.32, 58.50' LT.
230+00
PT 230+24.07
8972
8973
N 74°59'42" E 129.25'
225+00
N 64°11'09" E 278.57'
8962
C.L. HWY. 67
STA. 226+00.00 BK. =
STA. 225+99.93 AHD.

C.L. HWY. 89 RAMP 2 (FUTURE)
PI = 224+35.15
Δ = 27°19'38" RT.
D = 5°00'00"
T = 278.57'
L = 546.55'
PC = 221+56.58
PT = 227+03.06
e = MATCH EXIST.

PT 227+03.06
N 64°11'09" E 275.46'
8963
230+00
C.L. HWY. 89 RAMP 2 (FUTURE)
PC 229+78.52
N 64°11'09" E 180.69'
N 74°59'42" E 180.69'
PI 231+59.21
8964

C.L. HWY. 89 RAMP 2 (FUTURE)
PI = 231+59.21
Δ = 10°48'32" RT.
D = 3°00'00"
T = 180.69'
L = 360.30'
PC = 229+78.52
PT = 233+38.82
e = MATCH EXIST.

PT 233+38.82
C.L. HWY. 89 RAMP 2 (FUTURE) STA. 233+38.82 =
C.L. HWY. 67 STA. 233+38.82, 58.50' RT.

C.L. HWY. 89 RAMP 4 STA. 215+19.52 =
C.L. HWY. 89 STA. 2003+24.74
∢ 88°51'22"

N 18°55'00" E 263.51'
215+00
8300
9306
N 18°55'00" E 144.26'
9305
PT 212+56.01
9200
C.L. HWY. 89 RAMP 3 STA. 198+14.95 =
C.L. HWY. 89 STA. 2004+81.00
∢ 89°37'38"

C.L. HWY. 89 RAMP 4
PI = 211+22.89
Δ = 38°50'00" RT.
D = 14°00'00"
T = 144.26'
L = 277.38'
PC = 209+78.63
PT = 212+56.01
e = MATCH EXIST.

PI 211+22.89
N 19°55'00" W 144.26'
S 20°26'00" W 323.62'
PC 209+78.63
N 19°55'00" W 97.63'
210+00
9304
9201
200+00
S 69°56'22" E 1811.63'
PT 208+81.00

C.L. HWY. 89 RAMP 3
PI = 205+38.59
Δ = 102°58'44" LT.
D = 18°00'00"
T = 400.02'
L = 572.10'
PC = 201+38.57
PCC = 207+10.67
e = MATCH EXIST.

PI 205+38.59
9303
S 20°26'00" W 400.02'
PC 201+38.57
C.L. HWY. 89

C.L. HWY. 89 RAMP 4
PI = 204+14.59
Δ = 50°05'50" LT.
D = 5°00'00"
T = 535.53'
L = 1001.94'
PC = 198+79.06
PT = 208+81.00
e = MATCH EXIST.

205+00
C.L. HWY. 89 RAMP 3
PCC 207+10.67
S 82°32'44" E 400.02'
9202
PT 210+16.87

C.L. HWY. 89 RAMP 3
PI = 208+77.60
Δ = 56°38'50" LT.
D = 18°30'00"
T = 166.93'
L = 306.20'
PCC = 207+10.67
PT = 210+16.87
e = MATCH EXIST.

N 40°48'26" E 617.00'
215+00
9204
C.L. HWY. 89 RAMP 3 STA. 216+33.87 =
C.L. HWY. 67 STA. 216+33.87, 29.50' LT.
210+00
N 19°55'00" W 535.53'
S 82°32'44" E 166.93'
9203
PI 208+77.60
N 40°48'26" E 166.93'

SEE INSET FOR CONTINUATION
N 53°44'19" E 614.38'
8970
215+00
C.L. HWY. 89 RAMP 3 (FUTURE)
N 53°44'19" E 497.93'
220+00
8971
PC 218+09.68

C.L. HWY. 89 RAMP 3 (FUTURE) STA. 213+11.75 =
C.L. HWY. 89 STA. 2009+94.15
∢ 56°19'19"

SURVEY BASELINE N 37°15'00" E 788.32'
9104
9105
N 37°15'00" E 61.50'
C.L. HWY. 89 RAMP 2 STA. 213+49.83 =
C.L. HWY. 67 STA. 213+49.83, 58.50' RT.
220+00
N 36°51'31" E 278.57'
8961
C.L. HWY. 89 RAMP 2 (FUTURE)
8960

C.L. HWY. 89 RAMP 4
PI = 196+93.16
Δ = 7°04'10" LT.
D = 3°00'00"
T = 117.97'
L = 235.65'
PC = 195+75.19
PT = 198+10.84
e = MATCH EXIST.

N 37°15'00" E 117.97'
N 30°10'50" E 117.97'
PT 198+10.84
PC 198+79.06
200+00
9301
9302
N 30°10'50" E 68.22'
N 30°10'50" E 535.53'
C.L. HWY. 89 RAMP 4
PI 204+14.59
PC 195+75.19
PI 196+93.16
9300
PI 196+72.57
C.L. HWY. 89 RAMP 4 STA. 195+75.19 =
C.L. HWY. 67 STA. 195+75.19, 53.50' LT.

SURVEY BASELINE N 37°15'00" E 788.32'
N 47°51'08" E 281.29'
PI 201+09.41
PI 204+65.95
205+00
N 80°40'45" E 281.29'
9000
9001
9002
9003
N 42°57'30" E 266.45'
C.L. HWY. 89 RAMP 1
9004
N 80°40'45" E 365.91'
210+00
9005
PT 207+31.77
PC 195+77.35
PT 197+67.63
PC 200+34.08
PCC 201+84.66
N 37°15'00" E 95.22'
N 42°57'30" E 95.22'
N 42°57'30" E 75.33'
N 47°51'08" E 75.33'
C.L. HWY. 89 RAMP 1 STA. 195+77.35 =
C.L. HWY. 67 STA. 195+77.35, 41.50' RT.

C.L. HWY. 89 RAMP 1
PI = 196+72.57
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 195+77.35
PT = 197+67.63
e = MATCH EXIST.

C.L. HWY. 89 RAMP 1
PI = 201+09.41
Δ = 4°53'38" RT.
D = 3°15'00"
T = 75.33'
L = 150.58'
PC = 200+34.08
PCC = 201+84.66
e = MATCH EXIST.

C.L. HWY. 89 RAMP 1
PI = 204+65.95
Δ = 32°49'37" RT.
D = 6°00'00"
T = 281.29'
L = 547.11'
PCC = 201+84.66
PT = 207+31.77
e = MATCH EXIST.

SURVEY BASELINE
N 47°40'08" W 287.28'
PI 211+10.30
210+00
N 37°15'00" E 287.28'
PT 212+88.33
C.L. HWY. 89 RAMP 2
9103
9102
N 47°40'08" W 10.71'
PC 208+23.02
PT 208+12.31

C.L. HWY. 89 RAMP 2
PI = 211+10.30
Δ = 84°55'08" RT.
D = 18°15'00"
T = 287.28'
L = 465.31'
PC = 208+23.02
PT = 212+88.33
e = MATCH EXIST.

C.L. HWY. 89 RAMP 2 (FUTURE) STA. 216+70.05 =
C.L. HWY. 89 STA. 2015+58.11
∢ 73°12'07"

C.L. HWY. 89 RAMP 2
PI = 206+54.83
Δ = 109°39'52" RT.
D = 18°00'00"
T = 451.77'
L = 609.25'
PC = 202+03.06
PT = 208+12.31
e = MATCH EXIST.

PC 202+03.06
C.L. HWY. 89 RAMP 2 STA. 198+72.35 =
C.L. HWY. 89 STA. 2019+28.48
∢ 87°23'38"
9100
9101
8301
200+00
205+00
S 22°40'00" W 330.71'
N 47°40'08" W 451.77'
S 22°40'00" W 451.77'
POE 210+97.68
PI 206+54.83

200 100 0 200
Scale: 1" = 200'
ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

HWY. 89 INTERCHANGE SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:08 AM
WORKSPACE: AHTD
L:\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_Hwy 89 interchange.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	268	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

ALIGNMENT NAME: HWY. 5 RAMP 2 STAGE 3B

POINT	STATION	TYPE	NORTHING	EASTING
12000	31+42.55	PC	224427.2526	1293869.8891
12001	33+23.09	PT	224587.6299	1293951.1542
12002	34+93.97	PC	224726.0508	1294051.3495
12003	37+06.72	PT	224885.8567	1294191.3356
12004	38+60.25	PC	224991.4667	1294302.7670
12005	40+11.16	PT	225100.8492	1294406.6331
12006	44+66.52	PC	225447.1126	1294702.3699
12007	45+27.77	PT	225492.8221	1294743.1314

ALIGNMENT NAME: HWY. 5 RAMP 2 STAGE 3B CROSSOVER

POINT	STATION	TYPE	NORTHING	EASTING
13000	60+00.00	PC	226893.1675	1295882.3708
13001	61+09.01	PT	226981.7773	1295945.8435
13002	67+80.02	PC	227538.2005	1296320.8661
13003	68+89.03	PT	227626.8103	1296384.3388

ALIGNMENT NAME: HWY. 5 RAMP 2 STAGE 4A

POINT	STATION	TYPE	NORTHING	EASTING
14000	30+00.00	PC	226893.1675	1295882.3708
14001	31+09.01	PT	226981.7773	1295945.8435
14002	37+80.02	PC	227538.2005	1296320.8661
14003	38+89.03	PT	227626.8103	1296384.3388

ALIGNMENT NAME: HWY. 5 RAMP 3 STAGE 1B

POINT	STATION	TYPE	NORTHING	EASTING
15000	28+97.81	PC	224812.8501	1293324.8719
15001	31+20.25	PCC	224663.3902	1293478.7091
15002	32+75.40	PT	224682.6059	1293627.8125
15003	35+45.52	PC	224826.4112	1293856.4662
15004	37+56.25	PT	224948.2089	1294028.3109
15005	38+53.27	PC	225008.5873	1294104.2475
15006	40+43.78	PT	225134.3870	1294247.2085

ALIGNMENT NAME: HWY. 5 RAMP 3 STAGE 3A

POINT	STATION	TYPE	NORTHING	EASTING
16000	45+00.00	PC	225560.8129	1294663.3088
16001	47+76.19	PRC	225749.2126	1294864.9375
16002	51+29.87	PT	225995.5194	1295118.0461

ALIGNMENT NAME: HWY. 5 RAMP 4 STAGE 1B

POINT	STATION	TYPE	NORTHING	EASTING
17000	20+00.00	PC	222816.1946	1291836.1150
17001	20+96.54	PT	222886.6731	1291902.0405
17002	25+52.81	PC	223233.9691	1292197.9610
17003	28+03.33	PT	223448.9193	1292324.1346

ALIGNMENT NAME: HWY. 5 RAMP 5 STAGE 1C

POINT	STATION	TYPE	NORTHING	EASTING
18000	50+00.00	PC	223972.4693	1293187.6238
18001	50+67.32	PT	224012.6376	1293241.4514
18002	53+00.87	PC	224129.4145	1293443.7149
18003	55+01.72	PT	224133.9505	1293636.4509

ALIGNMENT NAME: HWY. 5 RAMP 5 STAGE 4B

POINT	STATION	TYPE	NORTHING	EASTING
19000	60+00.00	PC	224061.7954	1293236.0818
19001	61+24.82	PT	224125.5405	1293342.2477
19002	62+07.10	POE	224151.6482	1293420.2755

ALIGNMENT NAME: HWY. 67 STAGE 1C & 3A WIDENING

POINT	STATION	TYPE	NORTHING	EASTING
20000	80+00.00	PC	234588.9411	1301735.9154
20001	80+97.26	PT	234665.4768	1301795.9290
20002	84+62.91	PC	234949.8322	1302025.8010
20003	85+60.17	PT	235026.3678	1302085.8146

ALIGNMENT NAME: HWY. 67 STAGE 1C N SHIFT B LT.

POINT	STATION	TYPE	NORTHING	EASTING
20010	20+00.00	PC	234731.1071	1301731.8978
20011	22+80.40	PRC	234946.7715	1301910.9674
20012	25+60.80	PT	235162.4360	1302090.0369

ALIGNMENT NAME: HWY. 67 STAGE 1C N SHIFT C LT.

POINT	STATION	TYPE	NORTHING	EASTING
21000	40+00.00	PC	236636.0382	1305025.2056
21001	54+68.34	PT	237234.9573	1306358.9728

ALIGNMENT NAME: HWY. 67 STAGE 1C S SHIFT LT.

POINT	STATION	TYPE	NORTHING	EASTING
22000	50+00.00	PC	222784.7211	1291824.5916
22001	51+04.14	PT	222858.9014	1291897.6708
22002	55+60.80	PC	223190.7025	1292211.4395
22003	57+40.03	PT	223317.4863	1292338.0826

ALIGNMENT NAME: HWY. 67 STAGE 2 N SHIFT LT.

POINT	STATION	TYPE	NORTHING	EASTING
23000	30+00.00	PC	234364.5611	1301507.1909
23001	34+76.29	PRC	234763.2878	1301766.9423
23002	40+80.28	PT	235262.1327	1302105.9533
23003	43+27.94	POE	235453.2702	1302263.4289

ALIGNMENT NAME: HWY. 67 STAGE 3A END SHIFT RT.

POINT	STATION	TYPE	NORTHING	EASTING
24000	50+00.00	POB	236652.8076	1305161.1539
24001	52+84.22	PC	236726.3921	1305435.6786
24002	62+24.22	PT	237095.8428	1306296.5280

ALIGNMENT NAME: HWY. 67 STAGE 3A S SHIFT RT.

POINT	STATION	TYPE	NORTHING	EASTING
24010	100+00.00	PC	222753.0212	1291872.0945
24011	102+33.28	PT	222907.4583	1292046.9095
24012	105+86.01	PC	223135.5629	1292315.9627
24013	109+05.54	PT	223353.7469	1292549.2212
24014	114+03.75	PC	223711.4241	1292896.0364
24015	116+45.72	PT	223881.5338	1293068.0962

ALIGNMENT NAME: HWY. 67 STAGE 3B N SHIFT LT.

POINT	STATION	TYPE	NORTHING	EASTING
25000	10+00.00	PC	234364.5611	1301507.1909
25001	10+96.44	PT	234442.1776	1301564.4273
25002	17+13.01	PC	234943.7495	1301923.0164
25003	18+09.45	PT	235021.3660	1301980.2528
25004	18+77.33	POE	235075.3965	1302021.3384

ALIGNMENT NAME: HWY. 67 STAGE 3B N SHIFT RT.

POINT	STATION	TYPE	NORTHING	EASTING
26000	25+00.00	PC	234518.0165	1301681.9834
26001	28+25.08	PRC	234786.1139	1301865.5909
26002	31+50.15	PT	235054.2113	1302049.1985

ALIGNMENT NAME: HWY. 67 STAGE 3B WIDENING LT.

POINT	STATION	TYPE	NORTHING	EASTING
27000	60+00.00	PC	234117.5917	1301271.6534
27001	61+71.84	PT	234255.9126	1301373.5978
27002	68+68.24	PC	234822.6403	1301778.3111
27003	71+28.21	PT	235030.7082	1301934.1437
27004	72+16.60	POE	235100.2369	1301988.7224

ALIGNMENT NAME: HWY. 67 STAGE 4A S SHIFT RT.

POINT	STATION	TYPE	NORTHING	EASTING
28000	40+00.00	PC	223249.6076	1292375.4876
28001	41+75.83	PT	223374.5760	1292499.1645
28002	45+76.13	PC	223663.3847	1292776.3473
28003	48+47.44	PT	223854.6110	1292968.7777

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	269	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

ALIGNMENT NAME: HWY. 67 STAGE 4C N SHIFT RT.

POINT	STATION	TYPE	NORTHING	EASTING
29000	70+00.00	PC	235026.2944	1302085.7588
29001	72+99.52	PRC	235270.4635	1302259.1461
29002	76+75.72	PT	235561.7311	1302496.2821

ALIGNMENT NAME: HWY. 67 STAGE 4C S SHIFT RT.

POINT	STATION	TYPE	NORTHING	EASTING
30000	10+00.00	PC	234017.1943	1301288.2743
30001	12+28.39	PRC	234194.0281	1301432.7448
30002	14+06.42	PT	234331.0066	1301546.4221

ALIGNMENT NAME: HWY. 89 RAMP 1 STAGE 1B

POINT	STATION	TYPE	NORTHING	EASTING
31000	10+00.00	PC	233726.6933	1301089.3581
31001	14+29.83	PT	234048.0769	1301374.1765
31002	18+17.82	PC	234318.3413	1301652.5471
31003	19+75.95	PT	234407.4089	1301782.2964

ALIGNMENT NAME: HWY. 89 RAMP 1 STAGE 4A

POINT	STATION	TYPE	NORTHING	EASTING
32000	110+00.00	PC	231297.2867	1299175.4205
32001	112+58.34	PT	231491.7383	1299345.2006
32002	113+33.30	PC	231544.7457	1299398.2080
32003	115+91.64	PT	231739.1973	1299567.9880

ALIGNMENT NAME: HWY. 89 RAMP 1 STAGE 4B

POINT	STATION	TYPE	NORTHING	EASTING
33000	70+00.00	PC	233824.0075	1301106.8247
33001	74+99.78	PRC	234177.9505	1301457.6495
33002	76+09.55	PT	234248.4239	1301541.7786

ALIGNMENT NAME: HWY. 89 RAMP 2 STAGE 1B

POINT	STATION	TYPE	NORTHING	EASTING
35000	20+00.00	PC	234866.0433	1302131.2547
35001	21+95.84	PT	235054.8215	1302152.1658
35002	23+65.39	POE	235200.4637	1302238.9877

ALIGNMENT NAME: HWY. 89 RAMP 2 STAGE 3B

POINT	STATION	TYPE	NORTHING	EASTING
36000	25+00.00	PC	234866.0433	1302131.2547
36001	26+74.38	PT	235038.0577	1302124.5067
36002	27+40.10	PC	235101.9173	1302140.0334
36003	28+58.02	PT	235207.6386	1302190.3642

ALIGNMENT NAME: HWY. 89 RAMP 2 STAGE 4A

POINT	STATION	TYPE	NORTHING	EASTING
37000	110+00.00	POB	234694.6568	1302264.4413
37001	111+90.51	PC	234799.9865	1302105.6924
37002	114+66.06	PT	235042.4081	1302064.7205

ALIGNMENT NAME: HWY. 89 RAMP 2 STAGE 4B

POINT	STATION	TYPE	NORTHING	EASTING
38000	80+00.00	POB	235048.0098	1302148.2617
38001	80+92.90	PC	235129.3883	1302193.0695
38002	82+47.18	PT	235261.3549	1302272.9041

ALIGNMENT NAME: HWY. 89 RAMP 3 STAGE 2

POINT	STATION	TYPE	NORTHING	EASTING
39000	110+00.00	PC	234932.5847	1301560.3624
39001	111+73.23	PT	234927.1632	1301729.4105
39002	112+38.20	PC	234949.1891	1301790.5337
39003	113+69.93	PT	235026.0776	1301895.2681

ALIGNMENT NAME: HWY. 89 RAMP 4 STAGE 1C

POINT	STATION	TYPE	NORTHING	EASTING
40000	91+99.78	PC	233562.5394	1300821.9458
40001	93+69.09	PRC	233701.6757	1300918.3250
40002	94+74.58	PRC	233789.3709	1300976.9272
40003	98+35.77	PT	234094.9353	1301169.1631
40004	100+45.99	PC	234278.7778	1301271.1288
40005	104+28.77	PT	234644.0775	1301373.2390

ALIGNMENT NAME: HWY. 89 RAMP 4 STAGE 3A

POINT	STATION	TYPE	NORTHING	EASTING
41000	70+27.10	PC	231806.7505	1299541.4673
41001	72+37.16	PRC	231982.6666	1299655.9211
41002	74+47.22	PT	232158.5827	1299770.3749

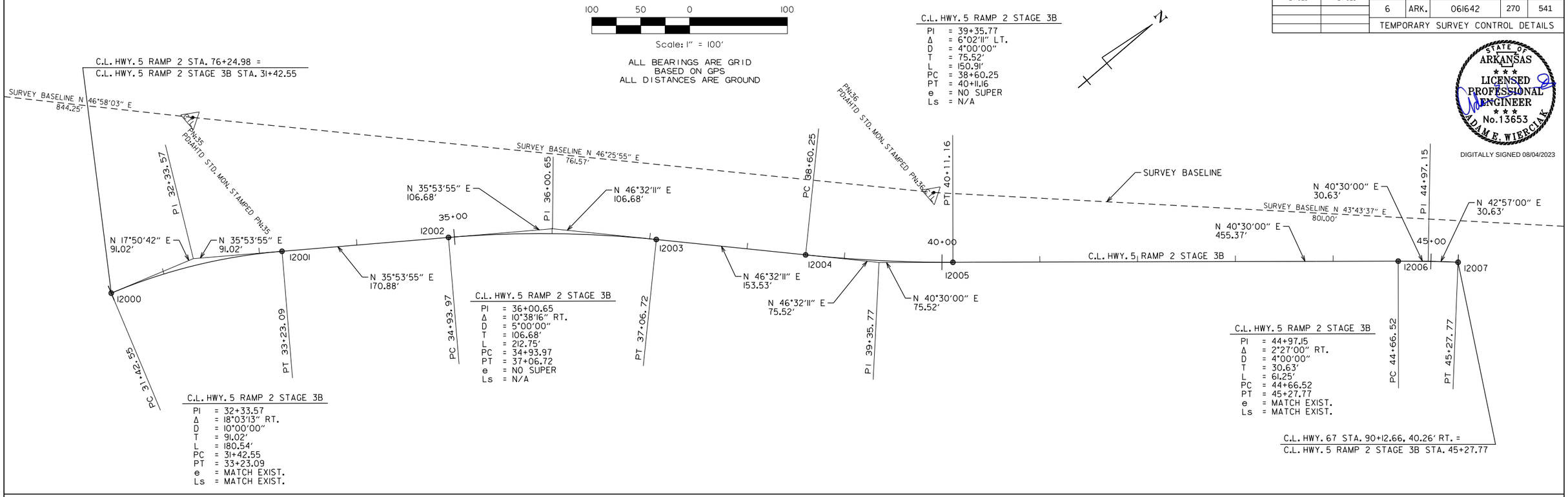
ALIGNMENT NAME: HWY. 89 RAMP 4 STAGE 3B

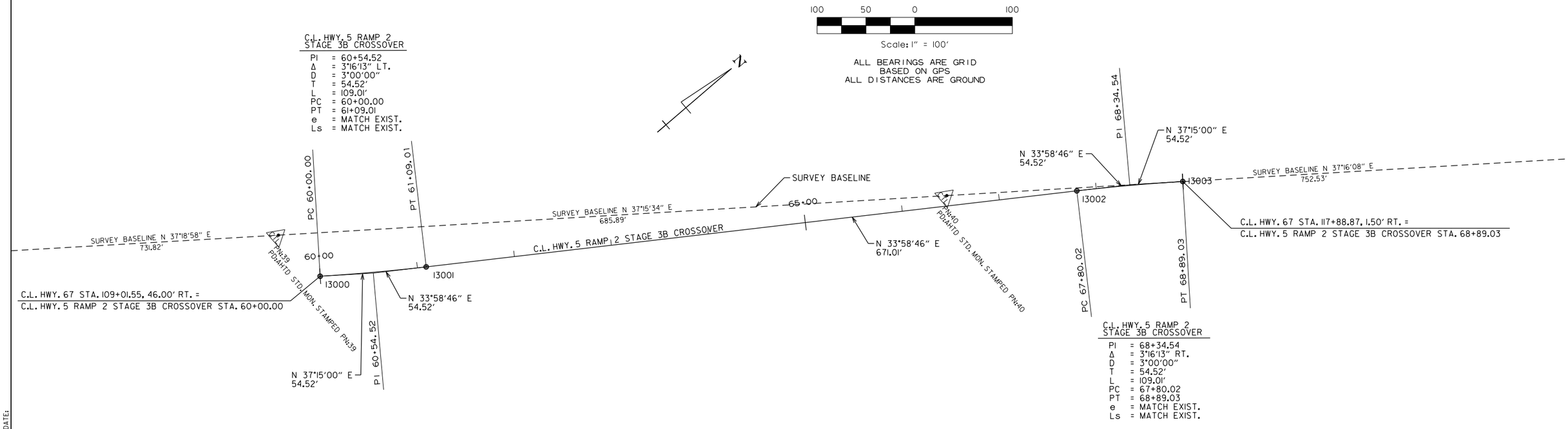
POINT	STATION	TYPE	NORTHING	EASTING
42000	93+12.64	PC	233626.0507	1300924.8887
42001	95+87.16	PT	233855.7379	1301074.8033
42002	97+68.67	POE	234014.4679	1301162.8407

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	270	541

TEMPORARY SURVEY CONTROL DETAILS





STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

aewierciak 8/4/2023 12:32:32 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	271	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

C.L. HWY. 67 STA. 109+01.05, 46.00' RT. =
C.L. HWY. 5 RAMP 2 STAGE 4A STA. 30+00.00

SURVEY BASELINE N 37°18'58" E
731.82'

C.L. HWY. 5 RAMP 2 STAGE 4A
PI = 30+54.52
Δ = 3°16'13" LT.
D = 3°00'00"
T = 54.52'
L = 109.01'
PC = 30+00.00
PT = 31+09.01
e = MATCH PROP.
Ls = MATCH PROP.

PC 30+00.00

PT 31+09.01

PI 30+54.52

N 37°15'00" E
54.52'

N 33°58'46" E
54.52'

CAP PN:39
PD:AHTD STD. MON. STAMPED PN:39

30+00

14000

14001

SURVEY BASELINE N 37°15'34" E
685.89'

N 33°58'46" E
671.01'

35+00

C.L. HWY. 5 RAMP 2 STAGE 4A

CAP PN:40
PD:AHTD STD. MON. STAMPED PN:40

N 33°58'46" E
54.52'

N 37°15'00" E
54.52'

PI 38+34.54

14002

14003

C.L. HWY. 67 STA. 117+88.87, 1.50' RT. =
C.L. HWY. 5 RAMP 2 STAGE 4A STA. 38+89.03

SURVEY BASELINE N 37°16'08" E
752.53'

SURVEY BASELINE

PC 37+80.02

PT 38+89.03

C.L. HWY. 5 RAMP 2 STAGE 4A
PI = 38+34.54
Δ = 3°16'13" RT.
D = 3°00'00"
T = 54.52'
L = 109.01'
PC = 37+80.02
PT = 38+89.03
e = MATCH PROP.
Ls = MATCH PROP.

TEMPORARY SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	272	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

C.L. HWY. 5 RAMP 3 STA. 72+50.62 =
C.L. HWY. 5 RAMP 3 STAGE IB STA. 28+97.81

15000

PC 28+97.81

S 19°08'00" E
120.04'

30°00

PI 30+17.84

S 72°31'13" E
120.04'

PCC 31+20.25

15001

S 72°31'13" E
82.82'

PI 32+03.08

N 57°50'00" E
82.82'

15002

N 57°50'00" E
270.12'

C.L. HWY. 5 RAMP 3 STAGE IB

35+00

15003

N 57°50'00" E
105.48'

PI 36+50.99

N 51°30'40" E
105.48'

15004

N 51°30'40" E
97.02'

15005

N 51°30'40" E
95.33'

PI 39+48.60

N 45°47'45" E
95.33'

40+00

15006

C.L. HWY. 67 STA. 84+09.09, 64.50' LT. =
C.L. HWY. 5 RAMP 3 STAGE IB STA. 40+43.78

SURVEY BASELINE N 43°43'37" E
801.00'

PN:36
FD:AHTD STD. MON. STAMPED PN:36

SURVEY BASELINE N 46°25'55" E
761.57'

SURVEY BASELINE

SURVEY BASELINE N 46°58'03" E
844.25'

PN:35
FD:AHTD STD. MON. STAMPED PN:35

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 30+17.84
Δ = 53°23'13" LT.
D = 24°00'00"
T = 120.04'
L = 222.45'
PC = 28+97.81
PCC = 31+20.25
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 32+03.08
Δ = 49°38'47" LT.
D = 32°00'00"
T = 82.82'
L = 155.14'
PCC = 31+20.25
PT = 32+75.40
e = NO SUPER
Ls = N/A

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 36+50.99
Δ = 6°19'20" LT.
D = 3°00'00"
T = 105.48'
L = 210.74'
PC = 35+45.52
PT = 37+56.25
e = NO SUPER
Ls = N/A

C.L. HWY. 5 RAMP 3 STAGE IB
PI = 39+48.60
Δ = 5°42'55" LT.
D = 3°00'00"
T = 95.33'
L = 190.51'
PC = 38+53.27
PT = 40+43.78
e = MATCH EXIST.
Ls = MATCH EXIST.

PC 35+45.52

PT 37+56.25

PC 38+53.27

PT 32+75.40

PT 40+43.78

aewierciak 8/4/2023 12:05:27 PM
WORKSPACE: AHTD
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REVISED DATE:

TEMPORARY SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	273	541
		TEMPORARY SURVEY CONTROL DETAILS				

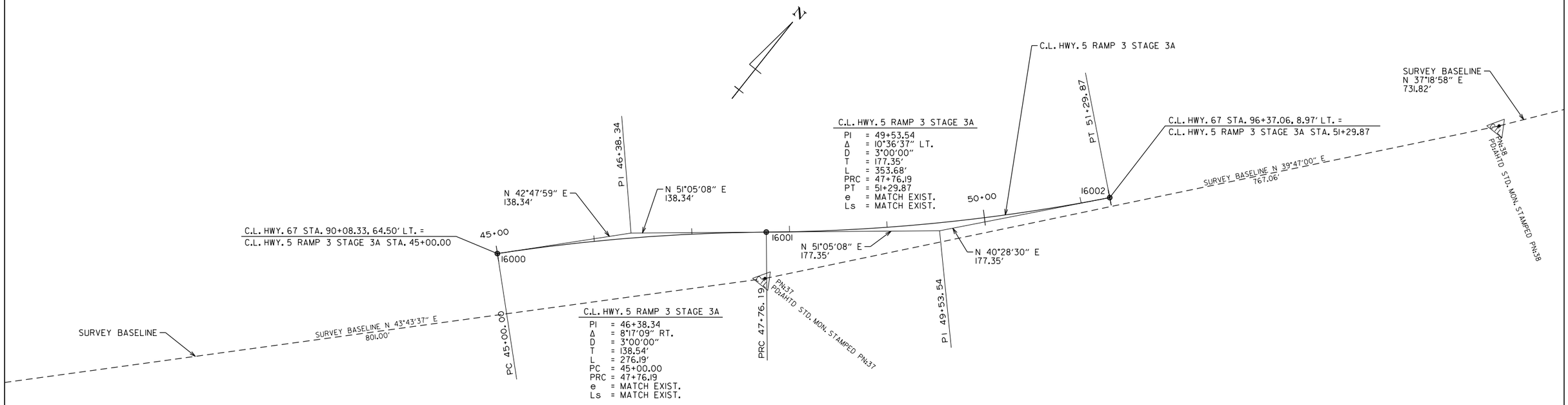
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



aewierciak 8/4/2023 12:32:33 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	274	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

C.L. HWY. 5 RAMP 4 STAGE IB
PI = 20+48.30
Δ = 5°18'35" LT.
D = 5°30'00"
T = 48.30'
L = 96.54'
PC = 20+00.00
PT = 20+96.54
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 5 RAMP 4 STAGE IB
PI = 26+79.37
Δ = 20°02'30" LT.
D = 8°00'00"
T = 126.55'
L = 250.52'
PC = 25+52.81
PT = 28+03.33
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STA. 50+63.58, 41.46' LT. =
C.L. HWY. 5 RAMP 4 STAGE IB STA. 20+00.00

C.L. HWY. 5 RAMP 4 STA. 58+70.44, 0.15' LT. =
C.L. HWY. 5 RAMP 4 STAGE IB STA. 28+03.33

PC 20+00.00
PT 20+96.54
PI 20+48.30
PC 25+52.81
PT 28+03.33
20+00
25+00
17000
17001
17002
17003
C.L. HWY. 5 RAMP 4 STAGE IB
N 45°44'35" E
48.30'
N 40°26'00" E
48.30'
N 40°26'00" E
456.27'
N 40°26'00" E
126.55'
N 20°23'30" E
126.55'
26+79.37
SURVEY BASELINE N 46°32'11" E
764.30'
SURVEY BASELINE N 46°33'15" E
767.69'
SURVEY BASELINE
SURVEY BASELINE N 46°14'20" E
829.46'
PN:32
PDI:4HTD STD. MON. STAMPED PN:32
PN:33
PDI:4HTD STD. MON. STAMPED PN:33

TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:33 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_05.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	275	541
		TEMPORARY SURVEY CONTROL DETAILS				

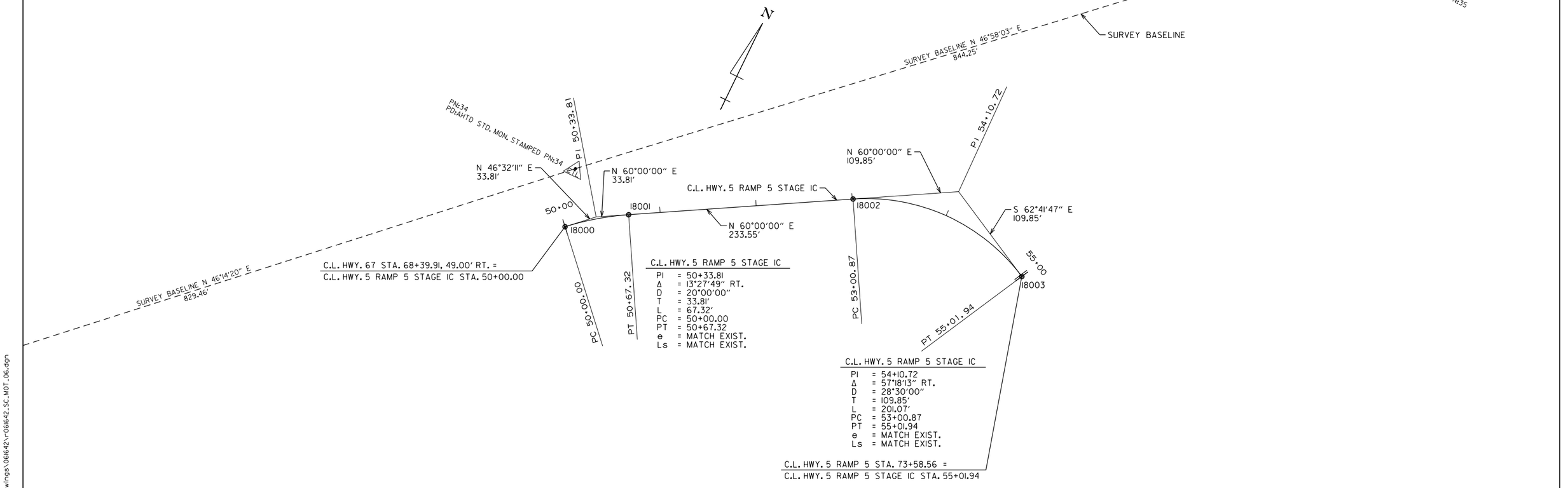
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:34 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_06.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	276	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

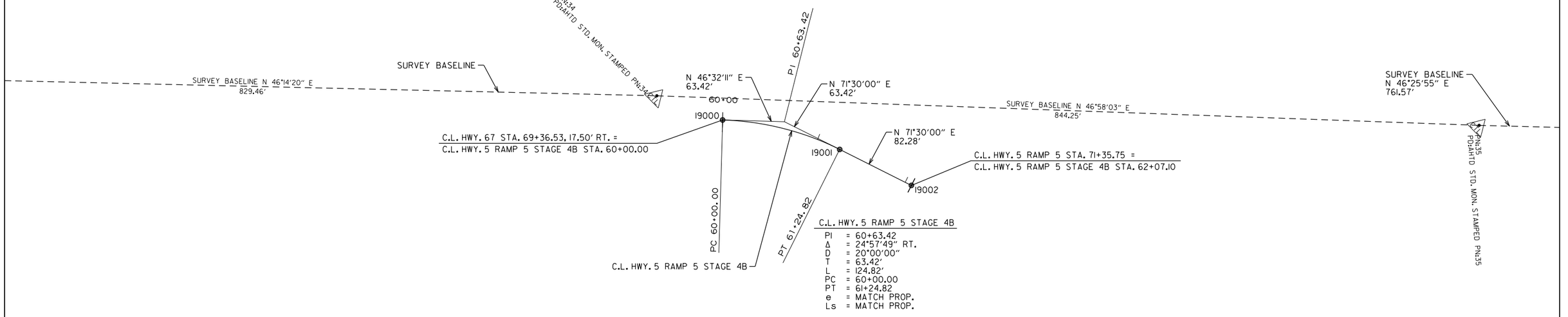
DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

N



C.L. HWY. 5 RAMP 5 STAGE 4B

PI	=	60+63.42
Δ	=	24°57'49" RT.
D	=	20°00'00"
T	=	63.42'
L	=	124.82'
PC	=	60+00.00
PT	=	61+24.82
e	=	MATCH PROP.
Ls	=	MATCH PROP.

TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:34 AM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_07.dgn
REVISED DATE:

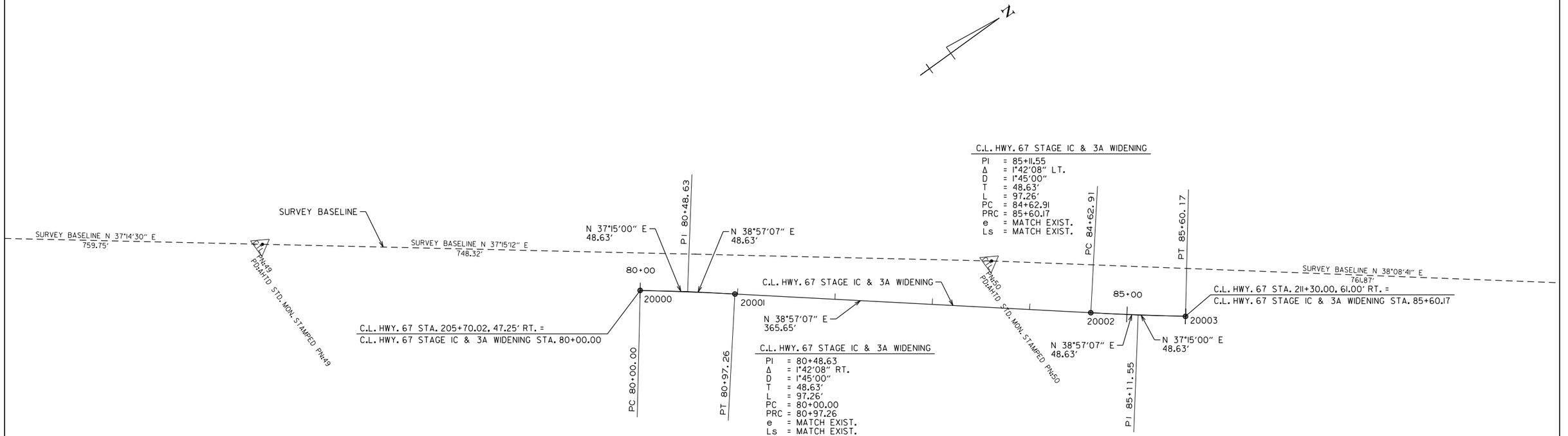
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	277	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



aewiercia 8/4/2023 12:32:35 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_08.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	278	541
		TEMPORARY SURVEY CONTROL DETAILS				

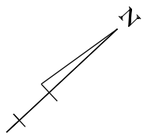
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



C.L. HWY. 67 STAGE IC N SHIFT B LT.
PI = 24+20.69
Δ = 4°54'25" LT.
D = 1°45'00"
T = 140.29'
L = 280.40'
PRC = 22+80.40
PT = 25+60.80
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 67 STA. 212+40.87, 18.00' LT. =
C.L. HWY. 67 STAGE IC N SHIFT B LT. STA. 25+60.80

PN-51
FD.;AHTD STD. MON. STAMPED PN-51

SURVEY BASELINE
N 50°51'27" E
725.29'

SURVEY BASELINE N 38°08'41" E
761.87'

20012

25+00

PT 25+60.80

N 42°09'25" E
140.29'

N 37°15'00" E
140.29'

20011

PRC 22+80.40

PI 21+40.29

N 37°15'00" E
140.29'

N 42°09'25" E
140.29'

20+00

20010

C.L. HWY. 67 STA. 206+80.75, 42.00' LT. =
C.L. HWY. 67 STAGE IC N SHIFT B LT. STA. 20+00.00

C.L. HWY. 67 STAGE IC N SHIFT B LT.

PN-50
FD.;AHTD STD. MON. STAMPED PN-50

PI 24+20.69

SURVEY BASELINE N 37°15'12" E
748.32'

PC 20+00.00

C.L. HWY. 67 STAGE IC N SHIFT B LT.
PI = 21+40.29
Δ = 4°54'25" RT.
D = 1°45'00"
T = 140.29'
L = 280.40'
PC = 20+00.00
PRC = 22+80.40
e = MATCH EXIST.
Ls = MATCH EXIST.

SURVEY BASELINE
N 37°14'30" E
759.75'

PN-49
FD.;AHTD STD. MON. STAMPED PN-49

SURVEY BASELINE

aewierciak 8/4/2023 12:32:35 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_09.dgn
REVISED DATE:

TEMPORARY SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	279	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

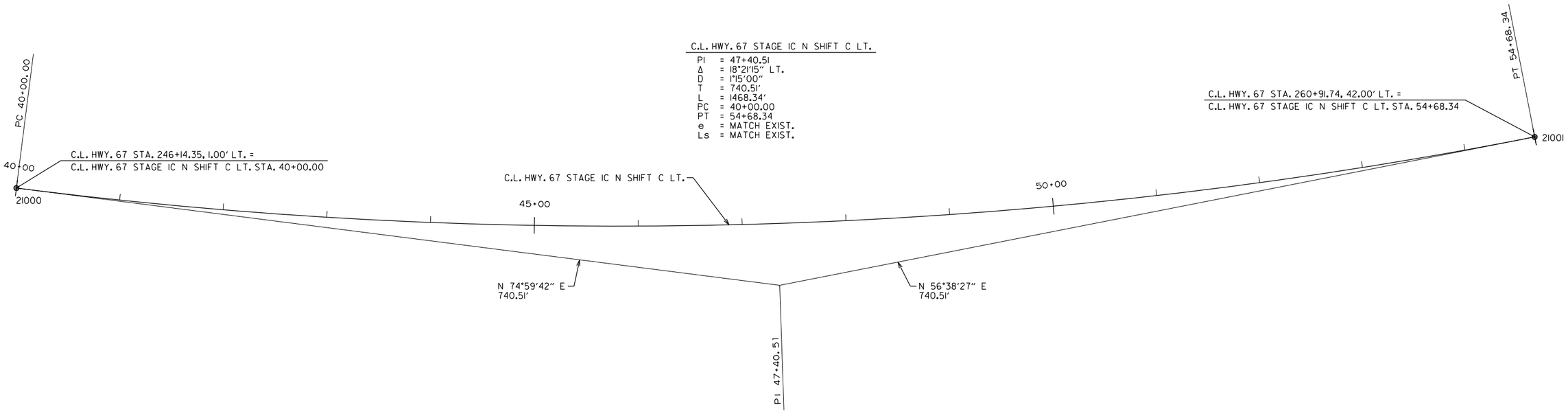
Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

N

C.L. HWY. 67 STAGE IC N SHIFT C LT.

PI = 47+40.51
Δ = 18°21'15" LT.
D = 1°15'00"
T = 740.51'
L = 1468.34'
PC = 40+00.00
PT = 54+68.34
e = MATCH EXIST.
Ls = MATCH EXIST.



aewierciak 8/4/2023 12:32:35 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_10.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	280	541
		TEMPORARY SURVEY CONTROL DETAILS				

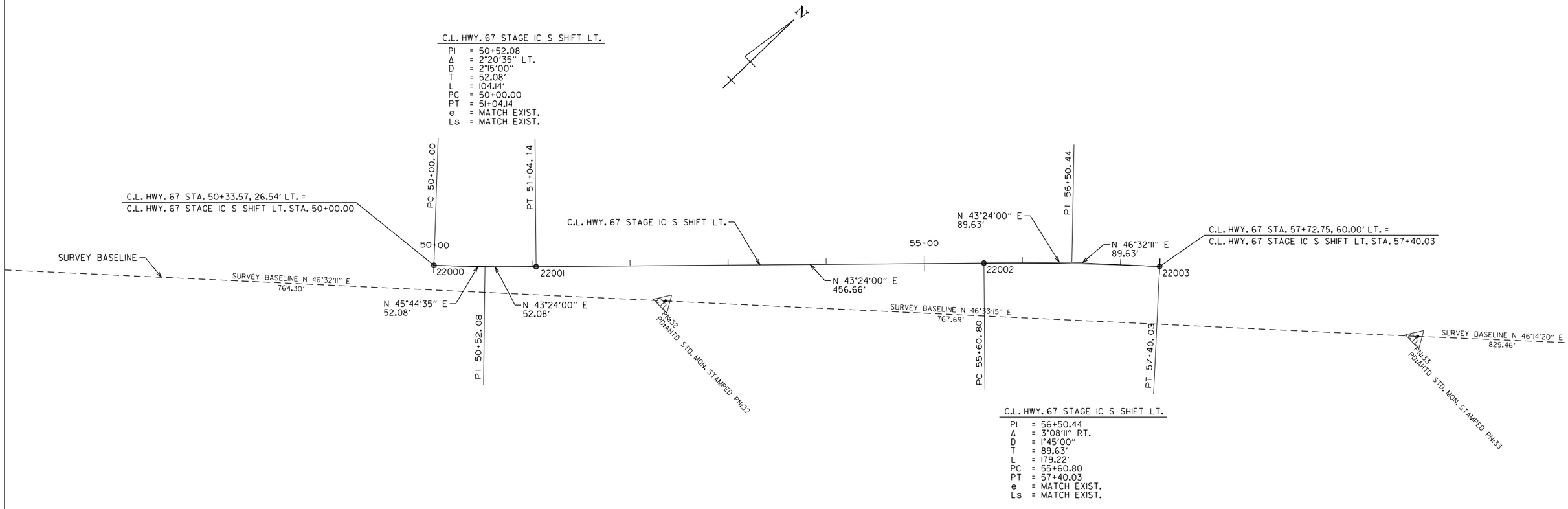
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



C.L. HWY. 67 STAGE IC S SHIFT LT.

PI = 56+50.44
Δ = 3°08'11" RT.
D = 1°45'00"
T = 89.63'
L = 179.22'
PC = 55+60.80
PT = 57+40.03
e = MATCH EXIST.
Ls = MATCH EXIST.

aewierciak 8/4/2023 12:32:36 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_ILdgn
REVISED DATE:

TEMPORARY SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	281	541
		TEMPORARY SURVEY CONTROL DETAILS				

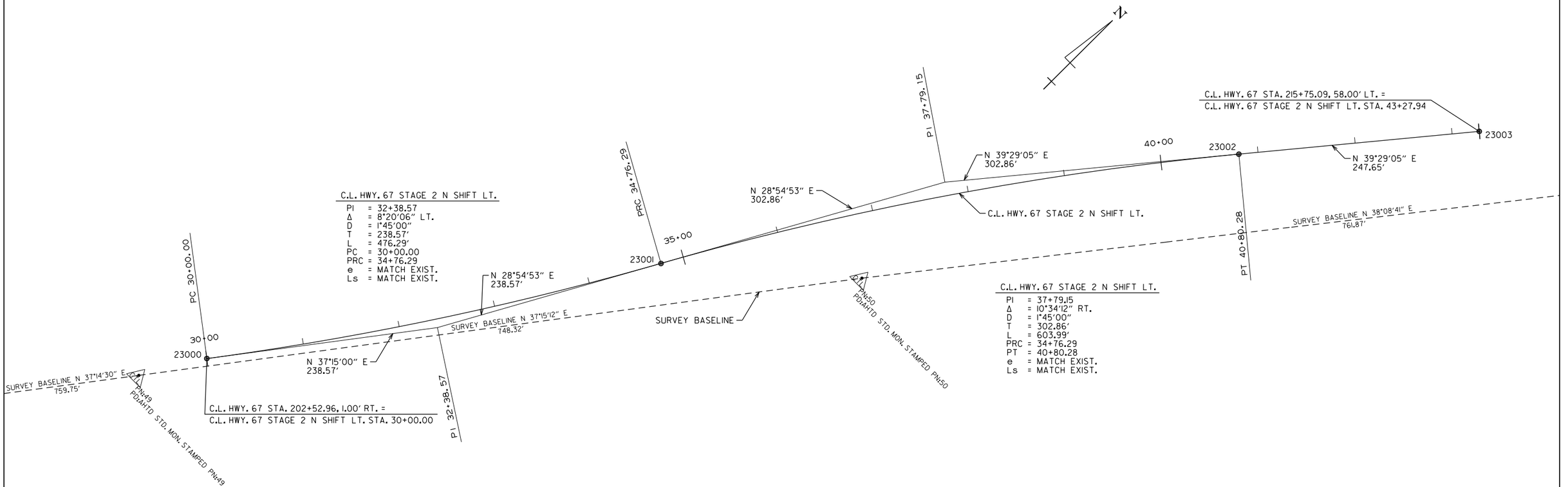
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



aewierciak 8/4/2023 12:32:36 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_12.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	282	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

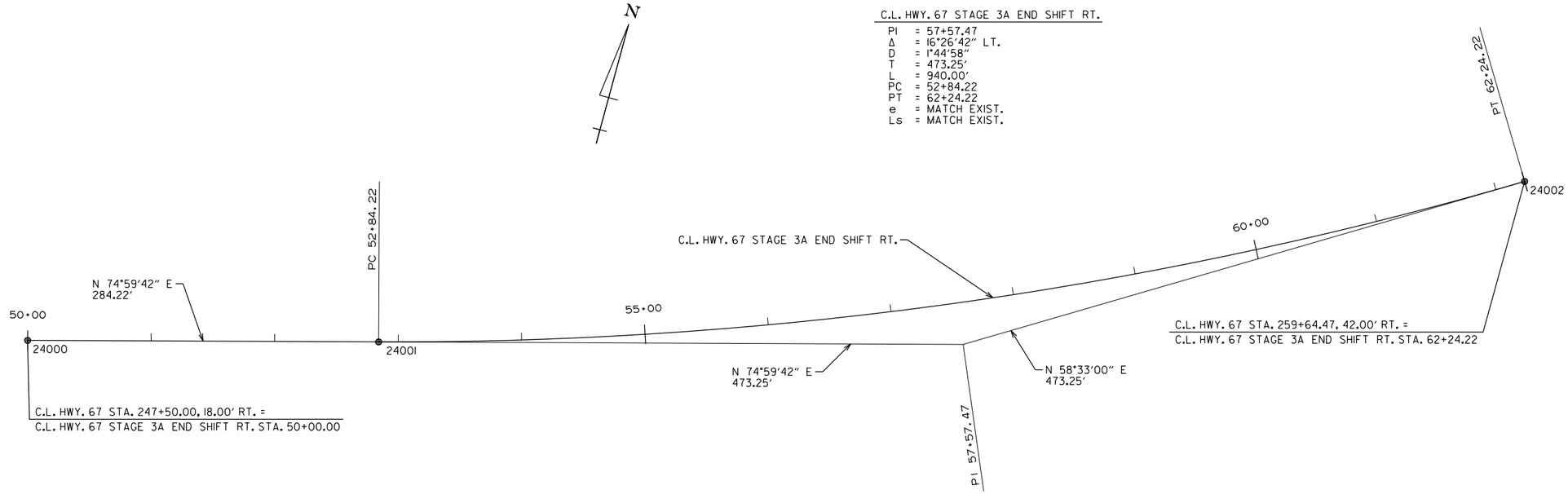
Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

N

C.L. HWY. 67 STAGE 3A END SHIFT RT.

PI = 57+57.47
Δ = 16°26'42" LT.
D = 1°44'58"
T = 473.25'
L = 940.00'
PC = 52+84.22
PT = 62+24.22
e = MATCH EXIST.
Ls = MATCH EXIST.

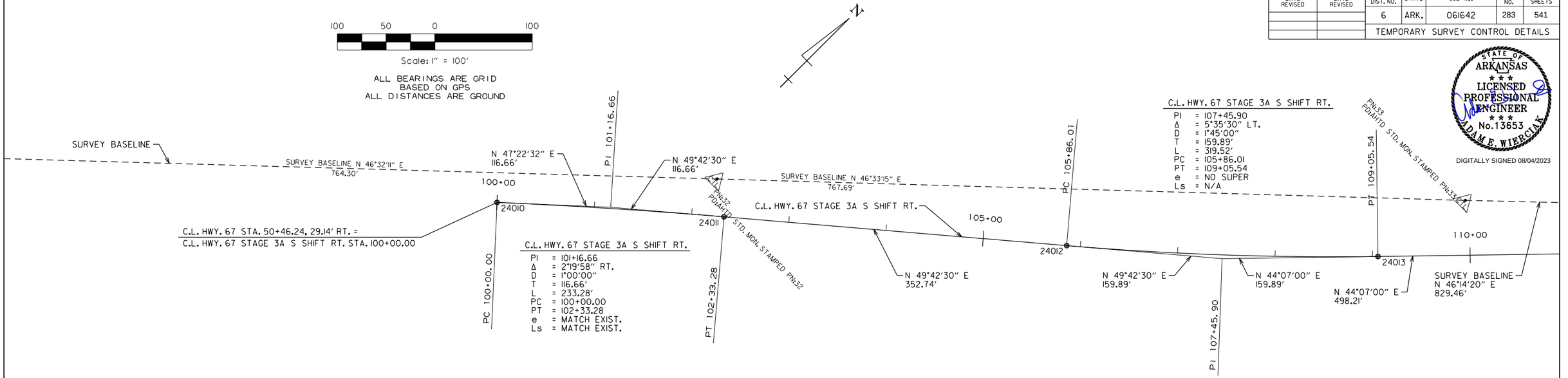


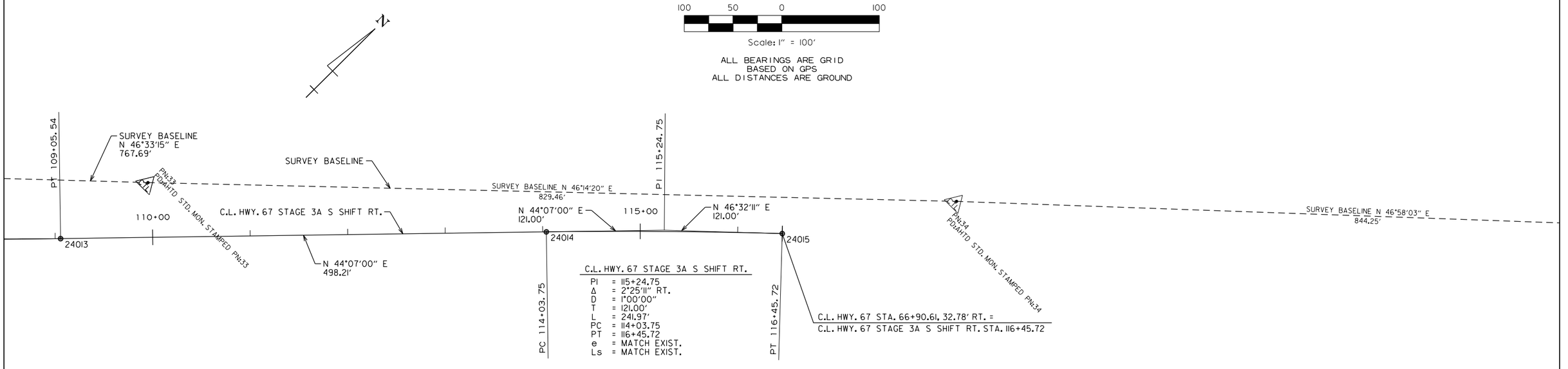
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WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_13.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	283	541

TEMPORARY SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023





aewierciak 8/4/2023 12:32:37 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_14.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	284	541
		TEMPORARY SURVEY CONTROL DETAILS				

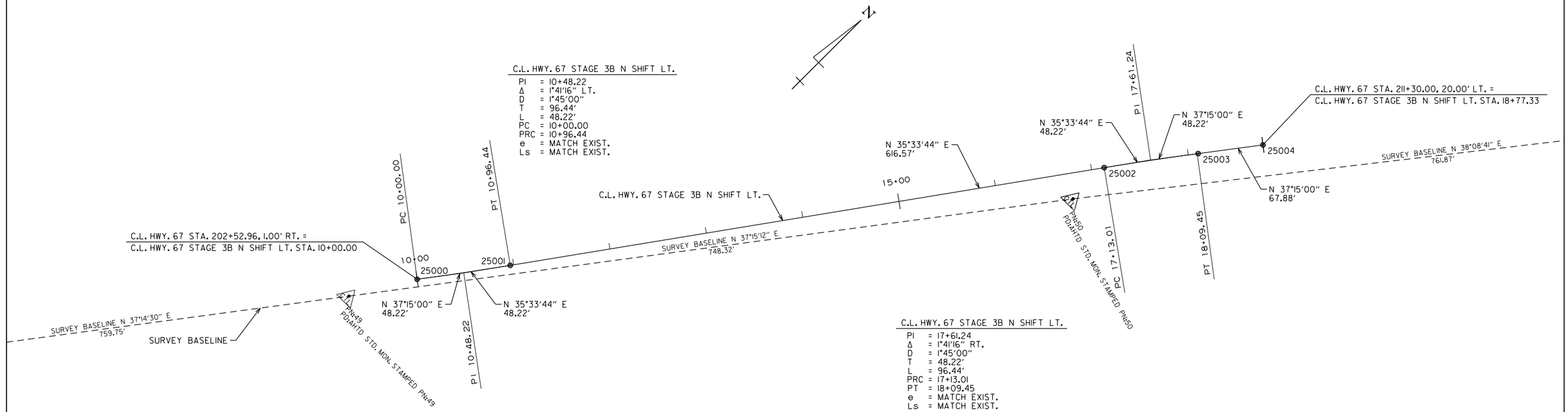
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:37 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_15.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	285	541
		TEMPORARY SURVEY CONTROL DETAILS				

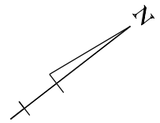
100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023



C.L. HWY. 67 STAGE 3B N SHIFT RT.
PI = 26+62.67
Δ = 5°41'20" LT.
D = 1°45'00"
T = 162.67'
L = 325.08'
PC = 25+00.00
PRC = 28+25.08
e = MATCH EXIST.
Ls = MATCH EXIST.

PC 25+00.00

PRC 28+25.08

PI 29+87.75

SURVEY BASELINE N 37°14'30" E
759.75'

SURVEY BASELINE

SURVEY BASELINE N 37°15'12" E
748.32'

SURVEY BASELINE N 38°08'41" E
761.87'

PN48
FD:AHTD STD. MON. STAMPED PN49

25+00

26000

C.L. HWY. 67 STA. 204+80.91, 47.25' RT. =
C.L. HWY. 67 STAGE 3B N SHIFT RT. STA. 25+00.00

N 37°15'00" E
162.67'

N 31°33'40" E
162.67'

26001

N 31°33'40" E
162.67'

30+00

N 37°15'00" E
162.67'

PN50
FD:AHTD STD. MON. STAMPED PN50

26002

C.L. HWY. 67 STA. 211+30.00, 15.00' RT. =
C.L. HWY. 67 STAGE 3B N SHIFT RT. STA. 31+50.15

C.L. HWY. 67 STAGE 3B N SHIFT LT.

C.L. HWY. 67 STAGE 3B N SHIFT RT.
PI = 29+87.75
Δ = 5°41'20" RT.
D = 1°45'00"
T = 162.67'
L = 325.08'
PRC = 28+25.08
PT = 31+50.15
e = MATCH EXIST.
Ls = MATCH EXIST.

PT 31+50.15

PI 26+62.67

aewierciak 8/4/2023 12:32:38 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_16.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	286	541
		TEMPORARY SURVEY CONTROL DETAILS				

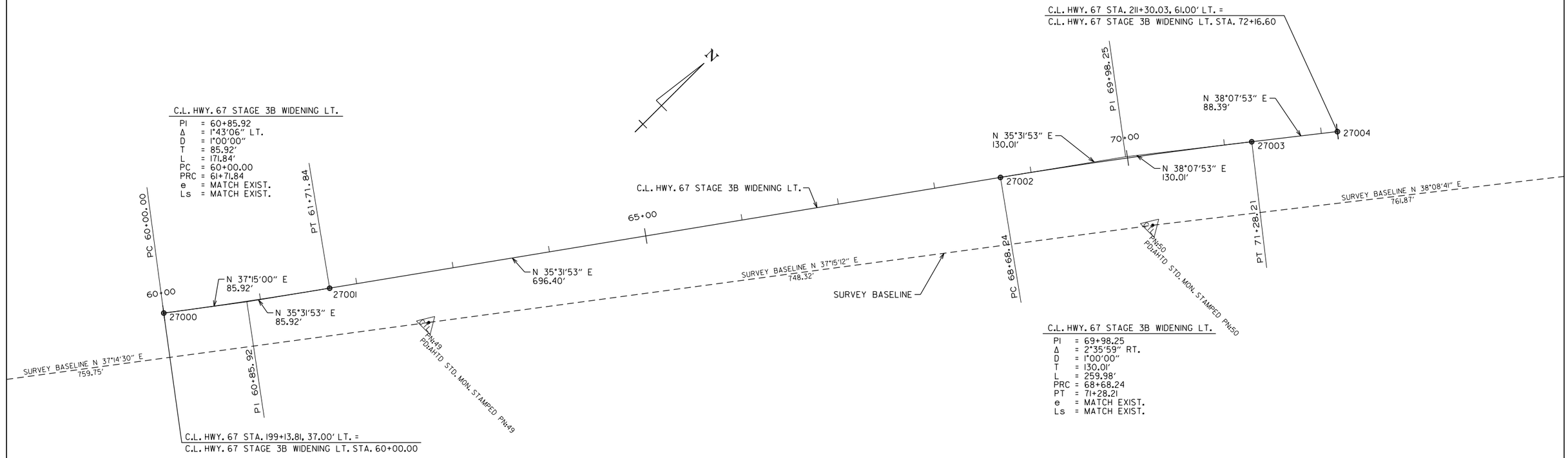
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



C.L. HWY. 67 STAGE 3B WIDENING LT.

PI	= 69+98.25
Δ	= 2°35'59" RT.
D	= 1°00'00"
T	= 130.01'
L	= 259.98'
PRC	= 68+68.24
PT	= 71+28.21
e	= MATCH EXIST.
Ls	= MATCH EXIST.

aewierciak 8/4/2023 12:32:38 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642-SC_MOT-17.dgn
REVISED DATE:

TEMPORARY SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	287	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

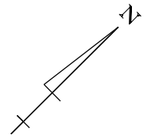
DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

C.L. HWY. 67 STAGE 4A S SHIFT RT.
PI = 40+87.92
Δ = 1°45'30" LT.
D = 1°00'00"
T = 87.92'
L = 175.83'
PC = 40+00.00
PT = 41+75.83
e = MATCH EXIST.
Ls = MATCH EXIST.



C.L. HWY. 67 STA. 66+00.00, 16.00' LT. =
C.L. HWY. 67 STAGE 4A S SHIFT RT. STA. 48+47.44

PC 40+00.00

PT 41+75.83

PI 47+11.81

C.L. HWY. 67 STAGE 4A S SHIFT RT.

N 43°49'24" E
135.68'

N 46°32'11" E
135.68'

PN34
PDAHTD STD. MON. STAMPED PN:34

SURVEY BASELINE N 46°33'15" E
767.69'

40+00

28000

28001

45+00

28002

SURVEY BASELINE N 46°14'20" E
829.46'

28003

SURVEY BASELINE

C.L. HWY. 67 STA. 57+53.21, 15.00' RT. =
C.L. HWY. 67 STAGE 4A S SHIFT RT. STA. 40+00.00

N 45°34'54" E
87.92'

N 43°49'24" E
87.92'

PN33
PDAHTD STD. MON. STAMPED PN:33

N 43°49'24" E
400.30'

PI 40+87.92

PC 45+76.13

C.L. HWY. 67 STAGE 4A S SHIFT RT.
PI = 47+11.81
Δ = 2°42'47" RT.
D = 1°00'00"
T = 135.68'
L = 271.31'
PC = 45+76.13
PT = 48+47.44
e = MATCH PROP.
Ls = MATCH PROP.

PT 48+47.44

SURVEY BASELINE
N 46°58'03" E
844.25'

aewierciak 8/4/2023 12:32:38 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_18.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	288	541
		TEMPORARY SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

N

C.L. HWY. 67 STAGE 4C N SHIFT RT.
PI = 71+49.81
Δ = 3°44'39" LT.
D = 1°15'00"
T = 149.81'
L = 299.52'
PC = 70+00.00
PRC = 72+99.52
e = MATCH PROP.
Ls = MATCH PROP.

C.L. HWY. 67 STA. 211+29.91, 61.00' RT. =
C.L. HWY. 67 STAGE 4C N SHIFT RT. STA. 70+00.00

SURVEY BASELINE N 37°15'12" E
748.32'

PN50
PDOAHTD STD. MON. STAMPED PN50

PC 70+00.00

70+00

29000

N 37°15'04" E
149.81'

C.L. HWY. 67 STAGE 4C N SHIFT RT.

N 33°30'25" E
149.81'

PI 71+49.81

PRC 72+99.52

29001

SURVEY BASELINE N 38°08'41" E
761.87'

N 33°30'25" E
188.71'

N 44°47'41" E
188.71'

PI 74+88.23

75+00

PN51
PDOAHTD STD. MON. STAMPED PN51

C.L. HWY. 67 STAGE 4C N SHIFT RT.
PI = 74+88.23
Δ = 11°17'15" RT.
D = 3°00'02"
T = 188.71'
L = 376.20'
PRC = 72+99.52
PT = 76+75.72
e = MATCH PROP.
Ls = MATCH PROP.

29002

PT 76+75.72

C.L. HWY. 67 STA. 218+11.09, 42.00' RT. =
C.L. HWY. 67 STAGE 4C N SHIFT RT. STA. 76+75.72

SURVEY BASELINE N 50°51'27" E
725.29'

SURVEY BASELINE

aewierciak 8/4/2023 12:32:39 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_19.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	289	541
		TEMPORARY SURVEY CONTROL DETAILS				

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

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N

C.L. HWY. 67 STAGE 4C S SHIFT RT.
PI = 13+17.43
Δ = 3°06'56" LT.
D = 1°45'00"
T = 89.04'
L = 178.03'
PRC = 12+28.39
PT = 14+06.42
e = MATCH PROP.
Ls = MATCH PROP.

C.L. HWY. 67 STAGE 4C S SHIFT RT.

SURVEY BASELINE N 37°14'38" E
785.51'

PN-48
FD:AHTD STD. MON. STAMPED PN-48

SURVEY BASELINE N 37°14'30" E
759.75'

10+00 N 37°15'00" E
114.24'

N 41°14'48" E
114.24'

PI 11+14.24

30000

C.L. HWY. 67 STA. 198+43.95, 37.00' RT. =
C.L. HWY. 67 STAGE 4C S SHIFT RT. STA. 10+00.00

C.L. HWY. 67 STAGE 4C S SHIFT RT.
PI = 11+14.24
Δ = 3°59'49" RT.
D = 1°45'00"
T = 114.24'
L = 228.39'
PC = 10+00.00
PRC = 12+28.39
e = MATCH PROP.
Ls = MATCH PROP.

PC 10+00.00

PRC 12+28.39

30001

N 41°14'48" E
89.04'

PI 13+17.43

N 38°07'53" E
89.04'

PN-49
FD:AHTD STD. MON. STAMPED PN-49

PT 14+06.42

30002

C.L. HWY. 67 STA. 202+50.00, 52.54' RT. =
C.L. HWY. 67 STAGE 4C S SHIFT RT. STA. 14+06.42

SURVEY BASELINE N 37°15'12" E
748.32'

SURVEY BASELINE

aewiercIak 8/4/2023 12:32:39 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642.SC.MOT.20.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	290	541
		TEMPORARY SURVEY CONTROL DETAILS				

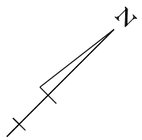
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

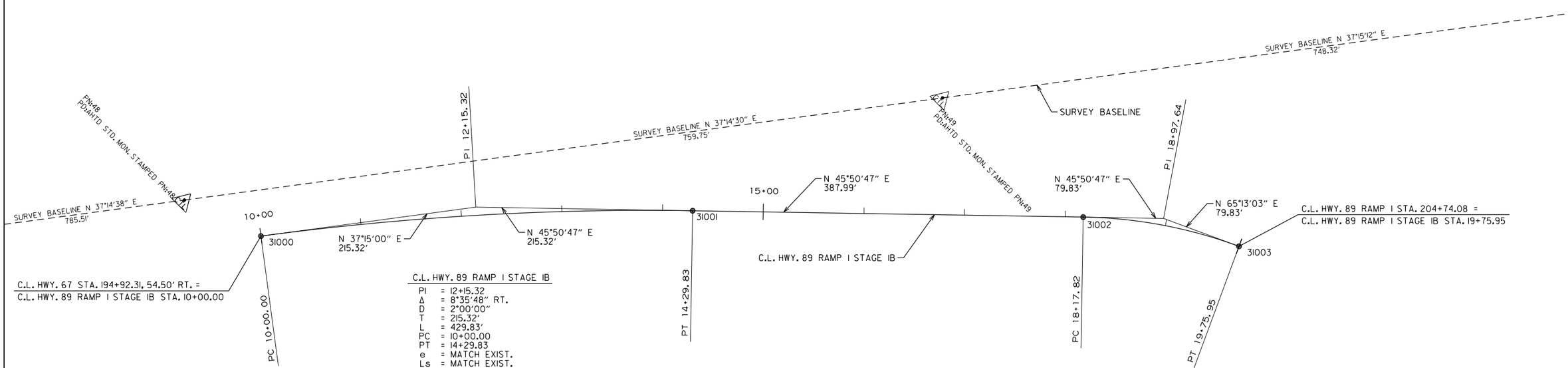
DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND





C.L. HWY. 89 RAMP I STAGE IB

PI	= 12+15.32
Δ	= 8°35'48" RT.
D	= 2°00'00"
T	= 215.32'
L	= 429.83'
PC	= 10+00.00
PT	= 14+29.83
e	= MATCH EXIST.
Ls	= MATCH EXIST.

C.L. HWY. 89 RAMP I STAGE IB

PI	= 18+97.64
Δ	= 19°22'15" RT.
D	= 12°15'00"
T	= 79.83'
L	= 158.13'
PC	= 18+17.82
PT	= 19+75.95
e	= MATCH EXIST.
Ls	= MATCH EXIST.

TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:40 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642-SC_MOT_21.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	291	541
		TEMPORARY SURVEY CONTROL DETAILS				

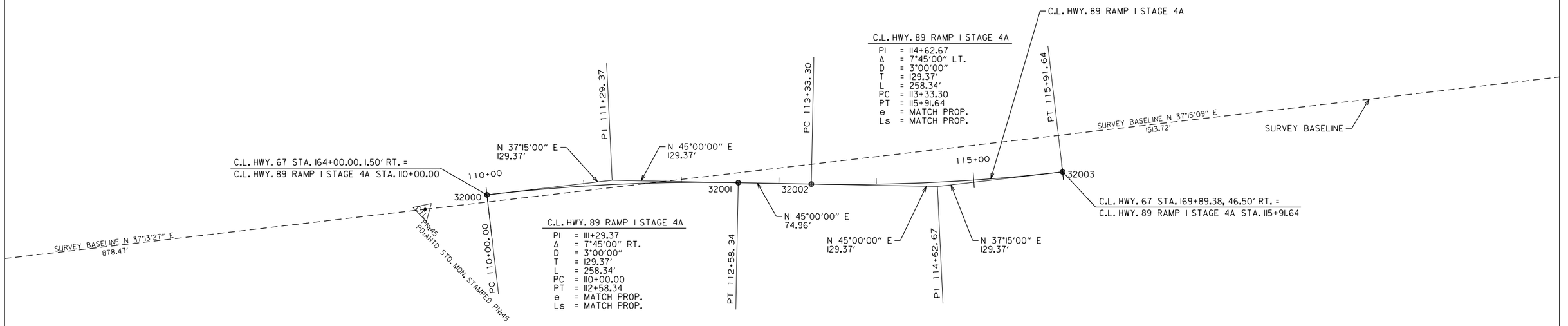
100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

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aewiercIak 8/4/2023 12:32:40 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_22.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	292	541
		TEMPORARY SURVEY CONTROL DETAILS				

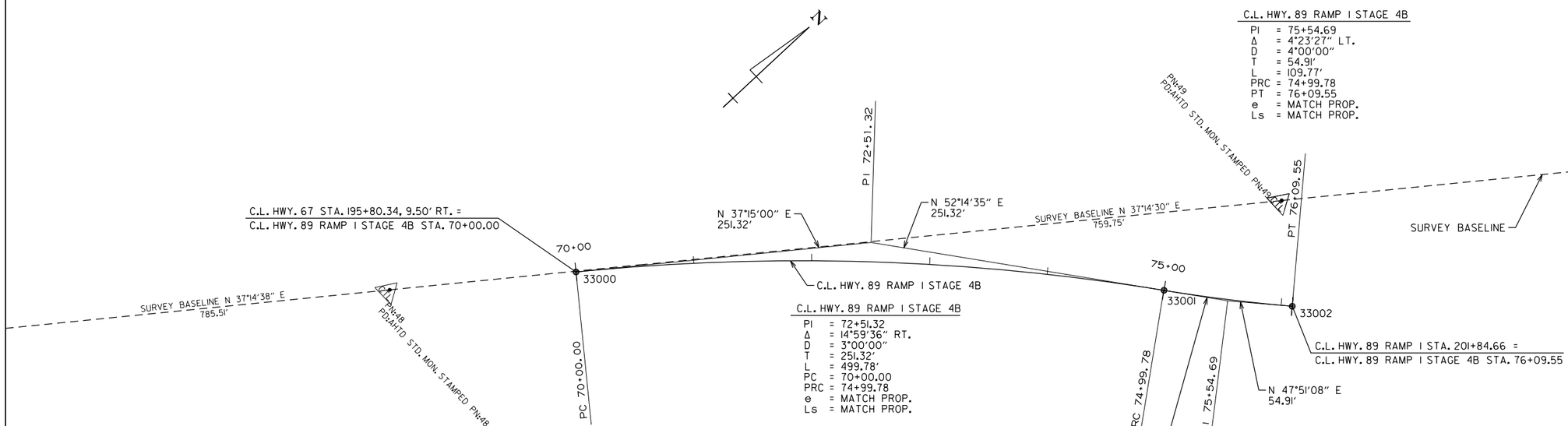
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:40 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642-SC_MOT_23.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	293	541
		TEMPORARY SURVEY CONTROL DETAILS				

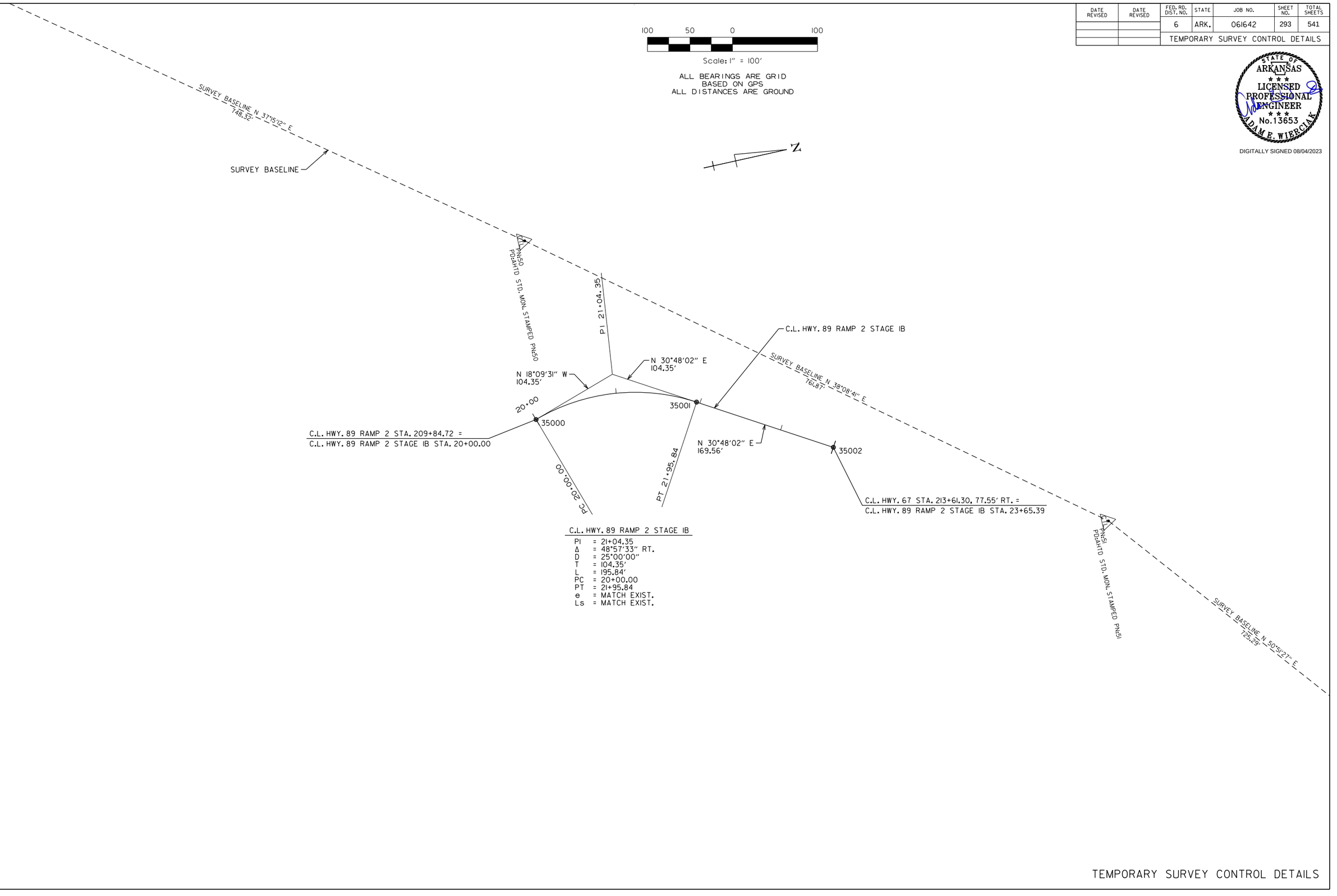
STATE OF ARKANSAS
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No.13653
ADAM E. WIERCIAK

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100 50 0 100

Scale: 1" = 100'

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C.L. HWY. 89 RAMP 2 STAGE IB

PI	= 21+04.35
Δ	= 48°57'33" RT.
D	= 25°00'00"
T	= 104.35'
L	= 195.84'
PC	= 20+00.00
PT	= 21+95.84
e	= MATCH EXIST.
Ls	= MATCH EXIST.

aewierciak 8/4/2023 12:32:41 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_25.dgn
REVISED DATE:

TEMPORARY SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	294	541
		TEMPORARY SURVEY CONTROL DETAILS				

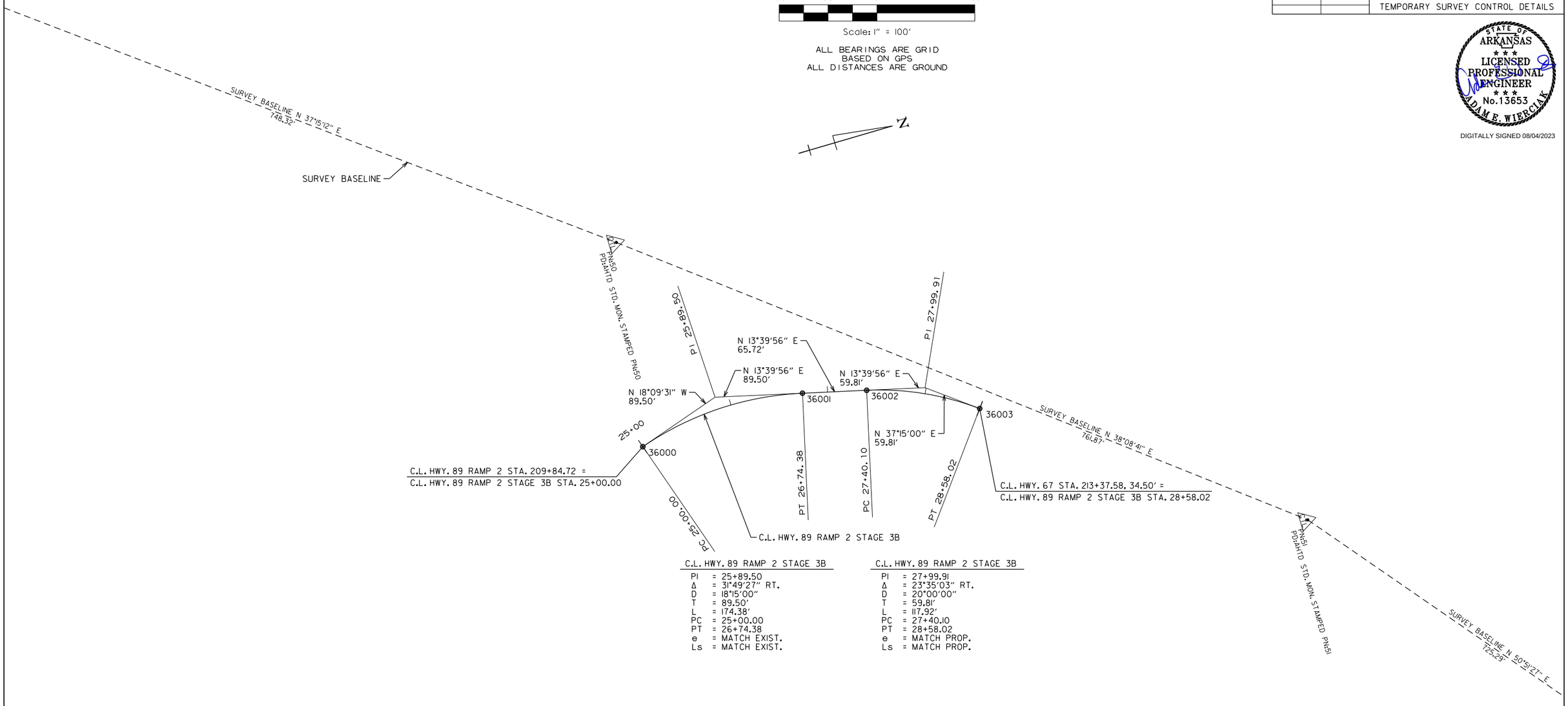
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

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100 50 0 100

Scale: 1" = 100'

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BASED ON GPS
ALL DISTANCES ARE GROUND



C.L. HWY. 89 RAMP 2 STAGE 3B

PI	= 25+89.50
Δ	= 31°49'27" RT.
D	= 18°15'00"
T	= 89.50'
L	= 174.38'
PC	= 25+00.00
PT	= 26+74.38
e	= MATCH EXIST.
Ls	= MATCH EXIST.

C.L. HWY. 89 RAMP 2 STAGE 3B

PI	= 27+99.91
Δ	= 23°35'03" RT.
D	= 20°00'00"
T	= 59.81'
L	= 117.92'
PC	= 27+40.10
PT	= 28+58.02
e	= MATCH PROP.
Ls	= MATCH PROP.

aewierciak 8/4/2023 12:32:41 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_26.dgn
REVISED DATE:

TEMPORARY SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	295	541
		TEMPORARY SURVEY CONTROL DETAILS				

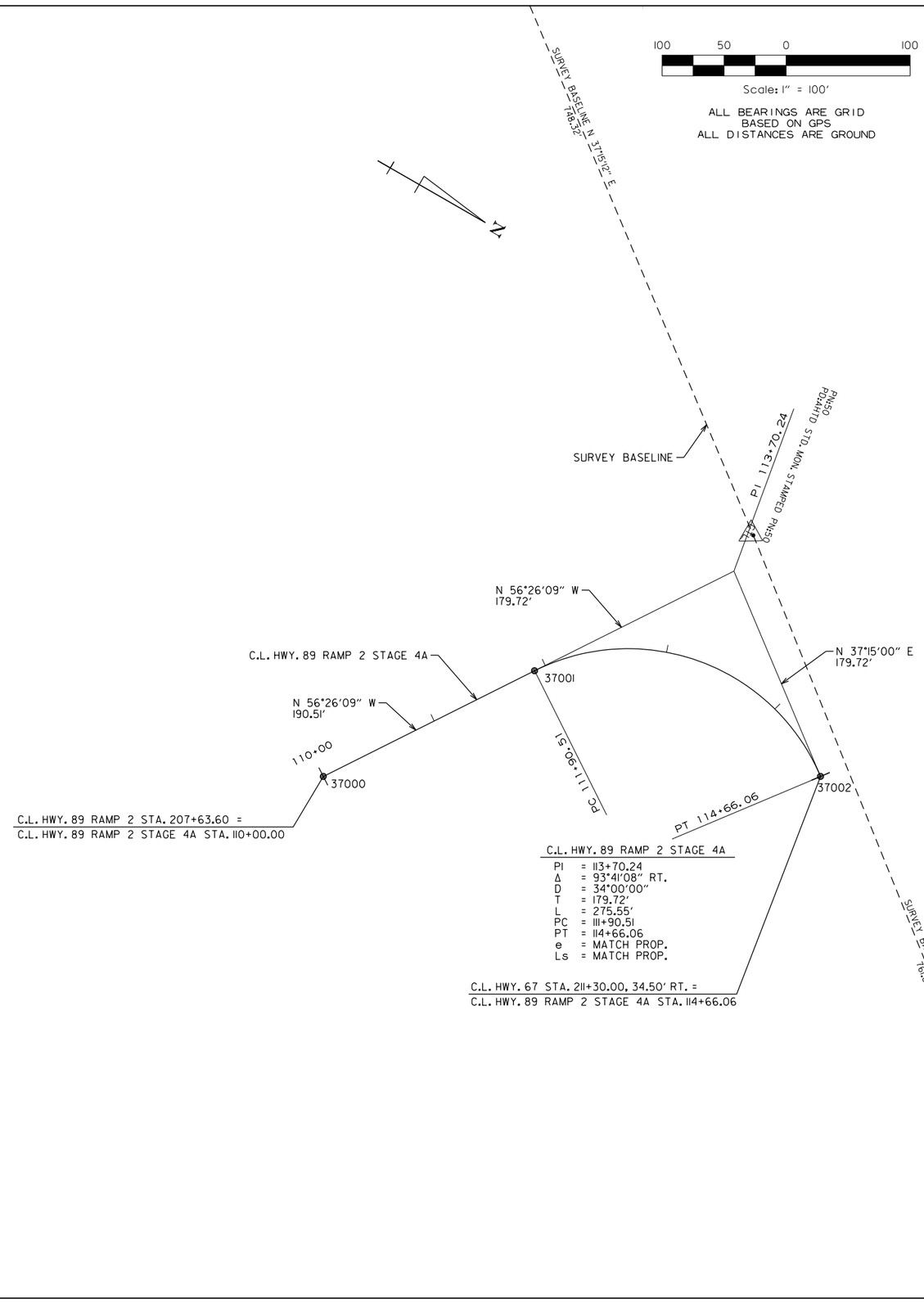
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:41 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_27.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	296	541
		TEMPORARY SURVEY CONTROL DETAILS				

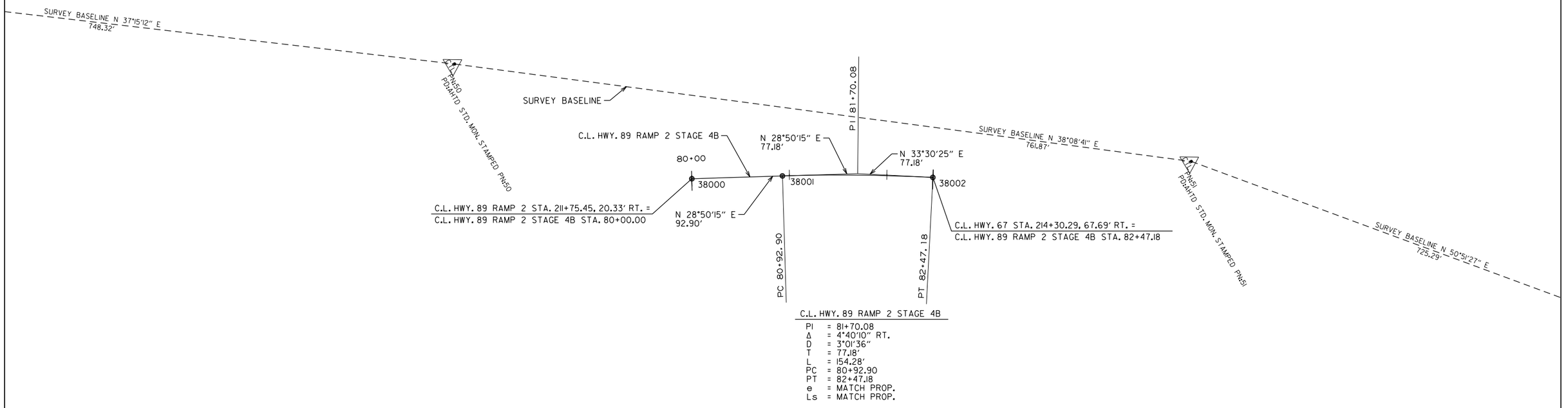
100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

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C.L. HWY. 89 RAMP 2 STAGE 4B

PI	=	81+70.08
Δ	=	4°40'10" RT.
D	=	3°01'36"
T	=	77.18'
L	=	154.28'
PC	=	80+92.90
PT	=	82+47.18
e	=	MATCH PROP.
Ls	=	MATCH PROP.

TEMPORARY SURVEY CONTROL DETAILS

dewierciak 8/4/2023 12:32:42 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\20IT\170I7575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642.SC.MOT.28.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	297	541
		TEMPORARY SURVEY CONTROL DETAILS				

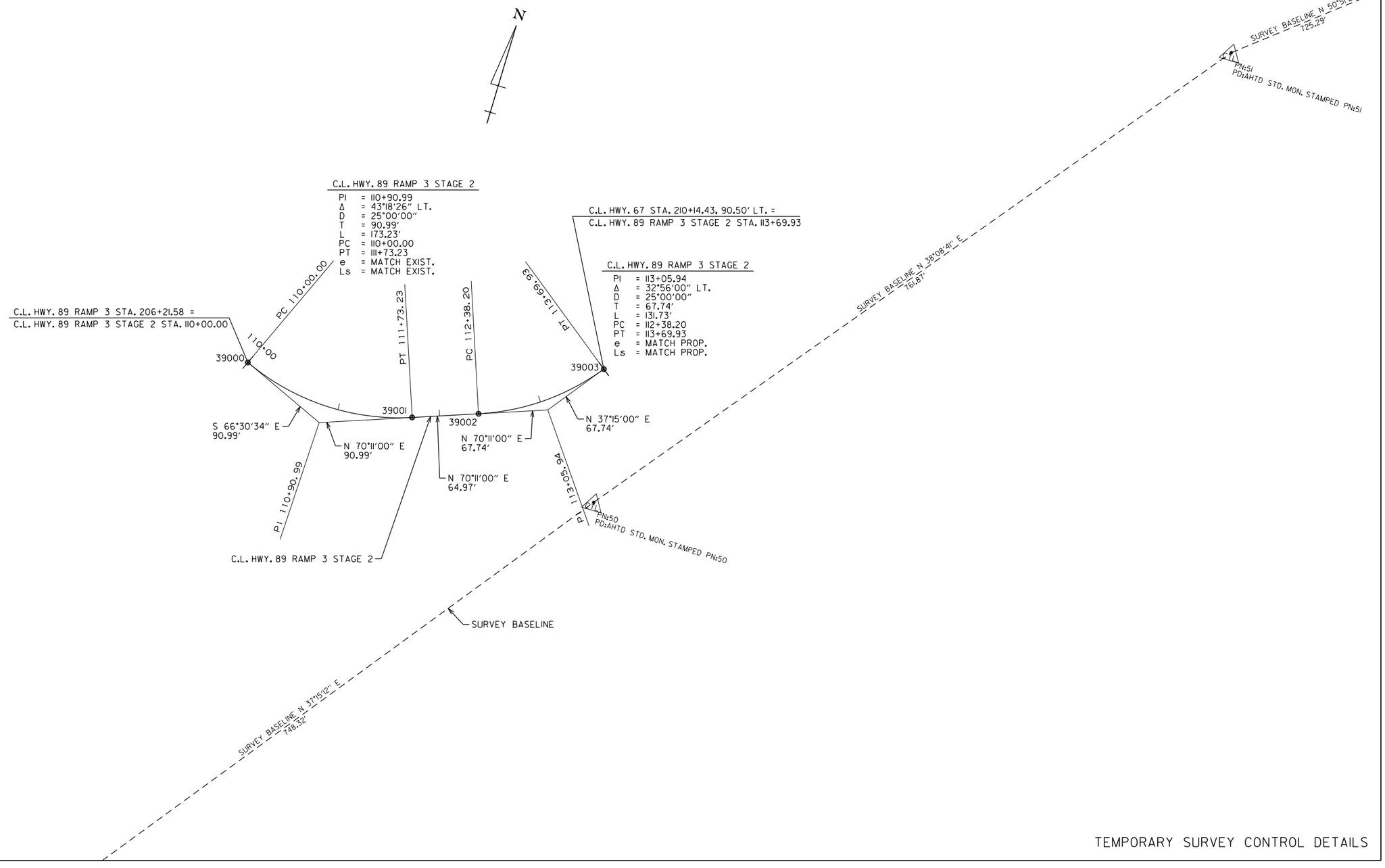
100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
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TEMPORARY SURVEY CONTROL DETAILS

dewierciak 8/4/2023 12:32:42 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_SC_MOT_29.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	298	541
		TEMPORARY SURVEY CONTROL DETAILS				

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
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STATE OF ARKANSAS
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C.L. HWY. 67 STA. 191+99.78, 59.00' LT. =
C.L. HWY. 89 RAMP 4 STAGE IC STA. 91+99.78

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 92+84.49
Δ = 5°04'46" LT.
D = 3°00'00"
T = 84.71'
L = 169.31'
PC = 91+99.78
PRC = 93+69.09
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 96+55.36
Δ = 6°19'15" LT.
D = 1°45'00"
T = 180.78'
L = 361.19'
PRC = 94+74.58
PT = 98+35.77
e = NO SUPER
Ls = N/A

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 102+40.95
Δ = 26°47'41" LT.
D = 7°00'00"
T = 194.96'
L = 382.78'
PC = 100+45.99
PT = 104+28.77
e = MATCH EXIST.
Ls = MATCH EXIST.

C.L. HWY. 89 RAMP 4 STAGE IC
PI = 94+21.85
Δ = 3°09'53" RT.
D = 3°00'00"
T = 52.76'
L = 105.49'
PRC = 93+69.09
PRC = 94+74.58
e = NO SUPER
Ls = N/A

C.L. HWY. 89 RAMP 4 STA. 204+37.76, 0.22' RT. =
C.L. HWY. 89 RAMP 4 STAGE IC STA. 104+28.77

40000
40001
40002
40003
40004
40005
95+00
100+00
PC 91+99.78
PRC 93+69.09
PI 94+21.85
PT 98+35.77
PC 100+45.99
PT 104+28.77
PI 92+84.49
PRC 94+74.58
PI 96+55.36
PI 102+40.95
N 37°15'00" E 84.71'
N 32°10'14" E 84.71'
N 32°10'14" E 52.76'
N 35°20'06" E 52.76'
N 35°20'06" E 180.78'
N 29°00'52" E 180.78'
N 29°00'52" E 210.23'
N 29°00'52" E 194.96'
N 2°13'11" E 194.96'
SURVEY BASELINE N 37°14'38" E 785.51'
SURVEY BASELINE N 37°14'30" E 759.75'
SURVEY BASELINE N 37°15'12" E 748.32'
SURVEY BASELINE
PK-48 FD:AHTD STD. MON. STAMPED PK-48
PK-49 FD:AHTD STD. MON. STAMPED PK-49

aewierciak 8/4/2023 12:32:43 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	299	541
		TEMPORARY SURVEY CONTROL DETAILS				

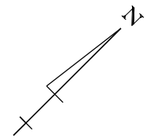
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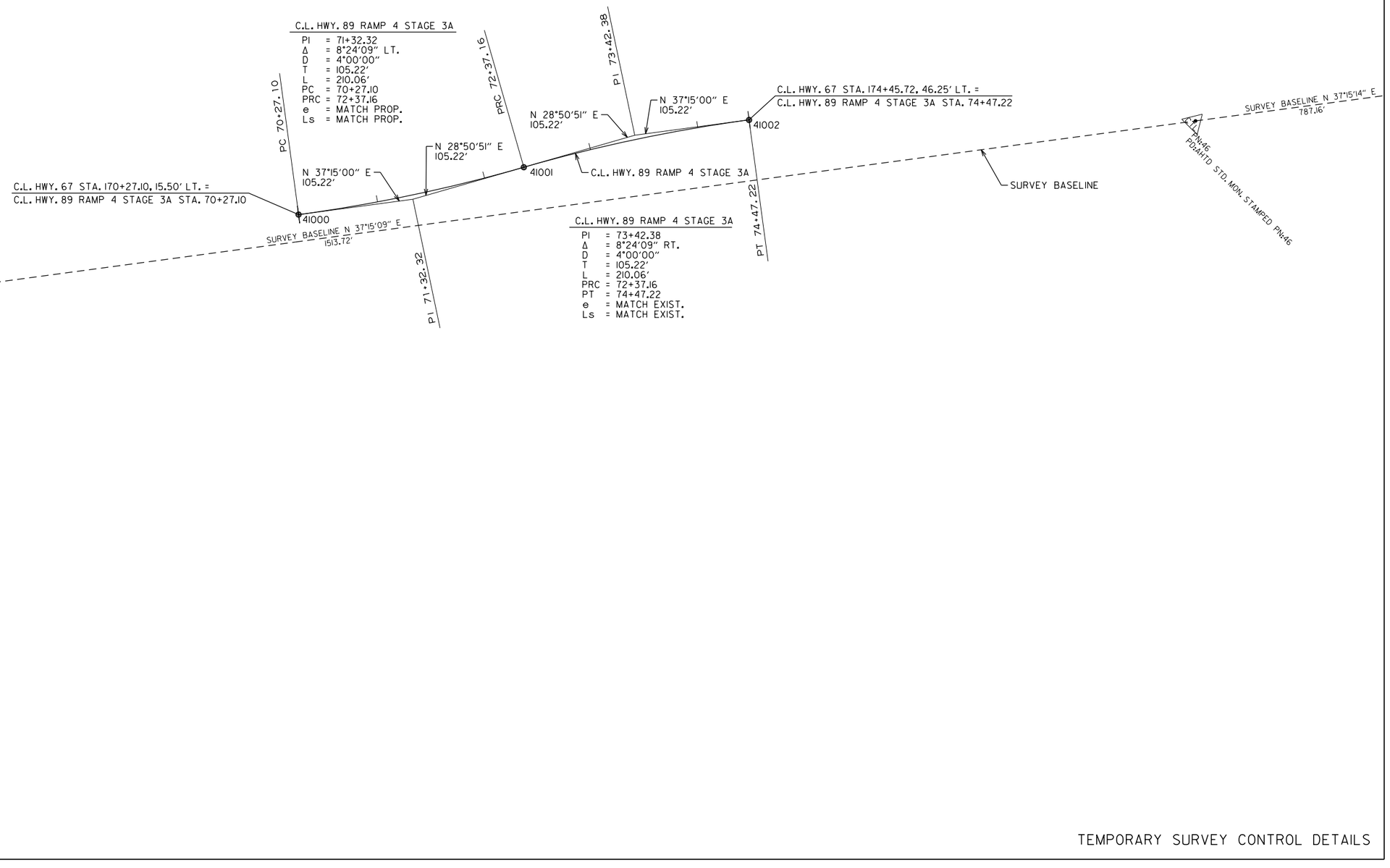
Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

STATE OF ARKANSAS
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No.13653
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cwierciak 8/4/2023 12:32:43 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	300	541
		TEMPORARY SURVEY CONTROL DETAILS				

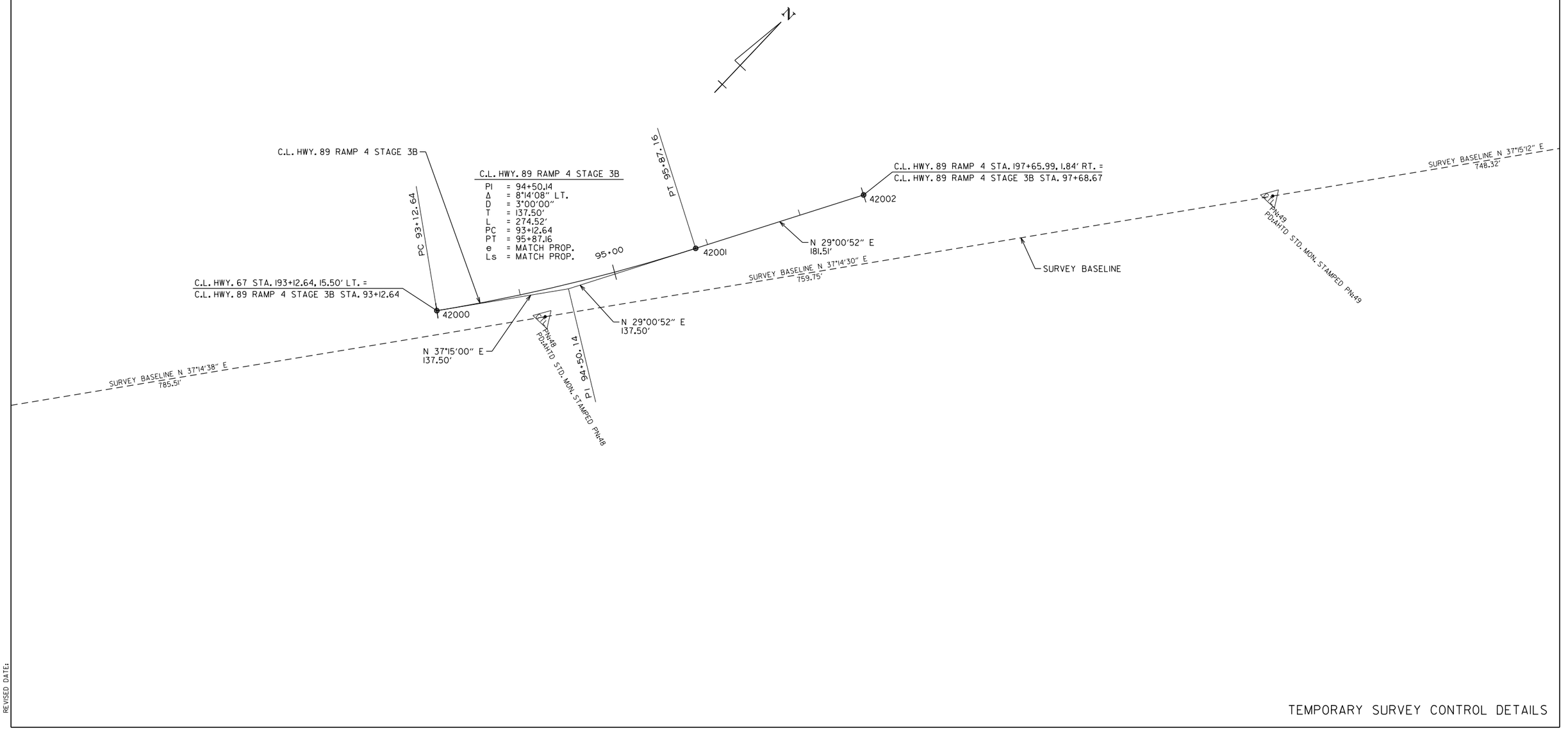
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

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100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND



TEMPORARY SURVEY CONTROL DETAILS

aewierciak 8/4/2023 12:32:43 AM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_SC_MOT_32.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	301	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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EXIST. R/W
EXIST. C/A
JOHN HARDIN DR.
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W & C/A

10' EX. SHLDR.
36' EX. LANES
10' EX. SHLDR.
10' EX. SHLDR.
36' EX. LANES
10' EX. SHLDR.

40+00
45+00
50+00
55+00

+02.35
6'
12'
36'
10'
48'

300' TAPER
CONSTRUCT DRAINAGE OPENINGS AT 50' O.C.
700' AUXILIARY LANE
CONSTRUCTION LIMITS
EXISTING 144.4' INSIDE SHOULDER TRANSITION
+78.77
+23.17
+26.72
+71.12
C.L. HWY. 67
12' EX. SHLDR.
N 46°32'11" E
PI 51+37.24
PC 53+83.24
C.L. HWY. 67 STA. 53+83.24, 53.50' LT. =
C.L. HWY. 5 RAMP 4 STA. 53+83.24
NOSE
+01.76
7.50' RT.
+02.35
52.78' LT.
C.L. HWY. 67 STA. 50+42.02, 41.50' RT. =
C.L. HWY. 5 RAMP 1 STA. 50+42.02
PC 50+42.02
PT 52+32.30
PC 55+24.50

STA. 45+02.35
BEGIN JOB 061642
L.M. 0.51

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
49+99.40	52+68.15	LT. OF L.M.L.	200 LIN. FT.	1 EACH	1 EACH

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

330
320
310
300
290
280
270
260
250
240

STA. 45+02.35
BEGIN JOB 061642

NOTCH & WIDEN

EXISTING GROUND

40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	302	541

PLAN & PROFILE - HWY. 67

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
65+53	68+82	LT. OF R.M.L.	329
67+22	70+50	RT. OF L.M.L.	328

STA. 62+97 - IN PLACE
DBL. 36"' x 157' R.C. PIPE CULVERT
W/ HDWL. LT. & FES RT.
REMOVE HDWLS. LT. & EXTEND 2' LT.
TO A COMPLETED LENGTH OF 159'
(CLASS IV) (TYPE III BEDDING)
Q50 = 138 CFS DA = 54 ACRES
36" R.C. PIPE = 12 LIN. FT.
36" FES = 2 EA.

STA. 62+97 CONSTRUCT
36" x 159' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
W/ FES LT. & RT.
Q50 = 138 CFS DA = 54 ACRES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

EXIST. R/W
JOHN HARDIN DR.
EXIST. C/A
CONSTRUCTION LIMITS
PCC 57+57.36
C.L. HWY. 5 RAMP 4
60+00
PI 59+82.94
STA. 58+97 IN PLACE
DROP INLET W/ 24" X 77'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
PLUG AND ABANDON PIPE CULVERT
700' AUX. LANE
NOSE +02.35
NOSE +01.76
7.50' RT.
55+00
N 46°32'11" E
CONSTRUCTION LIMITS
10'
36'
12'
60+00
C.L. HWY. 67
65+00
N 46°32'11" E
C.L. HWY. 67 STA. 68+00.83 =
C.L. HWY. 5 STA. 20+00.00
∠ 84°14'43"
C.L. HWY. 5
CONST. LIMITS
70+00
NOSE +02.35
52.78' LT.
PI 55+72.34
48'
6'
+52.97
+16.88
+83.37
200' TAPER
600' AUXILIARY LANE
PC 55+24.50
EXIST. R/W & C/A
C.L. HWY. 5 RAMP 1
PI 68+48.81
STA. 65+98 IN PLACE
DROP INLET W/ 24" X 81'
R.C. PIPE CULVERT OUTLET
& FES RT.
MODIFY DROP INLET
PLUG AND ABANDON PIPE CULVERT
S 49°13'06" E
PC 70+16.88
C.L. HWY. 67 STA. 70+16.88, 53.50' RT. =
C.L. HWY. 5 RAMP 5 STA. 70+16.88

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
64+86.31	69+11.31	RT. OF L.M.L.	250 LIN. FT.	1 EACH	1 EACH
66+92.53	71+17.53	LT. OF L.M.L.	250 LIN. FT.	1 EACH	1 EACH

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 68+98 IN PLACE
DROP INLET W/ 24" X 85'
R.C. PIPE CULVERT OUTLET
& FES RT.
MODIFY DROP INLET
PLUG AND ABANDON PIPE CULVERT

NOTCH & WIDEN
200' TRANSITION
+52.97
PVI 59+52.96
ELEV. 283.13
PVC 59+75.00
ELEV. 283.04
PVI 60+50.00
ELEV. 282.75
VC=150.00'
K=2142.86
e=-0.01'
PVC 61+50.00
ELEV. 282.29
PVT 61+25.00
ELEV. 282.41
-0.39%
-0.46%
VC=150.00'
K=1875.00
e=0.01'
PVI 62+25.00
ELEV. 281.95
PVT 63+00.00
ELEV. 281.67
-0.54% LT. DITCH GRADE
0.81% LT. DITCH GRADE
PROFILE GRADE
-0.38%
EXISTING GROUND
+00.00 LT. 276.26
+97.00 LT. 275.74
+115.00 LT. 277.51
EXIST. F.L. = 275.60 LT.
PROP. F.L. = 275.74 LT.
EXIST. F.L. = 274.03 RT.

320 310 300 290 280 270 260 250 240 230

55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00 70+00

REVISED DATE:
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WORKSPACE: AHTD
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	303	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
80+72.00	84+47.00	LT. OF L.M.L.	325 LIN. FT.	1 EACH	1 EACH

PI 74+98.19
75+00
PCC 76+34.30
PI 77+38.66
EXIST. R/W & C/A
CONST. LIMITS
PCC 78+42.20
C.L. HWY. 5 RAMP 3
NOSE 79+19.14 7.50' RT.
PI 79+38.25
PT 80+34.18
CONSTRUCTION LIMITS
80+00
NOSE 79+19.21 70.78' LT.
C.L. HWY. 67 STA. 84+07.71, 41.50' LT. =
C.L. HWY. 5 RAMP 3 STA. 84+07.71
PC 82+17.43
PI 83+12.65
CONST. LIMITS
PT 84+07.171
N 45°48'10" E
70+00
75+00
80+00
85+00
C.L. HWY. 67
N 46°32'11" E
PC 82+61.00
10'
36'
12'
48'
6'
NOSE +24.55 67.50' RT
NOSE +50.11 52.84' RT
700' AUXILIARY LANE
NOSE +24.43 7.50' LT.
NOSE +50.55 7.50' LT.
CONST. LIMITS
C.L. HWY. 5 RAMP 5
C.L. HWY. 5 RAMP 2
PC 70+16.88
+16.88
PI 71+47.23
PCC 72+60.09
PI 75+65.08
STA. 76+98 IN PLACE
DROP INLET W/ 24" X 67'
R.C. PIPE CULVERT INLET AND
24" X 71' R.C. PIPE CULVERT OUTLET
& HDWLS. LT & RT.
MODIFY DROP INLET
REMOVE HDWLS. LT. & 4' RT.
& EXTEND 9' LT. & RT.
TO A COMPLETED LENGTH OF 154'
(CLASS IV) (TYPE III BEDDING)
Q50= 28 CFS DA = 9.50 ACRES
24" R.C. PIPE = 21 LIN. FT.
24" FES = 2 EA.
EXIST. R/W & C/A
PCC 79+14.41
PI 79+80.75
PCC 80+46.81
PI 81+29.39
PT 82+11.88
C.L. HWY. 67 STA. 82+11.88, 53.50' RT. =
C.L. HWY. 5 RAMP 2 STA. 82+11.88
EXIST. R/W & C/A
APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS
WHITE OAK BRANCH
STA. 81+50 INSTALL OVERHEAD HIGHWAY SIGN HWY. 67 LT. LANES SEE SIGNING PLANS

C.L. HWY. 67
PI = 91+91.69
Δ = 9°17'11" LT.
D = 0°30'00"
T = 930.69'
L = 1857.30'
PC = 82+61.00
PT = 101+18.30
e = NO SUPER

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

PROFILE GRADE
-0.38%
-1.10% LT. DITCH GRADE
5.20% LT. DITCH GRADE
EXISTING GROUND
PVC 80+00.00 ELEV. 275.21
VC=300.00'
K=789.47
e=0.14'
PVI 81+50.00 ELEV. 274.64
PVT 83+00.00 ELEV. 274.64
0.00%
-0.67% RT. DITCH GRADE
4' FLAT BOTTOM

+70.00 LT. 270.72
+00.00 LT. 270.39
+25.00 LT. 271.69
+50.11 RT. 266.40
+65.00 RT. 263.62

PROP. F.L. = 270.39 LT.
EXIST. F.L. = 270.30 LT.
EXIST. F.L. = 269.55 RT.
PROP. F.L. = 269.52 RT.

PROP. F.L. = 264.71LT.
EXIST. F.L. = 264.57 LT.
EXIST. F.L. = 263.83 RT.
PROP. F.L. = 263.62 RT.

310 300 290 280 270 260 250 240 230 220

70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	304	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STA. 85+00 - IN PLACE
TRP. 10'x5'x153' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 11.5' LT. & 9.5' RT.
TO A COMPLETED LENGTH OF 174'
CONSTRUCT TRP. 10' x 5' x 174' NORTH
AND DBL. 10' x 5' x 174' SOUTH
R.C. BOX CULVERTS
WITH 3:1 WINGS LT. AND RT.
COMPLETED STRUCTURE: OCT. 10'x5'x174' R.C. BOX CULVERT
Q50 = 1,890 CFS DA = 2.5 SQ. MI.
SPAN = 87.25'

C.L. HWY. 67
PI = 91+91.69
Δ = 9°17'11" LT.
D = 0°30'00"
T = 930.69'
L = 1857.30'
PC = 82+61.00
PT = 101+18.30
e = NO SUPER

WHITE OAK BRANCH
EXIST. R/W & C/A
S. ROCKWOOD RD.
CONST. LIMITS
85+00
90+00
95+00
100+00
C.L. HWY. 67
N 46°32'11" E
N 37°15'00" E
700' AUXILIARY LANE
300' TAPER
+50.11
+50.11
PI 91+91.69
+50.00 BEGIN NOISE BARRIER WALL RT. TYPE SP-8
CONSTRUCT DRAINAGE OPENINGS AT 50' O.C.
APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

STA. 88+99 IN PLACE
DROP INLET W/ 24" X 82'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

STA. 96+99 IN PLACE
DROP INLET W/ 24" X 86'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

HWY. 67

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 21
94+06.85	96+50.60	RT. OF R.M.L.	175 LIN. FT.	1 EACH	1 EACH

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

PROFILE GRADE
0.00%
Q50 DESIGN H.W. ELEV. = 270.1
1.39% RT. DITCH GRADE
EXISTING GROUND
+45.00 RT. 263.62
+00.00 RT. 265.77
PROP. F.L. = 264.71LT.
EXIST. F.L. = 264.57 LT.
EXIST. F.L. = 263.83 RT.
PROP. F.L. = 263.62 RT.
PVC 96+00.00 ELEV. 274.64
VC=600.00'
K=200.00
e=2.25'
PVI 99+00.00 ELEV. 274.64

310 300 290 280 270 260 250 240 230 220

85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00

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C.L. HWY. 67
PI = 91+91.69
Δ = 9°17'11" LT.
D = 0°30'00"
T = 930.69'
L = 1857.30'
PC = 82+61.00
PT = 101+18.30
e = NO SUPER

STA. 105+00 IN PLACE
DROP INLET W/ 24" X 89'
R.C. PIPE CULVERT OUTLET
& HDWL. LT.
MODIFY DROP INLET
REMOVE HDWL. LT.
PLUG AND ABANDON PIPE CULVERT

S. ROCKWOOD RD.

STA. 101+18.30 BK; "
STA. 102+04.60 AHD.

EXIST. R/W & C/A
CONST. LIMITS
10'
36'
12'
12'
36'
10'

STA. 109+50 INSTALL
OVERHEAD HIGHWAY SIGN
HWY. 67 LT. LANES
SEE SIGNING PLANS

100+00
105+00
110+00
115+00
C.L. HWY. 67
N 37°15'00" E

CONSTRUCT DRAINAGE
OPENINGS AT 50' O.C.

+33.73
END NOISE
BARRIER
WALL RT.
TYPE SP-8

STATE OF
ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	305	541
		PLAN & PROFILE - HWY. 67				

FENCING

STA.	STA.	SIDE	TYPE	UNIT
112+53	115+55	HWY. 67 - RT.	D	302 LIN. FT.

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 101+18.30 BK; "
STA. 102+04.60 AHD.

PVT 102+86.30
ELEV. 283.64

VC=600.00'
K=200.00
e=2.25'

3.00%

PVC 105+00.00
ELEV. 290.05

PROFILE GRADE

EXISTING GROUND

PVI 113+00.00
ELEV. 314.05

-3.00%

VC=1600.00'
K=266.67
e=-12.00'

340
330
320
310
300
290
280
270
260
250

100+00 101+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

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	306	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

EXIST. R/W & C/A

S. ROCKWOOD RD.

CONST. LIMITS

115+00 120+00 125+00 130+00

C.L. HWY. 67

N 37°15'00" E

10' 36' 12' 12' 36' 10'

STA. 119+99 IN PLACE
DROP INLET W/ 24" X 126'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

STA. 125+99 IN PLACE
DROP INLET W/ 24" X 85'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

320 310 300 290 280 270 260 250 240 230

VC=1600.00'
K=266.67
e=-12.00'

EXISTING GROUND

PROFILE GRADE

-3.00%

PVT 121+00.00
ELEV. 290.05

PVC 122+80.00
ELEV. 284.65

VC=540.00'
K=186.21
e=1.96'

PVI 125+50.00
ELEV. 276.55

PVT 128+20.00
ELEV. 276.28

+0.10%

PVC 128+50.00
ELEV. 276.25

VC=300.00'
K=3000.00
e=0.04'

PVI 130+00.00
ELEV. 276.110

115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	307	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
143+44	145+43	LT. OF R.M.L.	199
144+72	145+43	RT. OF R.M.L.	71

APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

EXIST. R/W & C/A

CONST. LIMITS

STA. 136+00 INSTALL OVERHEAD HIGHWAY SIGN HWY. 67 LT. LANES SEE SIGNING PLANS

S. ROCKWOOD RD.

10' 36' 12' 12' 36' 10'

130+00 135+00 140+00 145+00

C.L. HWY. 67

N 37°15'00" E

BEGIN BRIDGE STA. 144+15.90

STA. 131+98 IN PLACE
DROP INLET W/ 24" X 83'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

STA. 134+10 IN PLACE
36" x 197' R.C. PIPE CULVERT
30° LT. FWD. SKEW W/HDWLS. LT & RT.
REMOVE HDWLS. LT. & RT. AND
EXTEND R.C. PIPE 8' LT. & 3' RT.
(CLASS III) (TYPE 3 BEDDING)
TO A COMPLETED LENGTH OF 208'
WITH FES LT. & RT.
36" R.C. PIPE = 19 LIN. FT.
36" FES = 2 EACH
Q50 = 74 CFS DA = 44 ACRES

STA. 141+01 IN PLACE
DROP INLET W/ 24" X 87'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
REMOVE

APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

STA. 144+00 INSTALL OVERHEAD HIGHWAY SIGN HWY. 67 RT. LANES SEE SIGNING PLANS

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
141+39.75	144+08.50	RT. OF R.M.L.	200 LIN. FT.	I EACH	I EACH	
142+89.75	144+08.50	LT. OF L.M.L.	100 LIN. FT.	I EACH		I EACH

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STREAM NAME: TWO PRAIRIE CREEK
STATION: 145+75 - 146+05
STREAM TYPE: PERENNIAL
TOP OF CHANNEL: 262 FT.

VC=300.00'
K=3000.00
e=0.04'

PVI 130+00.00
ELEV. 276.10

PVT 131+50.00
ELEV. 276.10

PROFILE GRADE

0.00%

PROP. F.L. = 264.77 RT.
EXIST. F.L. = 264.71 RT.
EXIST. F.L. = 263.98 LT.
PROP. F.L. = 263.90 LT.

EXISTING GROUND

PVC 140+50.00
ELEV. 276.10

VC=300.00'
K=500.00
e=0.22'

PVI 142+00.00
ELEV. 276.10

PVT 143+50.00
ELEV. 277.00

0.60%

050 DESIGN H.W.
ELEV. = 271.3

BEGIN BRIDGE
STA. 144+15.90

PVC 144+50.00
ELEV. 277.60

310 300 290 280 270 260 250 240 230 220

130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00

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WORKSPACE: AHTD
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REVISED DATE:

GUARDRAIL			GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
STA.	STA.	SIDE				
147+75.50	148+94.25	RT. OF R.M.L.	100 LIN. FT.	I EACH		I EACH
147+75.50	149+94.25	LT. OF L.M.L.	150 LIN. FT.	I EACH	I EACH	

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
146+39	147+16	LT. OF L.M.L.	77
146+41	148+39	RT. OF L.M.L.	199

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	308	541
		PLAN & PROFILE - HWY. 67				

STA. 157+96 IN PLACE
DROP INLET W/ 24" X 91'
R.C. PIPE CULVERT OUTLET
& HDWL. LT.
REMOVE

EXIST. R/W & C/A
CONST. LIMITS
APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS
S. ROCKWOOD RD.
BRIDGE NO. A5084 IN PLACE
90'-0" X 40'-0" BRIDGE CONSISTING OF
A CONCRETE SUPERSTRUCTURE SUPPORTED
BY A CONCRETE SUBSTRUCTURE. REMOVE AS
EXISTING BRIDGE STRUCTURE = 1.00 LUMP SUM
145+00
150+00
155+00
160+00
C.L. HWY. 67
N 37°15'00" E
10'
36'
12'
END BRIDGE
STA. 147+68.10
TWO PRAIRIE CREEK
BRIDGE NO. B5084 IN PLACE
90'-0" X 40'-0" BRIDGE CONSISTING OF
A CONCRETE SUPERSTRUCTURE SUPPORTED
BY A CONCRETE SUBSTRUCTURE. REMOVE AS
EXISTING BRIDGE STRUCTURE = 1.00 LUMP SUM
STA. 149+98 IN PLACE
DROP INLET W/ 24" X 87'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
REMOVE
HWY. 67 STA. 144+15.90 BRIDGE END
BRIDGE NO. 07548 OVER TWO PRAIRIE CREEK
350'-0" CONTINUOUS W- BEAM UNIT (70'-70'-70'-70'-70')
116'-0" CLEAR ROADWAY
352'-2½" BRIDGE LENGTH
STA. 147+68.10 BRIDGE END
HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STREAM NAME	STATION	STREAM TYPE	TOP OF CHANNEL
TWO PRAIRIE CREEK	145+75 - 146+05	PERENNIAL	262 FT.

PVI 146+00.00
ELEV. 278.50
PVT 147+50.00
ELEV. 277.60
END BRIDGE
STA. 147+68.10
PVC 148+50.00
ELEV. 277.00
PVI 150+00.00
ELEV. 276.10
VC=300.00'
K=500.00
e=0.22'
PVT 151+50.00
ELEV. 276.10
PROFILE GRADE
0.60%
-0.60%
0.00%
VC=300.00'
K=250.00
e=-0.45'
050 DESIGN H.W.
ELEV. = 271.3
1.62% LT.
DITCH GRADE
4' FLAT BOTTOM
+75.00 LT. 259.74
+10.00 LT. 261.93
EXISTING GROUND
310
300
290
280
270
260
250
240
230
220
145+00
146+00
147+00
148+00
149+00
150+00
151+00
152+00
153+00
154+00
155+00
156+00
157+00
158+00
159+00
160+00

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	309	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STA. 165+98 IN PLACE
DROP INLET W/ 24" x 87'
R.C. PIPE CULVERT OUTLET
& HDWL. LT.
MODIFY DROP INLET
REMOVE HDWL. LT.
PLUG AND ABANDON PIPE CULVERT

APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

S. ROCKWOOD RD.

EXIST. R/W & C/A

CONST. LIMITS

160+00 165+00 170+00 175+00

C.L. HWY. 67

N 37°15'00" E

STA. 170+00 INSTALL
OVERHEAD HIGHWAY SIGN
HWY. 67 RT. LANES
SEE SIGNING PLANS

STA. 173+77 IN PLACE
DROP INLET W/ 36" x 80'
R.C. PIPE CULVERT INLET &
36" x 89' R.C. PIPE CULVERT OUTLET
& HDWLS. LT. & RT.
MODIFY DROP INLET
REMOVE HDWLS. LT. & RT.
CONSTRUCT FES LT. & RT.
Q50 = 74 CFS DA = 39 ACRES
36" R.C. PIPE = 8 LIN. FT.
36" FES = 2 EACH

STA. 173+77 CONSTRUCT
36" x 171' R.C. PIPE CULVERT
W/ FES LT. & RT.
(CLASS IV) (TYPE 3 BEDDING)
Q50 = 75 CFS DA = 39 ACRES

HWY. 67

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
167+52.00	170+77.00	RT. OF R.M.L.	275 LIN. FT.	1 EACH	1 EACH

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

PVC 162+25.00
ELEV. 276.10

VC=300.00'
K=500.00
e=0.23'

PVI 163+75.00
ELEV. 276.10

PVT 165+25.00
ELEV. 277.00

PROFILE GRADE

EXISTING GROUND

PVC 168+50.00
ELEV. 278.95

PVI 170+00.00
ELEV. 279.85

VC=300.00'
K=750.00
e=-0.15'

PVT 171+50.00
ELEV. 280.15

0.00% 0.60% 0.20%

PROP. F.L. = 273.62 RT.
EXIST. F.L. = 273.51 RT.
EXIST. F.L. = 271.62 LT.
PROP. F.L. = 271.30 LT.

310 300 290 280 270 260 250 240 230 220

160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	310	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

STA. 181+46 IN PLACE
DROP INLET W/ 24" x 89'
R.C. PIPE CULVERT OUTLET
& HDWL. LT.
MODIFY DROP INLET
REMOVE HDWL. LT.
PLUG AND ABANDON PIPE CULVERT

S. ROCKWOOD RD.

EXIST. R/W & C/A

CONST. LIMITS

10' 36' 12' 12' 36' 10'

175+00 180+00 185+00 190+00

C.L. HWY. 67

N 37°15'00" E

300' TAPER

+36.97 6' 48' 12' 36' 10'

APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS

EXIST. R/W & C/A

CONST. LIMITS

STA. 187+97 - IN PLACE
5' x 3' x 168' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
AND MEDIAN DROP INLET
RETAIN S. WINGS LT. & RT.
REMOVE N. WINGS LT. & RT.
MODIFY DROP INLET
CONSTRUCT 5' x 3' x 168'
R.C. BOX CULVERT NORTH
WITH 3:1 N. WINGS LT. AND RT.
Q50 = 157 CFS DA = 73 AC.

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

320 310 300 290 280 270 260 250 240 230

PROFILE GRADE

0.20%

EXISTING GROUND

PVC 188+50.00
ELEV. 283.55

VC=300.00'
K=750.00
e=0.15'

PVI 190+00.00
ELEV. 283.85

EXIST. F.L. = 274.58 RT.
EXIST. F.L. = 274.35 LT.

175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	311	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STA. 197+06 CONSTRUCT
QUAD. 6' x 6' x 276' R.C. BOX CULVERT
45° RT. FWD. SKEW
WITH 3:1 WINGS LT. AND RT.
Q50 = 948 CFS DA = 0.5 SQ. MI.
SPAN = 27.17'

STA. 197+06 IN PLACE
DBL. 6' x 4' x 256' R.C. BOX CULVERT
45° RT. FWD. SKEW
W/ D.I. IN MEDIAN &
WINGWALLS LT. & RT.
REMOVE

EXIST. R/W & C/A
CONST. LIMITS
300' TAPER
700' AUXILIARY LANE
APPROXIMATE FEMA 100 YR. FLOODPLAIN LIMITS
C.L. HWY. 67 STA. 195+75.19, 53.50' LT. =
C.L. HWY. 89 RAMP 4 STA. 195+75.19
N 37°15'00" E
C.L. HWY. 67
C.L. HWY. 89 RAMP 4
1200' TAPER
C.L. HWY. 67 STA. 195+77.35, 41.50' RT. =
C.L. HWY. 89 RAMP 1 STA. 195+77.35
PROP. R/W & C/A
C.L. HWY. 89 RAMP 1
N 47°51'08" E
HWY. 67

PC 195+75.19
PT 198+10.84
PI 196+92.67
PI 196+53.76
PI 197+67.67
PC 195+77.35
PT 197+67.67
PC 200+34.08
PCC 201+84.66
PI 201+09.41
PI 204+14.59
PI 204+65.95

NOSE +36.53 7.50' RT.
NOSE +36.97 52.84' LT.
NOSE +31.33 63.83' RT.
NOSE +32.21 7.50' LT.

STA. 195+50 INSTALL
OVERHEAD HIGHWAY SIGN
HWY. 67 RT. LANES
SEE SIGNING PLANS

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
193+02.00	196+27.00	RT. OF R.M.L.	275 LIN. FT.	1 EACH	1 EACH

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	"W"	SQ. YDS.
194+00	195+64	LT. = 166 LIN. FT.	6'-0"	109.33
195+70	197+94	RT. = 227 LIN. FT.	6'-0"	149.33
196+26	196+65	LT. = 39 LIN. FT.	6'-0"	26

STA. 203+96 IN PLACE
DROP INLET W/ 24" x 87'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

PVI 190+00.00
ELEV. 283.85
PVC 193+00.00
ELEV. 285.65
PVI 191+50.00
ELEV. 284.75
PVI 194+50.00
ELEV. 286.55
PVT 196+00.00
ELEV. 286.72

VC=300.00'
K=750.00
e=0.15'
VC=300.00'
K=612.24
e=-0.18'

0.60%
0.11%
PROFILE GRADE
EXISTING GROUND
+70.00 RT. 282.19
050 DESIGN H.W.
ELEV. = 281.3
5.36% LT. DITCH GRADE
3.27% RT. DITCH GRADE
5.99% LT. DITCH GRADE
0.18% RT. DITCH GRADE
8' FLAT BOTTOM
0.94% RT. DITCH GRADE
8' FLAT BOTTOM

+00.00 LT. 280.89
+64.00 LT. 272.10
+26.00 LT. 272.10
+65.00 LT. 274.42
+94.00 RT. 273.75
+10.00 RT. 273.96
+18.00 RT. 274.97

EXIST. F.L. = 275.05 RT.
PROP. F.L. = 273.54 RT.
EXIST. F.L. = 274.47 LT.
PROP. F.L. = 272.10 LT.

320 310 300 290 280 270 260 250 240 230
190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6 .	ARK.	061642	312	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

STA. 209+00 CONSTRUCT
JUNCTION BOX ON LT. H=5'-9"
WITH 24"x97' PIPE OUTLET
TO F.E.S. AT STA. 209+00 RT.
(JACK AND BORE)
TYPE ST JUNCTION BOX = 3'x3'
24" R.C. PIPE (CLASS V)
(TYPE 3 BEDDING) = 97 LIN. FT.

STA. 211+00 CONSTRUCT
JUNCTION BOX ON LT. H=4'-4"
WITH 18"x197' PIPE OUTLET
TO JUNCTION BOX AT STA. 209+00 LT.
TYPE ST JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 197 LIN. FT.

STA. 212+50 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x147' PIPE OUTLET
TO JUNCTION BOX AT STA. 211+00 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 147 LIN. FT.

STA. 213+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x47' PIPE OUTLET
TO DROP INLET AT STA. 212+50 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 47 LIN. FT.

STA. 214+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x97' PIPE OUTLET
TO DROP INLET AT STA. 213+00 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 97 LIN. FT.

STA. 216+10 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x207' PIPE OUTLET
TO DROP INLET AT STA. 214+00 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 207 LIN. FT.

STA. 217+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x87' PIPE OUTLET
TO DROP INLET AT STA. 216+10 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 87 LIN. FT.

STA. 218+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x97' PIPE OUTLET
TO DROP INLET AT STA. 217+00 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 97 LIN. FT.

STA. 219+95 CONSTRUCT
DROP INLET ON LT. H=6'-0"
WITH 24"x93' PIPE OUTLET
TO F.E.S. RT.
TYPE ST INLET = 3'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 93 LIN. FT.
24" F.E.S. = 1 EACH

PCC 207+10.67
1200' TAPER
C.L. HWY. 89 RAMP 3
PT 210+16.87
NOSE +47.62 7.50' RT.
CONSTRUCTION LIMITS
210+00
+50.00
PI 208+77.80
205+00
NOSE +49.61 67.58' LT.
N 37°15'00" E
C.L. HWY. 67
NOSE +32.01 55.97' RT.
PC 214+75.76
PT 212+88.34
PI 204+65.95
CONSTRUCTION LIMITS
C.L. HWY. 89 RAMP 2
STA. 209+96 - IN PLACE
24"X89' R.C. PIPE CULVERT W/
D.I. LT. & HDWL. RT.
REMOVE
PC 208+23.03
PT 208+12.31
PT 207+31.77
APPROXIMATE FEMA (0.2 PCT.) FLOODPLAIN LIMITS
C.L. HWY. 89 RAMP 1
POE 210+97.68
POB 213+11.75
201+00
C.L. HWY. 89
S 69°58'22" E
N 53°44'19" E
215+00
C.L. HWY. 89 RAMP 3 (FUTURE)
PC 218+09.68
C.L. HWY. 67 STA. 215+03.81 = C.L. HWY. 89 STA. 2012+91.91 @ 72°10'47"
C.L. HWY. 67 STA. 216+33.87, 29.50' LT. = C.L. HWY. 89 RAMP 3 STA. 216+33.87
N 40°48'26" E
1420' AUXILIARY LANE
220+00
N 36°51'31" E
EXIST. R/W & C/A
STA. 219+95 - IN PLACE
24"X85' R.C. PIPE CULVERT W/
D.I. LT. & HDWL. RT.
REMOVE
+98.35
313.31'
POB 216+70.05
C.L. HWY. 67 STA. 213+49.83, 58.50' RT. = C.L. HWY. 89 RAMP 2 STA. 213+49.83

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
210+80	216+09	LT. OF R.M.L.	528
214+00	219+26	RT. OF L.M.L.	531

C.L. HWY. 67

PI	= 223+46.26
Δ	= 37°44'42" RT.
D	= 2°15'00"
T	= 870.50'
L	= 1677.56'
PC	= 214+75.76
PT	= 231+53.32
e	= 0.078'/'
Ls	= 480'

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
212+02.21	216+27.21	RT. OF L.M.L.	250 LIN. FT.	1 EACH	1 EACH
213+84.51	218+09.51	LT. OF L.M.L.	250 LIN. FT.	1 EACH	1 EACH

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	"W"	SQ. YDS.
214+00	214+50	RT. = 50 LIN. FT.	6'-0"	33
218+55	221+00	RT. = 245 LIN. FT.	6'-0"	163

HWY. 67

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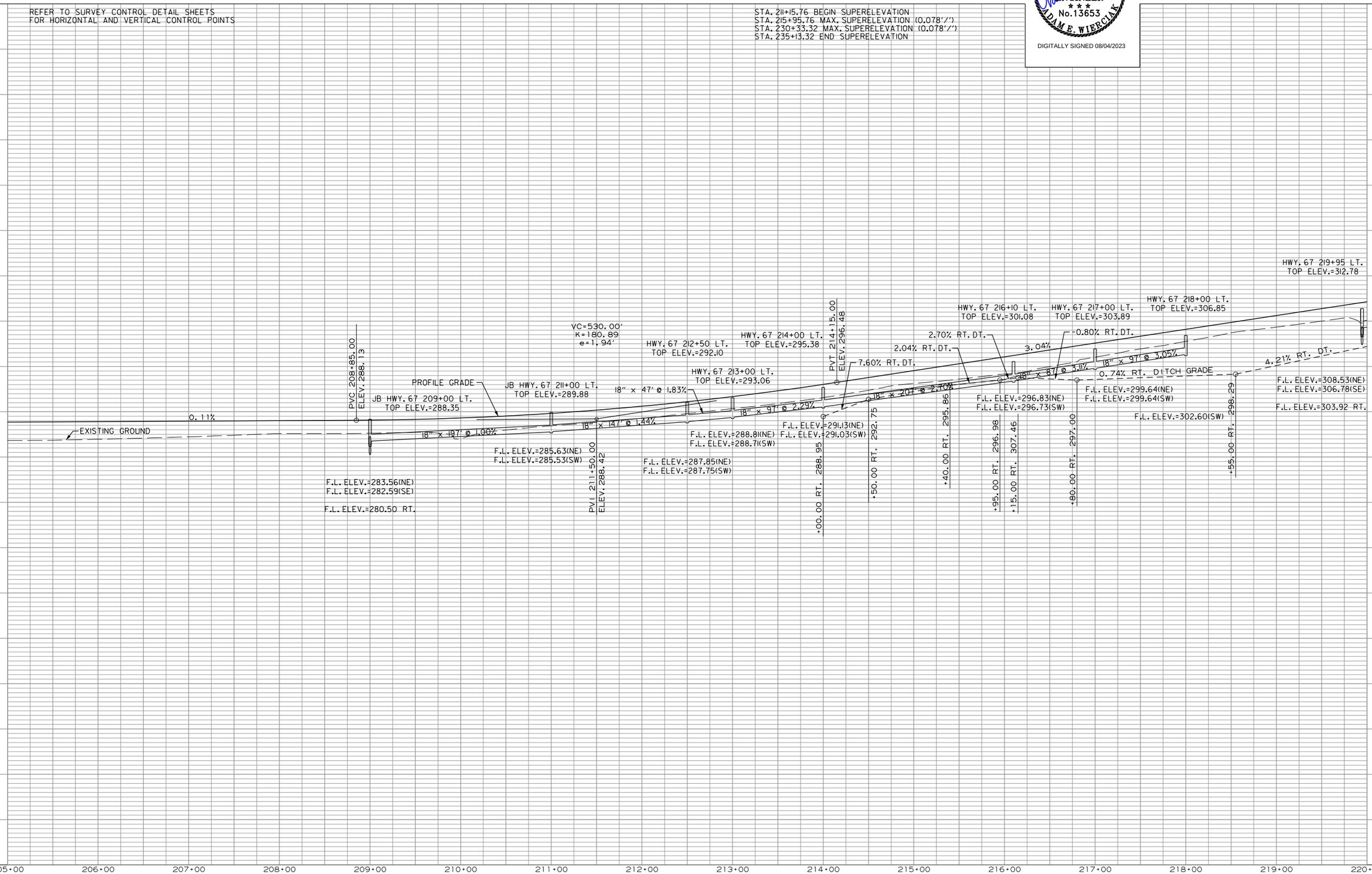
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	313	541
		PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 211+15.76 BEGIN SUPERELEVATION
STA. 215+95.76 MAX. SUPERELEVATION (0.078'/')
STA. 230+33.32 MAX. SUPERELEVATION (0.078'/')
STA. 235+13.32 END SUPERELEVATION



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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	314	541
		PLAN - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	"W"	SQ. YDS.
224+44	235+00	LT. = 1056 LIN. FT.	4'-0"	469
218+55	221+00	RT. = 245 LIN. FT.	6'-0"	163

STA. 221+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x103' PIPE OUTLET
TO DROP INLET AT STA. 219+95 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 103 LIN. FT.

STA. 222+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x97' PIPE OUTLET
TO DROP INLET AT STA. 221+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 97 LIN. FT.

STA. 225+00 CONSTRUCT
DROP INLET ON LT. H=4'-10"
WITH 18"x297' PIPE OUTLET
TO DROP INLET AT STA. 222+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 297 LIN. FT.

STA. 228+00 CONSTRUCT
DROP INLET ON LT. H=4'-8"
WITH 18"x297' PIPE OUTLET
TO DROP INLET AT STA. 225+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 297 LIN. FT.

STA. 231+00 CONSTRUCT
DROP INLET ON LT. H=5'-9"
WITH 18"x297' PIPE OUTLET
TO DROP INLET AT STA. 228+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 297 LIN. FT.

STA. 233+00 CONSTRUCT
DROP INLET ON LT. H=5'-2"
WITH 18"x197' PIPE OUTLET
TO DROP INLET AT STA. 231+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 197 LIN. FT.

STA. 233+50 CONSTRUCT
DROP INLET ON LT. H=4'-9"
WITH 18"x47' PIPE OUTLET
TO DROP INLET AT STA. 233+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 47 LIN. FT.

STA. 234+00 CONSTRUCT
DROP INLET ON LT. H=4'-3"
WITH 18"x47' PIPE OUTLET
TO DROP INLET AT STA. 233+50 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 47 LIN. FT.

C.L. HWY. 89 RAMP 3 (FUTURE)
PI = 224+24.06
Δ = 21°15'23" RT.
D = 1°45'00"
T = 614.39'
L = 1214.65'
PC = 218+09.68
PT = 230+24.07
e = MATCH EXIST.

C.L. HWY. 89 RAMP 2 (FUTURE)
PI = 224+35.15
Δ = 27°19'38" RT.
D = 5°00'00"
T = 278.57'
L = 546.55'
PC = 221+56.58
PT = 227+03.06
e = MATCH EXIST.

C.L. HWY. 67
PI = 223+46.26
Δ = 37°44'42" RT.
D = 2°15'00"
T = 870.50'
L = 1677.56'
PC = 214+75.76
PT = 231+53.32
e = 0.078'/'
Ls = 480'

C.L. HWY. 89 RAMP 2 (FUTURE)
PI = 231+59.21
Δ = 10°48'32" RT.
D = 3°00'00"
T = 180.69'
L = 360.30'
PC = 229+78.52
PT = 233+38.82
e = MATCH EXIST.

C.L. HWY. 67 STA. 231+53.32, 58.50' LT. =
C.L. HWY. 89 RAMP 3 (FUTURE) STA. 231+53.32

C.L. HWY. 67 STA. 233+38.82, 58.50' LT. =
C.L. HWY. 89 RAMP 2 STA. 233+38.82

FENCING

STA.	STA.	SIDE	TYPE	UNIT
219+99	232+20	HWY. 67 - RT.	D	1154 LIN. FT.

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WORKSPACE: AHTD
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REVISED DATE:

HWY. 67

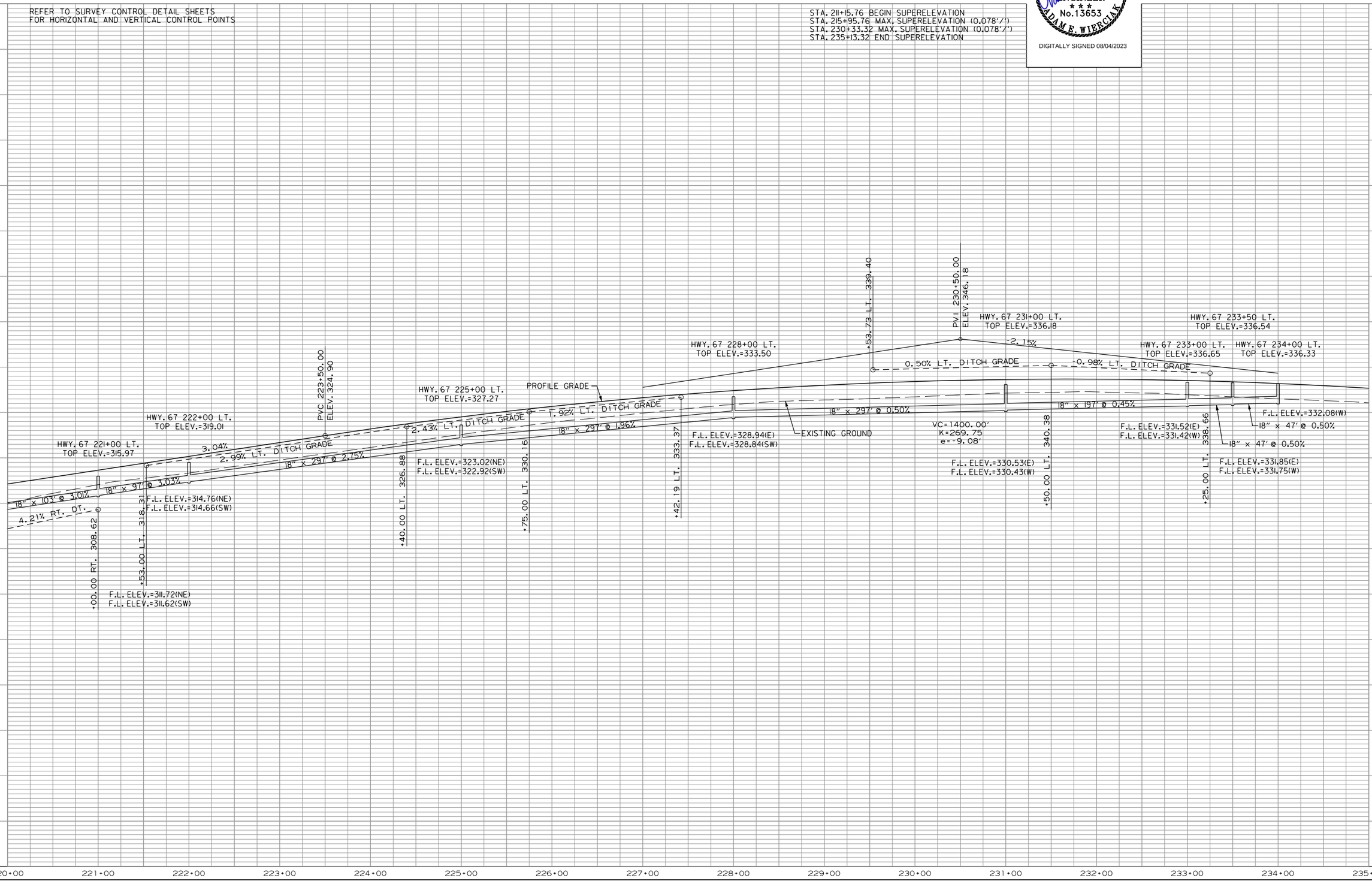
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	315	541
		PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 211+15.76 BEGIN SUPERELEVATION
STA. 215+95.76 MAX. SUPERELEVATION (0.078'/')
STA. 230+33.32 MAX. SUPERELEVATION (0.078'/')
STA. 235+13.32 END SUPERELEVATION



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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	316	541
		PLAN & PROFILE - HWY. 67				

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
235+95.43	237+89.19	LT. OF L.M.L.	125 LIN. FT.	1 EACH	1 EACH

STA. 238+27 IN PLACE
DROP INLET W/ 24" x 87'
R.C. PIPE CULVERT OUTLET
& HDWL. LT.
MODIFY DROP INLET
REMOVE HDWL. LT.
PLUG AND ABANDON PIPE CULVERT

STA. 243+02 - IN PLACE
5'x5'x260' R.C. BOX CULVERT
15° RT. FWD. SKEW
W/ HDWL. RT.
RETAIN
050 = 201 CFS DA = 71 AC.

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	"W"	SQ. YDS.
235+00	235+96	LT. = 96 LIN. FT.	4'-0"	43
247+75	250+00	RT. = 225 LIN. FT.	4'-0"	100

EXIST. R/W

CONST. LIMITS

+58.14

200' TAPER

6' 10' 24'

36'

30'

235+00 240+00 245+00 250+00

N 74°59'42" E

C.L. HWY. 67

STA. 241+25
END PRECAST CONCRETE
BARRIER LEFT IN PLACE
BEGIN MEDIAN BARRIER

STA. 247+50.00
END JOB 061642

PC 248+68.13

WIRE ROPE
SAFETY FENCE

STA. 235+25
END MEDIAN BARRIER
BEGIN PRECAST CONCRETE
BARRIER LEFT IN PLACE

CONST. LIMITS

700' AUXILIARY LANE

300' TAPER

+77.04

EXIST. R/W & C/A

15:1 WRSF TAPER

+40.00

STA. 247+75
BEGIN WRSF

STA. 246+26 IN PLACE
DROP INLET W/ 24" x 85'
R.C. PIPE CULVERT OUTLET
& HDWL. RT.
MODIFY DROP INLET
REMOVE HDWL. RT.
PLUG AND ABANDON PIPE CULVERT

C.L. HWY. 67

PI	= 257+55.54
Δ	= 26°09'30" LT.
D	= 1°30'00"
T	= 887.41'
L	= 1743.89'
PC	= 248+68.13
PT	= 266+12.02
e	= 0.025'/' (MATCH EXIST.)
Ls	= 300' (MATCH EXIST.)

STA. 248+30 CONSTRUCT
DROP INLET ON RT. H=3'-0"
WITH 24"x83' PIPE OUTLET
TO F.E.S. ON RT.
TYPE RM DROP INLET = 4'x3'
24" F.E.S. = 1EACH
24" R.C. PIPE (CLASS V)
(JACK AND BORE)
(TYPE 2 BEDDING) = 83 LIN. FT.

HWY. 67

STATE OF ARKANSAS
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REFER TO SURVEY CONTROL DETAIL SHEETS
FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 246+43.13 BEGIN SUPERELEVATION
STA. 249+43.13 MAX. SUPERELEVATION (0.025'/') (MATCH EXIST.)

PROFILE GRADE

EXISTING GROUND

PVT 237+50.00
ELEV. 331.13

-2.15%

PVI 240+00.00
ELEV. 325.76

PVI 240+00.00
ELEV. 325.52 LT. & RT.

-2.15% LT. & RT.

PVC 241+25.00
ELEV. 322.83 LT.

PVC 241+85.00
ELEV. 321.54 RT.

EXIST. F.L. = 307.37 LT.
EXIST. F.L. = 306.37 RT.

LT. LANES
VC=600.00'
K=209.79
e=2.14'

RT. LANES
VC=500.00'
K=207.47
e=1.51'

PVI 244+25.00
ELEV. 316.38 LT.

PVI 244+35.00
ELEV. 316.17 RT.

PVT 246+85.00
ELEV. 316.82 RT.

PVT 247+25.00
ELEV. 318.51 LT.

PVI 247+50.00
ELEV. 318.69 LT.

PVI A 247+50.00
ELEV. 316.99

0.71% LT.

0.26% RT.

HWY. 67 248+30 RT.
TOP ELEV.=315.20

F.L. ELEV.=312.20(SE)

F.L. ELEV.=311.07 RT.

360 350 340 330 320 310 300 290 280 270

235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00 250+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	317	541
		PLAN & PROFILE - HWY. 67				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	"W"	SQ. YDS.
250+00	259+65	RT. = 965 LIN. FT.	4'-0"	429

EXIST. R/W & C/A

C.L. HWY. 67
PI = 257+55.54
Δ = 26°09'30" LT.
D = 1°30'00"
T = 887.41'
L = 1743.89'
PC = 248+68.13
PT = 266+12.02
e = 0.025'/' (MATCH EXIST.)
Ls = 300' (MATCH EXIST.)

250+00
255+00
260+00
265+00
STA. 259+64
END WRSF
C.L. HWY. 67
15:1 WRSF TAPER
+85.00
WIRE ROPE
SAFETY FENCE
N 74°59'42" E
S 48°50'12" W
EXIST. R/W & C/A
PI 257+55.54
TBM

HWY. 67

REFER TO SURVEY CONTROL DETAIL SHEETS FOR
HORIZONTAL AND VERTICAL CONTROL POINTS

EXISTING GROUND

350
340
330
320
310
300
290
280
270
260

250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	318	541
		PLAN & PROFILE - HWY. 5 RAMP I				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

CONST. LIMITS
C.L. HWY. 5 RAMP 4
C.L. HWY. 67
C.L. HWY. 5 RAMP I
EXIST. R/W & C/A
50+00
55+00
60+00
PI 51+37.24
PI 55+72.34
PI 58+48.81
PC 50+42.02
PT 52+32.30
PC 55+24.50
PT 61+56.60
N 46°32'11" E
N 52°14'41" E
N 83°51'00" E
C.L. HWY. 67 STA. 50+42.02, 41.50' RT. =
C.L. HWY. 5 RAMP I STA. 50+42.02
36'
12'
10'
SIGN
ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT PLANTD STA. MON., STAMPED PN:32
ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT PLANTD STA. MON., STAMPED PN:33
ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT PUNCHED "SO IN CONC SW BASE

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	319	541

PLAN & PROFILE - HWY. 5 RAMP 2

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
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C.L. HWY. 5 - RAMP 2
PI = 69+82.63
Δ = 44°40'14" LT.
D = 20°15'00"
T = 116.25'
L = 220.60'
PC = 68+66.39
PT = 70+86.98
e = (MATCH EXIST.)

C.L. HWY. 5 STA. 26+66.82 =
C.L. HWY. 5 RAMP 2 STA. 66+73.89
Δ 90°00'00"

C.L. HWY. 5 - RAMP 2
PI = 75+65.08
Δ = 36°11'08" RT.
D = 5°00'00"
T = 374.38'
L = 723.71'
PC = 71+90.69
PT = 79+14.41
e = (MATCH EXIST.)

C.L. HWY. 5 - RAMP 2
PI = 79+80.75
Δ = 9°16'05" RT.
D = 7°00'00"
T = 66.35'
L = 132.40'
PCC = 79+14.41
PCC = 80+46.81
e = 0.063'/' (MATCH EXIST.)

C.L. HWY. 5 - RAMP 2
PI = 81+29.39
Δ = 4°57'08" RT.
D = 3°00'00"
T = 82.59'
L = 165.07'
PCC = 80+46.81
PT = 82+11.88
e = 0.063'/' (MATCH EXIST.)

C.L. HWY. 67 STA. 82+11.88, 53.50' RT. =
C.L. HWY. 5 RAMP 2 STA. 82+11.88

HWY. 5 - RAMP 2

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 78+78.07 MATCH EXIST. SUPERELEVATION (0.050'/')
STA. 79+80.61 MAX. SUPERELEVATION (0.063'/')
STA. 83+19.99 END SUPERELEVATION

100' VERTICAL TRANSITION TO MATCH EXISTING

PVI 78+78.07 ELEV. 274.70
PVI 79+25.00 ELEV. 274.79
PVRC 79+65.00 ELEV. 274.54
PVI 80+00.00 ELEV. 274.31
PVT 80+35.00 ELEV. 274.26
PVC 78+85.00 ELEV. 274.71

VC=70.00'
K=140.00
e=0.04'

VC=80.00'
K=95.24
e=-0.08'

0.20%
-0.64%
0.14%
-2.33%

EXISTING GROUND
PROFILE GRADE
RT. DT.

+46.00 RT. 268.84
+50.55 RT. 266.40

C.L. HWY. 5 RAMP 2 STA. 80+50.55
7.50' LT. =
C.L. HWY. 67 STA. 80+50.11, 52.84' RT.
ELEV. 274.24

320 310 300 290 280 270 260 250 240 230

68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	320	541

PLAN & PROFILE - HWY. 5 RAMP 3

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

NOTE:
EXISTING RAMP GEOMETRY CONTAINS A COMPOUND CURVE.

C.L. HWY. 5 - RAMP 3
PI = 74+98.19
Δ = 92°04'55" LT.
D = 24°00'00"
T = 247.57'
L = 383.68'
PC = 72+50.62
PCC = 76+34.30
e = 0.100'/' (MATCH EXIST.)

C.L. HWY. 5 - RAMP 3
PI = 77+38.66
Δ = 12°28'27" LT.
D = 6°00'00"
T = 104.36'
L = 207.90'
PCC = 76+34.30
PCC = 78+42.20
e = 0.060'/' (MATCH EXIST.)
Ls = 300'

C.L. HWY. 5 - RAMP 3
PI = 79+38.25
Δ = 4°47'58" LT.
D = 2°30'00"
T = 96.05'
L = 191.98'
PCC = 78+42.20
PT = 80+34.18
e = NO SUPER

C.L. HWY. 5 - RAMP 3
PI = 83+12.65
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 82+17.43
PT = 84+07.71
e = NO SUPER

PC 72+50.62
PI 74+98.19
S 19°08'00" E
N 68°47'05" E
EXIST. R/W & C/A
75+00
100' TRANSITION
PCC 76+34.30
PI 77+38.66
PCC 78+42.20
PI 79+38.25
PT 80+34.18
PC 82+17.43
PI 83+12.65
PT 84+07.71
NO ME
NOSE
79+19.14
7.50' RT. 80+00
NOSE
79+19.21
70.78' LT.
CONSTRUCTION LIMITS
N 56°18'38" E
N 51°30'40" E
N 45°48'10" E
C.L. HWY. 5 RAMP 3
C.L. HWY. 67
C.L. HWY. 5 RAMP 2
C.L. HWY. 67 STA. 84+07.71, 41.50' LT. =
C.L. HWY. 5 RAMP 3 STA. 84+07.71
CONST. LIMITS
CONST. LIMITS
CONSTRUCTION LIMITS
HWY. 5 - RAMP 3
80+00
75+00
85+00
6'
4'
10'
12'
36'-10"
82°16'00"

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 77+00.00 MATCH EXIST. SUPERELEVATION (0.060 FT./FT.)
STA. 79+24.17 END SUPERELEVATION

100' VERTICAL TRANSITION TO MATCH EXISTING

PVC 77+00.00
ELEV. 275.53
VC=100.00'
K=119.05
e=-0.11'
PVI 77+50.00
ELEV. 275.45
PVRC 78+00.00
ELEV. 274.95
VC=100.00'
K=114.94
e=0.11'
PVI 78+50.00
ELEV. 274.45
PVT 79+00.00
ELEV. 274.38
-0.13%
PROFILE GRADE
EXISTING GROUND

C.L. HWY. 5 RAMP 3 STA. 79+19.14, 7.50' RT. =
C.L. HWY. 67 STA. 79+19.21, 70.78' LT.
ELEV. 274.36

320
310
300
290
280
270
260
250
240
230
73+00
74+00
75+00
76+00
77+00
78+00
79+00
80+00
81+00
82+00
83+00
84+00
85+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	321	541
		PLAN & PROFILE - HWY. 5 RAMP 4				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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C.L. HWY. 5 - RAMP 4
PI = 55+72.34
Δ = 20°34'36" LT.
D = 5°30'00"
T = 189.10'
L = 374.12'
PC = 53+83.24
PCC = 57+57.36
e = 0.072'/' (MATCH FUTURE)
Ls = 300'

C.L. HWY. 5 - RAMP 4
PI = 59+82.94
Δ = 22°16'23" LT.
D = 5°00'00"
T = 225.58'
L = 445.46'
PCC = 57+57.36
PT = 62+02.82
e = MATCH EXIST.

C.L. HWY. 5 - RAMP 4
PI = 65+74.78
Δ = 22°04'28" RT.
D = 7°00'00"
T = 159.66'
L = 315.35'
PC = 64+15.12
PT = 67+30.47
e = MATCH EXIST.

EXIST. R/W
EXIST. R/W & C/A
PC 53+83.24
C.L. HWY. 67 STA. 53+83.24, 53.50' LT. =
C.L. HWY. 5 RAMP 4 STA. 53+83.24
JOHN HARDEN DR.
NOSE
+01.76
7.50' RT.
100' TRANSITION
PCC 57+57.36
CONSTRUCTION LIMITS
55.00
60.00
N 46°32'11" E
N 25°57'35" E
C.L. HWY. 5 RAMP 4
NOSE
+02.35
52.78' LT.
PI 55+72.34
C.L. HWY. 67
CONST. LIMITS
C.L. HWY. 5 RAMP 1
PI 59+82.94
PT 62+02.82
PC 64+15.12
N 3°41'12" E
65.00
N 25°45'40" E
PI 65+74.78
PT 67+30.47
C.L. HWY. 5 STA. 12+66.03 =
C.L. HWY. 5 RAMP 4 STA. 69+22.28 =
∢ 74°58'46"
C.L. HWY. 5
15.00

HWY. 5 - RAMP 4

STA. 54+56.46 BEGIN SUPERELEVATION
STA. 57+56.46 MAX. SUPERELEVATION (0.072'/') (MATCH FUTURE)

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

100' VERTICAL TRANSITION TO MATCH EXISTING

C.L. HWY. 5 RAMP 4 STA. 55+01.76, 7.50' RT. =
C.L. HWY. 67 STA. 55+02.35, 52.78' LT.
ELEV. 287.43

PVC 55+12.50
ELEV. 287.25
VC=85.00'
K=96.59
e=0.09'
PVT 55+97.50
ELEV. 286.17
PVI 56+00.00
ELEV. 286.15
EXISTING GROUND
-1.70%
-0.82%
PROFILE GRADE
PVI 55+55.00
ELEV. 286.52

330 320 310 300 290 280 270 260 250 240

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	322	541

PLAN & PROFILE - HWY. 5 RAMP 5

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

N

CONST. LIMITS
C.L. HWY. 67
C.L. HWY. 5 RAMP 5
S 82°23'26" E
S 13°50'34" W
C.L. HWY. 5 RAMP 2
EXIST. R/W & C/A
75+00
70+00
25+00
20+00
N 46°32'11" E
N49°14'21"W
C.L. HWY. 5
S 40°48'04" W
4%
6'
+15.00
PCC 72+60.09
100' TRANSITION TO MATCH EXISTING
NOSE
+24.55
67.50' RT.
PI 71+47.23
NOSE
+24.43
7.50' LT.
12'
48'
6'
PC 70+16.88
PI 69+82.63
PI 70+86.86
PCC 76+79.94
PI 77+68.70
PT 78+50.46
PC 68+66.39

C.L. HWY. 5 - RAMP 5
PI = 75+17.90
Δ = 83°58'16" RT.
D = 20°00'00"
T = 257.82'
L = 419.86'
PCC = 72+60.09
PCC = 76+79.94
e = (MATCH EXIST.)

C.L. HWY. 5 - RAMP 5
PI = 71+47.23
Δ = 51°04'23" RT.
D = 21°00'00"
T = 130.35'
L = 243.21'
PC = 70+16.88
PCC = 72+60.09
e = (0.096'/')

C.L. HWY. 5 - RAMP 5
PI = 77+68.70
Δ = 39°13'14" RT.
D = 23°00'00"
T = 88.76'
L = 170.52'
PCC = 76+79.94
PT = 78+50.46
e = (MATCH EXIST.)

C.L. HWY. 67 STA. 70+16.88, 53.50' RT. =
C.L. HWY. 5 RAMP 5 STA. 70+16.88

C.L. HWY. 5 STA. 26+31.82 =
C.L. HWY. 5 RAMP 5 STA. 80+44.81
∢ 90°00'00"

HWY. 5 - RAMP 5

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 68+59.46 BEGIN SUPERELEVATION
STA. 71+59.46 MAX. SUPERELEVATION (0.096'/')
STA. 72+15.00 MATCH EXIST. SUPERELEVATION (0.096'/')

C.L. HWY. 5 RAMP 5 STA. 71+24.43, 7.50' LT. =
C.L. HWY. 67 STA. 71+24.55, 67.50' RT.
ELEV. 277.45

PVI 71+24.43
ELEV. 277.45
PVI 72+15.00
ELEV. 276.71
+1.5
100' VERTICAL TRANSITION TO MATCH EXISTING
-0.82%
EXISTING GROUND
PROFILE GRADE

320 310 300 290 280 270 260 250 240 230

70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	323	541

PLAN & PROFILE - HWY. 89 RAMP I

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 67 STA. 195+77.35, 41.50' RT. =
C.L. HWY. 89 RAMP I STA. 195+77.35

C.L. HWY. 89 - RAMP I
PI = 196+72.57
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 195+48.35
PT = 197+38.63
e = NO SUPER

C.L. HWY. 89 - RAMP I
PI = 201+09.41
Δ = 4°53'38" RT.
D = 3°15'00"
T = 75.34'
L = 150.58'
PC = 200+34.08
PCC = 201+84.66
e = 0.045'/' (MATCH EXIST.)
Ls = 350'

C.L. HWY. 89 - RAMP I
PI = 204+65.95
Δ = 32°49'37" RT.
D = 6°00'00"
T = 281.30'
L = 547.12'
PC = 201+84.66
PT = 207+31.77
e = 0.045'/' (MATCH EXIST.)
Ls = 350'

HWY. 89 - RAMP I

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 200+32.21 BEGIN SUPERELEVATION
STA. 202+00.00 MATCH EXIST. SUPERELEVATION (0.043'/')

C.L. HWY. 89 RAMP 1 STA. 200+32.21, 7.50' LT. =
C.L. HWY. 67 STA. 200+31.33, 69.83' RT.
ELEV. 286.05

PVC 200+35.00 ELEV. 286.05
VC=80.00'
K=307.69
e=-0.03'
PVI 200+75.00 ELEV. 286.01
-0.09%
PVT 201+15.00 ELEV. 285.87
-0.35%
PVC 201+20.00 ELEV. 285.85
VC=80.00'
K=800.00
e=0.01'
PVI 201+60.00 ELEV. 285.71
PVT 202+00.00 ELEV. 285.61
-0.25%
PROFILE GRADE
EXISTING GROUND
100' VERTICAL TRANSITION TO MATCH EXISTING

330 320 310 300 290 280 270 260 250 240

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	324	541

PLAN & PROFILE - HWY. 89 RAMP 2

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 08/04/2023

CONST. LIMITS
C.L. HWY. 89 RAMP 3
C.L. HWY. 67
C.L. HWY. 89 RAMP 2
C.L. HWY. 89
EXIST. R/W & C/A
N 37°15'00" E
N 47°40'08" W
PI 204+65.95
PI 208+77.60
PI 211+10.30
NOSE +32.01 55.97' RT
NOSE +33.03 7.50' LT.
PC 212+75.76
PT 212+88.34
205+00
210+00
215+00
220+00

C.L. HWY. 89 - RAMP 4

PI	=	211+10.30
Δ	=	84°55'08" RT.
D	=	18°15'00"
T	=	287.27'
L	=	465.31'
PC	=	208+23.02
PT	=	212+88.33
e	=	0.090'/' MATCH EXIST.
Ls	=	300'

100' TRANSITION
PC 208+23.03
PT 208+12.31
207+31.77

C.L. HWY. 67 STA. 213+49.83, 58.50' RT. =
C.L. HWY. 89 RAMP 2 STA. 213+49.83

HWY. 89 - RAMP 2

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 210+00.00 MATCH EXIST. SUPERELEVATION (0.070'/')
STA. 210+85.71 MAX. SUPERELEVATION (0.090'/')
STA. 212+13.34 MAX. SUPERELEVATION (0.090'/')
STA. 213+77.77 MATCH HWY. 67 SUPERELEVATION (0.052'/')

100' VERTICAL TRANSITION TO MATCH EXISTING

EXISTING GROUND

PROFILE GRADE

VC=215.00'
K=97.07
e=0.60'

PVI 210+00.00
ELEV. 287.87
PVC 210+10.00
ELEV. 287.87
PVT 212+25.00
ELEV. 290.31

C.L. HWY. 89 RAMP 2 STA. 212+33.03, 7.50' LT. =
C.L. HWY. 67 STA. 212+32.01, 59.97' RT.
ELEV. 290.49

0.03%
2.24%
0.13% RT. DT.
0.89% RT. DT.

+00.00 RT. 282.17
+00.00 RT. 282.30
PVI 211+17.50
ELEV. 287.90
+33.02 RT. 283.48

330 320 310 300 290 280 270 260 250 240

205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	325	541
		PLAN & PROFILE - HWY. 89 RAMP 2 (FUTURE)				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 67
220+00
225+00
230+00
PI 224+35.15
PT 230+24.07
CONSTRUCTION LIMITS
EXIST. R/W & C/A
PROP. R/W, C/A & FENCE
C.L. HWY. 89 RAMP 2 (FUTURE)
N 36°51'31" E
N 64°11'09" E
PC 221+56.58
+70
235'
+80
200'
+98.35
315.31'
PT 227+03.06
BEGIN CONSTRUCTION HWY. 89 RAMP 2 (FUTURE) STA. 230+38.77
PC 229+78.52
PT 231+59.21
PT 231+53.32
NOSE
+77.04
57.84' RT.
N 74°59'42" E
NOSE
+77.49
7.50' LT.
6'
10'
60'
165'
PAVED DRAIN
PAVED PARKING
12" RCP CNDOS W/ CONC FTS
CURB
BARBED WIRE FENCE
CHAINLINK WOOD POST
S 69°56'22" E C.L. HWY. 89

C.L. HWY. 89 STA. 2015+58.11 =
C.L. HWY. 89 RAMP 2 (FUTURE) STA. 216+70.05
∢ 73°12'07"

C.L. HWY. 89 RAMP 2 (FUTURE)
PI = 224+35.15
Δ = 27°19'38" RT.
D = 5°00'00"
T = 278.57' (STA. EQN.)
L = 546.55' (STA. EQN.)
PC = 221+56.58
PT = 227+03.06
e = 0.040'/'
Ls = 250'

REMOVAL AND DISPOSAL OF FENCE
(STATIONING ALONG C.L. HWY. 67)

STA.	STA.	SIDE	UNIT
219+99	231+49	RT.	1334 LIN. FT.
225+68	226+23	RT.	96 LIN. FT.
226+21	232+20	RT.	656 LIN. FT.
226+92	227+08	RT.	38 LIN. FT.

FENCING
(STATIONING ALONG C.L. HWY. 67)

STA.	STA.	SIDE	TYPE D
219+99	232+20	RT.	1154 LIN. FT.

C.L. HWY. 89 RAMP 2 (FUTURE)
PI = 231+59.21
Δ = 10°48'32" RT.
D = 3°00'00"
T = 180.69'
L = 360.30'
PC = 229+78.52
PT = 233+38.82
e = 0.058'/'
Ls = 300'

HWY. 89 RAMP 2 (FUTURE)

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 219+93.20 BEGIN SUPERELEVATION (R.C.)
STA. 221+18.20 END SUPERELEVATION (0.000'/')

STA. 228+24.77 BEGIN SUPERELEVATION
STA. 231+24.77 MAX. SUPERELEVATION (0.058'/')
STA. 231+98.84 MAX. SUPERELEVATION (0.058'/')
STA. 235+13.32 END SUPERELEVATION

C.L. HWY. 89 RAMP 2 (FUTURE) STA. 231+77.49, 7.50' LT. =
C.L. HWY. 67 STA. 231+77.04, 57.84' RT.
ELEV. 334.92

EXISTING GROUND
PROFILE GRADE
-2.00%
1.69%
0.95%

PVI 217+09.57
ELEV. 327.86
PVC 219+75.00
ELEV. 322.55
PVI 221+75.00
ELEV. 318.55
VC=400.00'
K=108.40
e=1.84'
PVT 223+75.00
ELEV. 321.93
BEGIN HWY. 89 RAMP 2 (FUTURE) STA. 230+38.77
ELEV. 333.14
PVC A 230+25.00
ELEV. 332.91
PVI A 231+00.00
ELEV. 334.18
VC=150.00'
K=205.48
e=-0.14'
PVT A 231+75.00
ELEV. 334.90
PVI A 231+77.49
ELEV. 334.92

370 360 350 340 330 320 310 300 290 280

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+00 231+00 232+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	326	541
		PLAN & PROFILE - HWY. 89 RAMP 2				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 89 - RAMP 3
PI = 208+77.60
Δ = 56°38'50" LT.
D = 18°30'00"
T = 400.02'
L = 572.10'
PC = 207+10.67
PT = 210+16.87
e = MATCH EXIST.

C.L. HWY. 89 STA. 2012+56.81 =
C.L. HWY. 89 RAMP 3 STA. 214+91.43
∢ 69°15'12"

C.L. HWY. 67 STA. 216+33.87, 29.50' LT. =
C.L. HWY. 89 RAMP 3 STA. 216+33.87

N 40°48'26" E

HWY. 89 - RAMP 3

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 208+50.00 MATCH EXIST. SUPERELEVATION (0.046')
STA. 210+95.36 END SUPERELEVATION

100' VERTICAL TRANSITION TO MATCH EXISTING

C.L. HWY. 89 RAMP 3 STA. 209+47.62, 7.50' RT. =
C.L. HWY. 67 STA. 209+49.61, 67.58' LT.
ELEV. 287.23

VC=60.00'
K=130.43
e=0.03'

PVI 208+50.00
ELEV. 286.58
0.51%

PVC 208+85.00
ELEV. 286.76

PVT 209+45.00
ELEV. 287.20
0.97%

PVI 209+15.00
ELEV. 286.91

EXISTING GROUND
PROFILE GRADE

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	327	541
		PLAN & PROFILE - HWY. 89 RAMP 3 (FUTURE)				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 89 RAMP 3 (FUTURE)
PI = 224+24.06
Δ = 21°15'23" RT.
D = 1°45'00"
T = 614.39' (STA. EQN.)
L = 1214.65' (STA. EQN.)
PC = 218+09.68
PT = 230+24.07
e = 0.036'/'
Ls = 300'

CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	"W"	SQ. YDS.
225+00	231+53	LT. = 653 LIN. FT.	4'-0"	290

N

EXIST. R/W
BEGIN CONSTRUCTION HWY. 89 RAMP 3 (FUTURE) STA. 227+31.62
C.L. HWY. 89 RAMP 3 (FUTURE)
NOSE +53.73 7.50' RT.
PT 230+24.07
CONSTRUCTION LIMITS
EX. WILLIE RAY DR.
C.L. HWY. 67 STA. 231+53.32, 58.50' LT. = C.L. HWY. 89 RAMP 3 (FUTURE) STA. 231+53.32
N 74°59'42" E
NOSE +58.14 57.89' LT.
PT 231+53.32
C.L. HWY. 67
C.L. HWY. 89 RAMP 2 (FUTURE)
PI 231+59.21
PT 233+38.82
+20 140.66'
+60 165'
PC 227+78.52
PT 227+03.06
226+00.00 BK. " AHD. 225+99.99 A.
+80 200'
+60 220'
PROP. R/W, C/A & FENCE
EXIST. R/W & C/A
HWY. 89 RAMP 3 (FUTURE)

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 227+31.62 MAX. SUPERELEVATION (0.036'/')
STA. 229+49.07 MAX. SUPERELEVATION (0.036'/')
STA. 230+24.46 END SUPERELEVATION (0.022'/')

STA. 230+24.46 BEGIN SUPERELEVATION (0.022'/')
STA. 231+53.32 END SUPERELEVATION (0.054'/') (MATCH PROP. HWY. 67)

C.L. HWY. 89 RAMP 3 (FUTURE) STA. 229+53.73, 7.50' RT. =
C.L. HWY. 67 STA. 229+58.14, 57.89' LT.
ELEV. 339.64

BEGIN HWY. 89 RAMP 3 (FUTURE) STA. 227+31.62 ELEV. 337.76
PVI A 227+75.00 ELEV. 339.05
PVI A 229+53.73 ELEV. 339.66
PROFILE GRADE
0.34%
0.50% LT. DITCH GRADE
2.36%
VC=250.00'
K=123.76
e=-0.63'
EXISTING GROUND
PVC A 226+50.00 ELEV. 336.10
+31.62 LT. 338.29
PVT A 229+00.00 ELEV. 339.48
+53.73 LT. 339.40

380 370 360 350 340 330 320 310 300 290

225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	328	541

PLAN & PROFILE - HWY. 89 RAMP 4

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 08/04/2023

C.L. HWY. 89 - RAMP 4
PI = 192+69.14
Δ = 7°04'10" LT.
D = 3°00'00"
T = 117.97'
L = 235.65'
PC = 195+75.19
PT = 198+10.84
e = 0.056'/' (MATCH EXIST.)
Ls = 300'

C.L. HWY. 89 - RAMP 4
PI = 204+14.59
Δ = 50°05'50" LT.
D = 5°00'00"
T = 535.53'
L = 1001.94'
PC = 198+10.84
PT = 208+81.00
e = 0.050'/' (MATCH EXIST.)
Ls = 300'

C.L. HWY. 67 STA. 195+75.19, 41.50' LT. =
C.L. HWY. 89 RAMP 4 STA. 195+75.19

EXIST. R/W & C/A
CONSTRUCTION LIMITS
CONST. LIMITS
NOSE +36.53 7.50' RT.
PC 195+75.19
PT 198+10.84
PC 198+79.06
100' TRANSITION
+15
-15
C.L. HWY. 89 RAMP 4
N 19°55'00" W
N 30°10'50" E
N 37°15'00" E
36'
10'
12'
24'
10'
5.7
NOSE +36.97 52.84' LT.
PI 196+92.18
PI 204+14.59
195+00
200+00
205+00
C.L. HWY. 67
PI 201+09.41
HWY. 89 - RAMP 4

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 193+50.19 BEGIN SUPERELEVATION
STA. 196+50.19 MAX. SUPERELEVATION (0.058'/')
STA. 197+36.53 MAX. SUPERELEVATION (0.058'/')
STA. 199+15.00 MATCH EXIST. SUPERELEVATION (0.053'/')

C.L. HWY. 89 RAMP 4 STA. 197+36.53, 7.50' RT. =
C.L. HWY. 67 STA. 197+36.97, 52.84' LT.
ELEV. 286.07

100' VERTICAL TRANSITION TO MATCH EXISTING

PVC 197+45.00 ELEV. 286.07
PVI 197+80.00 ELEV. 286.05
PVC 198+20.00 ELEV. 285.70
PVT 198+65.00 ELEV. 285.31
PVT 199+10.00 ELEV. 285.31
PVI 199+15.00 ELEV. 285.31

VC=70.00'
K=85.37
e=-0.07'
VC=90.00'
K=103.45
e=0.10'

-0.05%
-0.87%
-0.00%

EXISTING GROUND
PROFILE GRADE

330 320 310 300 290 280 270 260 250 240

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	329	541
		SIGNING QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

STANDARD SIGN QUANTITIES
OMNI-DIRECTIONAL POSTS (BOX 1 of 1)

SIGN NO./LOCATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	OMNI-DIRECTIONAL POST ASSEMBLIES					
		G-1	G-2	G2-1	G2-2	G2-3	G2-4
		EACH	EACH	EACH	EACH	EACH	EACH
SS-067-43-STA61+50SB	W4-1R			1			
SS-067-43-STA65+50NB	W13-6			1			
SS-067-43-STA67+50NB	W11-1, W13-1P				1		
SS-067-43-STA70+50NB	W13-7			1			
SS-067-43-STA74+00NB	W4-1R			1			
SS-067-43-STA79+00SB	W1-1R, W13-1P				1		
SS-067-43-STA92+00NB	M3-1, M1-4, M1-4	1					
SS-067-43-STA98+00NB	R2-1(75 MPH), R2-2			1			
SS-067-43-STA105+00NB	ASP			1			
SS-067-43-STA108+00NB	SL, R4-3(mod)			1			
SS-067-43-STA116+50NB	Trooper		1				
SS-067-43-STA137+50NB(L)	W8-13			1			
SS-067-43-STA137+50NB(R)	W8-13			1			
SS-067-43-STA155+00SB(L)	W8-13			1			
SS-067-43-STA155+00SB(R)	W8-13			1			
SS-067-43-STA165+00SB	SL, R4-3(mod)			1			
SS-067-43-STA174+50SB	R2-1(75 MPH), R2-2			1			
SS-067-43-STA177+75NB	Trooper		1				
SS-067-43-STA184+50SB	M3-3, M1-4, M1-4	1					
SS-067-43-STA196+00SB	W4-3R			1			
SS-067-43-STA202+00SB	W4-3R			1			
SS-067-43-STA206+20NB	W4-1R			1			
SS-067-43-STA208+25SB	W11-1, W13-1P				1		
SS-067-43-STA212+50SB	W11-1, W13-2				1		
SS-067-43-STA244+00NB	M3-1, M1-4, M1-4	1					
SS-067-43-STA248+00NB	R2-1(75 MPH), R2-2			1			
TOTALS		3	2	17	4	0	0

STANDARD ROADSIDE SIGN
SHEET ALUMINUM 0.100" THICKNESS (5 SF OR LESS)

SIGN NO.	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
M3-1	36" x 18"	4.50	2	9.00	BLACK/WHITE
M3-3	36" x 18"	4.50	1	4.50	BLACK/WHITE
W13-1P	24" x 24"	4.00	3	12.00	BLACK/YELLOW
TOTAL 0.100" THICKNESS				**25.50**	

STANDARD ROADSIDE SIGNS
SHEET ALUMINUM 0.125" THICKNESS (GREATER THAN 5 SF)

SIGN NO.	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
M1-4	36" x 36"	9	3	27.00	BLACK/WHITE
M1-4	45" x 36"	11.25	3	33.75	BLACK/WHITE
R2-1	48" x 60"	20	3	60.00	BLACK/WHITE
R2-2	48" x 48"	16	3	48.00	BLACK/WHITE
R4-3(mod)	48" x 60"	20	2	40.00	BLACK/WHITE
W1-1R	48" x 48"	16	1	16.00	BLACK/YELLOW
W4-1R	48" x 48"	16	3	48.00	BLACK/YELLOW
W4-3R	48" x 48"	16	2	32.00	BLACK/YELLOW
W8-13	48" x 48"	16	4	64.00	BLACK/YELLOW
W11-1	48" x 48"	16	3	48.00	BLACK/YELLOW
W13-2	48" x 60"	20	4	80.00	BLACK/YELLOW
W13-6	48" x 84"	28	1	28.00	BLACK/YELLOW
W13-7	48" x 84"	28	1	28.00	BLACK/YELLOW
SL	48" x 18"	6	2	12.00	BLACK/YELLOW
ASP	36" x 48"	12	1	12.00	WHITE/BLUE
TMM	96" x 36"	24	2	48.00	WHITE/BLUE
TOTAL 0.125" THICKNESS				**624.75**	

ITEM NUMBER	ITEM	UNIT	ESTIMATED QUANTITY
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-07)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-08)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-09)	EACH	1
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-43-10)	EACH	1
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-067-43-11)	EACH	1
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-067-43-12)	EACH	1
SS & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	SQ. FT.	1682
SS & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	SQ. FT.	1728
SS & 725	STANDARD SIGN	SQ. FT.	651
SS & 725	EXIT NUMBER PANEL (TYPE A)	SQ. FT.	140
SS & 725	EXIT NUMBER PANEL (TYPE B)	SQ. FT.	71
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	POUND	7637
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	EACH	3
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	EACH	2
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	EACH	17
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	EACH	4

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	330	541
		SIGNING QUANTITIES				



08/04/2023

SIGN NO./ LOCATION	STRUCTURE TYPE			SIGN				EXIT NUMBER PANEL					GUARDRAIL			
				STANDARD SIGN	GUIDE SIGN LENGTH	GUIDE SIGN HEIGHT			TYPE A	TYPE B	TYPE C	TYPE A	TERM. ANCHOR TYPE 1	GUARDRAIL TERM. TYPE 2	AGG. BASE CR (CL. 7)
	OH	BM	OC	SQ. FT.	LIN. FT.		SQ. FT.	LEGEND	SQ. FT.			LIN. FT.	EACH	EACH	TON
EX-OH-067-60-33															
OH-067-60-STA2+35NB					0	0	0								
EX-OH-067-60-34															
OH-067-60-STA26+50NB-A					15.5	10	155								
OH-067-60-STA26+50NB-B					12.5	10	125	16A		23.75					
EX-OH-067-43-03				20											
OH-067-43-STA49+90NB-A					12	10.5	126	16A		23.75					
OH-067-43-07	1			20								SEE ROADWAY PLANS FOR GUARDRAIL DETAILS			
OH-067-43-STA81+50SB-A					17	8	136								
OH-067-43-STA81+50SB-B					18	13.5	243	16	20.00						
OH-067-43-08	1														
OH-067-43-STA109+50SB					18	12.5	225	16	20.00						
OH-067-43-09	1														
OH-067-43-STA136+00SB					18	12.5	225	16	20.00						
OC-067-43-10			1									SEE ROADWAY PLANS FOR GUARDRAIL DETAILS			
OC-067-43-STA143+00NB					14.5	13	188.5	19	20.00						
OH-067-43-11	1											SEE ROADWAY PLANS FOR GUARDRAIL DETAILS			
OH-067-43-STA170+00NB					14.5	10.5	152.25	19	20.00						
OC-067-43-12			1	20								SEE ROADWAY PLANS FOR GUARDRAIL DETAILS			
OC-67-43-STA195+50NB					14.5	10.5	152.25	19	20.00						
TOTALS	**4**	**0**	**2**	**60**			**1728.00**		**120.00**	**47.50**	**0.00**				

SIGN NO./LOCATION	STRUCTURE TYPE	SIGN				BREAKAWAY SIGN SUPPORT										EXIT NUMBER PANEL			
			GUIDE SIGN			STEEL SECT. A-572		Sign Post Length		STUB POST		FOOTINGS			SIGN POST AND STUB	LEGEND	TYPE		
	TYPE	STANDARD SIGN	LENGTH	HEIGHT	AREA			H-1	H-2	H-1	H-2	DIA.	DEPTH	EMBED.			A	B	C
	G-2	SQ. FT.	FT.	FT.	SQ. FT.	BEAM	LBS	LIN FT		LIN FT		LIN FT			POUND		SQ. FT.		
GM-067-43-STA56+75NB	1		9.00	5.00	45.00	W6	9	9.50	9.60	3.66	3.66	1.5	5	3.33	237.84				
GM-067-43-STA62+00NB	1		18.00	10.50	189.00	W8	18	17.25	19.95	3.66	3.66	1.5	5	3.33	801.49	16 B		23.75	
GM-067-43-STA71+75NB	1	18.00	9.00	5.00	45.00	W6	9	9.50	9.60	3.66	3.66	1.5	5	3.33	237.84				
GM-067-43-STA78+50SB	1	13.00	6.50	5.00	32.50	W6	9	9.50	9.60	3.66	3.66	1.5	5	3.33	237.84				
GM-067-43-STA118+00SB	1		18.00	12.00	216.00	W8	18	18.00	20.70	3.66	3.66	2	5	3.33	828.49				
GM-067-43-STA127+00SB	1		18.00	12.00	216.00	W8	18	18.00	20.70	3.66	3.66	2	5	3.33	828.49				
GM-067-43-STA135+50NB	1		18.00	12.00	216.00	W8	18	18.00	20.70	3.66	3.66	2	5	3.33	828.49				
GM-067-43-STA149+00SB	1		18.00	6.50	117.00	W8	18	15.25	17.95	3.66	3.66	2	5	3.33	729.49				
GM-067-43-STA152+00NB	1		18.00	12.00	216.00	W8	18	18.00	20.70	3.66	3.66	2	5	3.33	828.49				
GM-067-43-STA161+00NB	1		18.00	12.00	216.00	W8	18	18.00	20.70	3.66	3.66	2	5	3.33	828.49				
GM-067-43-STA201+25NB	1		6.50	5.00	32.50	W6	9	9.50	9.60	3.66	3.66	1.5	5	3.33	237.84				
GM-067-43-STA208+75SB	1		6.50	5.00	32.50	W6	9	9.50	9.60	3.66	3.66	1.5	5	3.33	237.84				
GM-067-43-STA216+00SB	1		12.00	9.00	108.00	W8	18	16.50	19.20	3.66	3.66	2	5	3.33	774.49	19	20		
TOTALS:	**13**	**31**			**1681.5**										**7637.10**		**20.00**	**23.75**	**0.00**

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WORKSPACE: AHTD
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REVISED DATE:

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO 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 EXISTING SIGN SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE OTHER ITEMS IN THE CONTRACT.

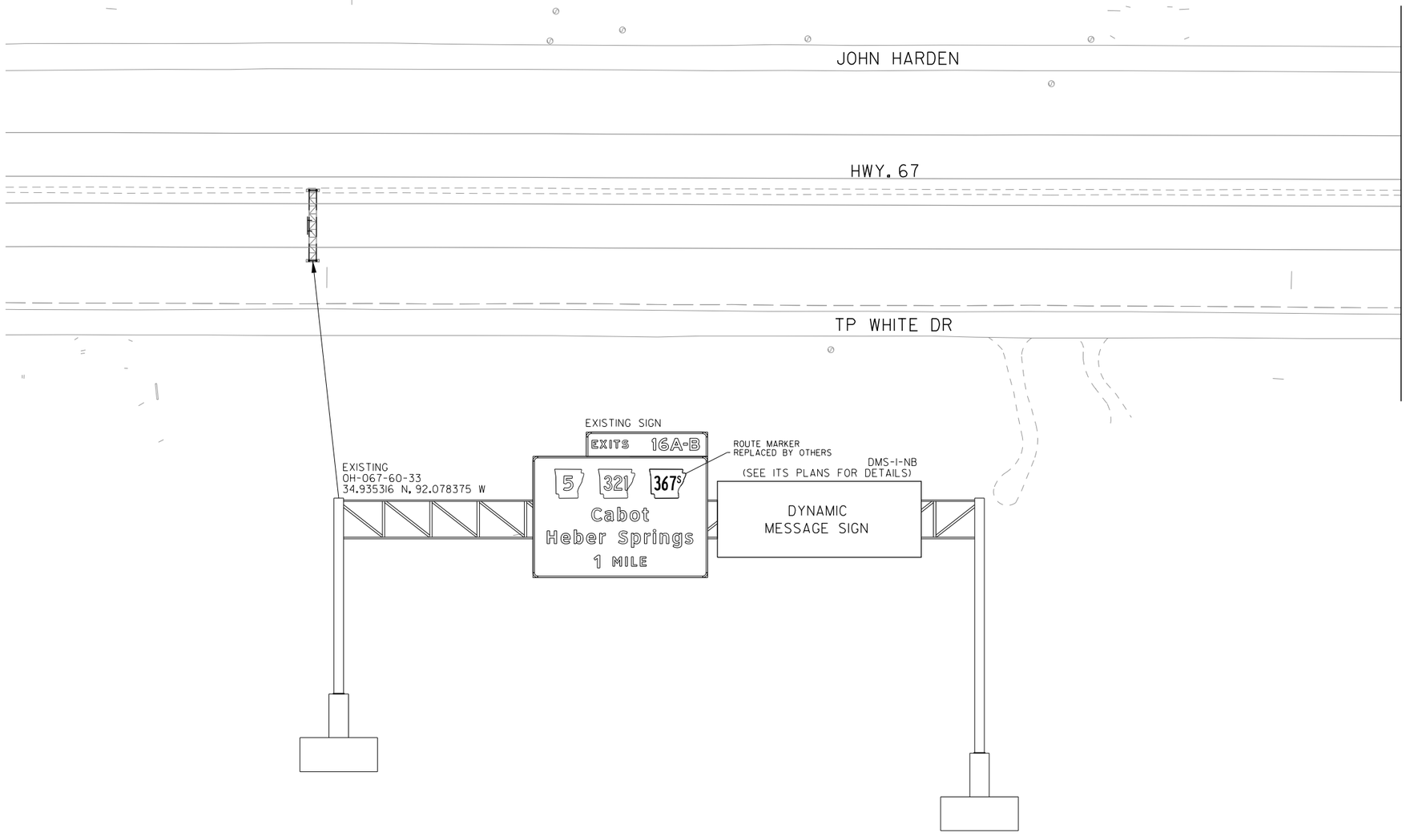
ALL EXISTING STREET SIGNS IMPACTED BY THE PROJECT WILL BE RELOCATED TO NEW SIMILAR ASSEMBLIES. THE EXISTING SIGN SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED. INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE OTHER ITEMS IN THE CONTRACT.

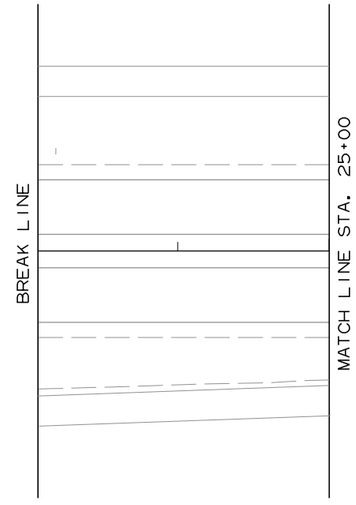
NAMING CONVENTION:
XX-NEAREST ROADWAY- STATION
ALL SIGNS FOLLOW ROUTE 67 AND WITHIN COUNTY No. 43 AND COUNTY No. 60

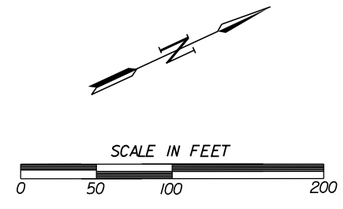
THE E MODIFIED AND SERIES C 2000 FONTS SHALL FOLLOW THE FHWA SPACING GUIDELINES. (HTTP://MUTCD.FHWA.DOT.GOV)

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	331	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16675
CLAIRE E. MCKINNEY
08/04/2023





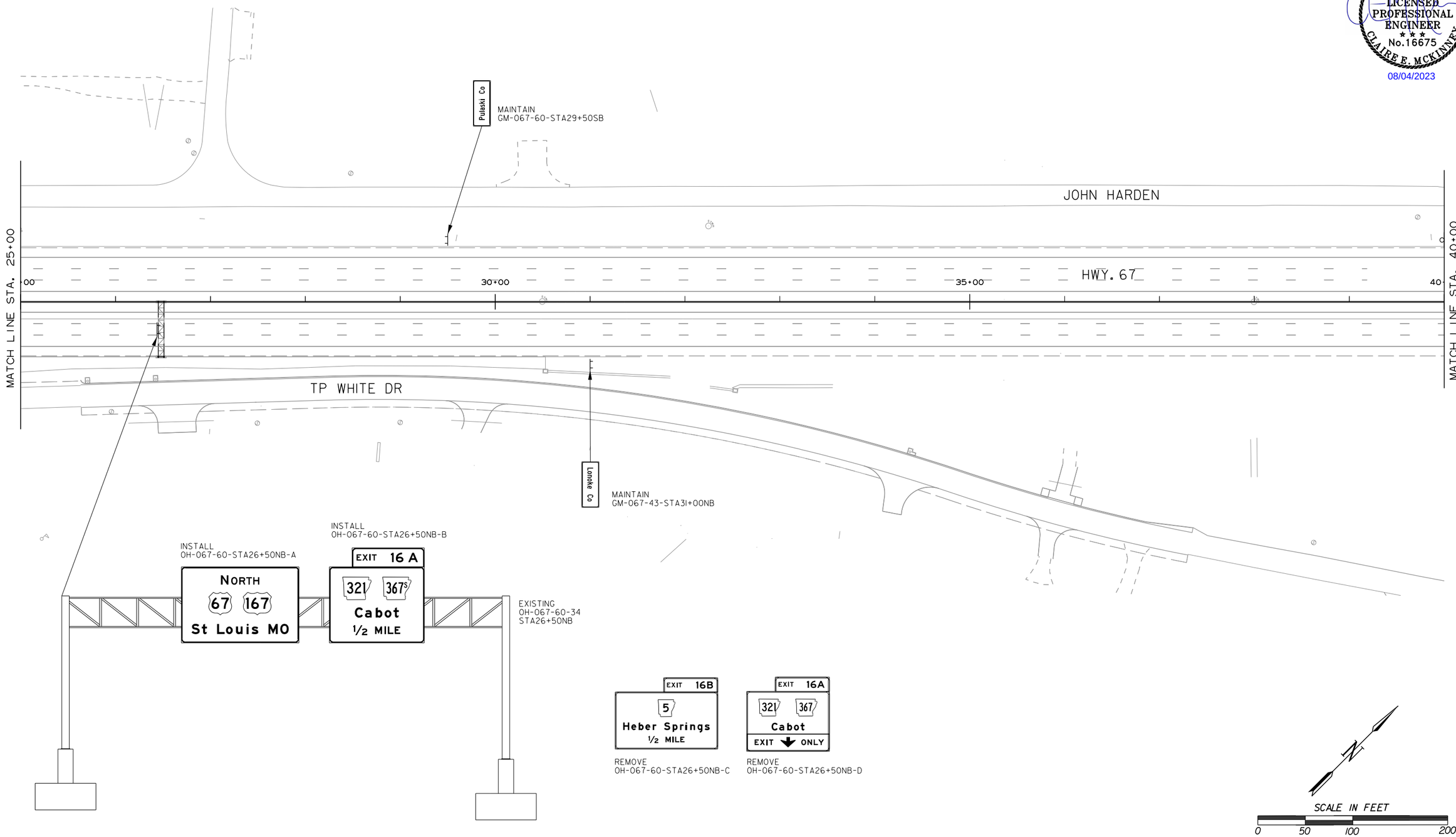


SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	332	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



SIGN PLACEMENT SHEET

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	333	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

MAINTAIN
SS-067-43-STA40+00SB



JOHN HARDEN

MATCH LINE STA. 40+00

HWY. 67

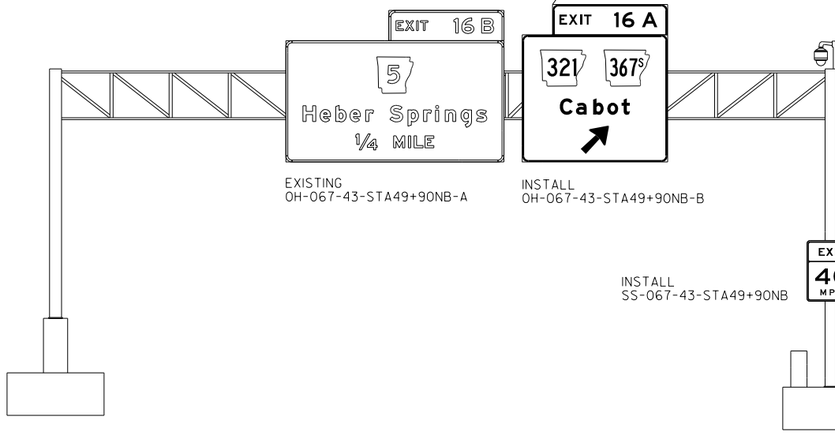
45+00

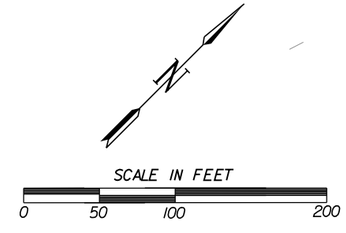
50+00

55+00

MATCH LINE STA. 55+00

REMOVE WI3-3
SS-067-43-STA54+00NB





SIGN PLACEMENT SHEET

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	334	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

MATCH LINE STA. 188+00

HWY. 5

JOHN HARDEN

INSTALL
SS-067-43-STA61+50SB

HWY. 67

TO BE INSTALLED BY OTHERS

MILE 16

MILE 1

TO BE INSTALLED BY OTHERS

MATCH LINE STA. 55+00

MATCH LINE STA. 70+00

55+00

60+00

65+00

70+00

BRIDGE MOUNT SIGN TO BE REMOVED

EXIT 25 MPH

INSTALL
SS-067-43-STA65+50NB

25 MPH

INSTALL
SS-067-43-STA67+50NB

EXIT 16 A

INSTALL
GM-067-43-STA56+75NB

Heber Springs 5

EXIT 16 B

INSTALL
GM-067-43-STA62+00NB

60+00

65+00

HWY. 5

25+00

MATCH LINE STA. 197+00

N

SCALE IN FEET

0 50 100 200

aewerclark 8/4/2023 12:33:58 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	335	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

INSTALL
GM-067-43-STA78+50SB

EXIT 16 30 MPH

INSTALL
OH-067-43-STA8I+50SB-A

67 167 SOUTH
Little Rock

EXIT 16

INSTALL
OH-067-43-07
STA8I+50SB

5 321 367
Cabot
Heber Springs

INSTALL
OH-067-43-STA8I+50SB-B

INSTALL
SS-067-43-STA79+00SB

30 MPH

EXIT 30 MPH

INSTALL
SS-067-43-STA8I+50SB

HWY. 67

MATCH LINE STA. 70+00

MATCH LINE STA. 85+00

75+00

80+00

INSTALL
SS-067-43-
STA70+50NB

RAMP 25 MPH

EXIT 16 B 25 MPH

INSTALL
GM-067-43-STA7I+75NB

INSTALL
SS-067-43-STA74+00NB

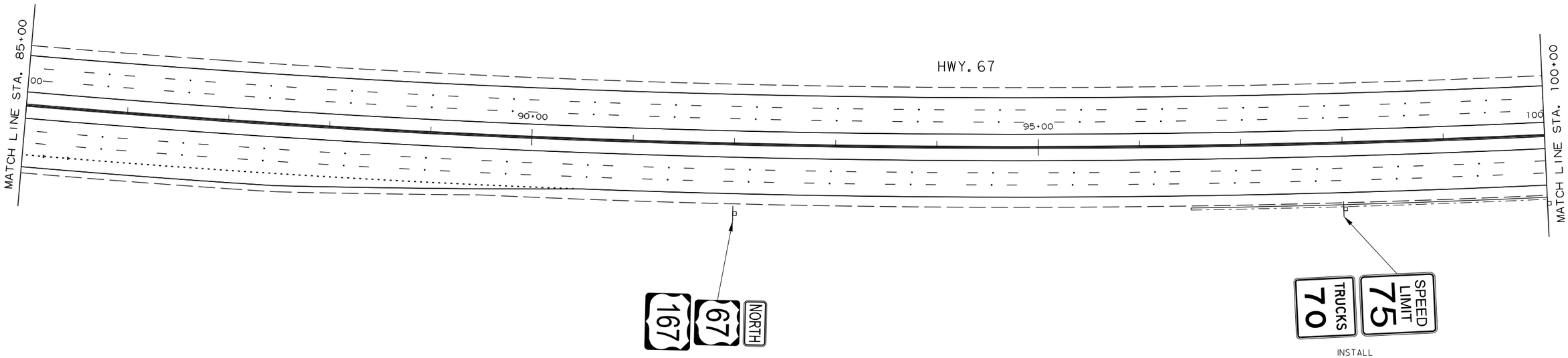
SCALE IN FEET
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SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	336	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



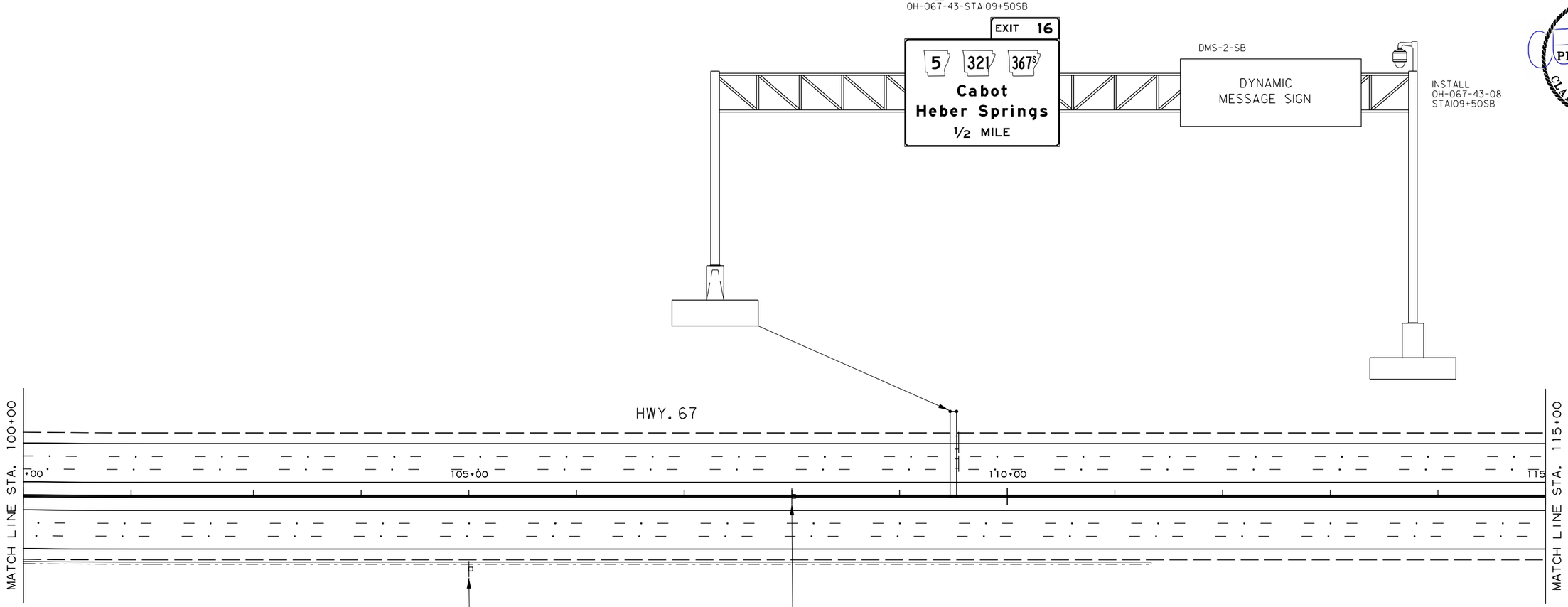
SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	337	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

INSTALL
OH-067-43-STA109+50SB



INSTALL
SS-067-43-STA105+00NB

INSTALL
SS-067-43-STA108+00NB

SCALE IN FEET
0 50 100 200

SIGN PLACEMENT SHEET

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	338	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

GAS - EXIT 16
EXXON
SHELL
US FUEL DIESEL-GAS

INSTALL
GM-067-43-STA118+00SB

FOOD - EXIT 16
SUBWAY SUBWAY SUBWAY
WAFFLE HOUSE
MCDONALD'S
BURGER KING
POPEYE'S
SONIC

INSTALL
GM-067-43-STA127+00SB

TO BE INSTALLED
BY OTHERS

MILE 1 7

HWY. 67

MATCH LINE STA. 115+00

+00

120+00

125+00

130

MATCH LINE STA. 130+00

MILE 1 7

TO BE INSTALLED
BY OTHERS

Trooper
Allen H Bufford
Memorial Mile

INSTALL
SS-067-43-STA116+50NB

N

SCALE IN FEET
0 50 100 200

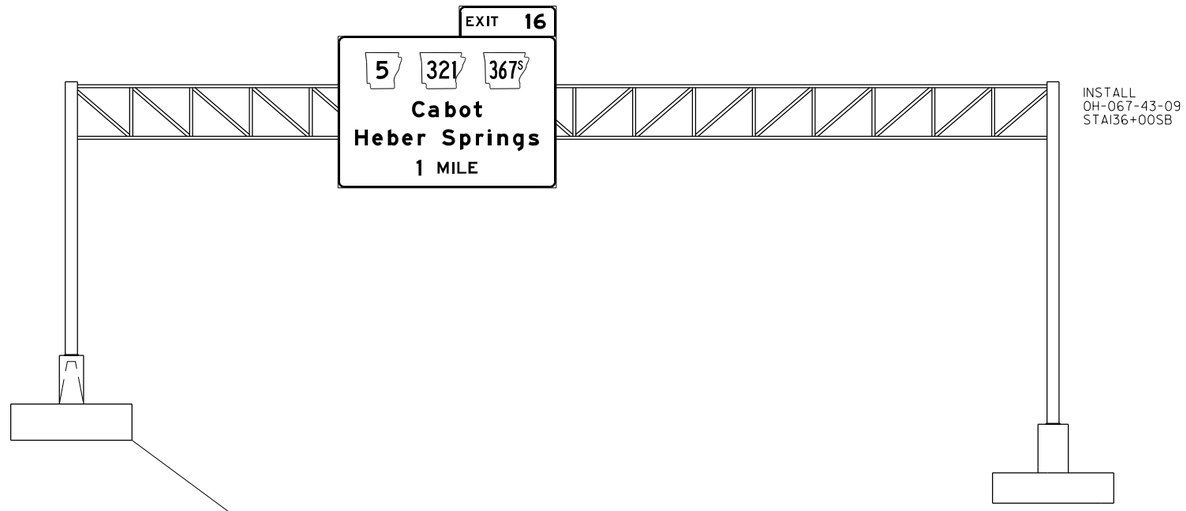
SIGN PLACEMENT SHEET

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REVISED DATE:

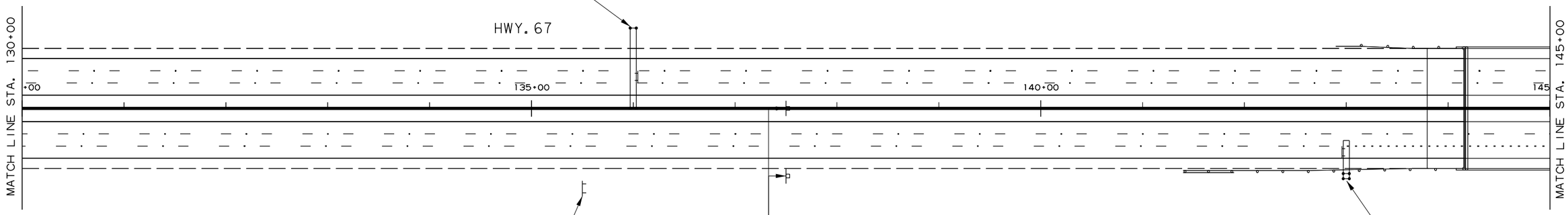
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	339	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

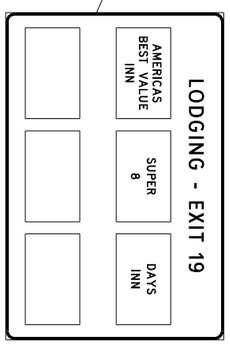
INSTALL
OH-067-43-STAI36+00SB



INSTALL
OH-067-43-09
STAI36+00SB



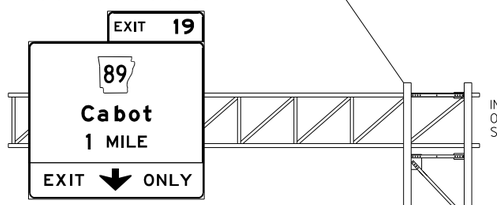
INSTALL
GM-067-43-STAI35+50NB



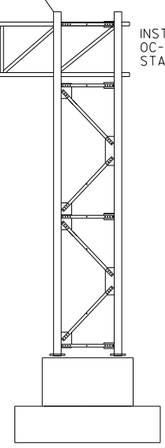


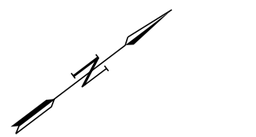
INSTALL
SS-067-43-STAI37+50NB(L)
SS-067-43-STAI37+50NB(R)

INSTALL
OC-067-43-STAI43+00NB



INSTALL
OC-067-43-10
STAI43+00NB



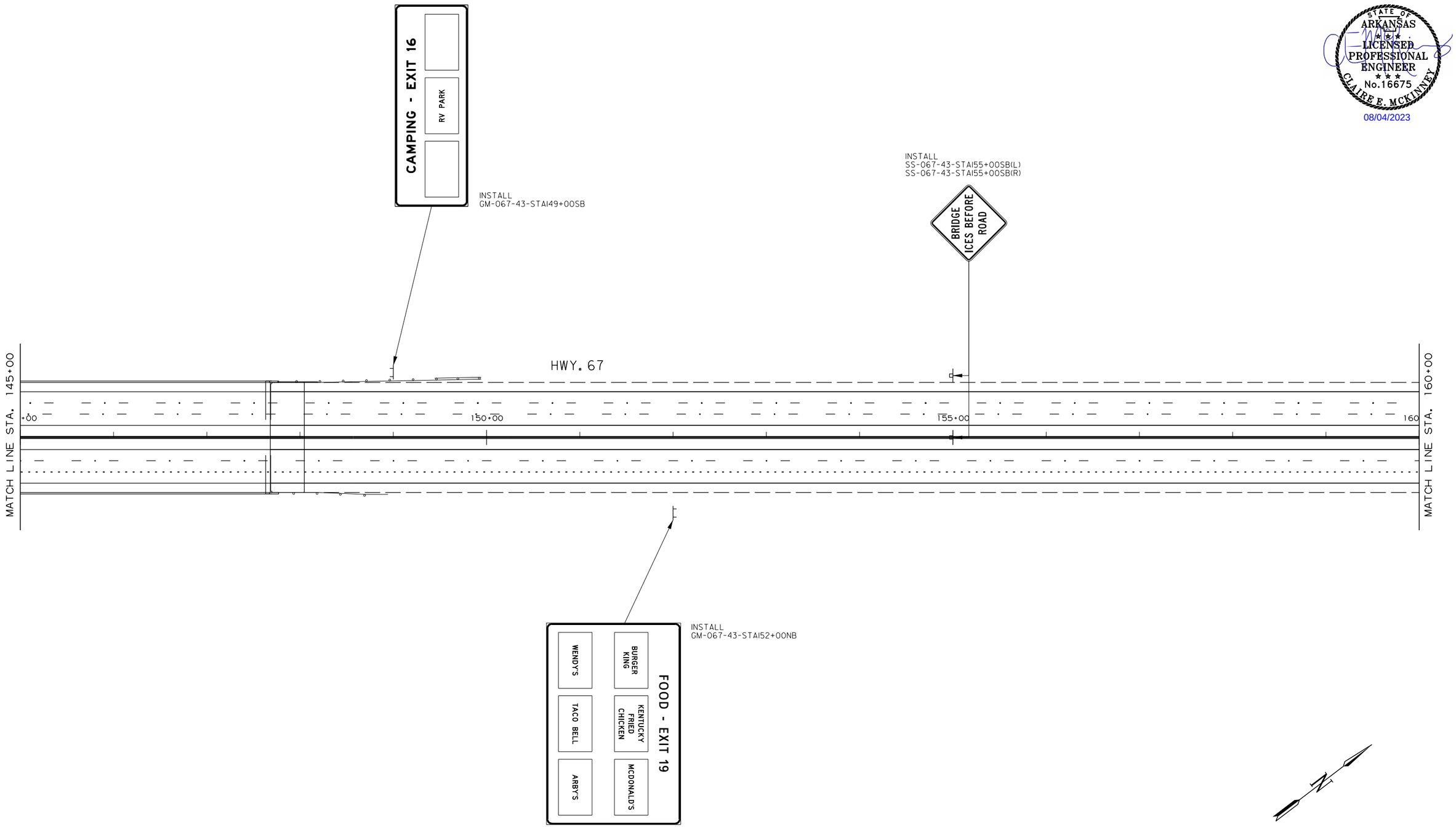


SCALE IN FEET
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	340	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	341	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

INSTALL
SS-067-43-STAI65+00SB

STATE LAW
LEFT LANE FOR PASSING ONLY

INSTALL
SS-067-43-STAI74+50SB

SPEED LIMIT 75
TRUCKS 70

TO BE INSTALLED BY OTHERS

1 MILE

HWY. 67

MATCH LINE STA. 160+00

+00

165+00

170+00

175

MATCH LINE STA. 175+00

8 MILE

TO BE INSTALLED BY OTHERS

INSTALL
GM-067-43-STAI61+00NB

MURPHY USA
KROGER
GAS - EXIT 19

INSTALL
OH-067-43-II
STAI70+00NB

INSTALL
OH-067-43-STAI70+00NB

EXIT 19
89
Cabot
EXIT ONLY

DMS-4-NB

DYNAMIC MESSAGE SIGN

N

SCALE IN FEET
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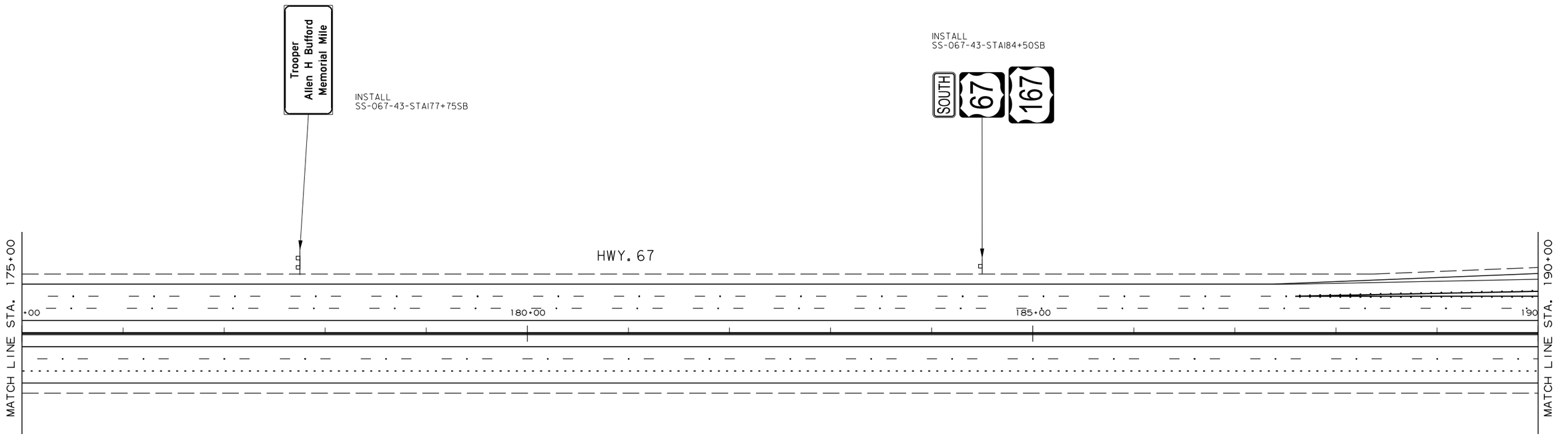
SIGN PLACEMENT SHEET

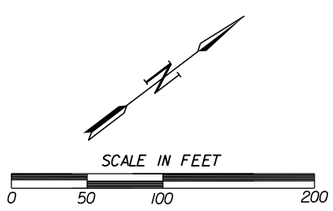
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	342	541
		SIGN PLACEMENT SHEET				

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

08/04/2023





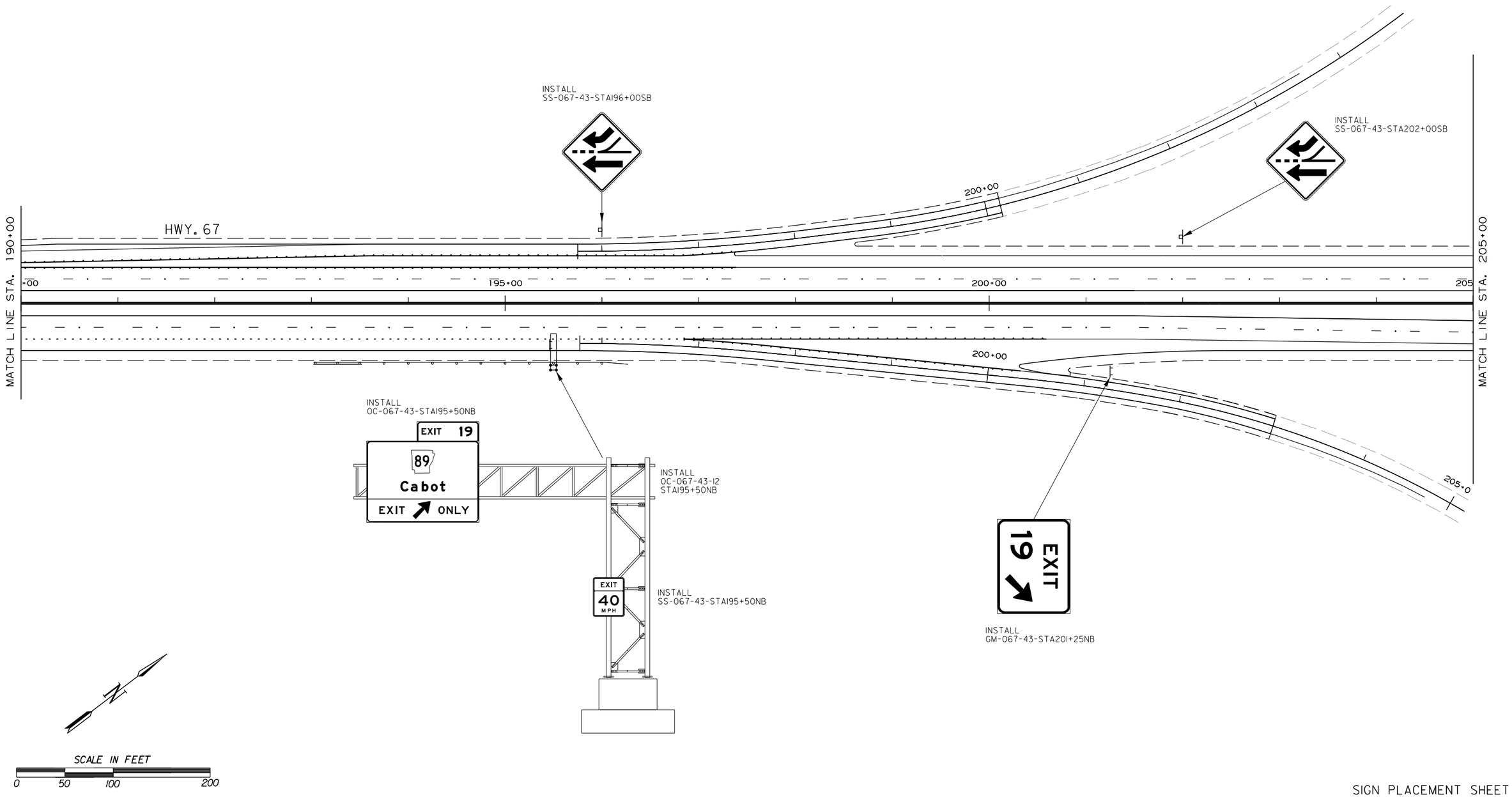
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	343	541
		SIGN PLACEMENT SHEET				

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

08/04/2023



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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	344	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

HWY 89 (MAIN ST)

INSTALL
SS-067-43-STA208+25SB

INSTALL
GM-067-43-STA208+75SB

INSTALL
SS-067-43-STA212+50SB

INSTALL
GM-067-43-STA216+00SB

EXIT 19 25 MPH

EXIT 25 MPH

EXIT 19 89 Cabot

HWY. 67

MATCH LINE STA. 205+00

MATCH LINE STA. 220+00

205+00

210+00

215+00

220+00

INSTALL
SS-067-43-STA206+20NB

SCALE IN FEET
0 50 100 200

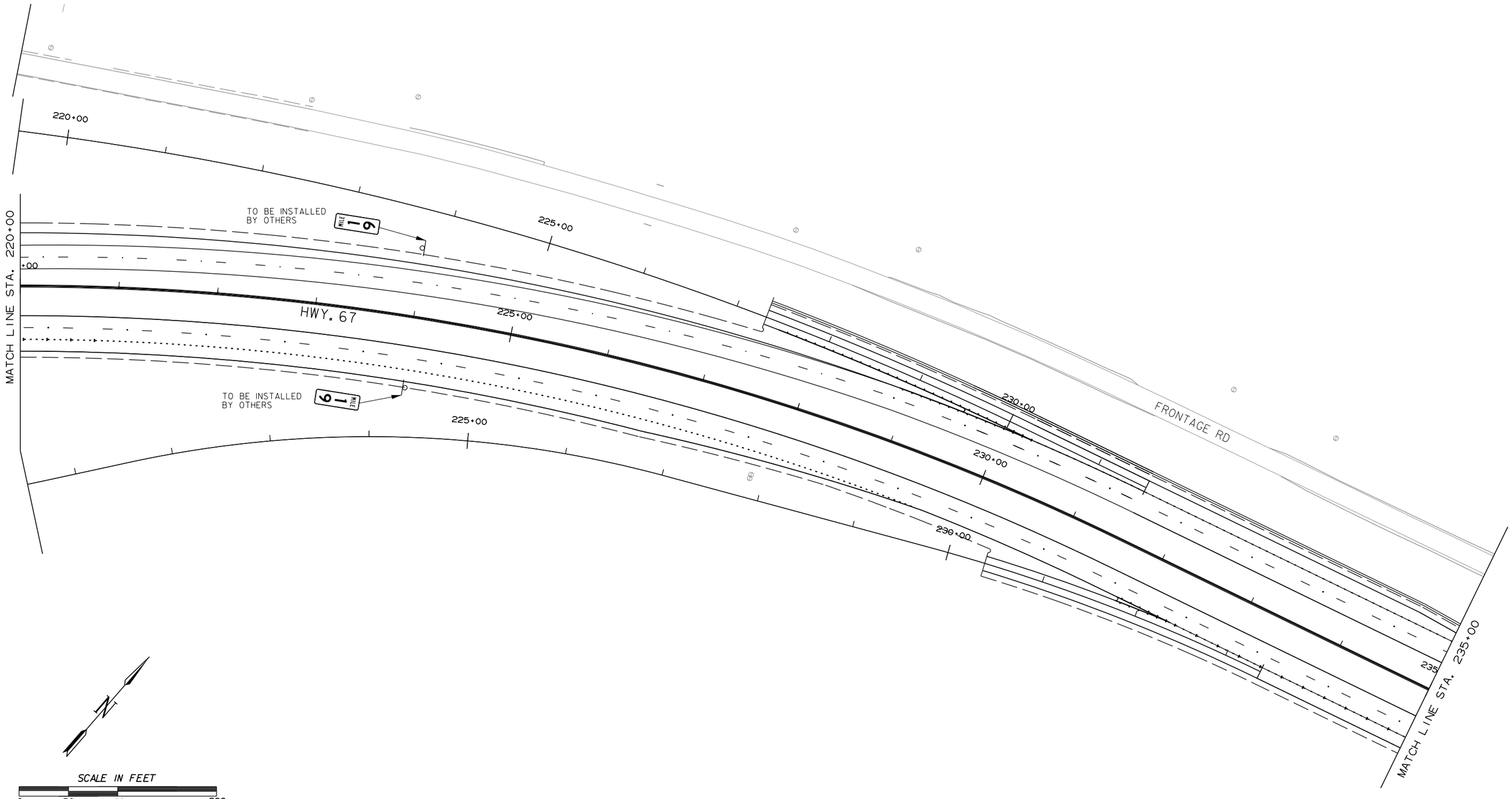
SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	345	541
		SIGN PLACEMENT SHEET				

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

08/04/2023

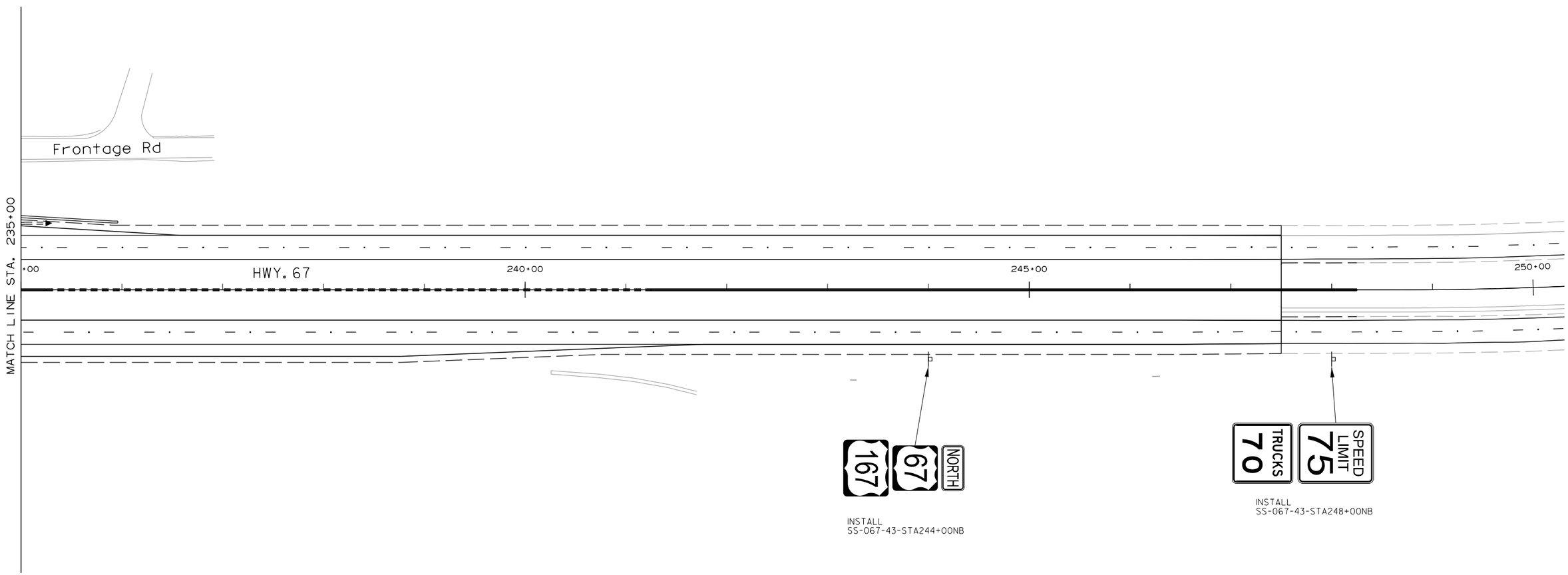


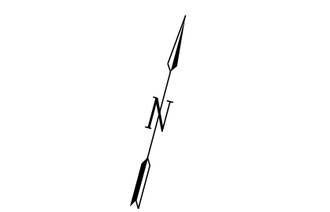
SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	346	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023





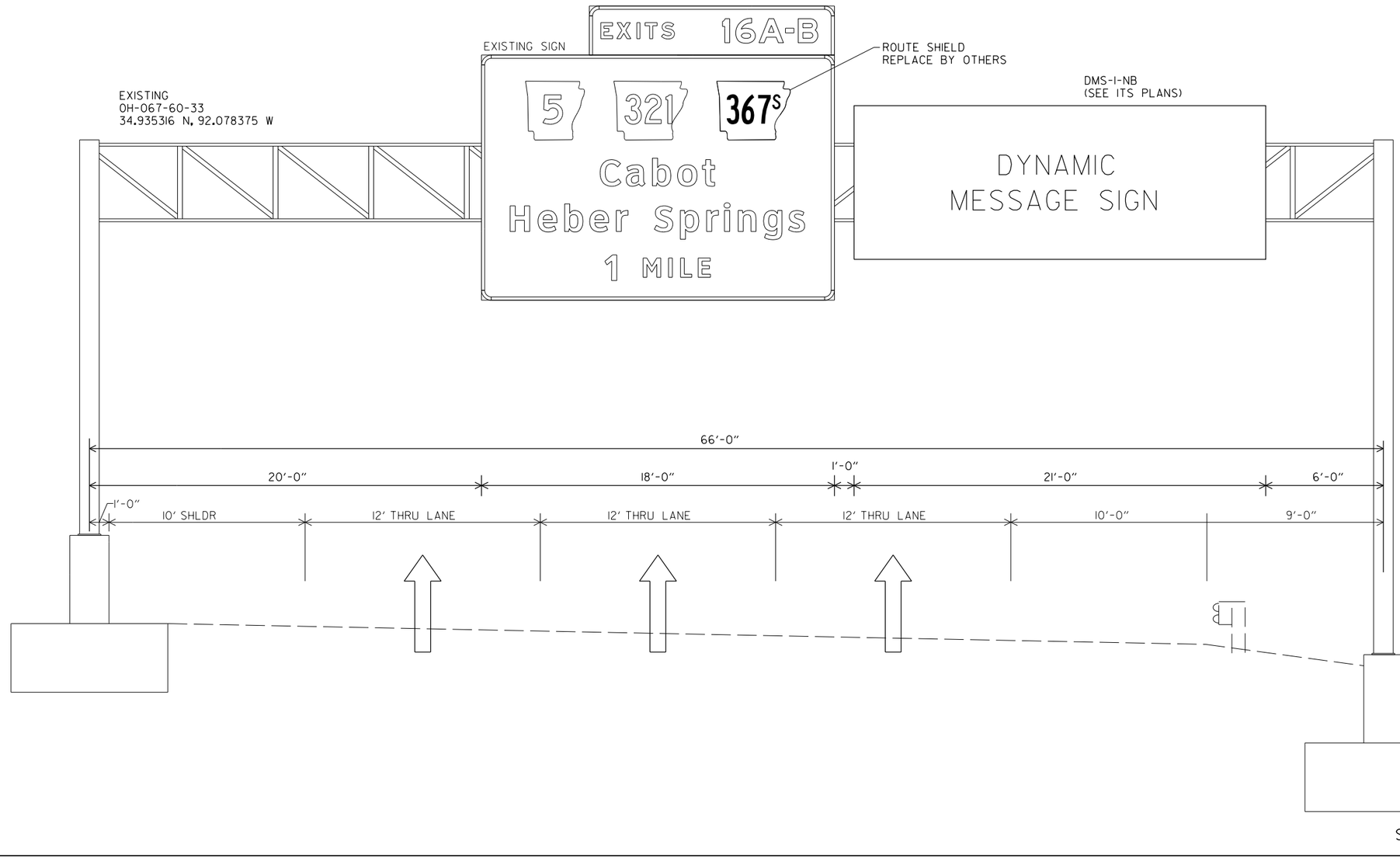
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	347	541
		SIGN PLACEMENT SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

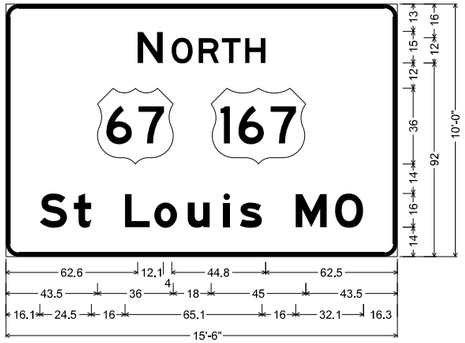
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



SIGN PLACEMENT SHEET

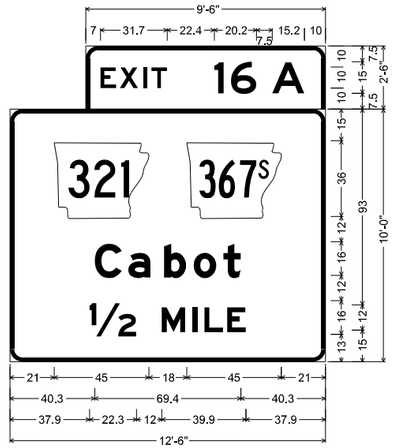
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	348	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"N", E 2K; "ORTH", E 2K; "St", E Mod 2K; "Louis", E Mod 2K;
"MO", E Mod 2K;

0H-067-60-STA26+50NB-A



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "16", E Mod 2K;
"A", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K; "½", E Mod 2K;
"MILE", E Mod 2K;

0H-067-60-STA26+50NB-B

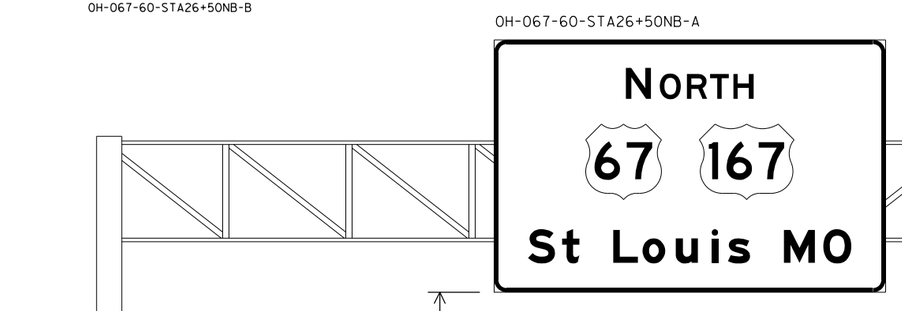
NOTES:
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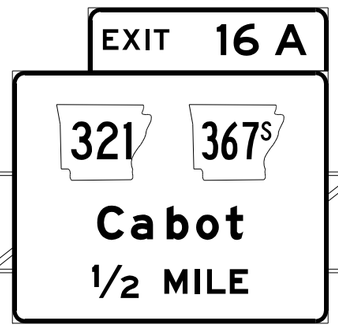
EXISTING SIGNS ON OVERHEAD STRUCTURE SHALL BE REMOVED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

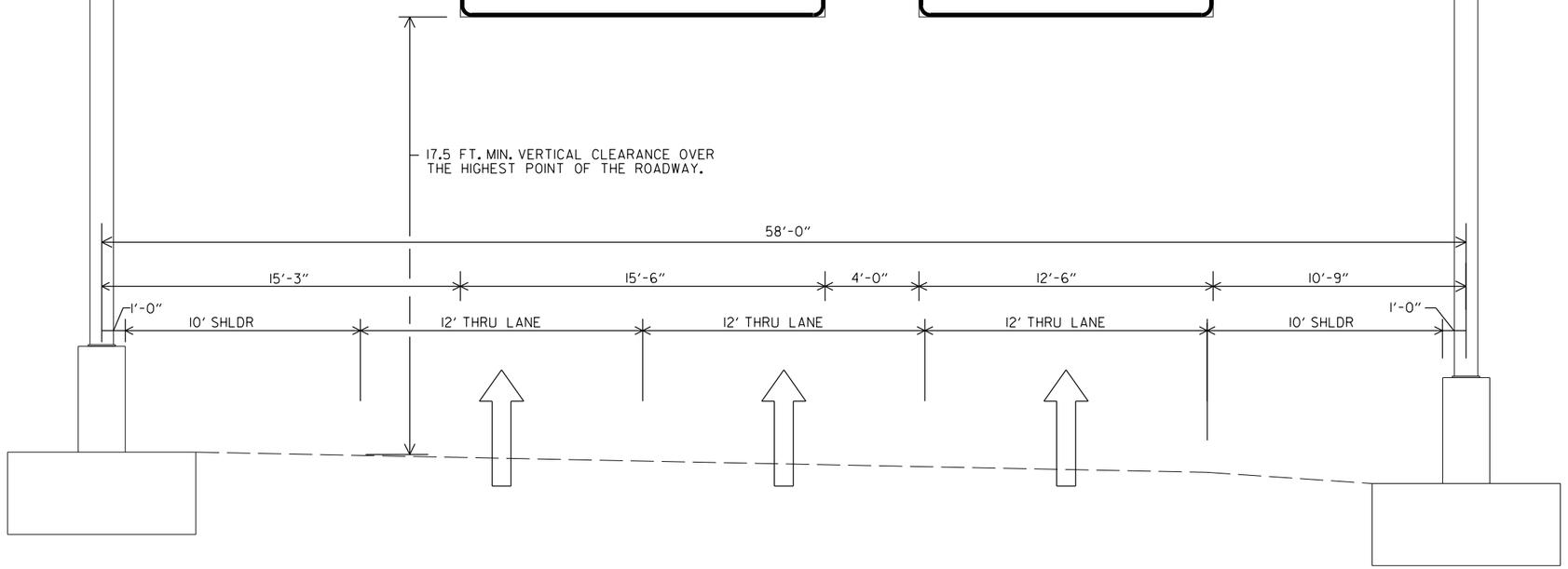
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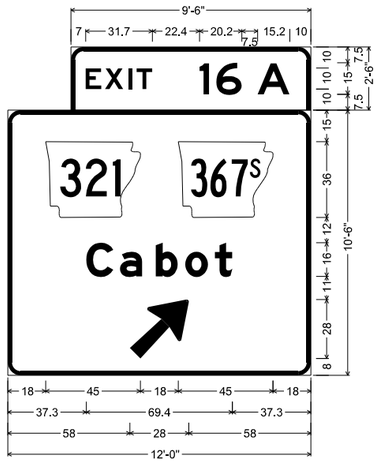


EXISTING
0H-067-60-34
STA26+50



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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	349	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "16", E Mod 2K;
"A", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K; Arrow Custom - 35.7" 45°;

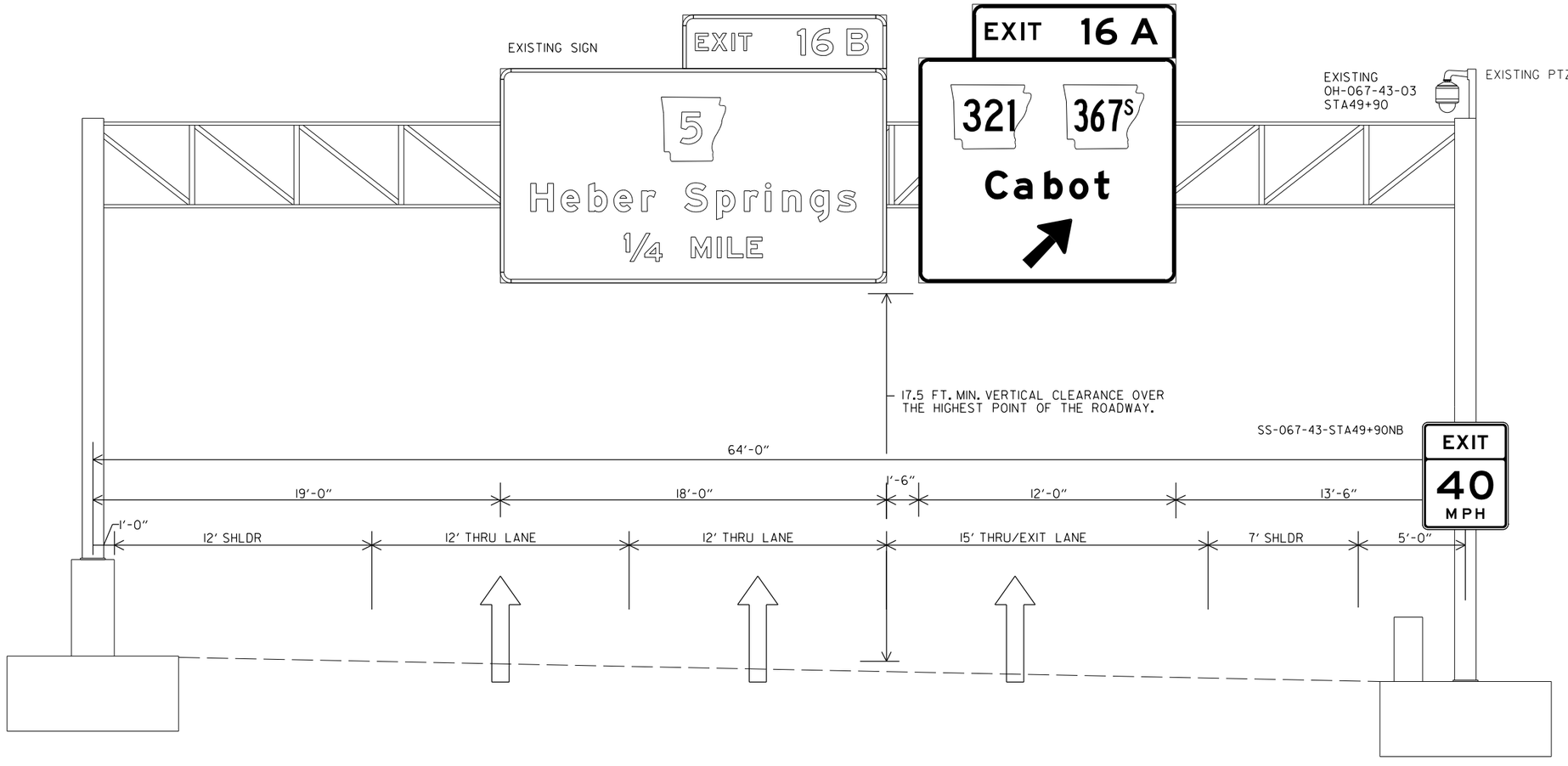
OH-067-43-STA49+90NB-B

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

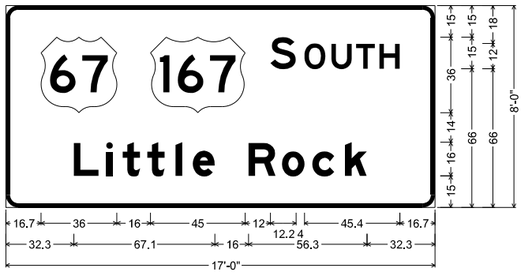
OH-067-43-STA49+90NB-B



SIGN PLACEMENT SHEET

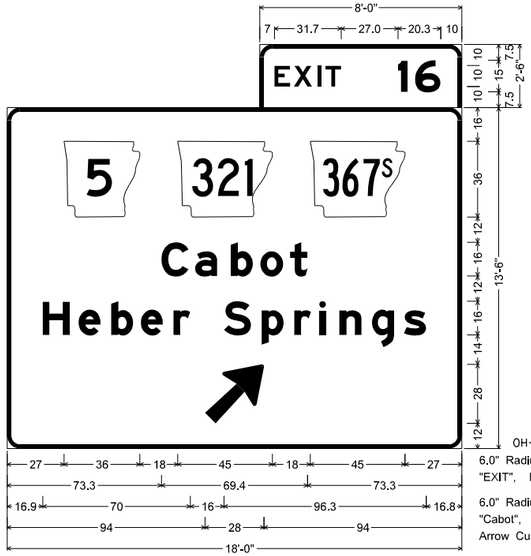
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	350	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"S", E 2K; "OUTH", E 2K; "Little", E Mod 2K; "Rock", E Mod 2K;

OH-067-43-STA8I+50SB-A



OH-067-43-STA8I+50SB-B

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "16", E Mod 2K;

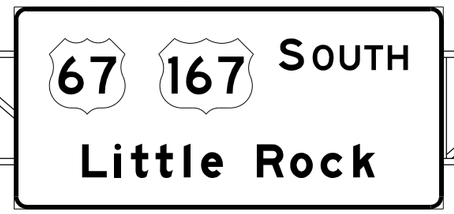
6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K; "Heber Springs", E Mod 2K;
Arrow Custom - 35.6" 45°;

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

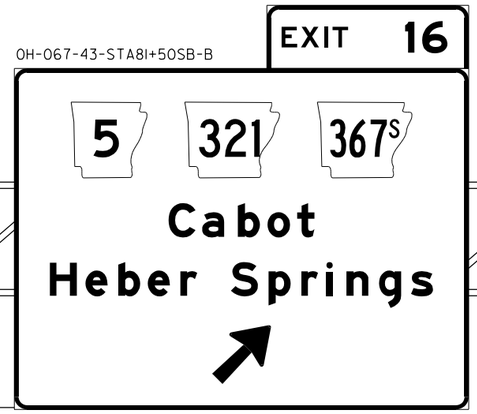
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
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08/04/2023

OH-067-43-STA8I+50SB-A



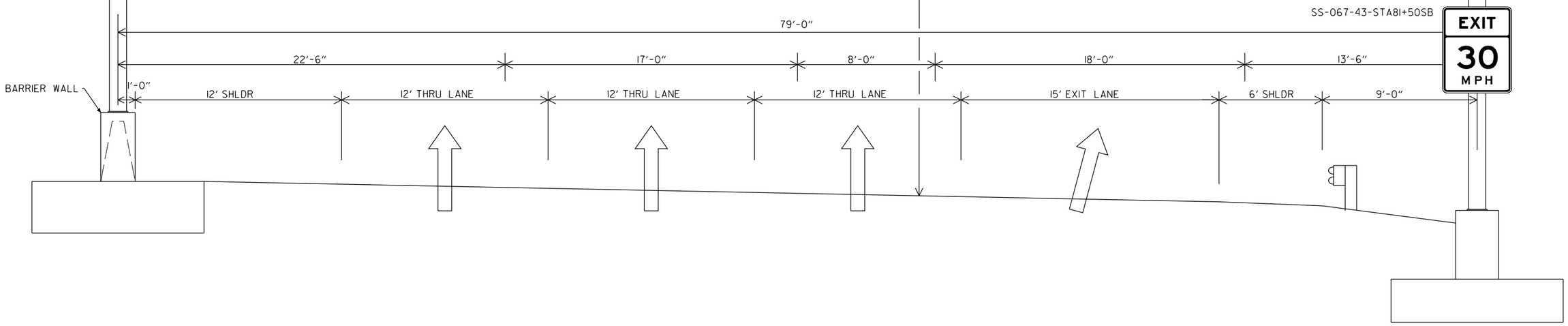
OH-067-43-STA8I+50SB-B



INSTALL
OH-067-43-07

17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF THE ROADWAY.

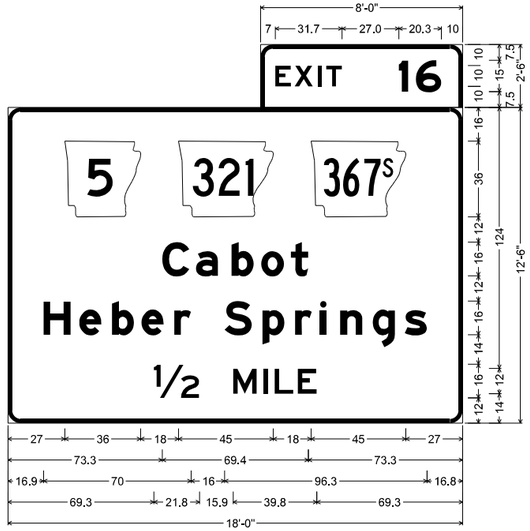
SS-067-43-STA8I+50SB



SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	351	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "16", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K; "Heber", E Mod 2K; "Springs", E Mod 2K; "1/2", E 2K;
"MILE", E 2K;
0H-067-43-STAI09+50SB

NOTES:
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STATE OF ARKANSAS
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08/04/2023

0H-067-43-STAI09+50SB

EXIT 16
5 321 367S
Cabot
Heber Springs
1/2 MILE

INSTALL
0H-067-43-08

DMS-2-SB
(SEE ITS PLANS)

DYNAMIC
MESSAGE SIGN

17.5 FT. MIN. VERTICAL CLEARANCE OVER
THE HIGHEST POINT OF THE ROADWAY.

81'-0"

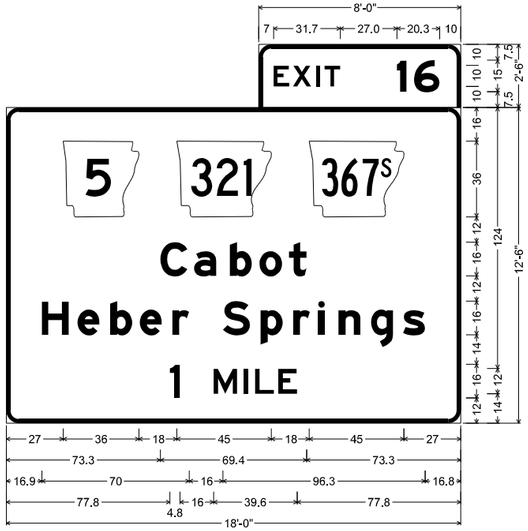
22'-0" 18'-0" 1'-0" 21'-0" 19'-0"

BARRIER WALL 1'-0" 12' SHLDR 12' THRU LANE 12' THRU LANE 12' THRU LANE 10' SHLDR 22'-0"

SIGN PLACEMENT SHEET

oewterclak 8/4/2023 12:34:06 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	352	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "16", E Mod 2K;

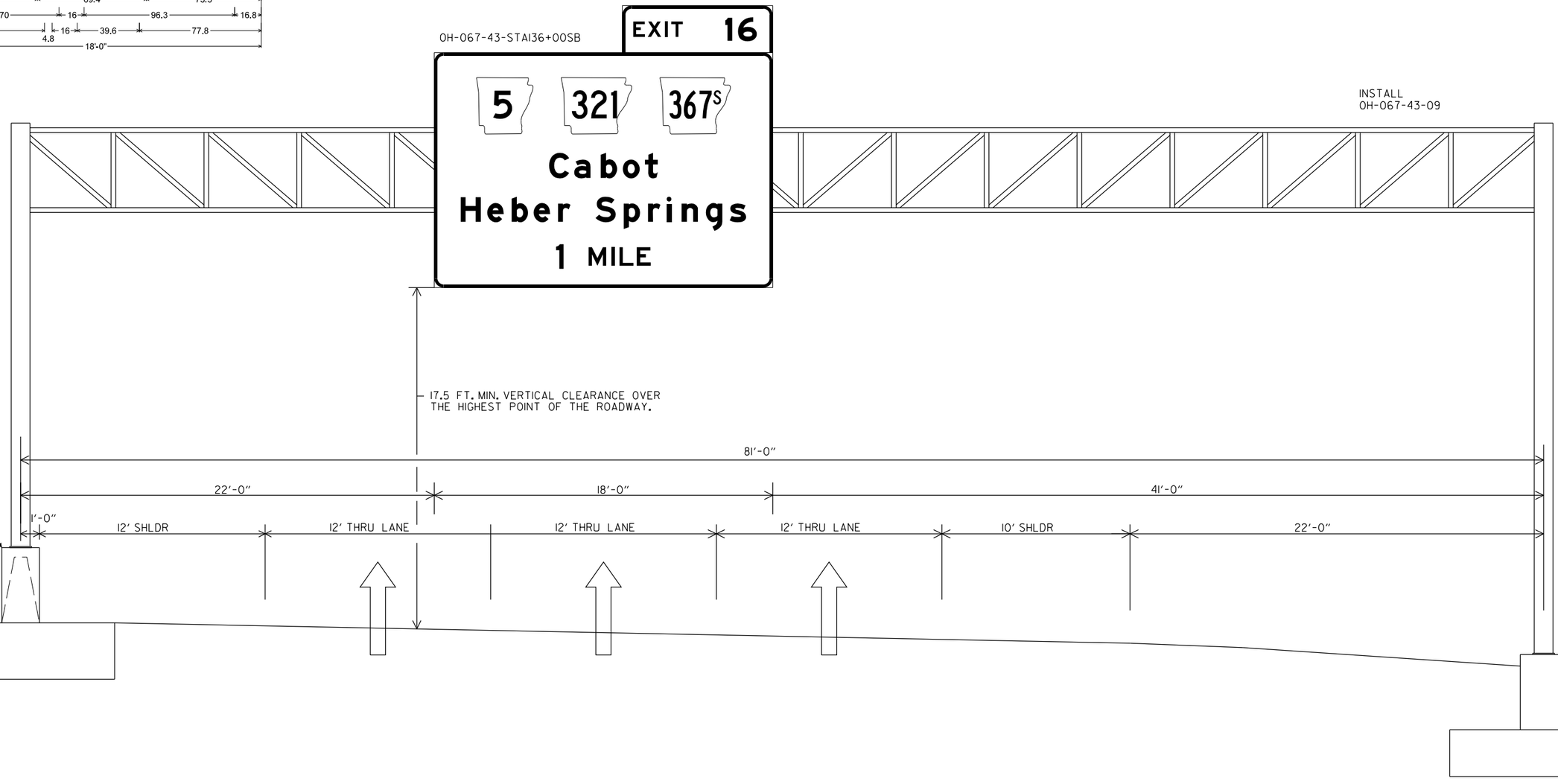
6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K; "Heber", E Mod 2K; "Springs", E Mod 2K; "1", E 2K;
"MILE", E 2K;
OH-067-43-STAI36+00SB

NOTES:
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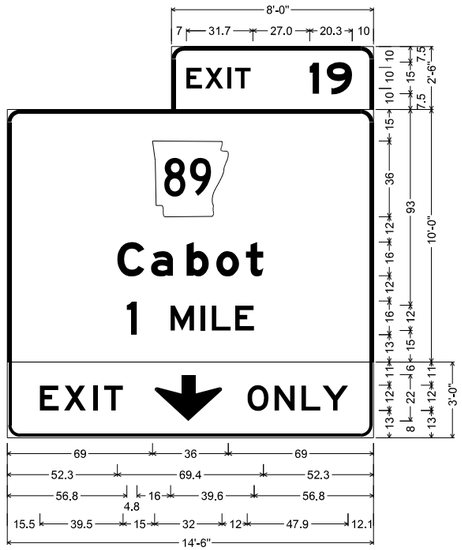
OH-067-43-STAI36+00SB



INSTALL
OH-067-43-09

aewierciak 8/4/2023 12:34:07 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	353	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "19", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K; "1", E 2K; "MILE", E 2K;

6.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E 2K; Down Arrow 22.0" 270°; "ONLY", E 2K;

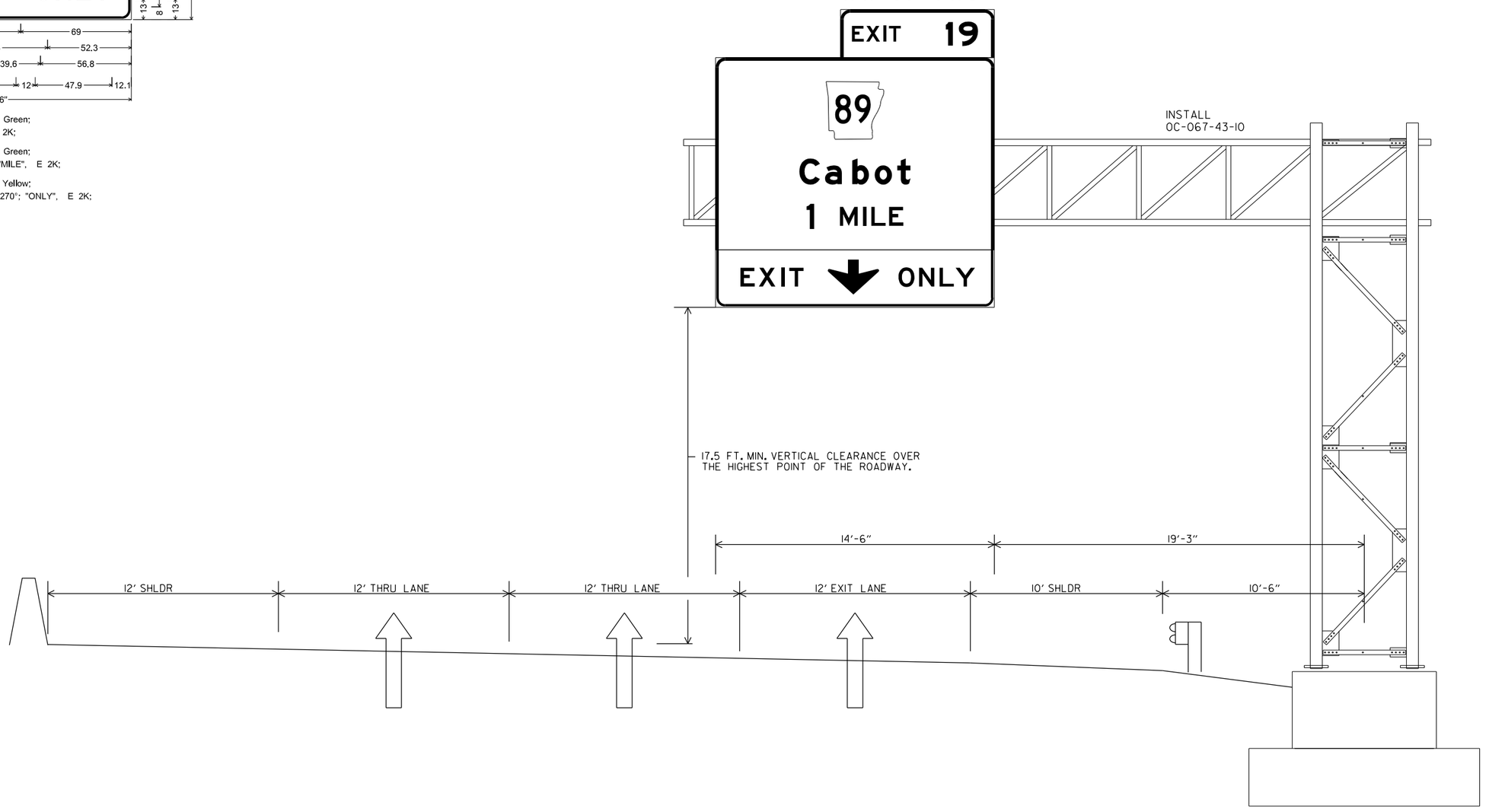
OC-067-43-STAI43+00NB

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 CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

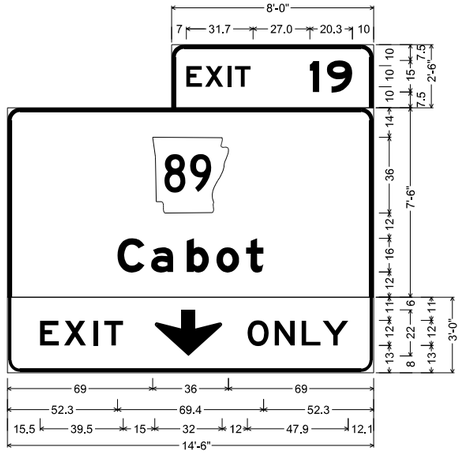
OC-067-43-STAI43+00NB



SIGN PLACEMENT SHEET

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L:\201\1701\7575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_SD_10.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	354	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "19", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E 2K; Down Arrow 22.0" 270"; "ONLY", E 2K;

OH-067-43-STA170+00NB

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 CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

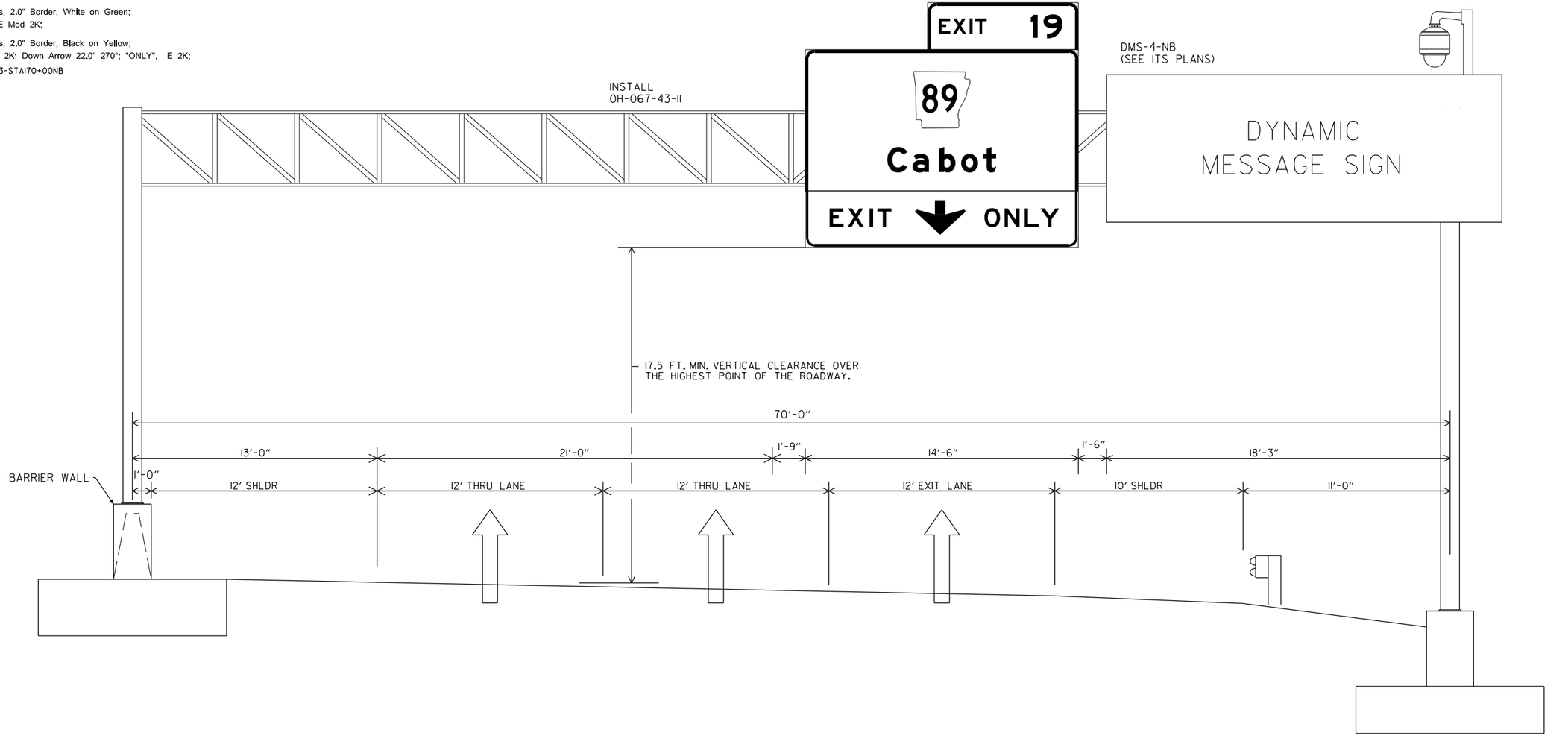
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY

08/04/2023

OH-067-43-STA170+00NB

INSTALL
OH-067-43-11

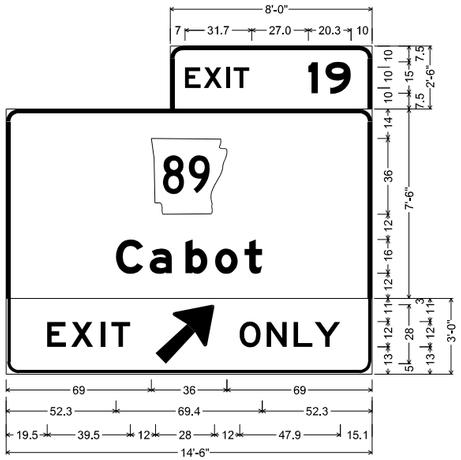
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(SEE ITS PLANS)



SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	355	541
		SIGN PLACEMENT SHEET				



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "19", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Cabot", E Mod 2K;

6.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E 2K; Arrow Custom - 35.6" 45°; "ONLY", E 2K;

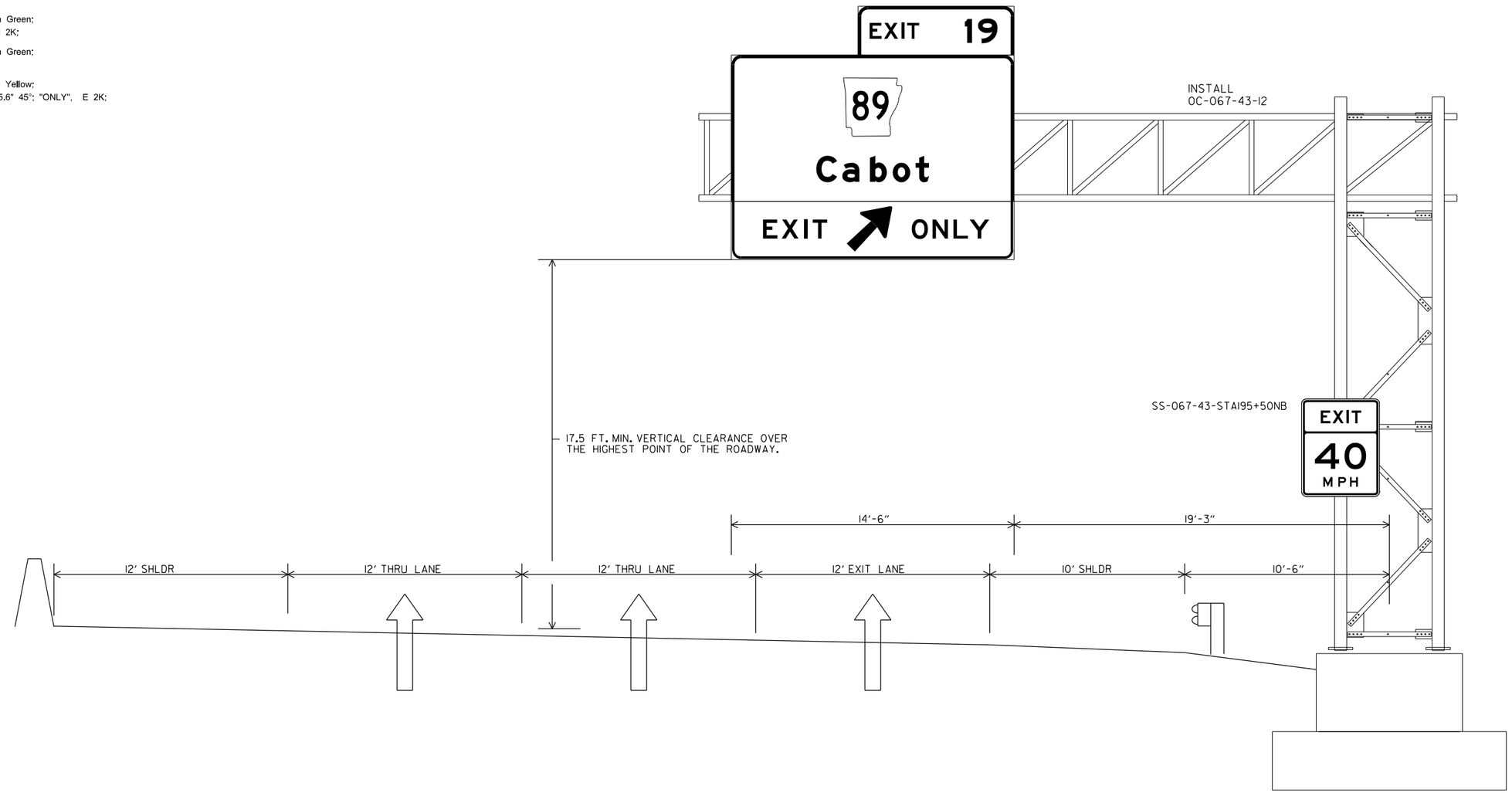
OC-067-43-STAI95+50NB

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 CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

OC-067-43-STAI95+50NB



SIGN PLACEMENT SHEET

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	356	541
		SIGN DETAIL SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



M3-3 (36" X 18")
MI-4 (36" X 36")
MI-4 (45" X 36")

SS-067-43-STAI84+50SB



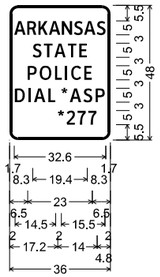
M3-1(36" X 18")
MI-4 (36" X 36")
MI-4 (45" X 36")

SS-067-43-STA92+00NB
SS-067-43-STA244+00NB



R2-1(48" X 60")
R2-2 (48" X 48")

SS-067-43-STA98+00NB
SS-067-43-STAI74+50SB
SS-067-43-STA248+00NB



3.0" Radius, 1.0" Border, White on Blue;
"ARKANSAS", ClearviewHwy-3-W 50% spacing;
"STATE", ClearviewHwy-3-W;
"POLICE", ClearviewHwy-3-W;
"DIAL", ClearviewHwy-3-W;
"*ASP", ClearviewHwy-3-W;
"*277", ClearviewHwy-3-W;

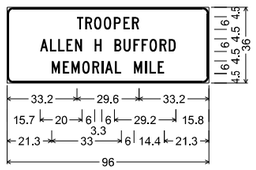
SS-067-43-STAI05+00NB



3.0" Radius, 1.3" Border, 0.8" Indent, Black on Yellow;
"STATE", D 2K 80% spacing;
"LAW", D 2K 80% spacing;

3.0" Radius, 1.3" Border, 0.8" Indent, Black on White;
"LEFT", C 2K;
"LANE", C 2K;
"FOR", C 2K;
"PASSING", C 2K;
"ONLY", C 2K;

SS-067-43-STAI08+00NB
SS-067-43-STAI65+00SB



3.0" Radius, 1.0" Border, White on Blue;
"TROOPER", C 2K;
"ALLEN H BUFFORD", C 2K;
"MEMORIAL MILE", C 2K;

SS-067-43-STAI16+50NB
SS-067-43-STAI77+75SB

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	357	541
		SIGN DETAIL SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



W1-1R (48" X 48")

W13-1P (24" X 24")

SS-067-43-STA79+00SB



W4-1R (48" X 48")

SS-067-43-STA61+50SB
SS-067-43-STA74+00NB
SS-067-43-STA206+20NB



W4-3R (48" X 48")

SS-067-43-STAI96+00SB
SS-067-43-STA202+00SB



W8-13 (48" X 48")

SS-067-43-STAI37+50NB(L)
SS-067-43-STAI37+50NB(R)
SS-067-43-STAI55+00SB(L)
SS-067-43-STAI55+00SB(R)



W11-1(48" X 48")

W13-1P (24" X 24")

SS-067-43-STA67+50NB
SS-067-43-STA208+25SB



W11-1(48" X 48")

W13-2 (48" X 60")

SS-067-43-STA212+50SB



W13-2 (48" X 60")

SS-067-43-STA81+50SB



W13-2 (48" X 60")

SS-067-43-STA49+90NB
SS-067-43-STAI95+50NB



W13-6 (48" X 84")

SS-067-43-STA65+50NB



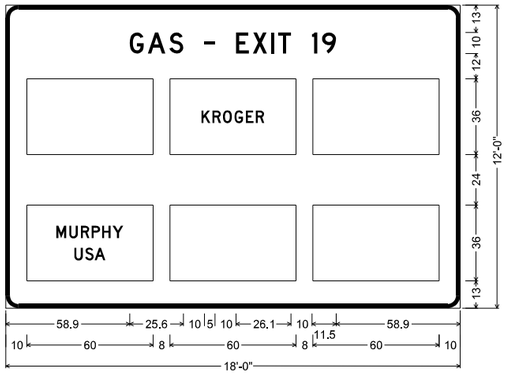
W13-7 (48" X 84")

SS-067-43-STA70+50NB

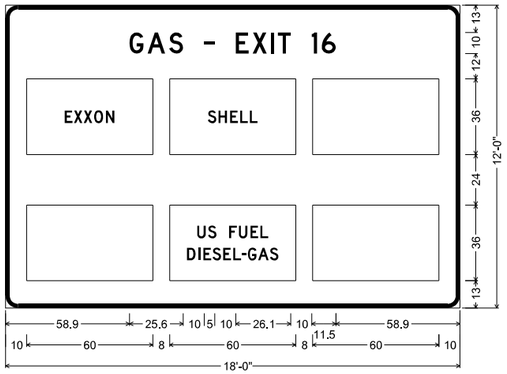
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		SIGN DETAIL SHEET				

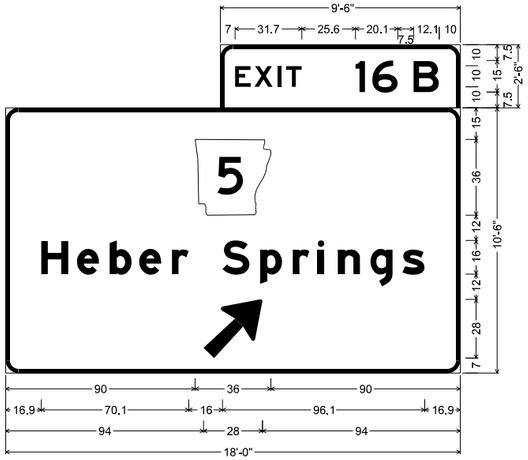
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



6.0" Radius, 2.0" Border, White on Blue;
"GAS - EXIT 19", D 2K;
GM-067-43-STAI61+00NB



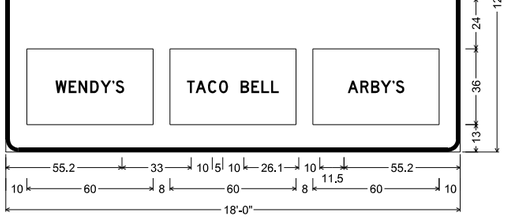
6.0" Radius, 2.0" Border, White on Blue;
"GAS - EXIT 16", D 2K;
GM-067-43-STAI18+00SB



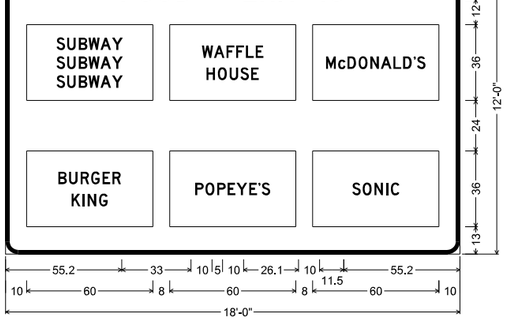
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "16", E Mod 2K; "B", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Heber Springs", E Mod 2K; Arrow Custom - 35.7" 45°;

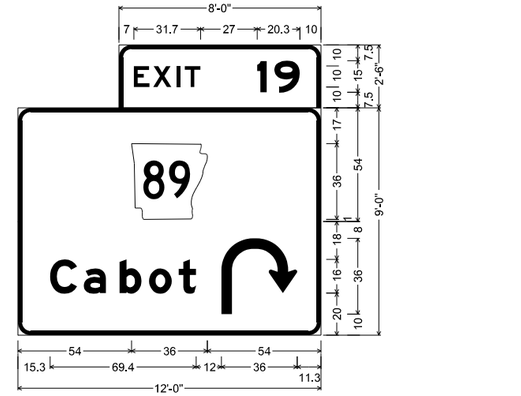
GM-067-43-STA62+00NB



6.0" Radius, 2.0" Border, White on Blue;
"FOOD - EXIT 19", D 2K;
GM-067-43-STAI52+00NB

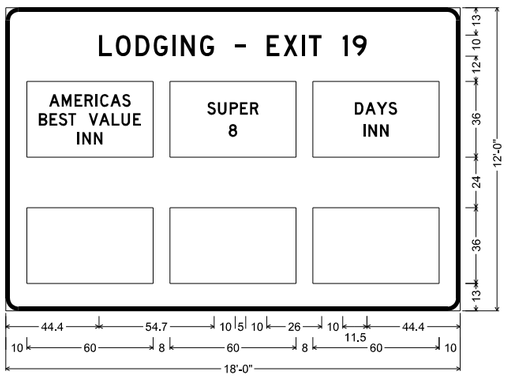


6.0" Radius, 2.0" Border, White on Blue;
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GM-067-43-STAI27+00SB

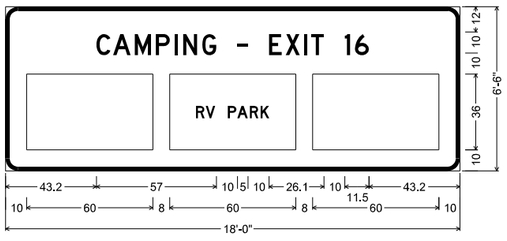


6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "19", E Mod 2K;
6.0" Radius, 2.0" Border, Black on Orange;
"Cabot", E Mod 2K; Arrow White;

GM-067-43-STA216+00SB



6.0" Radius, 2.0" Border, White on Blue;
"LODGING - EXIT 19", D 2K;
GM-067-43-STAI35+50NB

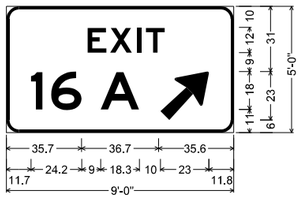


6.0" Radius, 2.0" Border, White on Blue;
"CAMPING - EXIT 16", D 2K;
GM-067-43-STAI49+00SB

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REVISED DATE:

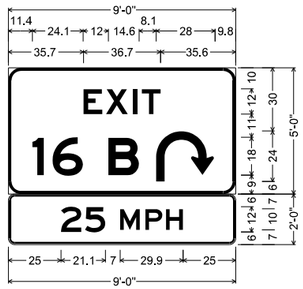
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	359	541
		SIGN DETAIL SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



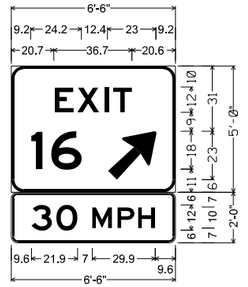
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"EXIT", E 2K; "16", E 2K;
"A", E 2K; Arrow Custom - 29.3° 45°;

GM-067-43-STA56+75NB



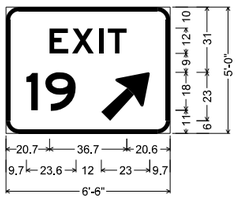
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K;
"16", E 2K; "B", E 2K;
E13-1P_108x24;
3.0" Radius, 2.0" Border, Black on Yellow;
"25", E 2K; "MPH", E 2K;

GM-067-43-STA7I+75NB



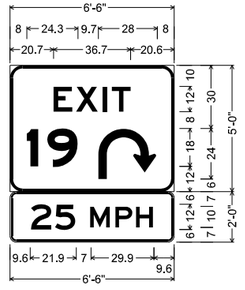
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K;
"16", E 2K;
Arrow Custom - 29.3° 45°;
E13-1P_78x24;
3.0" Radius, 2.0" Border, Black on Yellow;
"30", E 2K; "MPH", E 2K;

GM-067-43-STA78+50SB



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K; "19", E 2K;
Arrow Custom - 29.3° 45°;

GM-067-43-STA20I+25NB



6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K;
"19", E 2K;

GM-067-43-STA208+75SB

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-23-2023		6	ARK.	061642	360	541
		ITS GENERAL NOTES				

NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRIC 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 (§17-28-101 ET SEQ. AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:

   a. THE ELECTRICIANS' LISCENSE INFORMATION AND EXPIRATION DATE.

   b. THE RATIO OF LICENSED-ELECTRICIAN-TO APPRENTICE-ELECTRICIANS.

   c. PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTORY (https://www.ark.org/labor/electrician/search.php). ALL LICENSES SHALL BE VALID AND CURRENT.

3. 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.

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

8. 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.

9. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS. TAGS SHALL BE EMBOSSED, STAMPED, OR ENGRAVED WITH LETTERS ¼" 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.

10. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE ITS EQUIPMENT IS OUT OF OPERATION.

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

12. THE CONTRACTOR SHALL PROVIDE THE IMEI NUMBER OF THE CELLULAR MODEM PRIOR TO DROPPING THE MODEM OFF TO BE CONFIGURED. REFER TO THE OVERHEAD DMS ASSEMBLY SPECIAL PROVISION FOR MORE DETAILS.

13. 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 FACILITIES 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.

14. UNDERGROUND UTILITIES MAY EXIST WITHIN AND ADJACENT TO THE LIMITS 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.

15. 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.

16. FINAL LOCATIONS OF ALL OVERHEAD DMS ASSEMBLIES, AND THEIR RESPECTIVE STRUCTURES SHALL BE SUBMITTED TO THE ITS MANAGEMENT SECTION FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

17. 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.

18. SEE STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE SHEET 1 OF 5 FOR DETAILS AND NOTES ON OVERHEAD TEE MOUNT STRUCTURE AND STRUCTURAL REQUIREMENTS.

19. THE FOLLOWING REQUIREMENTS WILL NEED TO BE MET PRIOR TO ACCEPTANCE OF PAY ITEM OVERHEAD DMS ASSEMBLY:

   a. THE OVERHEAD DMS ASSEMBLY WILL NEED TO BE INSTALLED IN FULL WITH ALL ASSOCIATED EQUIPMENT AND PARTS LISTED WITHIN THE SPECIAL PROVISION.
   b. THE OVERHEAD DMS ASSEMBLY IS PERMANENTLY CONNECTED TO UTILITY POWER SERVICE POINT, POWERED ON, AND FUNCTIONING PROPERLY.
   c. THE OVERHEAD DMS ASSEMBLY IS TESTED, COMMISSIONED, AND APPROVED BY A MANUFACTURER REPRESENTATIVE. THE REPRESENTATIVE WILL NEED TO BE ON SITE AND PROVIDE A CERTIFIED DOCUMENT OF THE COMMISSIONED DMS.
   d. THE OVERHEAD DMS ASSEMBLY IS INSPECTED AND APPROVED BY ARDOT ITS MANAGEMENT INSPECTOR.
   e. UPON ARDOT ITS MANAGEMENT INSPECTOR APPROVAL, A THIRTY DAY PERFORMANCE TEST WILL COMMENCE. REFER TO SPECIAL PROVISIONS FOR MORE DETAILS ON THE THIRTY DAY PERFORMANCE TEST.

20. DMS SHALL BE COMMISSIONED AND PUT INTO OPERATION IN BATCHES NOT GREATER THAN FIVE OR AS DIRECTED AND APPROVED BY THE ENGINEER.

21. WHERE APPLICABLE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE ITS LOCATIONS AND EQUIPMENT ARE INSTALLED AND OPERATIONAL PRIOR TO THE BEGINNING OF OTHER CONSTRUCTION PARTS OF THE PROJECT. LOCATIONS WHERE GUARDRAIL INSTALLATION IS REQUIRED, THE ITS EQUIPMENT SHALL BE INSTALLED AFTER THE REQUIRED GUARDRAIL IS IN PLACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE ITS WORK WITH THE DEPARTMENT'S ITS MANAGEMENT SECTION-MAINTENANCE DIVISION AND THE RESIDENT ENGINEER OFFICE.

22. FOR DYNAMIC MESSAGE SIGN CONNECTION TO STRUCTURE, SEE MANUFACTURER RECOMMENDATIONS.

    SEE SPECIAL PROVISION "OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY" FOR ADDITIONAL DETAILS. DYNAMIC MESSAGE SIGN ASSEMBLIES ARE TO BE CENTERED ON THE TEE MOUNT STRUCTURE; PLACED AS SHOWN IN PLANS ON OVERHEAD SIGN STRUCTURE (OSS) AND AS DIRECTED BY THE ENGINEER.

23. IF THE SERVICE POINT IS MORE THAN 10 FEET FROM THE DMS CONTROLLER CABINET, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE DMS CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE WITH GROUND AS SPECIFIED ON THE PLANS, AND PERFORM WIRING TO TAP INTO ARDOT'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM SERVICE POINT ASSEMBLY.

24. MINIMUM OFFSET DISTANCE FROM EDGE OF GUARDRAIL TO ITS EQUIPMENT SHALL BE GREATER THAN 5'.

25. ROADWAY EDGE OF ABOVE GROUND ITS EQUIPMENT TO BE 30' MIN. FROM EDGE OF TRAVEL LANE. TO MAINTAIN CLEAR ZONE UNLESS PROTECTED BY GUARD RAIL, WIRE ROPE SAFETY FENCE SHALL BE USED AS APPROVED BY THE PROJECT ENGINEER.

26. 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.

27. COPPER GROUND RODS SHALL BE EXOTHERMICALLY WELDED.

28. CONTRACTOR SHALL USE TWO, 2-INCH CONDUITS FROM EACH TYPE 3 PULL BOX TO OVERHEAD TEE-MOUNT. TWO (2) FOR POWER WIRING AND TWO (2) FOR COMMUNICATION (SIGNAL) CABLING. REFER TO ITS TEE-MOUNT STANDARD DETAIL SHEET AND ITS DETAIL SHEET FOR ADDITIONAL INFO.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

29. WHERE RIGID METAL CONDUIT (RMC) IS SHOWN ON PLANS (TYPICALLY EXISTING OSS) THE RMC SUPPORT FITTING(S) SHALL BE SPACED NO MORE THAN 20' MAXIMUM ON OSS.

30. ALL ABOVE GROUND CONDUIT SHALL BE RMC. NMC SHALL NOT BE ALLOWED ABOVE GROUND UNLESS SPECIFICALLY NOTED ON PLANS.

31. LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT (LTC) AND ITS PROPER FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE UNIT PRICE BID FOR OVERHEAD DMS ASSEMBLY. NO SEPARATE PAYMENT SHALL BE MADE.

32. COMMUNICATION / POWER CABLES USED FOR CCTV, RDS, AND CELLULAR MODEM FROM NETWORK SWITCH TO EQUIPMENT SHALL BE COST ABSORBED. NO SEPARATE PAYMENT SHALL BE MADE.

33. DMS (SIGNAL/COMM) FIBER OPTIC REQUIREMENTS:
    50/125 um MM GRADED INDEX, OM3 STANDARD COMPLIANT LASER OPTIMIZED, STANDARD AND PREFERRED FOR MOST SYSTEMS. FIBER OPTIC CABLE SHALL BE 6 STRAND CORNING/95-050-99-X. FIBER OPTIC CABLE DIAMETER SHALL BE 50/125 um 6 FIBER OD, 0.195" (4.0MM) W-1489-DX. ALL ENDS SHALL HAVE UNICAM LC CONNECTORS WITH TWO STRANDS FOR REDUNDANT TX/RX AND TWO UNUSED FIBERS.

34. CONDUIT FOR FIBER OPTIC CABLE REQUIRED TO UTILIZE MINIMUM 6" RADIUS BENDS. NO ELBOW JOINTS ALLOWED.

35. A TRACER WIRE SHALL BE INSTALLED IN CONDUIT THAT CARRIES FIBER OPTIC AND/OR COMMUNICATION CABLE, COST TO BE ABSORBED, NO SEPARATE PAYMENT SHALL BE MADE.

36. CONTRACTOR SHALL FIELD VERIFY CAMERA SITE LOCATION AND ORIENTATION FOR COMPLETE COVERAGE OF ROADWAY PRIOR TO INSTALLING CCTV OR RDS. BRACKETS, LOCATIONS AND ORIENTATIONS TO BE APPROVED BY THE ENGINEER.

37. CONTRACTOR/SUPPLIER TO SIZE STAINLESS STEEL BANDING TO FIT THE OVERHEAD SIGN STRUCTURE (OSS) SUPPORT. RADAR VEHICLE DETECTION SYSTEM (RDS), BANDING ARE CONSIDERED SUBSIDIARY TO SPECIAL PROVISION "RADAR VEHICLE DETECTION SYSTEM", NO SEPARATE PAYMENT SHALL BE MADE.

38. CONTRACTOR/SUPPLIER TO SIZE PROVIDE SQUARE TUBING OR STRUT TUBING TO MOUNT THE APPROVED RADAR DETECTION SYSTEM (RDS). BANDING AND SUPPORT POLE ARE CONSIDERED SUBSIDIARY TO SPECIAL PROVISION "RADAR VEHICLE DETECTION SYSTEM". NO SEPARATE PAYMENT SHALL BE MADE.

39. BEFORE FINAL ACCEPTANCE OF ITS ITEMS, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11"X17") AS BUILT ITS PLANS TO ARDOT ITS MANAGEMENT.

40. 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.

41. ALL CABINETS SHALL BE INSTALLED DOWNSTREAM OF TRAFFIC. GROUND MOUNT CABINETS SHALL BE ORIENTED IN A WAY THAT THE BACK OF CABINET FACES THE TRAFFIC AND THE DOOR OPENS TOWARD THE DIRECTION OF TRAFFIC.

42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.

43. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

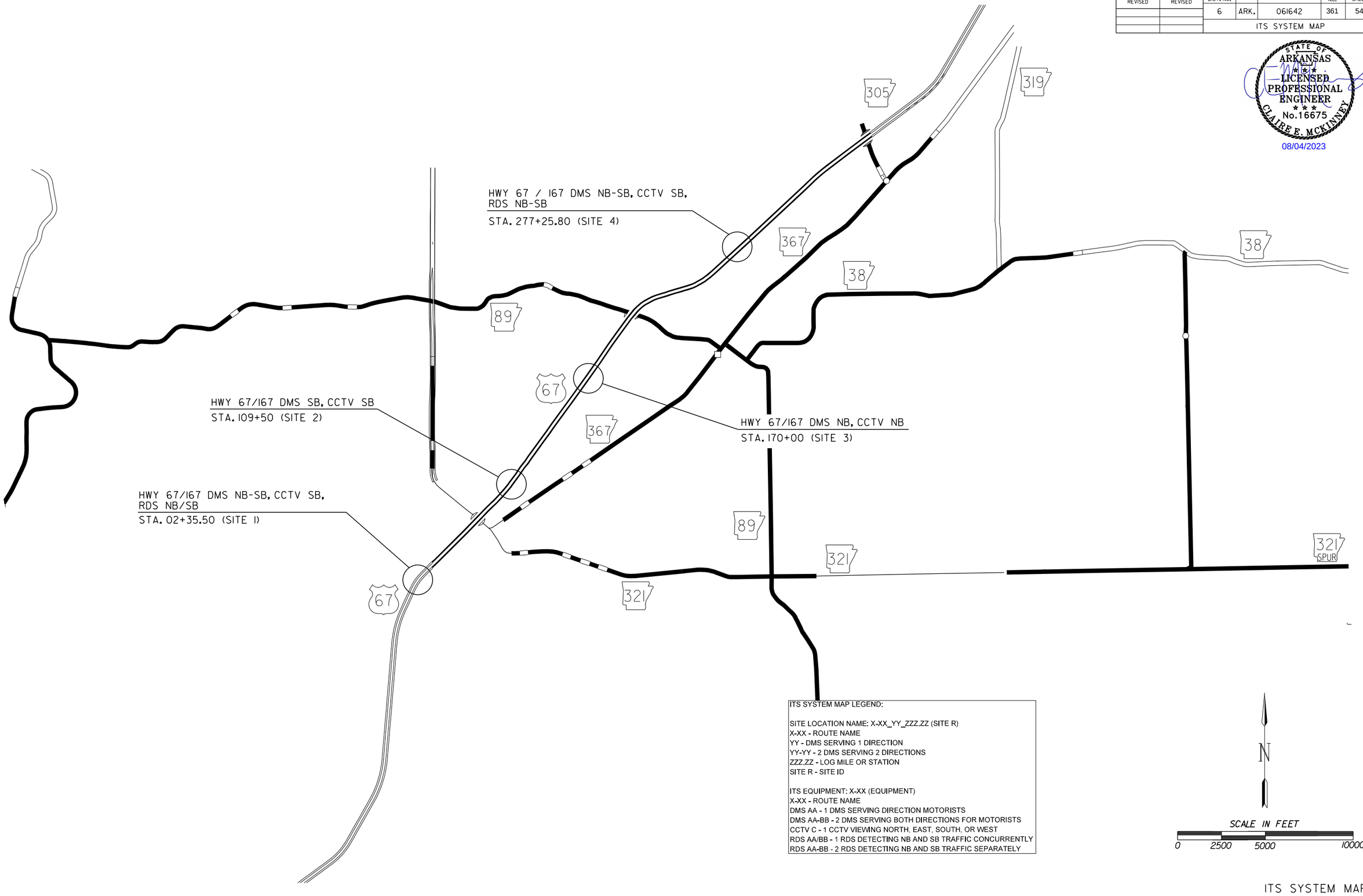
44. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET MINIMUM.

45. ALL STRUCTURES SHALL BE BONDED TO EQUIPMENT GROUND CONDUCTOR. REFER TO NEC ARTICLE 250.

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	361	541
		ITS SYSTEM MAP				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023



ITS SYSTEM MAP LEGEND:

SITE LOCATION NAME: X-XX_YY_ZZZ.ZZ (SITE R)
X-XX - ROUTE NAME
YY - DMS SERVING 1 DIRECTION
YY-YY - 2 DMS SERVING 2 DIRECTIONS
ZZZ.ZZ - LOG MILE OR STATION
SITE R - SITE ID

ITS EQUIPMENT: X-XX (EQUIPMENT)
X-XX - ROUTE NAME
DMS AA - 1 DMS SERVING DIRECTION MOTORISTS
DMS AA-BB - 2 DMS SERVING BOTH DIRECTIONS FOR MOTORISTS
CCTV C - 1 CCTV VIEWING NORTH, EAST, SOUTH, OR WEST
RDS AA/BB - 1 RDS DETECTING NB AND SB TRAFFIC CONCURRENTLY
RDS AA-BB - 2 RDS DETECTING NB AND SB TRAFFIC SEPARATELY

N

SCALE IN FEET
0 2500 5000 10000

ITS SYSTEM MAP

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	362	541
10-23-23		ITS QUANTITIES SHEET				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

SUMMARY OF ITS QUANTITIES

ITEM NUMBER	ITEM	STA. 02+35.50	STA. 109+50	STA. 170+00	STA. 277+25.80	QUANTITY	UNIT
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	1	1	1	4	EACH
SP	CELLULAR MODEM	1	1	1	1	4	EACH
SP	PTZ CAMERA SYSTEM	1	1	1	1	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.)	350	110	88	188	736	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/0, A.W.G., #8 E.G.C.)				391	391	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/3, A.W.G., #8 E.G.C.)	109	356	107		572	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	52	78	78		208	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	14	14	14	14	56	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	368	142	109		619	LIN. FT.
710	NON-METALLIC CONDUIT (2")	254	371	127	533	1285	LIN. FT.
710	NON-METALLIC CONDUIT (3")	48	38	40	43	169	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	2	1	3	9	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	2	2	2	8	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1	1	1	1	4	EACH
SP	STEEL TEE MOUNT SIGN STRUCTURE (TM-067-60-48)	1				1	EACH
SP	STEEL TEE MOUNT SIGN STRUCTURE (TM-067-43-14)				1	1	EACH
SP	MODIFICATION OF EXISTING SIGN SUPPORT	1				1	EACH
SP	OVERHEAD DMS ASSEMBLY	2	1	1	2	6	EACH
SP	RADAR DETECTION SYSTEM	1			2	3	EACH

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	363	541
10-23-23		ITS PLAN SHEET US-67_NB-SB_STA. 02+35.50				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

SUMMARY OF CONDUIT AND CABLES

RUN NO.	TOTAL LENGTH (FT.)	CONDUIT				CONDUCTORS			COMM.		
		1.5" RIGID-METALLIC CONDUIT	1.5" NON-METALLIC CONDUIT	2" NON-METALLIC CONDUIT	3" NON-METALLIC CONDUIT	3C/#8 A.W.G. 1C/#8 E.G.C.	1C/#8 A.W.G. * / **	3C/#3 A.W.G. 1C/#8 E.G.C.	F.O. CABLE*	RADAR CABLE***	CAT5E****
01-1	27			1				1			
01-2	57			1				1			
01-3	25			1	1	1	1	1	1	1	1
01-4	23			1	1						
01-5	21		2			1			1		
01-6	34			2		1	1		1	1	1
01-7	27			2							
01-8	144		2			1			1		
01-9	19		2			1			1		
01-10	26	1				1					
01-11	26	1							1		
CABLING IN OH TEE STRUCTURE											
Column-1	26					1	1		1	1	1
Column-2	26										
LTC-F1	16								1		
LTC-P1	16					1					
LTC-PTZ1	18										1
LTC-R1	21									1	
CABLING IN OH SIGN STRUCTURE											
LTC-OSS1	39					1					
LTC-OSS2	39								1		
SUBTOTAL		52	368	254	48	350	85	109	350	106	103

* - QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO OVERHEAD DMS ASSEMBLY OR MODIFICATION OF EXISTING SIGN SUPPORT
** - A #8 E.G.C. IS PROVIDED WITH THE ELECTRICAL SERVICE WIRING, I.E. (3C/3 A.W.G./ #8 E.G.C.) FOR GROUNDING, SEPARATE FROM THE 1C/8 A.W.G.
*** - QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO RADAR DETECTION SYSTEM
**** - QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO PTZ CAMERA SYSTEM



ITS QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	CELLULAR MODEM	1	EACH
SP	PTZ CAMERA SYSTEM	1	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.)	350	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/3, A.W.G., #8 E.G.C.)	109	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	52	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	14	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	368	LIN. FT.
710	NON-METALLIC CONDUIT (2")	254	LIN. FT.
710	NON-METALLIC CONDUIT (3")	48	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1	EACH
SP	STEEL TEE MOUNT SIGN STRUCTURE (TM-067-60-48)	1	EACH
SP	MODIFICATION OF EXISTING SIGN SUPPORT	1	EACH
SP	OVERHEAD DMS ASSEMBLY	2	EACH
SP	RADAR DETECTION SYSTEM	1	EACH

SCALE IN FEET
0 50 100 200

PULL BOX SCHEDULE				
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	N/A	N/A	1293259.12, 220118.90
PB2	3 HD	N/A	N/A	1293293.80, 220085.41
PB3	3 HD	N/A	N/A	1293296.09, 220083.69
PB4	2 HD	N/A	N/A	1293301.64, 220076.46
PB5	2 HD	N/A	N/A	1293407.67, 219995.80

SERVICE POINT AND DMS SUMMARY				
ITEM ID	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
SP1	N/A	N/A	N/A	1293251.07, 220124.81
DMS-1-NB	N/A	N/A	N/A	1293382.09, 220001.27
DMS-2-SB	N/A	N/A	N/A	1293310.54, 220089.04

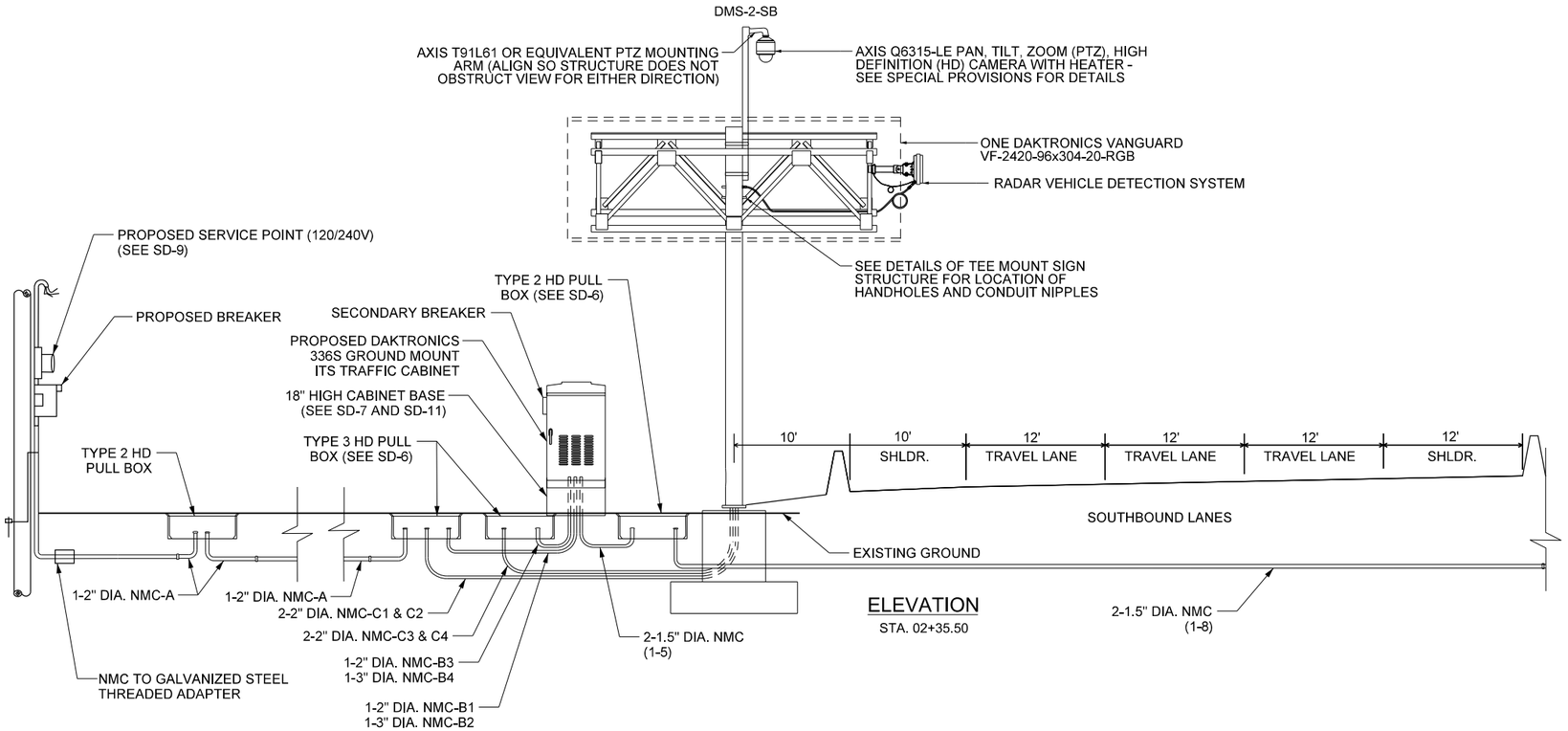
*CENTER OF PB/DEVICE; ALL PULL BOXES SHALL BE AT THE FINISHED SURFACE ELEVATION

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WORKSPACE: AHTD
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	364	541
10-23-23		ITS ELEVATION SHEET US-67_NB-SB_STA. 02+35.50				

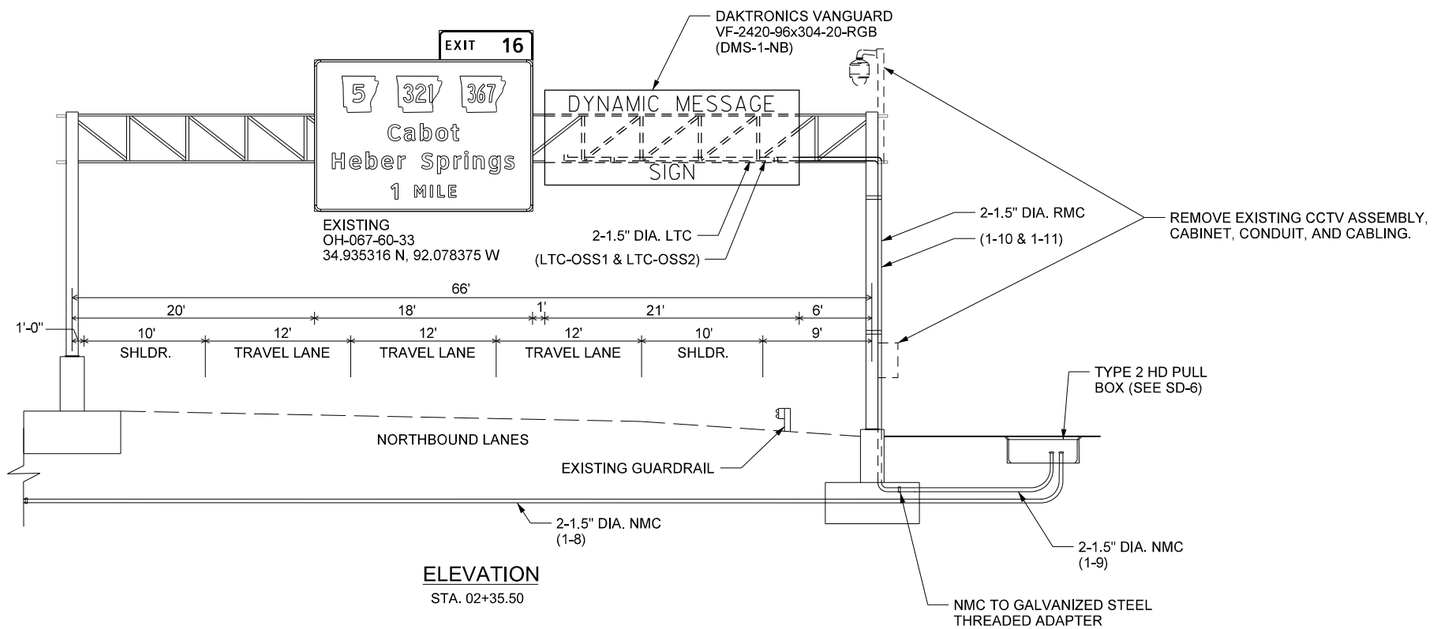
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023



NOTES:

1. CONTRACTOR/SUPPLIER TO SIZE STAINLESS STEEL BANDING TO FIT THE OVERHEAD SIGN STRUCTURE (OSS) SUPPORT.
2. REMOVAL OF EXISTING CABINET, LIQUID TIGHT CONDUIT, CABLING, AND CCTV CAMERA ASSEMBLY SHALL BE COMPLETE. NO ITEMS ARE TO REMAIN ON THE OHSS AND PAYMENT SHALL BE SUBSIDIARY TO THE SP, MODIFICATION OF EXISTING SIGN SUPPORT. NO ADDITIONAL PAYMENT WILL BE MADE.
3. REMOVAL OF ITS EQUIPMENT SHALL BE RETURNED TO ARDOT'S CENTRAL OFFICE YARD. THIS INCLUDES CCTV, CABINETS, AND ALL MOUNTING HARDWARE. EQUIPMENT SHALL BE DELIVERED IN THE CURRENT CONDITION. COORDINATE AND SCHEDULE DELIVERY OF EXISTING ITS EQUIPMENT WITH ARDOT, MAINTENANCE DIVISION, AND ITS MANAGEMENT SECTION TWO WEEKS PRIOR TO DELIVERY.
4. CONDUIT RUNS SPECIFICALLY FOR THE EXISTING OVERHEAD SIGN STRUCTURE HAVE BEEN LABELED IN PARENTHESES FOR ADDITIONAL DETAILS AS THEY ARE NOT A STANDARD DESIGN BASED OFF THE ITS DETAIL AND TEE-MOUNT STANDARD DETAIL SHEETS.



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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	365	541
10-23-23		ITS PLAN SHEET US-67_SB_STA. 109+50				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8141
NICCI D. TINER

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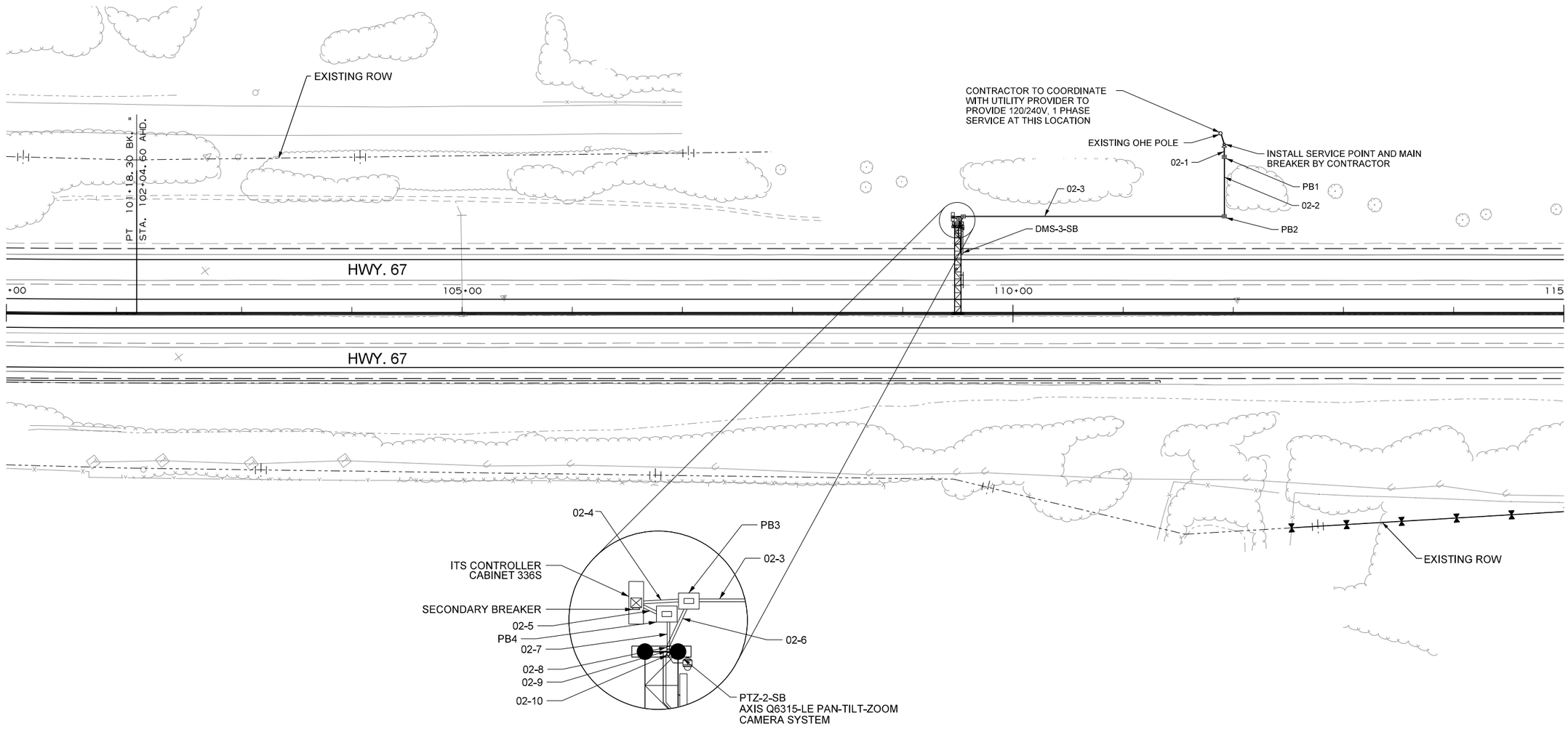
SUMMARY OF CONDUIT AND CABLES

RUN NO.	TOTAL LENGTH (FT.)	CONDUIT				CONDUCTORS			COMM.	
		1.5" RIGID-METALLIC CONDUIT	1.5" NON-METALLIC CONDUIT	2" NON-METALLIC CONDUIT	3" NON-METALLIC CONDUIT	3C/#8 A.W.G. 1C/#8 E.G.C.	1C/#8 A.W.G. * / **	3C/#3 A.W.G. 1C/#8 E.G.C.	F.O. CABLE*	CAT5E***
02-1	29			1				1		
02-2	60			1				1		
02-3	244			1				1		
02-4	23			1	1	1		1		
02-5	15			1	1				1	1
02-6	16		1			1				
02-7	13		2						1	1
02-8	28	1							1	
02-9	28	1				1				
02-10	28	1								1
CABLING IN OH SIGN STRUCTURE										
LTC-OSS1	45		1						1	
LTC-OSS2	45		1			1				
LTC-OSS3	10		1							1
SUBTOTAL		78	142	371	38	110	0	356	99	64

* - QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO OVERHEAD DMS ASSEMBLY OR MODIFICATION OF EXISTING SIGN SUPPORT
** - A #8 E.G.C. IS PRCVIDED WITH THE ELECTRICAL SERVICE WIRING, I.E. (3C/3 A.W.G./ #8 E.G.C.) FOR GROUNDING, SEPARATE FROM THE 1C/8 A.W.G.
***- QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO PTZ CAMERA SYSTEM

ITS QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	CELLULAR MODEM	1	EACH
SP	PTZ CAMERA SYSTEM	1	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.)	110	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/3, A.W.G., #8 E.G.C.)	356	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	78	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	14	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	142	LIN. FT.
710	NON-METALLIC CONDUIT (2")	371	LIN. FT.
710	NON-METALLIC CONDUIT (3")	38	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1	EACH
SP	OVERHEAD DMS ASSEMBLY	1	EACH



SCALE IN FEET
0 50 100 200

PULL BOX SCHEDULE

PULL BOX ID	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 67 - STA. 111+91.82	142.22' LT	1295909.71, 227238.55
PB2	2 HD	HWY. 67 - STA. 111+91.82	88.30' LT	1295951.49, 227205.90
PB3	3 HD	HWY. 67 - STA. 109+54.97	88.18' LT	1295808.24, 227017.29
PB4	3 HD	HWY. 67 - STA. 109+50.96	85.83' LT	1295807.62, 227012.66

SERVICE POINT AND DMS SUMMARY

ITEM ID	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
SP1	N/A	HWY. 67 - STA. 111+91.82	153.70' LT	1295899.41, 227245.50
DMS-3-SB	N/A	HWY. 67 - STA. 109+53.97	64.48' LT	1295836.67, 226994.38

*CENTER OF PB/DEVICE; ALL PULL BOXES SHALL BE AT THE FINISHED SURFACE ELEVATION

DJPark 10/23/2023 2:16:07 PM
WORKSPACE: AHTD
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REVISED DATE:

NOTES:

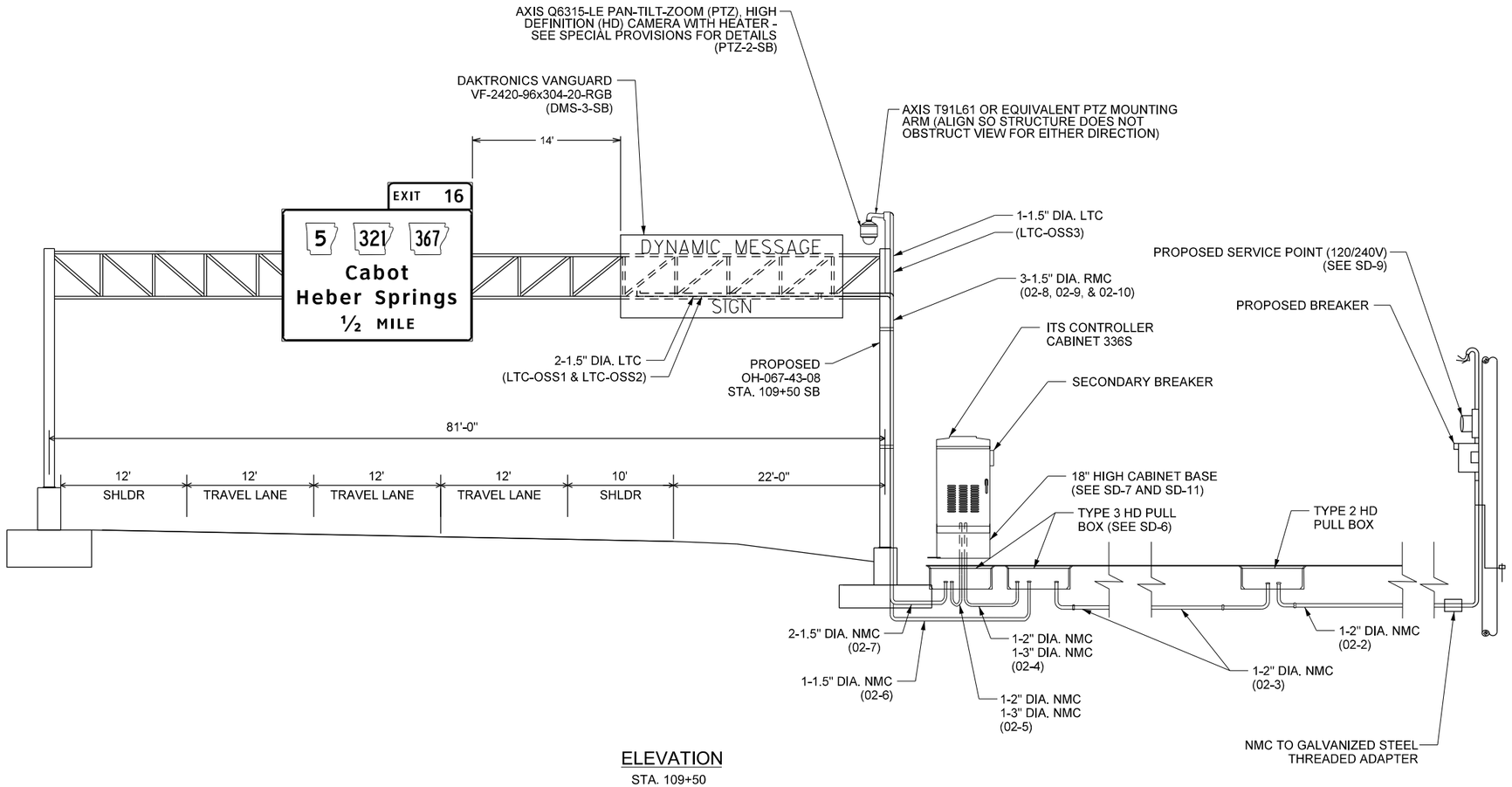
1. CONTRACTOR/SUPPLIER TO SIZE STAINLESS STEEL BANDING TO FIT THE OVERHEAD SIGN STRUCTURE (OSS) SUPPORT.

2. CONDUIT RUNS SPECIFICALLY FOR THE EXISTING OVERHEAD SIGN STRUCTURE HAVE BEEN LABELED IN PARENTHESES FOR ADDITIONAL DETAILS AS THEY ARE NOT A STANDARD DESIGN BASED OFF THE ITS DETAIL AND TEE-MOUNT STANDARD DETAIL SHEETS.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	366	541
10-23-23		ITS ELEVATION SHEET US-67_SB_STA. 109+50				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023



ELEVATION
STA. 109+50

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	367	541
10-23-23		ITS PLAN SHEET US-67_NB_STA.170+00				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

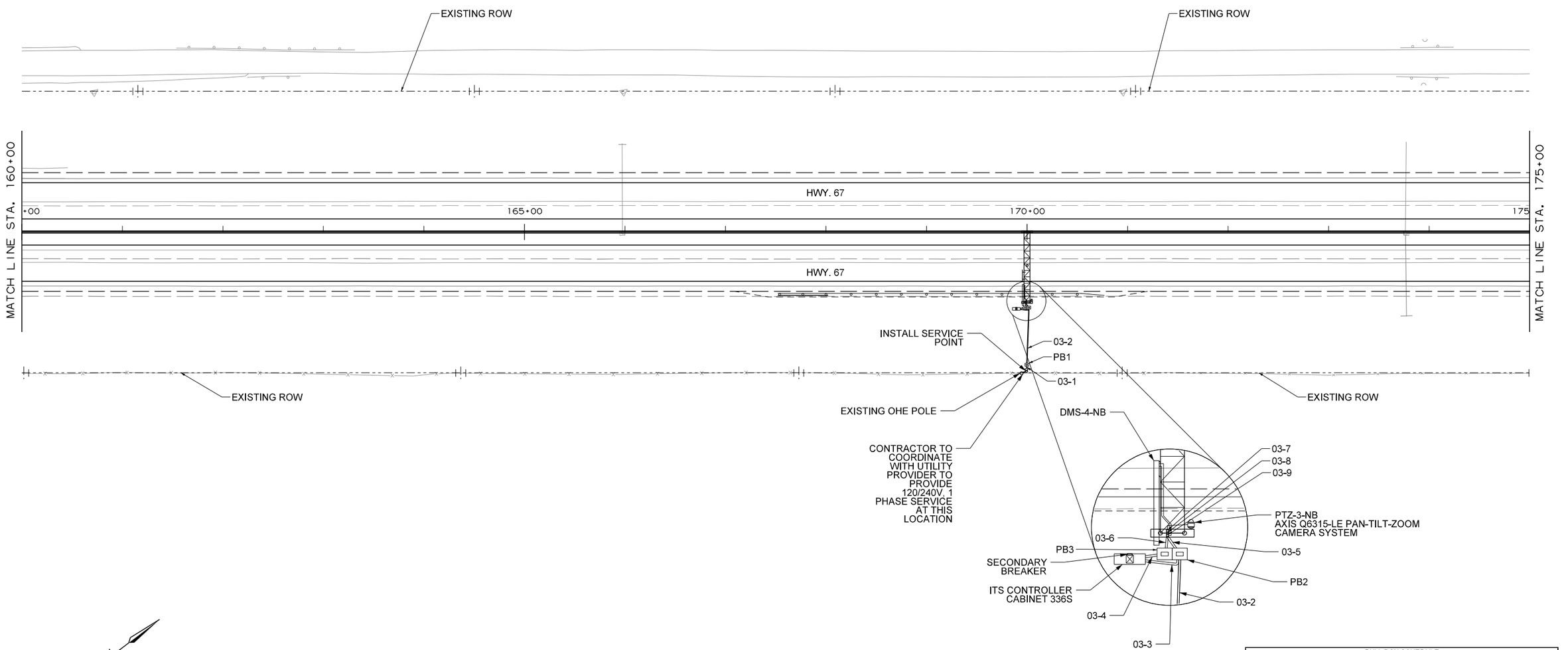
SUMMARY OF CONDUIT AND CABLES

RUN NO.	TOTAL LENGTH (FT.)	CONDUIT				CONDUCTORS			COMM.	
		1.5" RIGID-METALLIC CONDUIT	1.5" NON-METALLIC CONDUIT	2" NON-METALLIC CONDUIT	3" NON-METALLIC CONDUIT	3C/#8 A.W.G. 1C/#8 E.G.C.	1C/#8 A.W.G. * / **	3C/#3 A.W.G. 1C/#8 E.G.C.	F.O. CABLE*	CAT5E***
03-1	24			1				1		
03-2	63			1				1		
03-3	20			1	1	1		1		
03-4	20			1	1				1	1
03-5	15		1			1				
03-6	15		2						1	1
03-7	26	1				1				
03-8	26	1							1	
03-9	26	1								1
CABLING IN OH SIGN STRUCTURE										
LTC-OSS1	27		1						1	
LTC-OSS2	27		1			1				
LTC-OSS3	10		1							1
SUBTOTAL		78	109	127	40	88	0	107	88	71

* - QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO OVERHEAD DMS ASSEMBLY OR MODIFICATION OF EXISTING SIGN SUPPORT
** - A #8 E.G.C. IS PROVIDED WITH THE ELECTRICAL SERVICE WIRING, I.E. (3C/3 A.W.G./ #8 E.G.C.) FOR GROUNDING, SEPARATE FROM THE 1C/8 A.W.G.
***- QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO PTZ CAMERA SYSTEM

ITS QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	CELLULAR MODEM	1	EACH
SP	PTZ CAMERA SYSTEM	1	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.)	88	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/3, A.W.G., #8 E.G.C.)	107	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.5")	78	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	14	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	109	LIN. FT.
710	NON-METALLIC CONDUIT (2")	127	LIN. FT.
710	NON-METALLIC CONDUIT (3")	40	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1	EACH
SP	OVERHEAD DMS ASSEMBLY	1	EACH



SCALE IN FEET
0 50 100 200

PULL BOX SCHEDULE				
PULL BOX ID	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 67 - STA. 169+99.78	131.97' RT	1299642.32, 231695.74
PB2	3 HD	HWY. 67 - STA. 170+01.82	75.17' RT	1299598.39, 231731.73
PB3	3 HD	HWY. 67 - STA. 169+98.07	75.17' RT	1299596.08, 231728.72

SERVICE POINT AND DMS SUMMARY				
ITEM ID	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
SP1	N/A	HWY. 67 - STA. 169+99.57	138.48' RT	1299647.37, 231691.64
DMS-4-NB	N/A	HWY. 67 - STA. 169+96.03	62.50' RT	1299584.72, 231734.97

*CENTER OF PB/DEVICE; ALL PULL BOXES SHALL BE AT THE FINISHED SURFACE ELEVATION

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WORKSPACE: AHTD
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REVISED DATE:

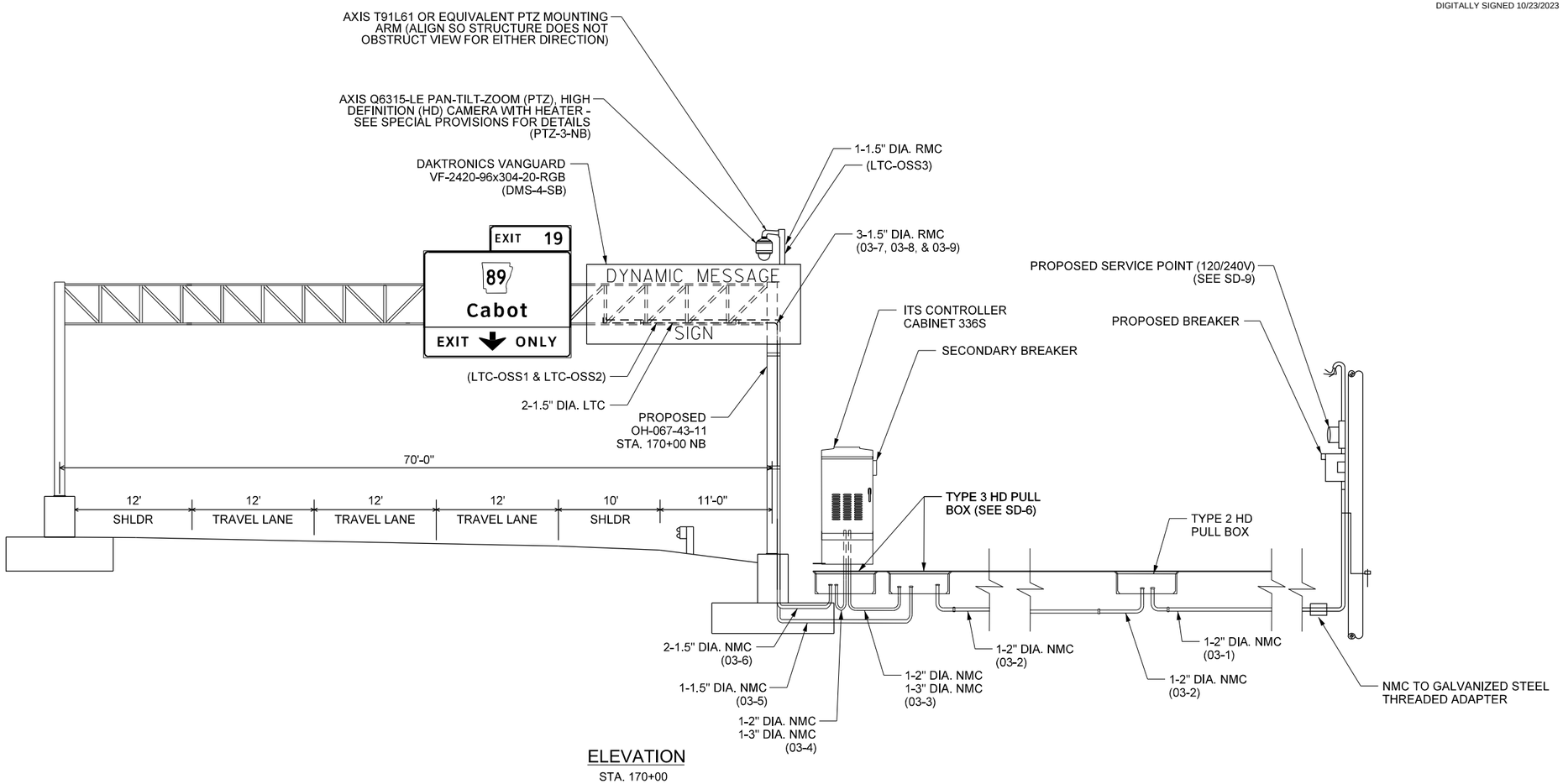
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	368	541
10-23-23		ITS ELEVATION SHEET US-67_NB_STA. 170+00				

NOTES:

1. CONTRACTOR/SUPPLIER TO SIZE STAINLESS STEEL BANDING TO FIT THE OVERHEAD SIGN STRUCTURE (OSS) SUPPORT.
2. CONDUIT RUNS SPECIFICALLY FOR THE EXISTING OVERHEAD SIGN STRUCTURE HAVE BEEN LABELED IN PARENTHESES FOR ADDITIONAL DETAILS AS THEY ARE NOT A STANDARD DESIGN BASED OFF THE ITS DETAIL AND TEE-MOUNT STANDARD DETAIL SHEETS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023



ELEVATION
STA. 170+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	369	541
10-23-23		ITS PLAN SHEET US-67_NB-SB_STA. 277+25.80				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

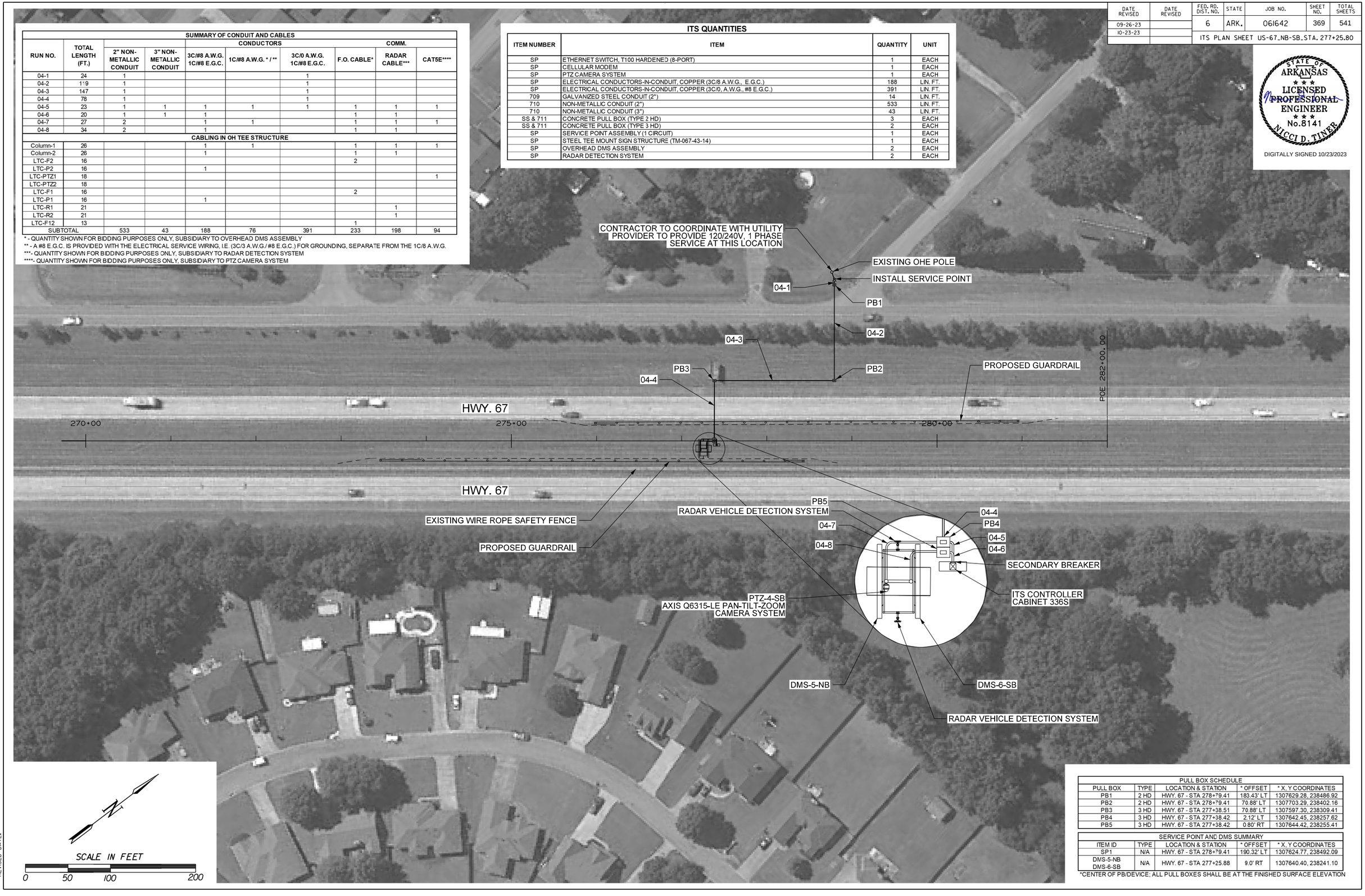
SUMMARY OF CONDUIT AND CABLES

RUN NO.	TOTAL LENGTH (FT.)	2" NON-METALLIC CONDUIT	3" NON-METALLIC CONDUIT	CONDUCTORS			COMM.		
				3C/#8 A.W.G. 1C/#8 E.G.C.	1C/#8 A.W.G. * / **	3C/0 A.W.G. 1C/#8 E.G.C.	F.O. CABLE*	RADAR CABLE***	CAT5E****
04-1	24	1				1			
04-2	119	1				1			
04-3	147	1				1			
04-4	78	1				1			
04-5	23	1	1	1	1	1	1	1	1
04-6	20	1	1	1			1	1	
04-7	27	2		1	1		1	1	1
04-8	34	2		1			1	1	
CABLING IN OH TEE STRUCTURE									
Column-1	26			1	1		1	1	1
Column-2	26			1			1	1	
LTC-F2	16						2		
LTC-P2	16			1					
LTC-PTZ1	18								1
LTC-PTZ2	18								
LTC-F1	16						2		
LTC-P1	16			1					
LTC-R1	21							1	
LTC-R2	21							1	
LTC-F12	13						1		
SUBTOTAL		533	43	188	76	391	233	198	94

* - QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO OVERHEAD DMS ASSEMBLY
** - A #8 E.G.C. IS PROVIDED WITH THE ELECTRICAL SERVICE WIRING, I.E. (3C/3 A.W.G./ #8 E.G.C.) FOR GROUNDING, SEPARATE FROM THE 1C/8 A.W.G.
***- QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO RADAR DETECTION SYSTEM
****- QUANTITY SHOWN FOR BIDDING PURPOSES ONLY, SUBSIDIARY TO PTZ CAMERA SYSTEM

ITS QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	CELLULAR MODEM	1	EACH
SP	PTZ CAMERA SYSTEM	1	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/8 A.W.G., E.G.C.)	188	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (3C/0, A.W.G., #8 E.G.C.)	391	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	14	LIN. FT.
710	NON-METALLIC CONDUIT (2")	533	LIN. FT.
710	NON-METALLIC CONDUIT (3")	43	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SP	SERVICE POINT ASSEMBLY (1 CIRCUIT)	1	EACH
SP	STEEL TEE MOUNT SIGN STRUCTURE (TM-067-43-14)	1	EACH
SP	OVERHEAD DMS ASSEMBLY	2	EACH
SP	RADAR DETECTION SYSTEM	2	EACH



N

SCALE IN FEET
0 50 100 200

PULL BOX SCHEDULE

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 67 - STA 278+79.41	183.43' LT	1307629.28, 238486.92
PB2	2 HD	HWY. 67 - STA 278+79.41	70.88' LT	1307703.29, 238402.16
PB3	3 HD	HWY. 67 - STA 277+38.51	70.88' LT	1307597.30, 238309.41
PB4	3 HD	HWY. 67 - STA 277+38.42	2.12' LT	1307642.45, 238257.62
PB5	3 HD	HWY. 67 - STA 277+38.42	0.80' RT	1307644.42, 238255.41

SERVICE POINT AND DMS SUMMARY

ITEM ID	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
SP1	N/A	HWY. 67 - STA 278+79.41	190.32' LT	1307624.77, 238492.09
DMS-5-NB DMS-6-SB	N/A	HWY. 67 - STA 277+25.88	9.0' RT	1307640.40, 238241.10

*CENTER OF PB/DEVICE; ALL PULL BOXES SHALL BE AT THE FINISHED SURFACE ELEVATION

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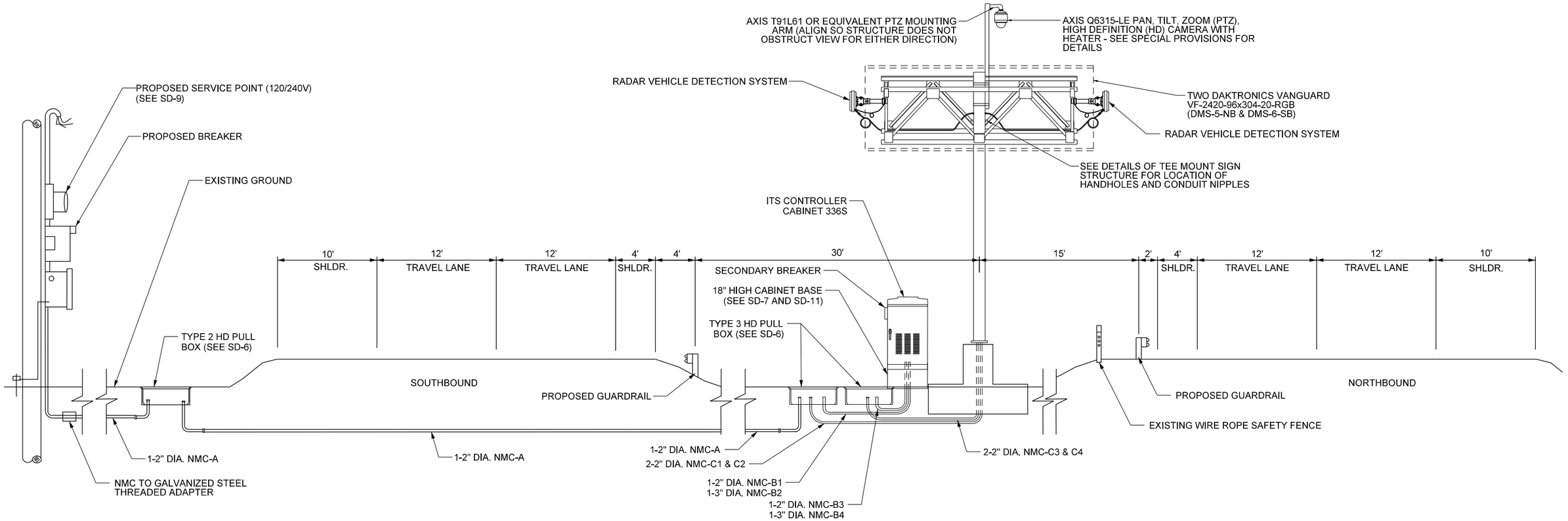
DATE REVISED	DATE REVISED
09-26-23	
10-23-23	

FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	061642	370	541

ITS ELEVATION SHEET US-67_NB-SB_STA. 277+25.80

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023



ELEVATION

SITE #4

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
10-23-2023		6	ARK.	061642	371	541
		ITS VOLTAGE DROP CALCULATIONS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

VOLTAGE DROP CALCULATIONS

Site No.	Panel ID	ITS Equipment				# of Sets	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/1000 ft)	Voltage Drop (Volts)	%VD
		DMS	CCTV	RDS	Comm												
1	US-67_NB-SB_STA. 02+35.50	2	1	1	1	1	3	91	86	240	1	85%	Copper	PVC	0.23	3.60	1.50%
2	US-67_SB_STA. 109+50	1	1		1	1	3	343	47	240	1	85%	Copper	PVC	0.23	7.44	3.10%
3	US-67_NB_STA. 170+00	1	1		1	1	3	95	47	240	1	85%	Copper	PVC	0.23	2.06	0.86%
4	US-67_NB-SB_STA. 277+25.80	2	1	2	1	1	1/0	369	87	240	1	85%	Copper	PVC	0.13	8.36	3.48%

	POWER REQUIREMENTS			
	DMS	CCTV	RDS	Comm
Power (Amps)	37.50	5.78	1.25	3.88

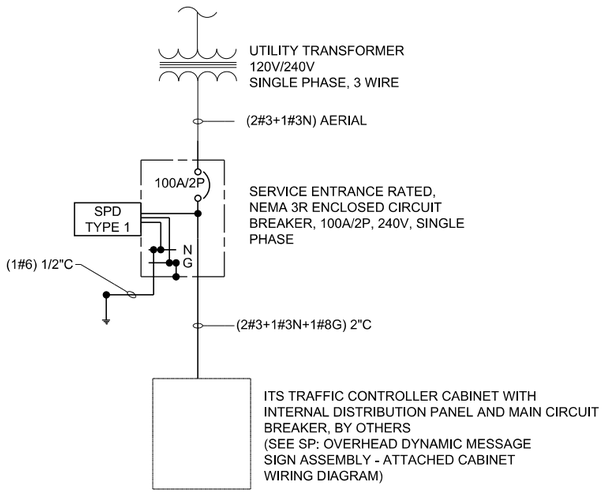
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	372	541
		ITS SYSTEM POWER DIAGRAMS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

ONE LINE DIAGRAM FOR SINGLE DMS SYSTEMS

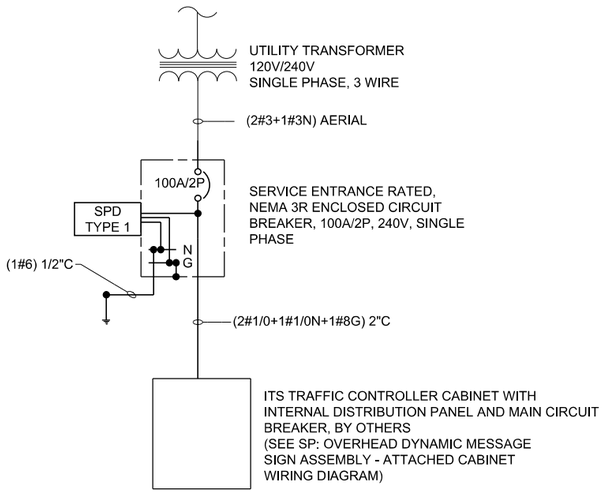
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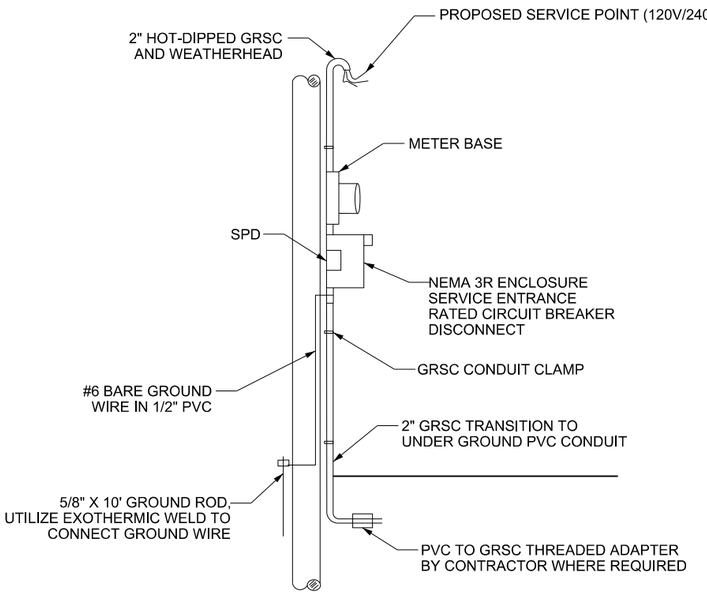
ONE LINE DIAGRAM FOR DUAL DMS SYSTEMS

SCALE: NONE



B

Panel ID	*Location Description*	Wire Size	One-Line Diagram
US-67_SB_STA. 02+35.50	Service to Site 1 (DMS-1/PTZ-1/RDS-1)	3	A
US-67_NB_STA. 02+35.50	Service to Site 1 (DMS-1)	3	A
US-67_SB_STA. 109+50	Service to Site 2 (DMS-1/PTZ-1)	3	A
US-67_NB_STA. 170+00	Service to Site 3 (DMS-1/PTZ-1/)	3	A
US-67 NB-SB_STA. 277+25.80	Service to Site 4 (DMS-2/PTZ-1/RDS-2)	1/0	B



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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	373	541
		ITS WIRING DIAGRAM				

GENERAL NOTES:

IT IS THE RESPONSIBILTY OF THE ELECTRICAL INSTALLATION CONTRACTOR TO ENSURE THAT ALL ELECTRICAL WORK PERFORMED ON SITE MEETS OR EXCEEDS ALL LOCAL AND NATIONAL ELECTRICAL CODES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

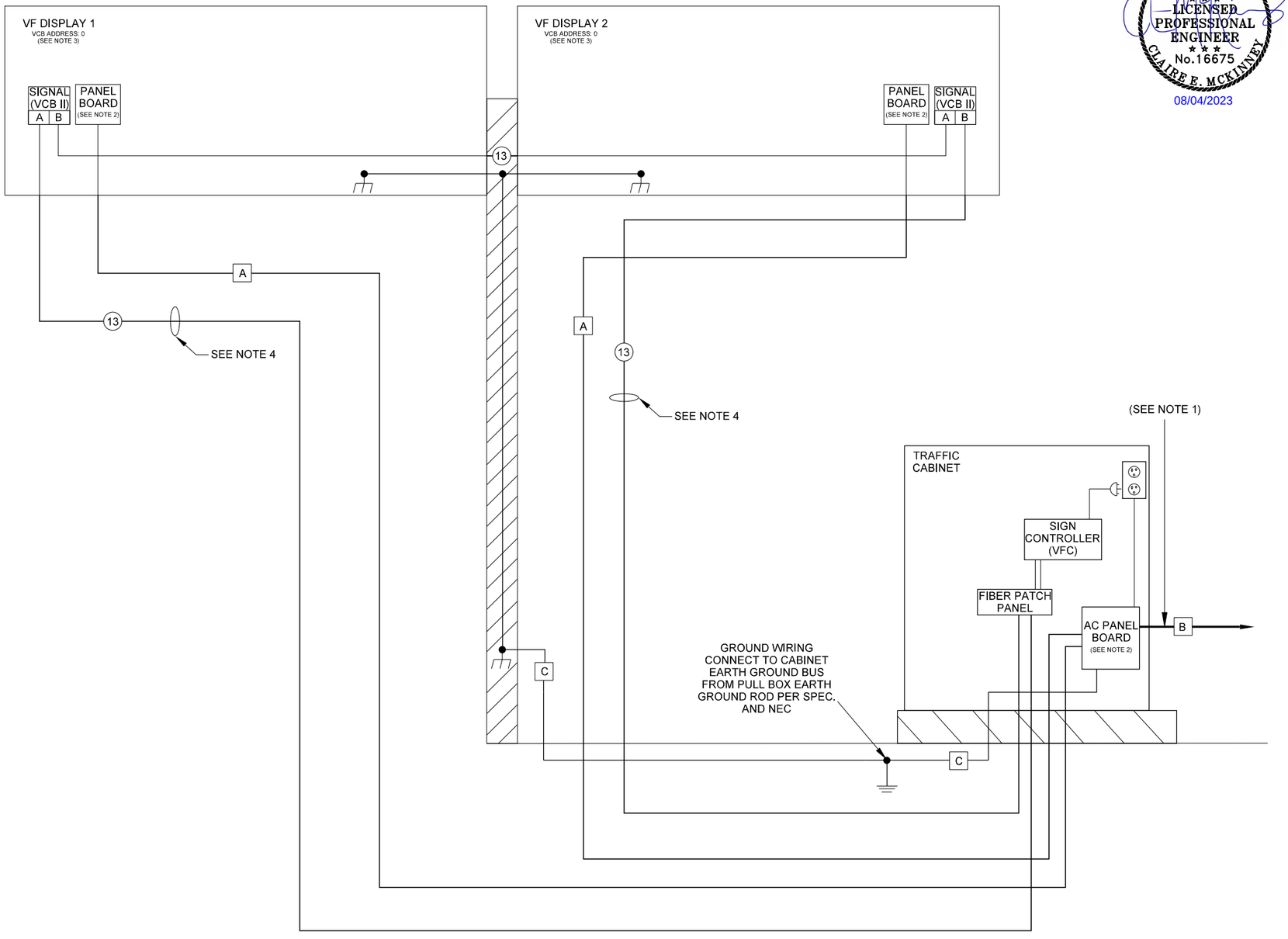
FIBER OPTIC REQUIREMENTS:

50/125 um MM GRADED INDEX, OM3 STANDARD COMPLIANT LASER OPTIMIZED, STANDARD AND PREFERRED FOR MOST SYSTEMS. FIBER OPTIC CABLE SHALL BE 6 STRAND CORNING/95-050-99-X. FIBER OPTIC CABLE DIAMETER SHALL BE 50/125 um 6 FIBER OD, 0.195" (4.0MM) W-1489-DX. ALL ENDS SHALL HAVE UNICAM LC CONNECTORS WITH TWO STRANDS FOR REDUNDANT TX/RX AND TWO UNUSED FIBERS.

SITE FIBER INTERCONNECT			
TRAFFIC CABINET		VF DISPLAY 1	VF DISPLAY 2
SIGN CONTROLLER (VFC)	FIBER PATCH PANEL	VCB II	VCB II
J5 FIBER A TX	FIBER A TX	J9 FIBER A RX	
J5 FIBER A RX	FIBER A RX	J9 FIBER A TX	
		J8 FIBER B RX	J9 FIBER A RX
		J8 FIBER B TX	J9 FIBER A TX
J6 FIBER B TX	FIBER B TX		J8 FIBER B RX
J6 FIBER B RX	FIBER B RX		J8 FIBER B TX

NOTES:

1. WIRE BETWEEN TRAFFIC CABINET PANEL BOARD AND MAIN DISCONNECT SIZED AS SPECIFIED. CONTACT DAKTRONICS PERSONNEL FOR SITE POWER NUMBER AND SIGN PARAMETERS.
2. DAKTRONICS SUPPLIED PANEL BOARDS IN THE TRAFFIC CABINET AND THE VF-2X20 (DMS) ACCEPTS 8 AWG TO 1 AWG WIRE.
3. SEE DISPLAY MANUAL FOR INSTRUCTIONS ON VCB ADDRESSING.
4. 6 STRAND MM F.O. CABLE, SEE F.O. REQUIREMENTS FOR ADDITIONAL INFORMATION.
5. LIQUID-TIGHT CONDUIT SHALL BE 1.5" FLEXIBLE WATER TIGHT CONDUIT CONNECTING FROM THE 1.5" THREADED CONDUIT NIPPLE OF THE OH TEE STRUCTURE TO THE 1.5" HUB CONNECTOR ON THE DMS FOR COMMUNICATION (SIGNAL) CABLING OR POWER WIRING.
6. SEE TEE MOUNT STRUCTURE CONDUIT RUNS (ISOMETRIC VIEW) TABLE ON SHEET 375 FOR MORE DETAILS.



WIRE DETAIL

ID TAG	DESCRIPTION	FUNCTION
(13)	F.O.CABLE, 6 STRAND, 50/125 uM, LC CONNECTORS (2 SPARE)	SIGNAL
A	3C/8 A.W.G. E.G.C.	120/240 VAC (FROM CABINET TO DMS)
B	FOR WIRING TYPE, SEE "SITE CONDUIT RUNS AND CABLING" TABLE	120/240 VAC (FROM SERV. POLE TO CABINET)
C *	1C/8 A.W.G. E.G.C.	SYSTEM GROUND INTERCONNECTION

* - GROUND BOND CONNECTION BETWEEN EQUIPMENT AND SERVICE POINT GROUND AS PER MANUFACTURER'S RECOMMENDATION, INSTALLATION OF GROUND BOND CONNECTION IS SUBSIDIARY TO PAY ITEM "OVERHEAD DMS ASSEMBLY".

WIRING DIAGRAM

DUAL DMS

ITS WIRING DIAGRAM

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	374	541
		ITS WIRING DIAGRAM				

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

08/04/2023

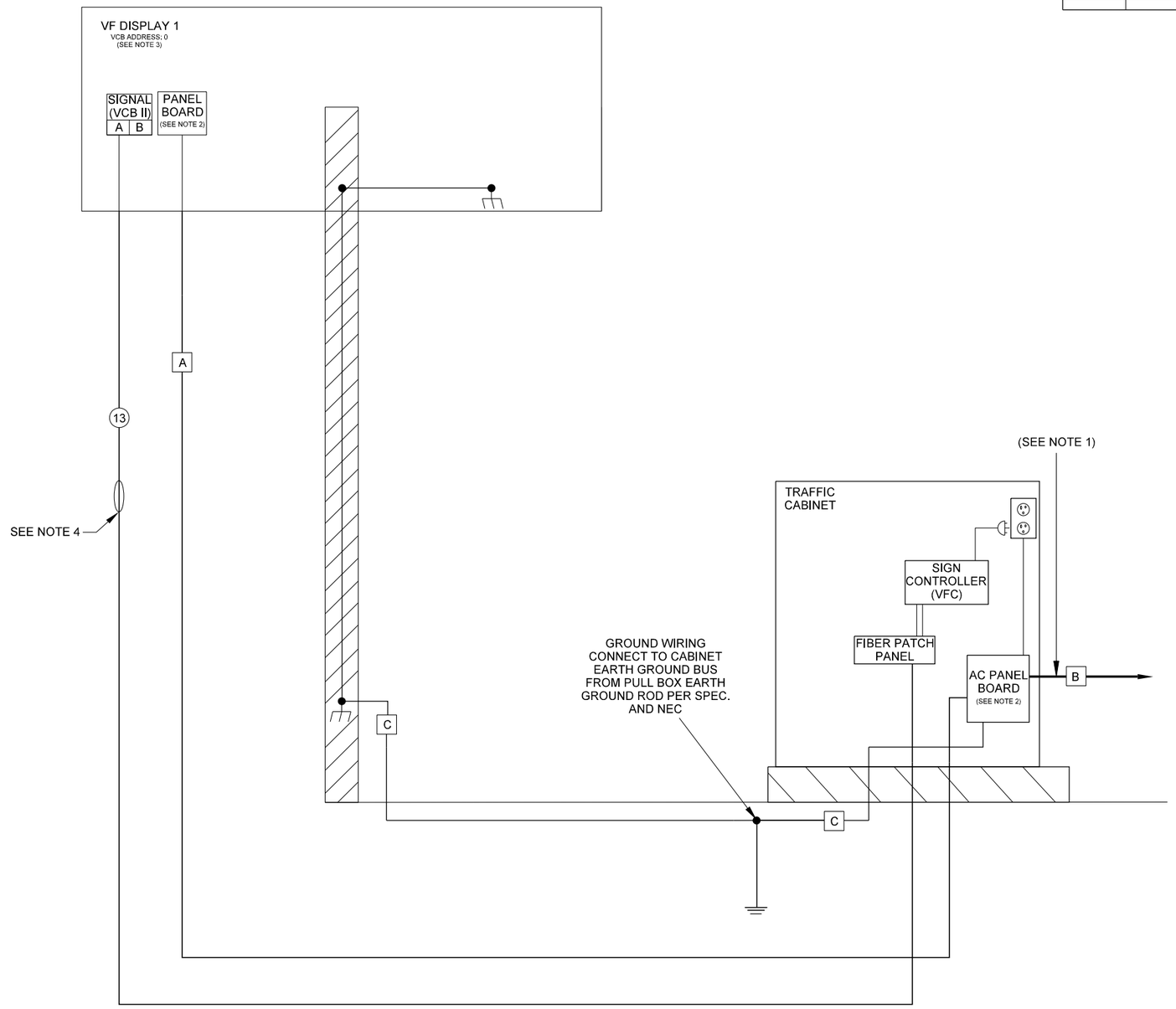
GENERAL NOTES:

IT IS THE RESPONSIBILTY OF THE ELECTRICAL INSTALLATION CONTRACTOR TO ENSURE THAT ALL ELECTRICAL WORK PERFORMED ON SITE MEETS OR EXCEEDS ALL LOCAL AND NATIONAL ELECTRICAL CODES

FIBER OPTIC REQUIREMENTS:

50/125 um MM GRADED INDEX, OM3 STANDARD COMPLIANT LASER OPTIMIZED, STANDARD AND PREFERRED FOR MOST SYSTEMS. FIBER OPTIC CABLE SHALL BE 6 STRAND CORNING/95-050-99-X. FIBER OPTIC CABLE DIAMETER SHALL BE 50/125 um 6 FIBER OD, 0.195" (4.0MM) W-1489-DX. ALL ENDS SHALL HAVE UNICAM LC CONNECTORS WITH TWO STRANDS FOR REDUNDANT TX/RX AND TWO UNUSED FIBERS.

SITE FIBER INTERCONNECT		
TRAFFIC CABINET		VF DISPLAY 1
SIGN CONTROLLER (VFC)	FIBER PATCH PANEL	VCB II
J5 FIBER A TX	FIBER A TX	J9 FIBER A RX
J5 FIBER A RX	FIBER A RX	J9 FIBER A TX
J6 FIBER B TX	FIBER B TX	J8 FIBER B RX
J6 FIBER B RX	FIBER B RX	J8 FIBER B TX



NOTES:

1. WIRE BETWEEN TRAFFIC CABINET PANEL BOARD AND MAIN DISCONNECT SIZED AS SPECIFIED. CONTACT DAKTRONICS PERSONNEL FOR SITE POWER NUMBER AND SIGN PARAMETERS.
2. DAKTRONICS SUPPLIED PANEL BOARDS IN THE TRAFFIC CABINET AND THE VF-2X20 (DMS) ACCEPTS 8 AWG TO 1 AWG WIRE.
3. SEE DISPLAY MANUAL FOR INSTRUCTIONS ON VCB ADDRESSING.
4. 6 STRAND MM F.O. CABLE, SEE F.O. REQUIREMENTS FOR ADDITIONAL INFORMATION.
5. LIQUID-TIGHT CONDUIT SHALL BE 1.5" FLEXIBLE WATER TIGHT CONDUIT CONNECTING FROM THE 1.5" THREADED CONDUIT NIPPLE OF THE OH TEE STRUCTURE TO THE 1.5" HUB CONNECTOR ON THE DMS FOR COMMUNICATION (SIGNAL) CABLING OR POWER WIRING.
6. SEE TEE MOUNT STRUCTURE CONDUIT RUNS (ISOMETRIC VIEW) TABLE ON SHEET 375 FOR MORE DETAILS.

WIRING DIAGRAM

SINGLE DMS

WIRE DETAIL

ID TAG	DESCRIPTION	FUNCTION
(13)	F.O.CABLE, 6 STRAND, 50/125 uM, LC CONNECTORS (2 SPARE)	SIGNAL
A	3C/8 A.W.G. E.G.C.	120/240 VAC (FROM CABINET TO DMS)
B	FOR WIRING TYPE, SEE "SITE CONDUIT RUNS AND CABLING" TABLE	120/240 VAC (FROM SERV. POLE TO CABINET)
C *	1C/8 A.W.G. E.G.C.	SYSTEM GROUND INTERCONNECTION

* - GROUND BOND CONNECTION BETWEEN EQUIPMENT AND SERVICE POINT GROUND AS PER MANUFACTURER'S RECOMMENDATION, INSTALLATION OF GROUND BOND CONNECTION IS SUBSIDIARY TO PAY ITEM "OVERHEAD DMS ASSEMBLY".

ITS WIRING DIAGRAM

oewiercjak 8/4/2023 12:36:00 AM
WORKSPACE: AHTD
L:\20ITS\70\7575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_ITS_Wiring Diagram Single DMS.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	374A	541
10-23-23		ITS DETAIL				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023

TEE-MOUNT STRUCTURE CONDUIT RUNS

SITE	LOCATION	DMS	PTZ	RDS	NMC-A (2" DIA.)	NMC-B1 (2" DIA.)	NMC-B2 (3" DIA.)	NMC-C1 (2" DIA.)	NMC-C2 (2" DIA.)	COLUMN 1	LTC-F1 (1.5" DIA.)	LTC-P1 (1.5" DIA.)	LTC-R1 (1.5" DIA.)	LTC-F12 (1.5" DIA.)	LTC-PTZ1 (1.5" DIA.)	LTC-PTZ2 (1.5" DIA.)	NMC-B3 (2" DIA.)	NMC-B4 (3" DIA.)	NMC-C3 (2" DIA.)	NMC-C4 (2" DIA.)	COLUMN 2	LTC-F2 (1.5" DIA.)	LTC-P2 (1.5' DIA.)	LTC-R2 (1.5" DIA.)
1A	US-67_NB-SB_STA. 02+35.50	1	1	1	1-3C/3 A.W.G., #8 E.G.C.	1-F.O. CBL 1-CAT5E, 1-R CBL	1-3C/3 A.W.G., #8 E.G.C., 1-3C/8 A.W.G., #8 E.G.C.	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E CBL	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
4	US-67_NB-SB_STA. 277+25.80	2	1	2	1-3C/0 A.W.G., #8 E.G.C.	1-F.O. CBL 1-CAT5E, 1-R CBL	1-3C/0 A.W.G., #8 E.G.C., 1-3C/8 A.W.G., #8 E.G.C.	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E CBL	2-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	1-F.O. CBL	1-CAT5E CBL	SPARE	1-F.O. CBL, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	1-F.O. CBL, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL	2-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL
CONDUIT FILL (LARGEST FILL %)		-	-	-	8%	8%	10%	8%	2%	N/A	18%	3%	5%	5%	4%	N/A	5%	1%	5%	2%	N/A	9%	3%	5%

SITES 1B, 2, & 3 ARE RETROFIT INSTALLATIONS AND AS SUCH ARE NOT INCLUDED IN THIS SPREADSHEET. SEE ELEVATION VIEW SHEETS FOR SITES 1B, 2, & 3 FOR CONDUIT RUNS AND CABLING REQUIRED FOR THE PROPOSED RETROFIT INSTALLATIONS.
REFER TO ITS PLAN SHEETS FOR MORE DETAILS. 1-1C#8 A.W.G., E.G.C. - UTILIZED FOR DMS/STRUCTURE GROUNDING

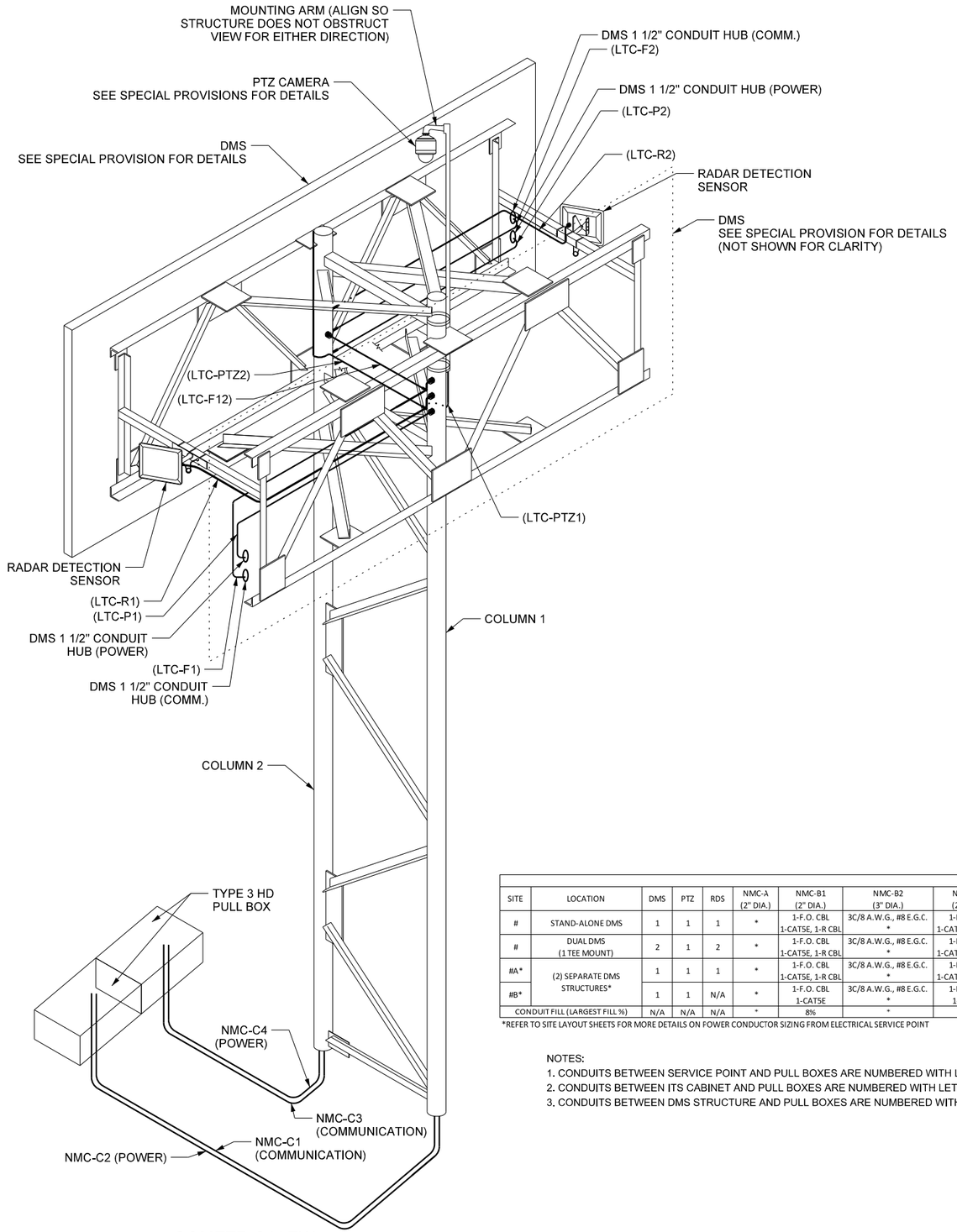
NOTES:
1. CONDUITS BETWEEN SERVICE POINT AND PULL BOXES ARE NUMBERED WITH LETTER A.
2. CONDUITS BETWEEN ITS CABINET AND PULL BOXES ARE NUMBERED WITH LETTER B.
3. CONDUITS BETWEEN DMS STRUCTURE AND PULL BOXES ARE NUMBERED WITH LETTER C.

DJPark
10/23/2023 2:17:12 PM
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REVISED DATE:

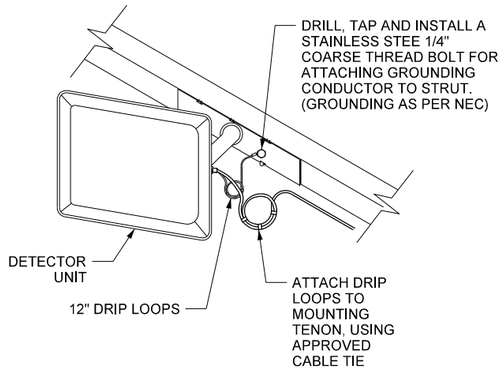
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
09-26-23		6	ARK.	061642	375	541
10-23-23		ITS TEE-MOUNT STANDARD DETAIL				

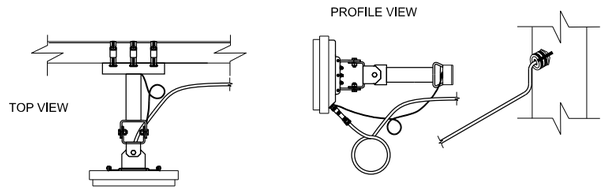
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 10/23/2023



ISOMETRIC VIEW
NOT TO SCALE





SENSOR MOUNTING BRACKET DETAILS
NOT TO SCALE

TEE-MOUNT STRUCTURE CONDUIT RUNS (STANDARD DETAIL)																							
SITE	LOCATION	DMS	PTZ	RDS	NMC-A (2" DIA.)	NMC-B1 (2" DIA.)	NMC-B2 (3" DIA.)	NMC-C1 (2" DIA.)	NMC-C2 (2" DIA.)	COLUMN 1	LTC-F1 (1.5" DIA.)	LTC-P1 (1.5" DIA.)	LTC-R1 (1.5" DIA.)	LTC-F12 (1.5" DIA.)	LTC-PTZ1 (1.5" DIA.)	LTC-PTZ2 (1.5"	NMC-B3 (2" DIA.)	NMC-B4 (3" DIA.)	NMC-C3 (2" DIA.)	NMC-C4 (2" DIA.)	COLUMN 2	LTC-F2 (1.5" DIA.)	LTC-P2 (1.5" DIA.)	LTC-R2 (1.5" DIA.)
#	STAND-ALONE DMS	1	1	1	*	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
#	DUAL DMS (1 TEE MOUNT)	2	1	2	*	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E	2-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	1-F.O CBL	1-CAT5E CBL	SPARE	1-F.O. CBL, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	1-F.O. CBL, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL	2-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL
#A*	(2) SEPARATE DMS STRUCTURES*	1	1	1	*	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
#B*		1	1	N/A	*	1-F.O. CBL 1-CAT5E	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-CAT5E	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	SPARE	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
CONDUIT FILL (LARGEST FILL %)		N/A	N/A	N/A	*	8%	*	8%	2%	N/A	9%	3%	5%	5%	4%	N/A	5%	1%	5%	2%	N/A	9%	3%	5%

*REFER TO SITE LAYOUT SHEETS FOR MORE DETAILS ON FOWER CONDUCTOR SIZING FROM ELECTRICAL SERVICE POINT

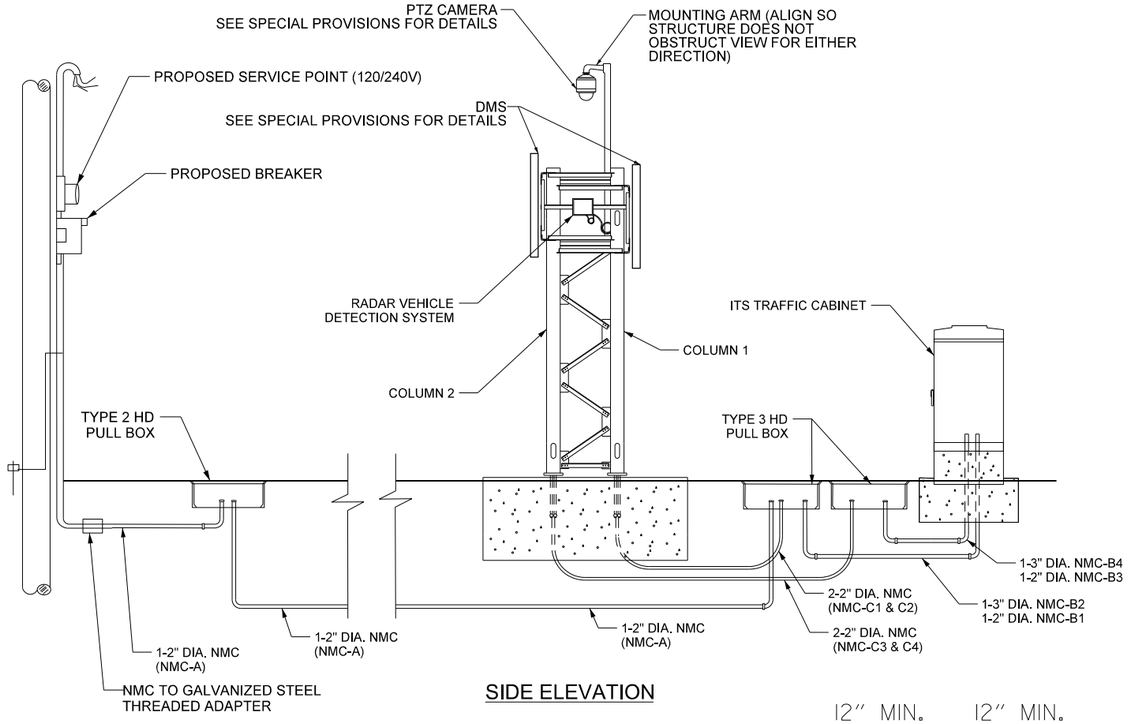
NOTES:
1. CONDUITS BETWEEN SERVICE POINT AND PULL BOXES ARE NUMBERED WITH LETTER A.
2. CONDUITS BETWEEN ITS CABINET AND PULL BOXES ARE NUMBERED WITH LETTER B.
3. CONDUITS BETWEEN DMS STRUCTURE AND PULL BOXES ARE NUMBERED WITH LETTER C.

LEGEND
DMS: DYNAMIC MESSAGING BOARD
NMC: NON-METALLIC CONDUIT
LTC: LIQUID TIGHT CONDUIT
F: FIBER OPTIC
PTZ: PAN-TILT-ZOOM CAMERA
P: POWER
R: RADAR DETECTION SENSOR

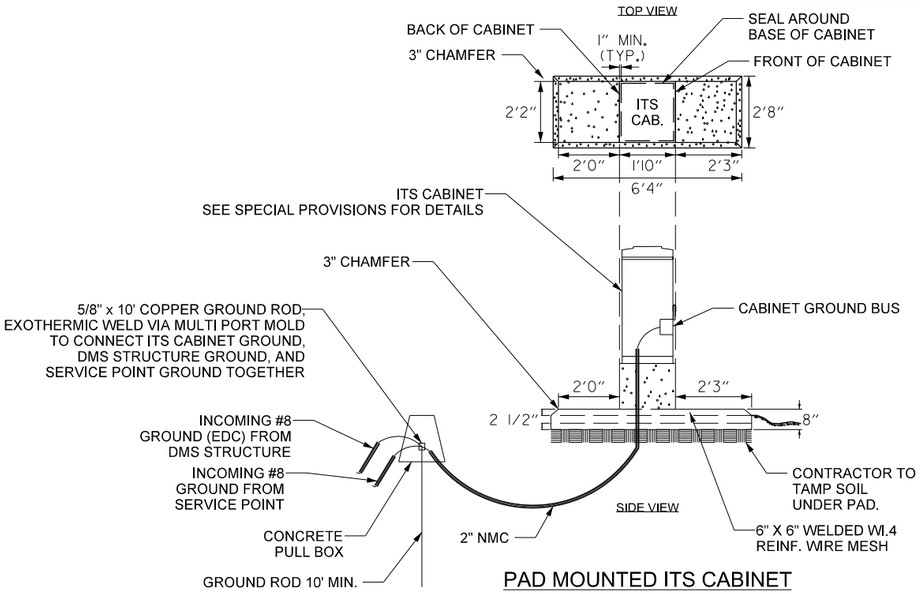
ITS TEE-MOUNT STANDARD DETAIL

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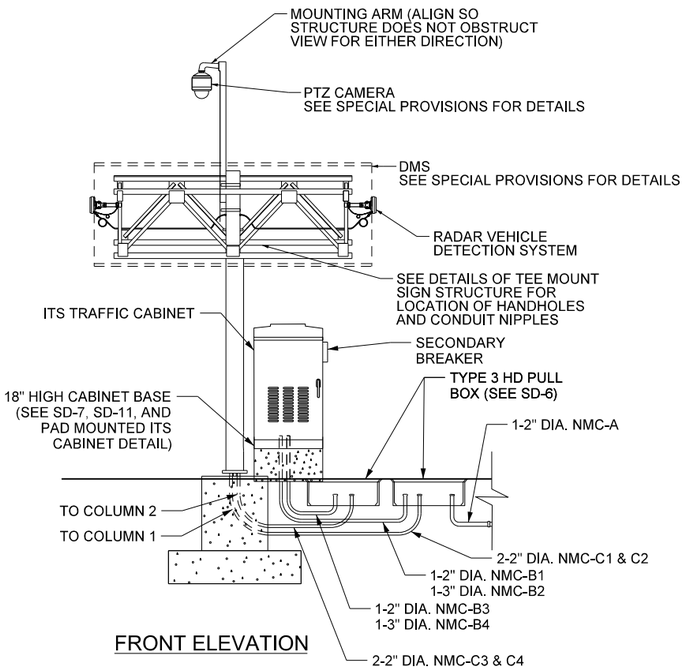
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09-26-23		6	ARK.	061642	376	541
10-23-23		ITS TEE-MOUNT STANDARD DETAIL				



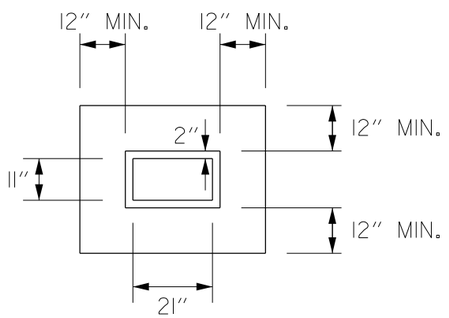
SIDE ELEVATION



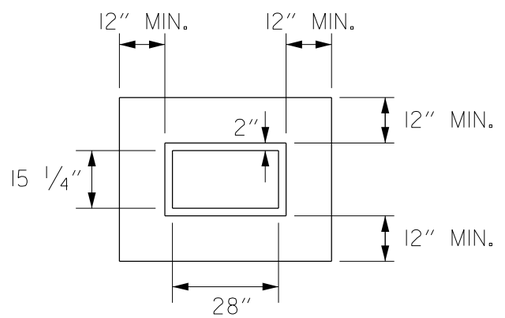
PAD MOUNTED ITS CABINET



FRONT ELEVATION



TYPE 2 HD PULL BOX



TYPE 3 HD PULL BOX

TEE-MOUNT STRUCTURE CONDUIT RUNS (STANDARD DETAIL)																							
SITE	LOCATION	DMS	PTZ	RDS	NMC-A (2" DIA.)	NMC-B1 (2" DIA.)	NMC-B2 (3" DIA.)	NMC-C1 (2" DIA.)	NMC-C2 (2" DIA.)	COLUMN 1	LTC-F1 (1.5" DIA.)	LTC-P1 (1.5" DIA.)	LTC-R1 (1.5" DIA.)	LTC-F12 (1.5" DIA.)	LTC-PTZ1 (1.5" DIA.)	LTC-PTZ2 (1.5" DIA.)	NMC-B3 (2" DIA.)	NMC-B4 (3" DIA.)	NMC-C3 (2" DIA.)	NMC-C4 (2" DIA.)	COLUMN 2	LTC-F2 (1.5" DIA.)	LTC-P2 (1.5" DIA.)	LTC-R2 (1.5" DIA.)
#	STAND-ALONE DMS	1	1	1	*	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
#	DUAL DMS (1 TEE MOUNT)	2	1	2	*	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E	2-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	1-F.O. CBL	1-CAT5E CBL	SPARE	1-F.O. CBL 1-R CBL	3C/8 A.W.G., #8 E.G.C.	1-F.O. CBL, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL	2-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL
#A*	(2) SEPARATE DMS STRUCTURES*	1	1	1	*	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E, 1-R CBL	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-R CBL, 1-CAT5E	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	1-R CBL	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
#B*		1	1	N/A	*	1-F.O. CBL 1-CAT5E	3C/8 A.W.G., #8 E.G.C. *	1-F.O. CBL 1-CAT5E	3C/8 A.W.G., #8 E.G.C.	3C/8 A.W.G., #8 E.G.C. 1-F.O. CBL, 1-CAT5E	1-F.O. CBL	3C/8 A.W.G., #8 E.G.C.	SPARE	SPARE	1-CAT5E CBL	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE
CONDUIT FILL (LARGEST FILL %)		N/A	N/A	N/A	*	8%	*	8%	2%	N/A	9%	3%	5%	5%	4%	N/A	5%	1%	5%	2%	N/A	9%	3%	5%

*REFER TO SITE LAYOUT SHEETS FOR MORE DETAILS ON POWER CONDUCTOR SIZING FROM ELECTRICAL SERVICE POINT

NOTES:
1. CONDUITS BETWEEN SERVICE POINT AND PULL BOXES ARE NUMBERED WITH LETTER A.
2. CONDUITS BETWEEN ITS CABINET AND PULL BOXES ARE NUMBERED WITH LETTER B.
3. CONDUITS BETWEEN DMS STRUCTURE AND PULL BOXES ARE NUMBERED WITH LETTER C.

LEGEND
DMS: DYNAMIC MESSAGING BOARD
NMC: NON-METALLIC CONDUIT
LTC: LIQUID TIGHT CONDUIT
F: FIBER OPTIC
PTZ: PAN-TILT-ZOOM CAMERA
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R: RADAR DETECTION SENSOR

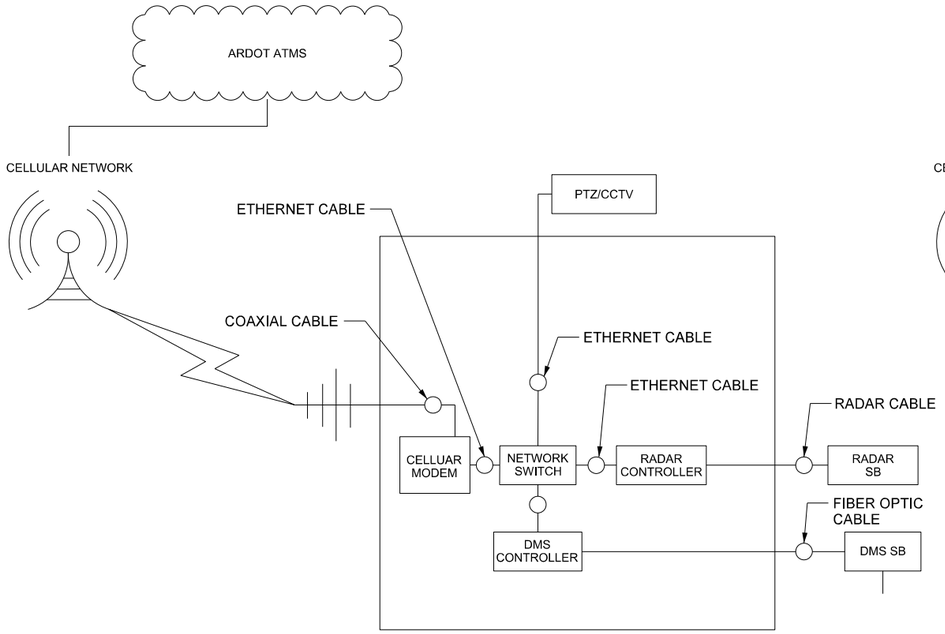
ITS TEE-MOUNT STANDARD DETAIL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 10/23/2023

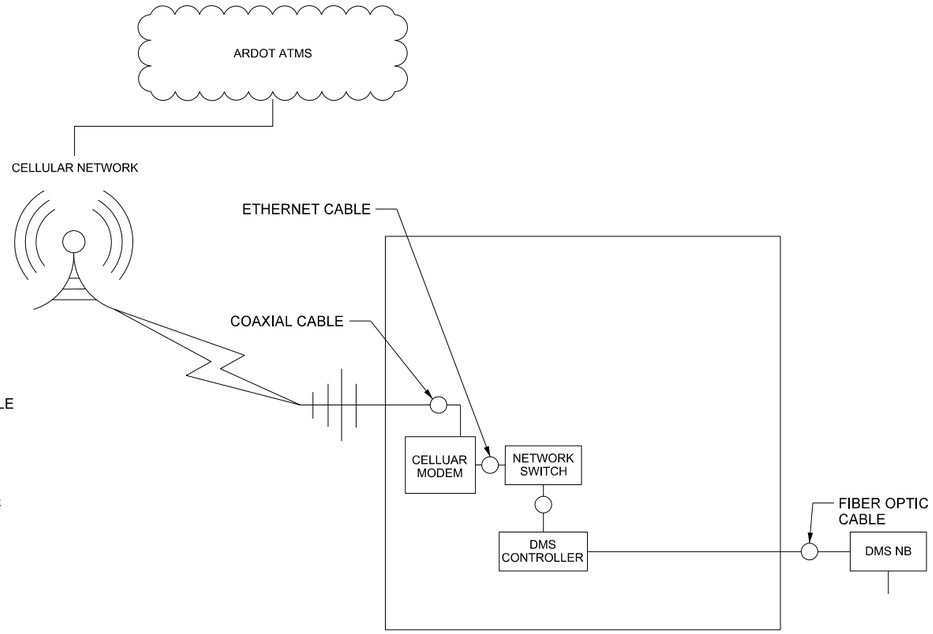
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	377	541
		ITS BLOCK DIAGRAM				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY
08/04/2023

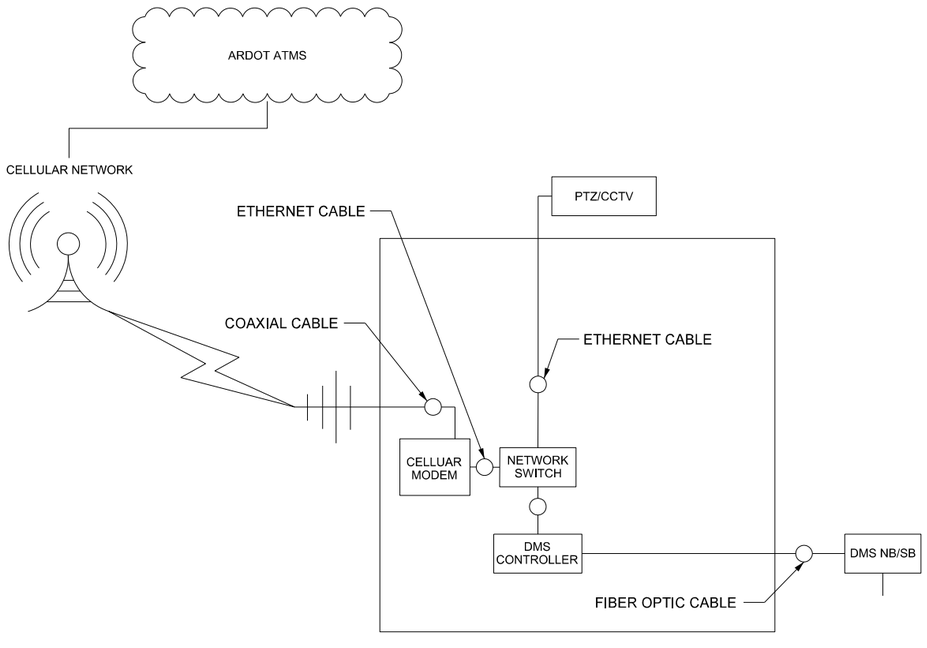


COMMUNICATION BLOCK DIAGRAM
ITS LOCATIONS:
#1
(DMS/PTZ/RDS)

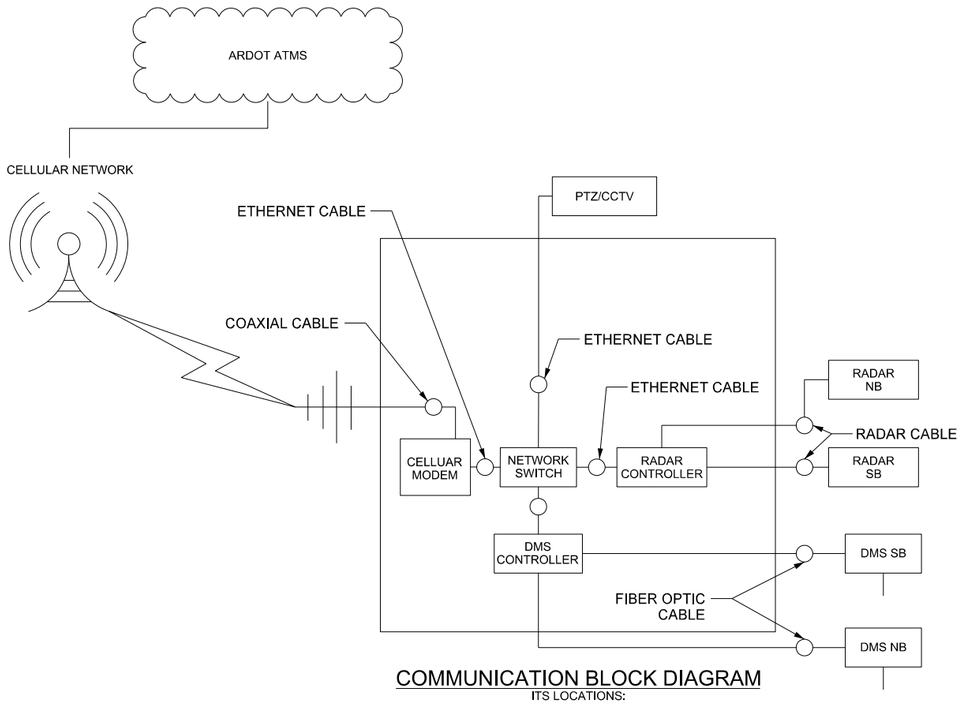


COMMUNICATION BLOCK DIAGRAM
ITS LOCATIONS:
#1
(DMS)

NOTE:
1. ALL CELLULAR MODEMS ARE CONTRACTOR PROVIDED. ARDOT WILL PROVIDE WIRELESS CARDS FOR MODEMS.



COMMUNICATION BLOCK DIAGRAM
ITS LOCATIONS:
#2 & #3
(DMS/PTZ)

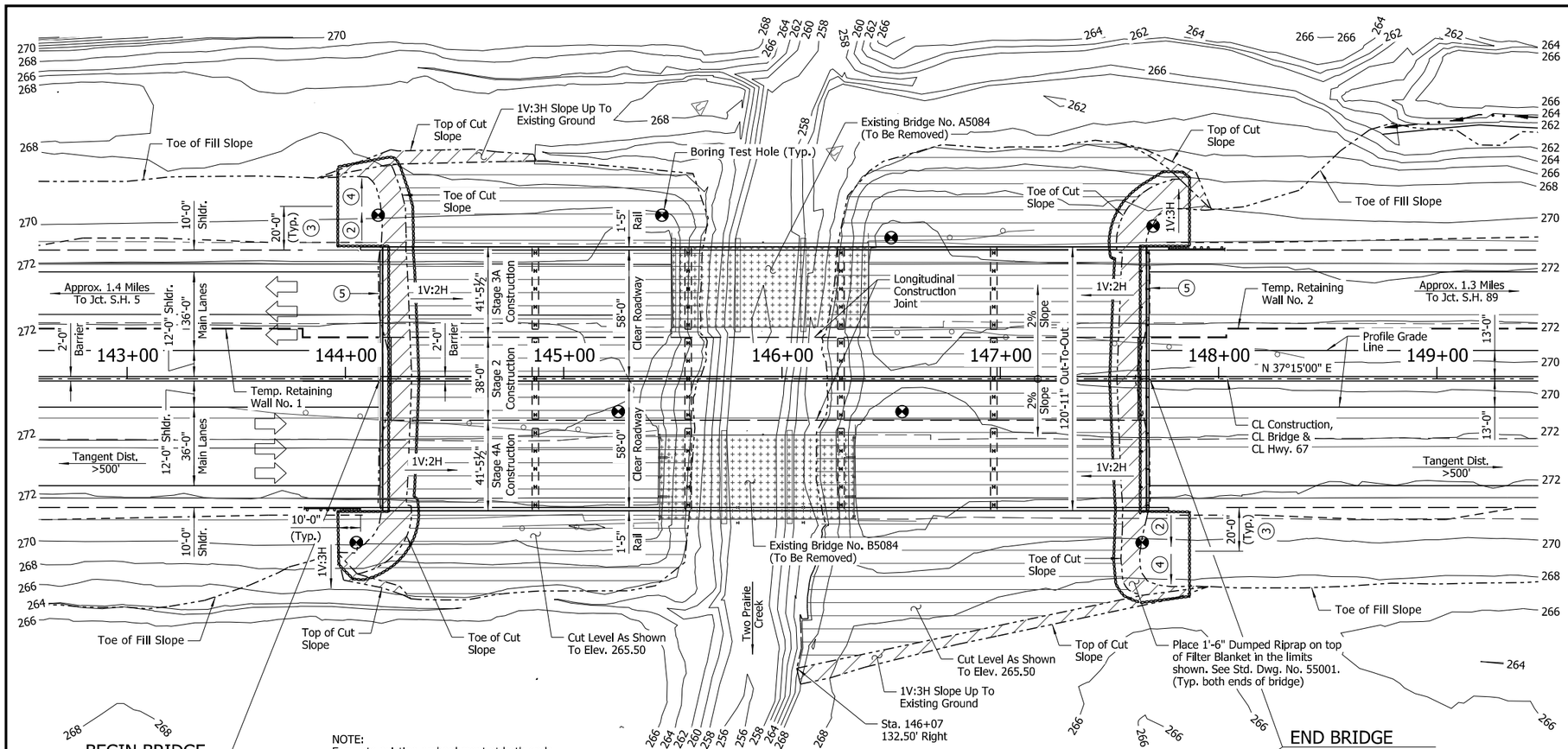


COMMUNICATION BLOCK DIAGRAM
ITS LOCATIONS:
#4
(DMS/PTZ/RDS)

ITS BLOCK DIAGRAM

aewierclok 8/4/2023 12:36:07 AM
WORKSPACE: AHTD
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r-061642_ITS_Block Diagram.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	378	541
		07548		LAYOUT		66444



PLAN

NOTE:
Excavate existing embankment at both ends of bridge as shown. Approx. 10,700 cubic yards of excavation.

NOTE:
The proposed bridge has been positioned to avoid interference with the existing piling. The Contractor shall verify measurements before driving any piling. Any adjustments necessary to fit the proposed bridge to the existing bridge location shall be submitted for the Engineer's approval.

NOTES:
Use Type Special Approach Gutters and Type Special Approach Slabs at both ends of the bridge. See Dwg. Nos. 66466-66468.

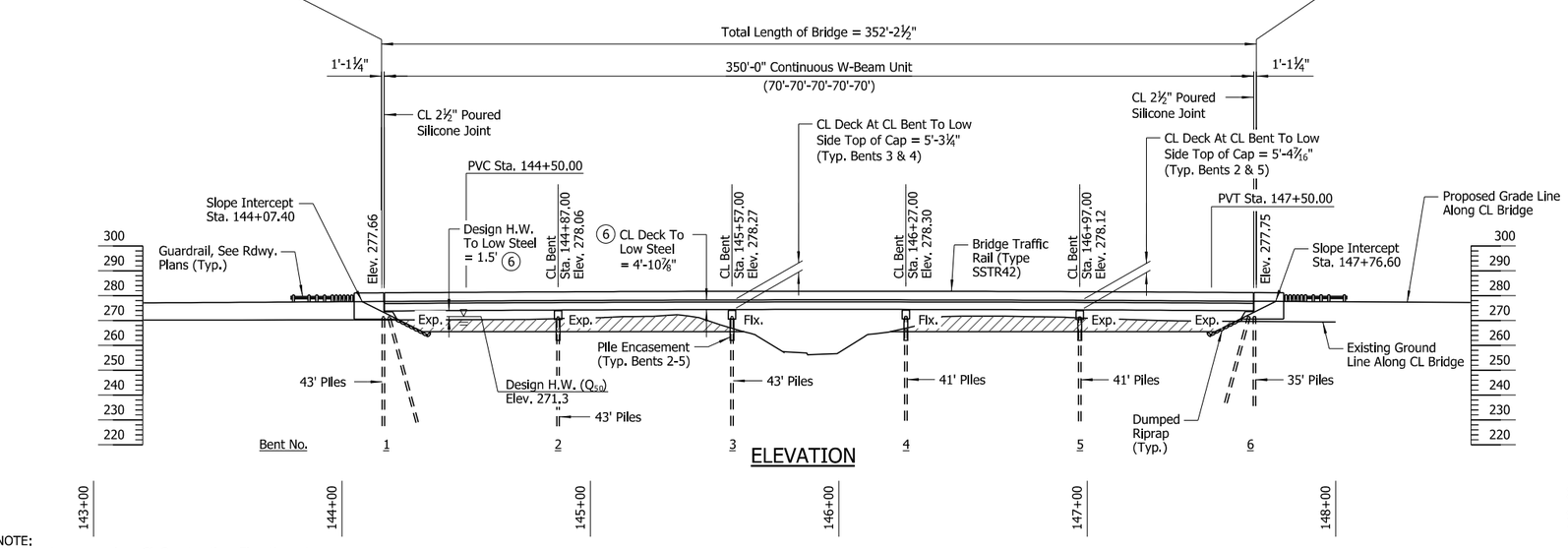
For "ELEVATION OF SOIL BORINGS", "GENERAL NOTES", "BORING LEGEND" and "N-VALUES", see Dwg. No. 66445.

(2) 1V:6H
(3) Limits of 1V:6H side slope.
(4) 1V:3H
(5) Toe of Fill Slope & Top of Cut Slope

PVI Sta. 146+00
Elev. 278.50
V.C. = 300'
+0.60%
-0.60%

VERTICAL CURVE DATA

Hwy. 67 (Along Profile Grade Line)



ELEVATION

NOTE:
Stations shown are along CL Construction. Elevations shown are theoretical working point elevations at CL Bridge. Any vertical dimension referenced to CL Deck is based on theoretical working point elevation at CL Bridge. See "ROUNDING DETAIL" on Dwg. No. 66458 for additional information.

FOR R/W DATA, SEE ROADWAY PLANS

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	(1) NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEVATION WITH BACKWATER
	YEARS	CFS	FEET	FEET
DESIGN	50	5,548	269.1	271.3
BASE	100	6,395	269.3	271.7
EXTREME	500	8,527	269.8	272.6
OVERTOPPING	N/A	N/A	N/A	N/A

(1) Unconstricted water surface elevation without structures or roadway approaches

Q100 backwater elevation for existing structure = 272.5

(6) Proposed Low Bridge Chord Elev. = 272.76 (Sta. 144+17.00)

Drainage Area = 14.4 square miles
Historical high water Elev. = N/A.

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LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
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BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE
HIGHWAY 67 OVER TWO PRAIRIE CREEK
HWY. 5 - HWY. 89 (WIDENING) (CABOT) (F)
LONOKE COUNTY

ROUTE 67 SEC. 11

ARKANSAS STATE HIGHWAY COMMISSION

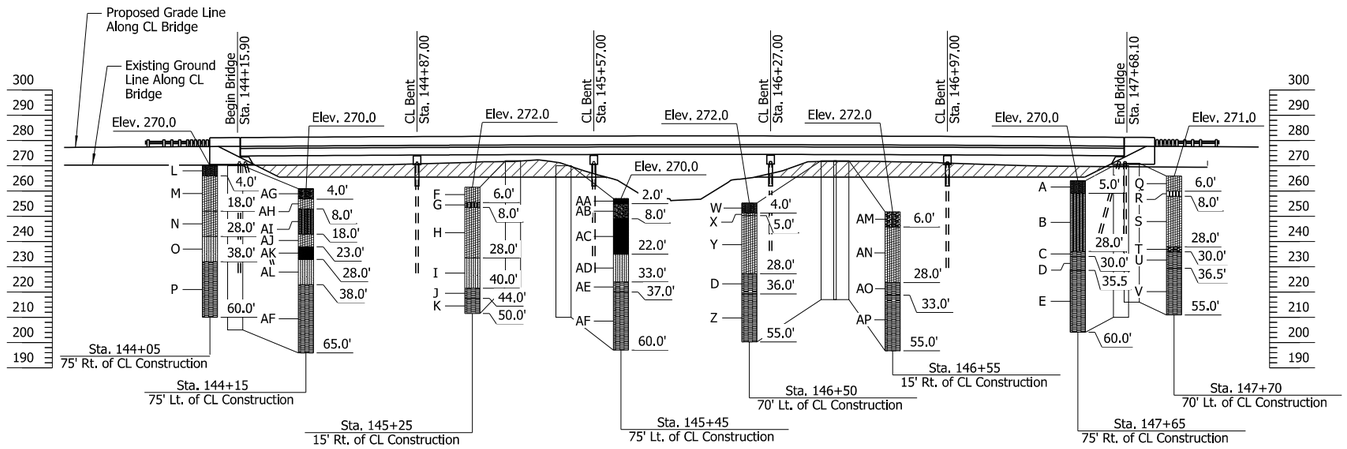
LITTLE ROCK, ARK.

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CHECKED BY: DRG DATE: SEPT. 2020 SCALE: 1" = 30'-0"
DESIGNED BY: RAK DATE: AUG. 2020

BRIDGE NO. 07548 DRAWING NO. 66444

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WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642_S101_LO.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	379	541
		07548		LAYOUT		66445



ELEVATION OF SOIL BORINGS

BORING LEGEND

A - Medium dense reddish brown clayey fine sand w/ some fine gravel (fill)
B - Soft grayish tan and gray clayey silt, sandy w/ ferrous stains and nodules and occasional silt pockets
C - Moderately hard gray and tan weathered shale w/ ferrous stains
D - Moderately hard gray slightly weathered shale, dip ~ 10°
E - Moderately hard to hard dark gray shale
F - Stiff reddish brown and gray silty clay w/silt and fine sand (fill)
G - Very soft gray clayey silt
H - Very stiff gray and tan silty clay w/ fine sandy silt pockets, seams and layers and ferrous stains and nodules
I - Dense tan and redish brown silty fine sand w/ silt pockets, seams and layers and ferrous stains
J - Moderately hard gray slightly weathered shale w/ ferrous stains in fractures, dip ~ 15°
K - Moderately hard dark gray shale, dip ±15°
L - Medium dense reddish brown and tan clayey fine sand, silty w/ some fine gravel and occasional ferrous nodules (fill)
M - Stiff light gray silty clay w/ ferrous nodules and stains
N - Stiff reddish brown and gray silty clay, sandy w/ ferrous nodules and stains
O - Medium dense to dense reddish brown silty fine sand w/ ferrous stains
P - Moderately hard to hard gray shale, shallow dip
Q - Stiff brown silty clay, sandy w/ ferrous nodules and a little crushed stone (fill)
R - Very loose gray silt, slightly sandy
S - Soft gray and tan silty clay, sandy w/ ferrous stains and nodules
T - Very stiff tan silty clay, sandy w/ numerous shale fragments (completely weathered shale)
U - Moderately hard gray slightly weathered shale, dip ~ 15°
V - Moderately hard dark gray shale, dip ~ 15°
W - Medium dense yellowish brown clayey fine sand w/ occasional ferrous nodules and some fine gravel (fill)
X - Soft grayish brown silty clay w/ decayed organics
Y - Soft tan and gray silty clay, slightly sandy w/ ferrous stains and occasional silt pockets
Z - Moderately hard dark gray shale, dip ~ 10°
AA - Firm tan and gray fine sandy clay w/ silt pockets and ferrous stains
AB - Medium dense reddish tan and gray clayey fine gravel, silty
AC - Stiff tan and gray fine sandy clay, silty
AD - Medium dense light brownish gray and tan silty fine sand w/silt seams and layers
AE - Moderately hard to hard tan and gray weathered shale
AF - Moderately hard to hard dark gray shale, flat bedded
AG - Stiff gray and reddish brown fine sandy clay w/ crushed stone (fill)
AH - Soft brown and gray silty clay, slightly sandy w/ ferrous stains
AI - Medium dense to dense yellowish tan and gray fine sandy silt, slightly clayey w/ silty fine sand seams and layers
AJ - Firm to stiff tan and gray silty clay, sandy
AK - Stiff brown and gray fine sandy clay, silty
AL - Medium dense brown and gray silty fine sand, slightly clayey
AM - Very soft to soft brown and tan silty clay, slightly sandy w/ numerous shale fragments (fill)
AN - Soft tan, reddish brown and gray silty clay, sandy w/ ferrous stains and nodules
AO - Moderately hard gray and reddish brown weathered shale
AP - Moderately hard dark gray shale

N-VALUES

Sta. 144+05.00
75' Rt. of CL Construction

0.5-1.5, N=22
2.5-3.5, N=21
4.5-5.5, N=14
6.5-7.5, N=32
9.0-10.0, N=44
14.0-15.0, N=47
19.0-20.0, N=17
24.0-25.0, N=20
29.0-30.0, N=30
34.0-35.0, N=38

Sta. 144+15.00
75' Lt. of CL Construction

0.5-1.5, N=17
2.5-3.5, N=42
4.5-5.5, N=6
6.5-7.5, N=16
9.0-10.0, N=30
14.0-15.0, N=31
19.0-20.0, N=10
24.0-25.0, N=13
29.0-30.0, N=16
34.0-35.0, N=21
39.0-40.0, N=25/0"

Sta. 145+25.00
15' Rt. of CL Construction

0.5-1.5, N=11
2.5-3.5, N=30
4.5-5.5, N=5
6.5-7.5, N=1
9.0-10.0, N=28
24.0-25.0, N=50/4"

Sta. 145+45.00
75' Lt. of CL Construction

0.5-1.5, N=8
2.5-3.5, N=17
4.5-5.5, N=18
6.5-7.5, N=18
9.0-10.0, N=20
14.0-15.0, N=28
19.0-20.0, N=22
24.0-25.0, N=12
29.0-30.0, N=16
34.0-35.0, N=25/0"
39.0-40.0, N=25/0"

Sta. 146+50.00
70' Lt. of CL Construction

0.5-1.5, N=18
2.5-3.5, N=16
4.5-5.5, N=6
6.5-7.5, N=4
9.0-10.0, N=21
14.0-15.0, N=28
19.0-20.0, N=30
24.0-25.0, N=35
29.0-30.0, N=50/3"

Sta. 146+55.00
15' Rt. of CL Construction

0.5-1.5, N=4
2.5-3.5, N=21
4.5-5.5, N=13
6.5-7.5, N=5
9.0-10.0, N=15
14.0-15.0, N=18
19.0-20.0, N=22
24.0-25.0, N=20
29.0-30.0, N=50/6"
34.0-35.0, N=25/0"

Sta. 147+65.00
75' Rt. of CL Construction

0.5-1.5, N=17
2.5-3.5, N=12
4.5-5.5, N=7
6.5-7.5, N=0"/X" WOH
9.0-10.0, N=14
14.0-15.0, N=20
19.0-20.0, N=22
24.0-25.0, N=33
29.0-30.0, N=50/4"

Sta. 147+70.00
70' Lt. of CL Construction

0.5-1.5, N=22
2.5-3.5, N=24
4.5-5.5, N=17
6.5-7.5, N=0"/X" WOH
9.0-10.0, N=6
14.0-15.0, N=19
19.0-20.0, N=18
24.0-25.0, N=21
29.0-30.0, N=50/4"

LEGEND

WOH = Weight Of Hammer

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. Unless otherwise noted in the plans, Section and Subsection numbers refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2017, 8th Edition)

LIVE LOADING: HL-93

SEISMIC ZONE: 1 S_{D1} = 0.12g 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, Gr. 60)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50 or 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 in Bents 1 & 6 shall be HP12x53 (Grade 50) and shall be driven to a minimum safe bearing capacity of 97 tons per pile and into the material designated as Shale on the boring legend. All piling in Bents 2-5 shall be HP14x89 (Grade 50) and shall be driven to a minimum safe bearing capacity of 163 tons per pile and into the material designated as Shale on the boring legend. All piling shall be driven with an approved air, steam or diesel hammer. Lengths of piling shown are for estimating quantities only. Actual pile lengths are to be determined in the field. The Contractor shall use approved steel H-Pile driving points on all piles.

PREBORING: Preboring is required for all piling in Bents 4 & 5. Preboring shall be set to a minimum depth of 8' into the material designated as moderately hard shale on the boring legend, or to a depth sufficient to provide the specified minimum pile penetration, whichever is greater. The actual size and depth of preboring are to be determined in the field by the Engineer. The Contractor shall be responsible for keeping prebored holes free from debris prior to backfilling which may require the use of temporary casings or other approved methods. After driving is completed, the prebored holes shall be backfilled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement or other approved material in a single operation to completely fill the voids to the top of the rock and the remaining length backfilled in accordance with Subsection 805.08(a). Any cost associated with achieving the minimum pile penetration, including any backfill and casings, shall not be paid for directly but shall be considered subsidiary to the item "PREBORING".

PILE ENCASEMENT: Pile encasement for Bents 2-5 shall extend from bottom of cap to 3' below finished ground. See Standard Drawing Number 55020 for additional information.

PAINTING: The following weathering steel surfaces shall be painted as specified in Subsection 807.75:

- All steel surfaces within 6 feet of bridge deck expansion joints, including diaphragms, connection bolts and bearings.
- All steel surfaces exposed to the outside face of the bridge, including outside faces & bottom of the exposed exterior beams, splice plates and bolts, stiffeners and bearings.

ASTM F3125, Grade A325 Type 3 bolts shall be used within these painted zones and shall be painted. Galvanized members, the expansion device, and surfaces in contact with concrete shall not be painted. The color of paint shall be Brown equal or close to Fed. Std. 595 B, Color Chip No. 30070 and as approved by the Engineer. The finish system may be applied in the shop. Any damage to the paint system occurring during transport or installation shall be corrected according to the manufacturer's recommendations at no cost to the Department.

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.

CLASS 2 PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the bridge traffic rails and median barrier in accordance with Section 803.

EXISTING BRIDGE: Existing Bridge No. A5084 (Log Mile 2.15) is 90.0' long and 42.4' wide (39.0' clear roadway) and consists of voided concrete slab spans (3 spans total) supported by steel pile bents. Existing Bridge No. B5084 (Log Mile 2.15) is 90.0' long and 42.4' wide (39.0' clear roadway) and consists of voided concrete slab spans (3 spans total) supported by steel pile bents.

REMOVAL AND SALVAGE: After Stage 2 construction is complete and open to traffic, the Contractor shall remove existing Bridge No. A5084 in accordance with Section 205. After Stage 3A construction is complete and open to traffic, the Contractor shall remove existing Bridge No. B5084 in accordance with Section 205. All material from the existing bridges shall become the property of the Contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

DETAIL DRAWINGS:	DRAWING NO(S):
Staged Construction	66446-66447
End Bents	66448-66453
Intermediate Beams	66454-66456
Elastomeric Bearings	66457
350'-0" Continuous W-Beam Unit	66458-66465
Type Special Approach Slabs	66466-66467
Type Special Approach Gutters	66468
Dumped Riprap	55001
General Notes For Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Poured Silicone Joints	55008
Steel H-Piling	55020

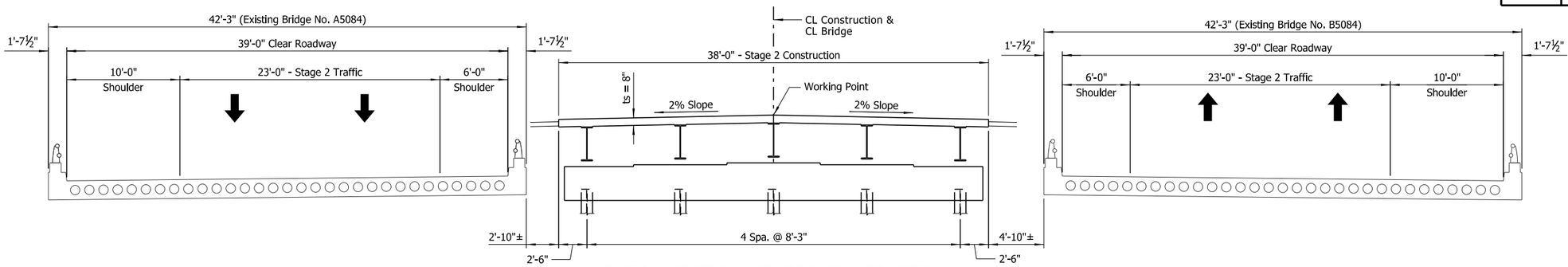
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 2
LAYOUT OF BRIDGE
HIGHWAY 67 OVER TWO PRAIRIE CREEK
HWY. 5 - HWY. 89 (WIDENING) (CABOT) (F)
LONOKE COUNTY
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: RAK DATE: AUG. 2020
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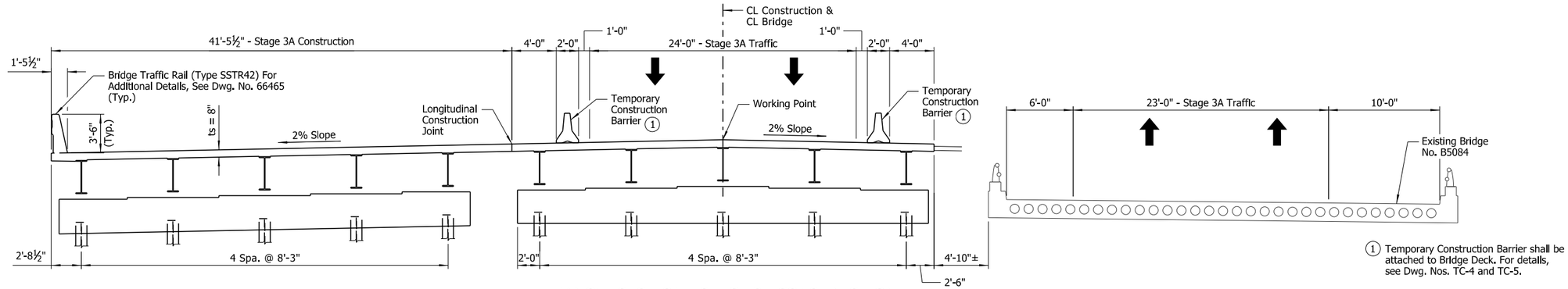
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		07548	STAGE CONSTRUCTION			66446



TYPICAL SECTION - STAGE 2 CONSTRUCTION

(Looking Ahead)
Scale: 3/16" = 1'-0"

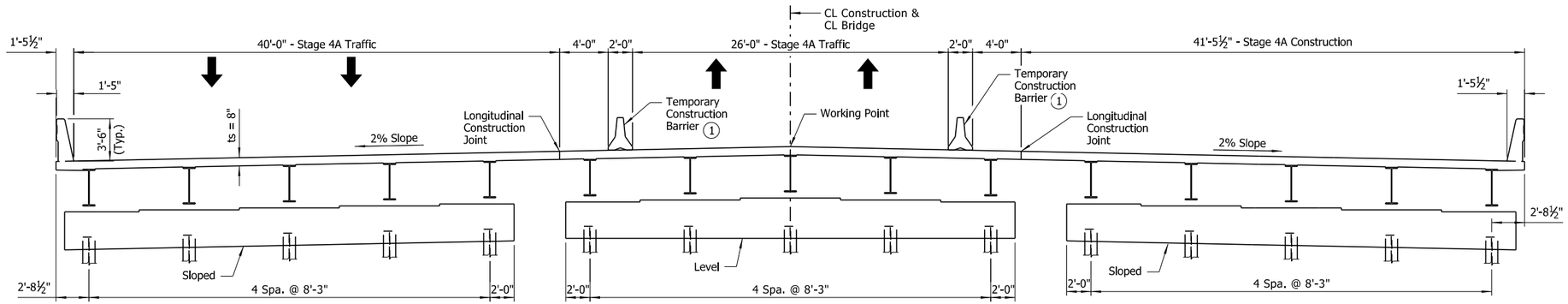
NOTE:
Details related to Maintenance of Traffic are shown on Bridge Plans for information only. For Maintenance of Traffic Plans and additional Information, see Roadway Plans.



(1) Temporary Construction Barrier shall be attached to Bridge Deck. For details, see Dwg. Nos. TC-4 and TC-5.

TYPICAL SECTION - STAGE 3A CONSTRUCTION

(Looking Ahead)
Scale: 3/16" = 1'-0"



TYPICAL SECTION - STAGE 4A CONSTRUCTION

(Looking Ahead)
Scale: 3/16" = 1'-0"

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SHEET 1 OF 2
DETAILS OF STAGE CONSTRUCTION

ROUTE 67 SEC. 11

ARKANSAS STATE HIGHWAY COMMISSION

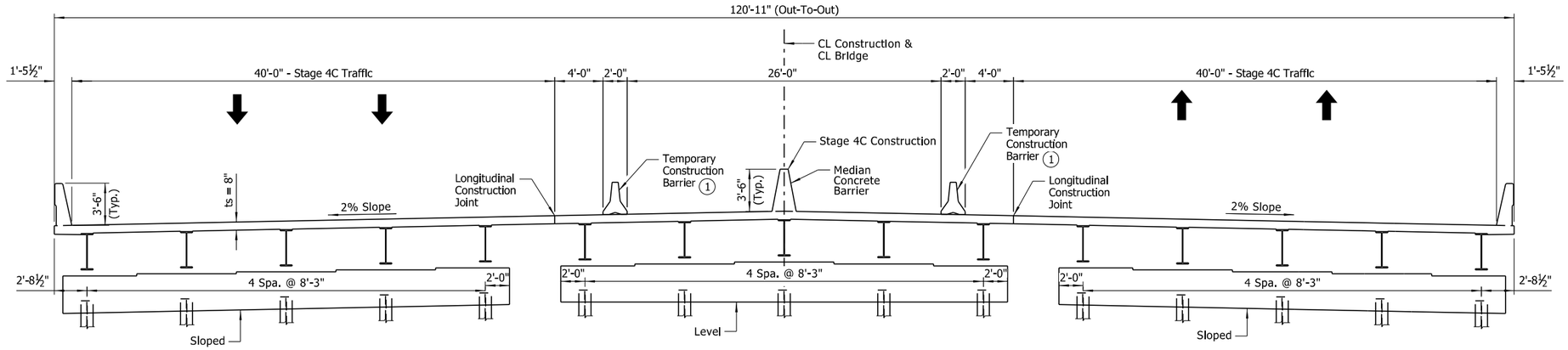
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REVISED DATE:

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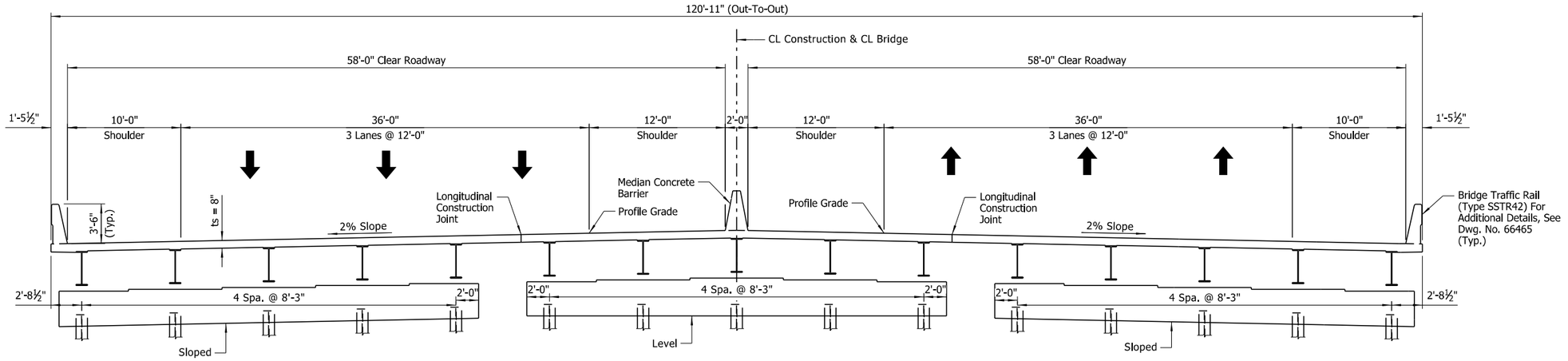


TYPICAL SECTION - STAGE 4C CONSTRUCTION

(Looking Ahead)
Scale: 3/16" = 1'-0"

NOTE:
Details related to Maintenance of Traffic are shown on Bridge Plans for information only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

(1) Temporary Construction Barrier shall be attached to Bridge Deck. For details, see Dwg. Nos. TC-4 and TC-5.



TYPICAL SECTION - FINAL

(Looking Ahead)
Scale: 3/16" = 1'-0"

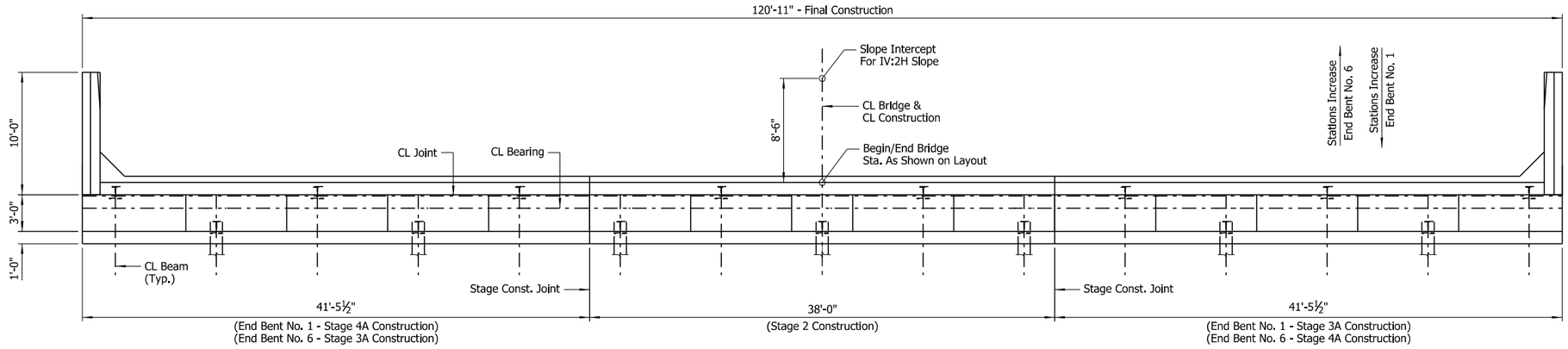
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LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
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BRIDGE ENGINEER

SHEET 2 OF 2
DETAILS OF STAGE CONSTRUCTION
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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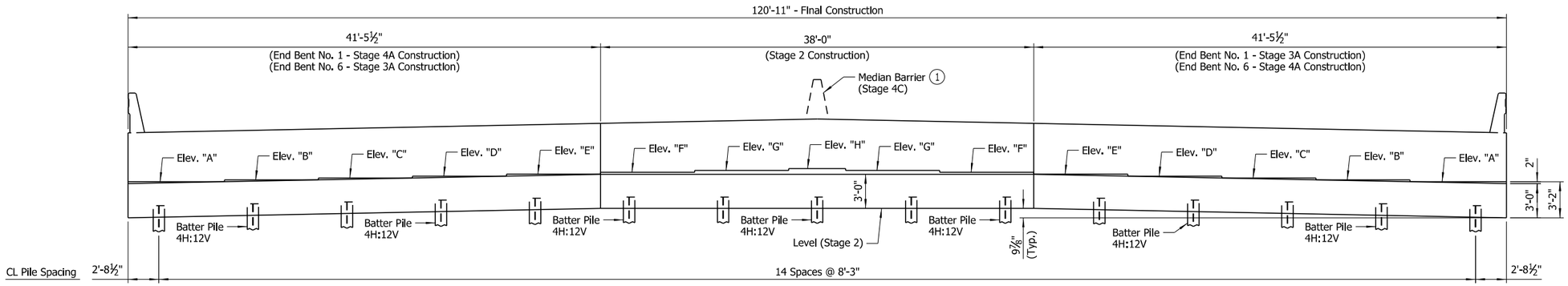
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		6	ARK.	061642	382	541
		07548		END BENTS		66448



PLAN

Scale: 3/16" = 1'-0"

NOTE:
For details of reinforcing and finished grade elevations along top of backwall, see Dwg. Nos. 66449-66450.



ELEVATION

(Looking Ahead - End Bent No. 6)
(Looking Back - End Bent No. 1)
Scale: 3/16" = 1'-0"

(1) See "MEDIAN BARRIER DETAIL" on Dwg. No. 66453.

TABLE OF BEARING ELEVATIONS								
BENT NO.	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	ELEV. "F"	ELEV. "G"	ELEV. "H"
1	272.16	272.32	272.49	272.65	272.82	272.98	273.15	273.28
6	272.25	272.42	272.58	272.75	272.91	273.08	273.24	273.38

GENERAL NOTES

For Standard "GENERAL NOTES", see Std. Dwg. No. 55006.

All piles shall be HP12x53 (ASTM A709, Gr. 50).

Structural steel in end bents shall be ASTM A709, Gr. 50W and shall be paid for as "STRUCTURAL STEEL IN BEAM SPANS (ASTM A709, GR. 50W)".

For additional information, see LAYOUT.

Class 2 Protective Surface Treatment shall be applied to the roadway face and top of concrete bridge rail, and top of backwall.

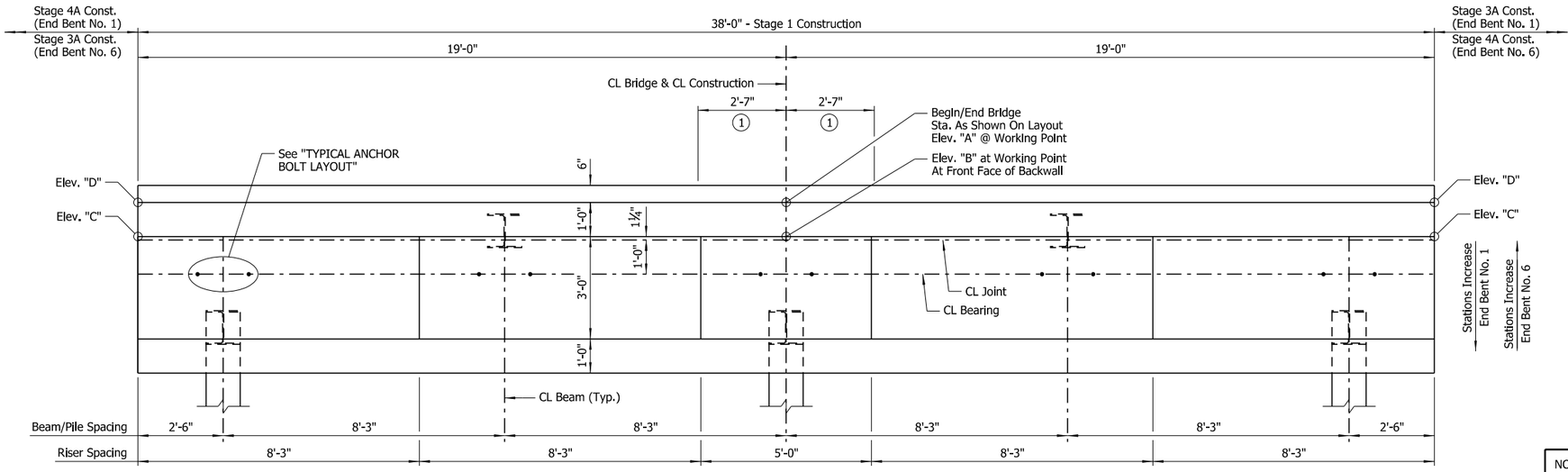
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No.8017
JOHN H. RUDDELL
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SHEET 1 OF 6
DETAILS OF END BENTS 1 & 6
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: APR. 2021 FILENAME: b061642_b1.dgn
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DESIGNED BY: RAK DATE: APR. 2021
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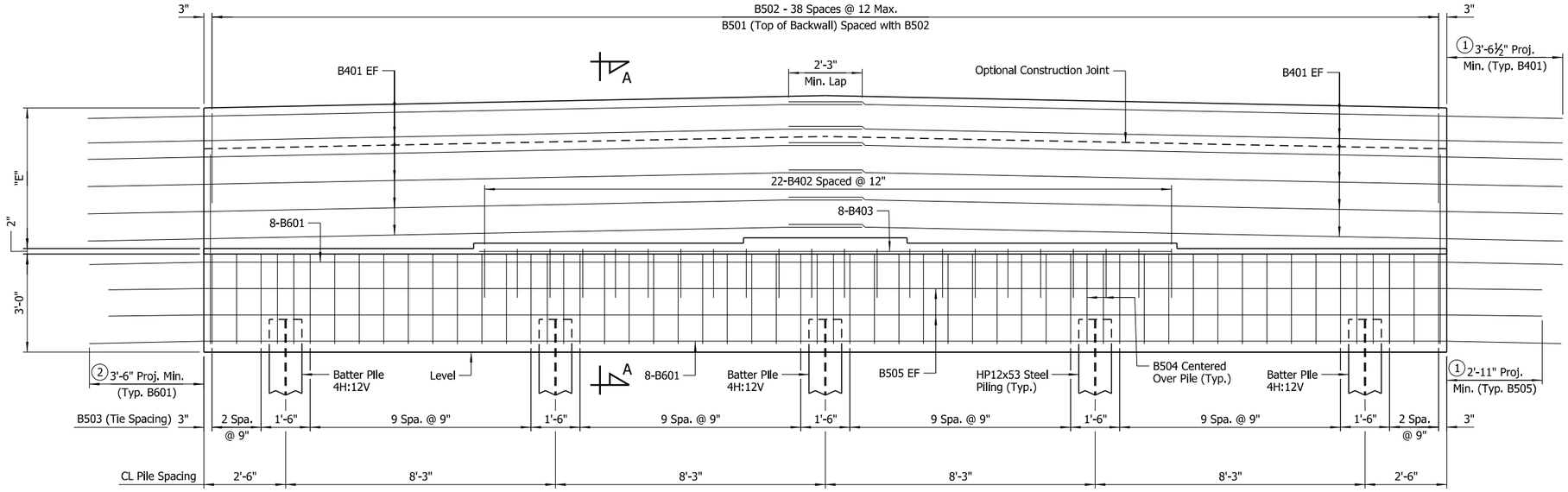


PLAN - STAGE 2 CONSTRUCTION

Scale: ½" = 1'-0"

(1) See "ROUNDING DETAIL" on Dwg. No. 66458.

(2) Mechanical Couplers May Be Used In Place Of Lap Splicing Of Bars Between Stages. See "OPTIONAL MECHANICAL COUPLER DETAIL" On Dwg. No. 66451 For Requirements.



ELEVATION - STAGE 2 CONSTRUCTION

(Looking Back - End Bent No. 1)
(Looking Ahead - End Bent No. 6)
Scale: ½" = 1'-0"

NOTE:
For "TABLE OF BEARING ELEVATIONS", see Dwg. No. 66448.

TABLE OF VARIABLES					
BENT NO.	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	"E"
1	277.66	277.66	277.28	277.28	4'-3⅝"
6	277.75	277.76	277.38	277.37	4'-3⅝"

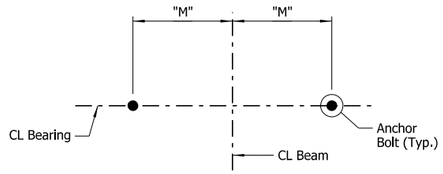
NOTES:
For details of Wing & Rail, see Dwg. No. 66452.

For "SECTION A-A", see Dwg. No. 66451.

For "BAR LIST" and "BAR BENDING DIAGRAMS", see Dwg. No. 66453.

NOTE:
No portion of the backwall shall be poured before beams are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note on Std. Dwg. No. 55008.

No heavy construction equipment shall be allowed within 10' of the backwall until the deck concrete placement for the adjacent span has been completed.



TYPICAL ANCHOR BOLT LAYOUT

No Scale

NOTE:
For Details of Elastomeric Bearings, see Dwg. No. 66457.

LEGEND

EF = Each Face

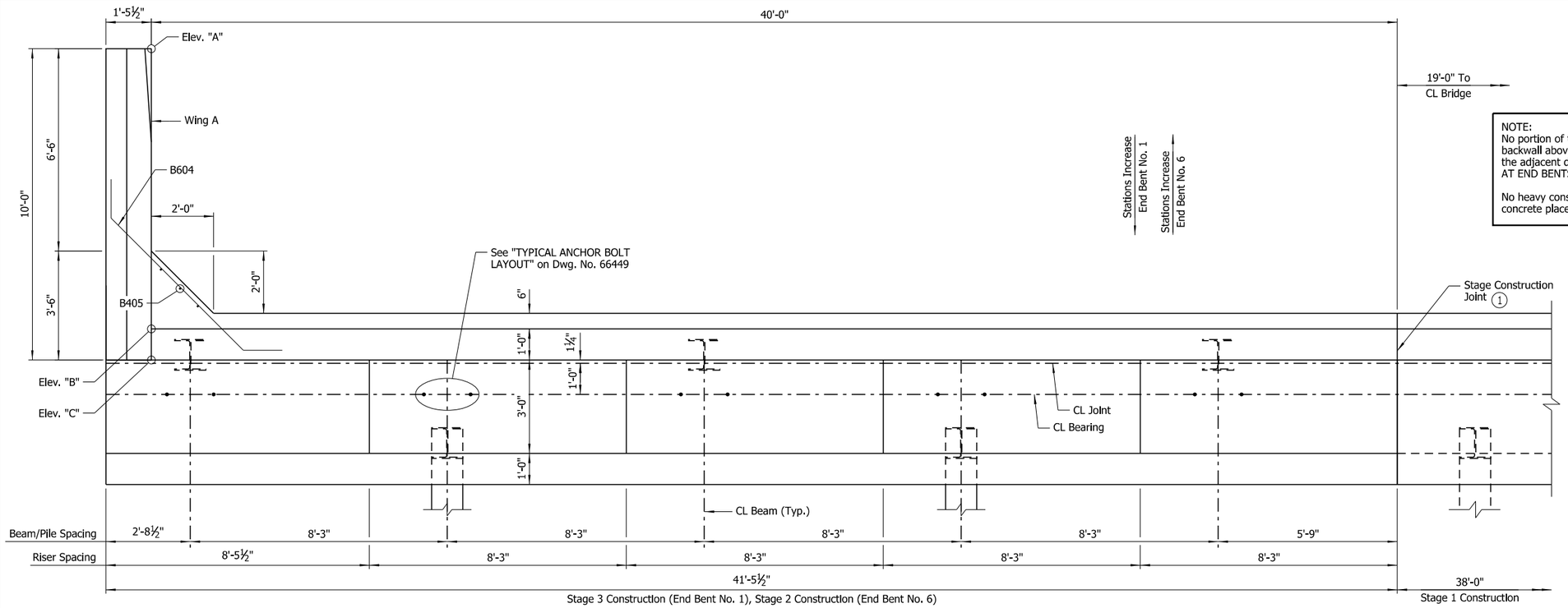
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF END BENTS 1 & 6
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: APR. 2021 FILENAME: b061642_b2.dgn
CHECKED BY: JHR DATE: SEPT. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: APR. 2021
BRIDGE NO. 07548 DRAWING NO. 66449

abhall 8/3/2023 5:59:12 PM
WORKSPACE\RDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642_S202_AB.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	384	541
		07548		END BENTS		66450



NOTE:
No portion of the backwall shall be poured before beams are in place. The portion of the backwall above the optional construction joint at the paving bracket shall not be placed until the adjacent deck pour has been made. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note on Std. Dwg. No. 55008.

No heavy construction equipment shall be allowed within 10' of the backwall until the deck concrete placement for the adjacent span has been completed.

(1) See "CONSTRUCTION JOINT DETAIL" on Dwg. No. 66451.

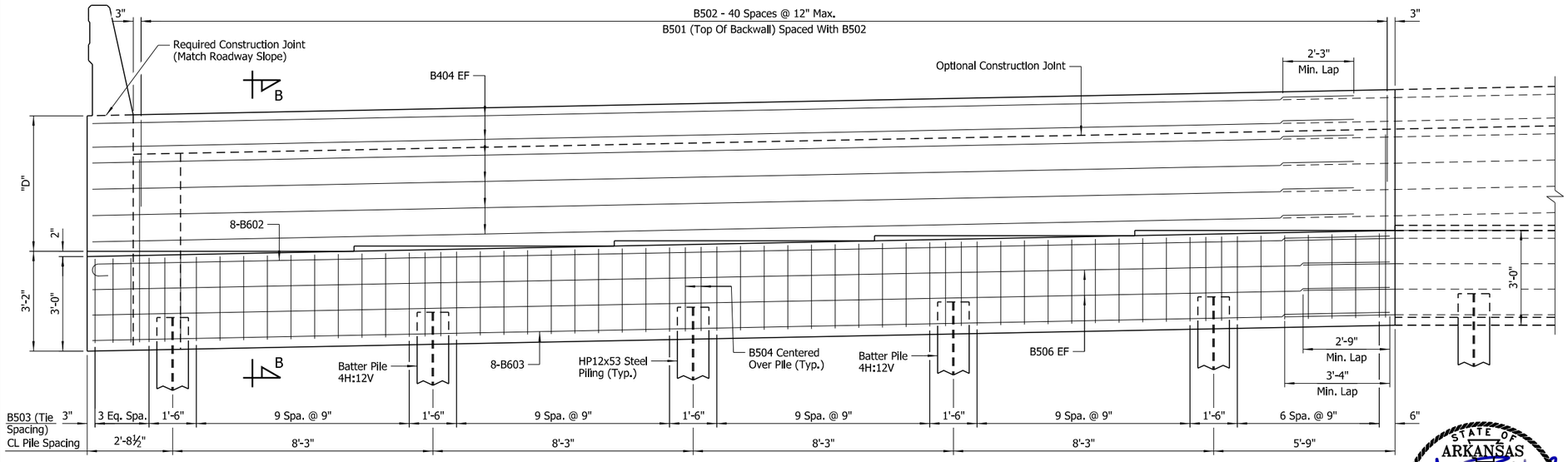
NOTES:
For details of Wing & Rail, see Dwg. No. 66452.

For "SECTION B-B", see Dwg. No. 66451.

For "BAR LIST" and "BAR BENDING DIAGRAMS", see Dwg. No. 66453.

PLAN - STAGES 3A & 4A CONSTRUCTION

(Stage 3A Construction (End Bent No. 1) - Stage 4A Construction (End Bent No. 1) Similar By Orientation)
(Stage 4A Construction (End Bent No. 6) - Stage 3A Construction (End Bent No. 6) Similar By Orientation)
Scale: ½" = 1'-0"



ELEVATION - STAGES 3A & 4A CONSTRUCTION

(Looking Back - Stage 3A Construction (End Bent No. 1) - Stage 4A Construction (End Bent No. 1) Similar By Orientation)
(Looking Ahead - Stage 4A Construction (End Bent No. 6) - Stage 3A Construction (End Bent No. 6) Similar By Orientation)
Scale: ½" = 1'-0"

TABLE OF VARIABLES

BENT NO.	ELEV. "A"	ELEV. "B"	ELEV. "C"	"D"
1	276.42	276.48	276.48	4'-3½"
6	276.52	276.57	276.58	4'-3⅝"

LEGEND

EF = Each Face

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SHEET 3 OF 6
DETAILS OF END BENTS 1 & 6

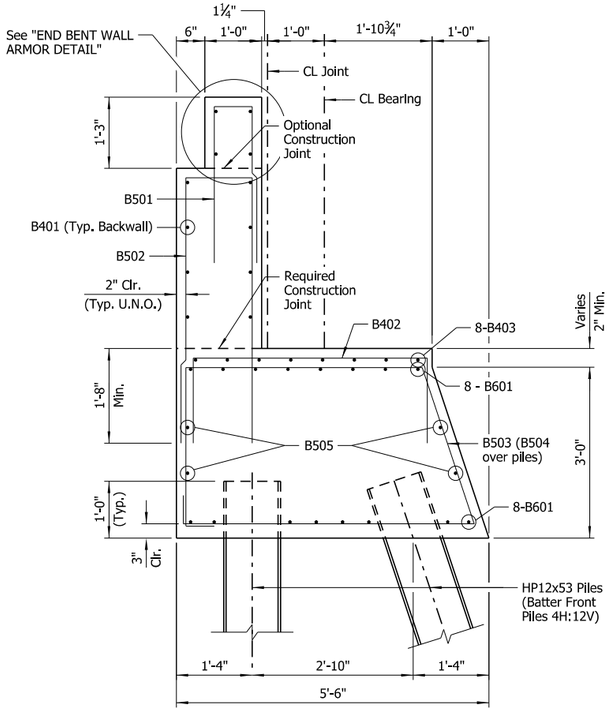
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: APR. 2021 FILENAME: b061642_b3.dgn
CHECKED BY: JHR DATE: SEPT. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: APR. 2021
BRIDGE NO. 07548 DRAWING NO. 66450

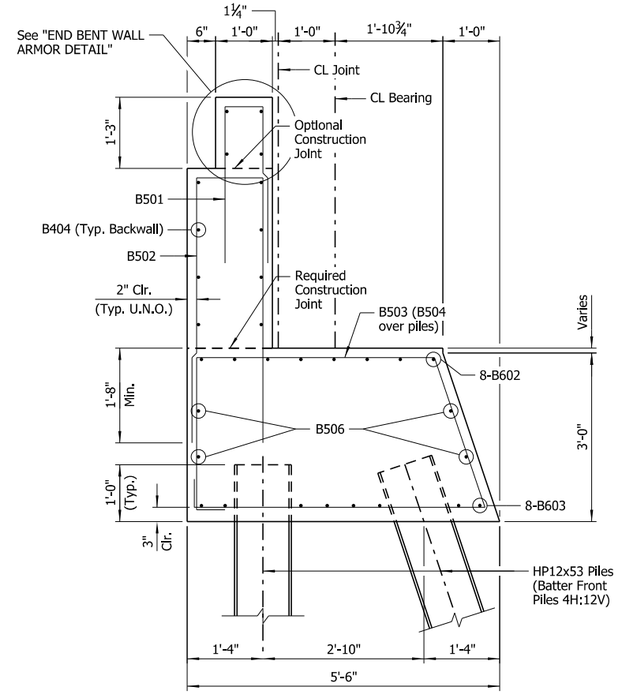
abhall 8/3/2023 5:59:13 PM
WORKSPACE:ARDOT Bridge (2019)
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		07548		END BENTS		66451



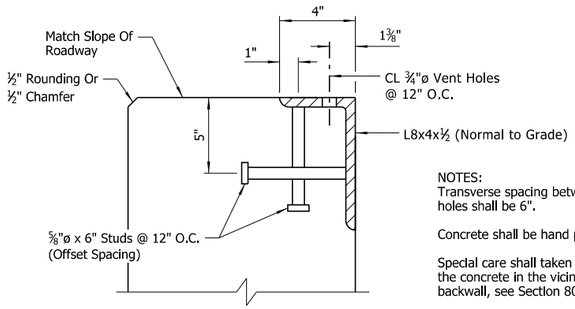
SECTION A-A

Scale: ¾" = 1'-0"



SECTION B-B

Scale: ¾" = 1'-0"



LEGEND

O.C. = On Center
U.N.O. = Unless Noted Otherwise

NOTES:
Transverse spacing between vertical anchor studs and vent holes shall be 6".

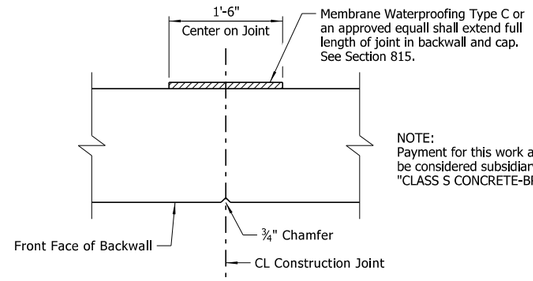
Concrete shall be hand packed under joint armor.

Special care shall taken to properly and thoroughly consolidate the concrete in the vicinity of the expansion joint device in the backwall, see Section 802.09(a)(3).

The profile of the end bent wall armor shall be established based on the vertical curve as shown on the layout.

END BENT WALL ARMOR DETAIL

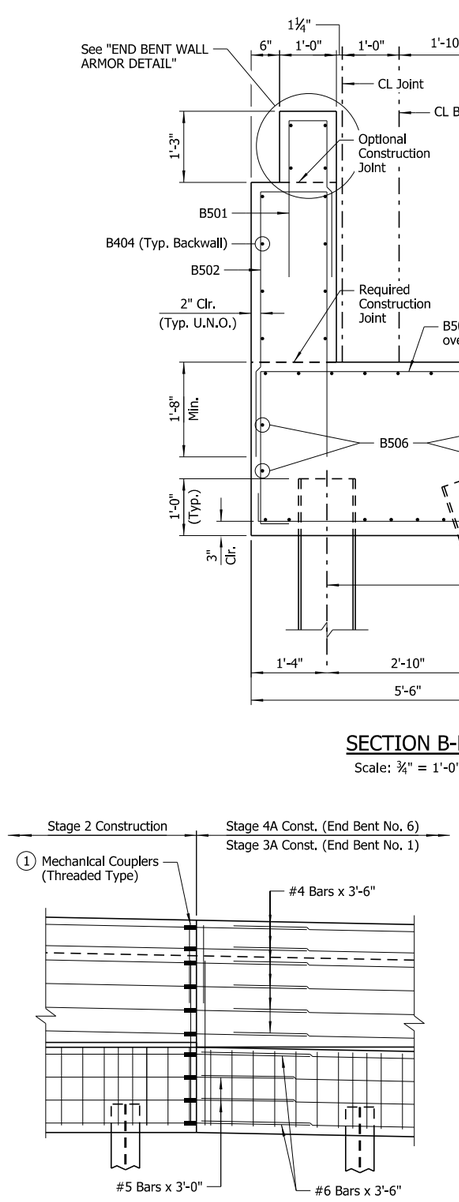
No Scale



NOTE:
Payment for this work and materials shall be considered subsidiary to the item "CLASS S CONCRETE-BRIDGE".

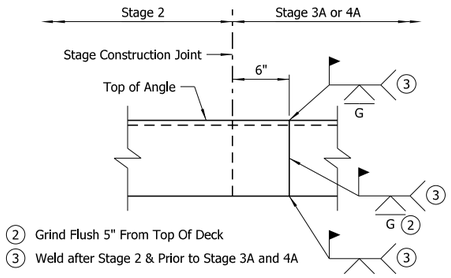
CONSTRUCTION JOINT DETAIL

No Scale



OPTIONAL MECHANICAL COUPLER DETAIL

Scale: ⅜" = 1'-0"



BACKWALL ARMOR JOINT DETAIL

Scale: 1½" = 1'-0"

(1) The mechanical couplers shall be Lenton "Form Saver" mechanical coupler (SA style) with mounting plate or approved equal. The cost of mechanical couplers shall not be measured for separate payment but shall be considered subsidiary to the item "CLASS S CONCRETE-BRIDGE". Mechanical couplers shall develop at least 125% of the specified yield strength of the reinforcing steel.

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SHEET 4 OF 6
DETAILS OF END BENTS 1 & 6

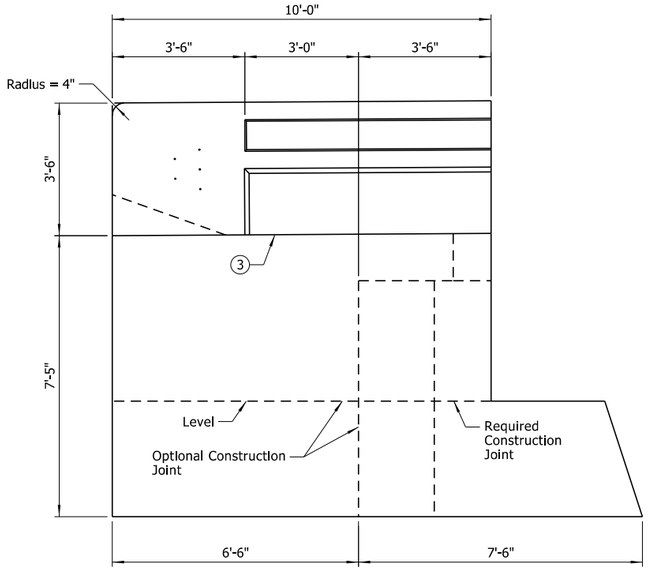
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

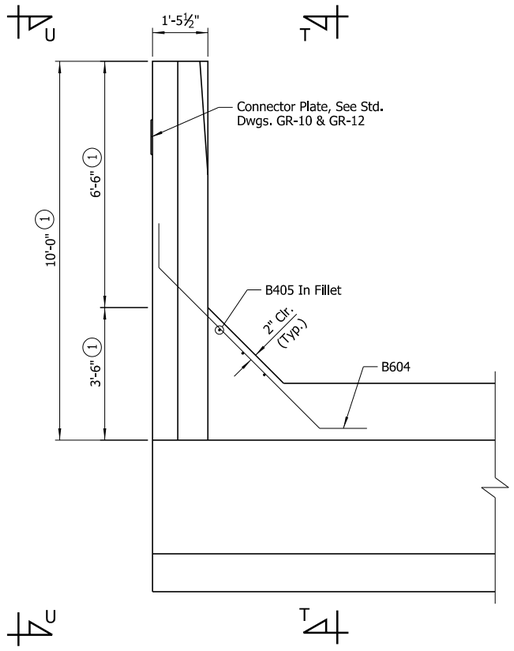
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CHECKED BY: JHR DATE: SEPT. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: APR. 2021
BRIDGE NO. 07548 DRAWING NO. 66451

abhall 8/3/2023 5:59:13 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
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		07548		END BENTS		66452



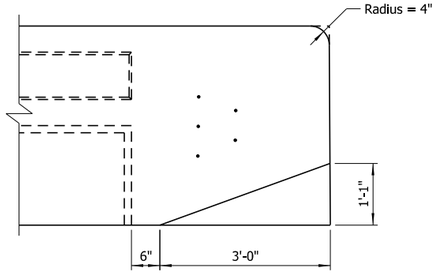
VIEW U-U
Scale: ½" = 1'-0"



PLAN OF RAIL
Scale: ½" = 1'-0"

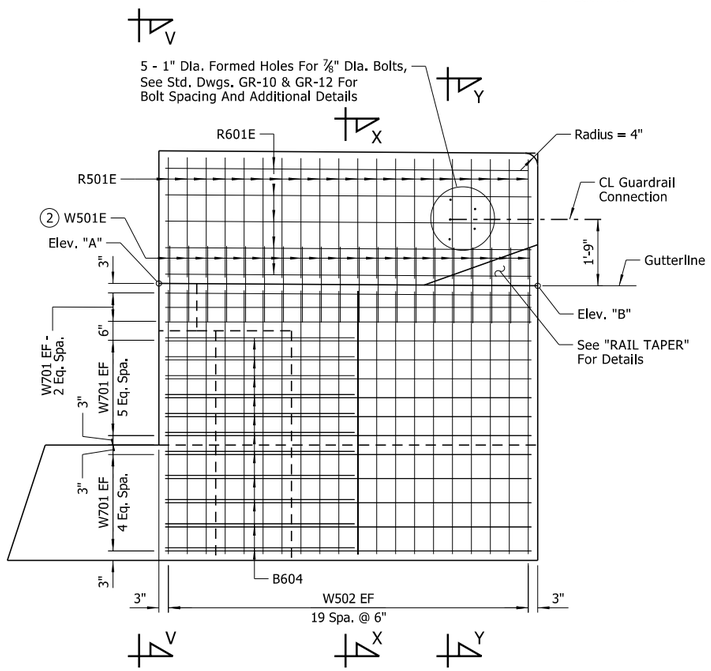
TABLE OF VARIABLES		
BENT NO.	ELEV. "A"	ELEV. "B"
1	276.48	276.42
6	276.58	276.52

(1) Measured along gutterline
(2) See "DETAIL A" for placement of Bars W501E
(3) Required Construction Joint (Match Roadway Slope)
(4) Field bend front leg of R501E to maintain minimum 2" clearance within taper.

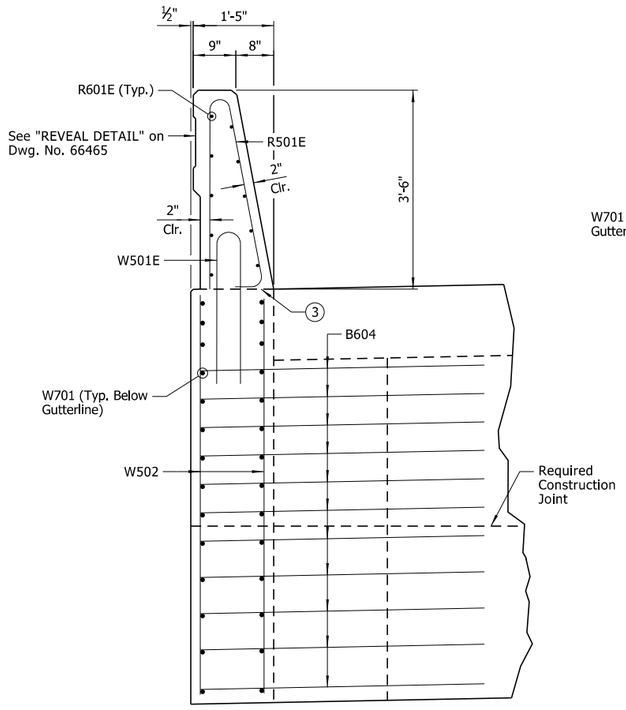


RAIL TAPER
Scale: ¾" = 1'-0"

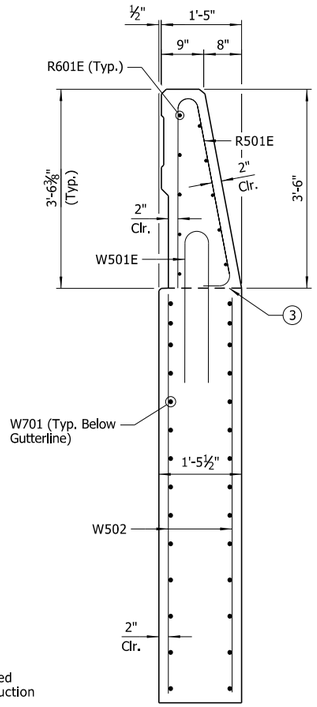
LEGEND
EF = Each Face



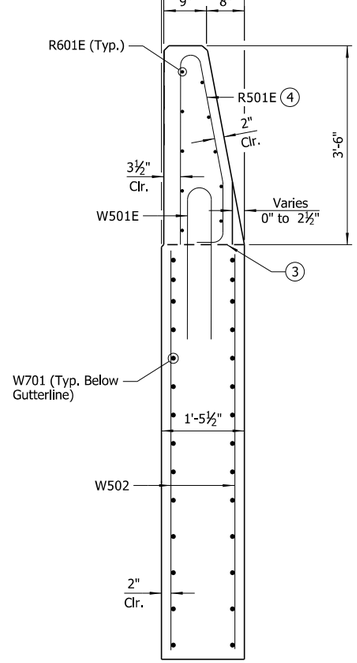
SECTION T-T
Scale: ½" = 1'-0"



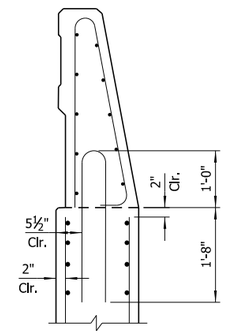
SECTION V-V
Scale: ¾" = 1'-0"



SECTION X-X
Scale: ¾" = 1'-0"



SECTION Y-Y
Scale: ¾" = 1'-0"



DETAIL A
Scale: ¾" = 1'-0"

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SHEET 5 OF 6
DETAILS OF END BENTS 1 & 6
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	HEW	DATE:	APR. 2021	FILENAME:	b061642_b5.dgn
CHECKED BY:	JHR	DATE:	SEPT. 2021	SCALE:	As Shown
DESIGNED BY:	RAK	DATE:	APR. 2021		

BRIDGE NO. 07548 DRAWING NO. 66452

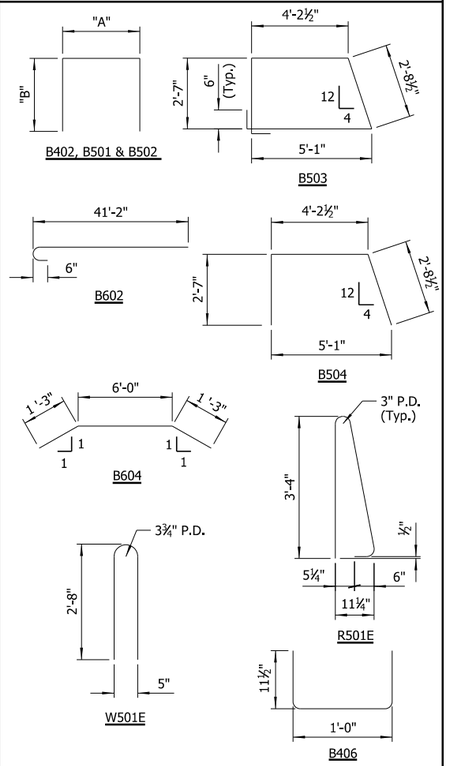
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	387	541
		07548		END BENTS		66453

BAR LIST (PER BENT)

	MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
	B401	24	23'-8"			Str.
	B402	22	7'-0"	4'-2"	1'-6"	2"
	B403	8	21'-2"			Str.
	B404	24	40'-0"			Str.
	B405	6	5'-10"			Str.
(1)	B406	2	2'-9"			2"
	B501	121	6'-0"	8"	2'-9"	2½"
	B502	121	10'-4"	1'-2"	4'-8"	2½"
	B503	148	15'-1"			2½"
	B504	30	9'-4"			2½"
	B505	4	43'-10"			Str.
	B506	8	41'-2"			Str.
	B601	16	45'-0"			Str.
	B602	16	41'-10"			4½"
	B603	16	41'-2"			Str.
	B604	22	8'-6"			4½"
	R501E	40	7'-2"			3"
	R601E	20	9'-8"			Str.
	W501E	40	5'-6"			3¾"
	W502	80	7'-1"			Str.
	W701	56	9'-8"			Str.

BAR BENDING DIAGRAMS



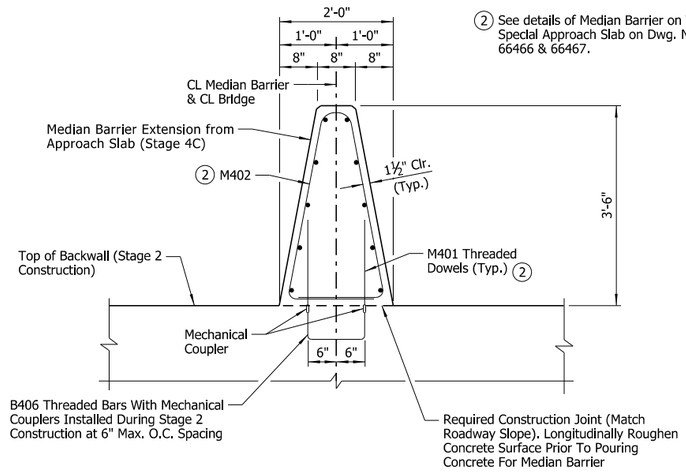
NOTES:
Dimensions of bars are out-to-out.

Bar designations ending with "E" indicate epoxy coated bars.

(1) Thread ends as necessary to accommodate mechanical couplers. Length of vertical legs includes the length of the mechanical couplers. The actual length of bar engagement into the mechanical coupler shall be determined by the mechanical coupler manufacturer and the length of the bar adjusted accordingly.

LEGEND

O.C. = On Center



(2) See details of Median Barrier on Type Special Approach Slab on Dwg. Nos. 66466 & 66467.

MEDIAN BARRIER DETAIL

Scale: ¾" = 1'-0"

NOTE:
Protect threads in couplers until median barrier is constructed during Stage 4C Construction.

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SHEET 6 OF 6
DETAILS OF END BENTS 1 & 6

ROUTE SEC.

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LITTLE ROCK, ARK.

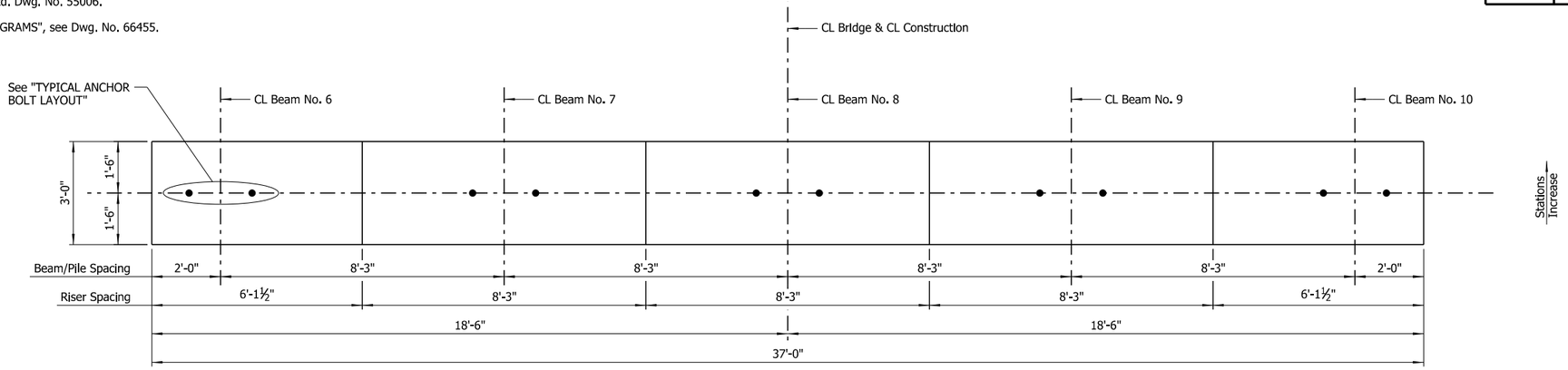
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DESIGNED BY: RAK DATE: APR. 2021
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WORKSPACE(S): ARDOT Bridge (2019)
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	388	541
		07548		INT. BENTS		66454

NOTES:
For Standard "GENERAL NOTES", see Std. Dwg. No. 55006.

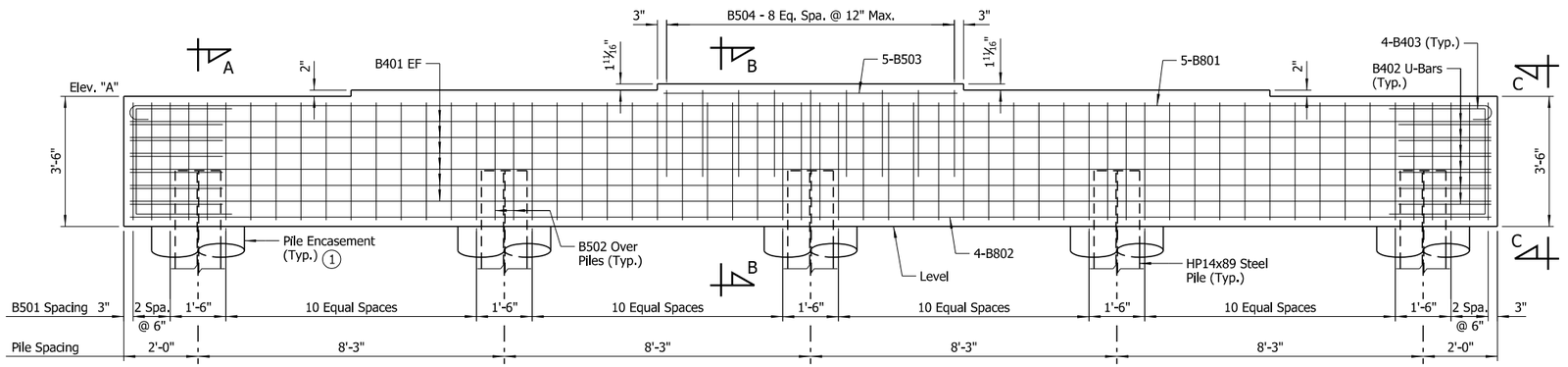
For "BAR LIST" and "BAR BENDING DIAGRAMS", see Dwg. No. 66455.



PLAN - BENT NOS. 2-5 (STAGE 2)

Scale: ½" = 1'-0"

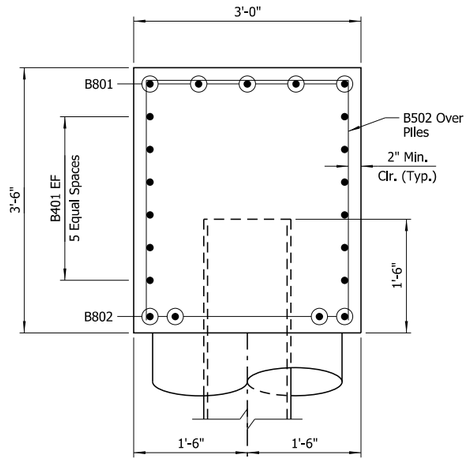
TABLE OF ELEVATIONS	
BENT NO.	ELEV. "A"
2	273.51
3	273.83
4	273.85
5	273.58



ELEVATION - BENT NOS. 2-5 (STAGE 2)

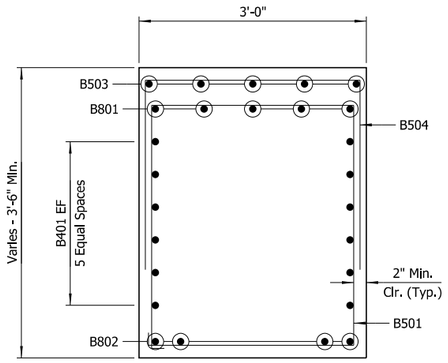
(Looking Ahead)
Scale: ½" = 1'-0"

NOTE:
See Dwg. Nos. 66455 and 66456 for Bent Nos. 2-5 elevation details during Stages 3A and 4A Construction, respectively.



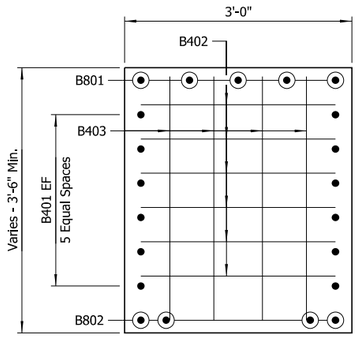
SECTION A-A

Scale: 1" = 1'-0"



SECTION B-B

Scale: 1" = 1'-0"



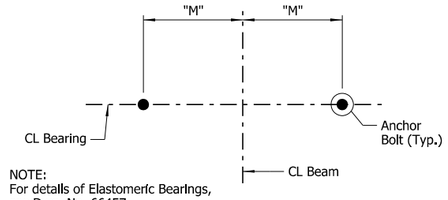
VIEW C-C

Scale: 1" = 1'-0"

1 For details of pile encasement, see Std. Dwg. No. 55020

LEGEND

EF = Each Face



NOTE:
For details of Elastomeric Bearings, see Dwg. No. 66457.

TYPICAL ANCHOR BOLT LAYOUT

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

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SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENTS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JJB DATE: JUN. 2021 FILENAME: b061642_b7.dgn
CHECKED BY: JHR DATE: SEPT. 2021 SCALE: As Shown
DESIGNED BY: JJB DATE: MAY 2021

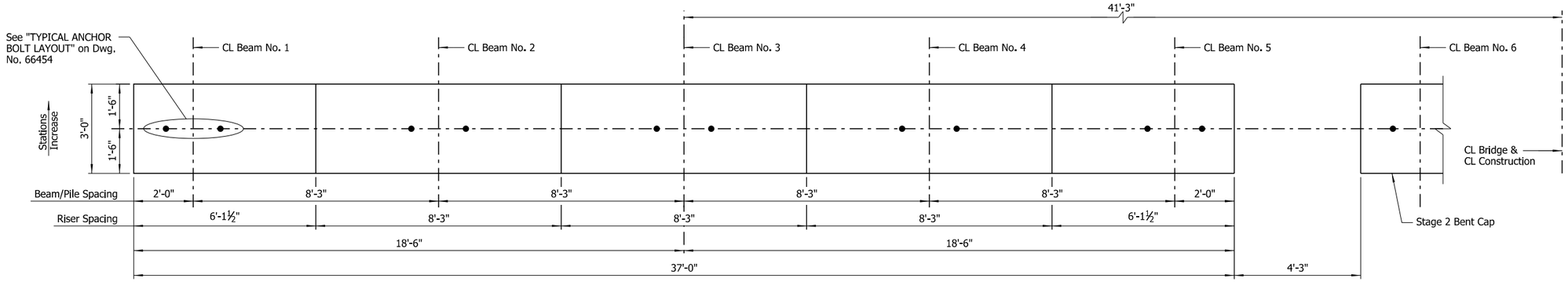
BRIDGE NO. 07548 DRAWING NO. 66454

abhall 8/3/2023 5:59:14 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.	061642	389	541
		07548		INT. BENTS		66455

NOTES:
For "VIEW C-C", see Dwg. No. 66454.

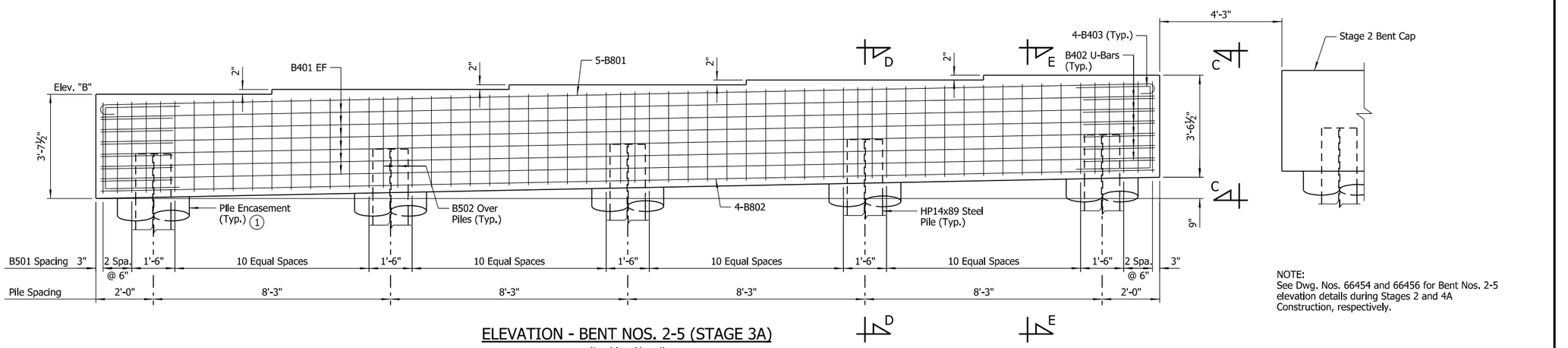
For "SECTION D-D" & "SECTION E-E", see Dwg. No. 66456.



PLAN - BENT NOS. 2-5 (STAGE 3A)

Scale: ½" = 1'-0"

TABLE OF ELEVATIONS	
BENT NO.	ELEV. "B"
2	272.69
3	273.00
4	273.03
5	272.75



ELEVATION - BENT NOS. 2-5 (STAGE 3A)

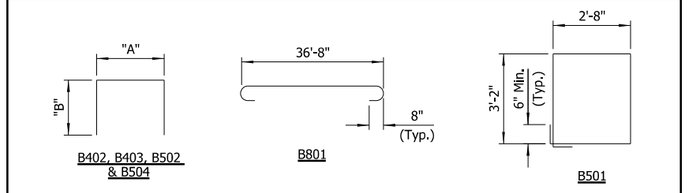
(Looking Ahead)
Scale: ½" = 1'-0"

NOTE:
See Dwg. Nos. 66454 and 66456 for Bent Nos. 2-5 elevation details during Stages 2 and 4A Construction, respectively.

(1) For details of pile encasement, see Std. Dwg. No. 55020

BAR LIST - PER BENT					
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B401	36	36'-8"			Str.
B402	36	7'-4"	2'-6"	2'-6"	2"
B403	24	7'-10"	3'-0"	2'-6"	2"
B501	150	12'-2"			2½"
B502	30	8'-10"	2'-8"	3'-2"	2½"
B503	5	7'-11"			Str.
B504	9	7'-5"	2'-8"	2'-6"	2½"
B801	15	38'-6"			6"
B802	12	36'-8"			Str.

BAR BENDING DIAGRAMS



NOTE:
Dimensions of bars are out-to out.

LEGEND
EF = Each Face

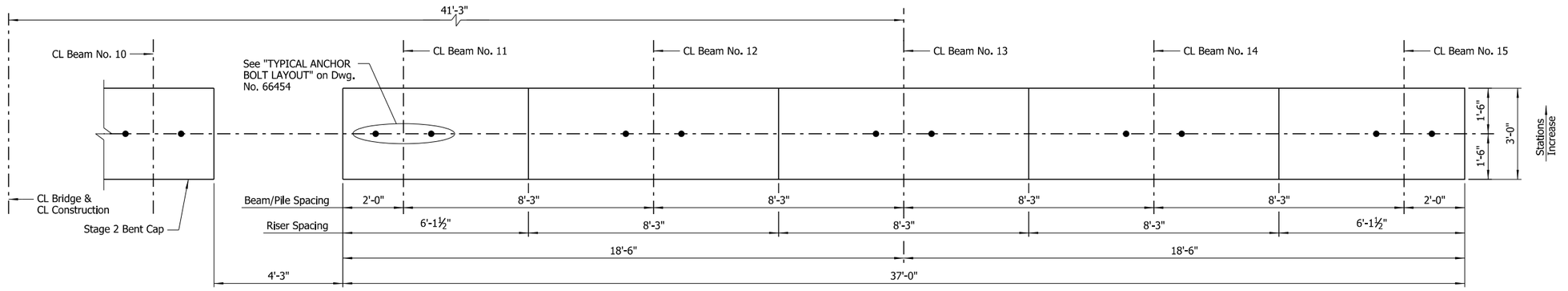
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENTS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: SEPT. 2021 FILENAME: b061642_b8.dgn
CHECKED BY: JHR DATE: SEPT. 2021 SCALE: As Shown
DESIGNED BY: JJB DATE: MAY 2021
BRIDGE NO. 07548 DRAWING NO. 66455

abhall 8/3/2023 5:59:14 PM
WORKSPACBRDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642_S208_BE.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		07548		INT. BENTS		66456

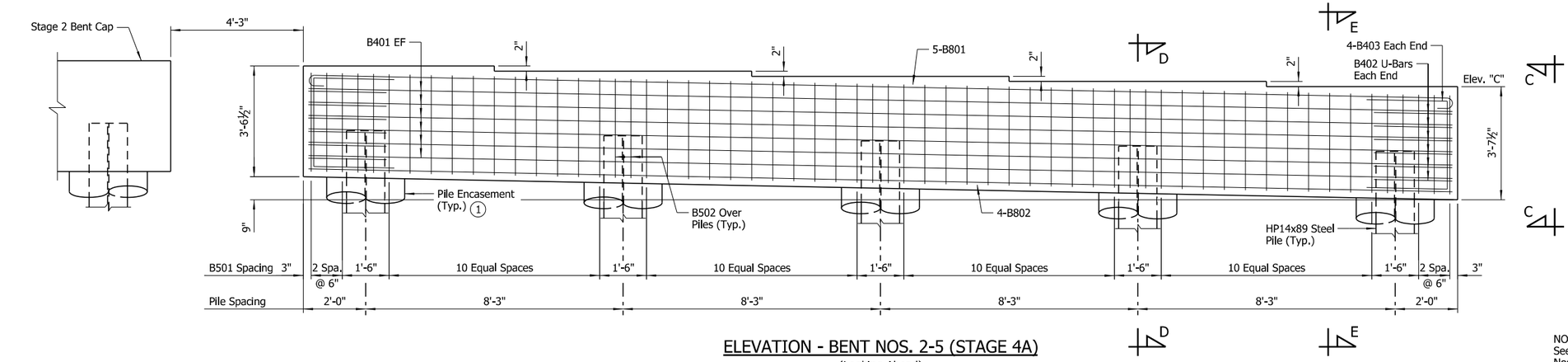


PLAN - BENT NOS. 2-5 (STAGE 4A)

Scale: ½" = 1'-0"

NOTES:
For "VIEW C-C", see Dwg. No. 66454.

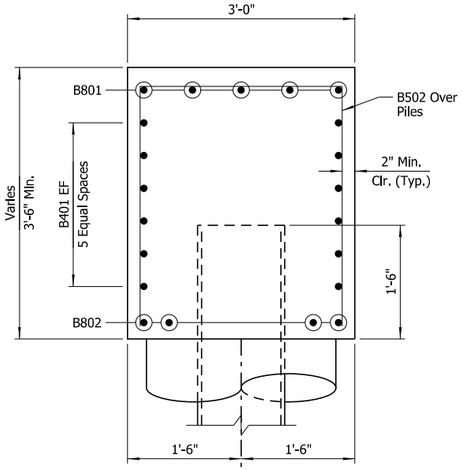
For "BAR LIST" and "BAR BENDING DIAGRAMS", see Dwg. No. 66455.



ELEVATION - BENT NOS. 2-5 (STAGE 4A)

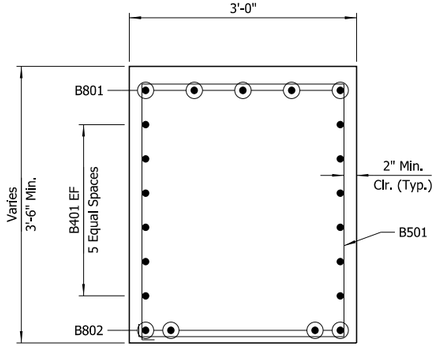
(Looking Ahead)
Scale: ½" = 1'-0"

NOTE:
See Dwg. Nos. 66454 and 66455 for Bent Nos. 2-5 elevation details during Stages 2 and 3A Construction, respectively.



SECTION D-D

Scale: 1" = 1'-0"



SECTION E-E

Scale: 1" = 1'-0"

(1) For details of pile encasement, see Std. Dwg. No. 55020

LEGEND

EF = Each Face

TABLE OF ELEVATIONS	
BENT NO.	ELEV. "C"
2	272.69
3	273.00
4	273.03
5	272.75

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

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SHEET 3 OF 3
DETAILS OF INTERMEDIATE BENTS

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ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

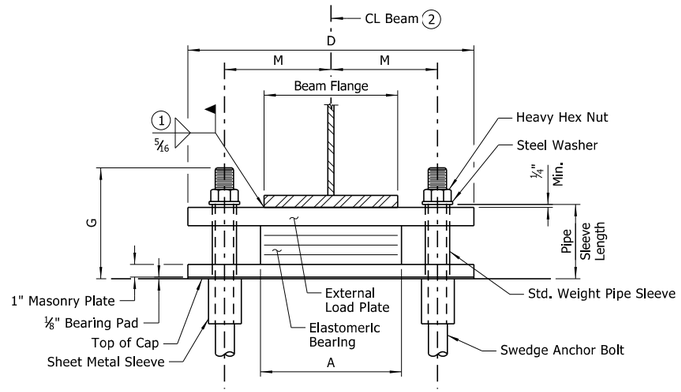
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BRIDGE NO. 07548 DRAWING NO. 66456

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REVISED DATE:

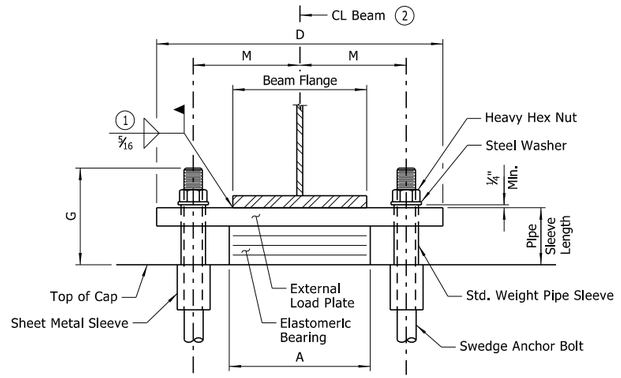
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		6	ARK.	061642	391	541
		07548		ELASTOMERIC BEARINGS		66457

TABLE OF FABRICATOR VARIABLES

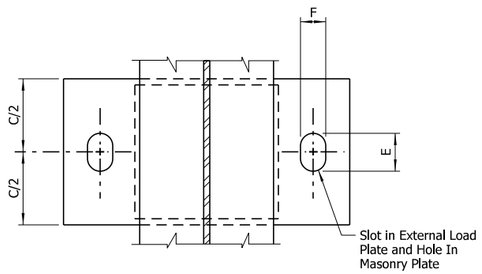
Location		Bearing Type	No. Of Bearings Each Bent	③ Maximum Design Load (Kips)	G	H	Elastomeric Pad						External Load Plate								Anchor Bolt				
																					Anchor Bolt		Pipe Sleeve Size	Sheet Metal Sleeve Size	Steel Washer Size
Bent No.	Beam No.						A	B	N	t_i	t_e	No. & Thickness Of Steel Laminae	T	C	D	E	F	K	M	t_a	t_b	(Dia. x L)	Grade	(Dia. x L)	(Dia. x L)	(O.D.)
1	All	Exp.	15	110	10 5/16"	7 5/16"	12"	10"	6	½"	¼"	7 @ 12 Ga.	4¼"	11"	23½"	5½"	2⅝"	½"	8¾"	2.03"	1.97"	1.75" x 31"	55	2" x 7 9/16"	4" x 8"	3.375"
2	All	Exp.	15	227	9 5/16"	5 5/16"	16"	11"	5	½"	¼"	6 @ 12 Ga.	3⅝"	12"	29"	5½"	3¾"	½"	11"	2.03"	1.97"	2.5" x 37"	55	3" x 5 13/16"	4" x 8"	4.5"
3	All	Fixed	15	209	8⅛"	4⅜"	16"	11"	3	½"	¼"	4 @ 12 Ga.	2 7/16"	12"	29"	3¾"	3¾"	½"	11"	2.01"	1.99"	2.5" x 37"	55	3" x 4⅝"	4" x 8"	4.5"
4	All	Fixed	15	209	8⅛"	4⅜"	16"	11"	3	½"	¼"	4 @ 12 Ga.	2 7/16"	12"	29"	3¾"	3¾"	½"	11"	1.99"	2.01"	2.5" x 37"	55	3" x 4⅝"	4" x 8"	4.5"
5	All	Exp.	15	227	9 5/16"	5 5/16"	16"	11"	5	½"	¼"	6 @ 12 Ga.	3⅝"	12"	29"	5½"	3¾"	½"	11"	1.98"	2.02"	2.5" x 37"	55	3" x 5 13/16"	4" x 8"	4.5"
6	All	Exp.	15	110	10 5/16"	7 5/16"	12"	10"	6	½"	¼"	7 @ 12 Ga.	4¼"	11"	23½"	5½"	2⅝"	½"	8¾"	1.97"	2.03"	1.75" x 31"	55	2" x 7 9/16"	4" x 8"	3.375"



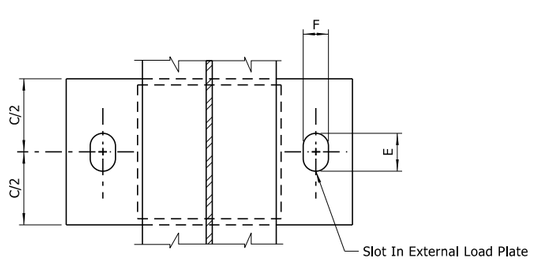
FRONT VIEW - AT BENT NOS. 1 & 6



FRONT VIEW - AT BENT NOS. 2-5

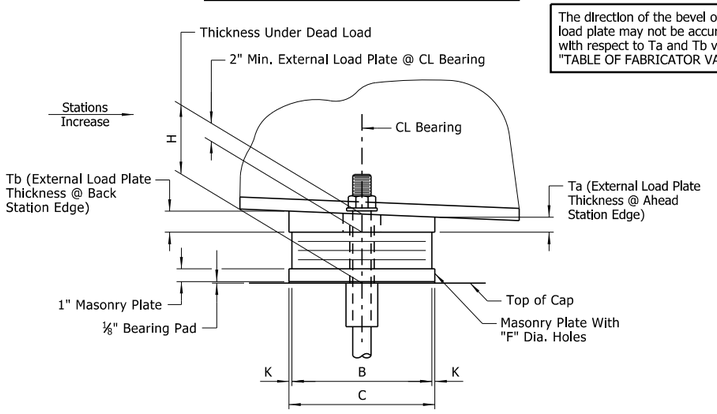


PLAN VIEW - AT BENT NOS. 1 & 6

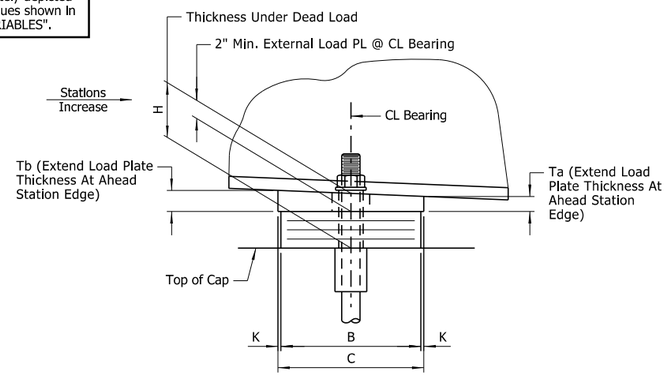


PLAN VIEW - AT BENT NOS. 2-5

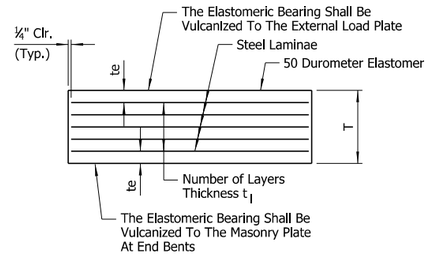
The direction of the bevel of the external load plate may not be accurately depicted with respect to Ta and Tb values shown in "TABLE OF FABRICATOR VARIABLES".



SIDE VIEW - AT BENT NOS. 1 & 6



SIDE VIEW - AT BENT NOS. 2-5



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

① Care shall be taken to ensure that the external load plate is in full and complete contact with the beam flange before welding begins. Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the beam 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.

② CL elastomeric pad shall be aligned with CL beam.

③ Maximum Design Load = Service I Limit State

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 masonry plates 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.

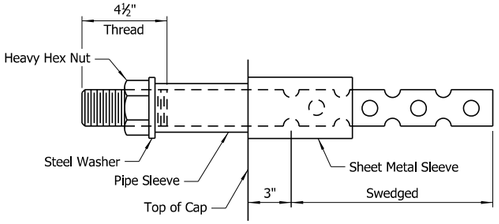
External load plates and masonry plates shall be completely fabricated (including bevel, bolt holes and all shop welding) and shall be cleaned before vulcanizing to the elastomeric bearing. The surfaces in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808.03. Other 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 BEAM SPANS (A709, GR. 50W)". External load plates and masonry plates will not be measured or paid for separately but will be considered subsidiary 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.

Prior to erection of the beams, the Contractor shall verify the orientation of the bearings with respect to Ta and Tb.



ANCHOR BOLT DETAIL

NOTE:
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 653, CS Type B or approved equivalent, be of minimum 16 gage 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 BEAM SPANS (A709, GR. 50W)".

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DETAILS OF ELASTOMERIC BEARINGS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

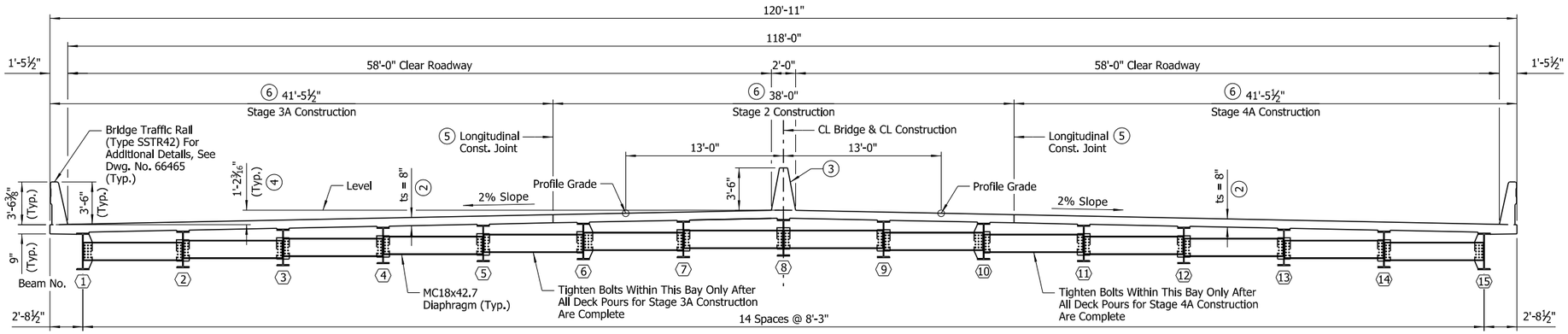
LITTLE ROCK, ARK.

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CHECKED BY: RHE DATE: SEPT. 20.21 SCALE: As Shown
DESIGNED BY: JJB DATE: APR. 2021

BRIDGE NO. 07548 DRAWING NO. 66457

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	392	541
		07548		350' UNIT		66458



SLAB REINFORCING: (Stage 1 Construction)

Transverse: S501E @ 6" O.C. In Bottom
S601E @ 6" O.C. In Top

Longitudinal: S401E In Top As Shown
S502E In Bottom As Shown
S602E In Top As Shown Over Int. Bents

TYPICAL ROADWAY SECTION - FINAL CONDITION

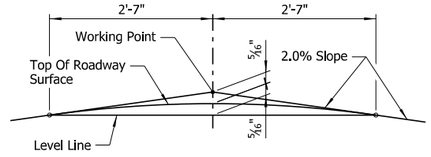
(Showing Dimensions & Staged Construction Details)
(Looking Ahead)
Scale: 3/16" = 1'-0"

LEGEND

O.C. = On Center
U.N.O. = Unless Noted Otherwise

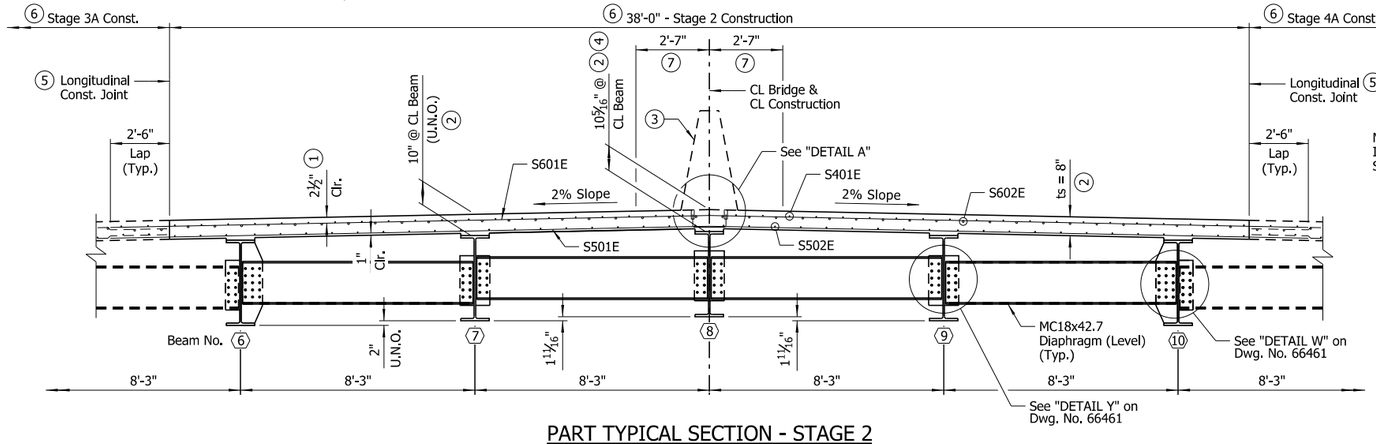
NOTE:
Class 2 Protective Surface Treatment shall be applied to the roadway surface and roadway face and top of the bridge traffic rails and median barrier.

Note:
Working Point matches Theoretical Finished Grade at CL Bridge. (Finished Grade is 0.26' above Profile Grade.)



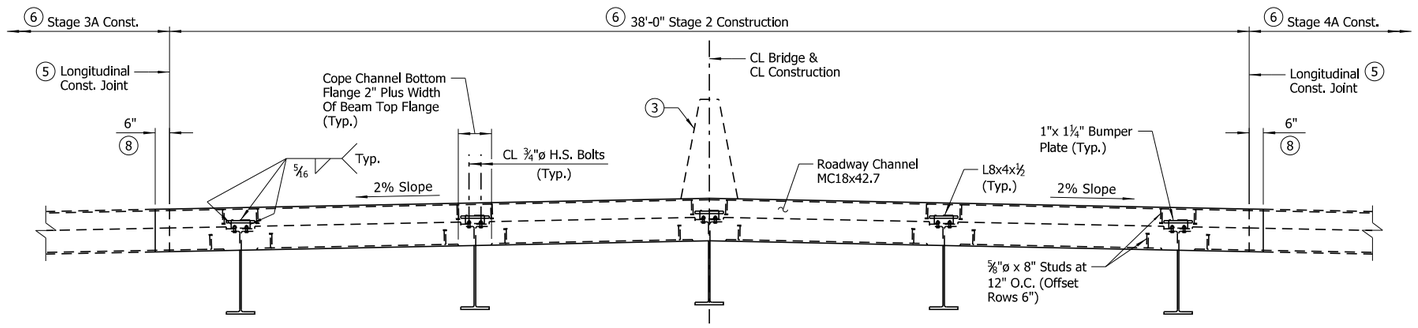
ROUNDING DETAIL

No Scale



PART TYPICAL SECTION - STAGE 2

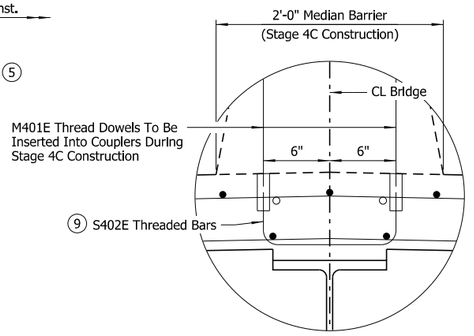
(Showing Slab Reinforcing)
(Looking Ahead)
Scale: 3/8" = 1'-0"



PART TYPICAL SECTION THRU POURED SILICONE JOINT - STAGE 2

No Scale

EXPANSION DEVICE:
Rdwy. Channel: MC18x42.7
Conn. Angles: L8x4x½
Detail Device ⅛" High And Provide ¼" Shims Using 2 - 1/16" And 1 - ⅛" Plates



DETAIL A

Scale: 1½" = 1'-0"

NOTE:
Protect threads in couplers until median barrier is constructed during Stage 4 Construction.

① TOLERANCE:
Minus = ¼"
Plus = Amount of slab thickening used to meet slab thickness tolerance - See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

② See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

③ 2'-0" Wide Median Barrier (Stage 4C Construction)

④ Measured to Working Point - See "ROUNDING DETAIL".

⑤ For details of Longitudinal Construction Joint, see Std. Dwg. No. 55007.

⑥ For "DETAILS OF STAGED CONSTRUCTION", see Dwg. Nos. 66446 and 66447.

⑦ See "ROUNDING DETAIL"

⑧ Extend Roadway Channel 6" beyond Longitudinal Construction Joint. See "DETAIL OF WELD LOCATION FOR EXPANSION JOINT" on Dwg. No. 66459.

⑨ Space and orient S402E bars to align mechanical couplers with M401E bars to be installed during Stage 4C Construction. See median barrier details on Dwg. No. 66464 for spacing and positioning of M401E bars. Cost of mechanical couplers shall be considered subsidiary to the item "EPOXY COATED REINFORCING STEEL (GRADE 60)".

SILICONE JOINT DATA

Location	"A" Width Perpendicular To Joint At 24 Hour Average Temperature ⑩ Of:			"B" Perpendicular To Joint At 60°F	Bumper Plate Size
	40°F	60°F	80°F		
End Bent 1	2¾"	2½"	2¼"	2½"±	1¼" x 1" x 12"
End Bent 6	2¾"	2½"	2¼"	2½"±	1¼" x 1" x 12"

⑩ 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.

NOTES:
For Standard "GENERAL NOTES" and details, see Std. Dwg. Nos. 55006 & 55007, respectively.

For "DETAIL OF ANCHORS & PLACEMENT OF LONGITUDINAL SLAB REINFORCING", see Dwg. No. 66459.

For additional details of poured silicone joint, see Std. Dwg. No. 55008 and Dwg. No. 66459.

For slab reinforcing details during Stages 3A & 4A construction, see Dwg. No. 66459.

STATE OF ARKANSAS
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JOHN H. RUDDELL
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BRIDGE ENGINEER

SHEET 1 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

ROUTE SEC.

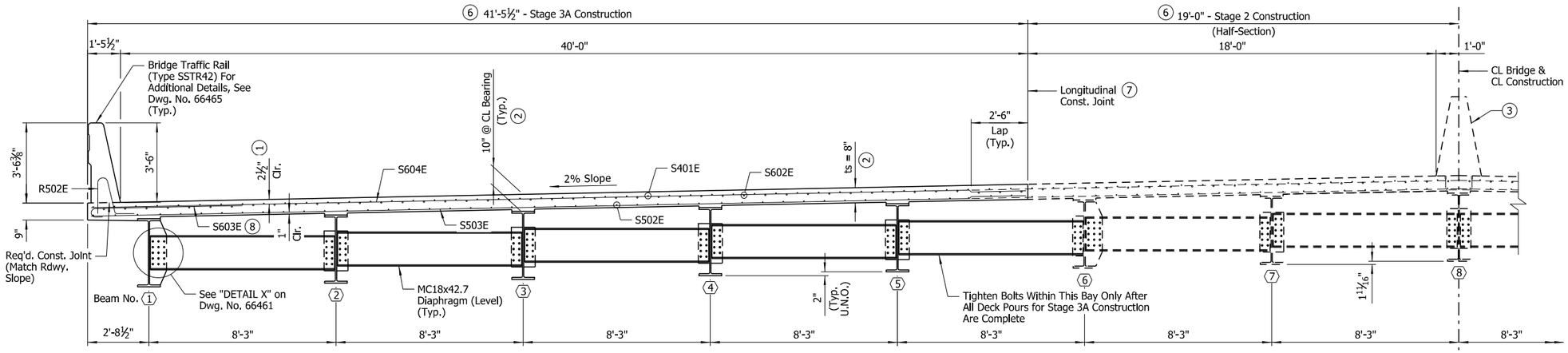
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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DESIGNED BY: JME DATE: MAR. 2021
BRIDGE NO. 07548 DRAWING NO. 66458

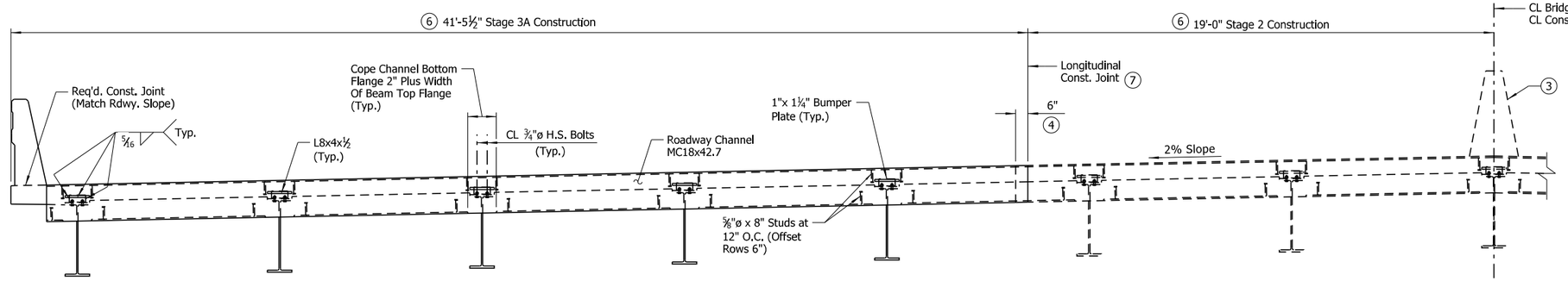
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	393	541
		07548		350' UNIT		66459



PART TYPICAL SECTION - STAGE 3A

(Stage 4A Similar by Orientation)
(Looking Ahead)
Scale: ⅜" = 1'-0"

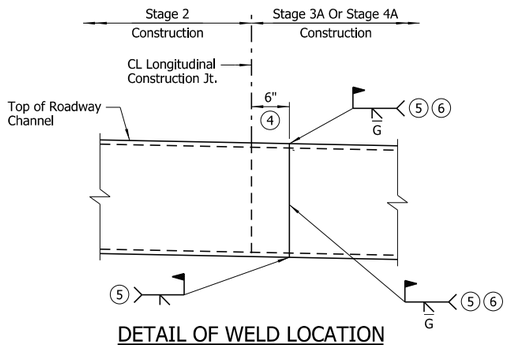


PART TYPICAL SECTION THRU POURED SILICONE JOINT - STAGE 3A

(Stage 4A Similar by Orientation)
(Looking Ahead)
No Scale

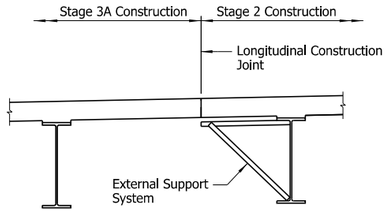
5 Weld after Stage 1 pour and prior to Stage 3A and Stage 4A pours.

6 Grind flush from top of deck to top of plate bumper



DETAIL OF WELD LOCATION FOR EXPANSION JOINT

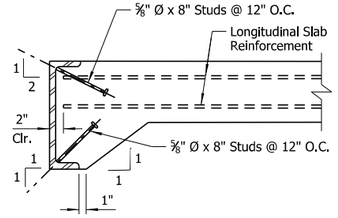
(View From CL Joint)
No Scale



Stage 2 external supports in bays containing longitudinal construction joints shall remain in place until after completion of the Stage 3A & 4A deck pours. See Subsection 802.15 for additional information regarding their removal. (Drawn for bay between Stages 2 & 3A, similar for bay between Stages 2 & 4A).

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale



DETAIL OF ANCHORS & PLACEMENT OF LONGITUDINAL SLAB REINFORCING

No Scale

NOTE:
As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced @ 8" O.C. may be used. Use weight of ⅝"ø stud as basis of measurement of Structural Steel in anchors.

SLAB REINFORCING: (Stages 3A & 4A Construction)

Transverse: S503E @ 6" O.C. In Bottom
S604E @ 6" O.C. In Top
S603E @ 6" O.C. In Top Of Overhang
(Bundled w/ S604E Bars)

Longitudinal: S401E In Top As Shown
S502E In Bottom As Shown
S602E In Top As Shown Over Int. Bents

1 TOLERANCE:
Minus = ¼"
Plus = Amount of slab thickening used to meet slab thickness tolerance - See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

2 See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007.

3 2'-0" Wide Median Barrier (Stage 4C Construction)

4 Extend Roadway Channel (From Stage 3A or 4A Const.) 6" beyond Longitudinal Const. Joint (See "DETAIL OF WELD LOCATION FOR EXPANSION JOINT").

6 For DETAILS OF STAGED CONSTRUCTION", see Dwg. Nos. 66446 and 66447.

7 For details of Longitudinal Construction Joint, see Std. Dwg. No. 55007.

8 S603E hook shall be placed at a 25° angle to satisfy minimum clearance. See "VIEW A-A" on Dwg. No. 66462.

LEGEND

O.C. = On Center
U.N.O. = Unless Noted Otherwise

NOTES:
For additional details of poured silicone joint, see Std. Dwg. No. 55008 and Dwg. No. 66458.

For Standard "GENERAL NOTES" and details, see Std. Dwg. No. 55006 & 55007, respectively.

Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of bridge traffic rails and median barrier.

For details of slab reinforcing during Stage 2 construction, see Dwg. No. 66458.

EXPANSION DEVICE:
Rdwy. Channel: MC18x42.7
Conn. Angles: L8x4x½
Detail Device ⅛" High And Provide ¼" Shims
Using 2 - 1/16" And 1 - ⅛" Plates

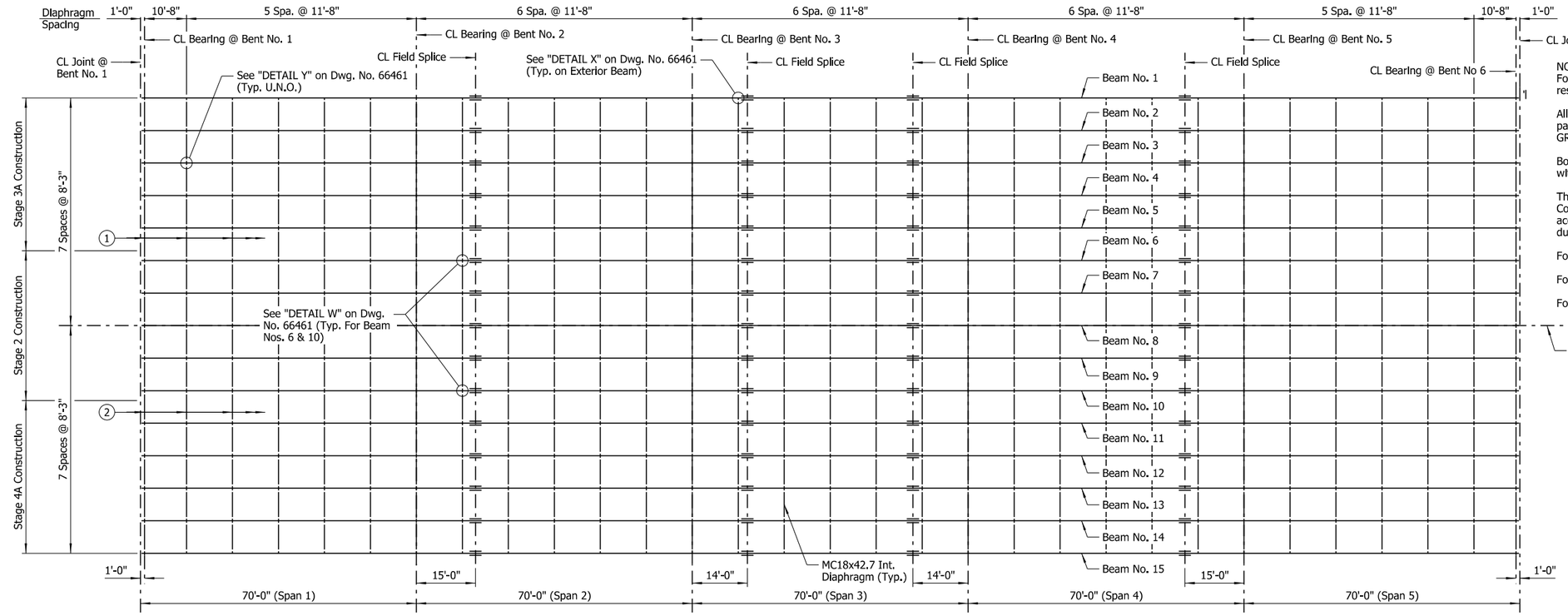
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: AUG. 2021 FILENAME: b061642_s2.dgn
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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.	061642	394	541
		07548		350' UNIT		66460



FRAMING PLAN

Scale: 1/16" = 1'-0"

NOTES:
For Standard "GENERAL NOTES" and details, see Std. Dwg. Nos. 55006 & 55007, respectively.

All structural steel shall be ASTM A709, Gr. 50W unless noted otherwise and shall be paid for at the unit price per pound bid for "STRUCTURAL STEEL IN BEAM SPANS (A709, GR. 50W)".

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

The Contractor shall ensure that beams are stable thoughout the erection process. The Contractor will be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

For "SHEAR CONNECTOR DETAIL", see Std. Dwg. No. 55007.

For painting of structural steel, see "GENERAL NOTES" on Dwg. No. 66445.

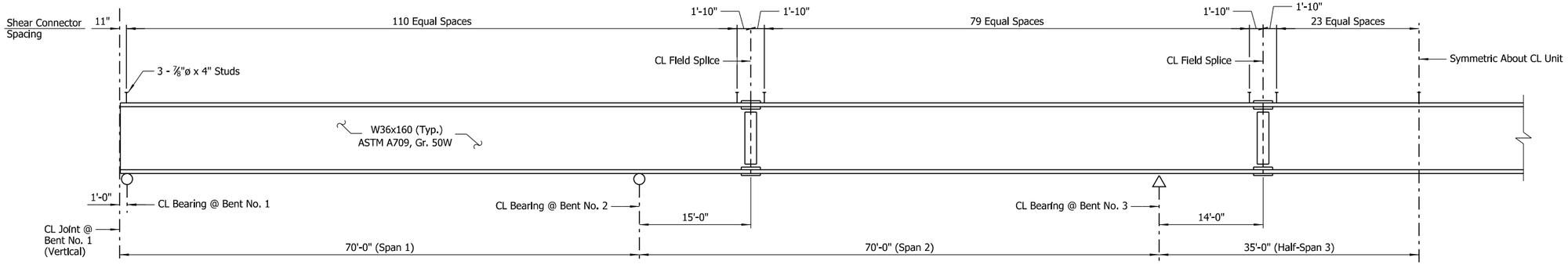
For details of field splices, see Dwg. No. 66461.

LEGEND

U.N.O. = Unless Noted Otherwise

(1) Install Diaphragms During Stage 3A Construction. Tighten Bolts After All Stage 3A Pours Are Complete (This Bay Only).

(2) Install Diaphragms During Stage 4A Construction. Tighten Bolts After All Stage 4A Pours Are Complete (This Bay Only).



PART BEAM ELEVATION

No Scale

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SHEET 3 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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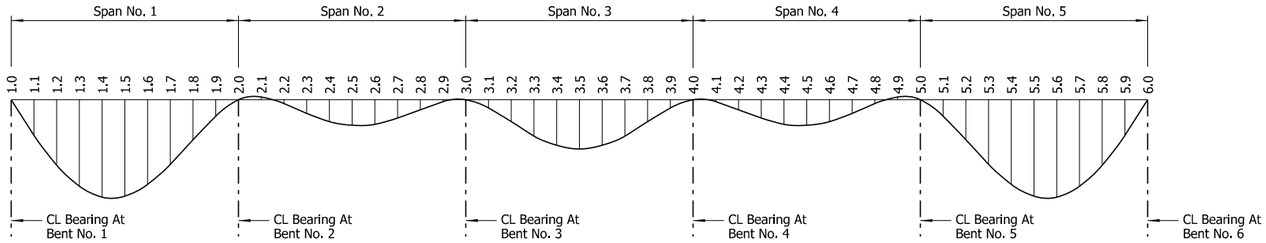
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REVISED DATE:

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		07548		350' UNIT		66461

TABLE OF DEAD LOAD DEFLECTIONS (INCHES)

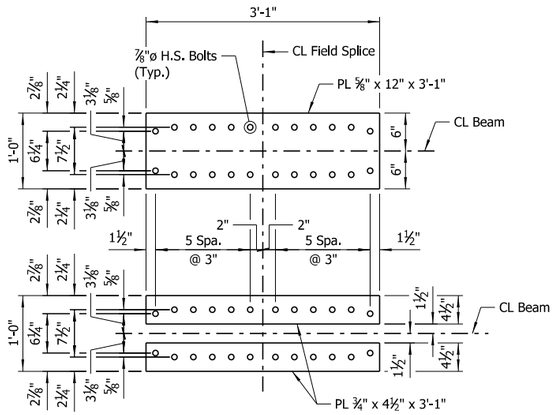
Point Of Deflection	Beams 1 - 15		
	Structural Steel	Structural Steel + Slab	Structural Steel + Slab + Rail
1.0	0.00	0.00	0.00
1.1	0.06	0.34	0.36
1.2	0.11	0.64	0.67
1.3	0.15	0.85	0.90
1.4	0.17	0.95	1.00
1.5	0.17	0.94	0.99
1.6	0.15	0.82	0.87
1.7	0.11	0.63	0.67
1.8	0.07	0.39	0.41
1.9	0.03	0.16	0.17
2.0	0.00	0.00	0.00
2.1	0.00	-0.03	-0.03
2.2	0.01	0.04	0.04
2.3	0.02	0.13	0.14
2.4	0.04	0.21	0.22
2.5	0.04	0.25	0.26
2.6	0.04	0.24	0.25
2.7	0.03	0.18	0.19
2.8	0.02	0.10	0.10
2.9	0.00	0.02	0.02
3.0	0.00	0.00	0.00
3.1	0.01	0.08	0.09
3.2	0.04	0.22	0.23
3.3	0.06	0.35	0.37
3.4	0.08	0.45	0.47
3.5	0.09	0.48	0.51
3.6	0.08	0.45	0.47
3.7	0.06	0.35	0.37
3.8	0.04	0.22	0.23
3.9	0.01	0.08	0.09
4.0	0.00	0.00	0.00
4.1	0.00	0.02	0.02
4.2	0.02	0.10	0.10
4.3	0.03	0.18	0.19
4.4	0.04	0.24	0.25
4.5	0.04	0.25	0.26
4.6	0.04	0.21	0.22
4.7	0.02	0.13	0.14
4.8	0.01	0.04	0.04
4.9	0.00	-0.03	-0.03
5.0	0.00	0.00	0.00
5.1	0.03	0.16	0.17
5.2	0.07	0.39	0.41
5.3	0.11	0.63	0.67
5.4	0.15	0.82	0.87
5.5	0.17	0.94	0.99
5.6	0.17	0.95	1.00
5.7	0.15	0.85	0.90
5.8	0.11	0.64	0.67
5.9	0.06	0.34	0.36
6.0	0.00	0.00	0.00



DEAD LOAD DEFLECTION DIAGRAM

No Scale

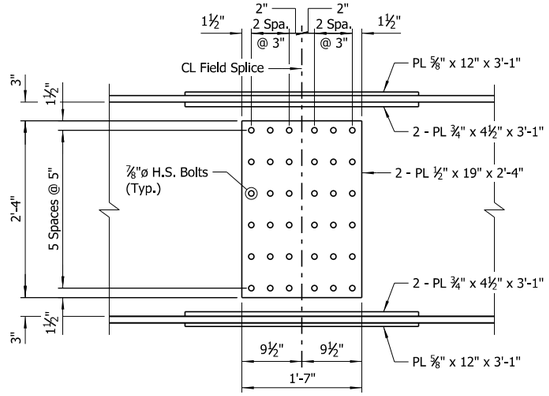
NOTE:
Camber for dead load deflection plus vertical curve +/- ¼" tolerance. Deflections shown are along CL Beam from a chord from CL Bearing to CL Bearing. Negative sign (-) indicates point above chord. Vertical curve corrections are not included.



TOP & BOTTOM FLANGE SPLICE

Scale: 1" = 1'-0"

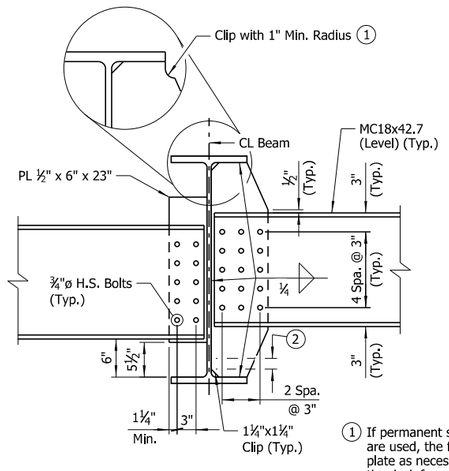
NOTE:
All field splice plates and diaphragms shall be ASTM A709, Gr. 50W steel.



ELEVATION OF FIELD SPLICE

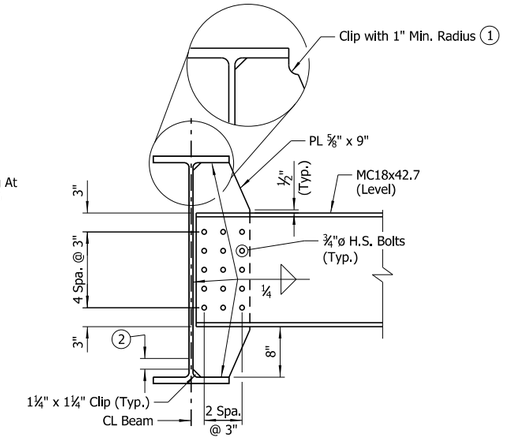
Scale: 1" = 1'-0"

NOTE:
All field splice connections shall be bolted with ⅞"ø high-strength bolts using $^{15}/_{16}$"ø holes.



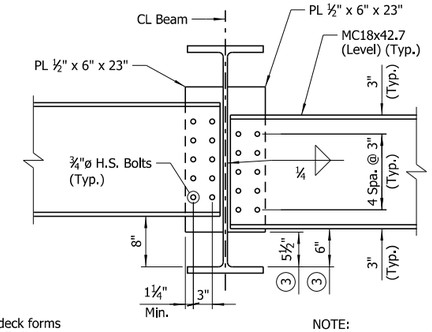
DETAIL W

Scale: 1" = 1'-0"



DETAIL X

Scale: 1" = 1'-0"



DETAIL Y

Scale: 1" = 1'-0"

1. If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.
2. Stop weld ¼" to 1" from end of clip (Typ.)
3. Adjust dimensions at Beam No. 8 to accommodate $^{3}/_{16}$" additional haunch required for rounding detail.

NOTE:
Unless noted otherwise, bolts in connections shall be properly installed and tightened in accordance with Subsection 807.71.

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SHEET 4 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

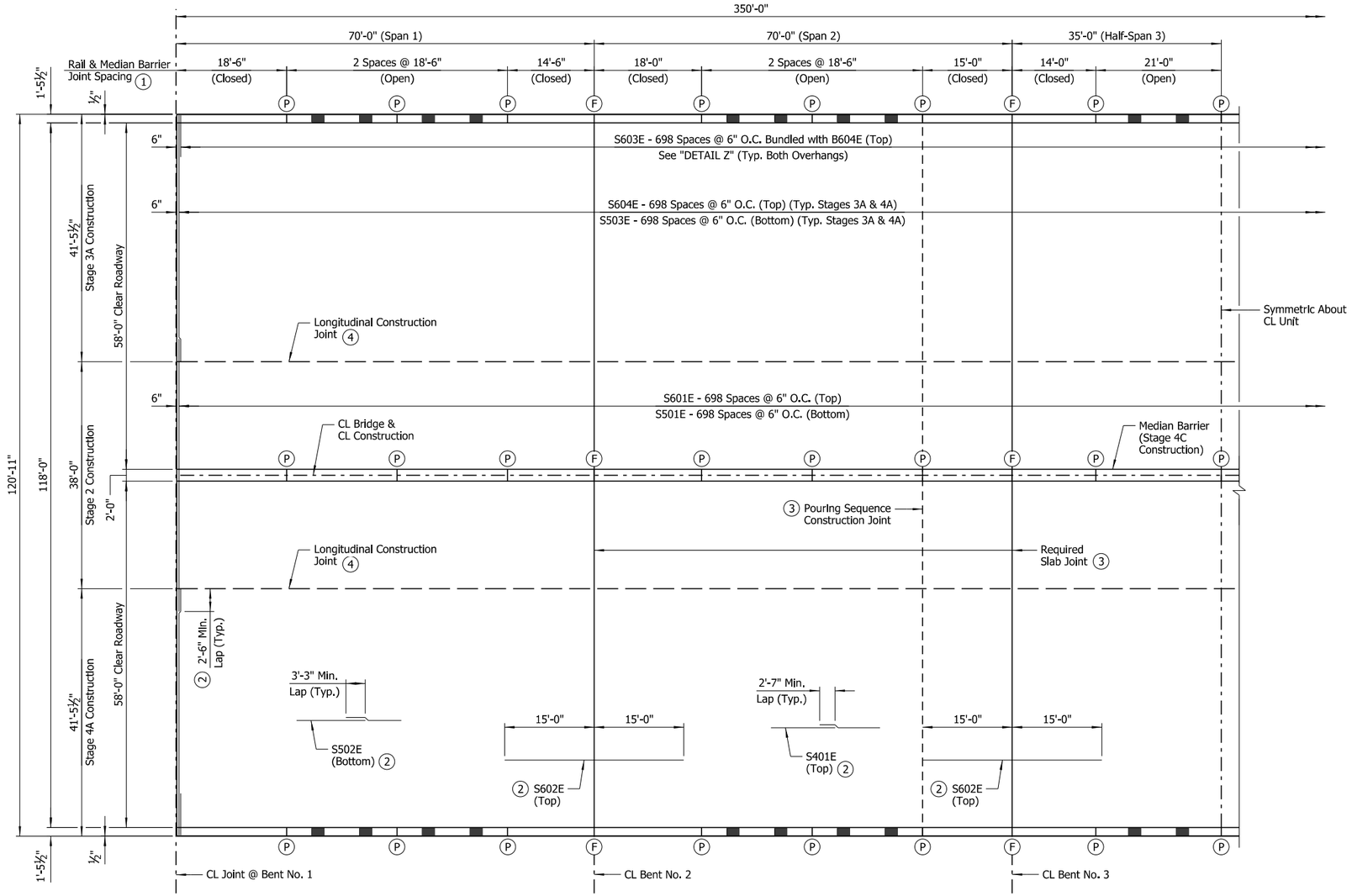
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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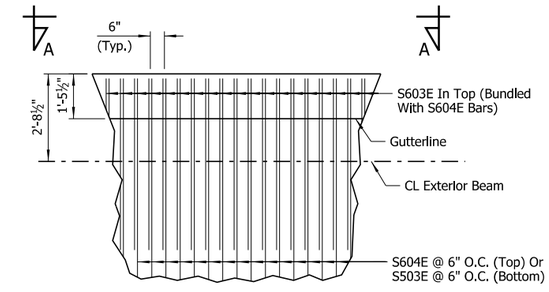
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	396	541
		07548		350' UNIT		66462



PART REINFORCING PLAN

Scale: 3/32" = 1'-0"

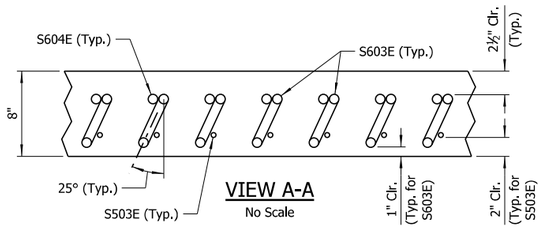


DETAIL "Z"

No Scale

TABLE OF VARIABLES

Closed Rail Panels			Open Rail Panels					
Panel Length	A	R6XXE	Panel Length	B	C	D	E	R6XXE
18'-6"	36	01	18'-6"	7	4'-0"	12	6'-6"	01
14'-0"	27	02	21'-0"	10	5'-6"	11	6'-0"	06
18'-0"	35	03						
15'-0"	29	04						
14'-6"	28	05						



VIEW A-A

No Scale

NOTES:
For "SLAB POURING SEQUENCE" and slab pouring sequence notes, see Dwg. No. 66463.

Required slab joints and pouring sequence joints shall align with rail joints at gutterline, unless noted otherwise.

For Standard "GENERAL NOTES", see Std. Dwg. No. 55006.

For rail reinforcing details and details of partial-depth and full-depth rail joints, see Dwg. No. 66465.

For "BAR LIST" and "BAR BENDING DIAGRAMS", see Dwg. No. 66463.

LEGEND

O.C. = On Center

(1) Rail and median barrier joints designated with symbol (F) shall be full-depth joints stopped 6" from top of slab. All other rail joints with symbol (P) shall be partial-depth joints stopped 16" from top of slab.

(2) Place as shown in typical sections shown on Dwg. Nos. 66458-66459.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

(4) See "LONGITUDINAL CONSTRUCTION JOINT" on Std. Dwg. No. 55007.

STATE OF ARKANSAS
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SHEET 5 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

ROUTE SEC.

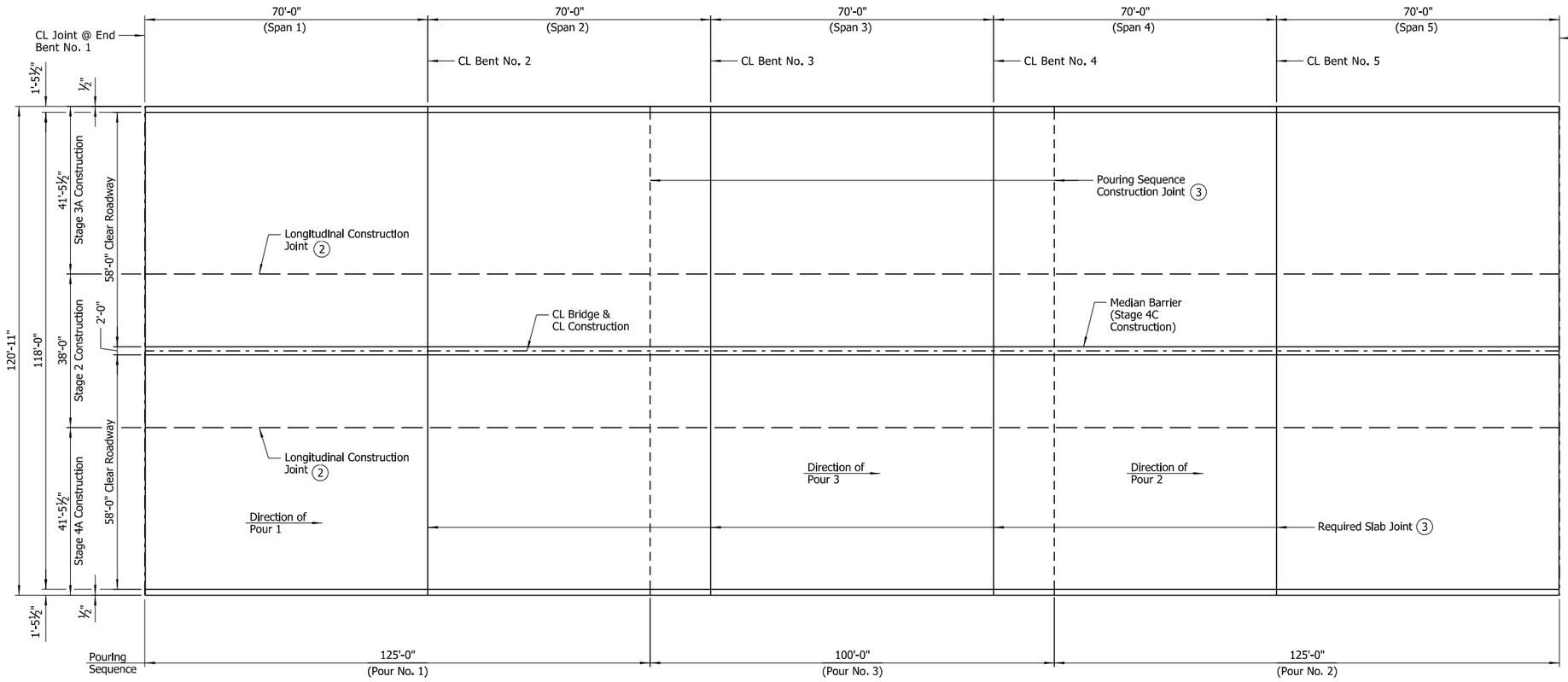
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LITTLE ROCK, ARK.

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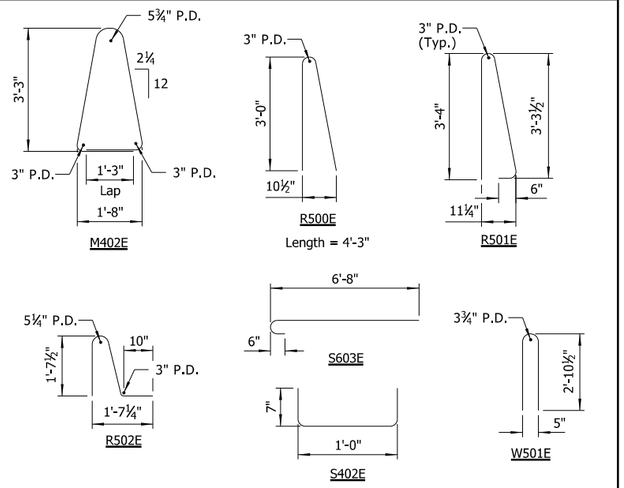
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		07548		350' UNIT		66463



SLAB POURING SEQUENCE

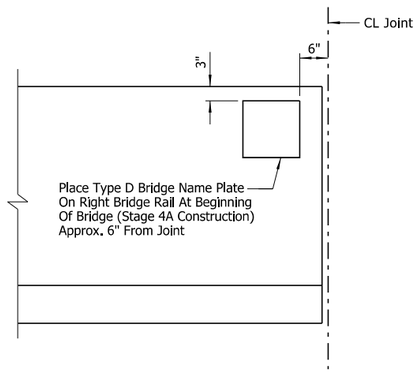
Scale: 1/16" = 1'-0"

BAR BENDING DIAGRAMS



NOTES:
Dimensions of bars are out-to-out.

Bar designations ending with "E" indicate epoxy coated bars.



LOCATION OF NAME PLATE

(Showing Inside Face Of Bridge Rail)
Scale: ¾" = 1'-0"

BAR LIST			
MARK	NO. REQ'D	LENGTH	P.D.
M401E	1400	1'-6"	Str.
M402E	700	9'-7"	5¾", 3"
M403E	12	20'-8"	Str.
M404E	40	36'-2"	Str.
M405E	60	18'-2"	Str.
M406E	12	14'-2"	Str.
M407E	12	17'-8"	Str.
M408E	12	14'-8"	Str.
M409E	12	13'-8"	Str.
R500E	160	6'-2"	3"
R501E	1240	7'-2"	3"
R502E	1240	4'-3"	5¼", 3"
R600E	120	6'-6"	Str.
R601E	200	18'-2"	Str.
R602E	40	13'-8"	Str.
R603E	40	17'-8"	Str.
R604E	40	14'-8"	Str.
R605E	40	14'-2"	Str.
R606E	40	20'-8"	Str.
S401E	1290	37'-4"	Str.
(1) S402E	700	2'-0"	2"
S501E	699	43'-3"	Str.
S502E	924	52'-9"	Str.
S503E	1398	41'-2"	Str.
S601E	699	43'-3"	Str.
S602E	512	30'-0"	Str.
S603E	1398	7'-4"	4½"
S604E	1398	41'-2"	Str.

NOTES:
For each Stage of Construction, Pour (1) must be placed before Pour (2) can be placed. Pour (2) must be placed before Pour (3) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between adjacent pours.

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.

A minimum of 72 hours shall elapse between the completion of the entire deck slab within a given stage and the start of a railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. NO DEVIATIONS FROM THE POURING SEQUENCE SHOWN WILL BE ALLOWED.

(1) Threaded ends as necessary to accommodate mechanical couplers. Length of vertical legs includes the length of the mechanical coupler. The actual length of bar engagement into the mechanical coupler shall be determined by the mechanical coupler manufacturer and the length of the bar shall be adjusted accordingly.

(2) See "LONGITUDINAL CONSTRUCTION JOINT" on Std. Dwg. No. 55007.

(3) See "TRANSVERSE SLAB JOINT DETAIL" on Std. Dwg. No. 55007.

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.8017 JOHN H. RUDDELL
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BRIDGE ENGINEER

SHEET 6 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

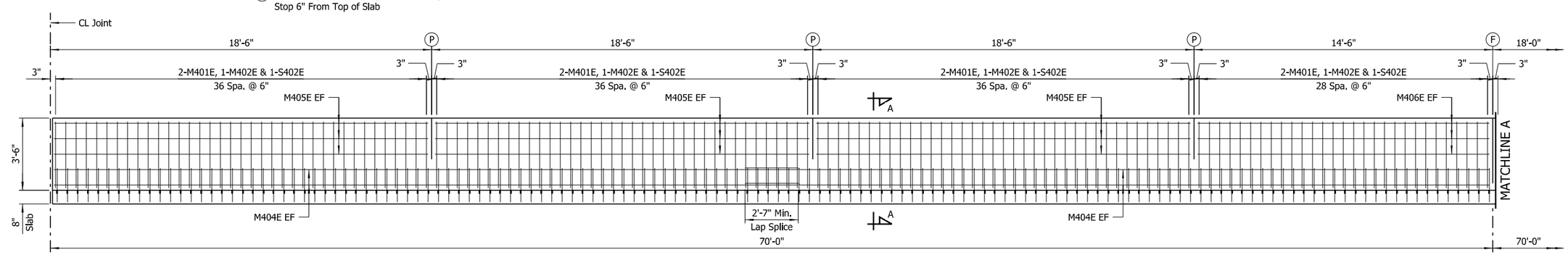
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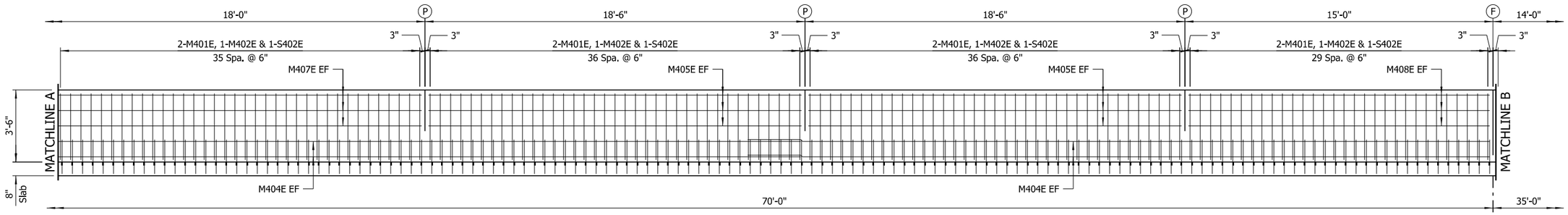
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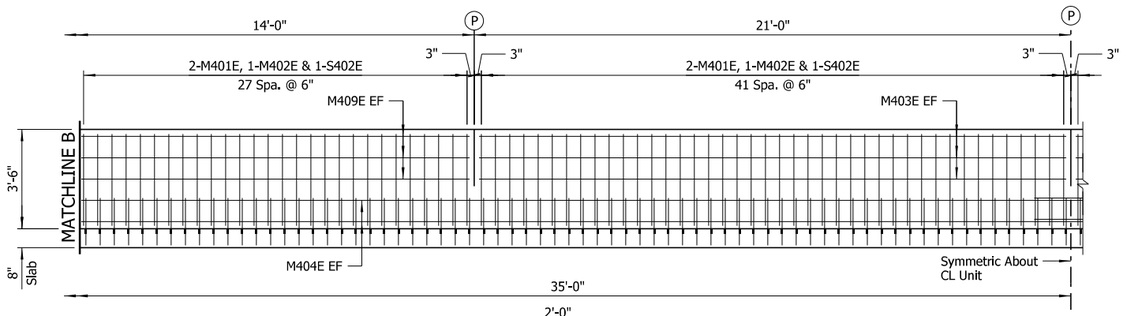
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		6	ARK.	061642	398	541
		07548		350' UNIT		66464

(P) CL Partial-Depth Rail Joint (¼" to 1" Max.)
Stop 16" From Top of Slab

(F) CL Full-Depth Rail Joint (¼" to 1" Max.)
Stop 6" From Top of Slab





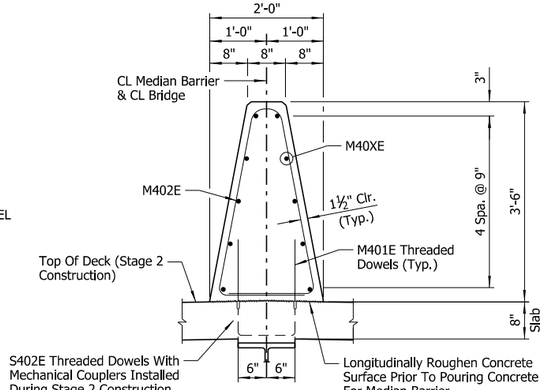


LEGEND

EF = Each Face

NOTES:
The threaded dowel and coupler assembly shall consist of a QPL approved mechanical splice with protective cap and threaded dowel bars (M401E and S402E) as shown and shall develop at least 125% of the yield strength of the dowel bars. The cost of the mechanical couplers shall not be measured for separate payment but shall be considered subsidiary to the Item "EPOXY COATED REINFORCING STEEL (GRADE 60)".

M401E and S402E dowel bars shall be a minimum 60 ksi yield strength and threaded as required. Threaded dowel and coupler assembly, except mating surfaces, shall be epoxy coated in accordance with the requirements of Section 804.

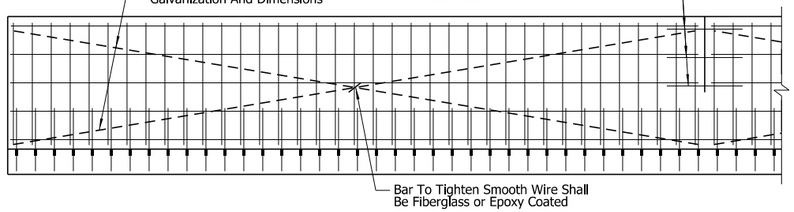


SECTION A-A

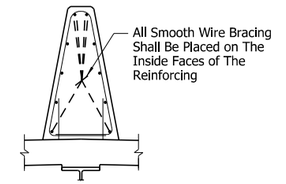
Scale: ¾" = 1'-0"

MEDIAN BARRIER - PARTIAL ELEVATION

(Stage 4C Construction)
Scale: ¾" = 1'-0"



NOTE:
For actual placement of reinforcing steel, see "SECTION A-A".



The extruded median barrier 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. Exposed surfaces shall be given a Class 3 textured coating finish.

All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.

DETAILS OF OPTIONAL SLIP FORMING OF CONCRETE MEDIAN BARRIER

Scale: ½" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 7 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

ROUTE SEC.

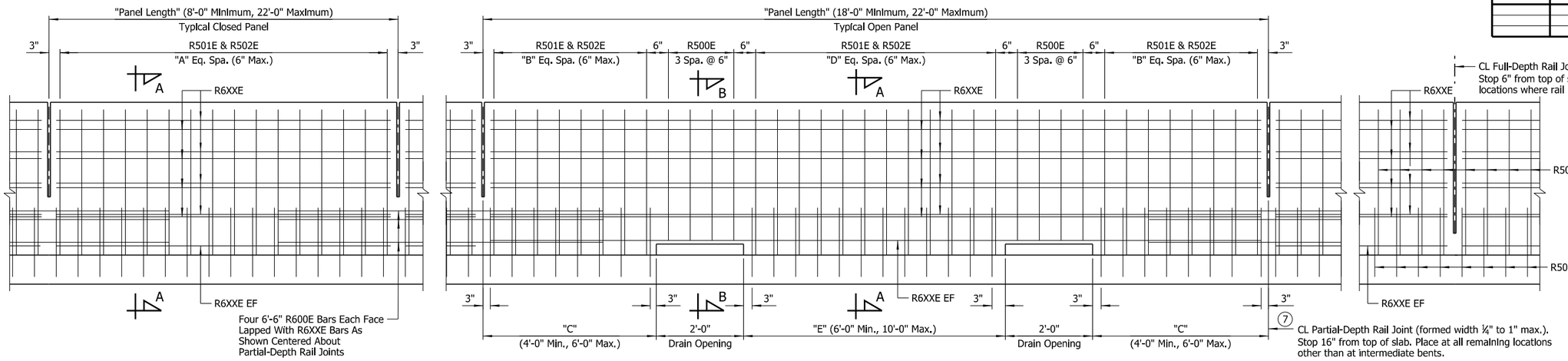
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: AUG. 2021 FILENAME: b061642_s7.dgn
CHECKED BY: JHR DATE: AUG. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: MAY 2021
BRIDGE NO. 07548 DRAWING NO. 66464

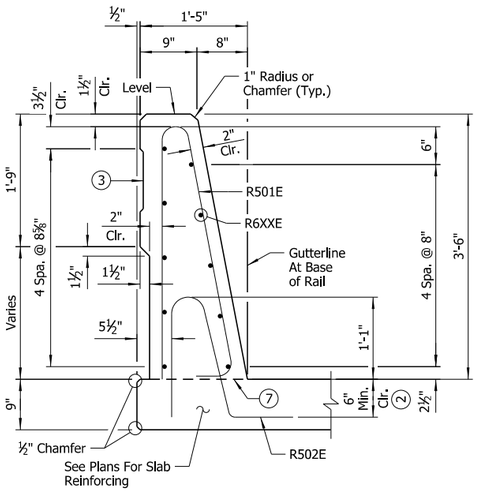
abhall 8/3/2023 5:59:19 PM
WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642_S407_MB.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	399	541
		07548		350' UNIT		66465



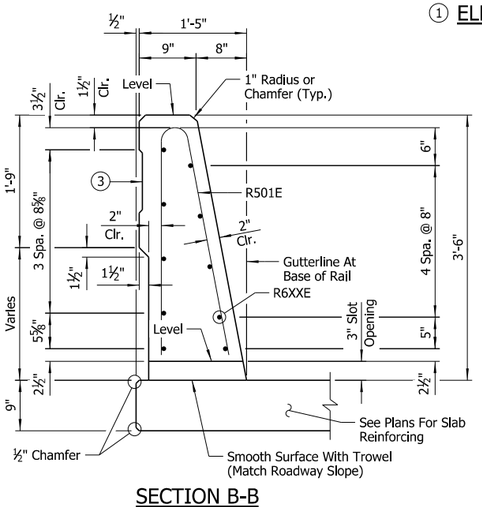
1 ELEVATION - TYPE SSTR42

Scale: ¾" = 1'-0"



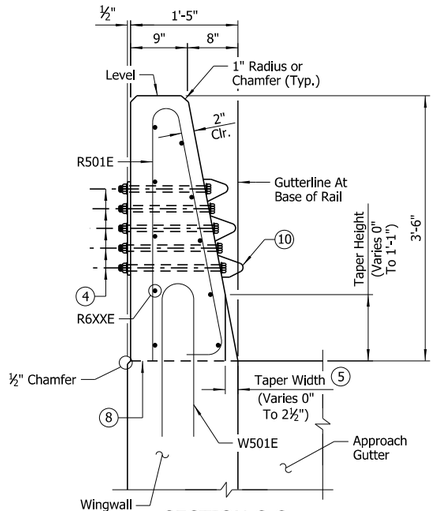
SECTION A-A

Scale: 1" = 1'-0"



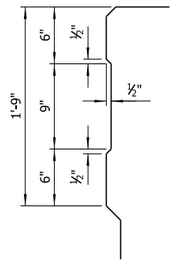
SECTION B-B

Scale: 1" = 1'-0"



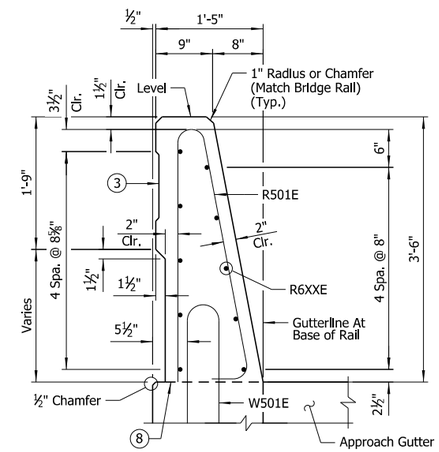
SECTION C-C

Scale: 1" = 1'-0"



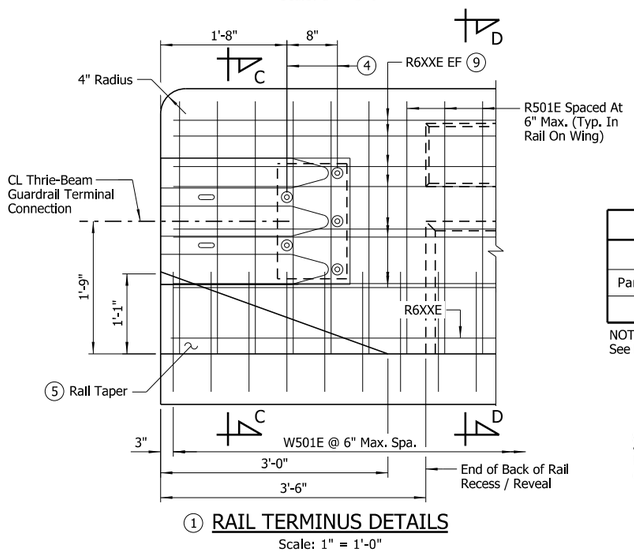
REVEAL DETAIL

No Scale



SECTION D-D

Scale: 1" = 1'-0"



1 RAIL TERMINUS DETAILS

Scale: 1" = 1'-0"

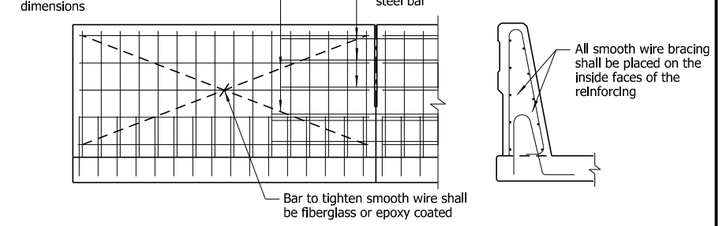
TABLE OF VARIABLES								
Closed Rail Panels			Open Rail Panels					
Panel Length	A	R6XXE	Panel Length	B	C	D	E	R6XXE

NOTE:
See Dwg. No. 66462 for table with values.

GENERAL NOTES:

For Location of Drain opening, Table of Variables, Rail Bar List, locations of Full and Partial-Depth Rail Joints, and Wing & Rail Lists, see Plans.

1. All measurements shown are along gutterline at base of rail.
2. Minimum embedment into slab.
3. See "REVEAL DETAIL".
4. CL 1" Dia. formed holes for ⅞" Dia. bolts. See Standard Dwg. GR-10 and GR-12 for additional information.
5. Field bend front leg of R501E bar as required to maintain minimum 2" front face clearance within limits of taper.
6. To control cracking when optional slip forming is used, 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.
7. Required Construction Joint, match roadway slope.
8. Top of Abutment Wing & Required Construction Joint (match bridge slab construction joint slope). See Plans for Wing reinforcing.
9. These bars will not be included in the "Table of Variables". See Plans for details.
10. 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.



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.

DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 8 OF 8
DETAILS OF 350'-0" CONTINUOUS W-BEAM UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

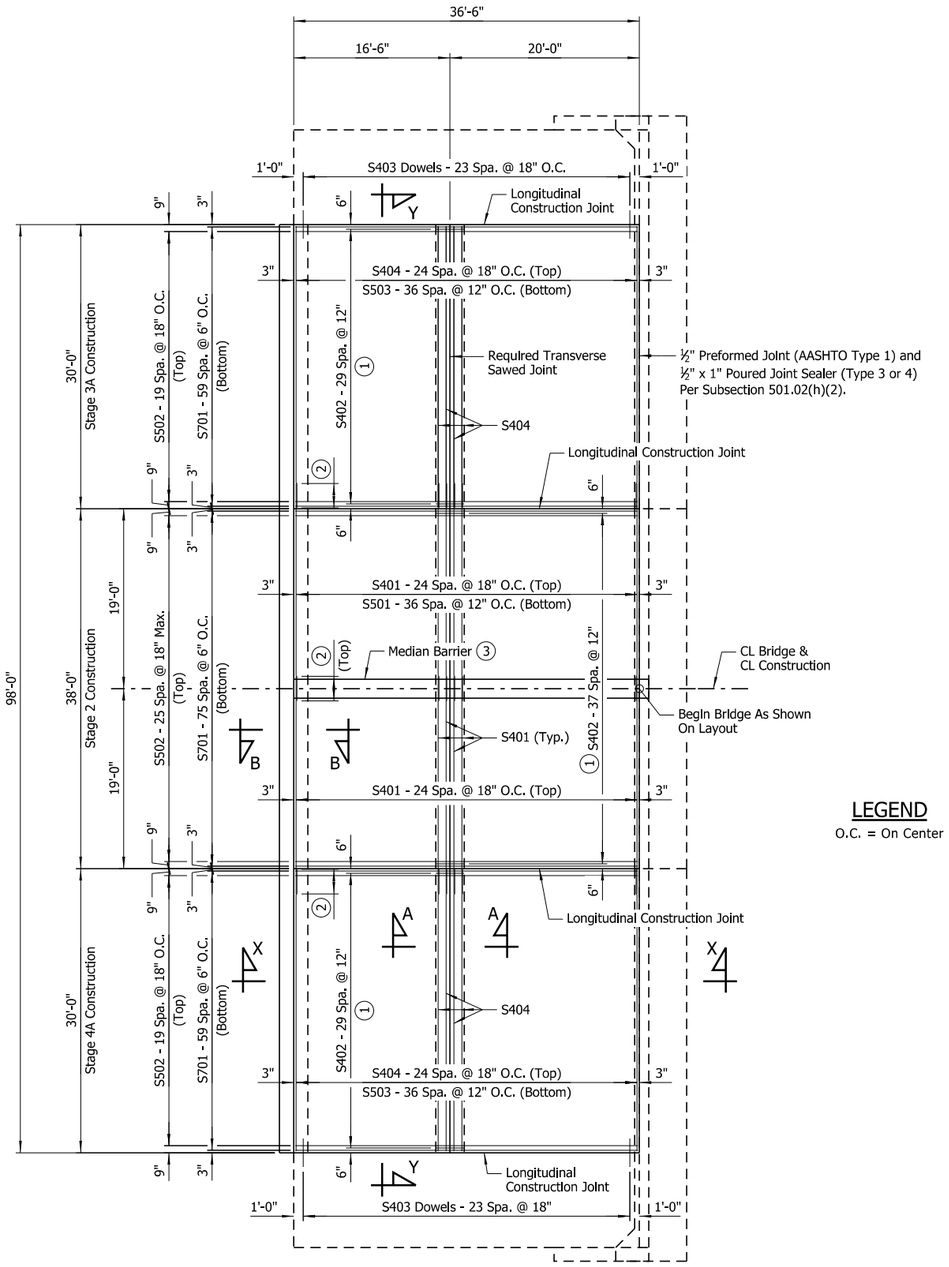
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: AUG. 2021 FILENAME: b061642_s8.dgn
CHECKED BY: JHR DATE: AUG. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: MAY 2021

BRIDGE NO. 07548 DRAWING NO. 66465

abhall 8/3/2023 5:59:19 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.	061642	400	541
		07548		APPROACH SLABS		66466



PLAN - TYPE SPECIAL APPROACH SLABS

(Begin Bridge Shown; End Bridge Similar)
Scale: ⅛" = 1'-0"

LEGEND

O.C. = On Center

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 M31 or M322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.

(1) Reinforcing shown is typical for "SECTION A-A" and "SECTION B-B".

(2) 2'-0" Min. Lap

(3) Stage 4C Construction

(4) Threaded ends as necessary to accommodate mechanical couplers. Length of vertical legs including the length of the mechanical coupler. The actual length of bar engagement into the mechanical coupler shall be determined by the mechanical coupler manufacturer and the length of the bar shall be adjusted accordingly.

BAR LIST - TYPE SPECIAL APPROACH SLAB

MARK	NO. REQ'D	LENGTH	P.D.
S401	66	22'-2"	Str.
S402	196	2'-8"	Str.
S403	48	3'-0"	Str.
S404	74	29'-8"	Str.
(4) S405	73	2'-9"	2"
S501	37	42'-4"	Str.
S502	66	36'-2"	Str.
S503	74	29'-8"	Str.
S701	196	36'-2"	Str.

NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Type Special Approach Slab. Two Type Special Approach Slabs are required.

BAR BENDING DIAGRAM

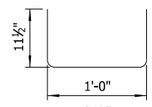


TABLE OF QUANTITIES FOR ONE TYPE SPECIAL APPROACH SLAB

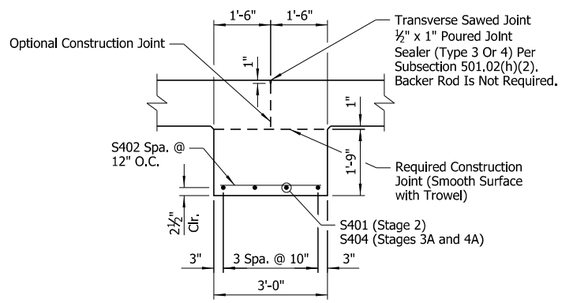
(FOR INFORMATION ONLY)

Class S(AE) Concrete	Reinforcing Steel (Gr. 60)
206.54 Cu. Yds. (5)	24,803 lb.

NOTE:
Quantities shown are for one Type Special Approach Slab and Median Barrier. Two Type Special Approach Slabs and one Median Barrier are required.

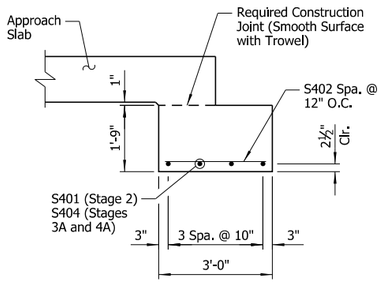
(5) Includes 6.53 Cu. Yds. for the median barrier. For details of median barrier on approach slab and bar list associated with the median barrier on approach slab, see Dwg. No. 66467.

NOTE:
For "SECTION X-X" and "SECTION Y-Y", see Dwg. No. 66467.



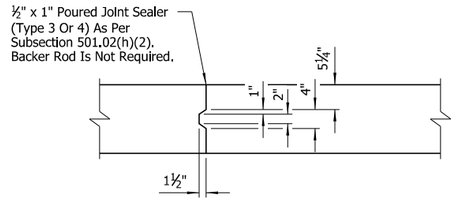
SECTION A-A

No Scale



SECTION B-B

No Scale



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

No Scale

STATE OF ARKANSAS
JOHN H. RUDDELL
LICENSED PROFESSIONAL ENGINEER
No.8017
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 1 OF 2
DETAILS OF TYPE SPECIAL APPROACH SLABS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

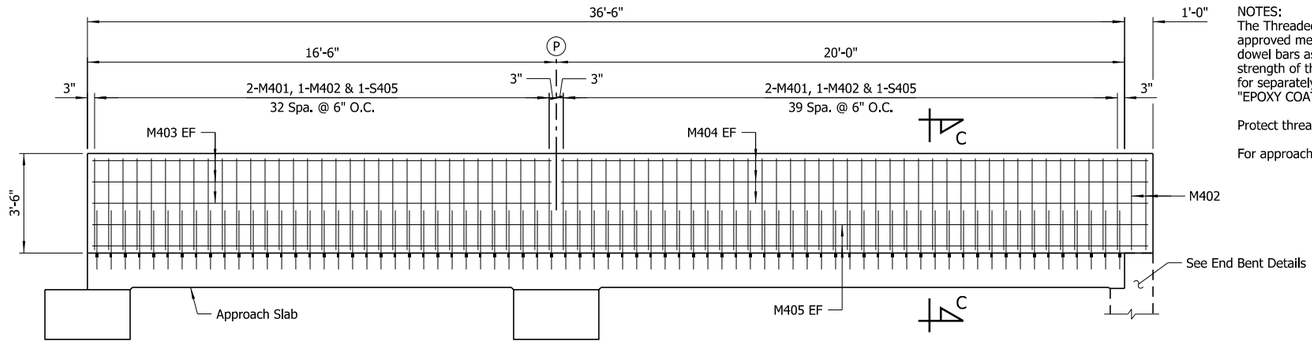
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CHECKED BY:	JHR	DATE:	AUG. 2021	SCALE:	As Shown
DESIGNED BY:	RAK	DATE:	MAY 2021		

BRIDGE NO. 07548 DRAWING NO. 66466

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	401	541
		07548		APPROACH SLABS		66467

(P) CL Partial depth median barrier joint (¼" to 1" max.) stop 16" from top of approach slab.



ELEVATION - MEDIAN BARRIER ON APPROACH SLAB

(Stage 4C Construction)
Scale: ⅜" = 1'-0"

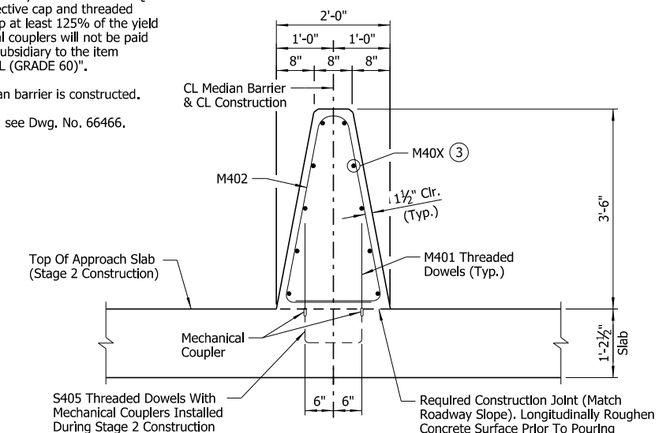
(1) ½" Preformed Joint (AASHTO Type 1) and ½" x 1" Poured Joint Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Backer rod is not required.

LEGEND
EF = Each Face
O.C. = On Center

NOTES:
The Threaded Dowel and Coupler Assembly shall consist of a QPL approved mechanical splice with protective cap and threaded dowel bars as shown and shall develop at least 125% of the yield strength of the dowel bars. Mechanical couplers will not be paid for separately but will be considered subsidiary to the item "EPOXY COATED REINFORCING STEEL (GRADE 60)".

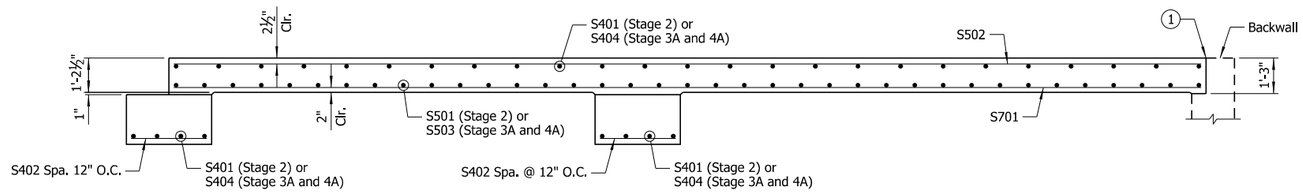
Protect threads in couplers until median barrier is constructed.

For approach slab "GENERAL NOTES", see Dwg. No. 66466.



SECTION C-C

Scale: ¾" = 1'-0"



SECTION X-X

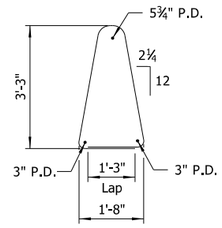
Scale: ⅜" = 1'-0"

(2) Threaded ends as necessary to accommodate mechanical couplers. Length of vertical legs including the length of the mechanical coupler. The actual length of bar engagement into the mechanical coupler shall be determined by the mechanical coupler manufacturer and the length of the bar shall be adjusted accordingly.

(3) See "ELEVATION - MEDIAN BARRIER ON APPROACH SLAB" for bar marks.

BAR LIST - MEDIAN BARRIER (4)			
MARK	NO. REQ'D	LENGTH	P.D.
(2) M401	150	1'-6"	Str.
M402	75	9'-7"	5¾", 3"
M403	6	16'-2"	Str.
M404	6	20'-8"	Str.
M405	4	37'-2"	Str.

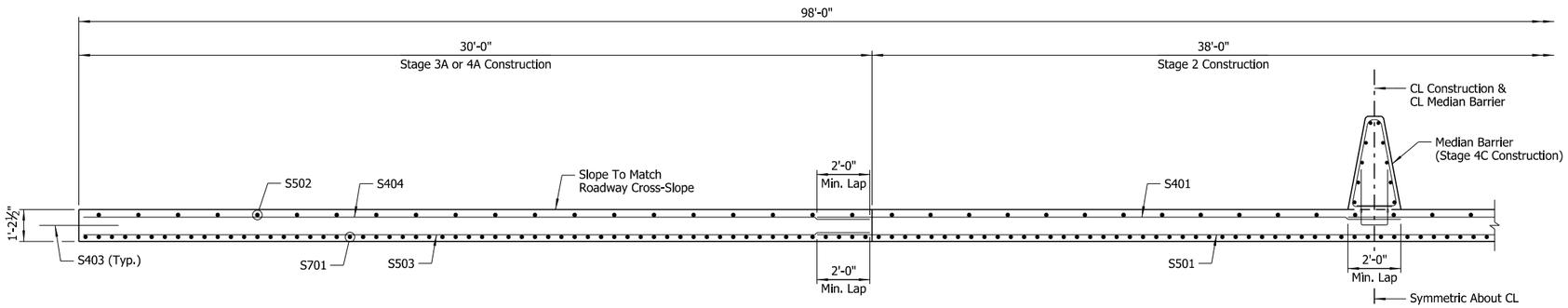
BAR BENDING DIAGRAM



M402

NOTES:
Dimensions of bars are out-to-out.

Number of bars shown for one Median Barrier.
Two Median Barriers are required.



SECTION Y-Y

Scale: ⅜" = 1'-0"

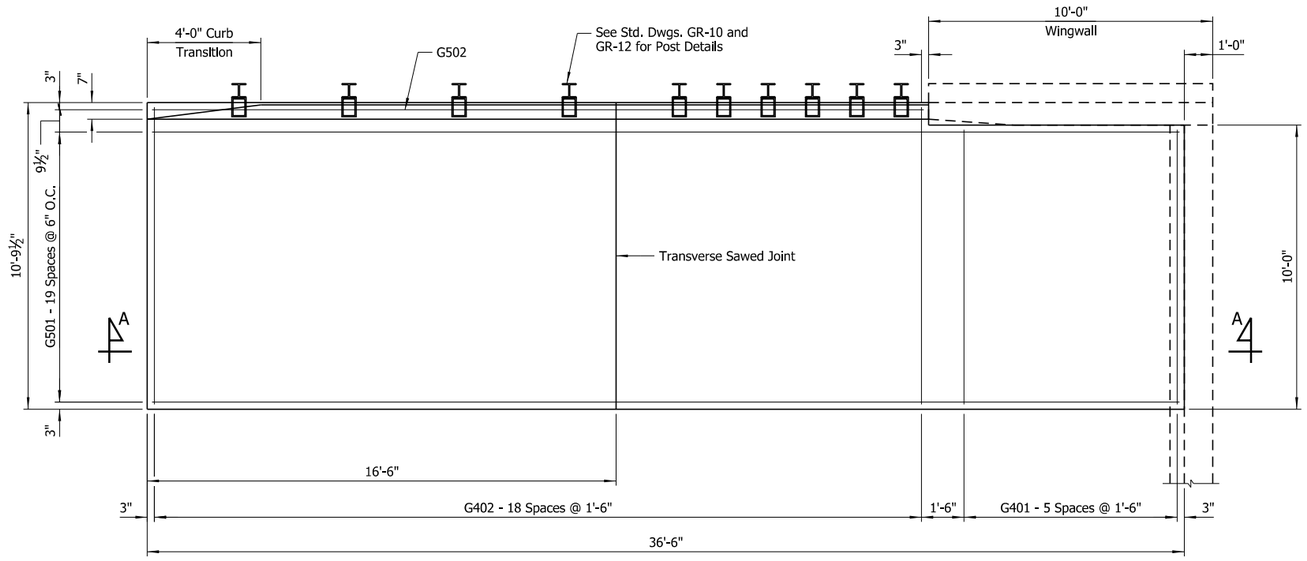
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 2
DETAILS OF TYPE SPECIAL APPROACH SLABS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: AUG. 2021 FILENAME: b061642_AS2.dgn
CHECKED BY: JHR DATE: AUG. 2021 SCALE: As Shown
DESIGNED BY: RAK DATE: MAY 2021
BRIDGE NO. 07548 DRAWING NO. 66467

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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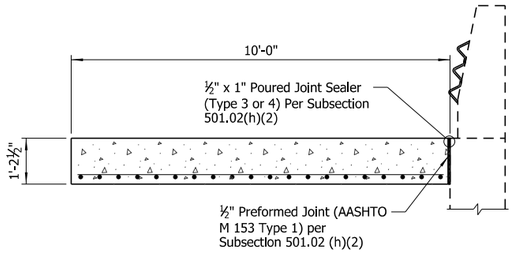
HALF PLAN OF TYPE SPECIAL APPROACH GUTTERS

Scale: ⅜" = 1'-0"

BAR LIST - TYPE SPECIAL APPROACH GUTTER

MARK	NO. REQ'D	LENGTH
G401	6	9'-8"
G402	19	10'-5"
G501	20	36'-2"
G502	1	27'-2"

NOTE:
Number of bars shown is for one Type Special Approach Gutter. Four Type Special Approach Gutters are required.

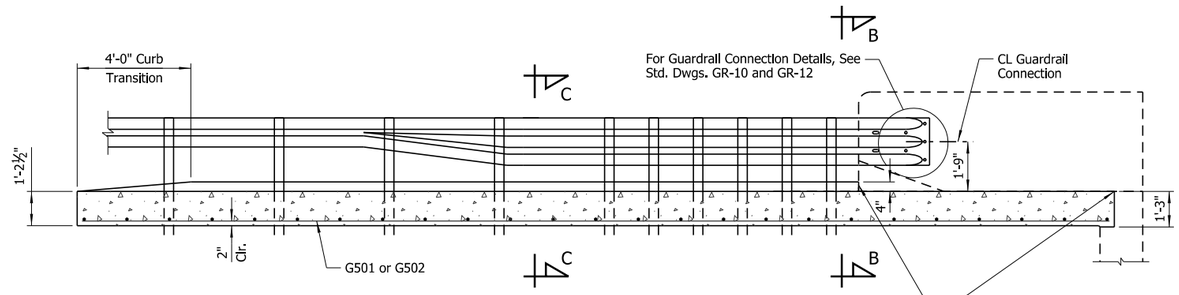


SECTION B-B

Scale: ½" = 1'-0"

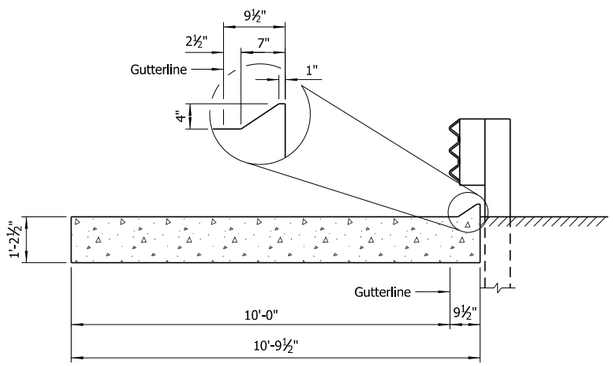
LEGEND

O.C. = On Center



SECTION A-A

Scale: ⅜" = 1'-0"



SECTION C-C

Scale: ½" = 1'-0"

TABLE OF QUANTITIES FOR ONE TYPE SPECIAL APPROACH GUTTER

(FOR INFORMATION ONLY)

Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
954	17.42

NOTE:
Quanitites shown are for one Type Special Approach Gutter.
Four Type Special Approach Gutters are requlred.

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.8017
JOHN H. RUDDELL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL APPROACH GUTTERS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

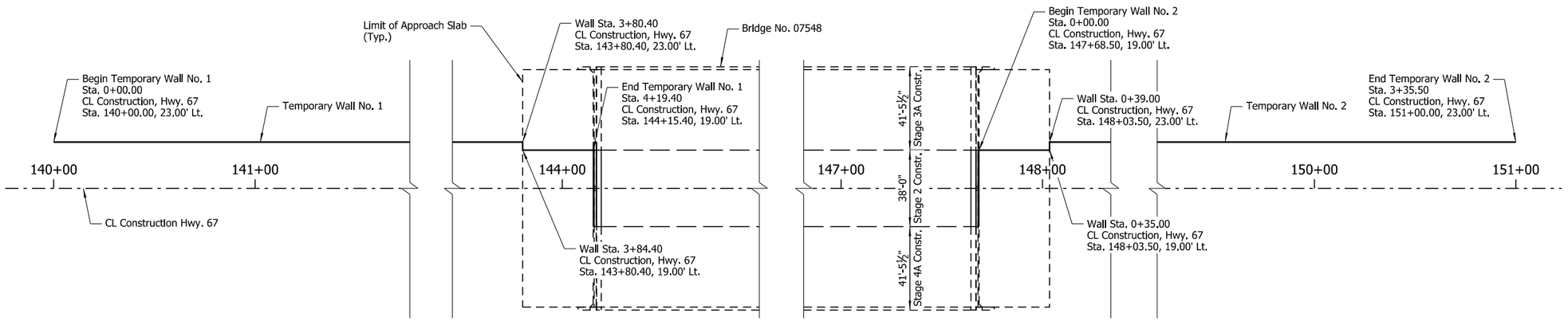
LITTLE ROCK, ARK.

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DESIGNED BY: RAK DATE: MAY 2021

BRIDGE NO. 07548 DRAWING NO. 66468

abhall 8/3/2023 5:59:21 PM
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	403	541
		07548	DETAILS OF TEMP. RET. WALLS 66469			



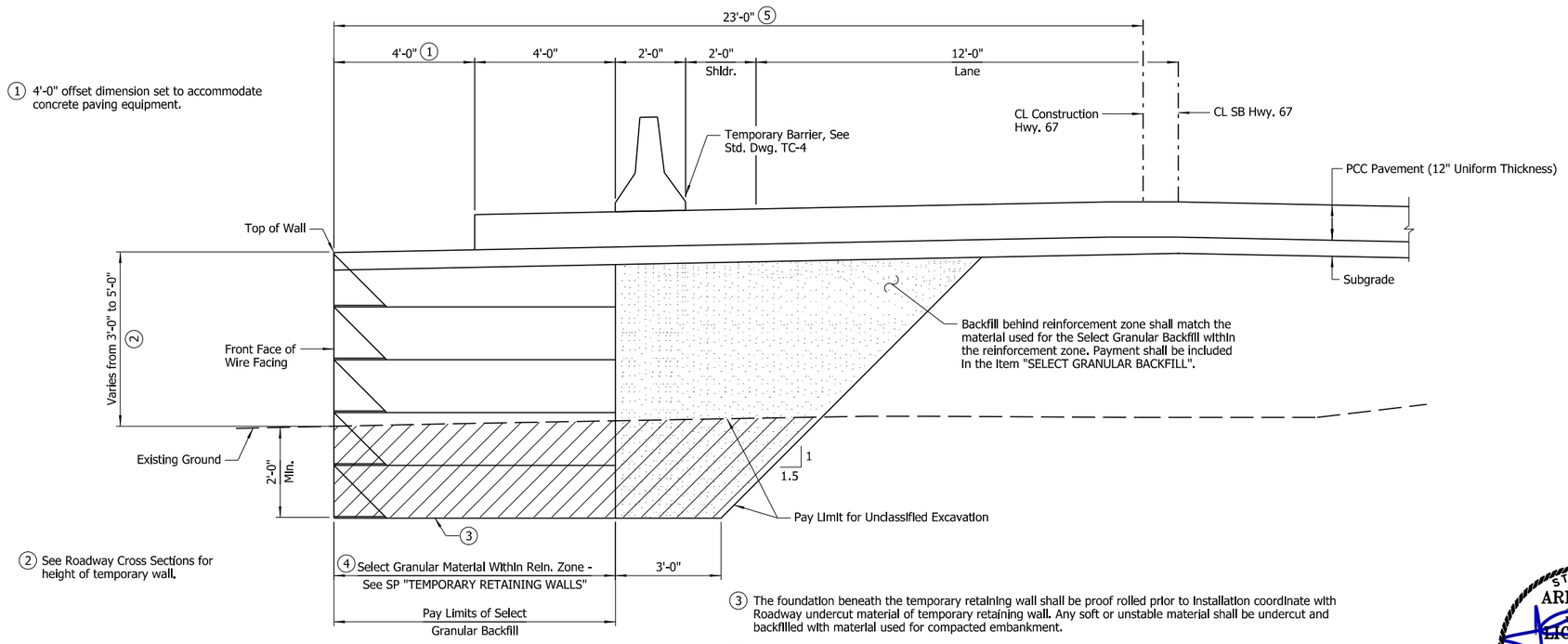
PLAN - TEMPORARY WALL NOS. 1 & 2

Scale: 1" = 30'-0"

WALL NOS. 1 & 2 DESIGN PARAMETERS

Wall No.	Factored Bearing Resistance (KSF)	Minimum Strap Length (FT)
Wall No. 1	(6) 1.5	0.7 H (8' Min.)
Wall No. 2	(6) 1.5	0.7 H (8' Min.)

(6) Bearing resistance to be verified in the field after proof rolling.



(3) The foundation beneath the temporary retaining wall shall be proof rolled prior to installation coordinate with Roadway undercut material of temporary retaining wall. Any soft or unstable material shall be undercut and backfilled with material used for compacted embankment.

(4) See SP "TEMPORARY RETAINING WALLS" for drainage fill requirements.

(5) Reduced to 19'-0" within limits of approach slabs.

TYPICAL SECTION - TEMPORARY WALL NOS. 1 & 2

Scale: ½" = 1'-0"

TABLE OF QUANTITIES

(FOR INFORMATION ONLY)

Wall No.	Temporay Retaining Wall (Square Foot)	Select Granular Backfill (Cubic Yard)
Wall No. 1	1,678	1,760
Wall No. 2	1,342	1,410

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8017
JOHN H. RUDDELL

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BRIDGE ENGINEER

DETAILS OF TEMPORARY RETAINING WALLS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

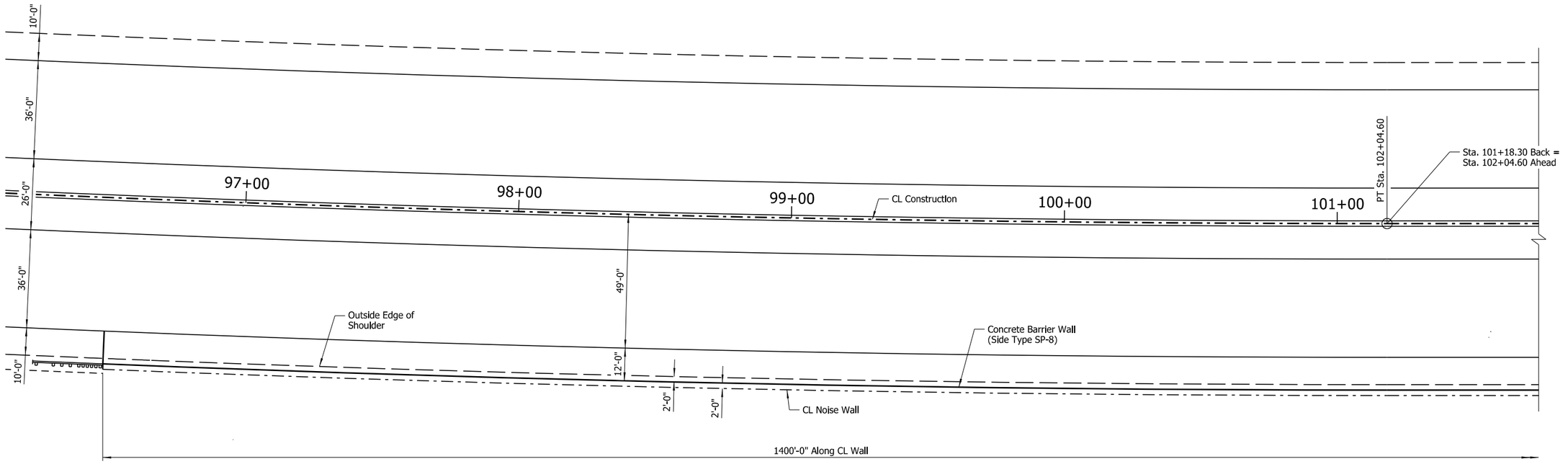
LITTLE ROCK, ARK.

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DESIGNED BY: CSW DATE: DEC. 2021

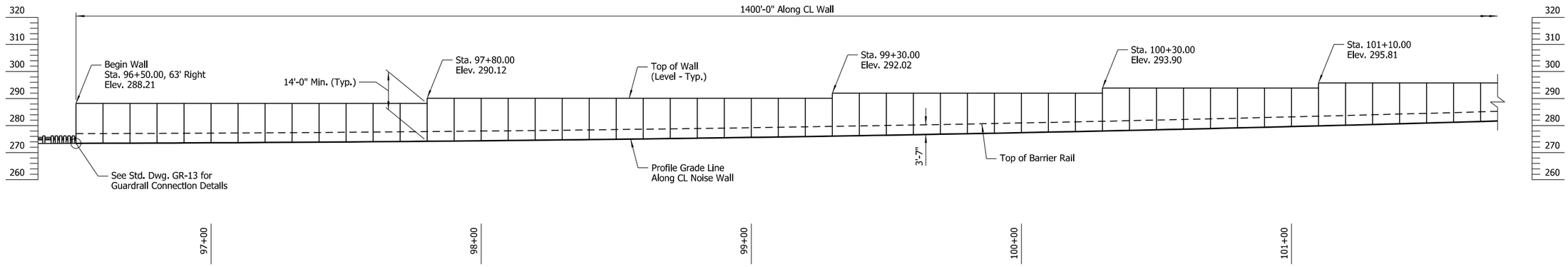
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REVISED DATE:

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		6	ARK.	061642	404	541
		DETAILS OF NOISE WALL				66470



PLAN
Scale: 1" = 20'-0"



ELEVATION
(Looking From Back Side)
Scale: 1" = 20'-0"

NOTES:
Stations shown are along CL Construction.

Contractor shall submit detailed working drawings and design calculation for approval as described in SP "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".

See Roadway plans for additional roadway horizontal alignment data.

Noise wall shall be constructed with lightweight reflective panels.

HORIZONTAL CURVE DATA

Hwy. 67
PI = 91+91.69
Δ = 9°17'11" Lt.
D = 0°30'00"
T = 930.69'
L = 1,857.30'
R = 11,459.16'

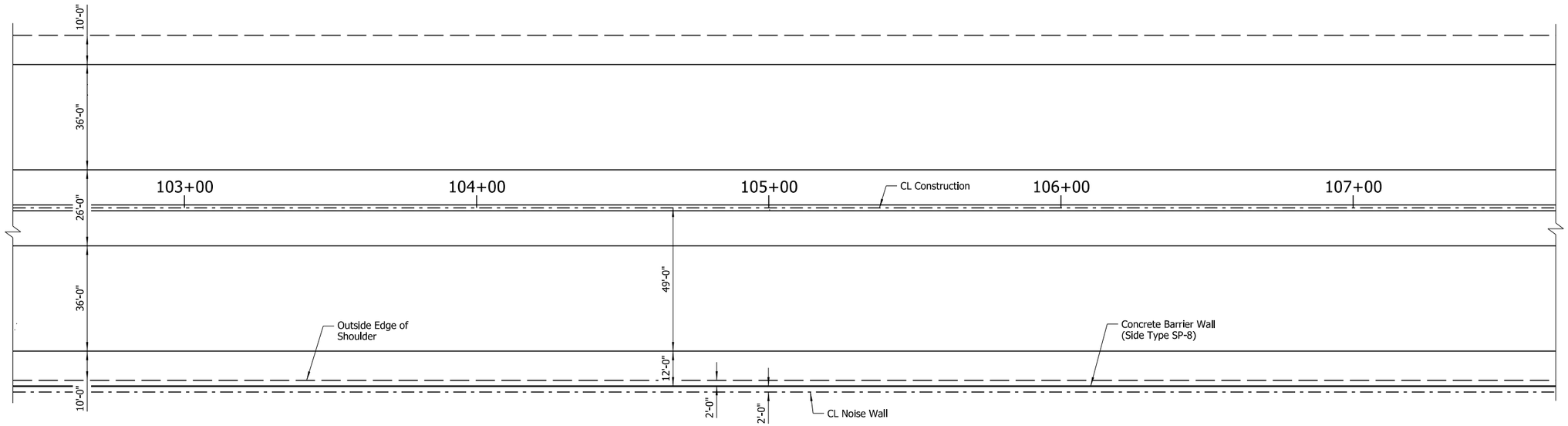
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
Digitally Signed 08/08/2023
BRIDGE ENGINEER

SHEET 1 OF 4
DETAILS OF NOISE WALL
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

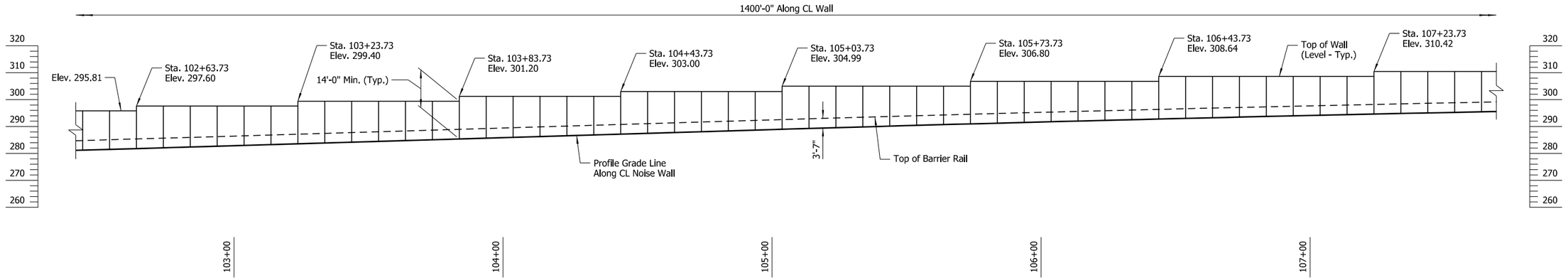
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		6	ARK.	061642	405	541
		DETAILS OF NOISE WALL				66471



PLAN
Scale: 1" = 20'-0"



ELEVATION
(Looking From Back Side)
Scale: 1" = 20'-0"

NOTES:
Stations shown are along CL Construction.

Contractor shall submit detailed working drawings and design calculation for approval as described in SP "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".

See Roadway plans for additional roadway horizontal alignment data.

Noise wall shall be constructed with lightweight reflective panels.

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LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
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BRIDGE ENGINEER

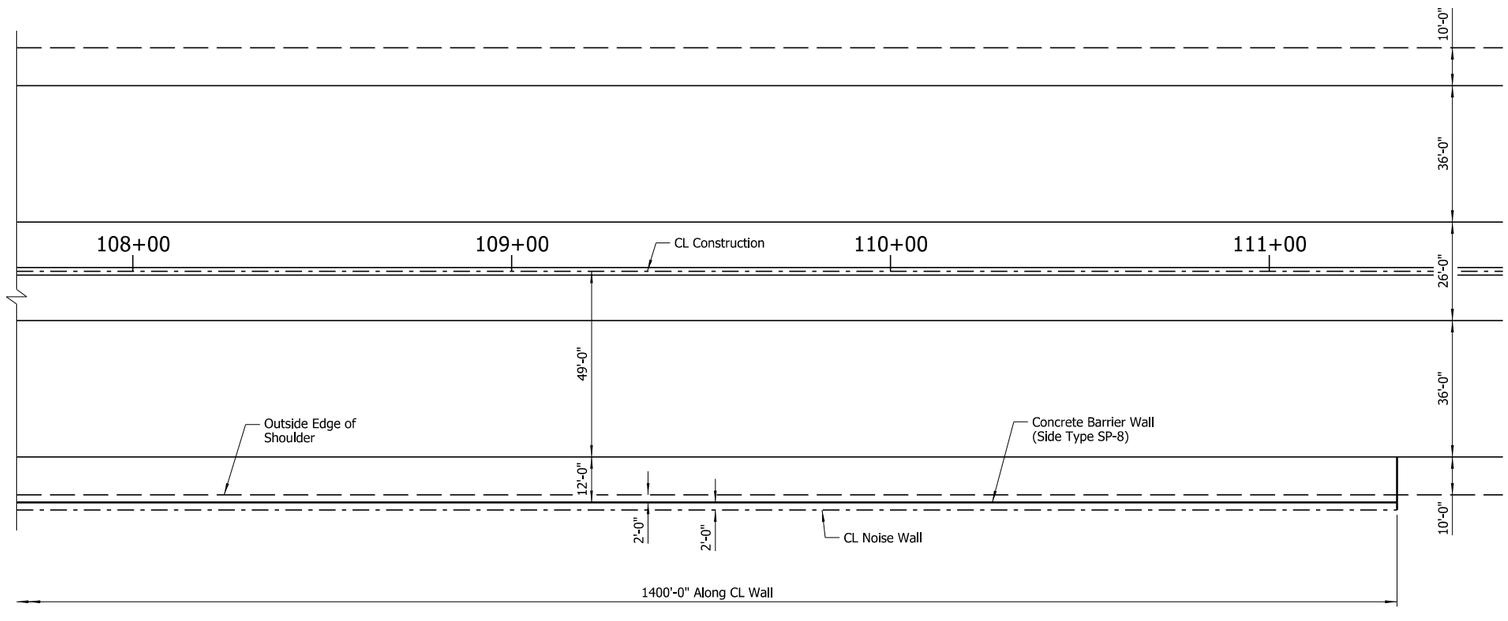
SHEET 2 OF 4
DETAILS OF NOISE WALL
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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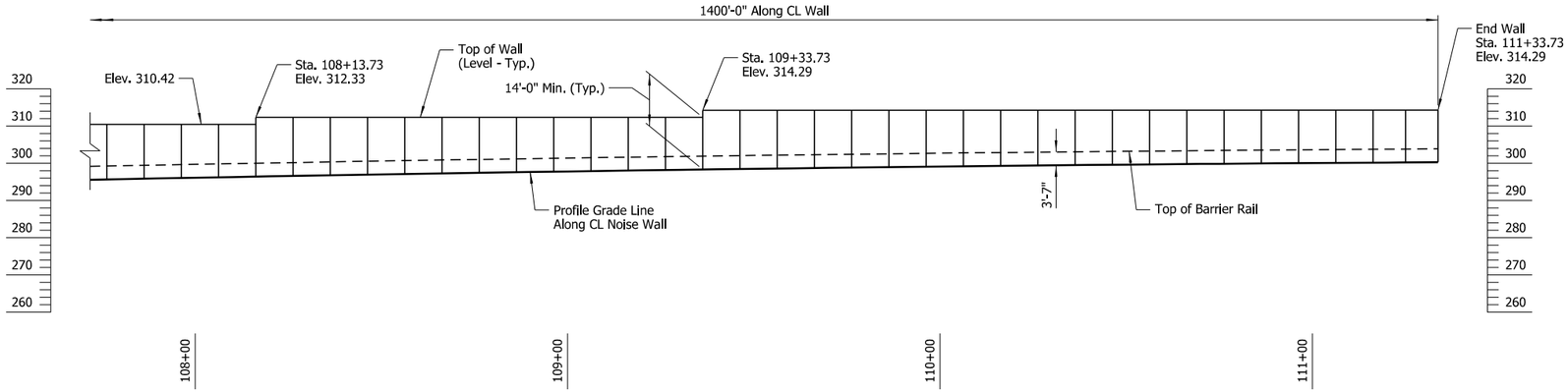
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REVISED DATE:

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		6	ARK.	061642	406	541
		DETAILS OF NOISE WALL				66472



PLAN

Scale: 1" = 20'-0"



ELEVATION

(Looking From Back Side)
Scale: 1" = 20'-0"

NOTES:
Stations shown are along CL Construction.

Contractor shall submit detailed working drawings and design calculation for approval as described in SP "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".

See Roadway plans for additional roadway horizontal alignment data.

Noise wall shall be constructed with lightweight reflective panels.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE

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BRIDGE ENGINEER

SHEET 3 OF 4
DETAILS OF NOISE WALL

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

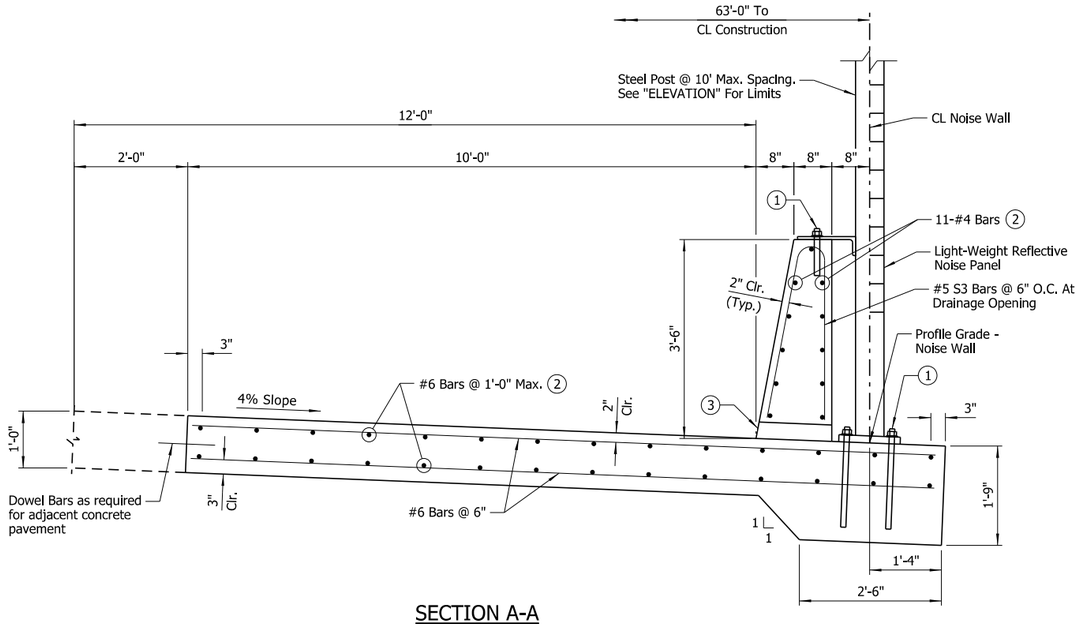
LITTLE ROCK, ARK.

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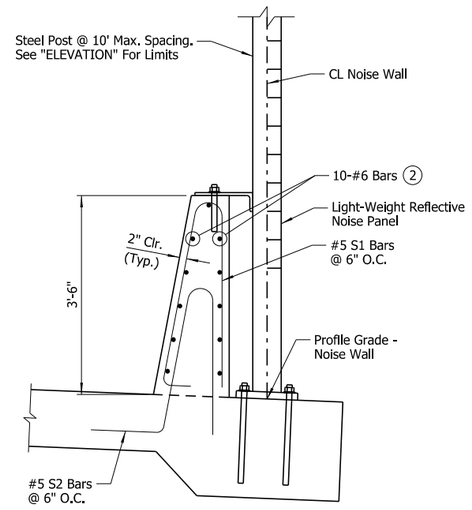
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	407	541
		DETAILS OF NOISE WALL				66473



SECTION A-A

Concrete Barrier Wall, Side Type SP-8
Scale: ¾" = 1'-0"

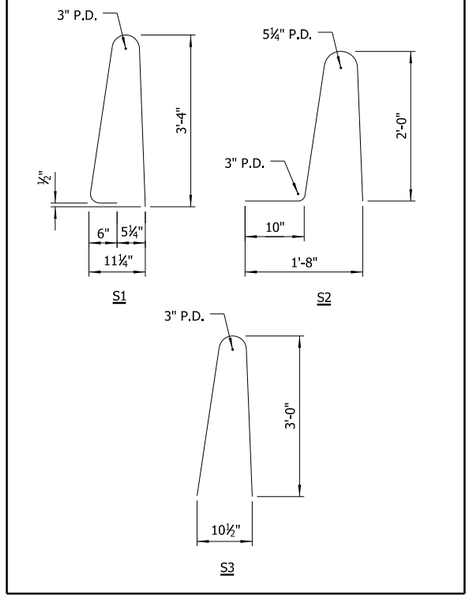


SECTION B-B

Scale: ¾" = 1'-0"

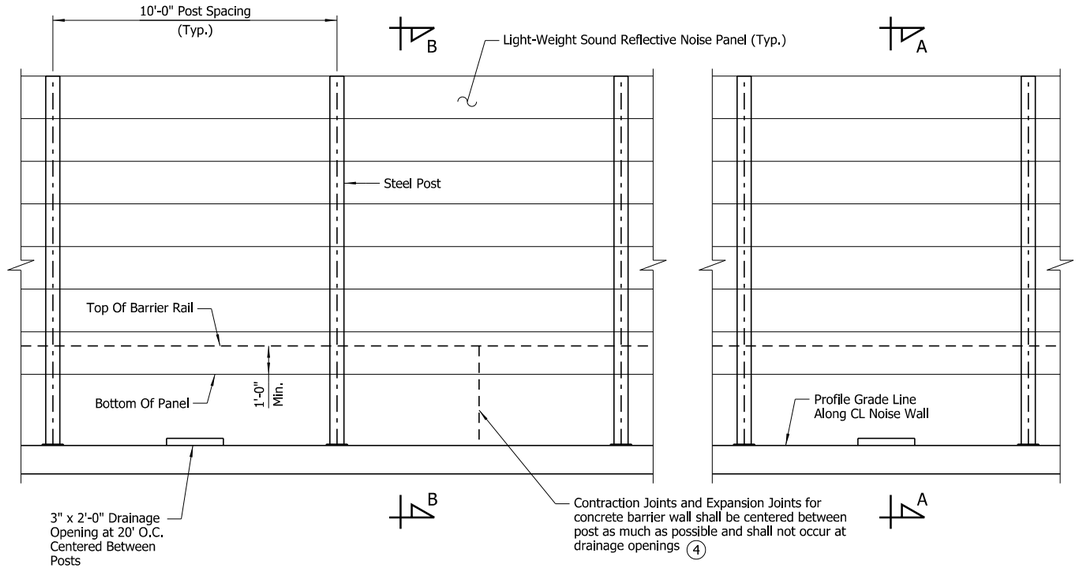
NOTE:
For additional details not shown, see Section A-A.

BAR BENDING DIAGRAMS



NOTES:
Dimensions of bars are out-to-out.

The first bar designation number indicates the reinforcing bar size.



ELEVATION

Scale: ⅜" = 1'-0"

(1) Noise panel, steel post, connection angle and anchor bolts to be designed by the Contractor.

(2) 1'-8" min. lap #4 bars
2'-6" min. lap #6 bars

(3) 3" x 2'-0" drainage opening. See "ELEVATION".

(4) For DETAILS OF CONTRACTION JOINTS and DETAILS OF EXPANSION JOINTS, see SPECIAL DETAILS in Roadway plans.

GENERAL NOTES

All concrete shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement 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.

All cost associated with the construction of Traffic Rail and Moment Slab (footing) will be measured and paid for in accordance with Section 631 for Item "CONCRETE BARRIER WALL (SIDE TYPE SP-8)".

Moment Slab shall be constructed in accordance with Section 631 of the Standard Specifications, 2014 Edition.

The Design of Moment Slab 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.

See SP "SOUND REFLECTING NOISE BARRIERS WITH LIGHTWEIGHT PANELS" for additional information.

STATE OF ARKANSAS
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WILLIAM M. McENTIRE
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BRIDGE ENGINEER

SHEET 4 OF 4
DETAILS OF NOISE WALL
ROUTE SEC.

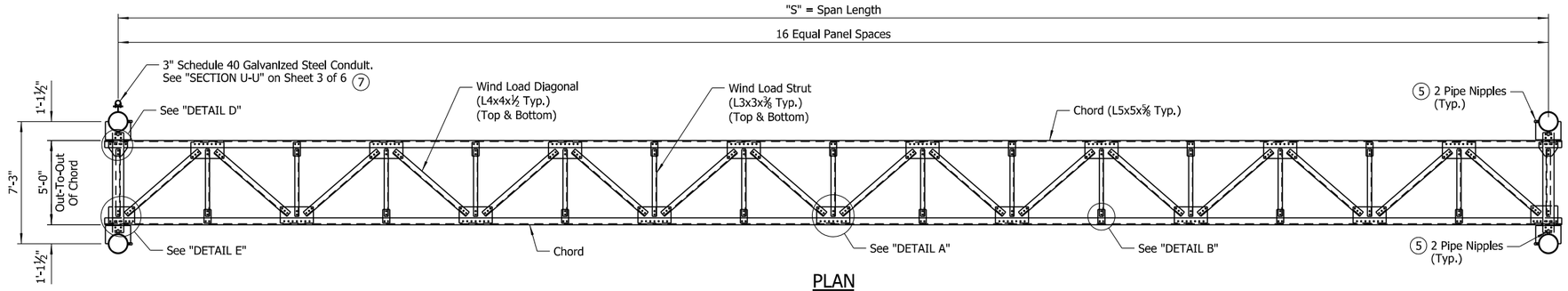
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	WMM	DATE:	APR. 2021		

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REVISED DATE:

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		SEE TABLE - OH SIGN STR. (70'-85') - 66474				

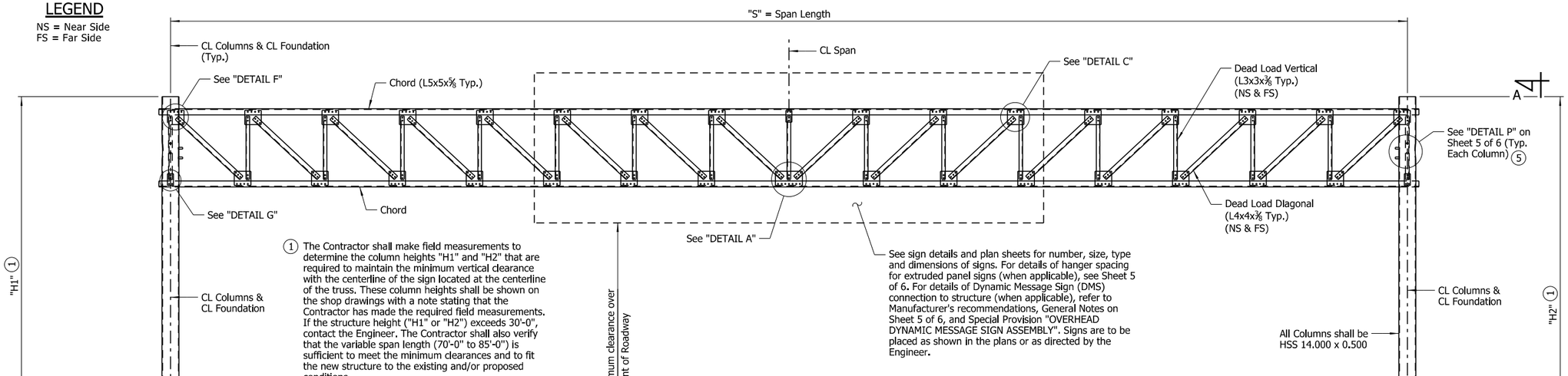


PLAN
No Scale

STRUCTURE NO.	SPAN LENGTH "S"	FOUNDATION TYPE	
		MEDIAN	OUTSIDE SHLDR.
OH-067-43-07	79'-0"	B1 or B2	A1 or A2
OH-067-43-08	82'-0"	B1 or B2	A1 or A2
OH-067-43-09	82'-0"	B1 or B2	A1 or A2
OH-067-43-11	70'-0"	B1 or B2	A1 or A2

LEGEND

NS = Near Side
FS = Far Side



③ FOUNDATION B1

② FOUNDATION A1

ELEVATION
No Scale

(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.

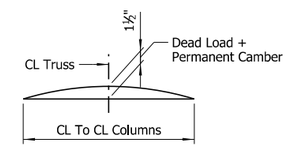
(7) 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

(8) Minimum dimension when guardrail is present. See Sign Placement 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

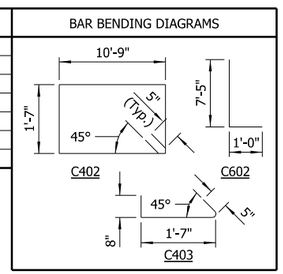
APPROXIMATE QUANTITIES FOR FOUNDATION B1 PER FOOTING (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
43.98	4,649	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.

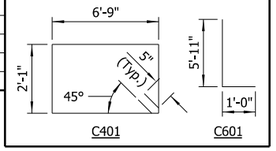
APPROXIMATE QUANTITIES FOR FOUNDATION A1 PER FOOTING (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
25.00	3,132	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 08/04/2023
BRIDGE ENGINEER

SHEET 1 OF 6
STANDARD DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

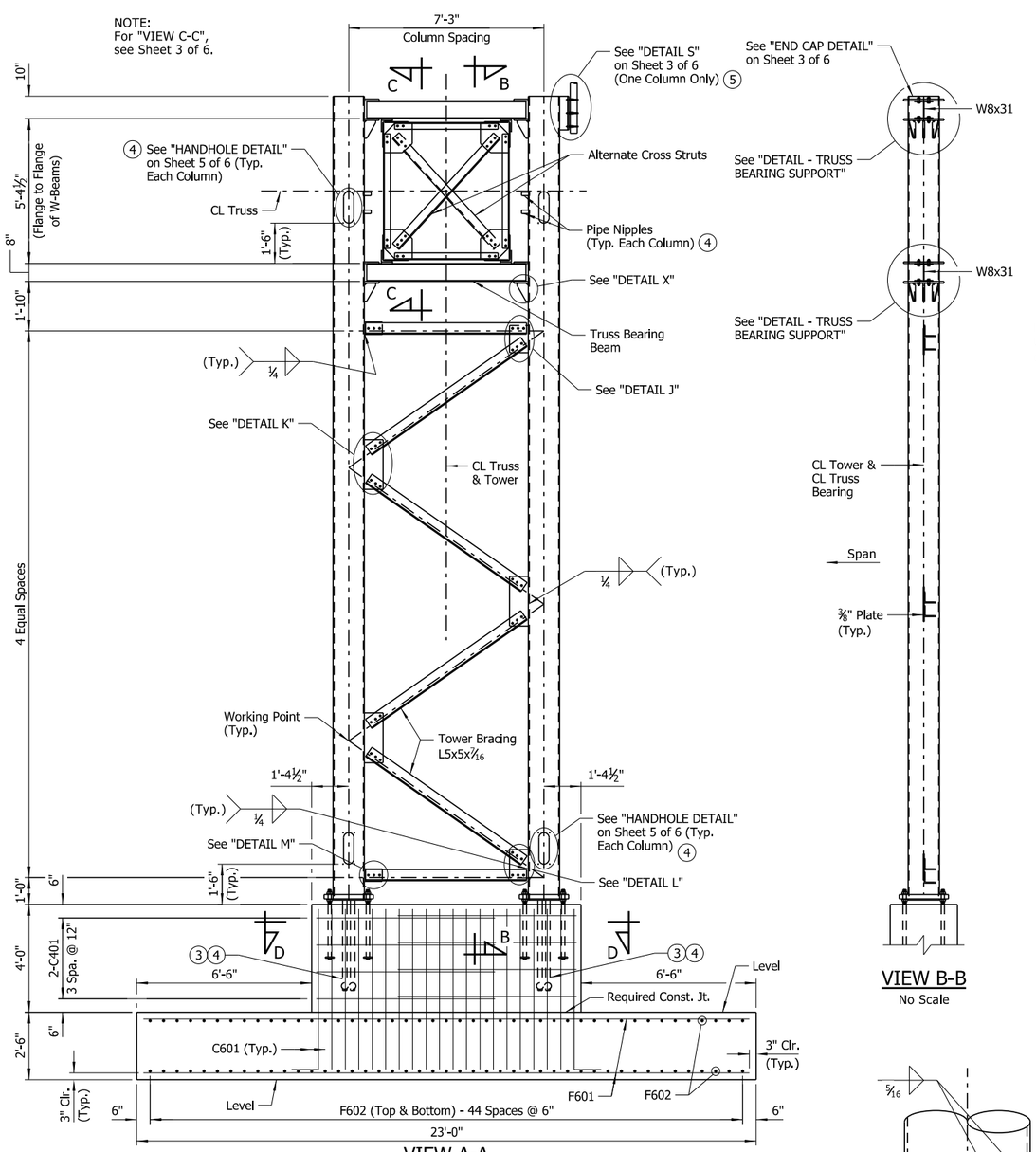
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 66474

abhall 8/3/2023 5:59:25 PM
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REVISED DATE:

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		SEE TABLE - OH SIGN STR. (70'-85') - 66475				

NOTE:
For "VIEW C-C", see Sheet 3 of 6.

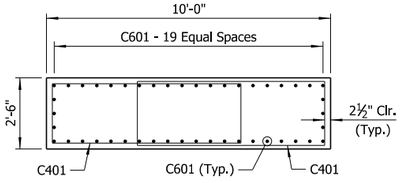


VIEW A-A

No Scale

VIEW B-B

No Scale

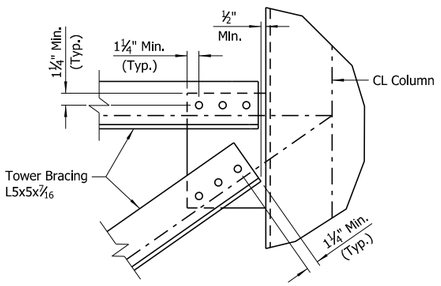


SECTION D-D

Scale: ⅜" = 1'-0"

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.

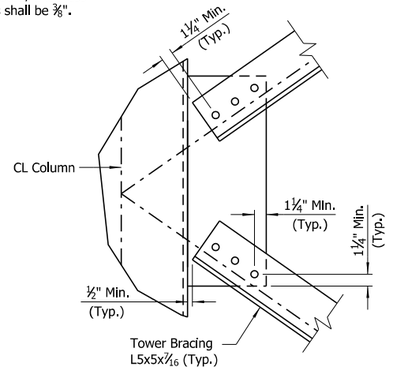
   Cost to be included in other items of work.
4. Conduit, Handholes and Pipe Nipples only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer. Pipe Nipples shall be fitted with standard plugs until conduit is installed.
5. 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.



DETAIL J

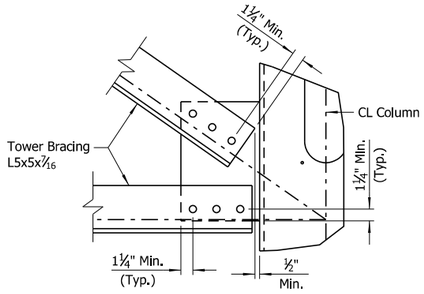
No Scale

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



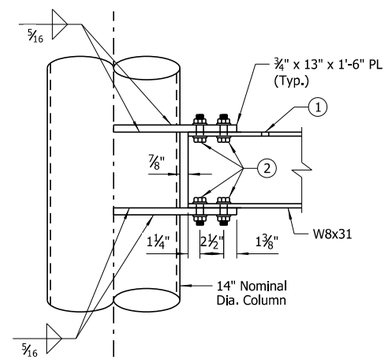
DETAIL K

No Scale



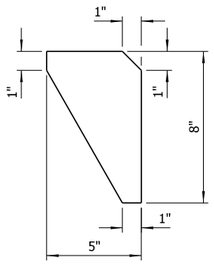
DETAIL L

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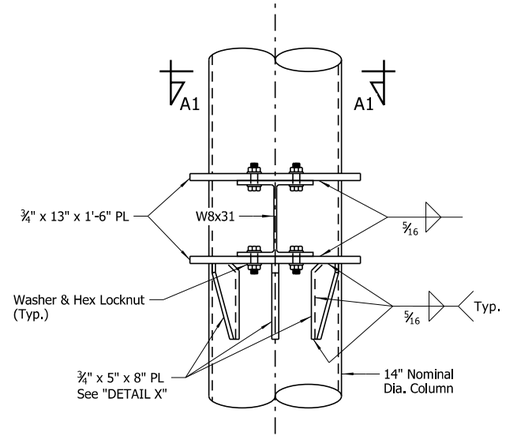
VIEW A2-A2

Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)



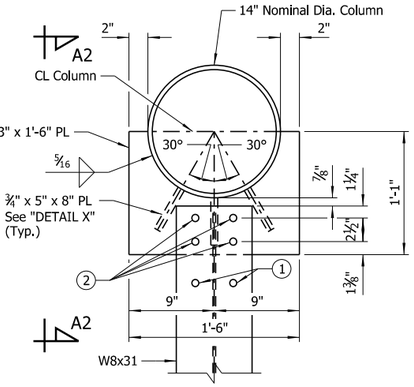
DETAIL X

Scale: 3" = 1'-0"



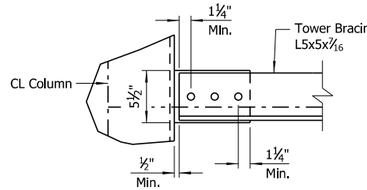
DETAIL - TRUSS BEARING SUPPORT

Scale: 1½" = 1'-0"



VIEW A1-A1

Scale: 1½" = 1'-0"



DETAIL M

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 6
STANDARD DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

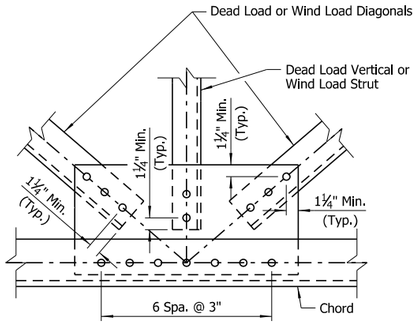
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CHECKED BY:	ABH	DATE:	JAN. 2023	SCALE:	As Shown
DESIGNED BY:	JME	DATE:	NOV. 2022		

STR. NO. SEE TABLE DRAWING NO. 66475

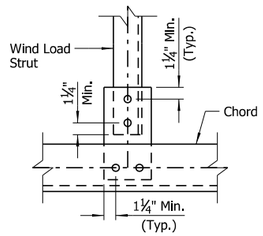
abhall
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WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642xSS_S102_OH (70'-85').dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	410	541
		SEE TABLE - OH SIGN STR. (70'-85') - 66476				

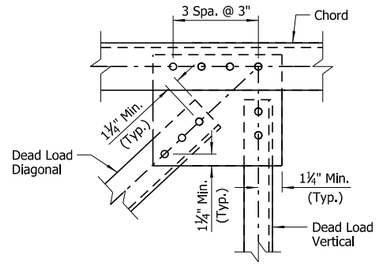
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



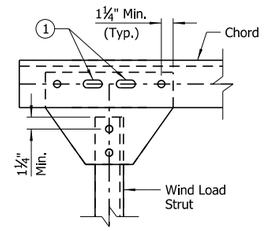
DETAIL A
No Scale



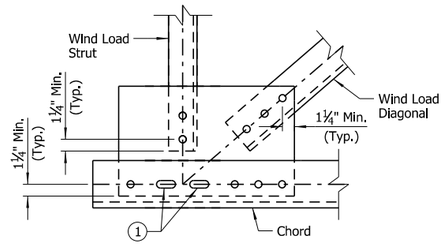
DETAIL B
No Scale



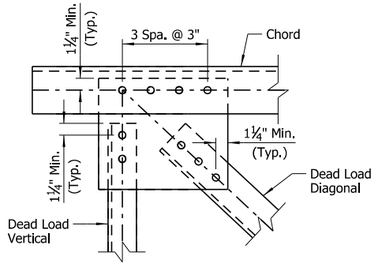
DETAIL C
No Scale



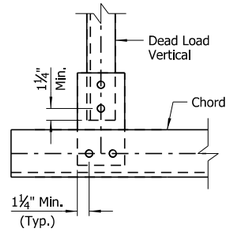
DETAIL D
No Scale



DETAIL E
No Scale

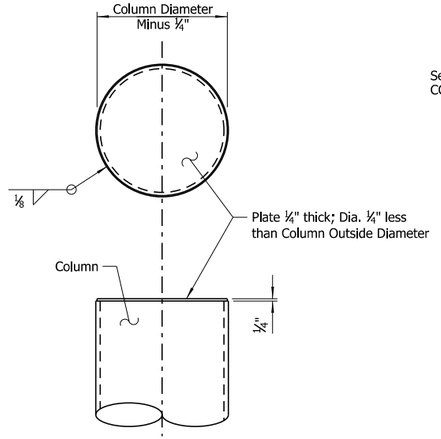


DETAIL F
No Scale

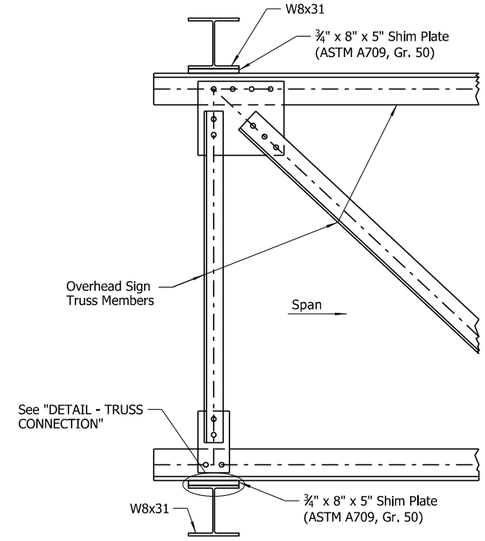


DETAIL G
No Scale

1. Bolts shall be ¾"ø. Provide $^{13}/_{16}$" 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". Provide $^{13}/_{16}$"ø holes in ¾" shim plate and top or bottom beam flanges as required. Use plate washer on gusset plate side.
2. Bolts shall be ¾"ø. Provide $^{13}/_{16}$"ø holes at top and bottom beam flanges and connection plates.

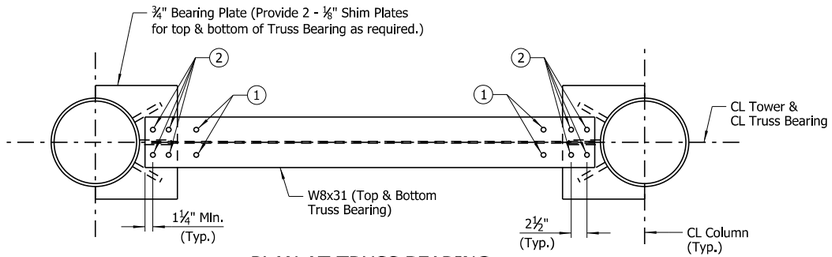


END CAP DETAIL
Scale: 1½" = 1'-0"

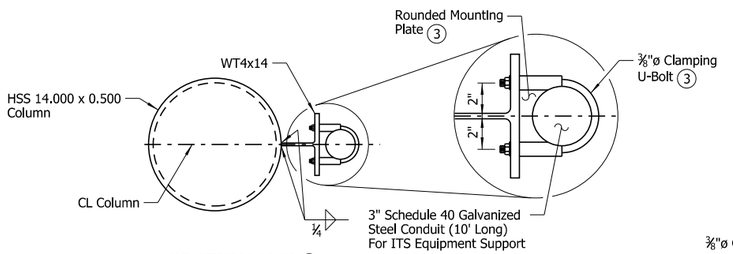


VIEW C-C
No Scale

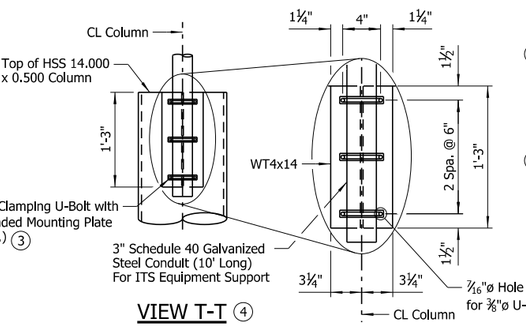
DETAIL - TRUSS CONNECTION
No Scale



PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"



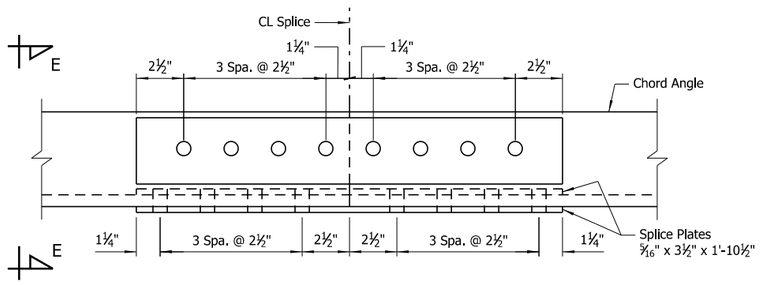
SECTION U-U 4
Scale: 1½" = 1'-0"



VIEW T-T 4
Scale: 1" = 1'-0"

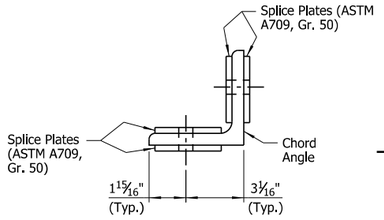
3 Clamping U-Bolt with Rounded Mounting Plate Assembly product shall be included in shop drawings for approval. Assembly shall be galvanized and shall meet the requirements of ASTM A36 at a minimum. Install per Manufacturer's instructions.

4 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

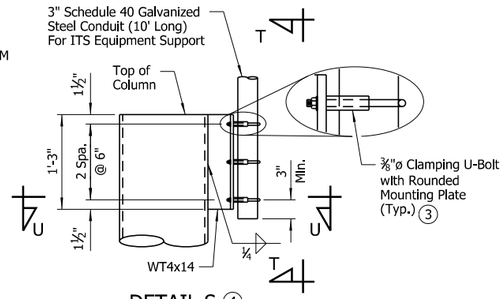


CHORD SPLICE
Scale: 3" = 1'-0"

NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



VIEW E-E
Scale: 3" = 1'-0"



DETAIL S 4
Scale: 1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 3 OF 6
STANDARD DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

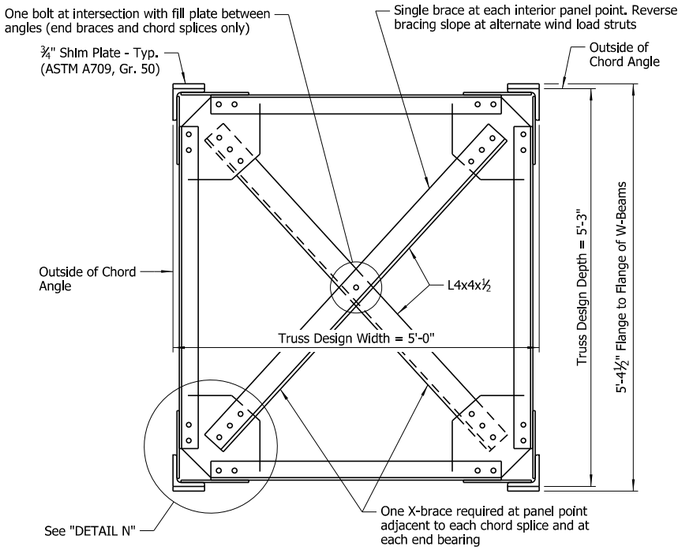
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	CWT	DATE:	NOV. 2022	FILENAME:	b061642_oh3.dgn
CHECKED BY:	ABH	DATE:	JAN. 2023	SCALE:	As Shown
DESIGNED BY:	JME	DATE:	NOV. 2022		

STR. NO. SEE TABLE DRAWING NO. 66476

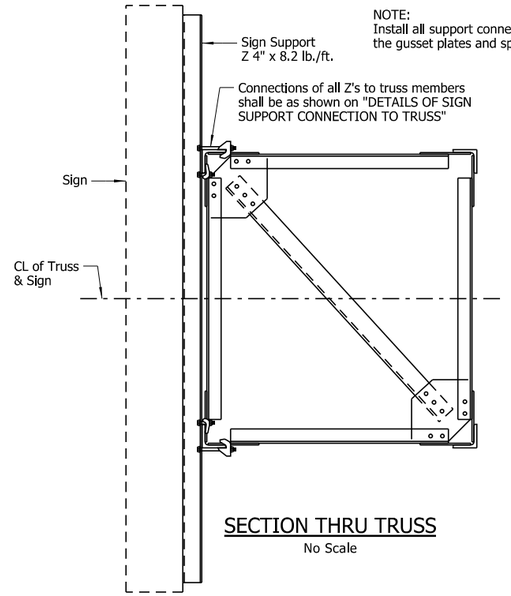
abhall 8/3/2023 5:59:26 PM
WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642xSS_S103_OH (70-85).dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	411	541
		SEE TABLE - OH SIGN STR. (70'-85') - 66477				



TRUSS SECTION

Scale: 1" = 1'-0"

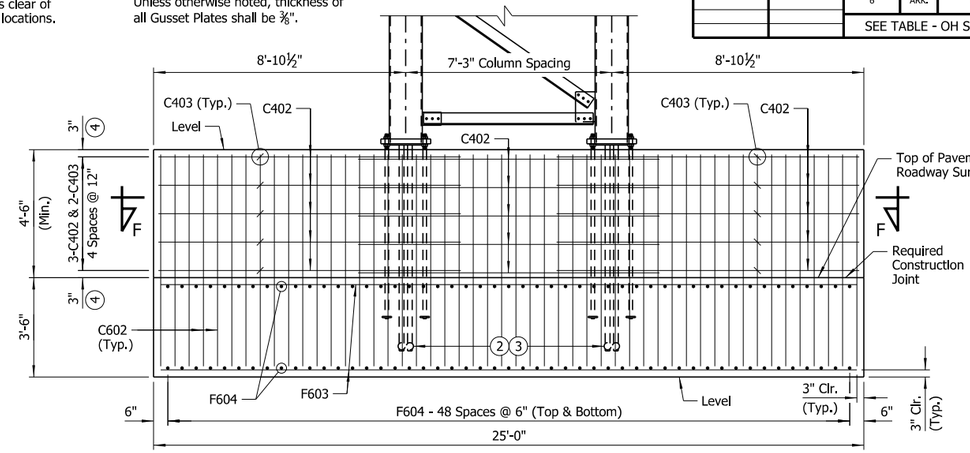


NOTE:
Install all support connectors clear of the gusset plates and splice locations.

SECTION THRU TRUSS

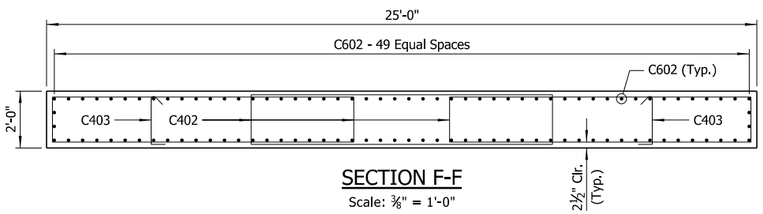
No Scale

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



VIEW AA-AA

(Foundation B1)
Scale: ⅜" = 1'-0"



SECTION F-F

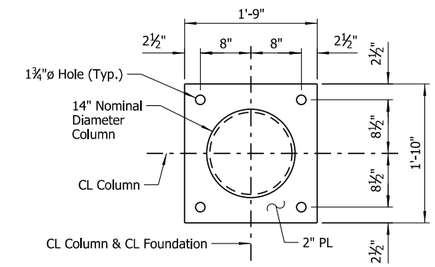
Scale: ⅜" = 1'-0"

(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.

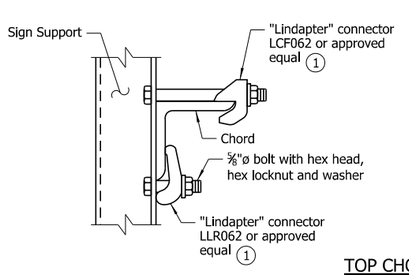
(3) Conduit only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer.

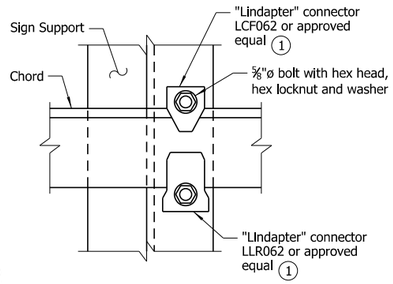
(4) Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.



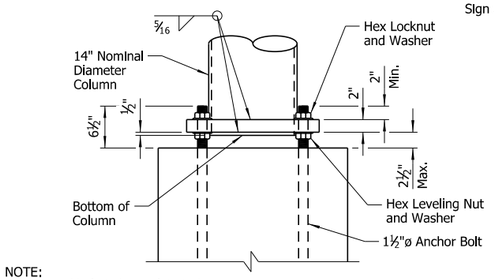
PLAN - COLUMN BASE

Scale: 1" = 1'-0"

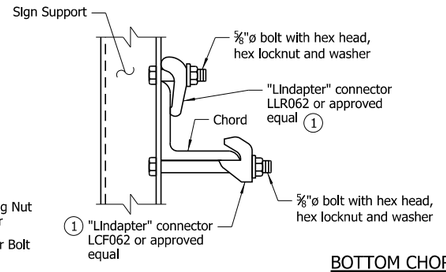


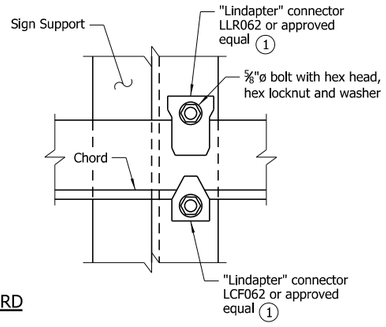


TOP CHORD



NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.





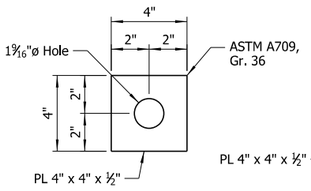
BOTTOM CHORD

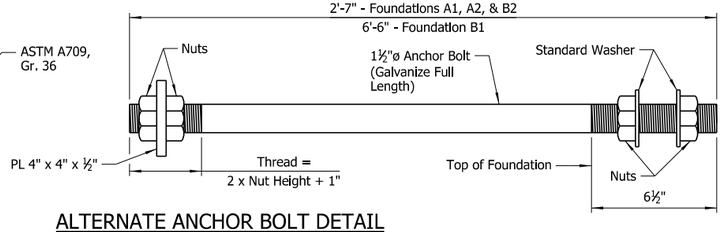
DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

No Scale

ELEVATION - COLUMN BASE

Scale: 1" = 1'-0"



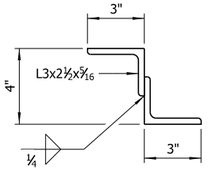


ALTERNATE ANCHOR BOLT DETAIL

No Scale

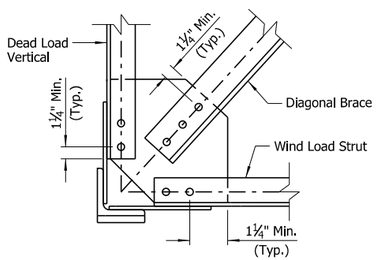
(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

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.



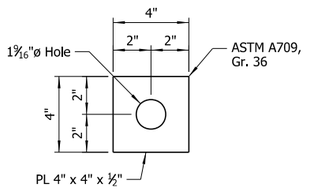
NOTE:
Structural Z Support may be fabricated from angles as shown.

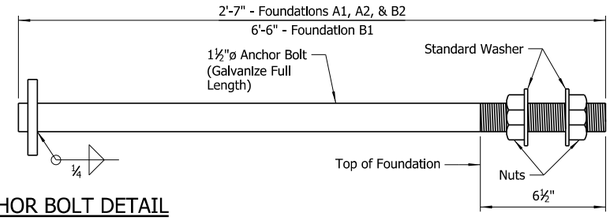
DETAILS OF ALTERNATE Z SUPPORT



DETAIL N

Scale: 1½" = 1'-0"





ANCHOR BOLT DETAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 4 OF 6
STANDARD 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:	b061642_oh4.dgn
CHECKED BY:	ABH	DATE:	JAN. 2023	SCALE:	As Shown
DESIGNED BY:	JME	DATE:	NOV. 2022		

STR. NO. SEE TABLE DRAWING NO. 66477

abhall 8/3/2023 5:59:27 PM
WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642xSS_S104_OH (70'-85').dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	412	541
		SEE TABLE - OH SIGN STR. (70'-85') - 66478				

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) 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.

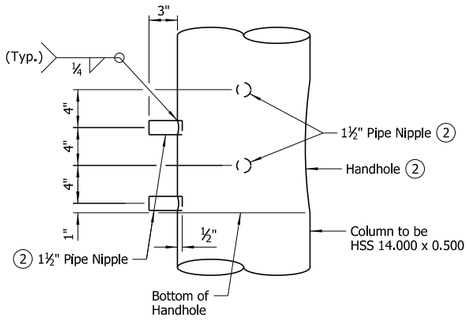
Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance 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.

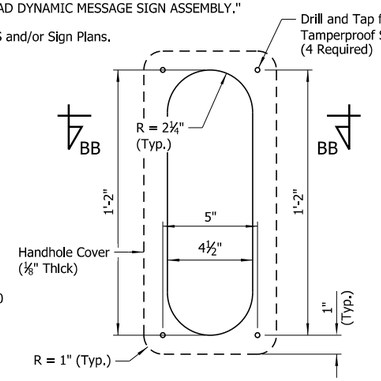
DYNAMIC MESSAGE SIGN (WHEN APPLICABLE): The Dynamic Message Sign (DMS) supplier shall be responsible for the attachment method and materials used to attach the DMS and its accessories to the structure. The method of attachment shall not facilitate any corrosion of the structure.

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.



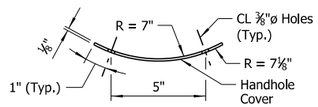
DETAIL P (3)
Scale: 1½" = 1'-0"



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.

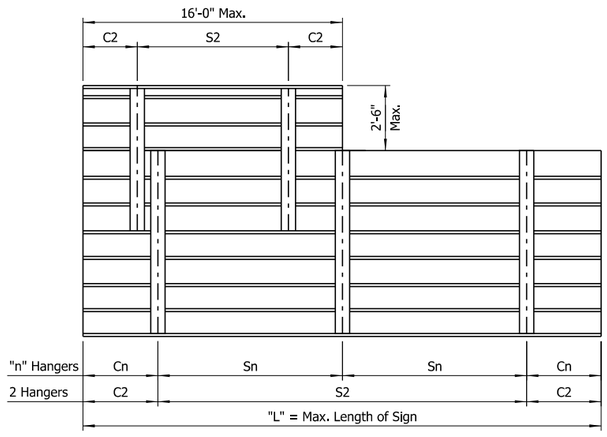


SECTION BB-BB
Scale: 3" = 1'-0"

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.



NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

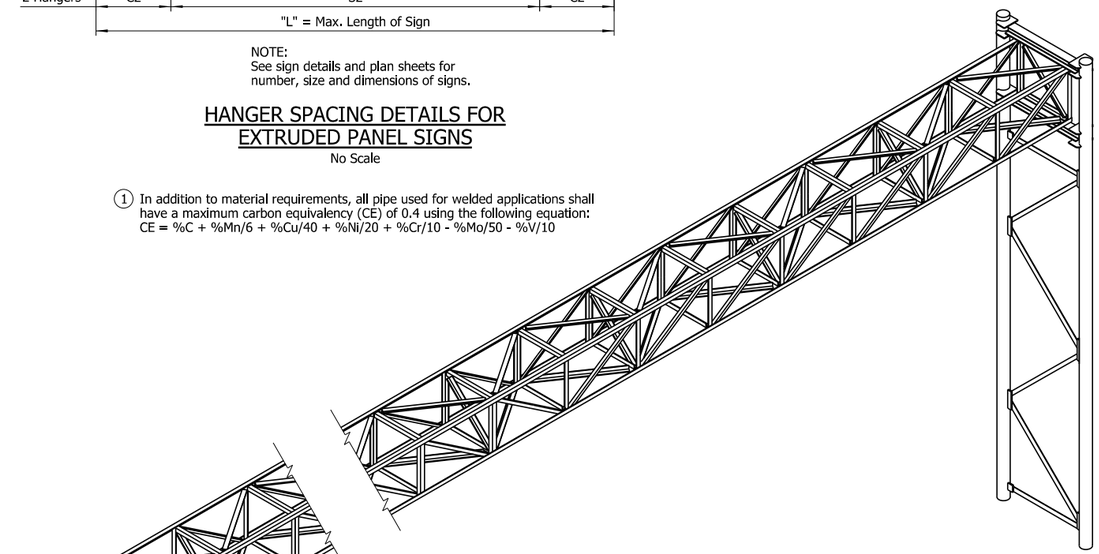
HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS
No Scale

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 5 OF 6
STANDARD DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

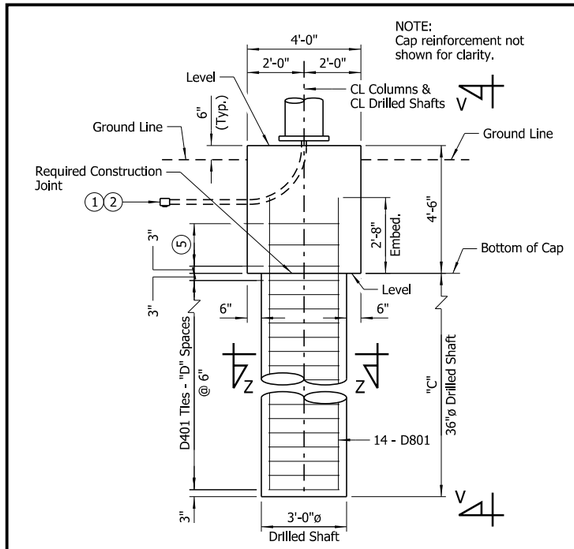
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 66478

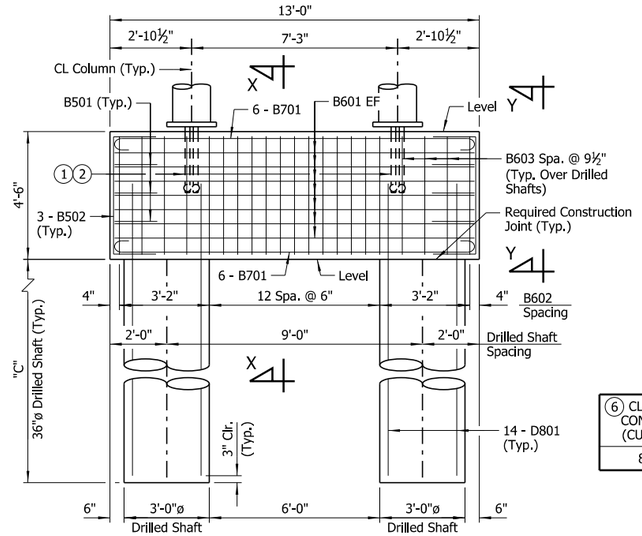
abhall 8/3/2023 5:59:28 PM
WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642xSS_S105_OH (70'-85').dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	413	541
		SEE TABLE - OH SIGN STR. (70'-85') - 66479				



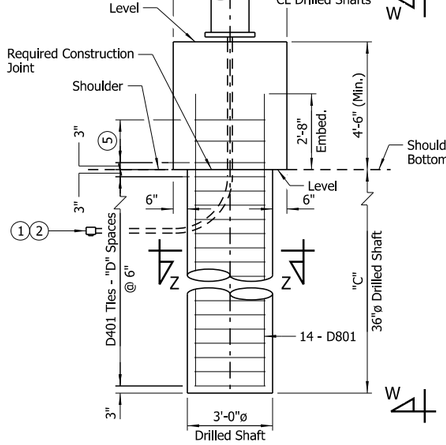
ELEVATION - FOUNDATION A2 (3)

Scale: ⅜" = 1'-0"



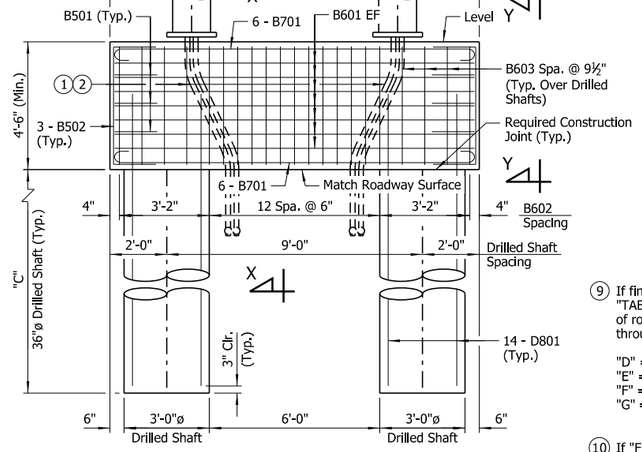
VIEW V-V

Scale: ⅜" = 1'-0"



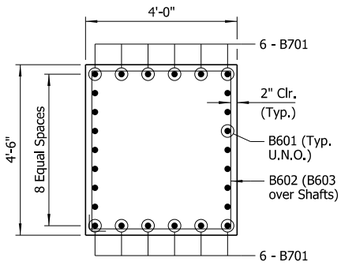
ELEVATION - FOUNDATION B2 (4)

Scale: ⅜" = 1'-0"



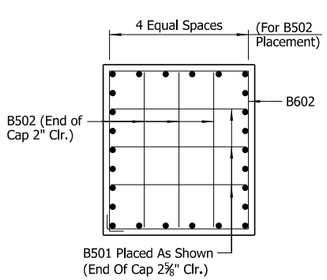
VIEW W-W

Scale: ⅜" = 1'-0"



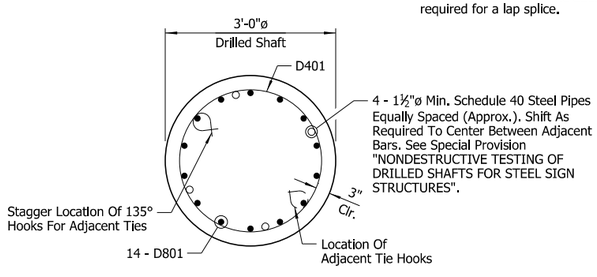
SECTION X-X

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".

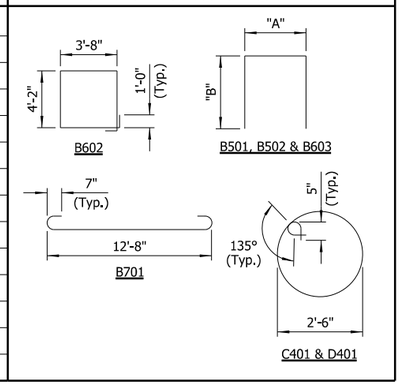
TABLE OF VARIABLES (9)

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
ADAM B. HALL
LICENSED PROFESSIONAL ENGINEER
No.14498
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 6 OF 6
STANDARD DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

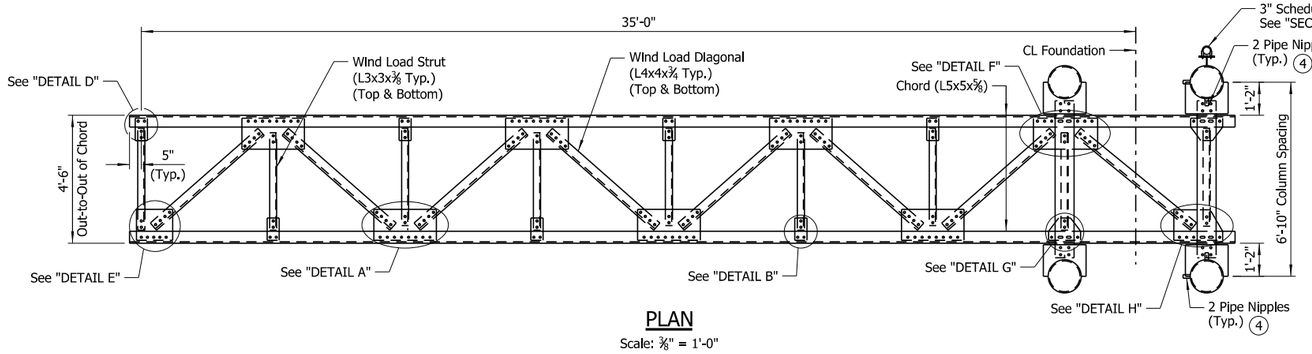
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: JME DATE: JAN. 2023
STR. NO. SEE TABLE DRAWING NO. 66479

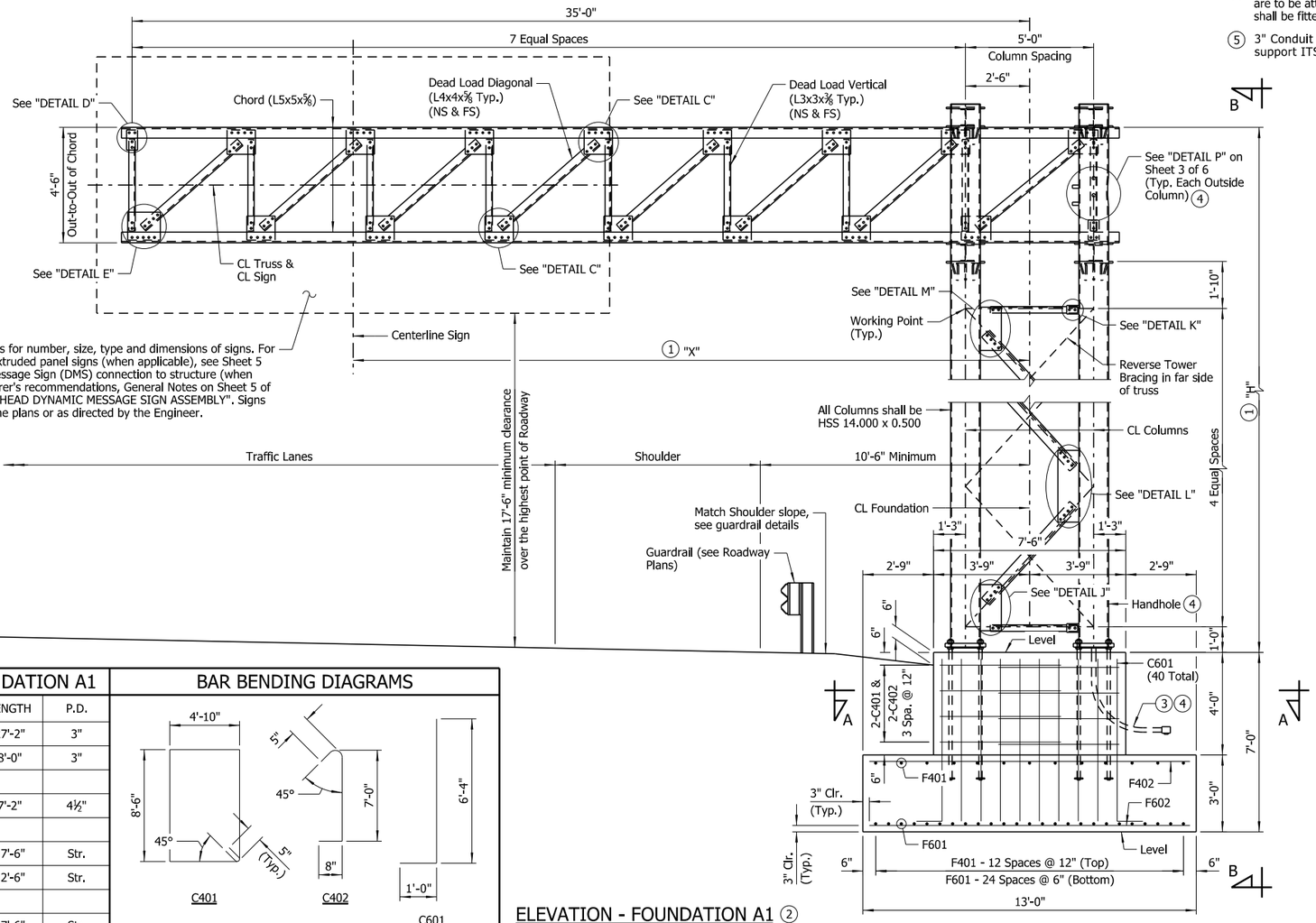
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	414	541
		SEE TABLE - OC SIGN STR. (35') - 66480				



PLAN

Scale: ⅜" = 1'-0"



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

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.

(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.

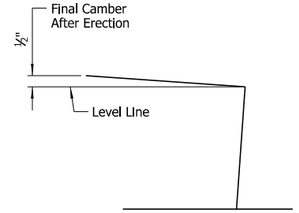
(4) Conduit, Handholes and Pipe Nipples only required when Dynamic Message Signs are to be attached to the structure or as directed by the Engineer. Pipe Nipples shall be fitted with standard plugs until conduit is installed.

(5) 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

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.

STRUCTURE NO.	"X"	FOUNDATION TYPE
OC-067-43-10	26'-6"	A1 or A2
OC-067-43-12	26'-6"	A1 or A2

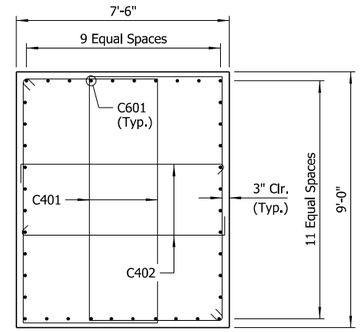


TRUSS CAMBER DIAGRAM

No Scale

LEGEND

NS = Near Side
FS = Far Side



SECTION A-A

Scale: ⅜" = 1'-0"

APPROXIMATE QUANTITES FOR FOUNDATION A1
(FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
36.00	2,235	81

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 1 OF 6
STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

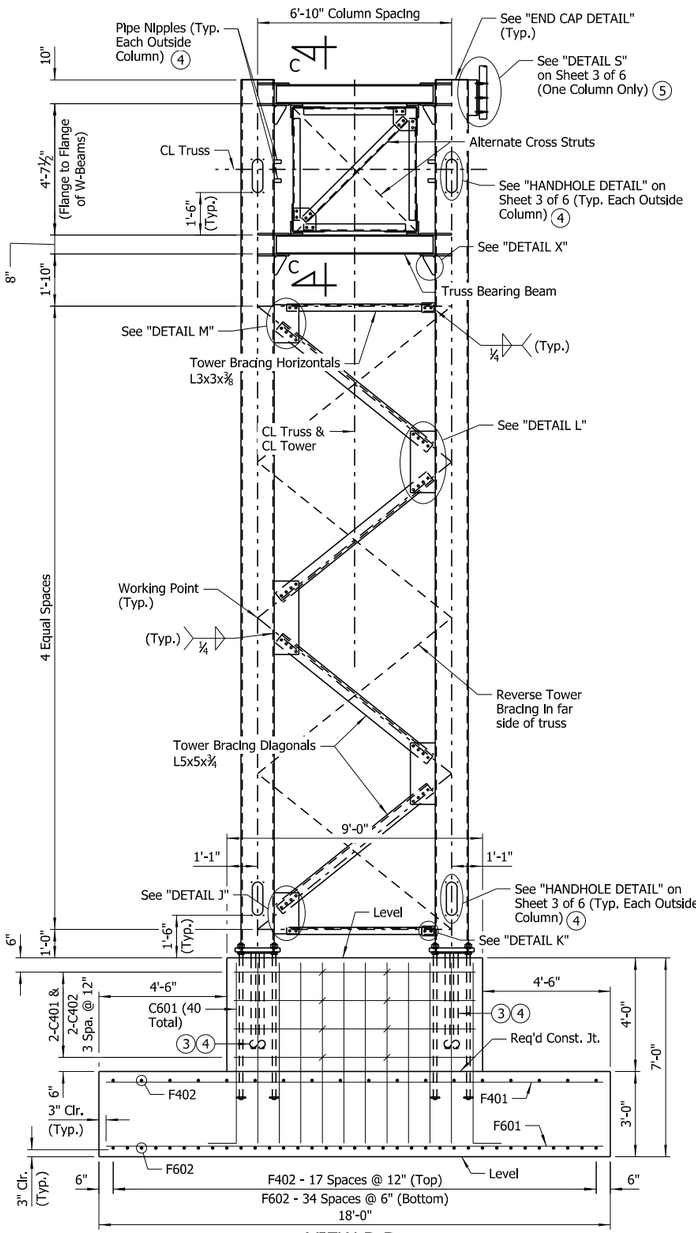
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 66480

abhall 8/3/2023 5:59:29 PM
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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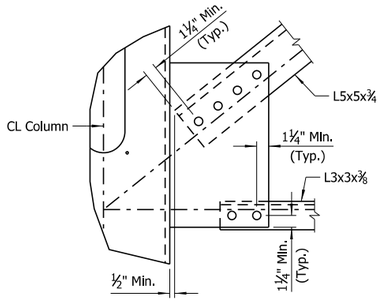


VIEW B-B

No Scale

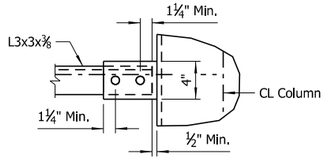
1. Bolts shall be ⅞"ø. Provide 15/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 15/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.
2. Bolts shall be ⅞"ø. Provide 15/16"ø holes at top and bottom beam flanges and connection plates.
3. For details of conduit and cable fittings at each column, refer to Electriacl 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.



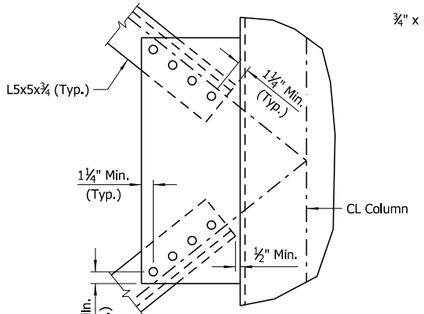
DETAIL J

No Scale



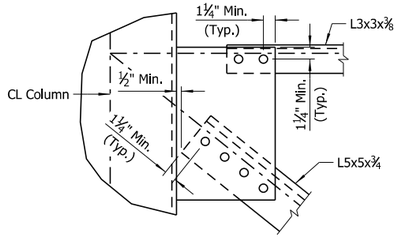
DETAIL K

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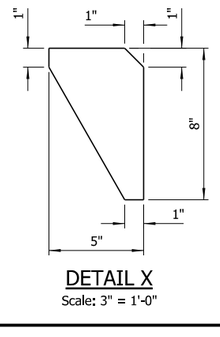
DETAIL L

No Scale



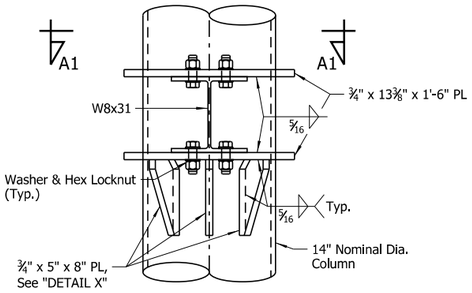
DETAIL M

No Scale



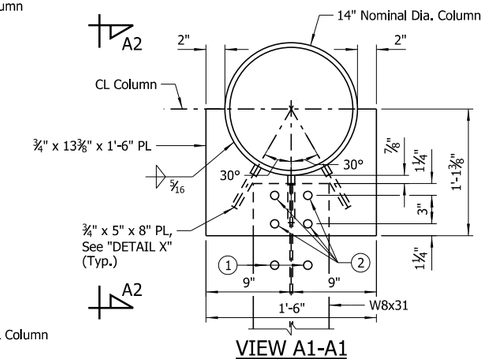
DETAIL X

Scale: 3" = 1'-0"



DETAIL - TRUSS BEARING SUPPORT

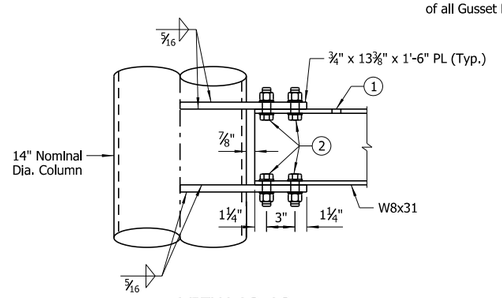
Scale: 1½" = 1'-0"



VIEW A1-A1

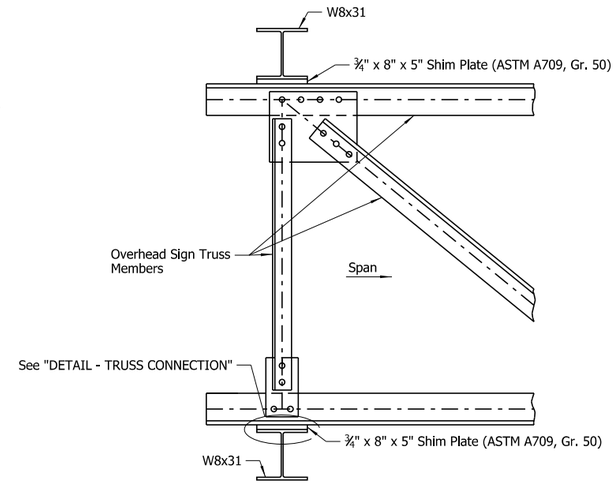
Scale: 1½" = 1'-0"

NOTE:
Unless noted otherwsie, thickness of all Gusset Plates shall be ⅜".



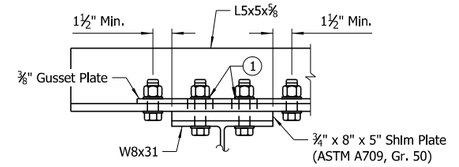
VIEW A2-A2

Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)



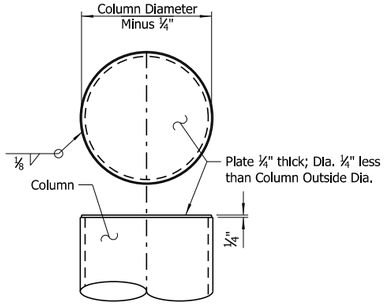
VIEW C-C

No Scale



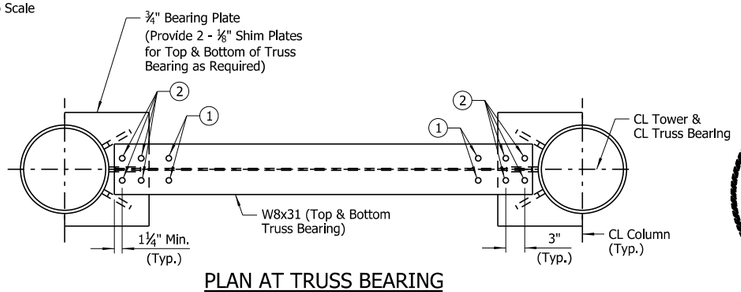
DETAIL - TRUSS CONNECTION

No Scale



END CAP DETAIL

Scale: 1½" = 1'-0"



PLAN AT TRUSS BEARING

Scale: 1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 2 OF 6
STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

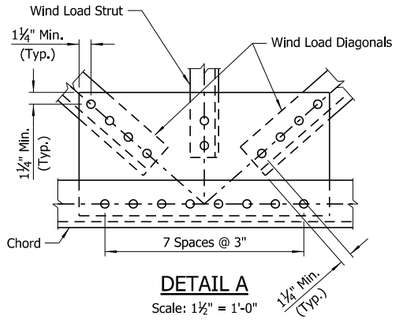
LITTLE ROCK, ARK.

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CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022

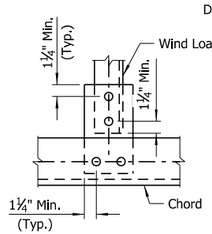
STR. NO. SEE TABLE DRAWING NO. 66481

abhall 8/3/2023 5:59:29 PM
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REVISED DATE:

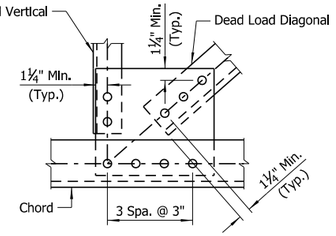
DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	416	541
		SEE TABLE - OC SIGN STR. (35') - 66482				



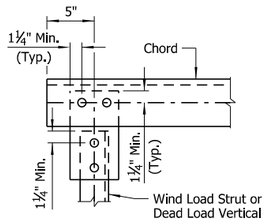
DETAIL A
Scale: 1½" = 1'-0"



DETAIL B
Scale: 1½" = 1'-0"

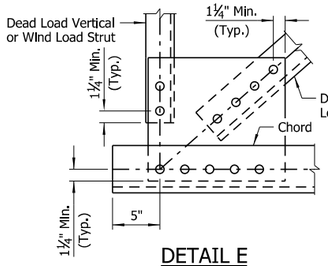


DETAIL C
Scale: 1½" = 1'-0"

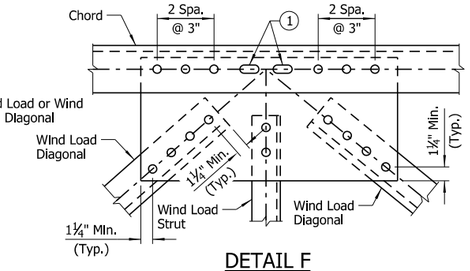


DETAIL D
Scale: 1½" = 1'-0"

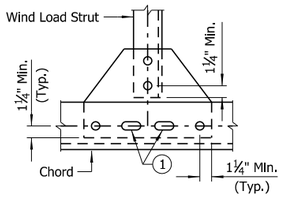
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



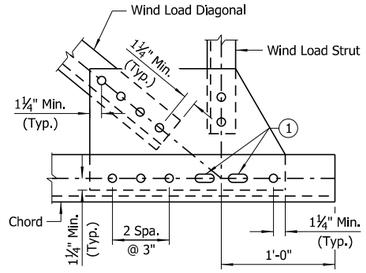
DETAIL E
Scale: 1½" = 1'-0"



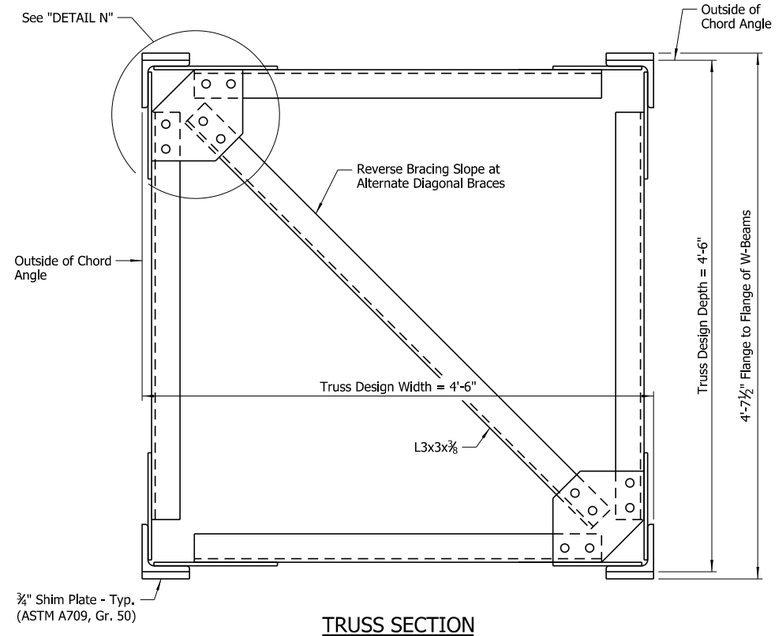
DETAIL F
Scale: 1½" = 1'-0"



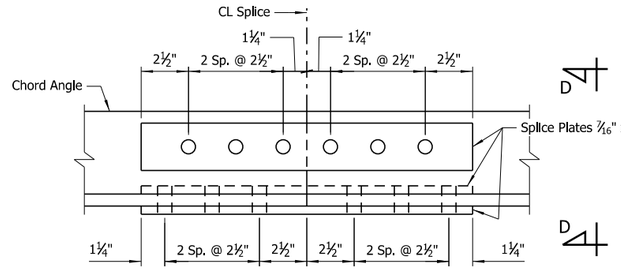
DETAIL G
Scale: 1½" = 1'-0"



DETAIL H
Scale: 1½" = 1'-0"

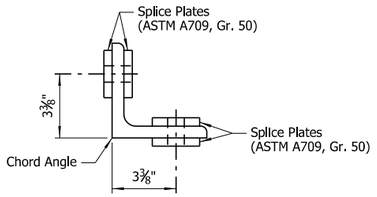


TRUSS SECTION
Scale: 1½" = 1'-0"

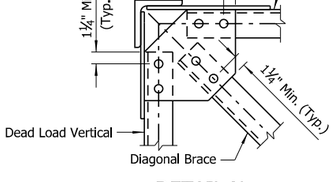


② CHORD SPLICE
Scale: 3 = 1'-0"

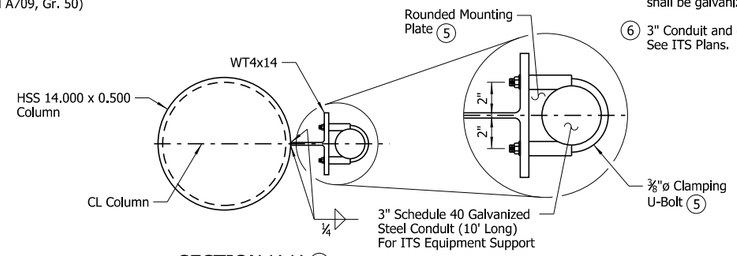
NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



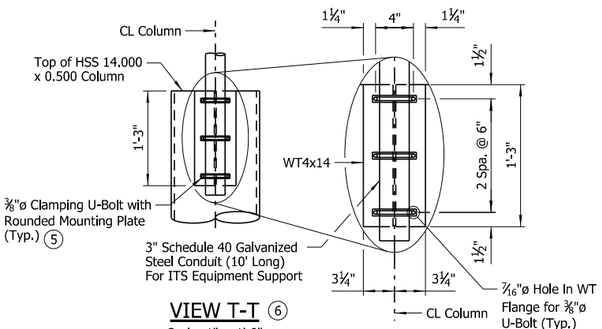
VIEW D-D
Scale: 3 = 1'-0"



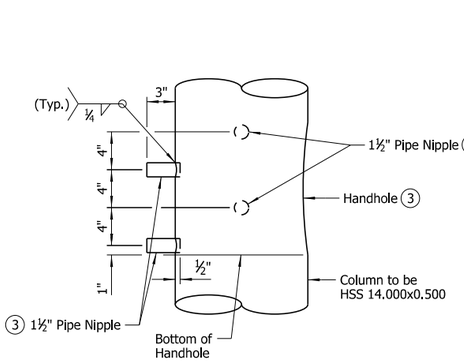
DETAIL N
Scale: 1½" = 1'-0"



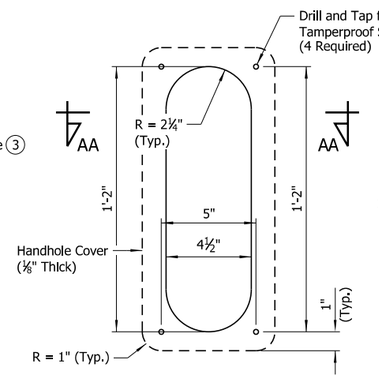
SECTION U-U (6)
Scale: 1½" = 1'-0"



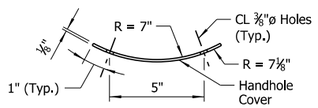
VIEW T-T (6)
Scale: 1" = 1'-0"



DETAIL P (4)
Scale: 1½" = 1'-0"



HANDHOLE DETAIL (3)(4)
Scale: 3" = 1'-0"

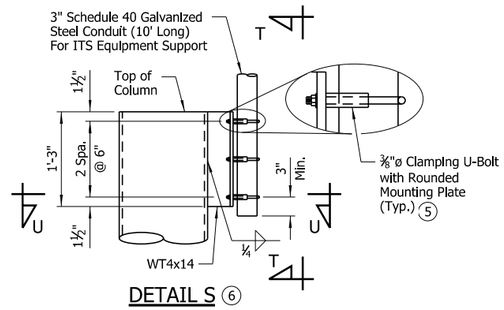


SECTION AA-AA
Scale: 3" = 1'-0"

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 S (6)
Scale: 1" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14498
ADAM B. HALL
Digitally Signed 08/04/2023
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
STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

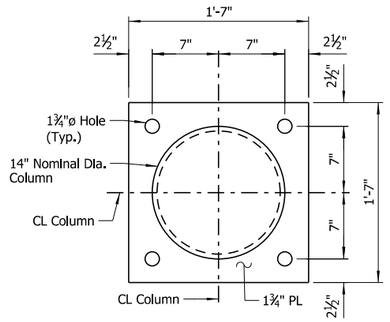
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	ABH	DATE:	FEB. 2023	SCALE:	As Shown
DESIGNED BY:	CSW	DATE:	DEC. 2022		

STR. NO. SEE TABLE DRAWING NO. 66482

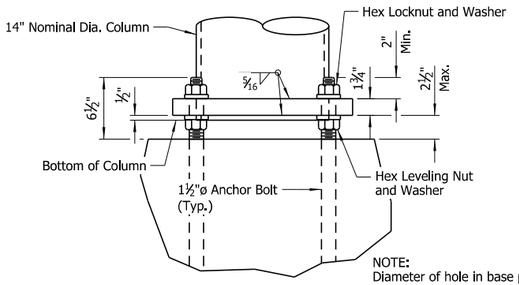
abhall 8/3/2023 5:59:30 PM
WORKSPACE\ARDOT Bridge (2019)
L:\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\b061642xSS_S203_OC (35').dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	417	541
		SEE TABLE - OC SIGN STR. (35') - 66483				



PLAN - COLUMN BASE

Scale: 1½" = 1'-0"



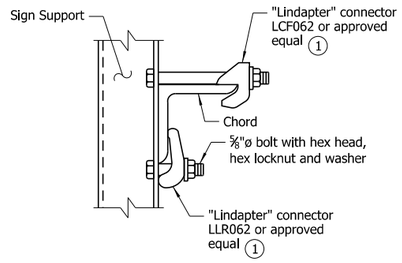
NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

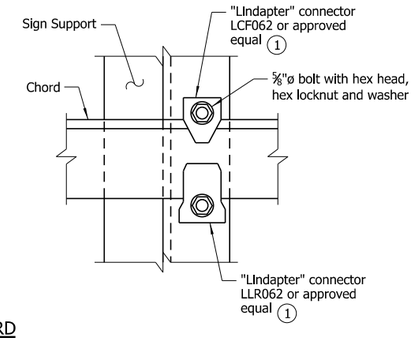
ELEVATION - COLUMN BASE

Scale: 1½" = 1'-0"

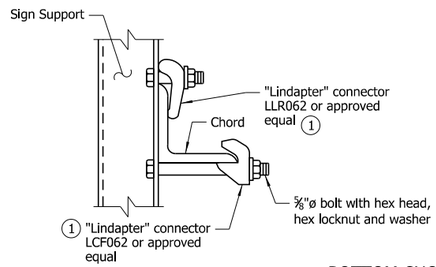
(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

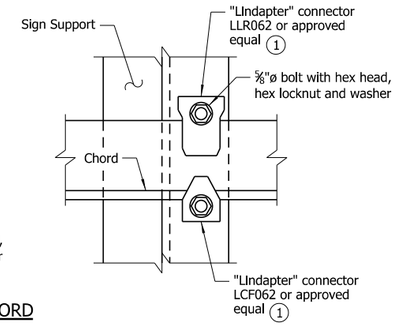
NOTE:
Install all support connectors clear of the gusset plates and splice locations.





TOP CHORD

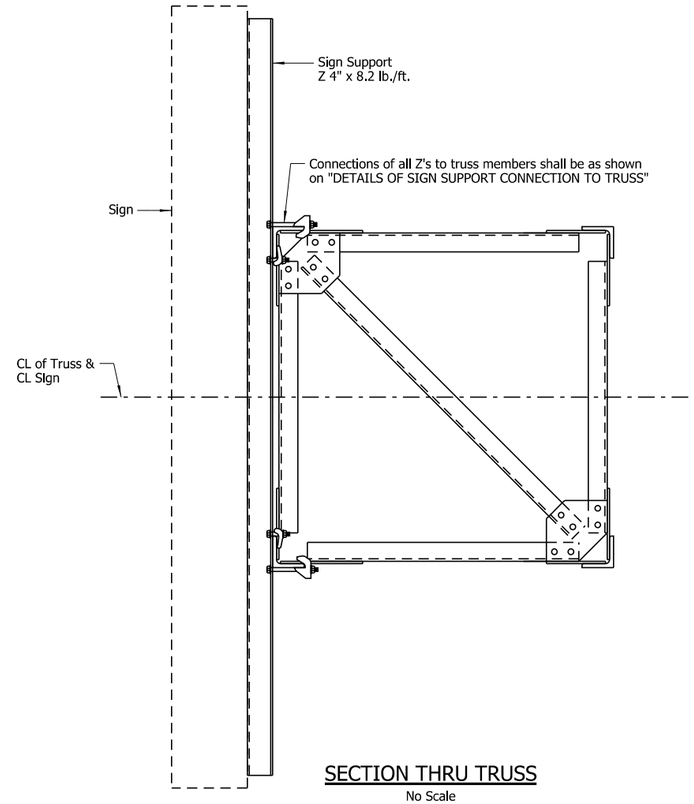




BOTTOM CHORD

DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

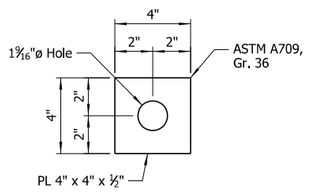
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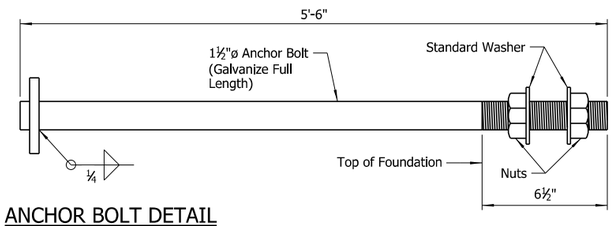


SECTION THRU TRUSS

No Scale

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".

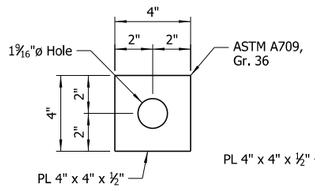


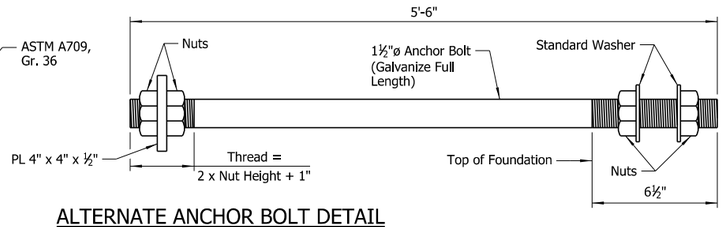


ANCHOR BOLT DETAIL

No Scale

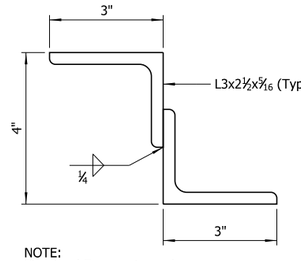
NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.





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 08/04/2023
BRIDGE ENGINEER

SHEET 4 OF 6
STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b061642_oc4.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 66483

abhall 8/3/2023 5:59:31 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.	061642	418	541
		SEE TABLE - OC SIGN STR. (35') - 66484				

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) 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 2½" 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.

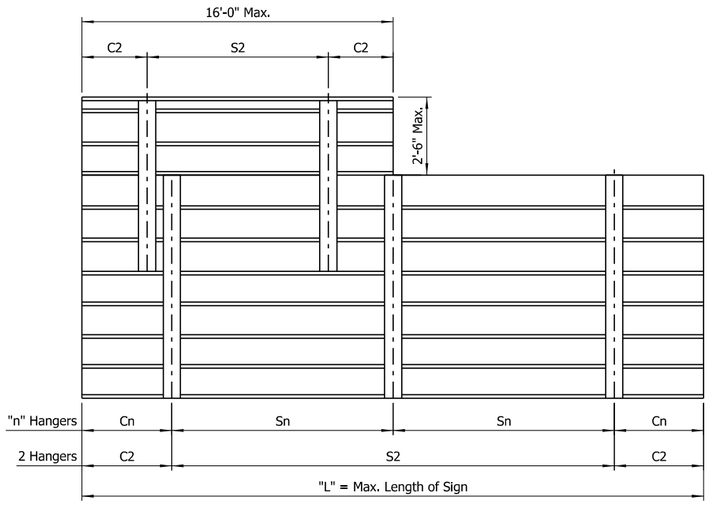
Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance 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

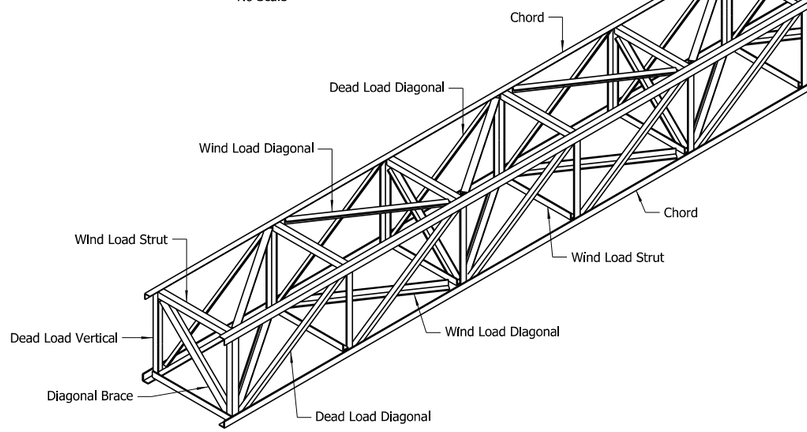
No Scale

HANGER VARIABLES

(For Extruded Panel Signs)

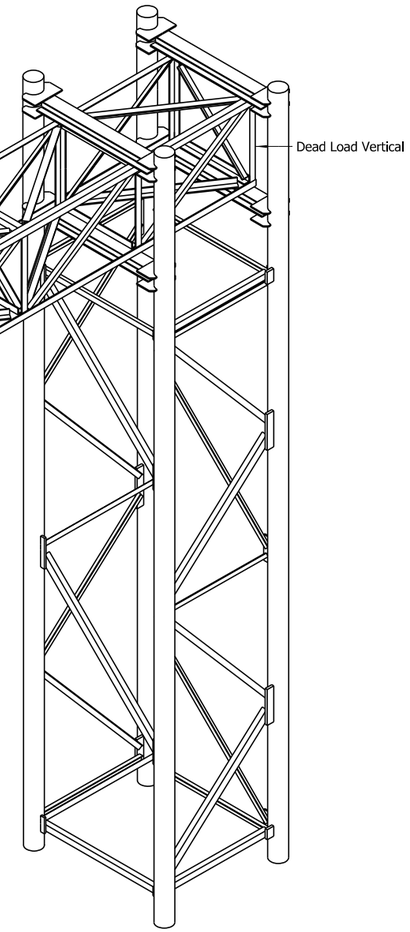
Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x "L"	0.58 x "L"
30'-0"	3 Hangers	0.145 x "L"	0.355 x "L"

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
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BRIDGE ENGINEER

SHEET 5 OF 6
STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

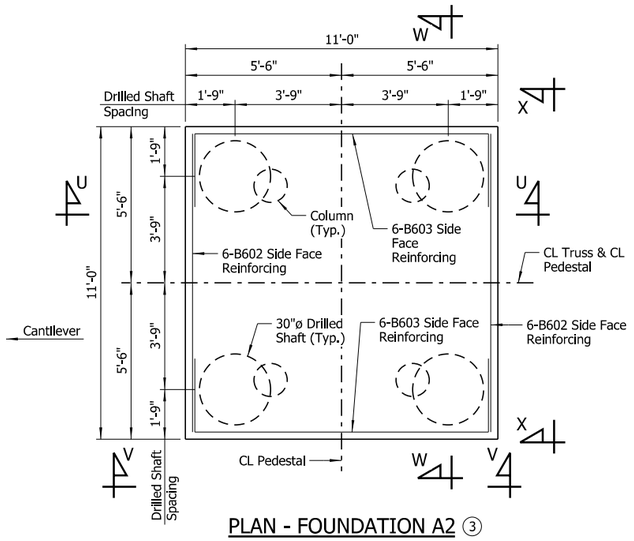
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: CSW DATE: DEC. 2022
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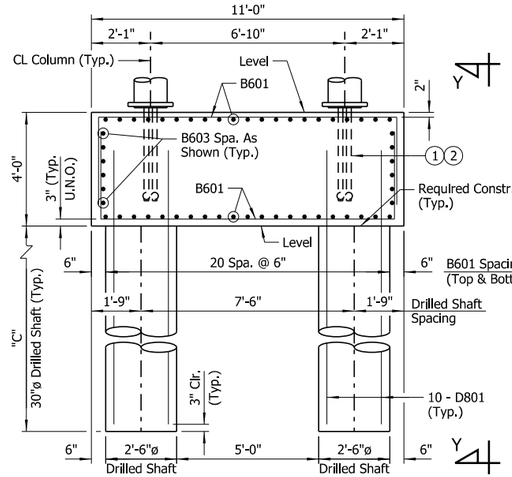
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		SEE TABLE - OC SIGN STR. (35') - 66485				



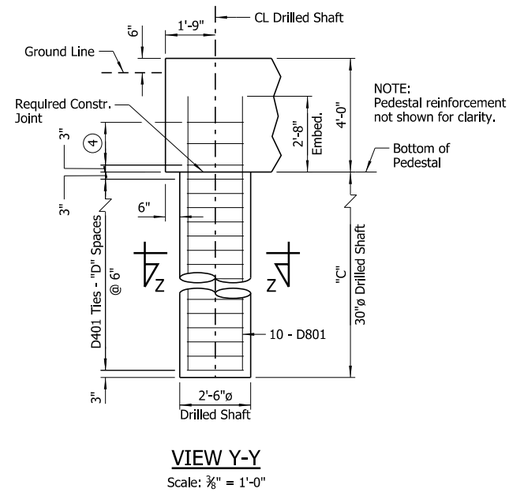
PLAN - FOUNDATION A2 ③

Scale: ⅜" = 1'-0"



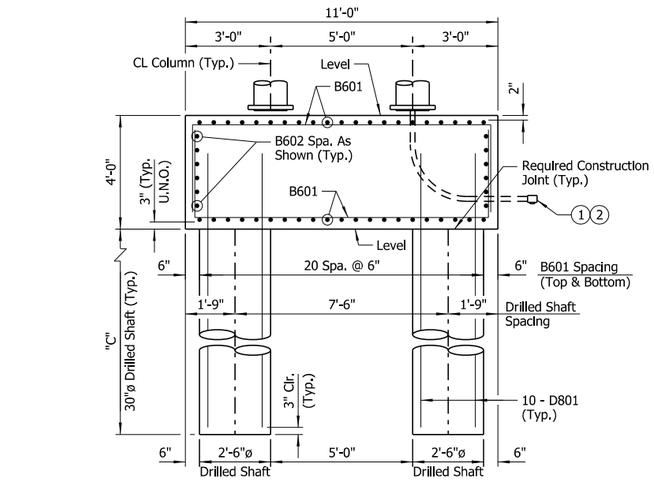
SECTION W-W

Scale: ⅜" = 1'-0"



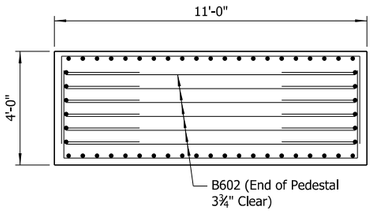
VIEW Y-Y

Scale: ⅜" = 1'-0"



SECTION U-U

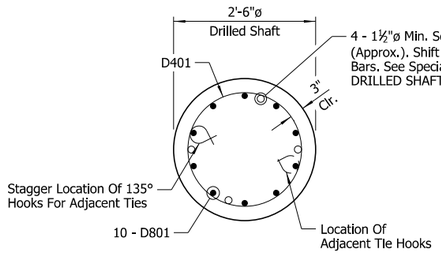
Scale: ⅜" = 1'-0"



VIEW X-X

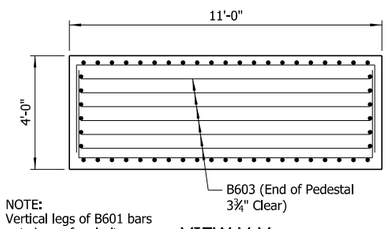
Scale: ⅜" = 1'-0"

NOTE:
Vertical legs of B601 bars not shown for clarity.



SECTION Z-Z

Scale: ¾" = 1'-0"



NOTE:
Vertical legs of B601 bars not shown for clarity.

VIEW V-V

Scale: ⅜" = 1'-0"

① Condult only required when Dyanmic Message Signs are to be attached to the structure or as directed by the Engineer.

② For details of condult 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"

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.

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.

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".

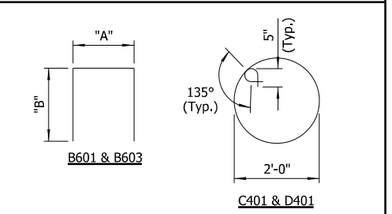
TABLE OF VARIABLES ⑧

SPT N60 ⑦ (blows/ft.)	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"

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 ⑤ (CU. YDS.)	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
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
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BRIDGE ENGINEER

SHEET 6 OF 6
STANDARD DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

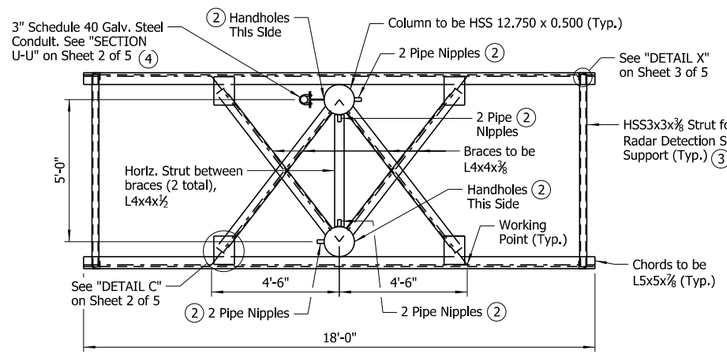
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ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: ABH DATE: JAN. 2023
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REVISED DATE:

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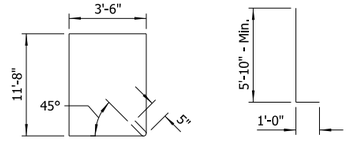


PLAN

Scale: 3/8" = 1'-0"

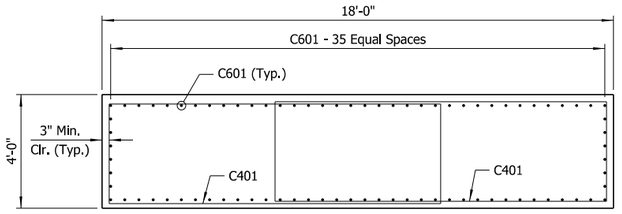
BAR LIST - FOUNDATION A1			
MARK	NO. REQ'D	LENGTH	P.D.
C401	10	30'-10"	2"
C601	84	6'-8"	4½"
F601	38	17'-6"	Str.
F602	70	9'-6"	Str.

BAR BENDING DIAGRAMS



NOTES:
Dimensions of bars are out-to-out.

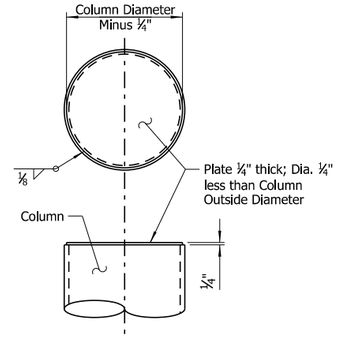
Number of bars shown is for one Foundation A1.



SECTION B-B

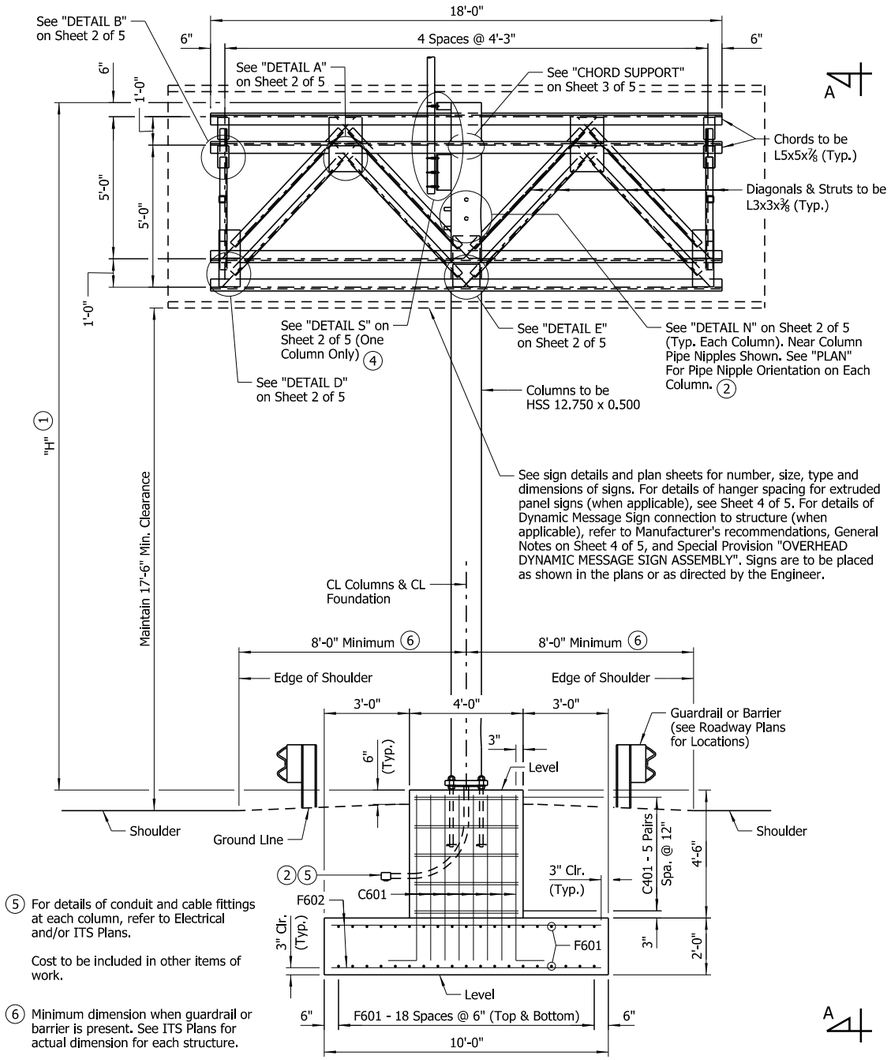
Scale: 3/8" = 1'-0"

STRUCTURE NO.	FOUNDATION TYPE
TM-067-43-14	A1 or A2
TM-067-60-48	A1 or A2



END CAP DETAIL

Scale: 1½" = 1'-0"



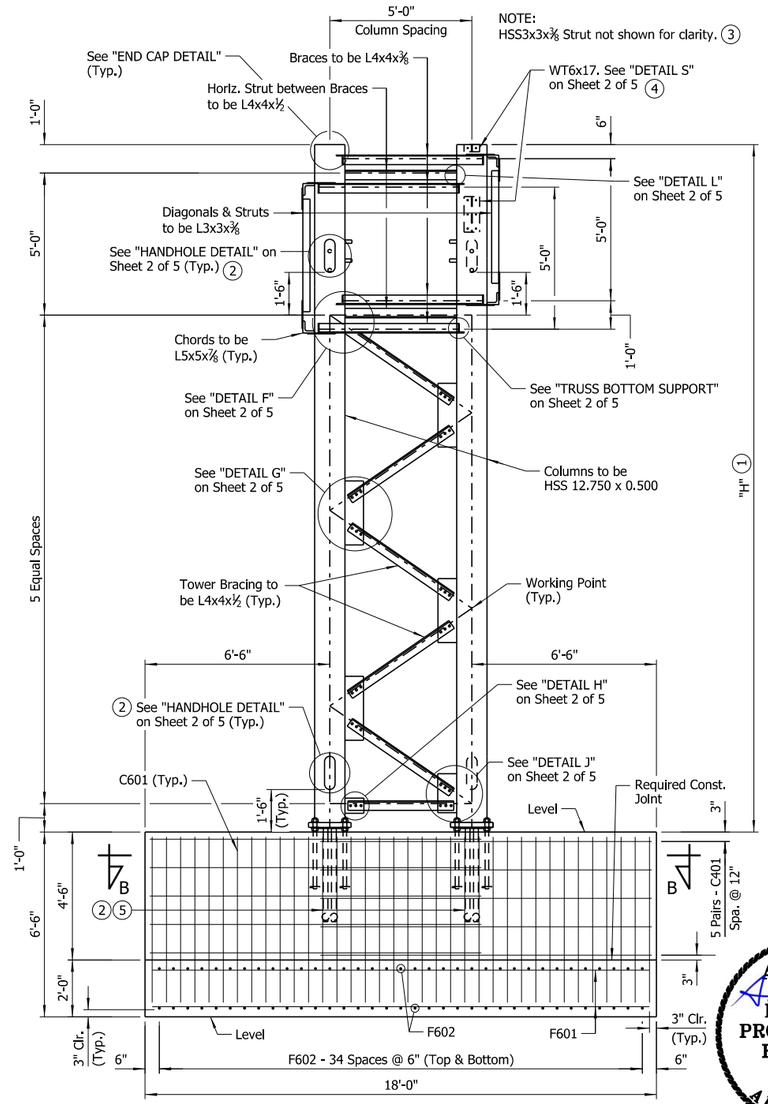
ELEVATION - FOUNDATION A1 (7)

No Scale

(5) 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.

(6) Minimum dimension when guardrail or barrier is present. See ITS Plans for actual dimension for each structure.



VIEW A-A

No Scale

(7) Foundation A1 allowed only when foundation is outside clear zone or is protected by guardrail or barrier. For other foundation types and associated restrictions, see Sheets 4 and 5 of 5.

(1) The Contractor shall make field measurements to determine the column height ("H") that is required to maintain the minimum vertical clearance. The column height shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("H") exceeds 30'-0", contact the Engineer.

(2) Conduit, Handholes and Pipe Nipples only required when Dyanmic 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.

(3) HSS3x3x3/8 Strut only required when Radar Detection Sensor is to be attached to the structure or as directed by the Engineer. See ITS Plans.

(4) 3" Conduit and conduit support steel only required when necessary to support ITS equipment or as directed by the Engineer. See ITS Plans.

APPROX. QUANTITIES FOR FOUNDATION A1 (FOR INFORMATION ONLY)

CLASS S CONCRETE (CU. YDS.)	REINFORCING STEEL (LBS.)	EXCAVATION (CU. YDS.)
25.33	3,045	61

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 1 OF 5
STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE

ROUTE SEC.

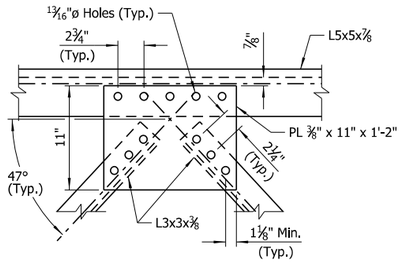
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

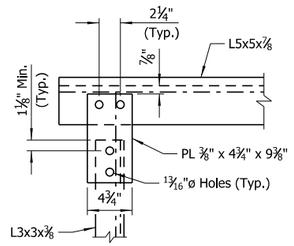
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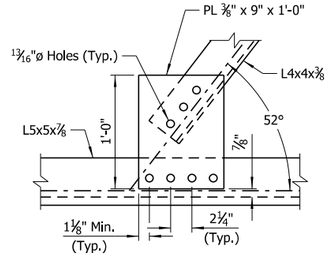
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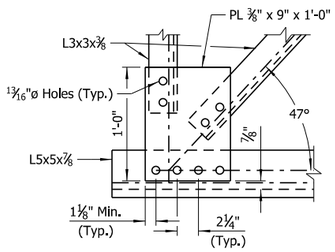
DETAIL A
Scale: 1½" = 1'-0"



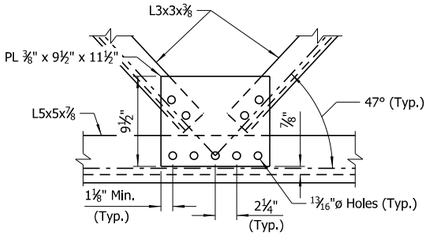
DETAIL B
Scale: 1½" = 1'-0"



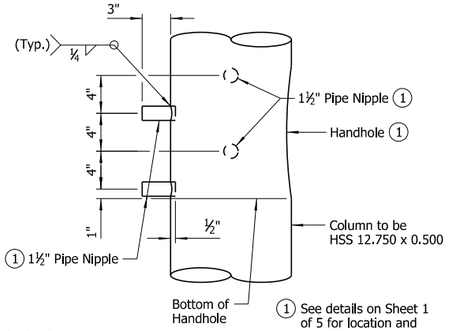
DETAIL C
Scale: 1½" = 1'-0"



DETAIL D
Scale: 1½" = 1'-0"



DETAIL E
Scale: 1½" = 1'-0"



DETAIL N ②
Scale: 1½" = 1'-0"

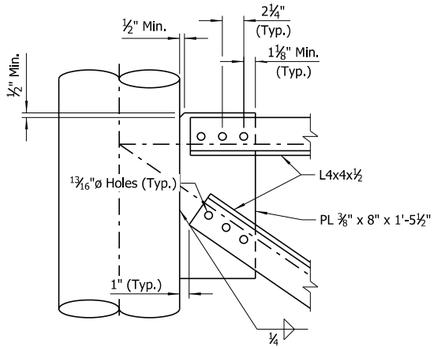
① See details on Sheet 1 of 5 for location and orientation of handholes and pipe nipples.

② Handholes and pipe nipples only required when Dyanmic 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.

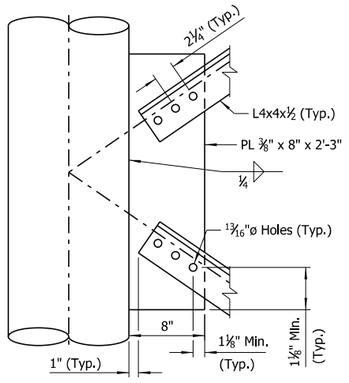
NOTE:
Provide handhole covers with chain, waterproof grommet, and tamperproof screws.

Handhole covers shall be galvanized and meet the requirements of ASTM A36 at a minimum.

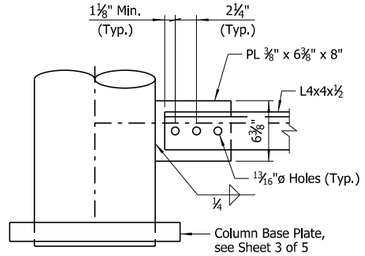
Tamperproof screws shall be galvanized and meet the requirements of ANSI/ASME B18.6.3.



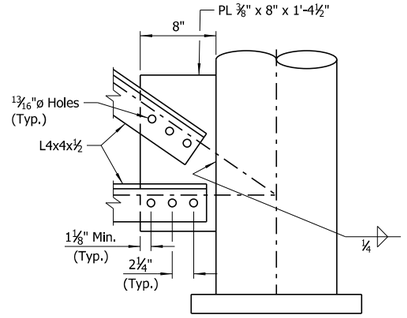
DETAIL F
Scale: 1½" = 1'-0"



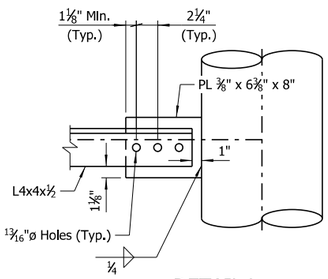
DETAIL G
Scale: 1½" = 1'-0"



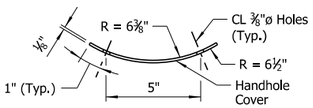
DETAIL H
Scale: 1½" = 1'-0"



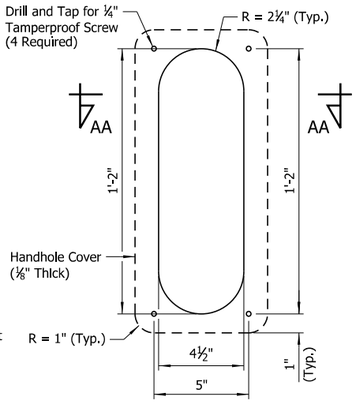
DETAIL J
Scale: 1½" = 1'-0"



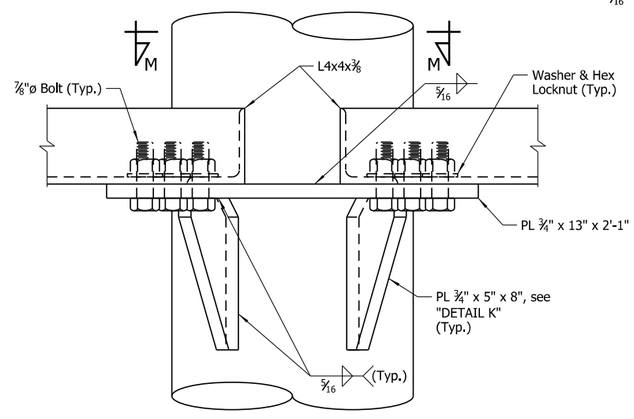
DETAIL L
Scale: 1½" = 1'-0"



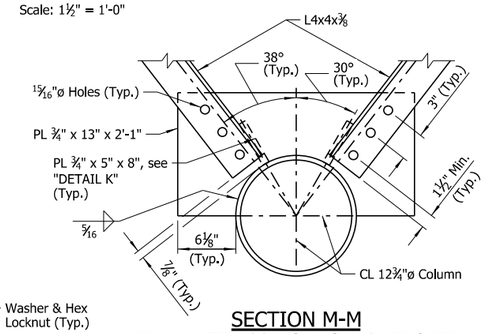
SECTION AA-AA
Scale: 3" = 1'-0"



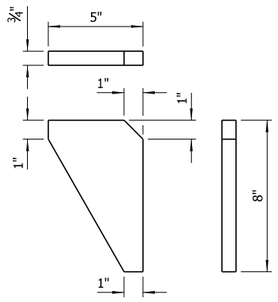
HANDHOLE DETAIL ① ②
Scale: 3" = 1'-0"



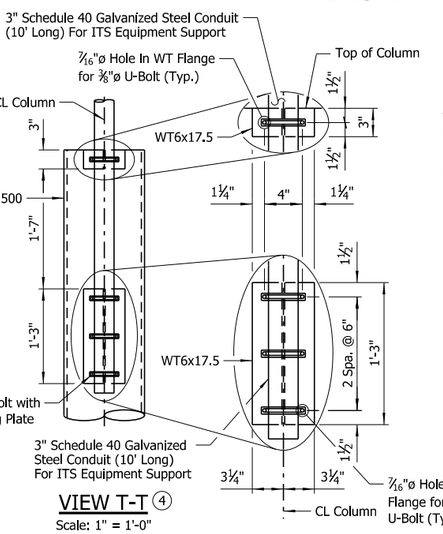
ELEVATION - TRUSS BOTTOM SUPPORT
(Bottom Connection shown, Top Connection similar)
Scale: 3" = 1'-0"



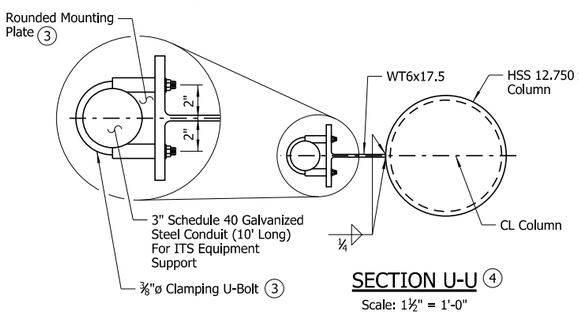
SECTION M-M
PLAN - TRUSS BOTTOM SUPPORT
Scale: 1½" = 1'-0"



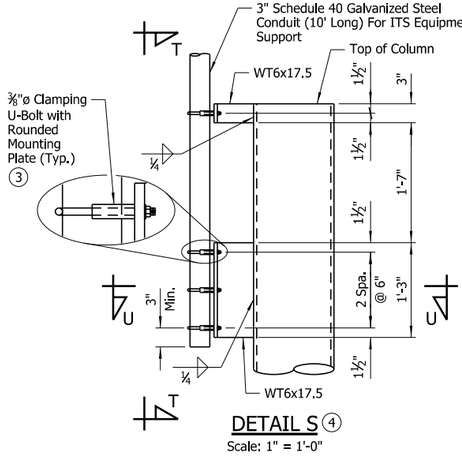
DETAIL K
Scale: 3" = 1'-0"



VIEW T-T ④
Scale: 1" = 1'-0"



SECTION U-U ④
Scale: 1½" = 1'-0"



DETAIL S 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.

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No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

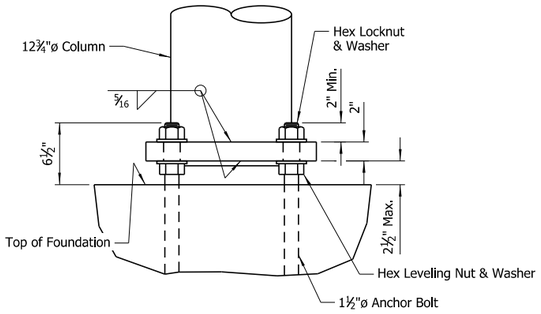
SHEET 2 OF 5
STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	CSW	DATE:	SEP. 2022	FILENAME:	b061642_tm2.dgn
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DESIGNED BY:	CSW	DATE:	SEP. 2022		

STR. NO. SEE TABLE DRAWING NO. 66487

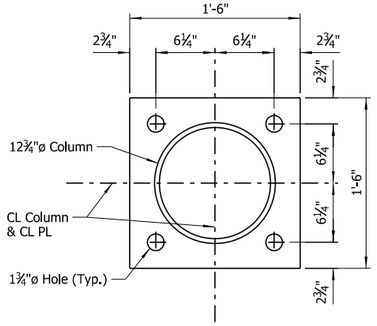
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abhall
WORKSPACE\ARDOT Bridge (2019)
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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		SEE TABLE - TEE MOUNT SIGN STR. - 66488				



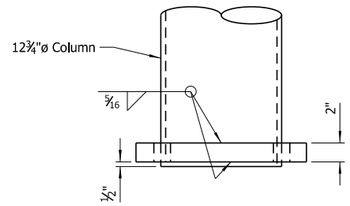
ELEVATION - COLUMN BASE

Scale: 1½" = 1'-0"



PLAN - COLUMN BASE

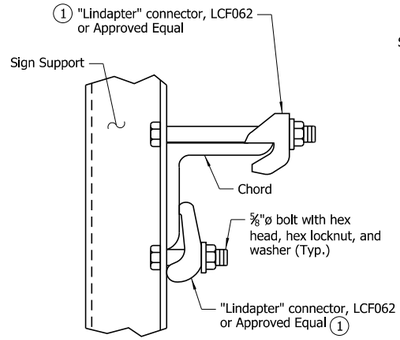
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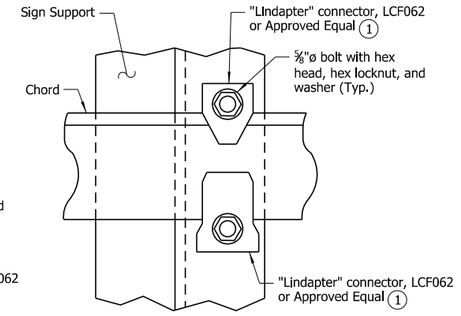


NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

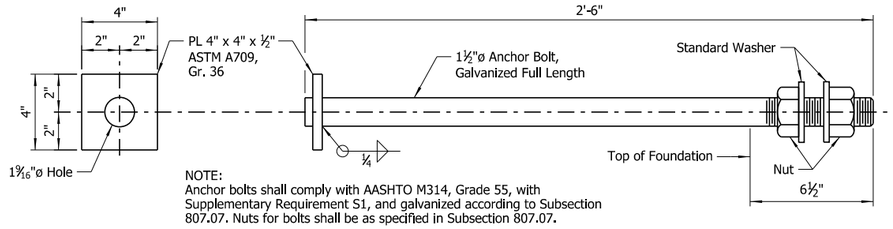
DETAIL OF COLUMN CONNECTION TO BASE PLATE

Scale: 1½" = 1'-0"





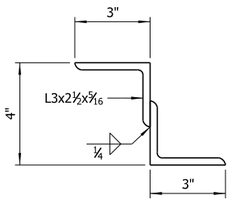
TOP CHORD



NOTE:
Anchor bolts shall comply with AASHTO M314, 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

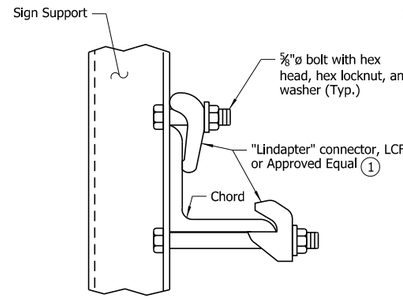
Scale: 3" = 1'-0"

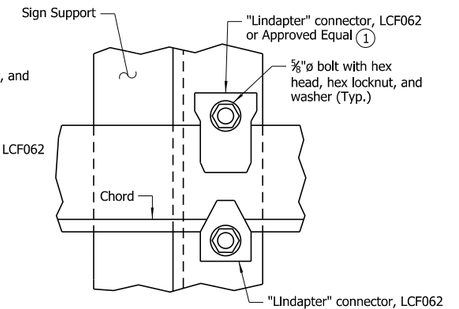


NOTE:
Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT

No Scale





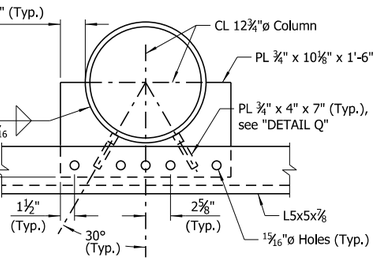
BOTTOM CHORD

(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.

DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

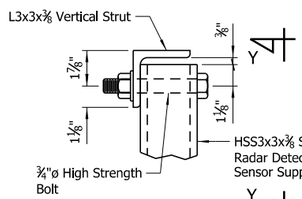
No Scale



NOTE:
Anchor bolts shall comply with AASHTO M314, 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

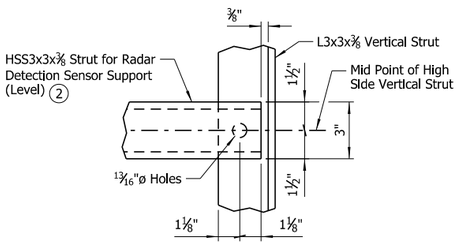
Scale: 3" = 1'-0"



DETAIL X

Scale: 3" = 1'-0"

(2) HSS3x3x⅜ Strut only required when Radar Detection Sensor Is to be attached to the structure or as directed by the Engineer. See ITS Plans.

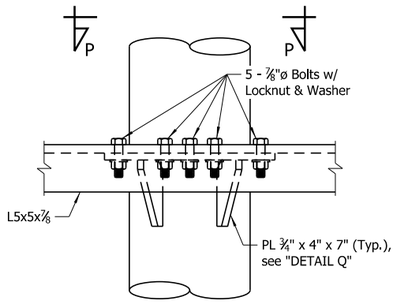


VIEW Y-Y

Scale: 3" = 1'-0"

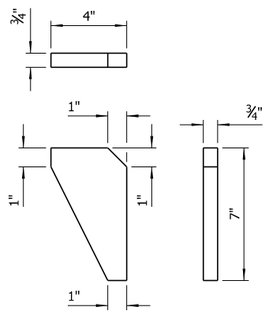
SECTION P-P
PLAN - CHORD SUPPORT

(Top Chord Shown, Bottom Chord Similar)
Scale: 1½" = 1'-0"



ELEVATION - CHORD SUPPORT

(Top Chord Shown, Bottom Chord Similar)
Scale: 1½" = 1'-0"



DETAIL Q

Scale: 3" = 1'-0"

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ADAM B. HALL
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SHEET 3 OF 5
STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	CSW	DATE:	SEP. 2022	FILENAME:	b061642_tm3.dgn
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DESIGNED BY:	CSW	DATE:	SEP. 2022		

STR. NO. SEE TABLE DRAWING NO. 66488

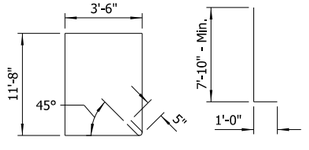
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	423	541
		SEE TABLE - TEE MOUNT SIGN STR. - 66489				

BAR LIST - FOUNDATION B1

MARK	NO. REQ'D	LENGTH	P.D.
C401	10	30'-10"	2"
C601	84	8'-8"	4½"
F601	38	17'-6"	Str.
F602	70	9'-6"	Str.

BAR BENDING DIAGRAMS



APPROX. QUANTITIES FOR FOUNDATION B1 (FOR INFORMATION ONLY)

Class S Concrete (Cu. Yds.)	Reinforcing Steel (Lbs.)	Excavation (Cu. Yds.)
38.67	3,300	41

NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Foundation B1.

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 250 square feet of sign area and a maximum sign weight (total of all signs) of 6000 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 TEE MOUNT 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
Square HSS Tubing:	ASTM A500, Gr. B (Fy = 46,000 psi), ASTM A501, Gr. B (Fy = 50,000 psi), ASTM A709, Gr. 36 (Fy = 36,000 psi)
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

(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

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 Special Provision "STEEL SIGN STRUCTURES."

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 2¼" 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.

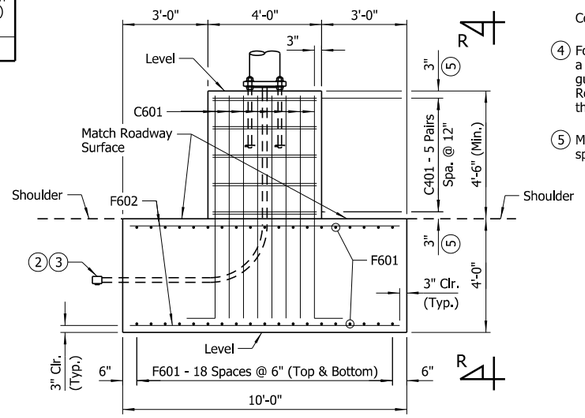
Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance 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 TEE MOUNT 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.

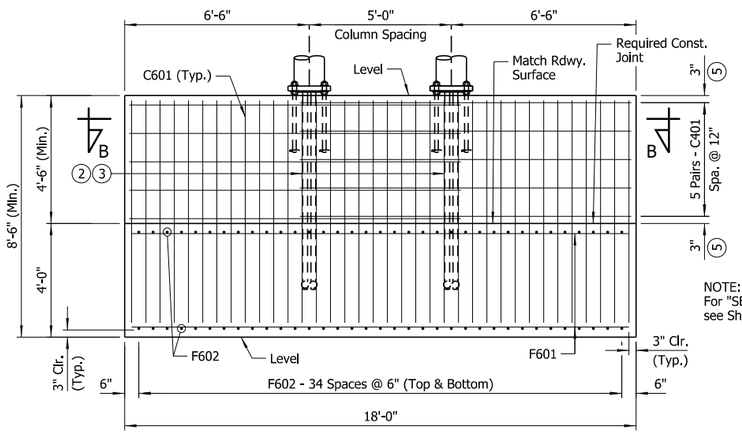
For additional information regarding the DMS, see Special Provision "OVERHEAD DYNAMIC MESSAGE SIGN ASSEMBLY."

For location of each tee mount sign structure and associated foundation type to be used, refer to ITS and/or Sign Plans.



ELEVATION - FOUNDATION B1 (4)

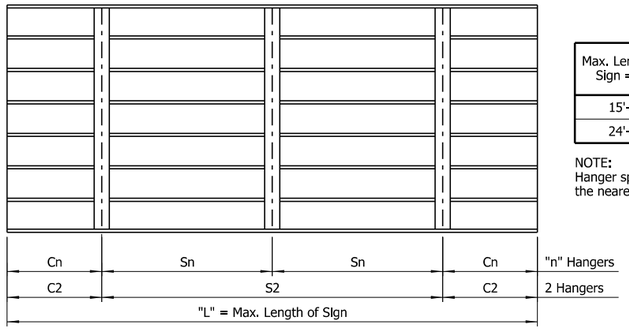
Scale: ⅜" = 1'-0"



NOTE:
For "SECTION B-B", see Sheet 1 of 5.

VIEW R-R

Scale: ⅜" = 1'-0"



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"
24'-0"	3 Hangers	0.145 x "L"	0.355 x "L"

NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.

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Digitally Signed 08/04/2023
BRIDGE ENGINEER

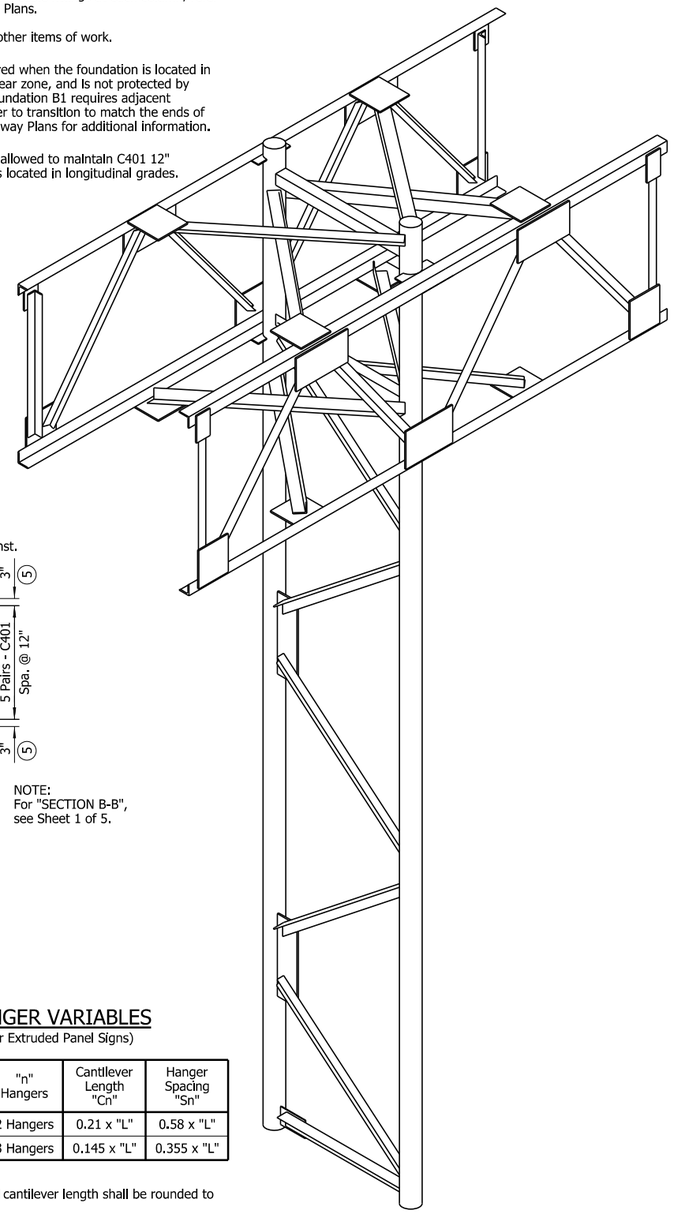
(2) Conduit only required when Dyanmic Message Signs are to be attached to the structure or as directed by the Engineer.

(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) 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. See Roadway Plans for additional information.

(5) Minor adjustments are allowed to maintain C401 12" spacing for foundations located in longitudinal grades.



ISOMETRIC VIEW

No Scale

SHEET 4 OF 5
STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE

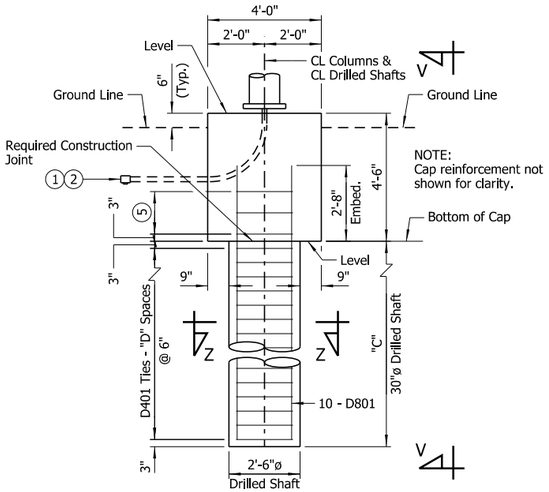
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: ABH DATE: SEP. 2022 SCALE: As Shown
DESIGNED BY: CSW DATE: SEP. 2022
STR. NO. SEE TABLE DRAWING NO. 66489

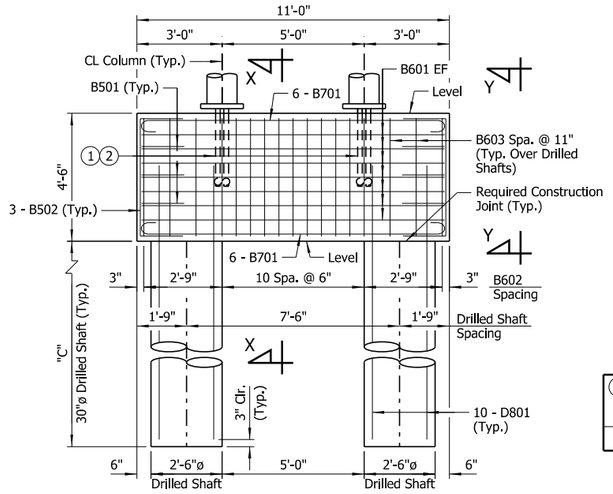
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REVISED DATE:

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		SEE TABLE - TEE MOUNT SIGN STR. - 66490				



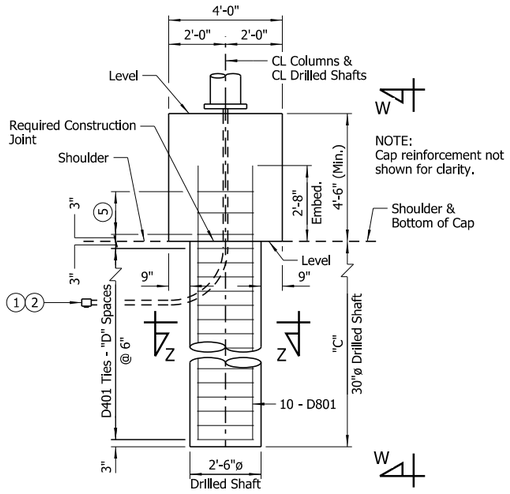
ELEVATION - FOUNDATION A2 (3)

Scale: ⅜" = 1'-0"



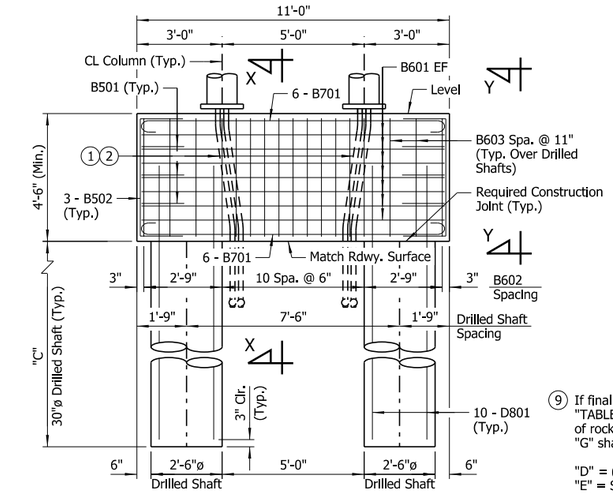
VIEW V-V

Scale: ⅜" = 1'-0"



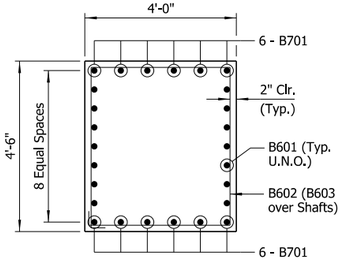
ELEVATION - FOUNDATION B2 (4)

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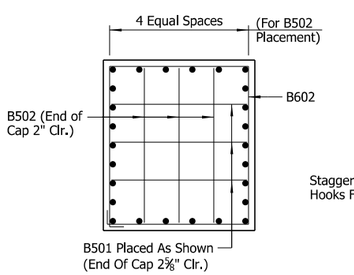
VIEW W-W

Scale: ⅜" = 1'-0"



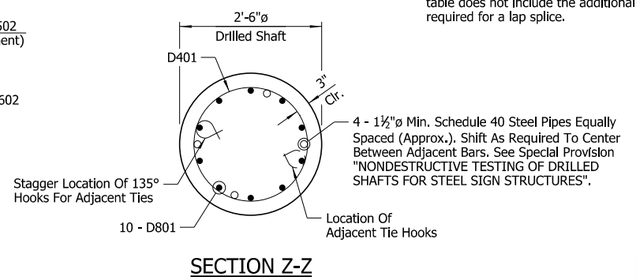
SECTION X-X

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 (30" DIA.) (LIN. FT.)	CROSSHOLE SONIC LOGGING (30" DIA.) (EACH)
7.33	1,037	15	"G"	1

APPROX. QUANTITIES FOR FOUNDATION B2 (FOR INFORMATION ONLY)

(6) CLASS S CONCRETE (CU. YDS.)	(7) REINFORCING STEEL (LBS.)	DRILLED SHAFT (30" DIA.) (LIN. FT.)	CROSSHOLE SONIC LOGGING (30" DIA.) (EACH)
7.33	1,037	"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 TEE MOUNT 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 TEE MOUNT 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 TEE MOUNT SIGN STRUCTURE".

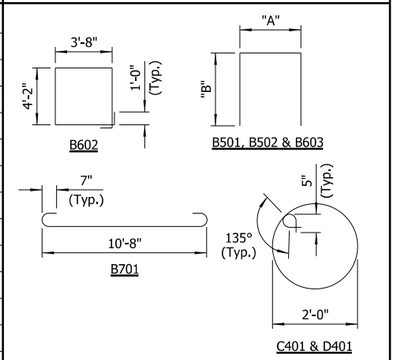
TABLE OF VARIABLES (9)

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	72'-0"	67'-0"	133	268	69'-5"	134'-0"
7 To 9	60'-0"	55'-0"	109	220	57'-5"	110'-0"
9 To 11	45'-0"	40'-0"	79	160	42'-5"	80'-0"
11 To 13	36'-0"	31'-0"	61	124	33'-5"	62'-0"
>13	30'-0"	25'-0"	49	100	27'-5"	50'-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	10'-8"			Str.
B602	13	16'-10"			4½"
B603	4	11'-8"	3'-8"	4'-2"	4½"
B701	12	12'-4"			5¼"
C401	6	7'-4"			3"
D401	"E"	7'-4"			3"
D801	20	"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

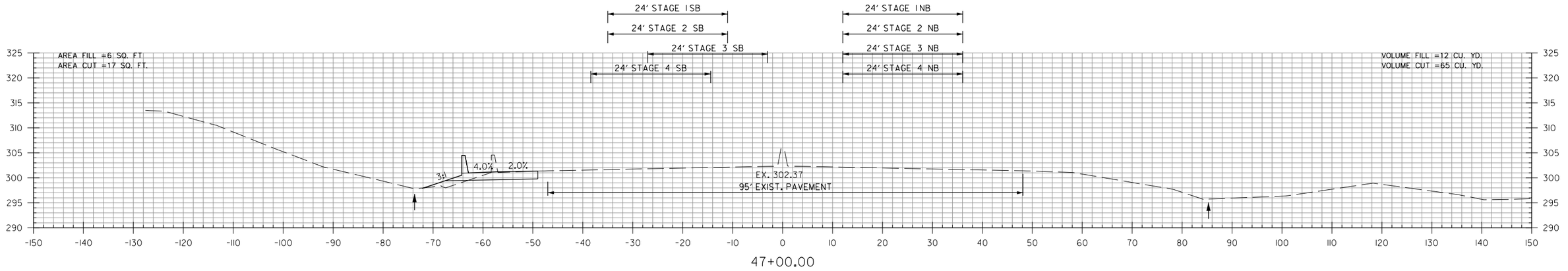
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
Digitally Signed 08/04/2023
BRIDGE ENGINEER

SHEET 5 OF 5
STANDARD DETAILS OF STEEL TEE MOUNT SIGN STRUCTURE
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

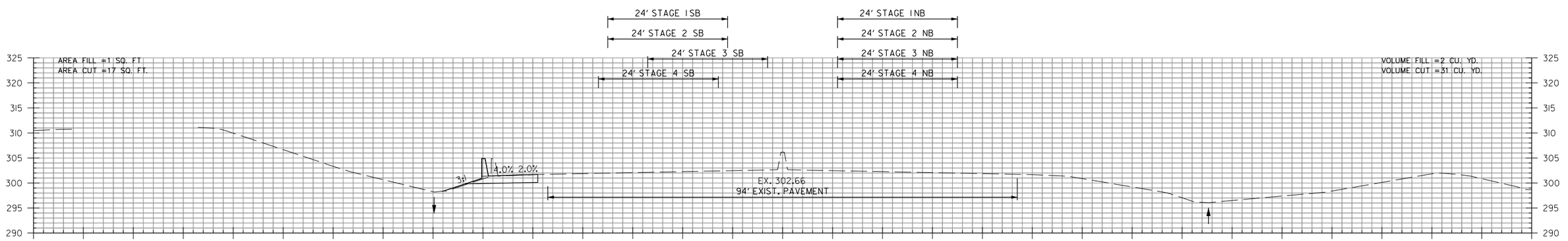
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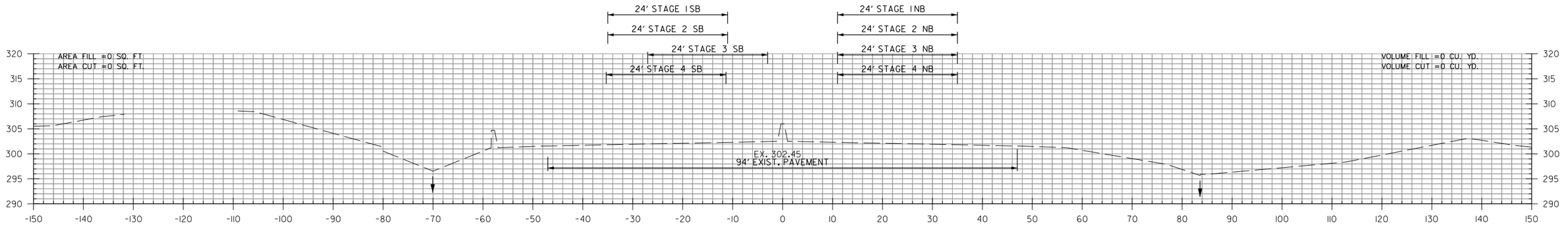
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46+00.00



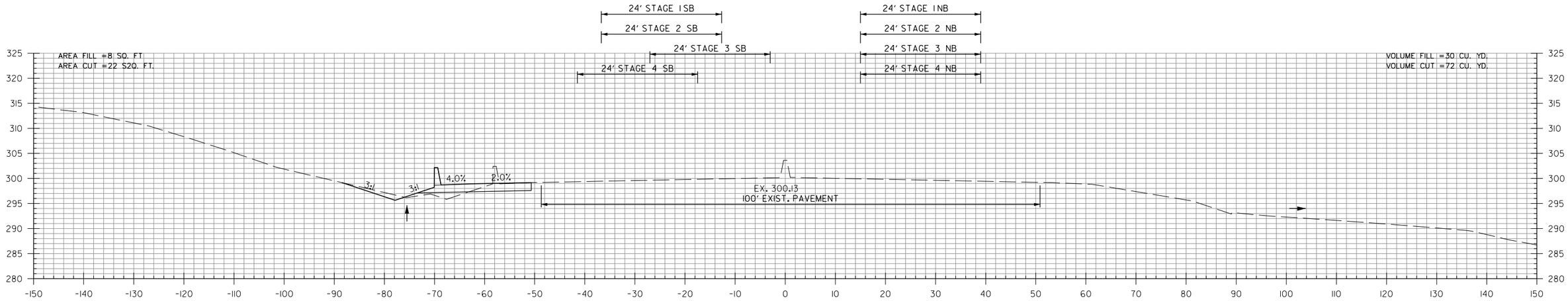
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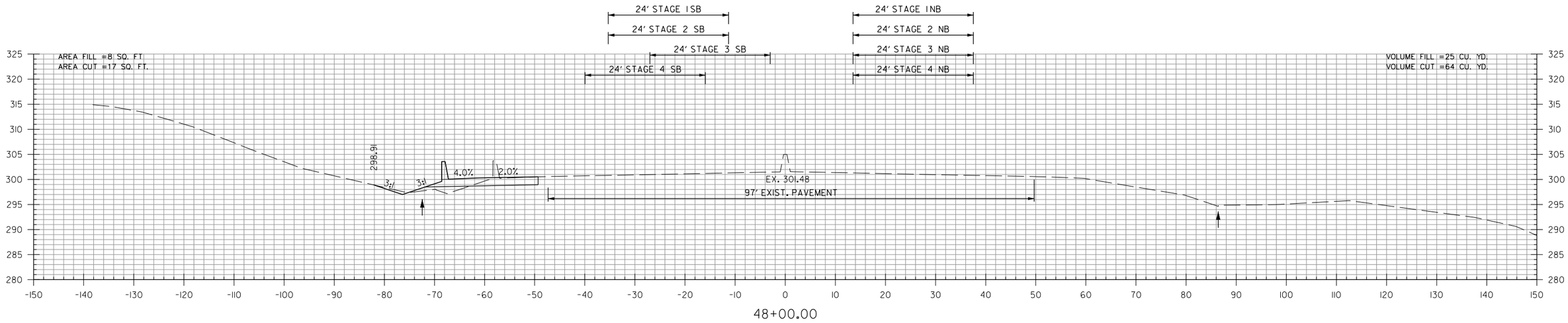
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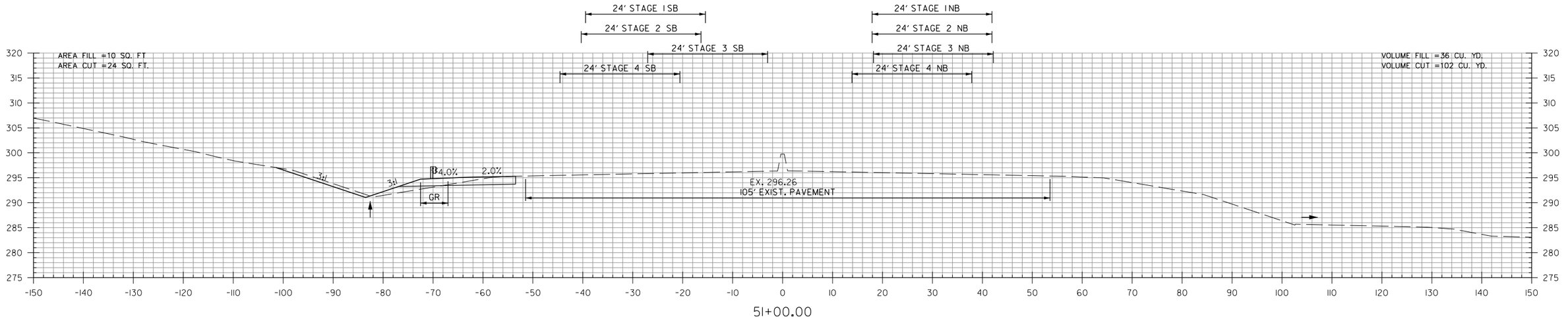


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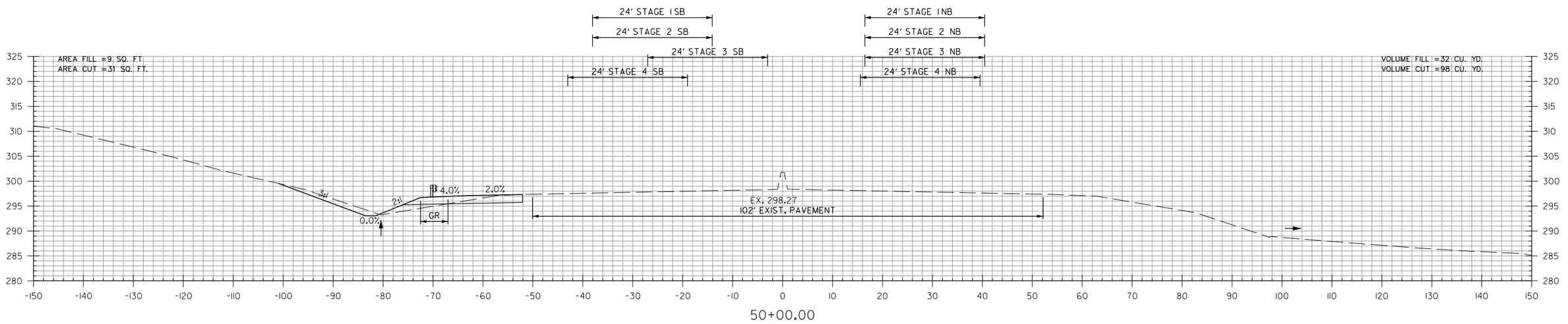
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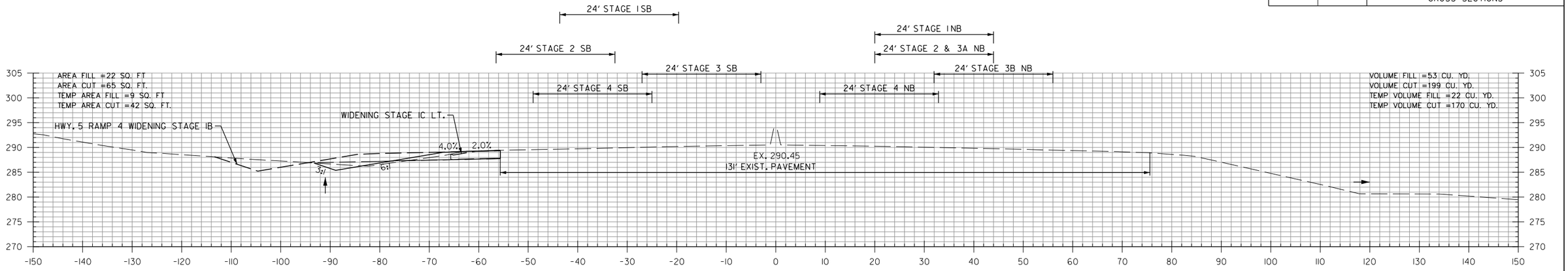


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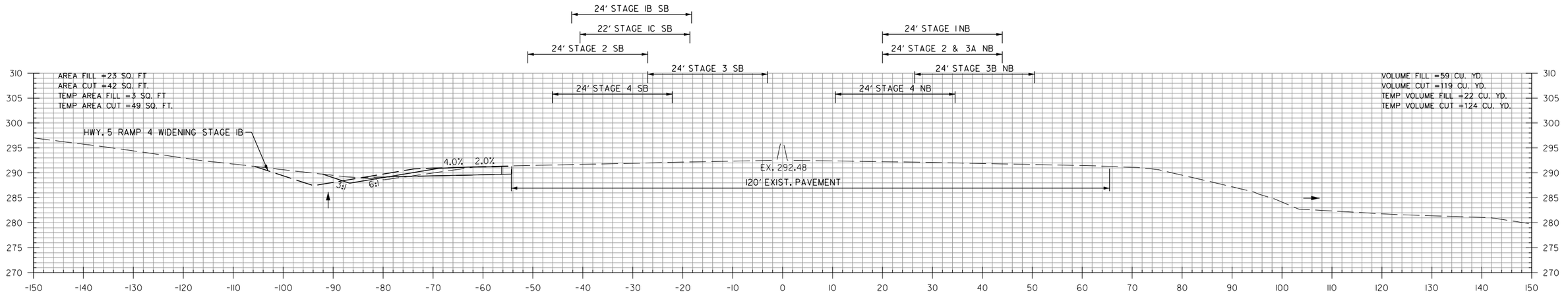
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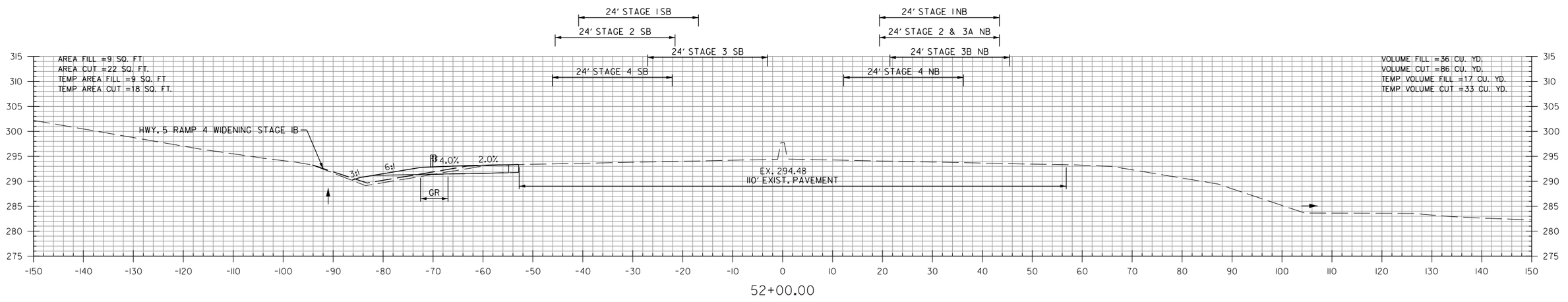
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53+00.00

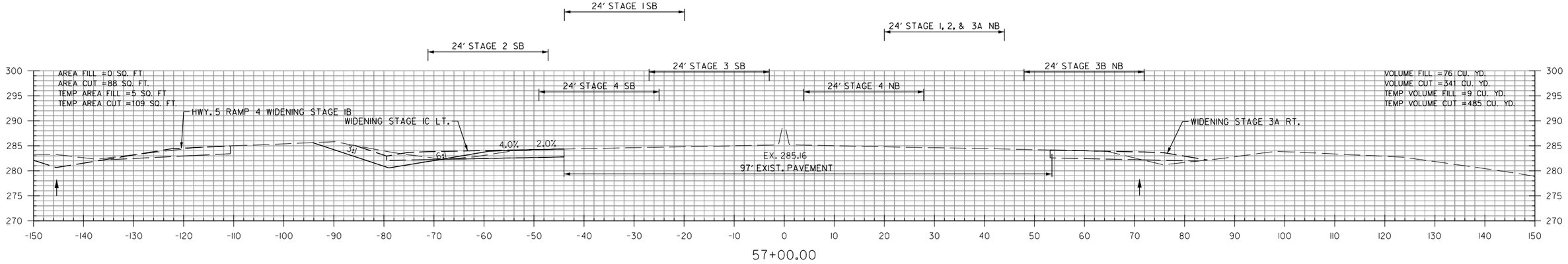


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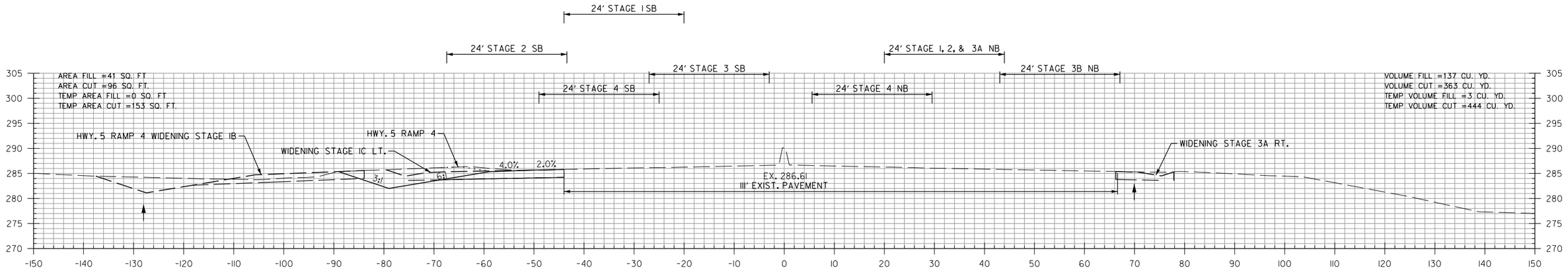
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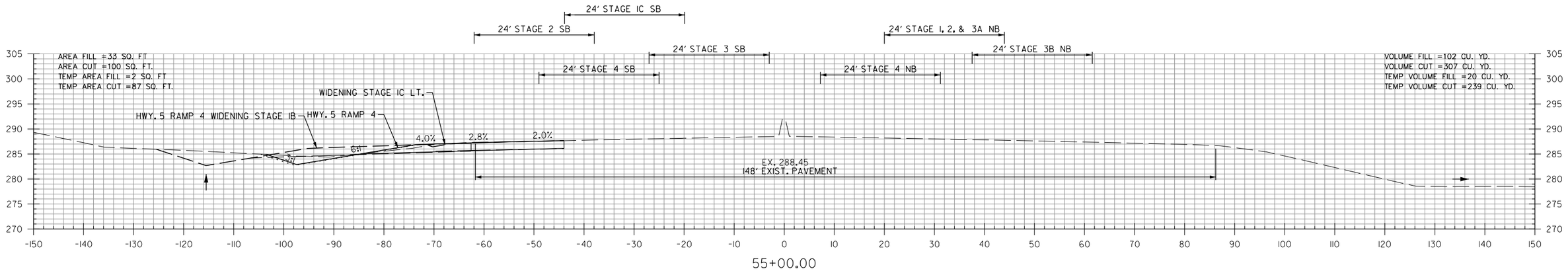
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57+00.00



56+00.00

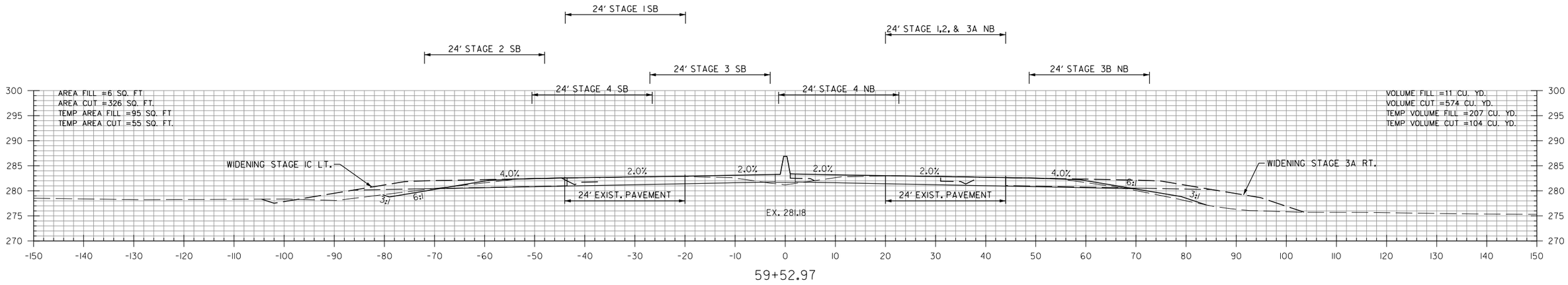


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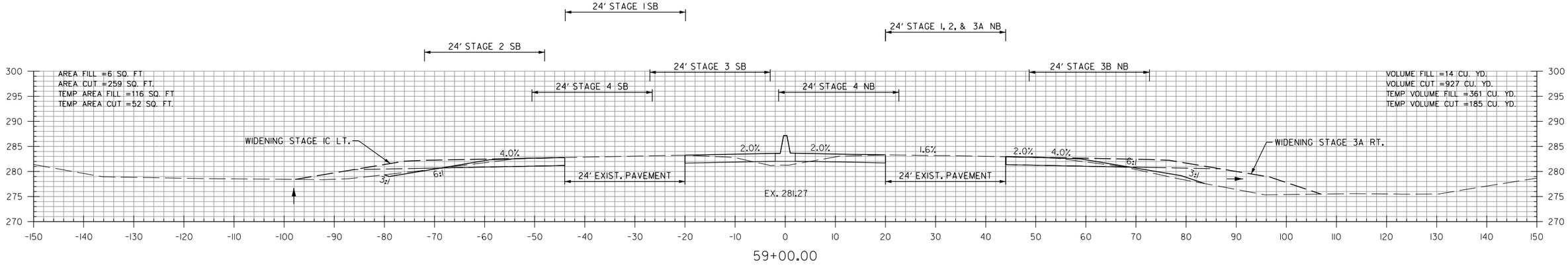
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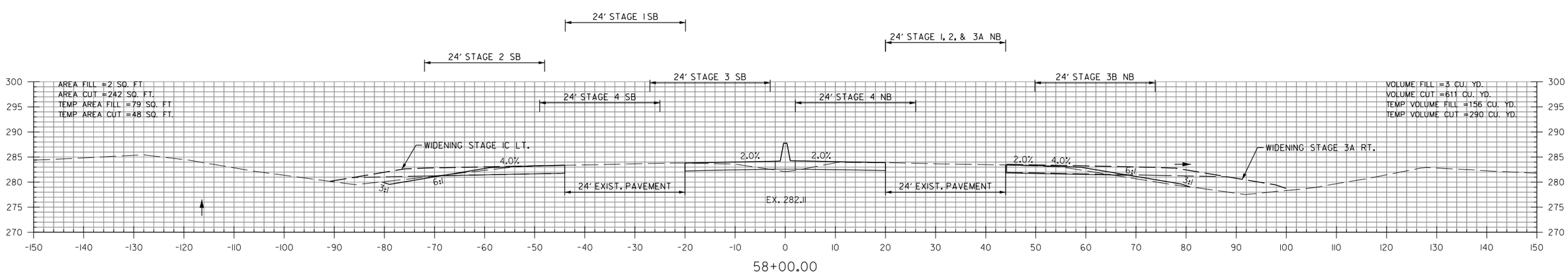
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59+52.97



59+00.00

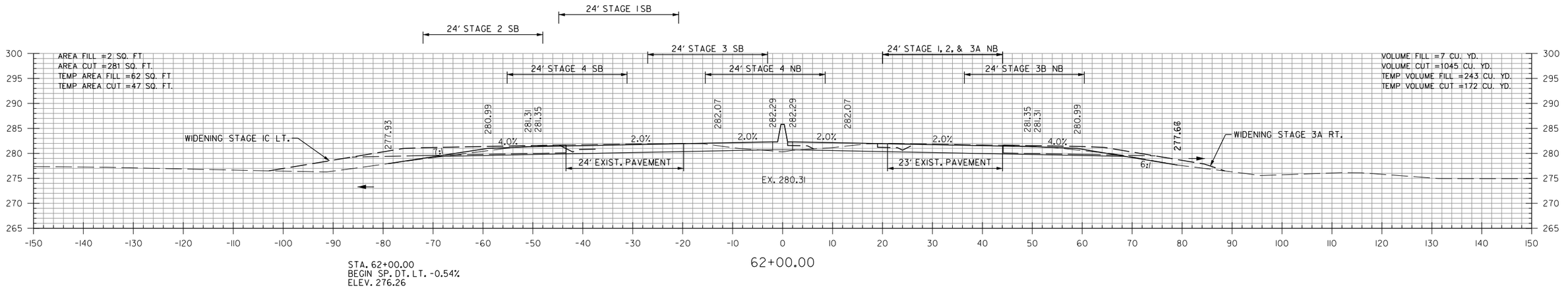


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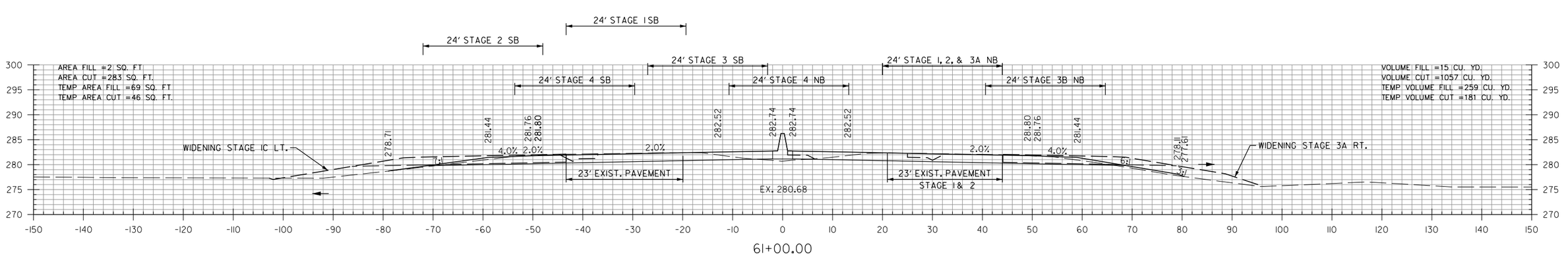
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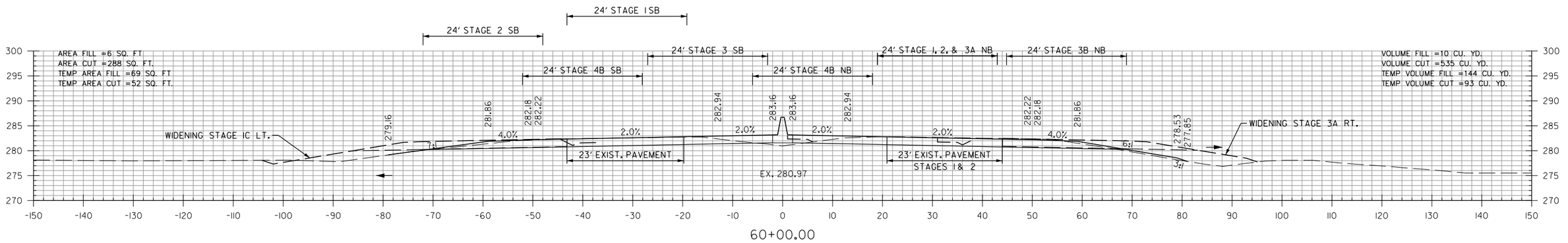


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62+00.00



61+00.00

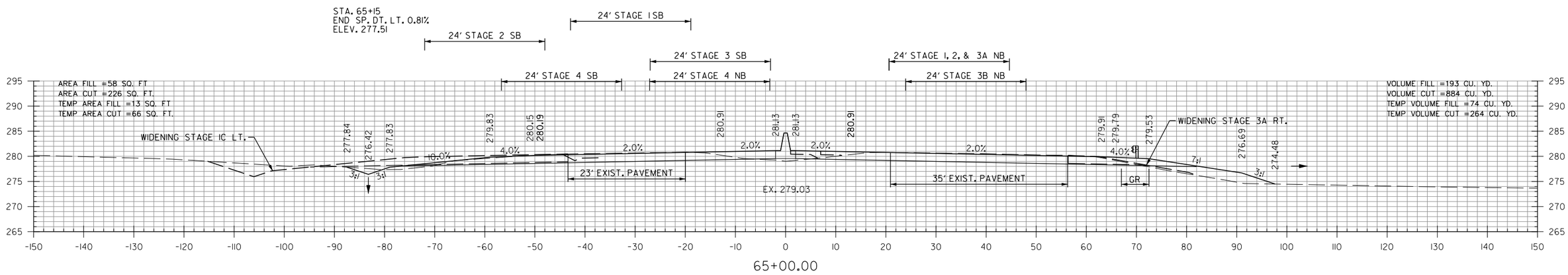


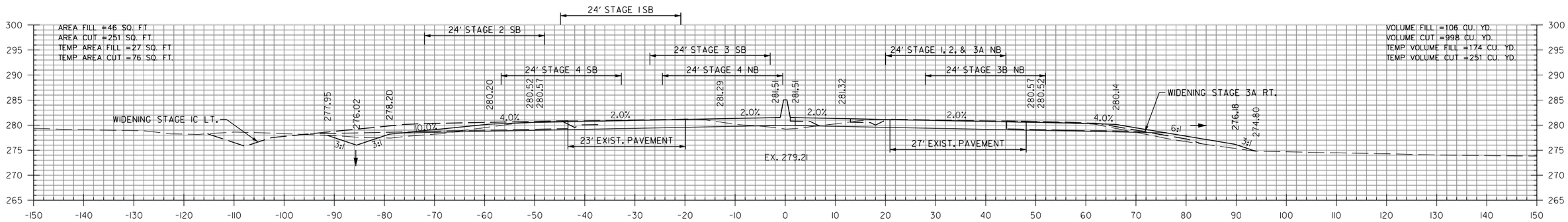
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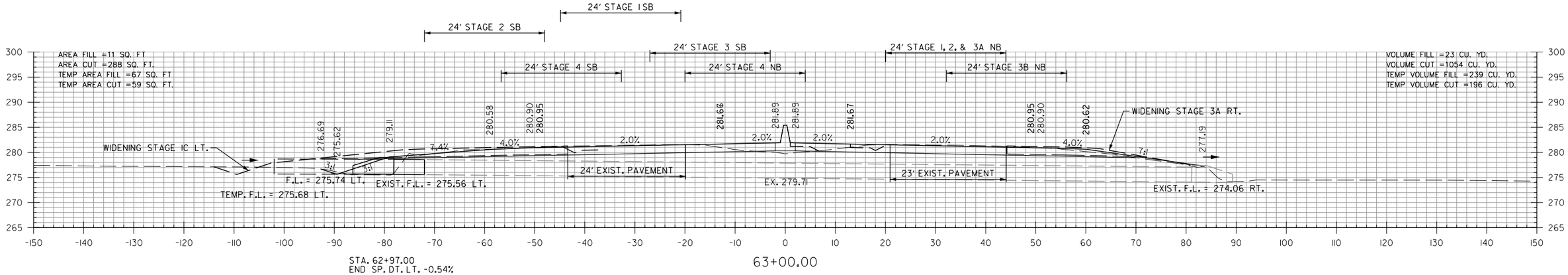
HWY. 67
STA. 60+00 TO STA. 62+00

aewierciak 8/4/2023 12:12:19 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	432	541
		CROSS SECTIONS				





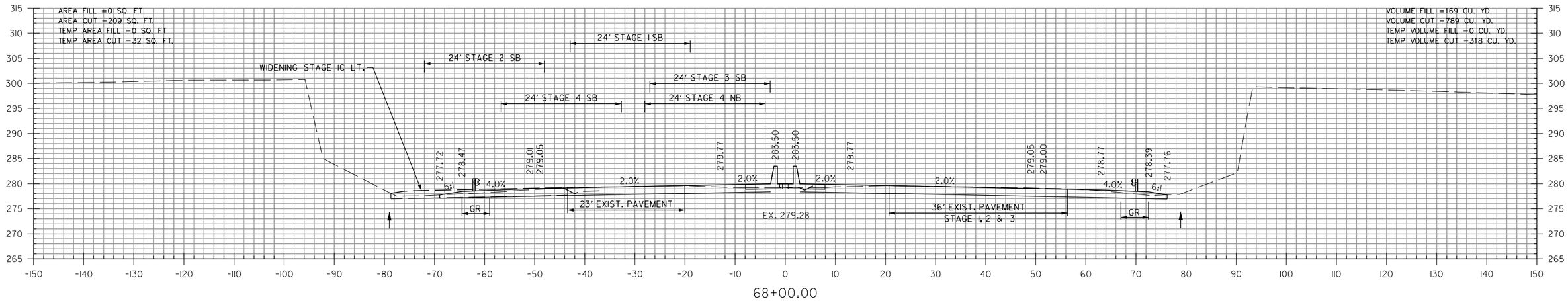


STA. 62+97.00
END SP. DT. LT. -0.54%
BEGIN SP. DT. LT. 0.81%
ELEV. 275.74

HWY. 67
STA. 63+00 TO STA. 65+00

dewierclak 8/4/2023 12:12:19 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_01.dgn
REVISED DATE:

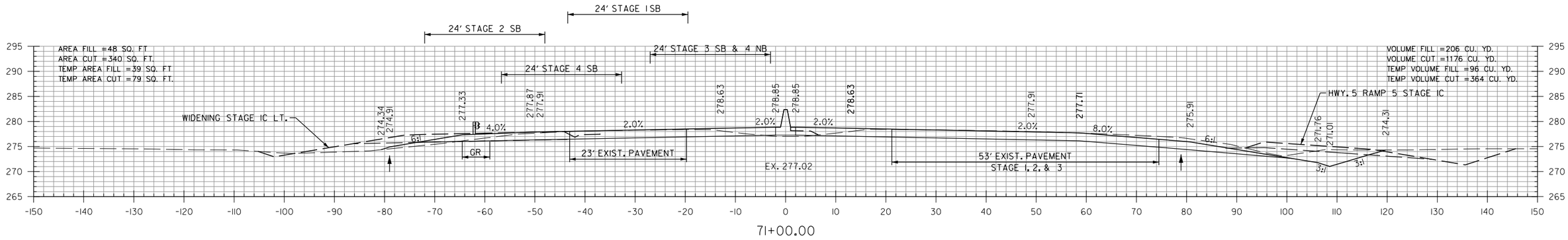
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	433	541
		CROSS SECTIONS				



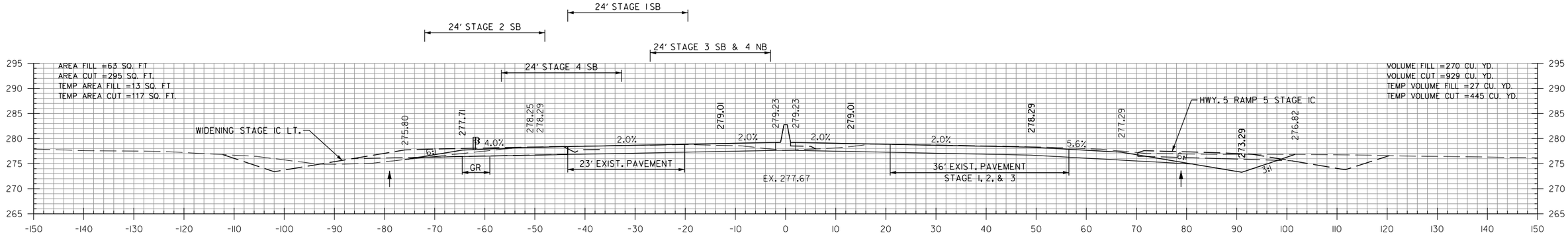
HWY. 67
STA. 66+00 TO STA. 68+00

aewierciak 8/4/2023 12:12:20 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_01.dgn
REVISED DATE:

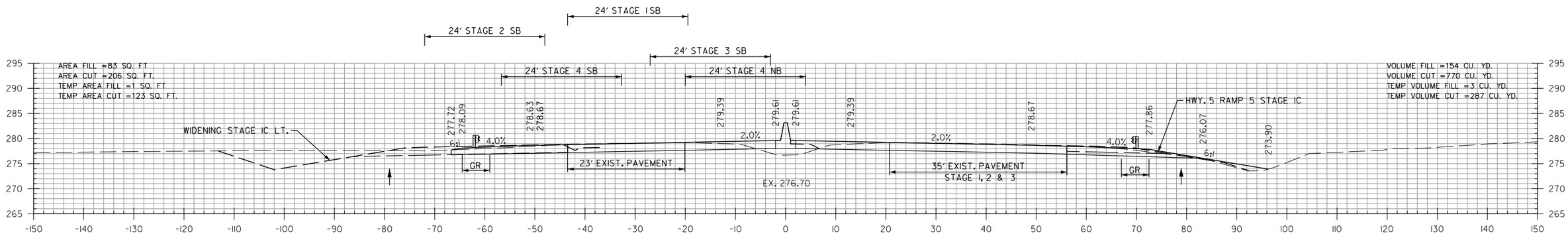
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	434	541
		CROSS SECTIONS				



71+00.00



70+00.00

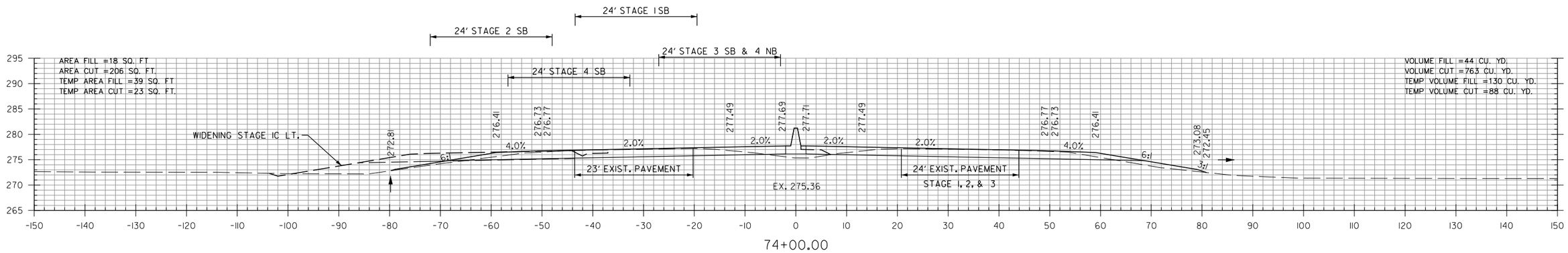


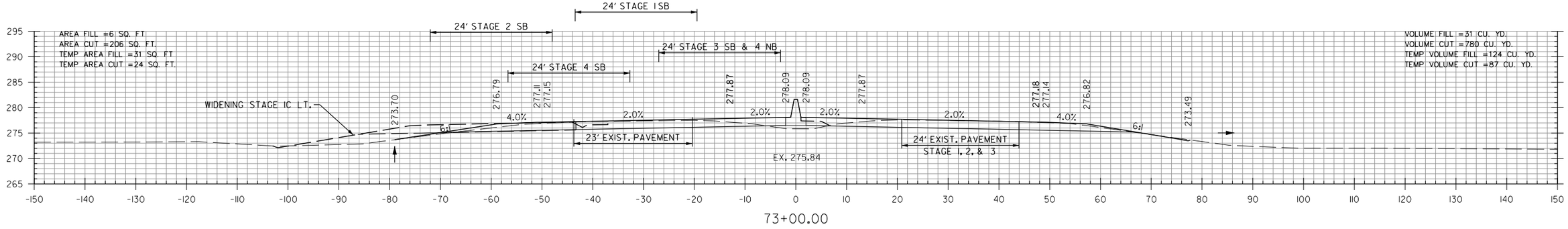
69+00.00

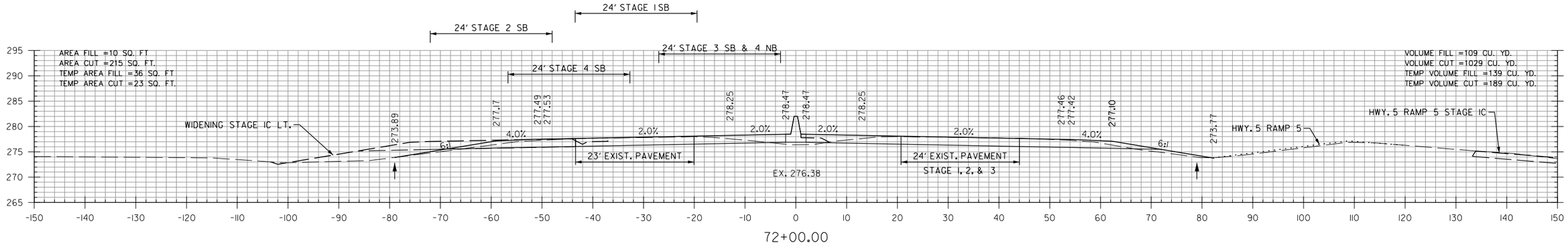
HWY. 67
STA. 69+00 TO STA. 71+00

aewierciak 8/4/2023 12:12:20 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	435	541
		CROSS SECTIONS				







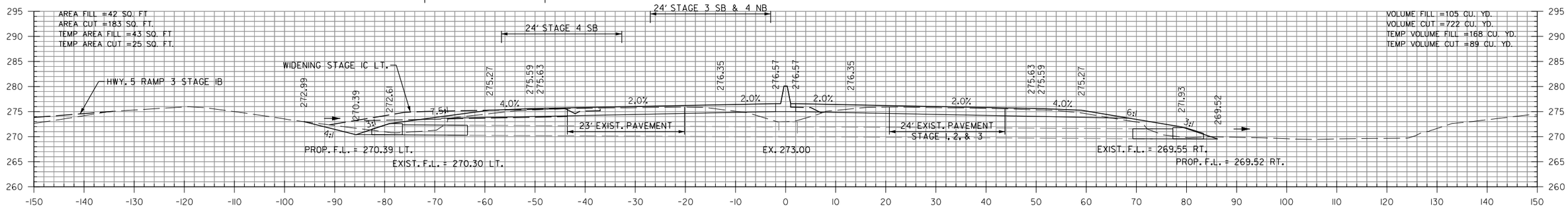
HWY. 67
STA. 72+00 TO STA. 74+00

aewierciak 8/4/2023 12:12:20 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\7017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67.dgn
REVISED DATE:

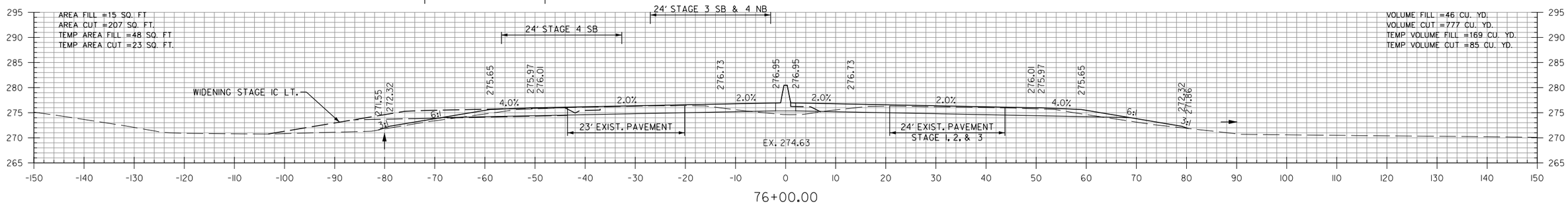
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	436	541
		CROSS SECTIONS				

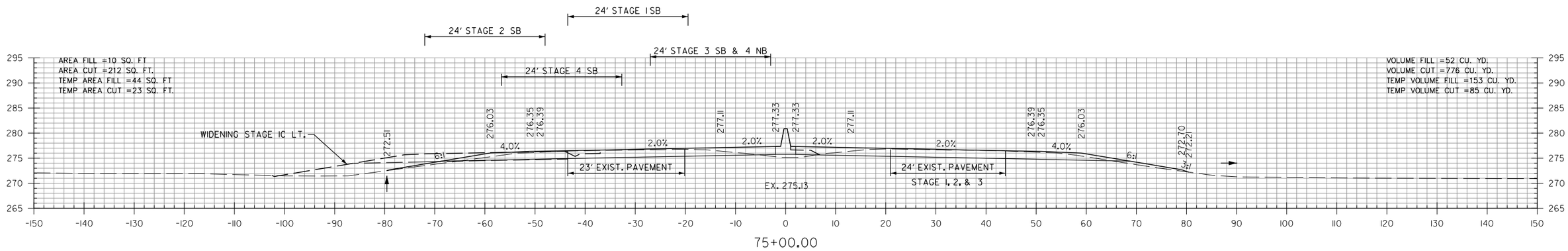
STA. 76+98 IN PLACE
DROP INLET W/ 24" X 67'
R.C. PIPE CULVERT INLET AND
24" X 71' R.C. PIPE CULVERT OUTLET
& HDWLS. LT & RT.
MODIFY DROP INLET
REMOVE HDWLS. LT. & 4' RT.
& EXTEND 9' LT. & RT.
TO A COMPLETED LENGTH OF 154'
(CLASS IV) (TYPE III BEDDING)
Q50= 28 CFS DA = 9.50 ACRES
24" R.C. PIPE = 21 LIN. FT.
24" FES = 2 EA.

STA. 77+00
END SP. DT. LT. -1.10%
BEGIN SP. DT. LT. 5.20%
ELEV. 270.39



STA. 76+70
BEGIN SP. DT. LT. -1.10%
ELEV. 270.72

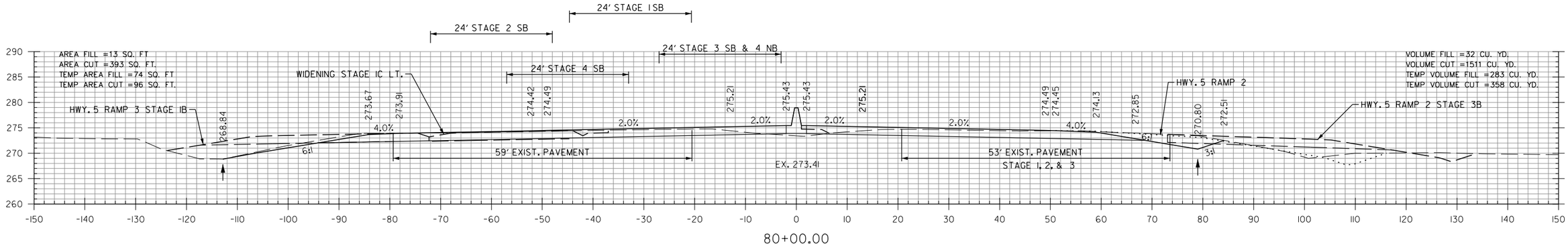


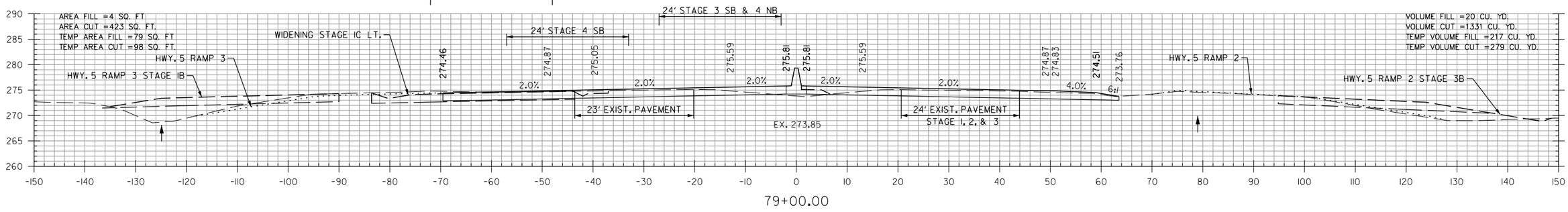


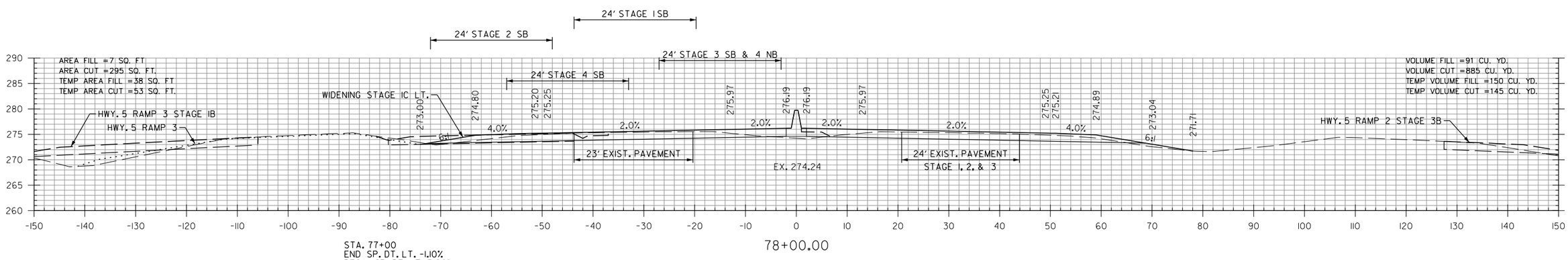
HWY. 67
STA. 75+00 TO STA. 77+00

aewierciak 8/4/2023 12:20 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017515 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_01.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	437	541
		CROSS SECTIONS				





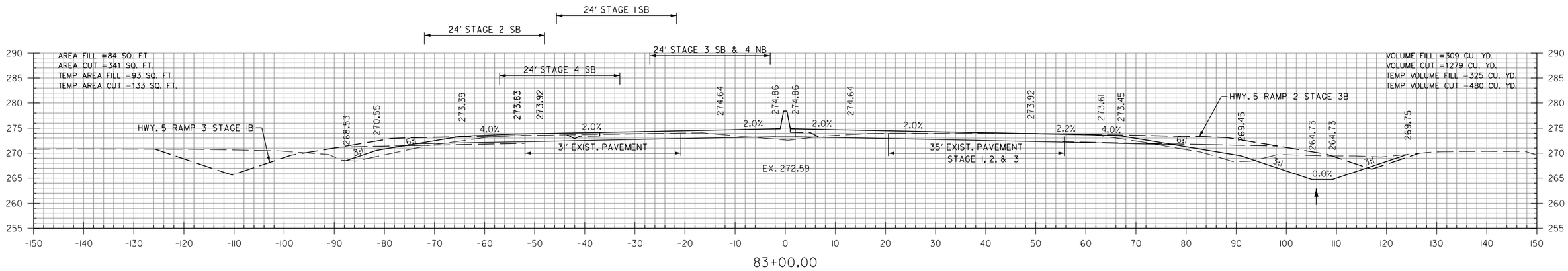


STA. 77+00
END SP. DT. LT. -1.10%
BEGIN SP. DT. LT. 5.20%
ELEV. 270.39

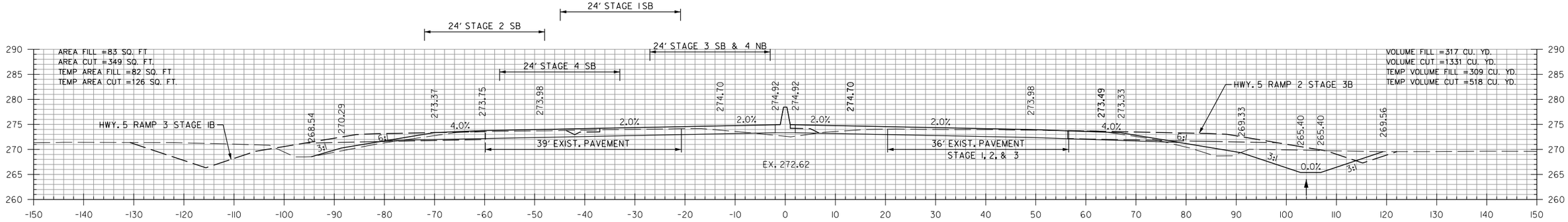
HWY. 67
STA. 78+00 TO STA. 80+00

aewlerclak 8/4/2023 12:12:21 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX-HWY 67.01.dgn
REVISED DATE:

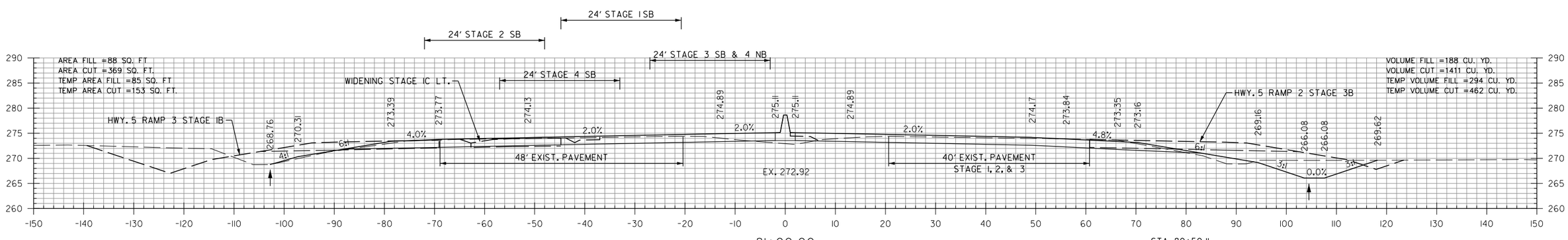
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	438	541
		CROSS SECTIONS				



83+00.00



82+00.00



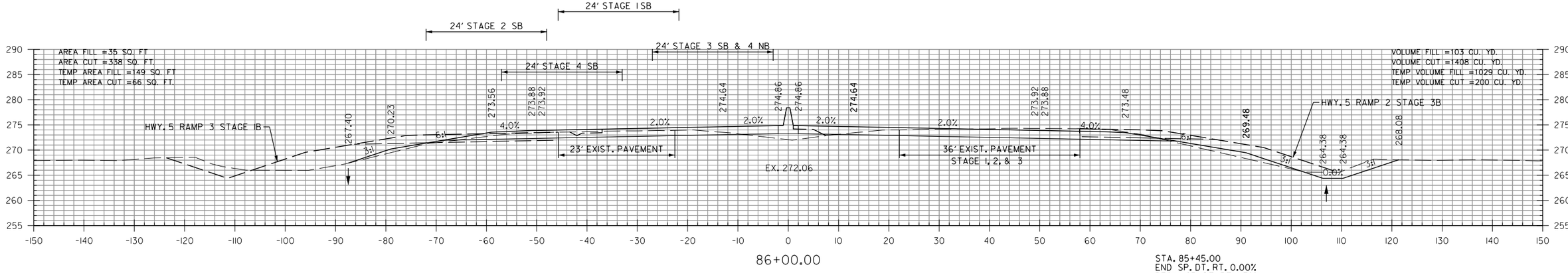
81+00.00

STA. 80+50.11
BEGIN SP. DT. RT. -0.67%
4' FLAT BOTTOM
ELEV. 266.40

HWY. 67
STA. 81+00 TO STA. 83+00

aewlerclak 8/4/2023 12:12:21 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_01.dgn
REVISED DATE:

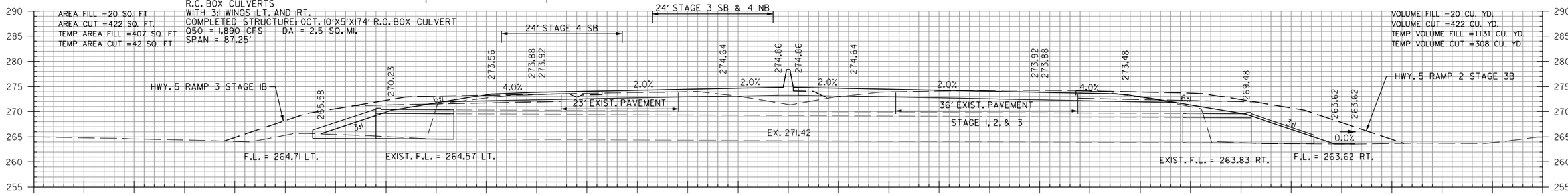
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	439	541
		CROSS SECTIONS				



86+00.00

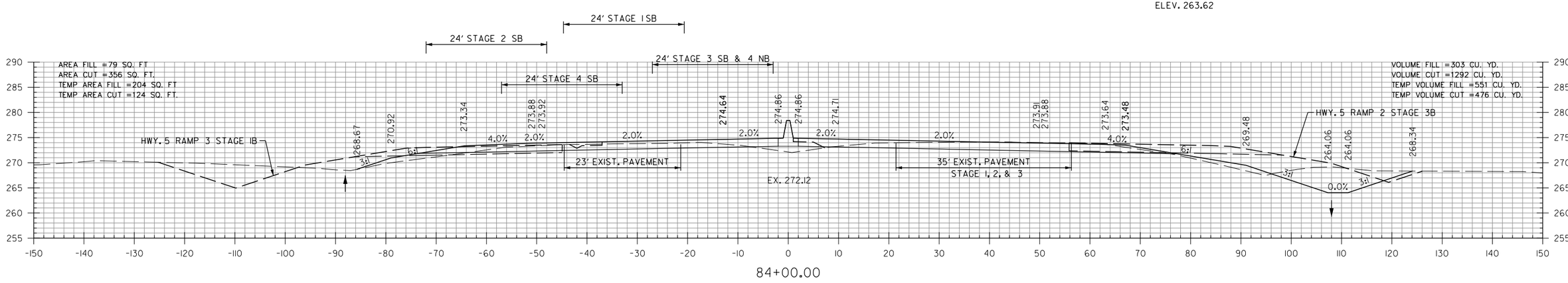
STA. 85+00 - IN PLACE
TRP. 10' x 5' x 153' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 11.5' LT. & 9.5' RT.
TO A COMPLETED LENGTH OF 174'
CONSTRUCT TRP. 10' x 5' x 174' NORTH
AND DBL. 10' x 5' x 174' SOUTH
R.C. BOX CULVERTS
WITH 3:1 WINGS LT. AND RT.
COMPLETED STRUCTURE: OCT. 10'X5'X174' R.C. BOX CULVERT
Q50 = 1,890 CFS DA = 2.5 SQ. MI.
SPAN = 87.25'

STA. 85+45.00
END SP. DT. RT. 0.00%
BEGIN SP. DT. RT. 1.39%
ELEV. 263.62



85+00.00

STA. 84+65.00
END SP. DT. RT. -0.67%
4' FLAT BOTTOM
BEGIN SP. DT. RT. 0.00%
ELEV. 263.62



84+00.00

HWY. 67
STA. 84+00 TO STA. 86+00

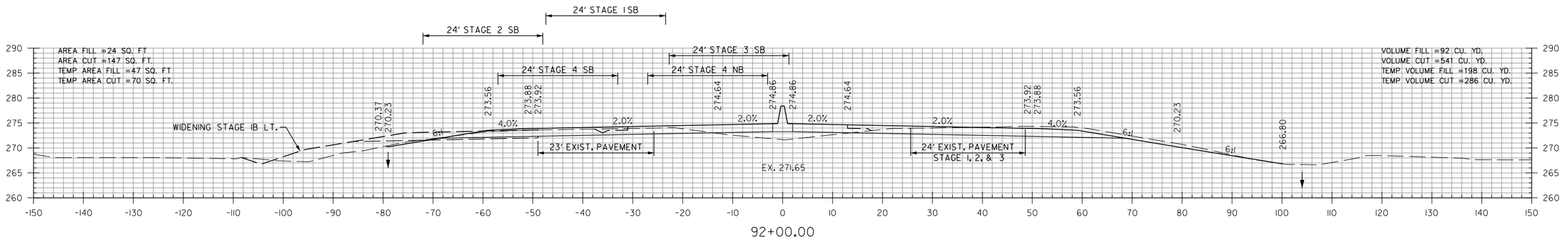
aewerclak 8/4/2023 12:12:21 PM
WORKSPACE: AHTD
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REVISED DATE:

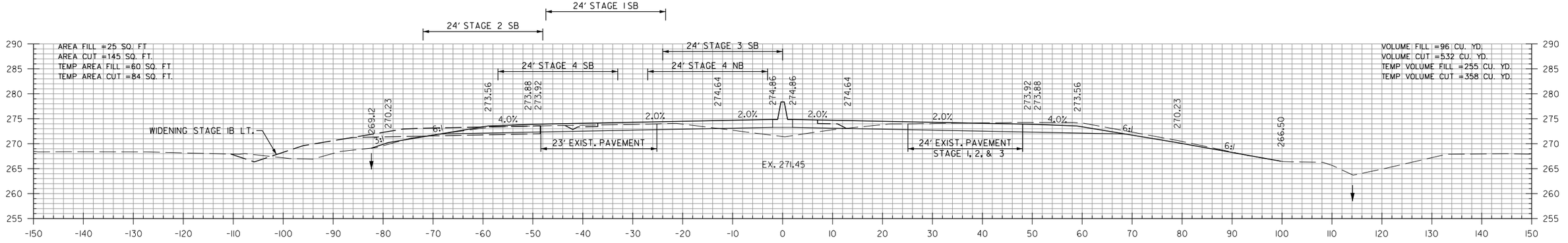
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	440	541
		CROSS SECTIONS				

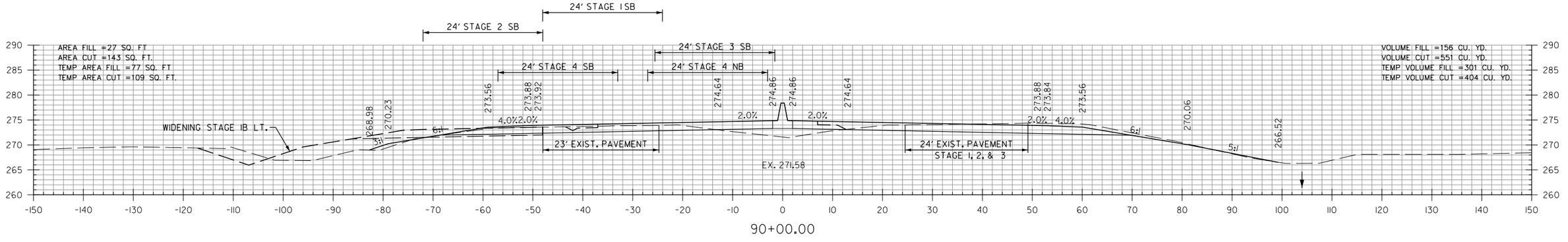
HWY. 67
STA. 87+00 TO STA. 89+00

aewierciak 8/4/2023 12:12:21 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	441	541
		CROSS SECTIONS				



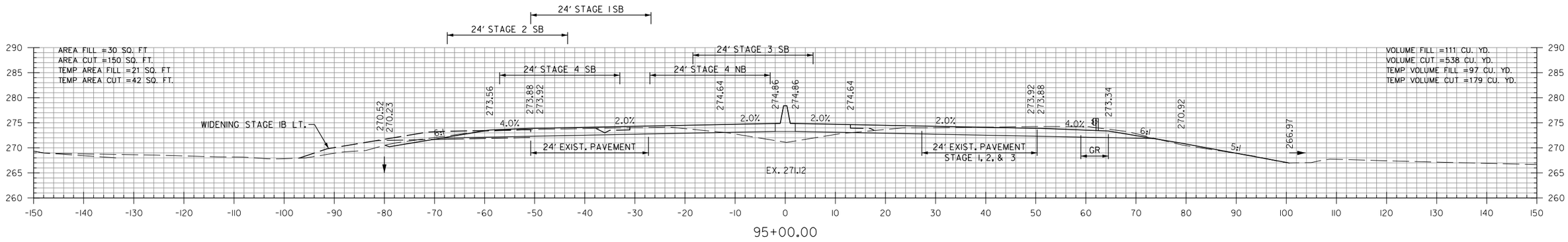


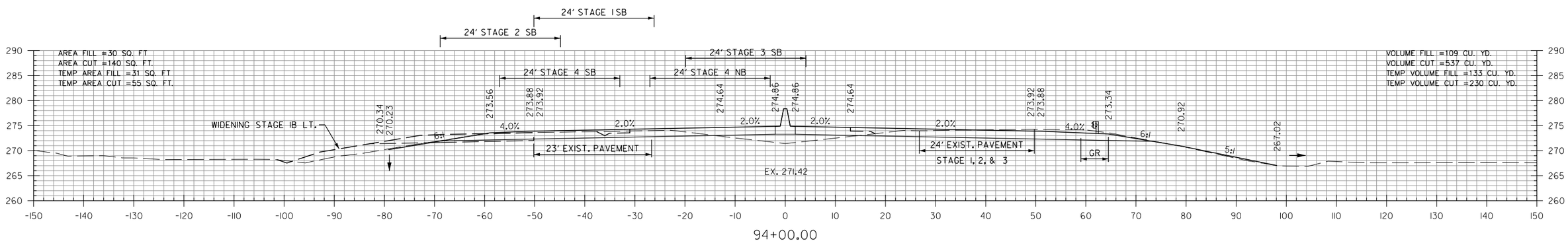


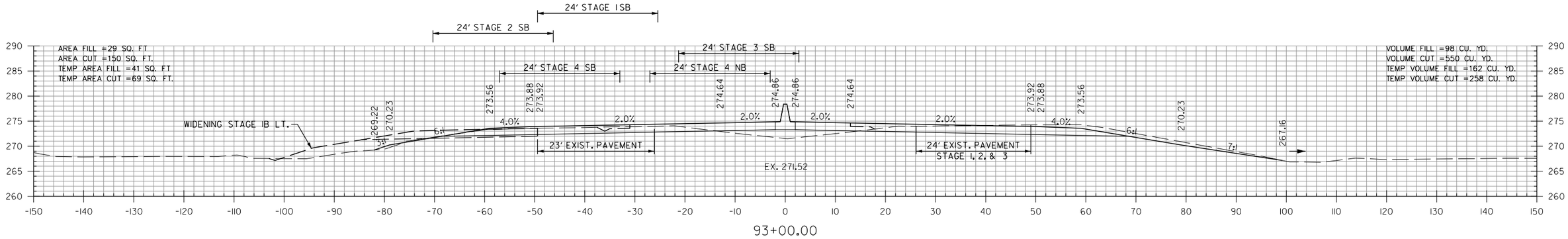
HWY. 67
STA. 90+00 TO STA. 92+00

oewierciak 8/4/2023 12:12:22 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	442	541
		CROSS SECTIONS				



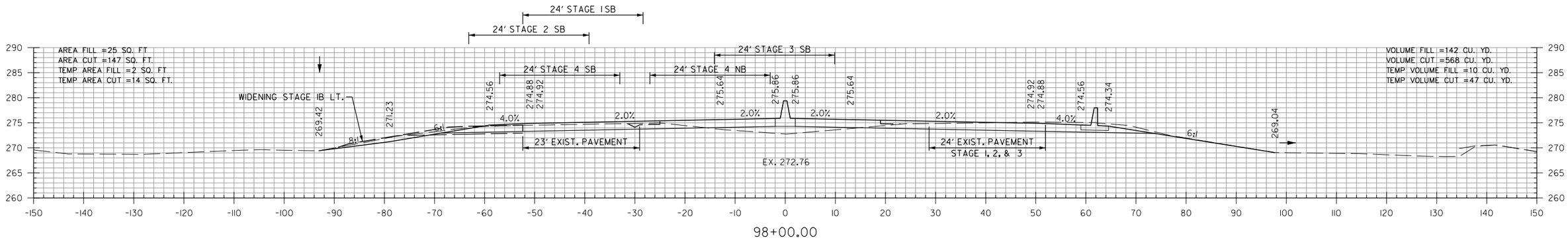


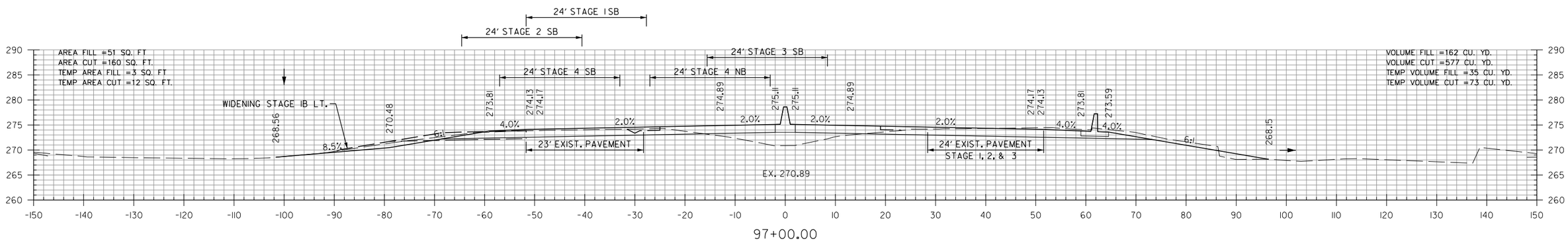


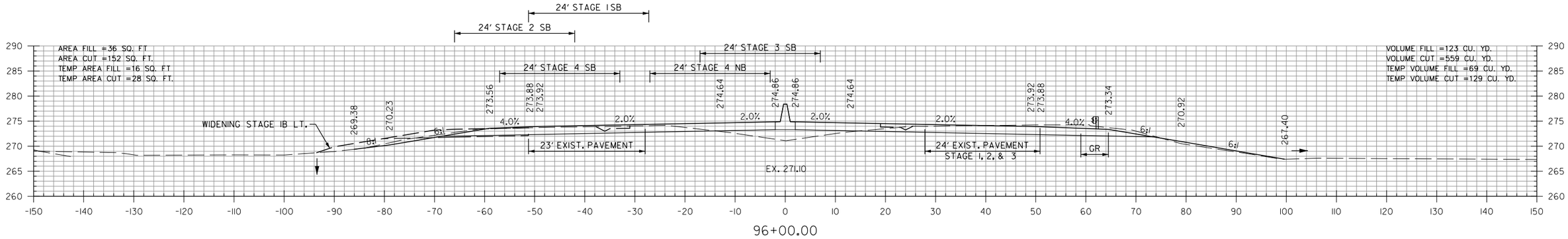
HWY. 67
STA. 93+00 TO STA. 95+00

dewier clak 8/4/2023 12:12:22 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	443	541
		CROSS SECTIONS				



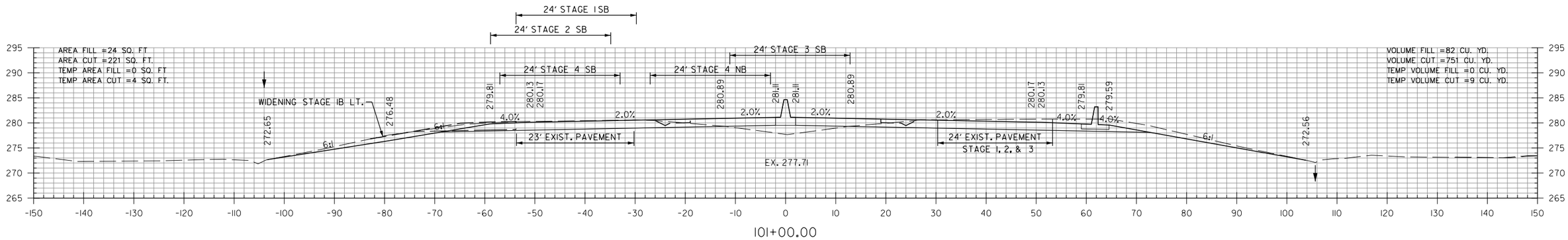


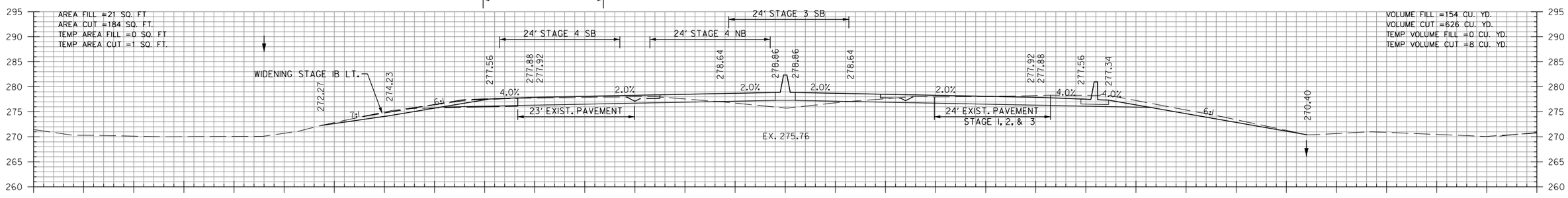


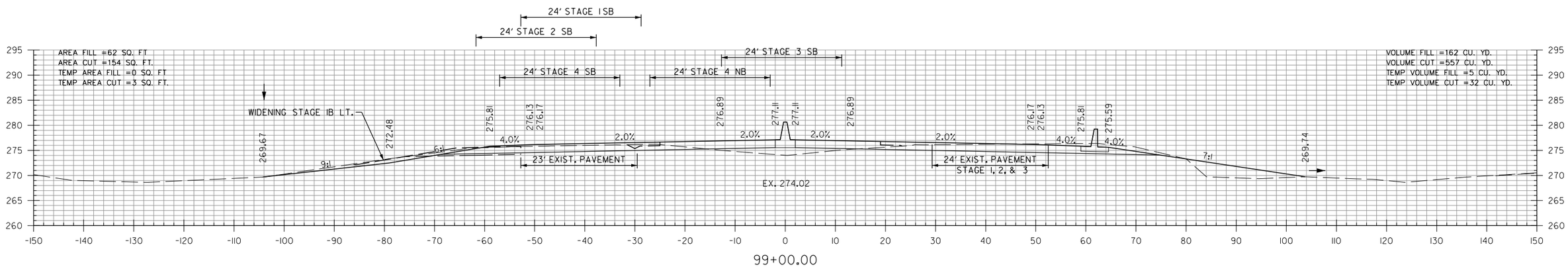
HWY. 67
STA. 96+00 TO STA. 98+00

dewlerclak 8/4/2023 12:12:22 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	444	541
		CROSS SECTIONS				



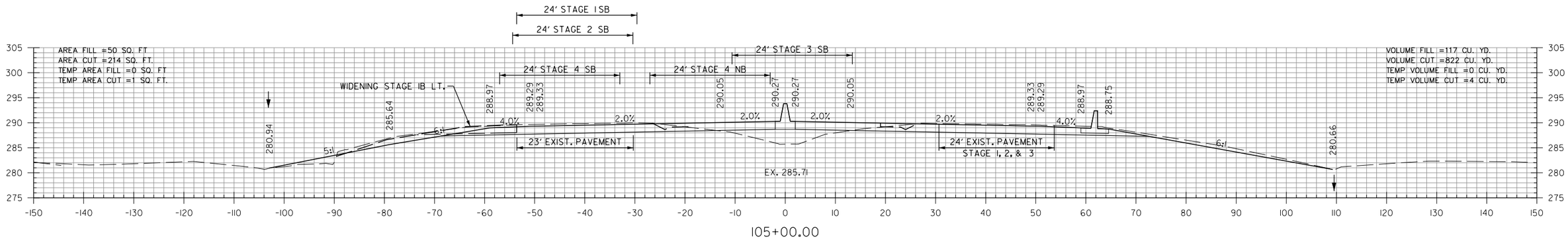


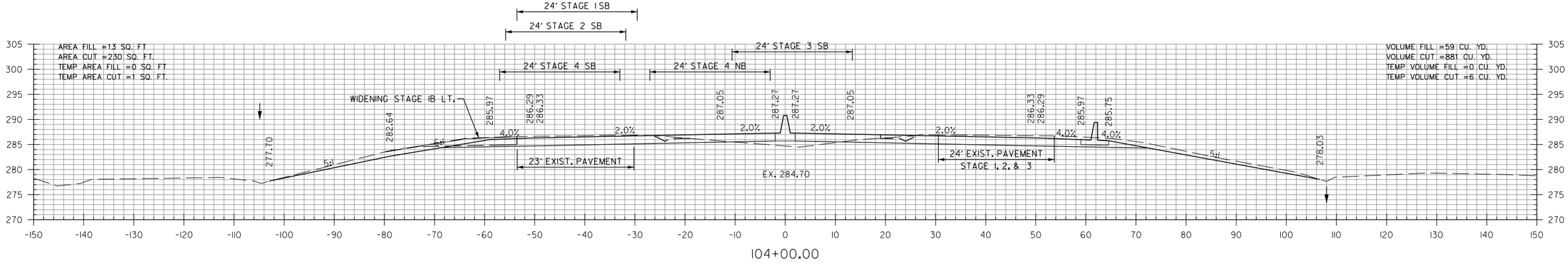


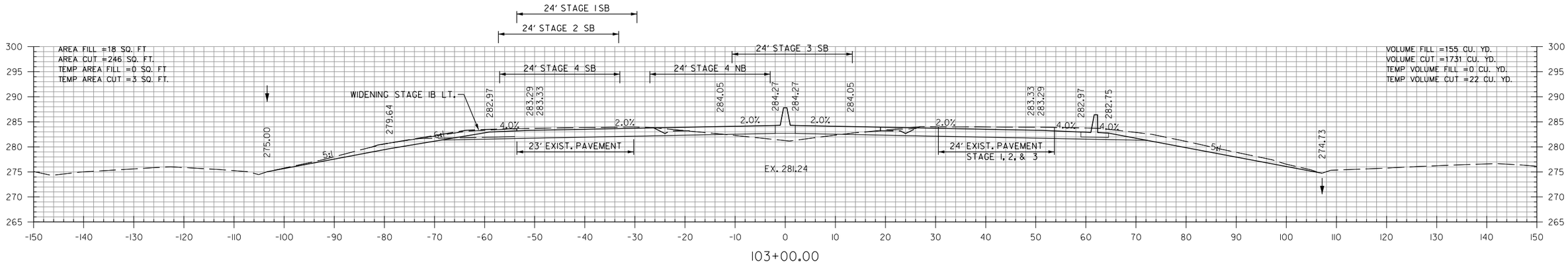
HWY. 67
STA. 99+00 TO STA. 101+00

aewierciak 8/4/2023 12:22:22 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	445	541
		CROSS SECTIONS				



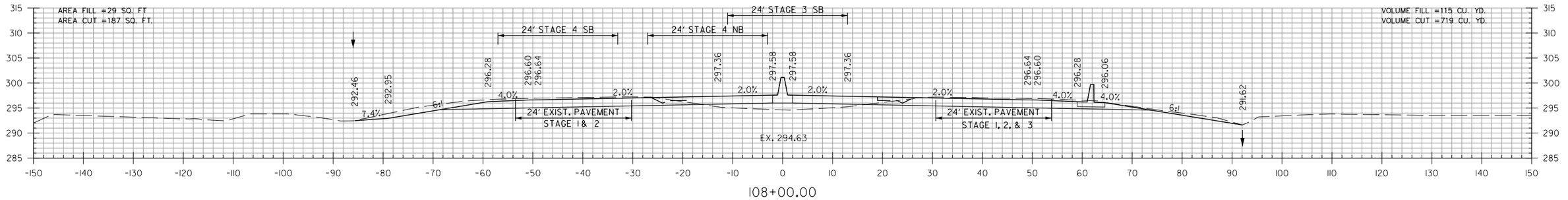




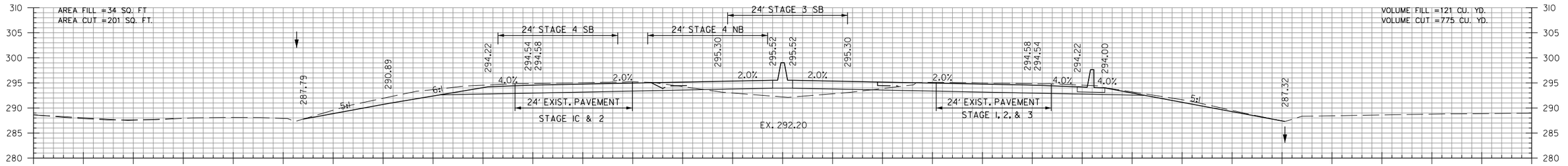
HWY. 67
STA. 103+00 TO STA. 105+00

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WORKSPACE: AHTD
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REVISED DATE:

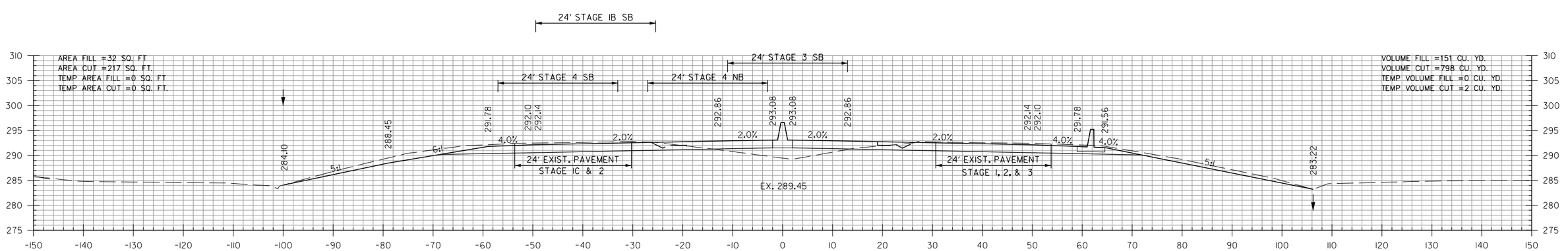
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	446	541
		CROSS SECTIONS				



108+00.00



107+00.00

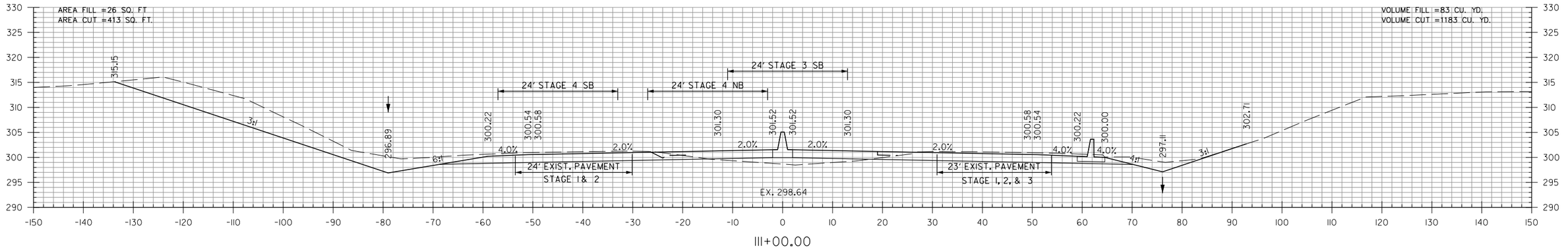


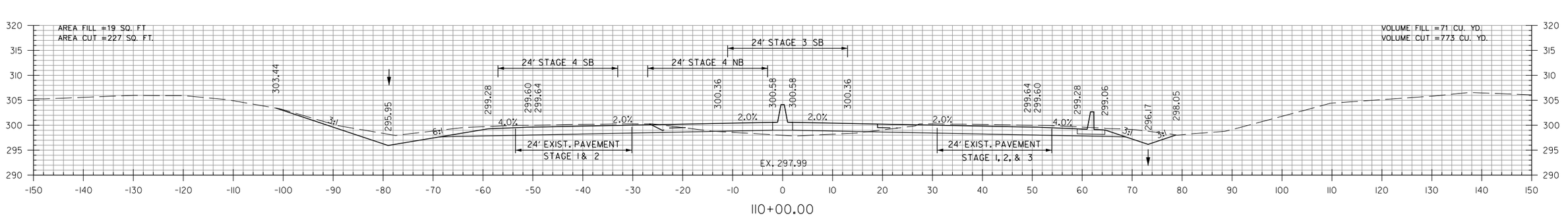
106+00.00

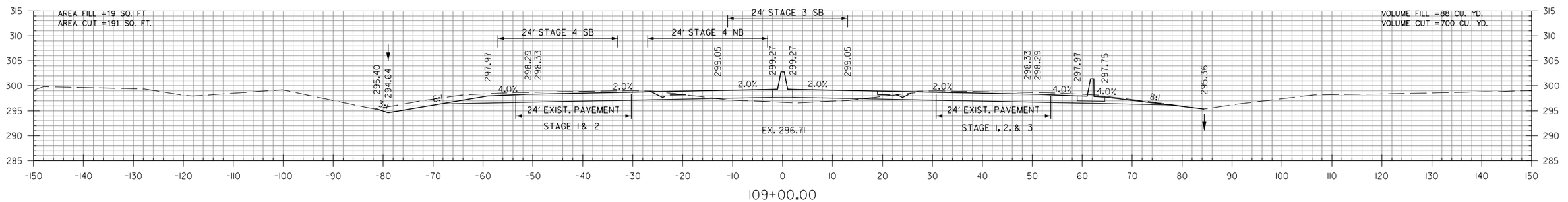
HWY. 67
STA. 106+00 TO STA. 108+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	447	541
		CROSS SECTIONS				



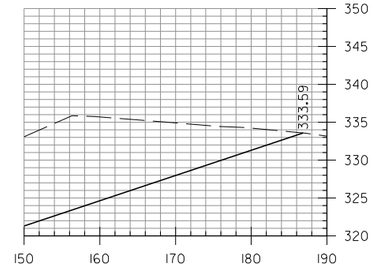


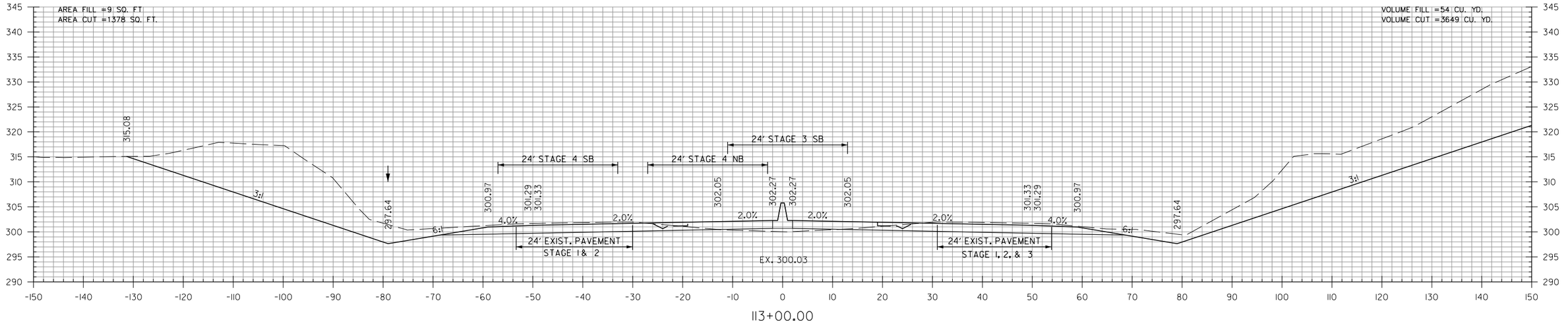


HWY. 67
STA. 109+00 TO STA. 111+00

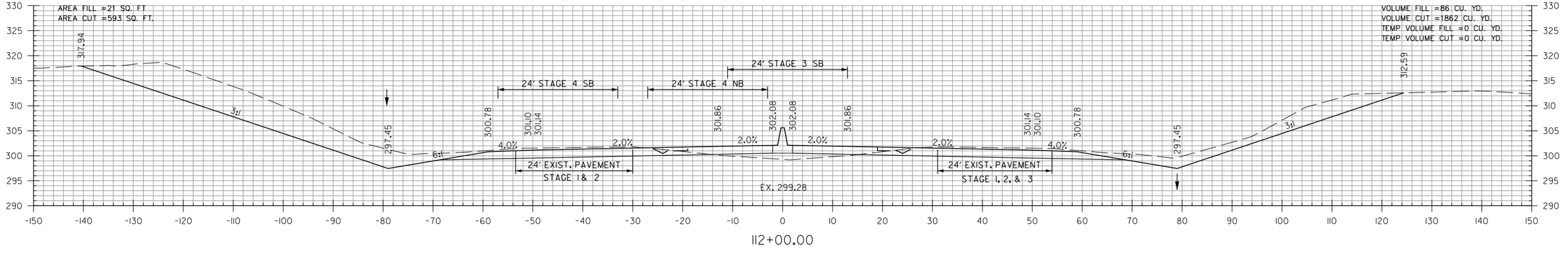
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	448	541
		CROSS SECTIONS				





113+00.00

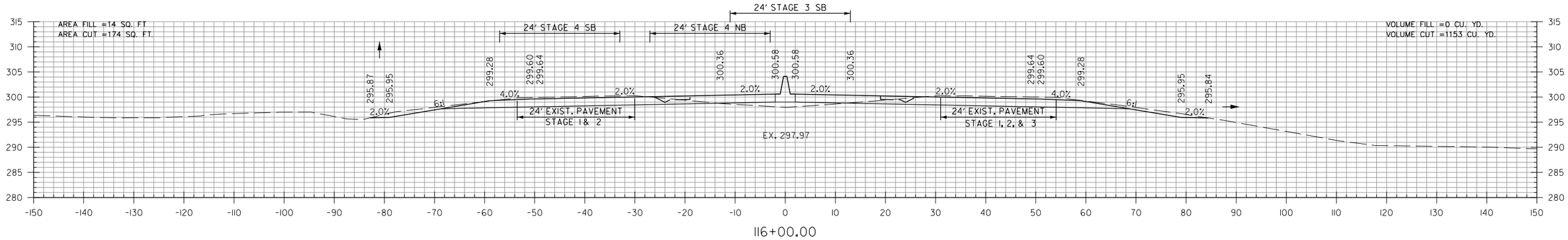


112+00.00

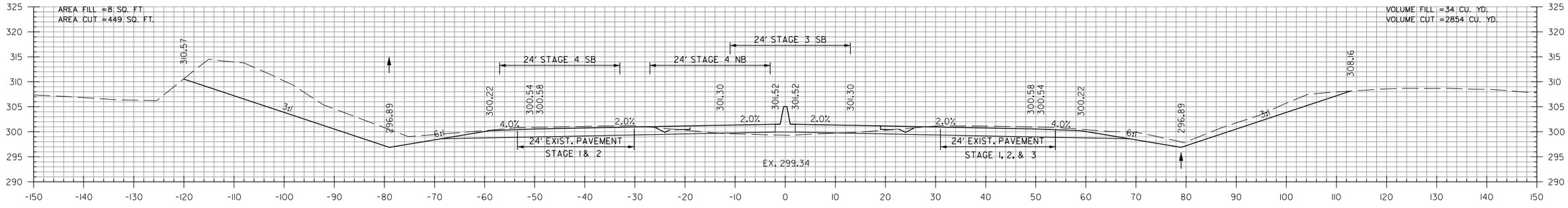
HWY. 67
STA. 112+00 TO STA. 113+00

oewlerclak 8/4/2023 12:12:23 PM
WORKSPACE: AHTD
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REVISED DATE:

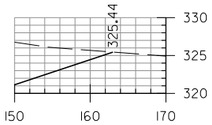
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	449	541
		CROSS SECTIONS				

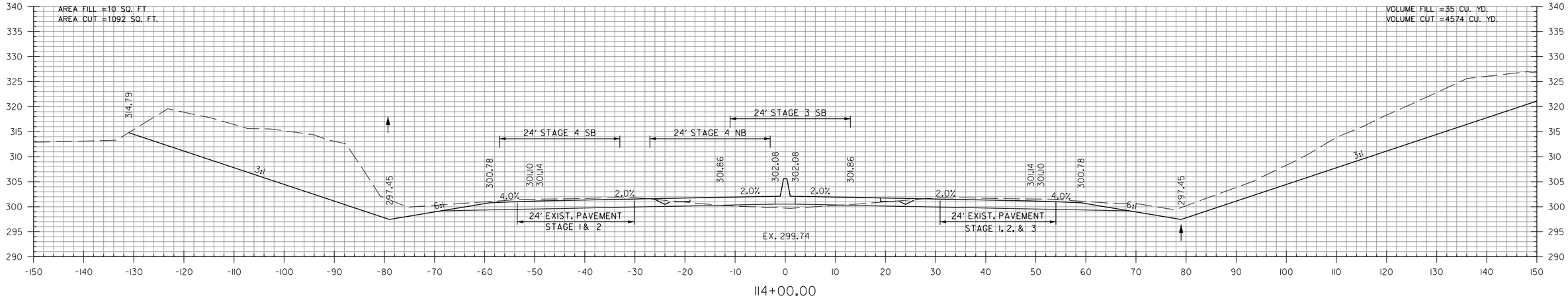


116+00.00



115+00.00



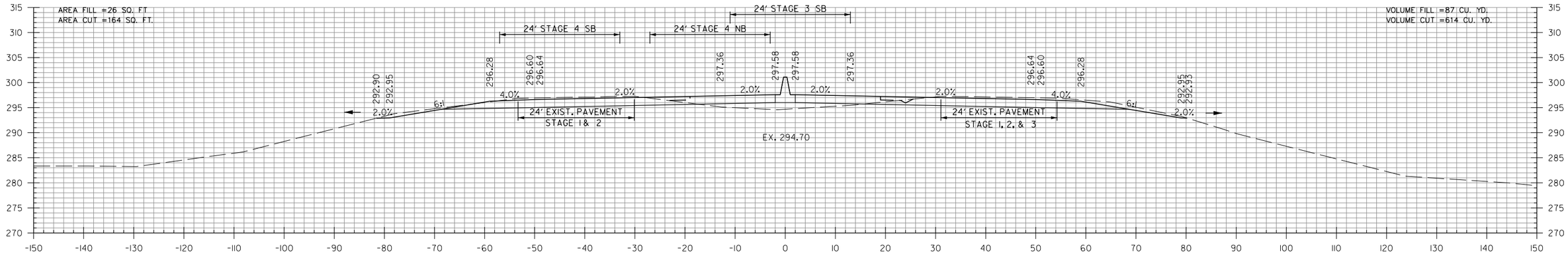


114+00.00

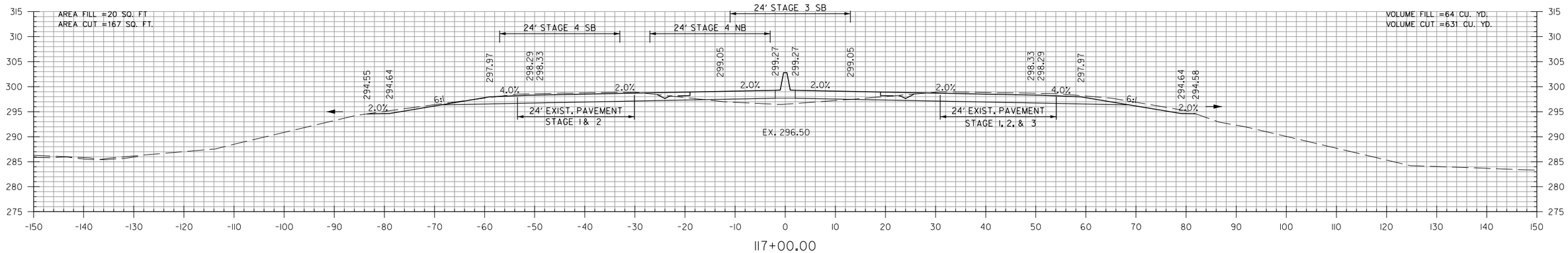
HWY. 67
STA. 114+00 TO STA. 116+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	450	541
		CROSS SECTIONS				



118+00.00

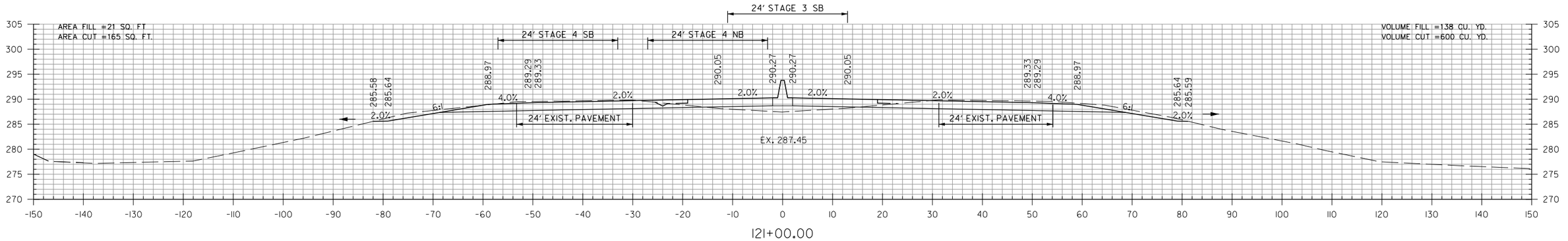


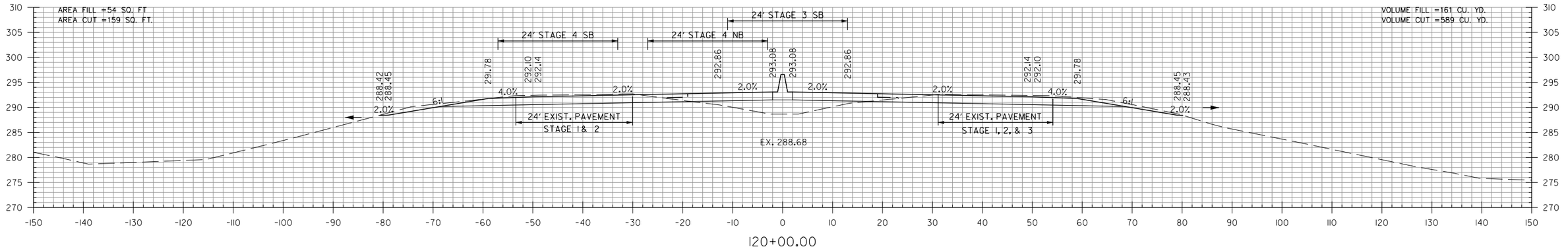
117+00.00

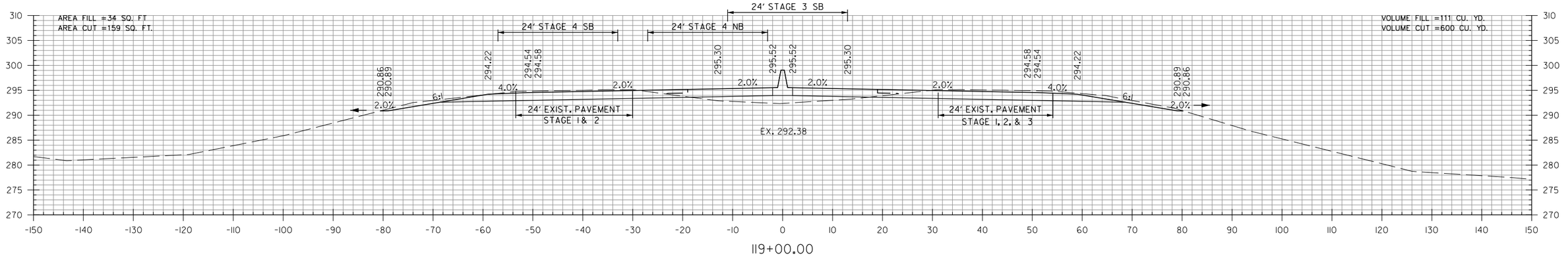
HWY. 67
STA. 117+00 TO STA. 118+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	451	541
		CROSS SECTIONS				



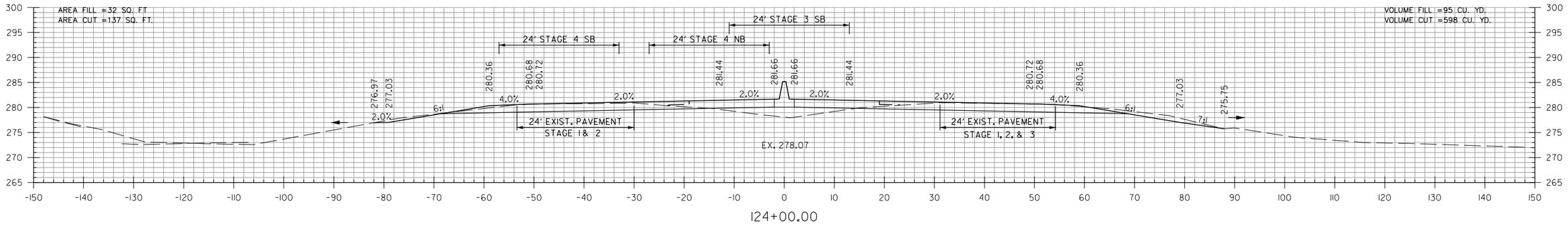


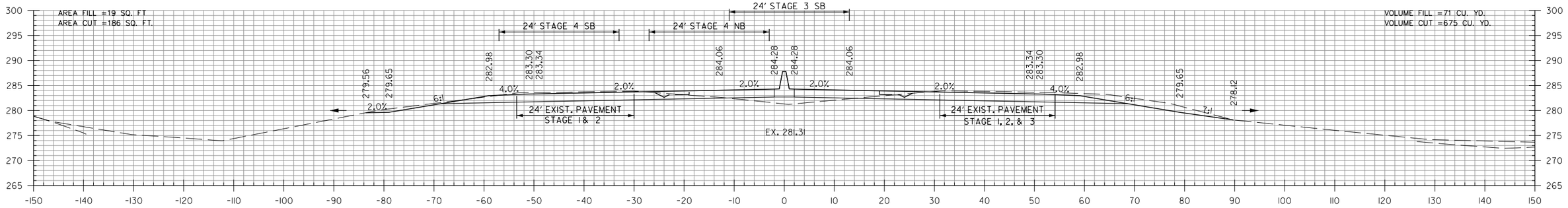


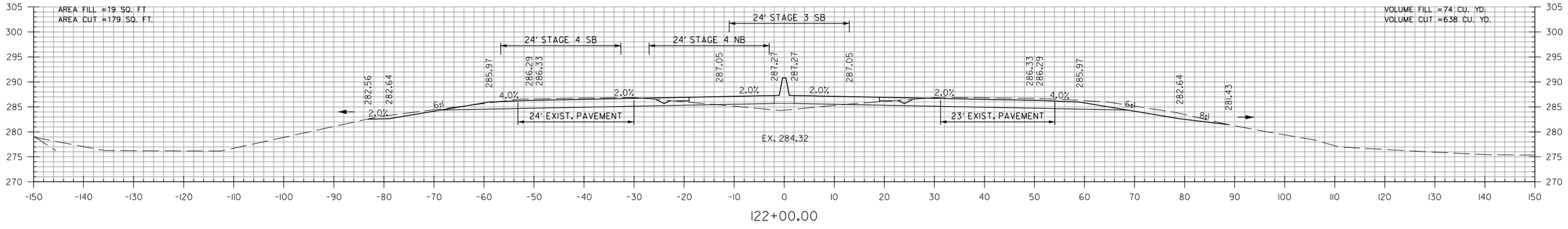
HWY. 67
STA. 119+00 TO STA. 121+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	452	541
		CROSS SECTIONS				



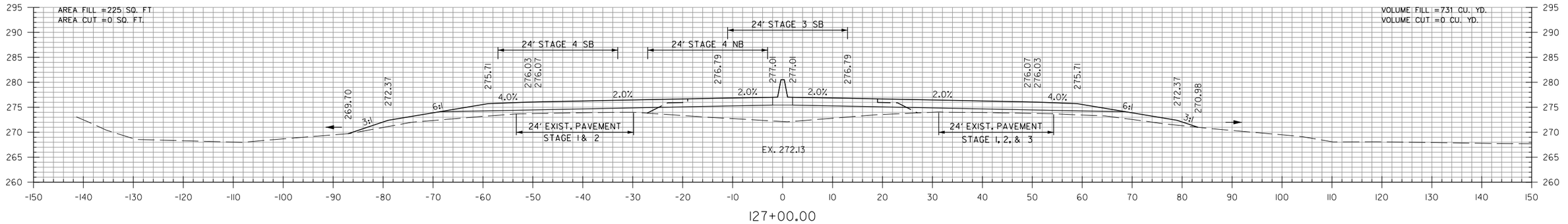




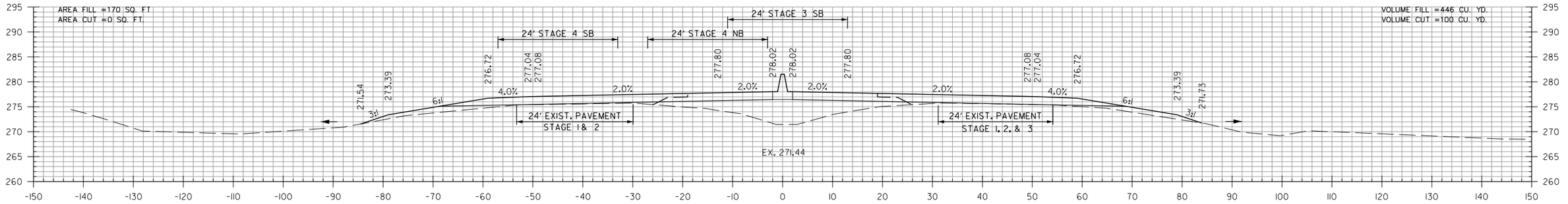
HWY. 67
STA. 122+00 TO STA. 124+00

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WORKSPACE: AHTD
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REVISED DATE:

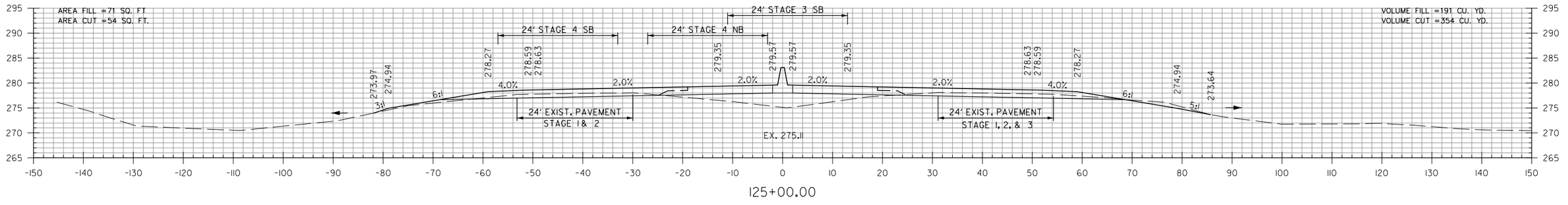
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	453	541
		CROSS SECTIONS				



127+00.00



126+00.00

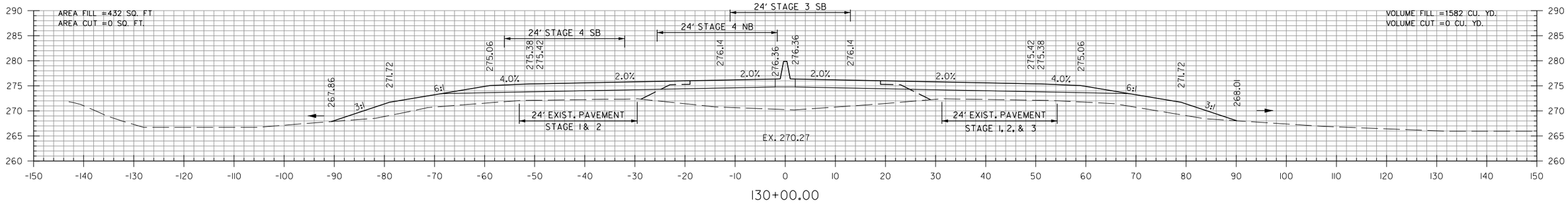


125+00.00

HWY. 67
STA. 125+00 TO STA. 127+00

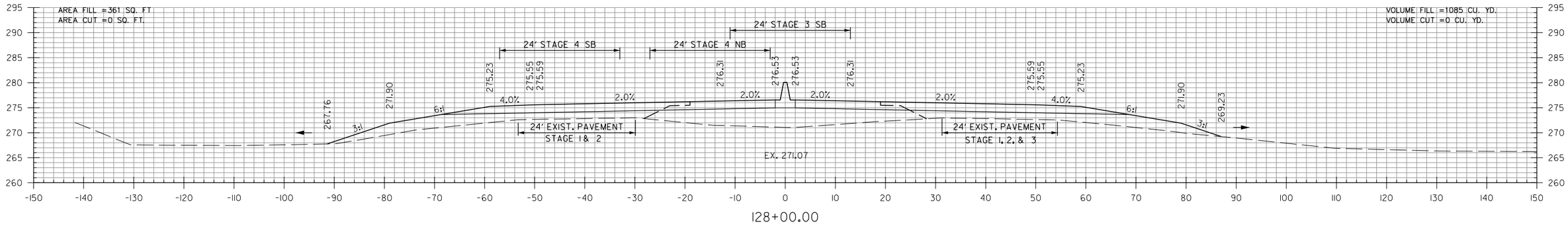
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	454	541
		CROSS SECTIONS				



130+00.00

129+00.00

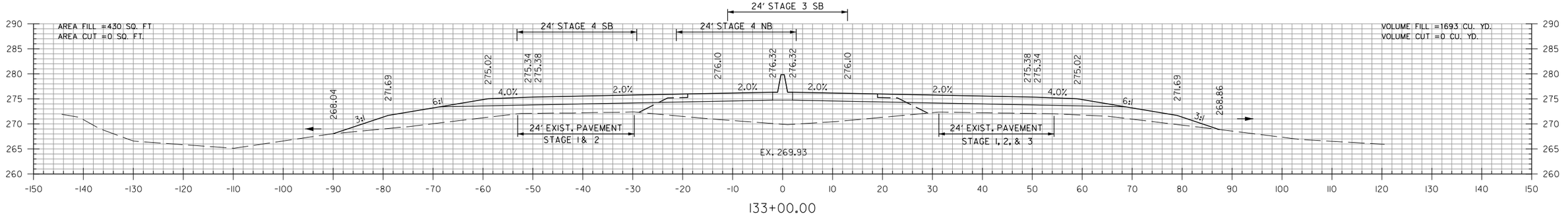


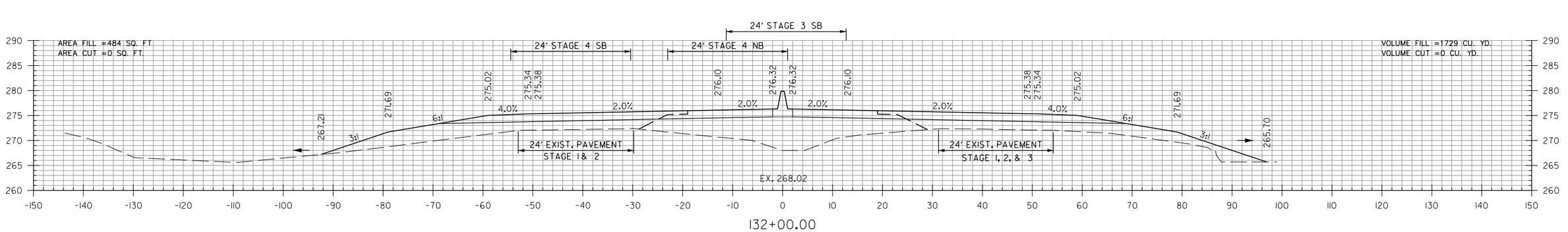
128+00.00

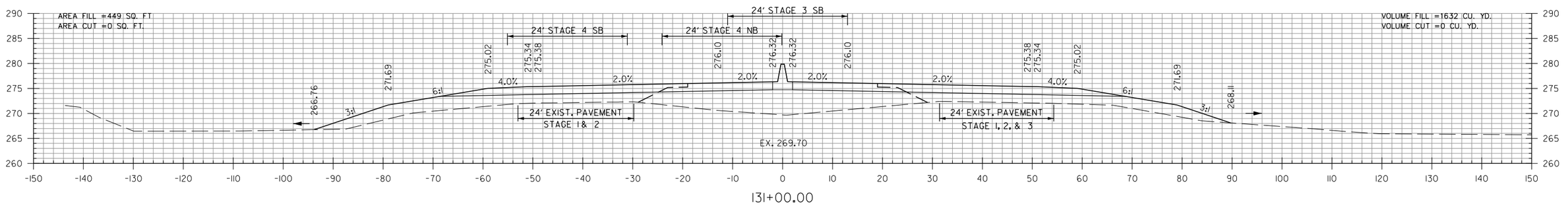
HWY. 67
STA. 128+00 TO STA. 130+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	455	541
		CROSS SECTIONS				



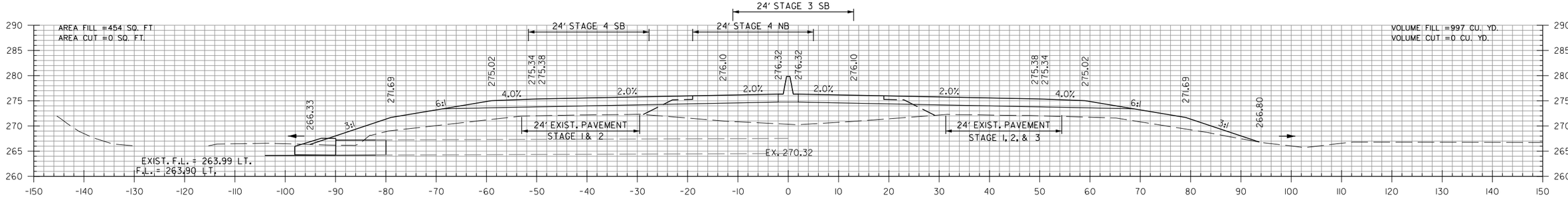




HWY. 67
STA. 131+00 TO STA. 133+00

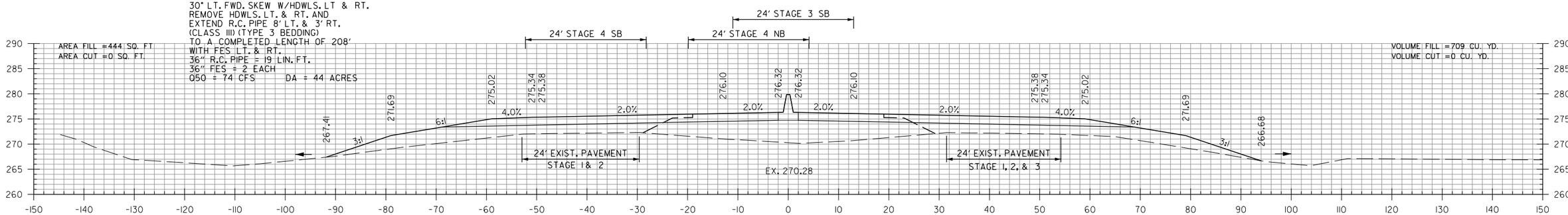
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	456	541
		CROSS SECTIONS				

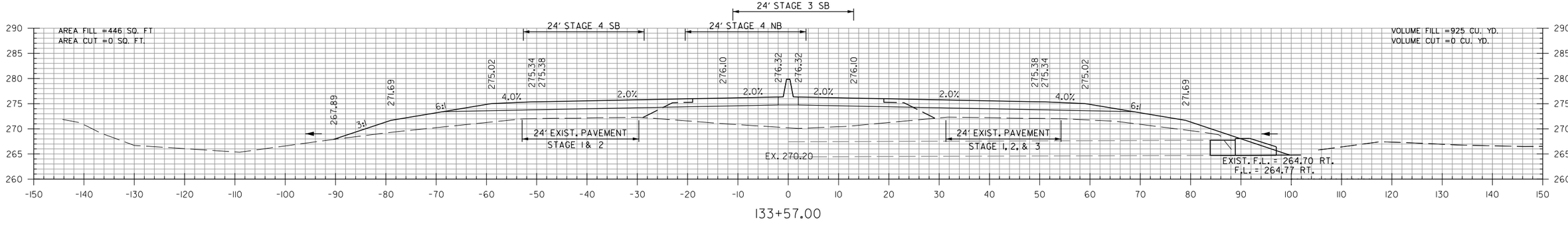


134+60.00

STA. 134+10 IN PLACE
36" x 197' R.C. PIPE CULVERT
30° LT. FWD. SKEW W/HDWLS. LT & RT.
REMOVE HDWLS. LT. & RT. AND
EXTEND R.C. PIPE 8' LT. & 3' RT.
(CLASS III (TYPE 3 BEDDING)
TO A COMPLETED LENGTH OF 208'
WITH FES LT. & RT.
36" R.C. PIPE = 19 LIN. FT.
36" FES = 2 EACH
Q50 = 74 CFS DA = 44 ACRES



134+00.00

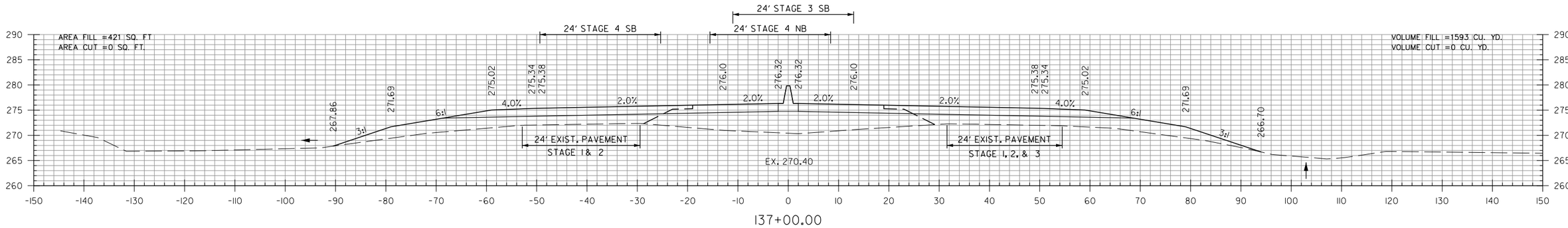


133+57.00

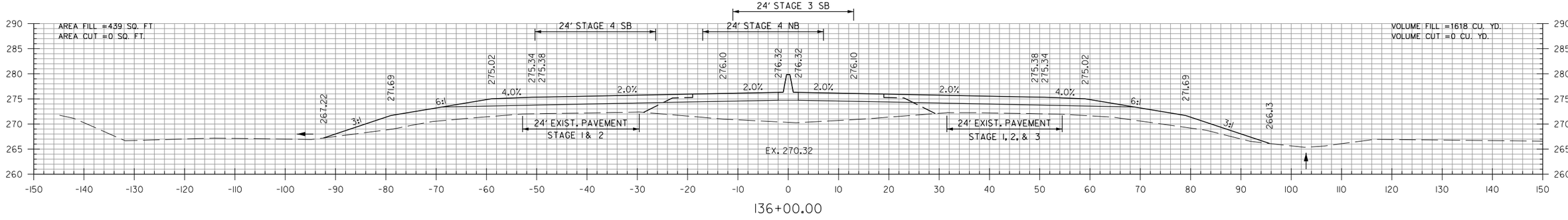
HWY. 67
STA. 133+57 TO STA. 134+60

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WORKSPACE: AHTD
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REVISED DATE:

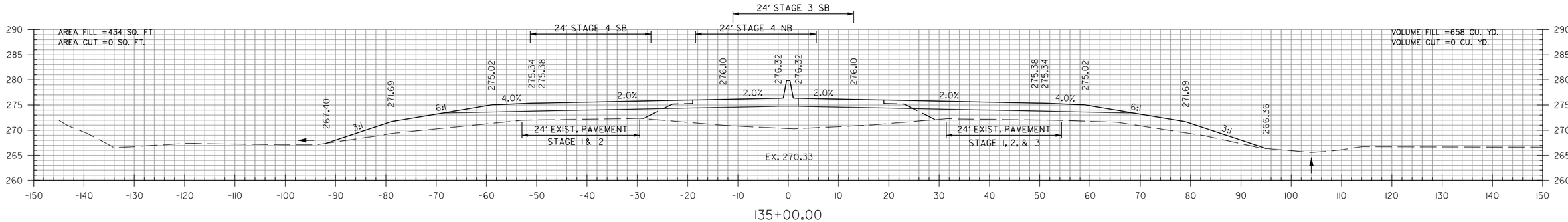
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	457	541
		CROSS SECTIONS				



137+00.00



136+00.00

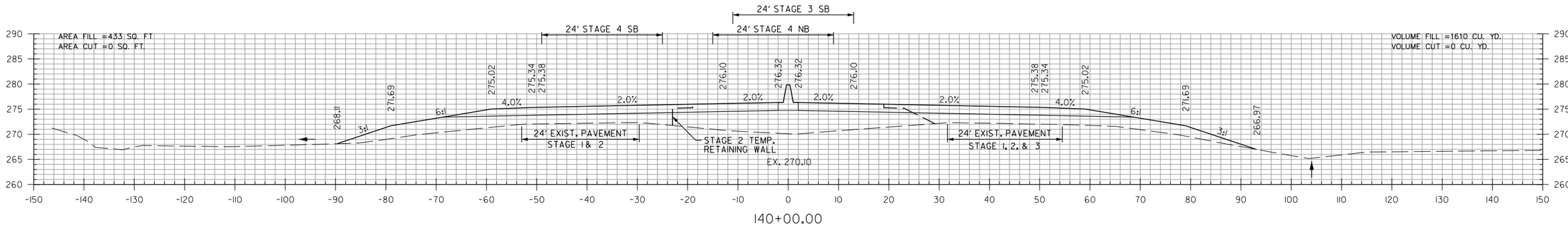


135+00.00

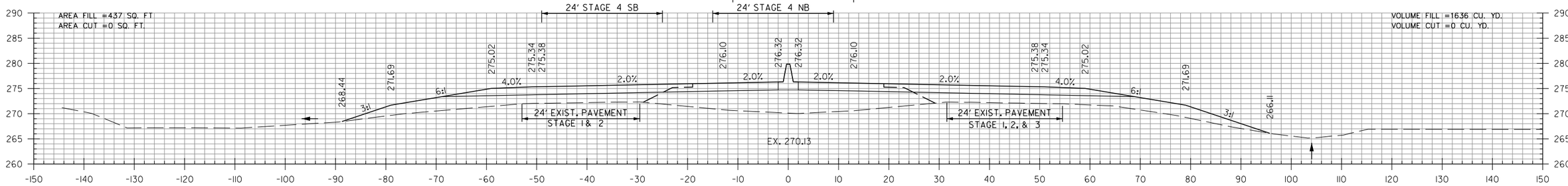
HWY. 67
STA. 135+00 TO STA. 137+00

8/4/2023 12:12:25 PM
WORKSPACE: AHTD
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REVISED DATE:

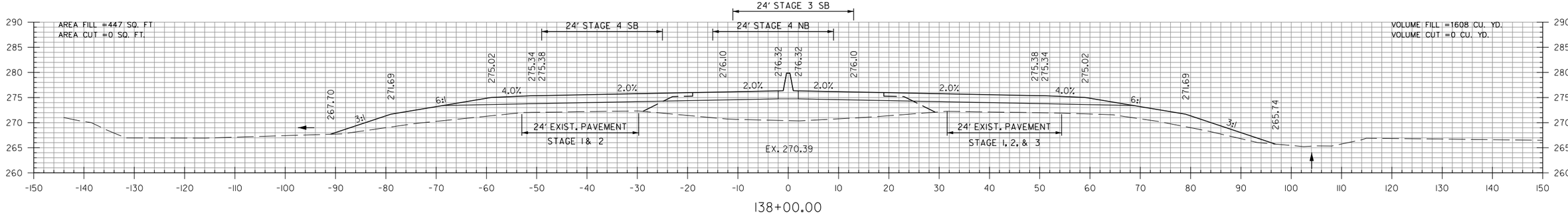
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	458	541
		CROSS SECTIONS				



140+00.00



139+00.00

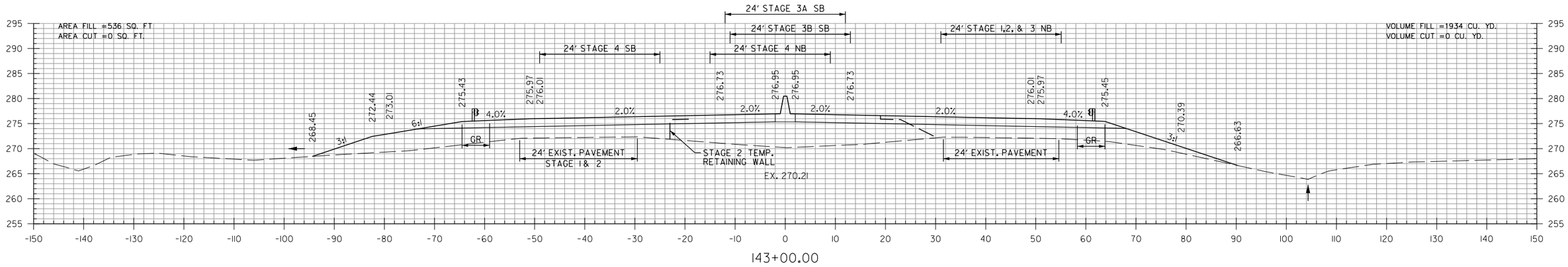


138+00.00

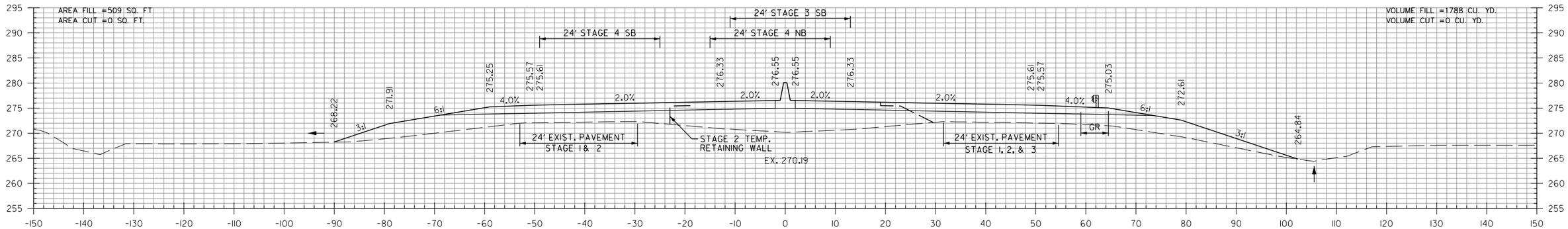
HWY. 67
STA. 138+00 TO STA. 140+00

aewterclak 8/4/2023 12:12:25 PM
WORKSPACE: AHTD
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REVISED DATE:

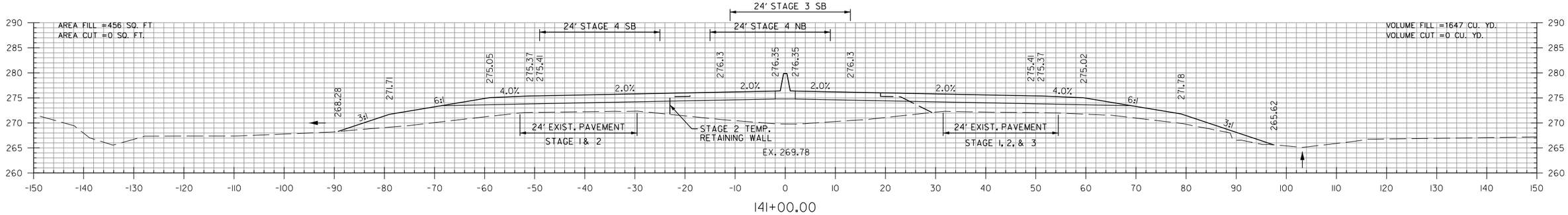
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	459	541
		CROSS SECTIONS				



143+00.00



142+00.00

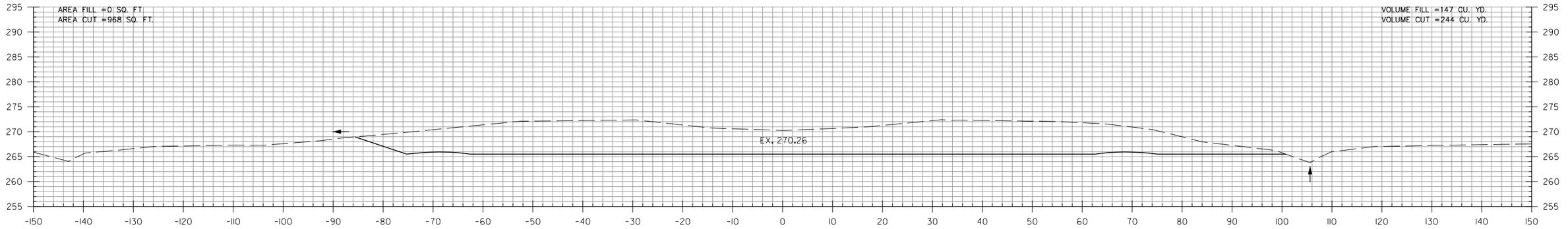


141+00.00

HWY. 67
STA. 141+00 TO STA. 143+00

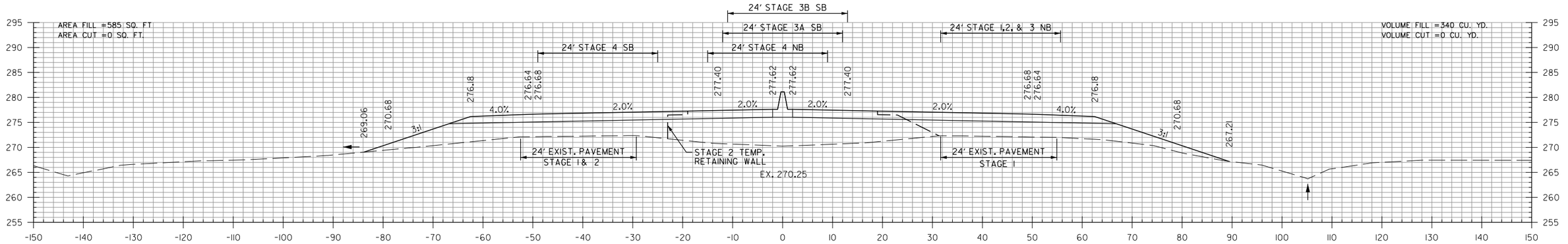
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	460	541
		CROSS SECTIONS				



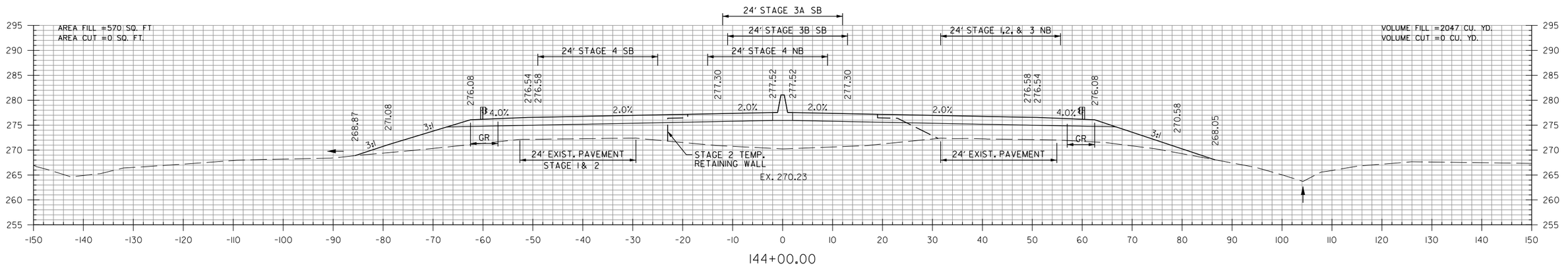
144+29.50

STA. 144+29.50 END TOE OF SLOPE AT ELEVATION 265.50



144+15.90

STA. 144+15.90 BEGIN BRIDGE

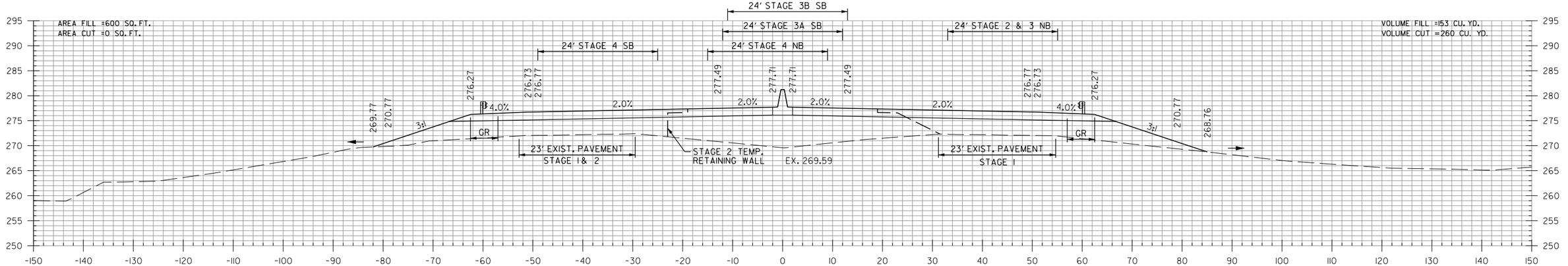


144+00.00

HWY. 67
STA. 144+00 TO STA. 144+29.50

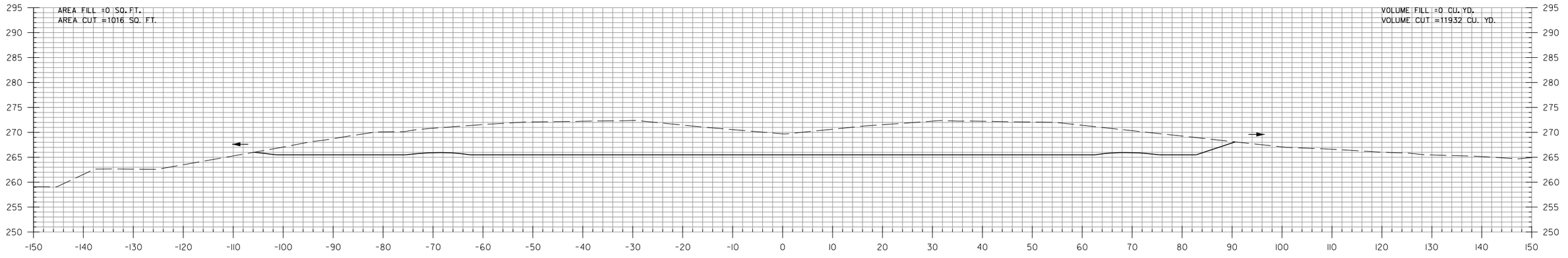
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	461	541
		CROSS SECTIONS				



147+68.10

STA. 147+68.10 END BRIDGE



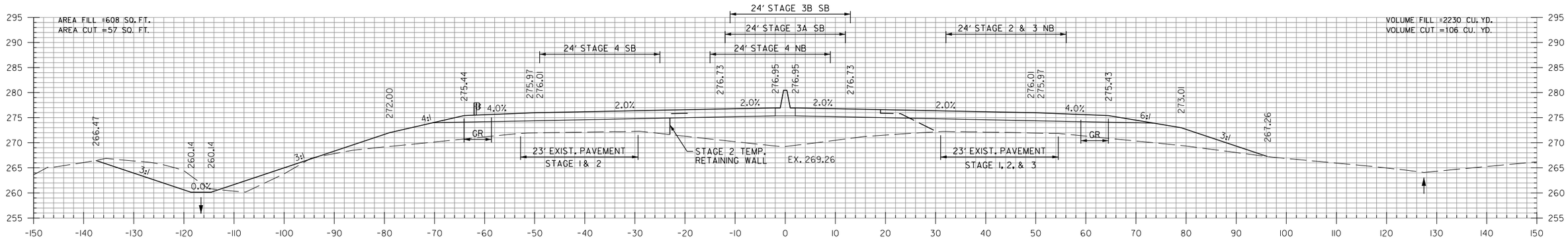
147+54.30

STA. 147+54.30 BEGIN TOE OF SLOPE AT ELEVATION 265.50

HWY. 67
STA. 147+54.30 TO STA. 147+68.10

aewierciak 8/4/2023 12:12:27 PM
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REVISED DATE:

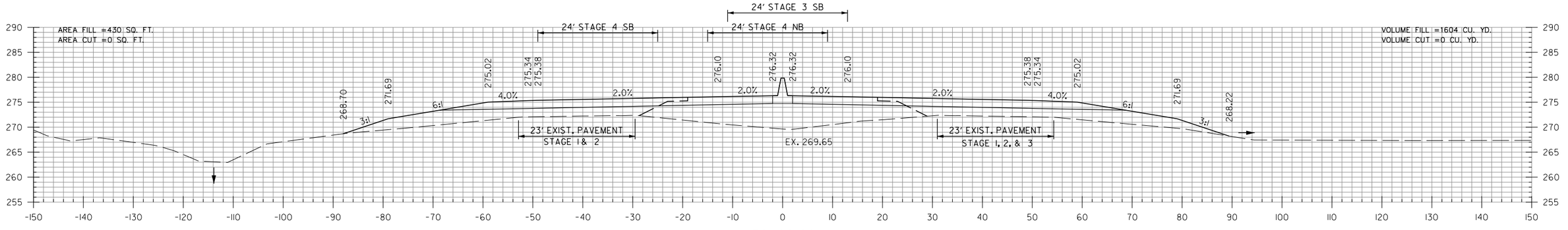
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	462	541
		CROSS SECTIONS				

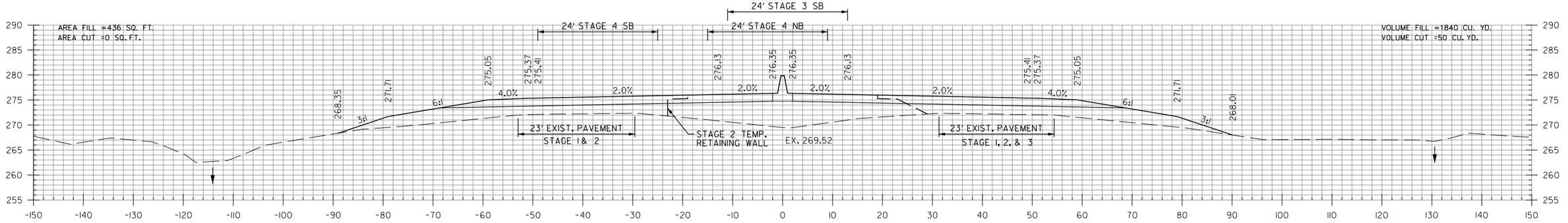


HWY. 67
STA. 148+00 TO STA. 149+00

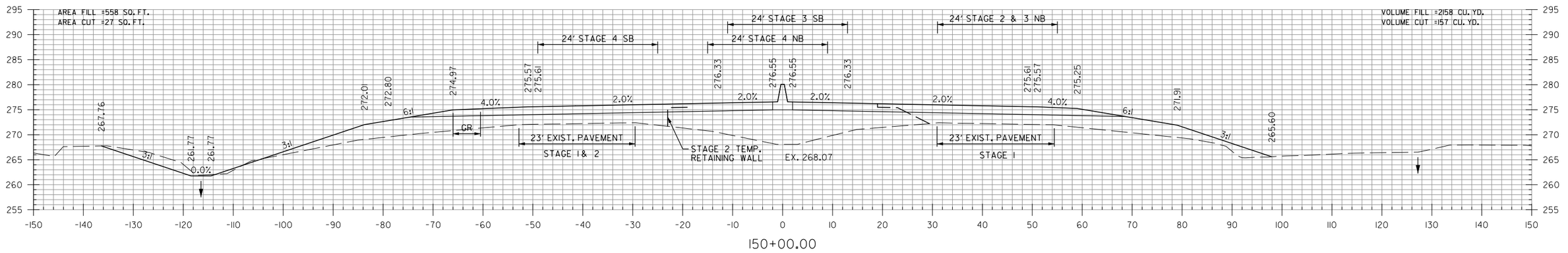
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	463	541
		CROSS SECTIONS				





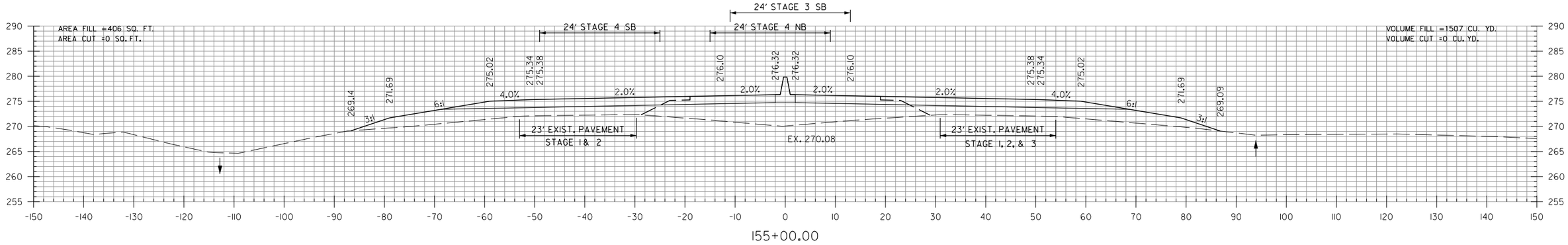
STA. 150+10.00
END SP. DT. LT. 1.62%
4' FLAT BOTTOM
ELEV. 261.93



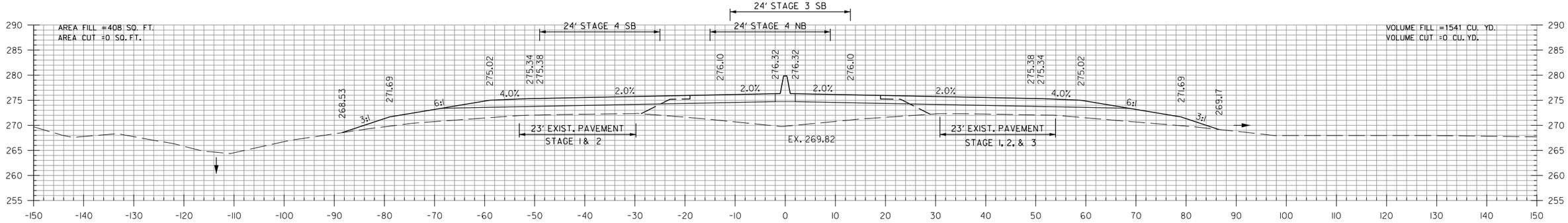
HWY. 67
STA. 150+00 TO STA. 152+00

oewierciak 8/4/2023 12:27 PM
WORKSPACE: AHTD
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REVISED DATE:

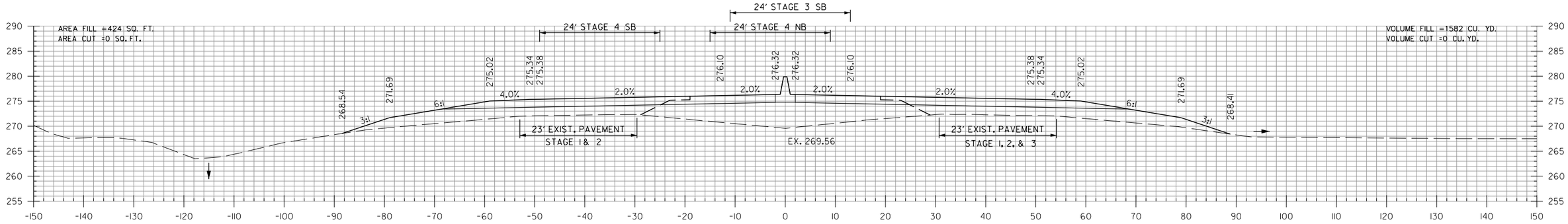
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	464	541
		CROSS SECTIONS				



155+00.00



154+00.00

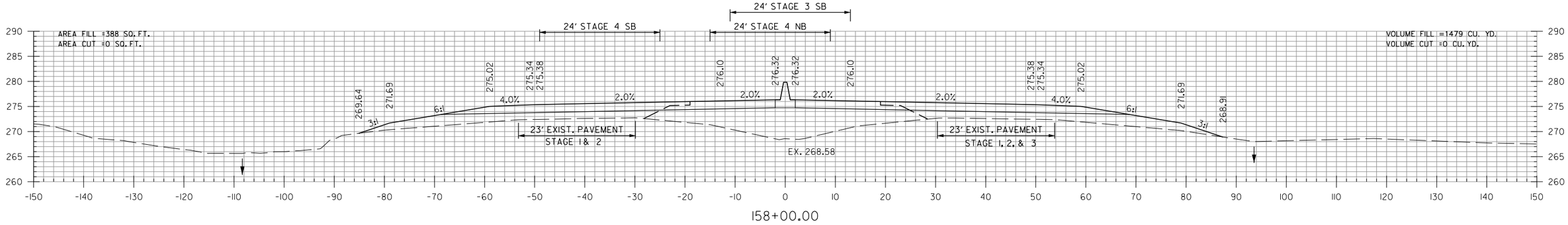


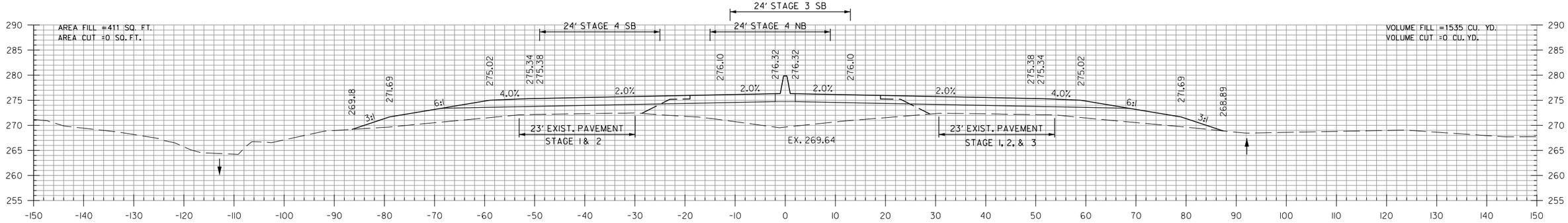
153+00.00

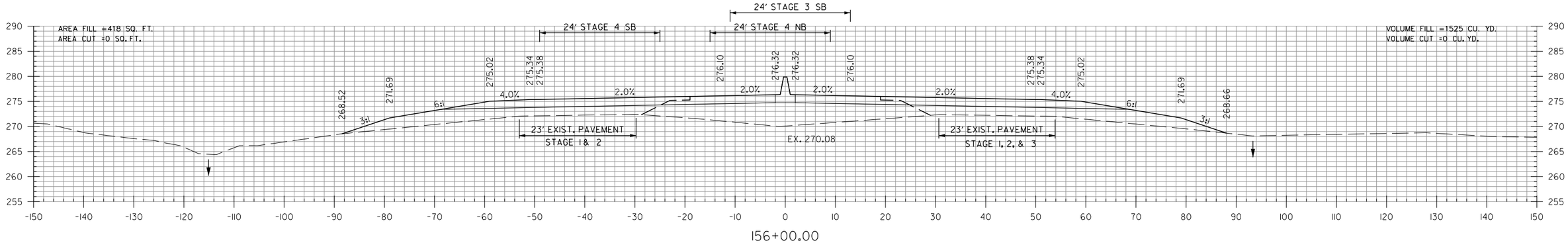
HWY. 67
STA. 153+00 TO STA. 155+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	465	541
		CROSS SECTIONS				



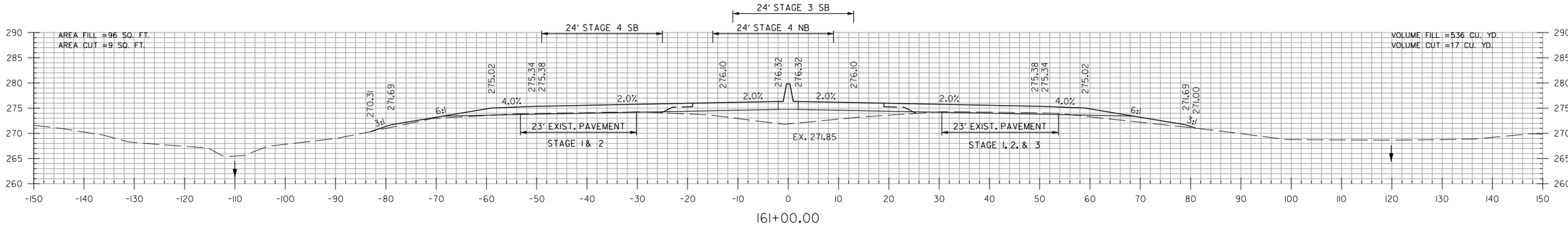




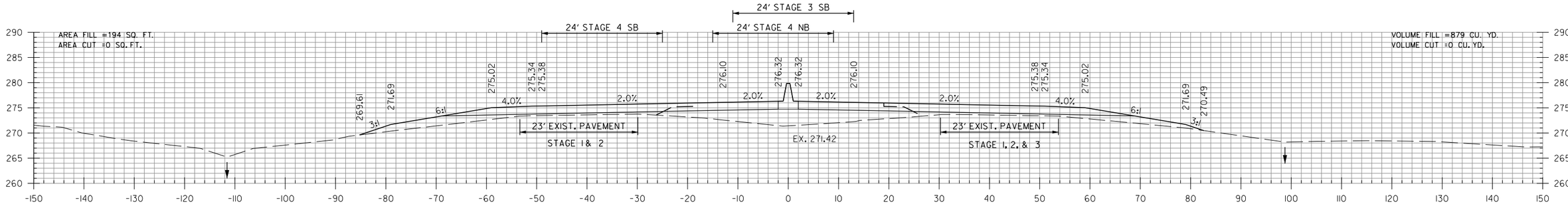
HWY. 67
STA. 156+00 TO STA. 158+00

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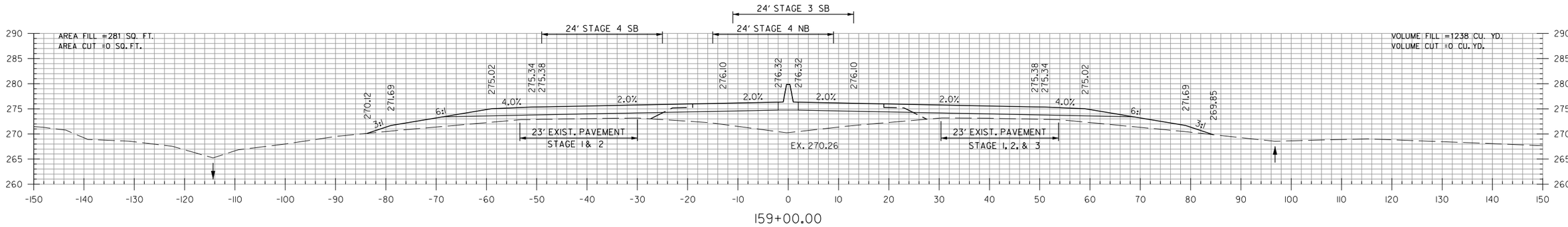
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	466	541
		CROSS SECTIONS				



161+00.00



160+00.00

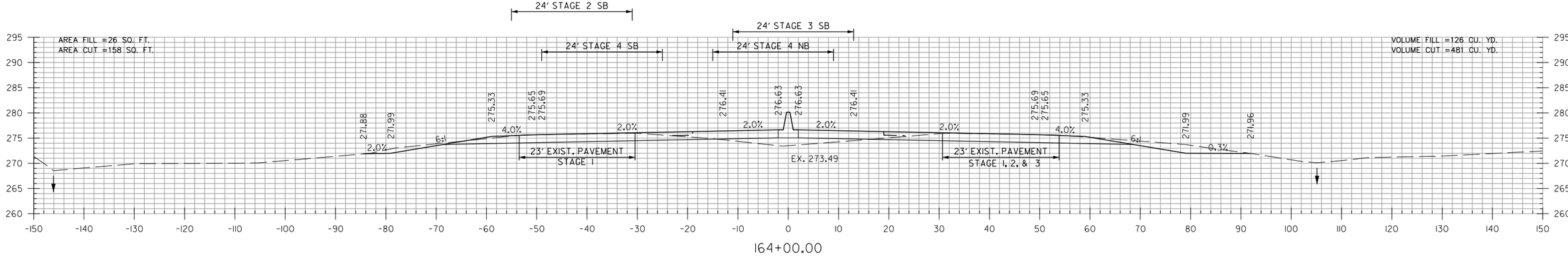


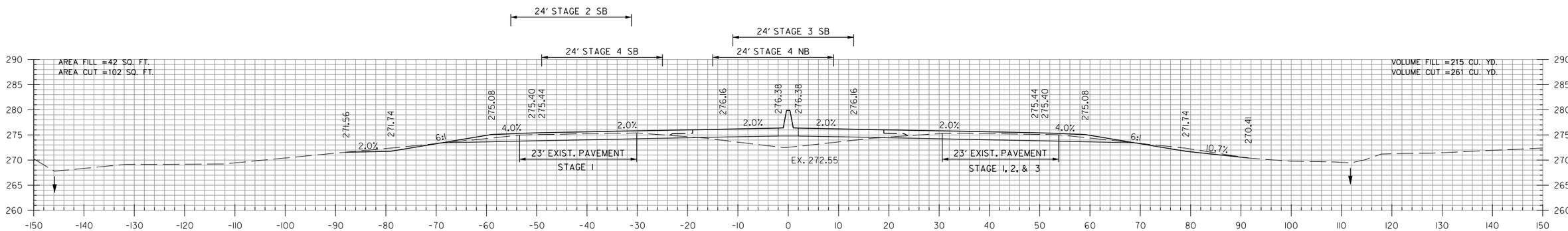
159+00.00

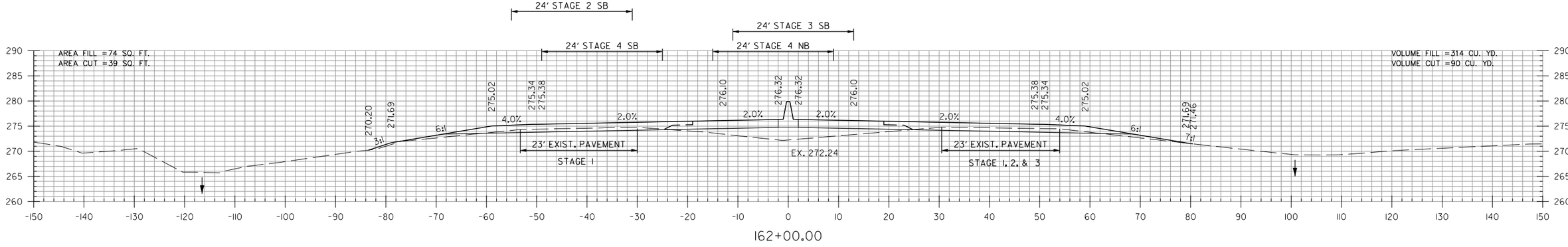
HWY. 67
STA. 159+00 TO STA. 161+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	467	541
		CROSS SECTIONS				



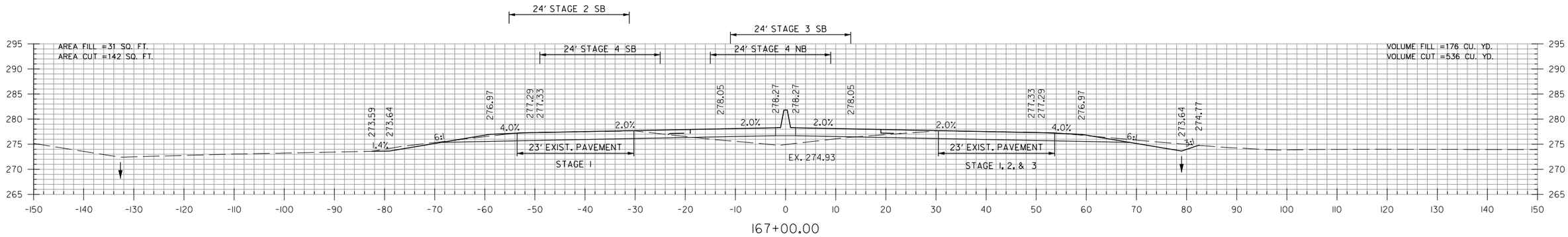




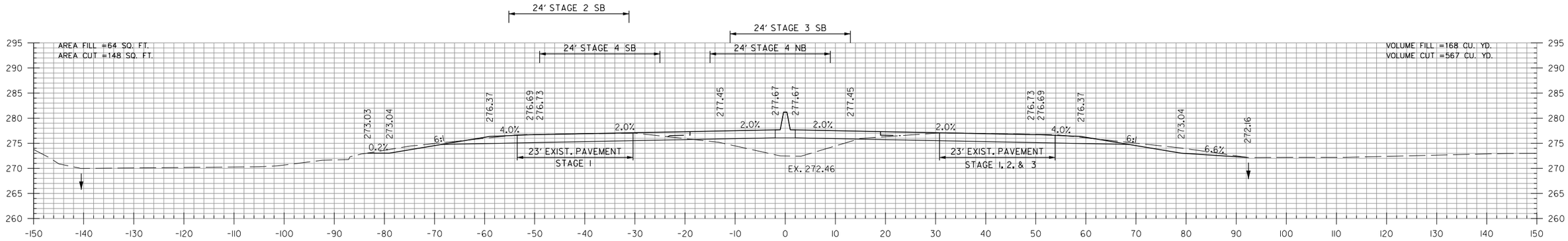
HWY. 67
STA. 162+00 TO STA. 164+00

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REVISED DATE:

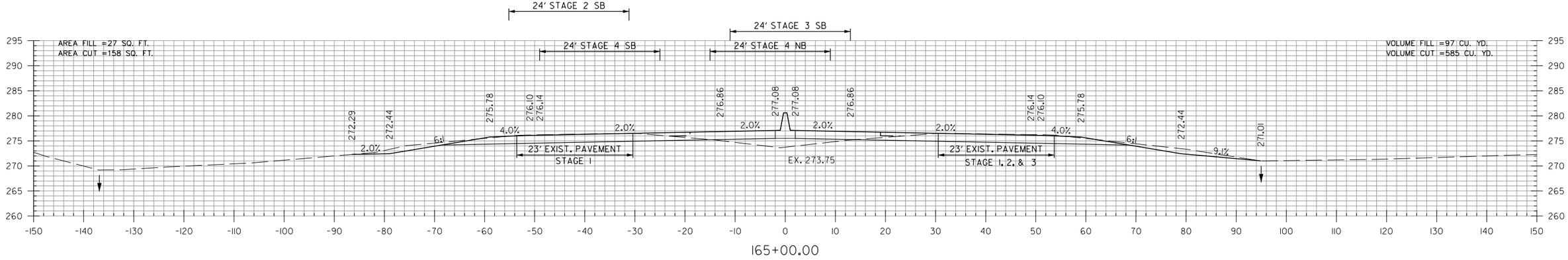
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	468	541
		CROSS SECTIONS				



167+00.00



166+00.00

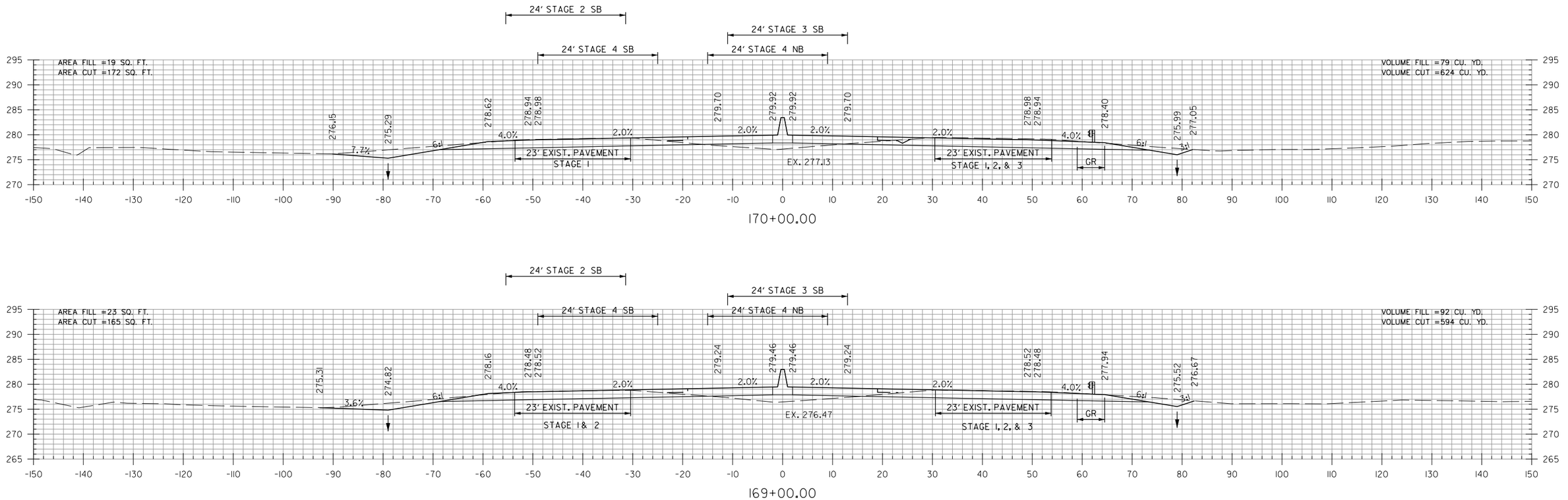


165+00.00

HWY. 67
STA. 165+00 TO STA. 167+00

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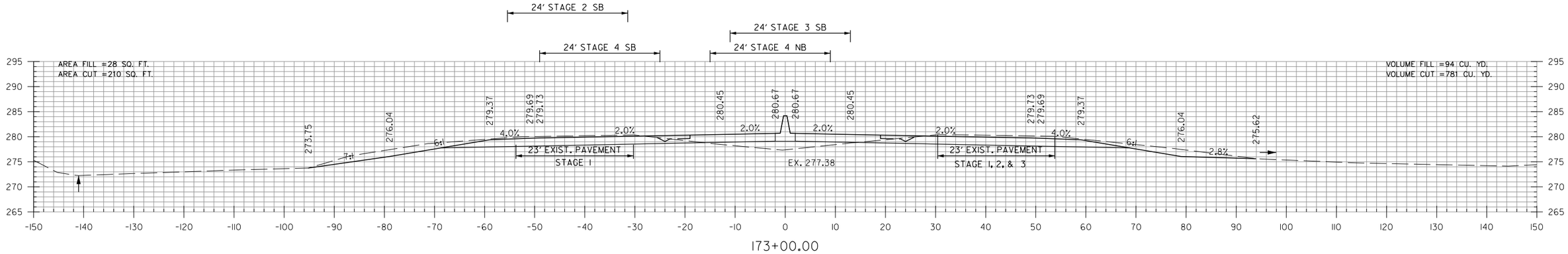
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	469	541
		CROSS SECTIONS				

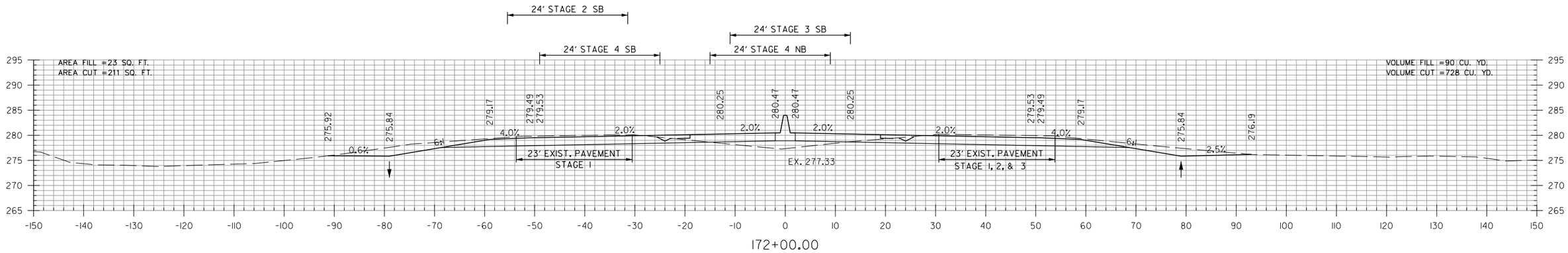


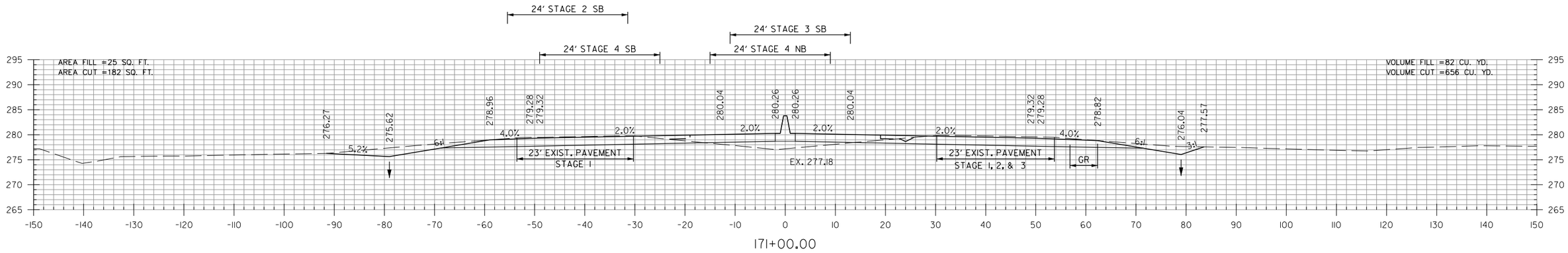
HWY. 67
STA. 168+00 TO STA. 170+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	470	541
		CROSS SECTIONS				



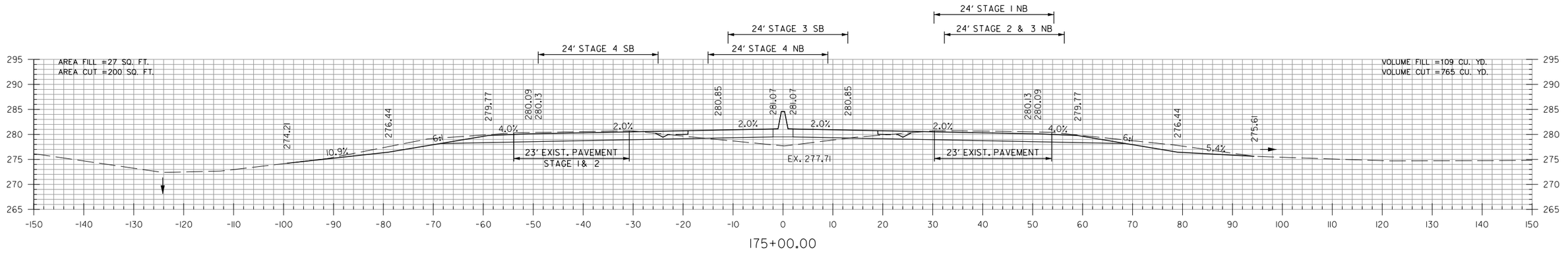


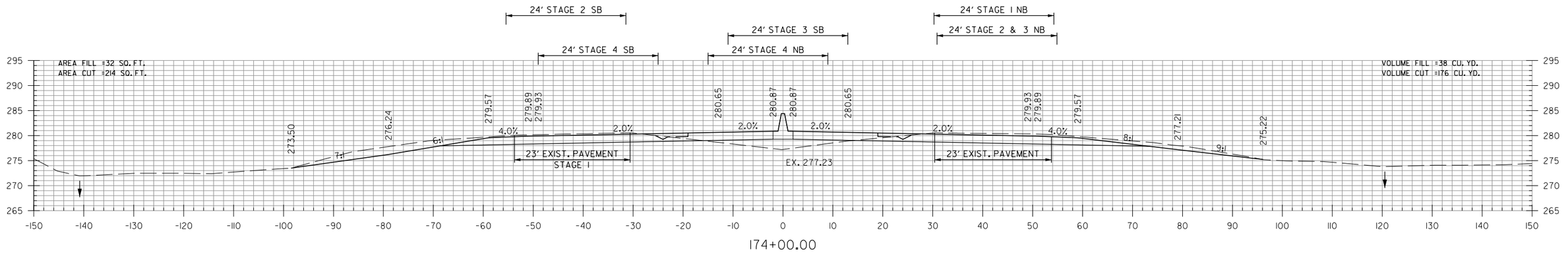


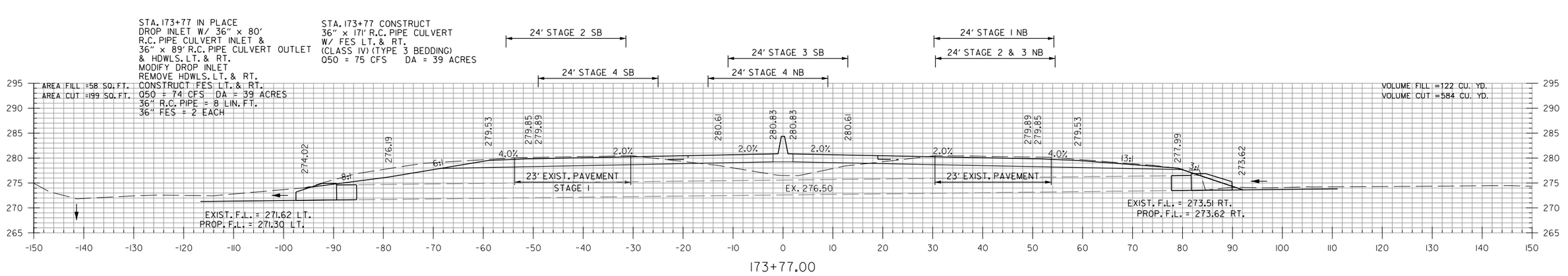
HWY. 67
STA. 171+00 TO STA. 173+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	471	541
		CROSS SECTIONS				



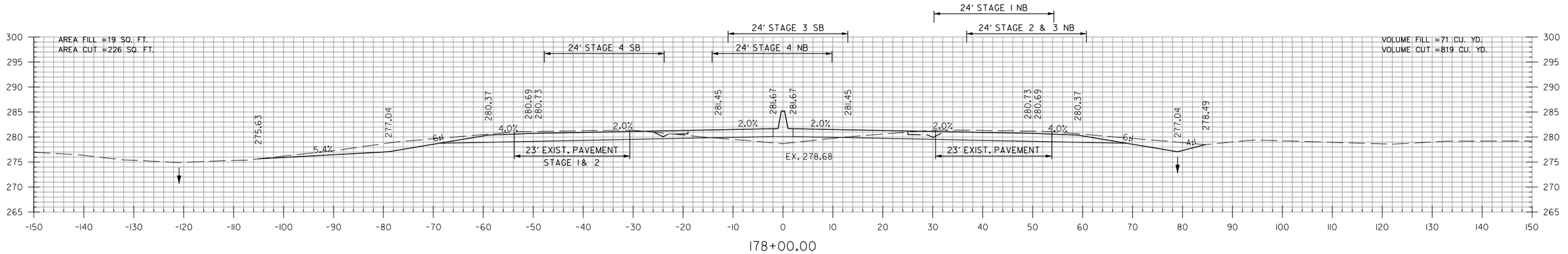




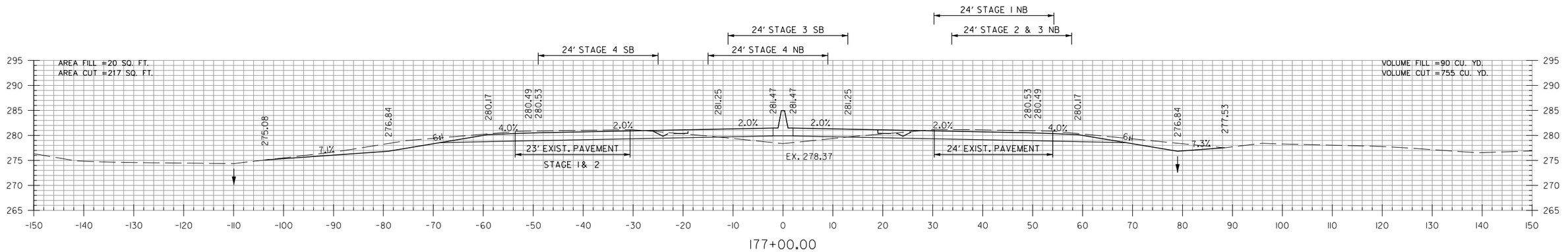
HWY. 67
STA. 173+77 TO STA. 175+00

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REVISED DATE:

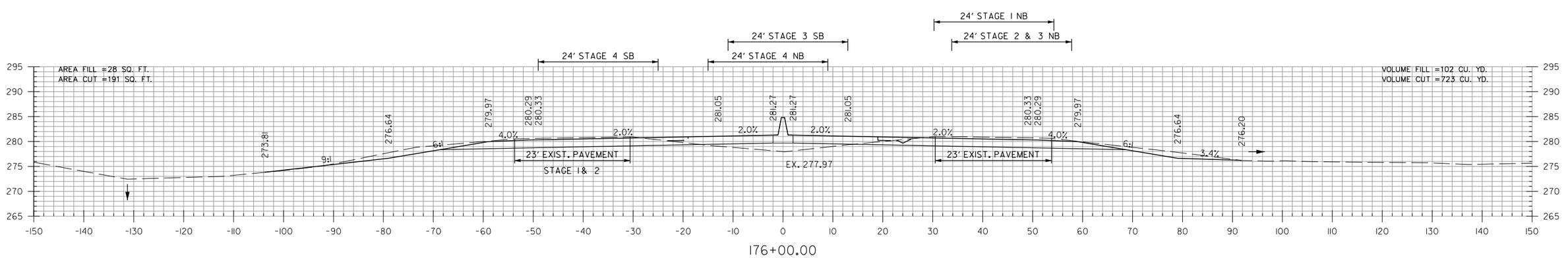
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	472	541
		CROSS SECTIONS				



178+00.00



177+00.00

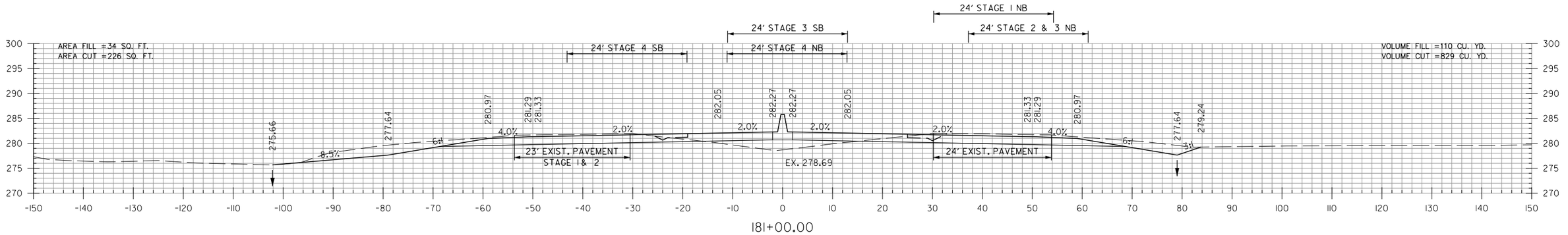


176+00.00

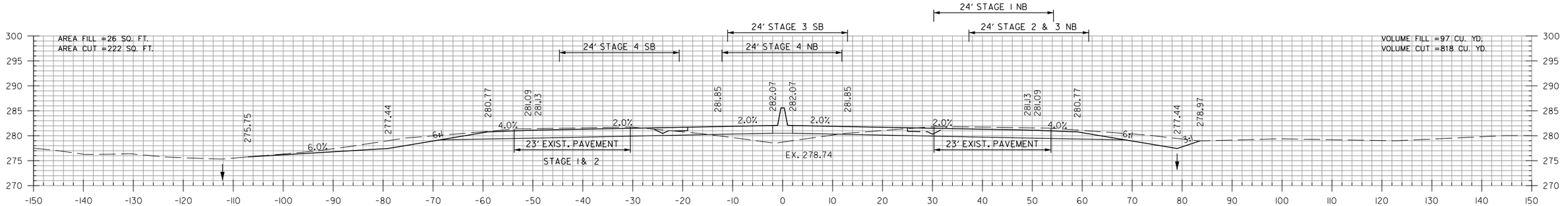
HWY. 67
STA. 176+00 TO STA. 178+00

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REVISED DATE:

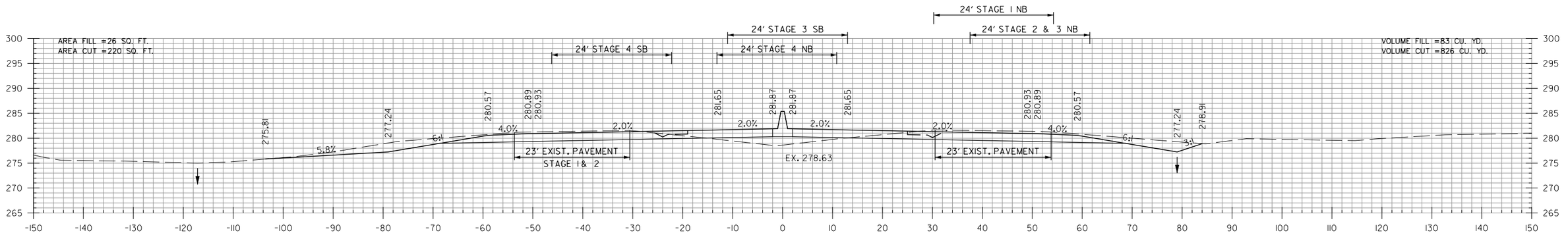
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	473	541
		CROSS SECTIONS				



181+00.00



180+00.00

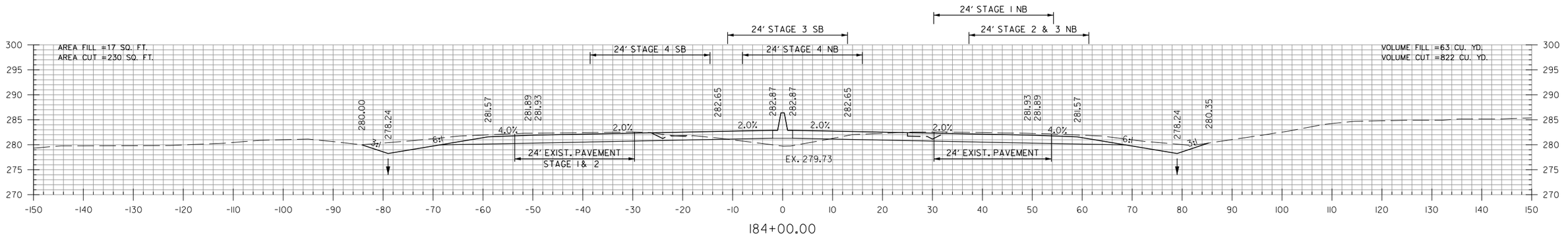


179+00.00

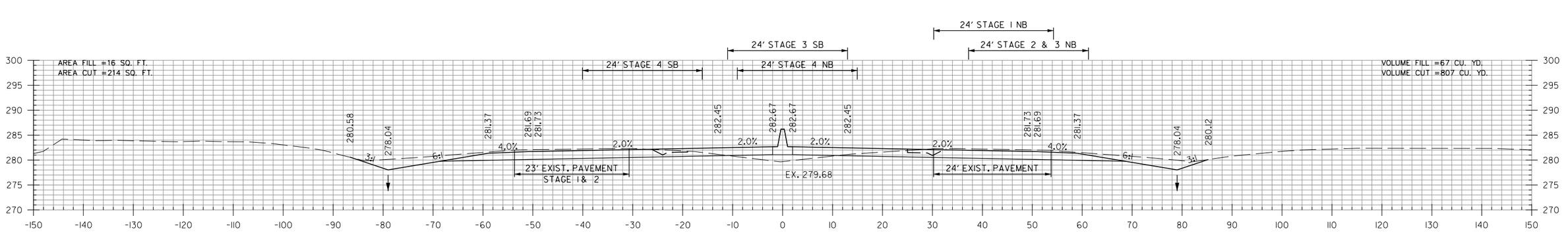
HWY. 67
STA. 179+00 TO STA. 181+00

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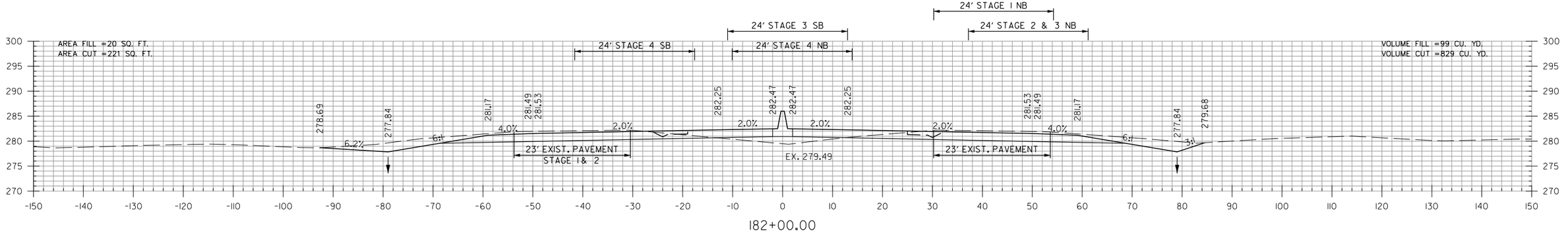
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	474	541
		CROSS SECTIONS				



184+00.00



183+00.00

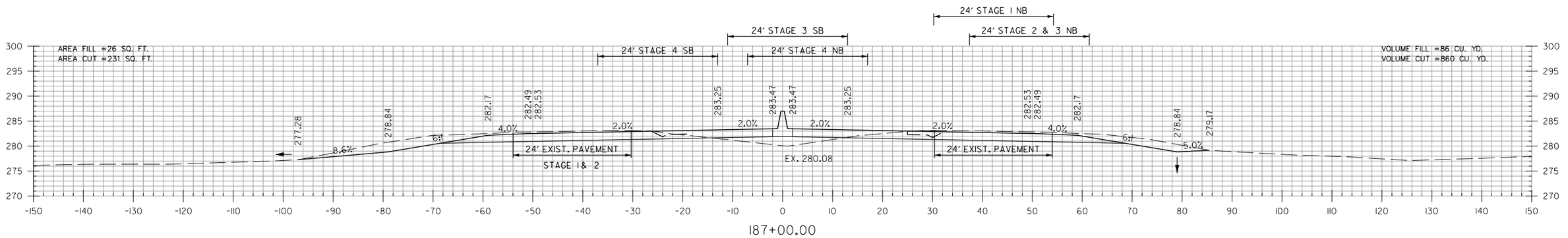


182+00.00

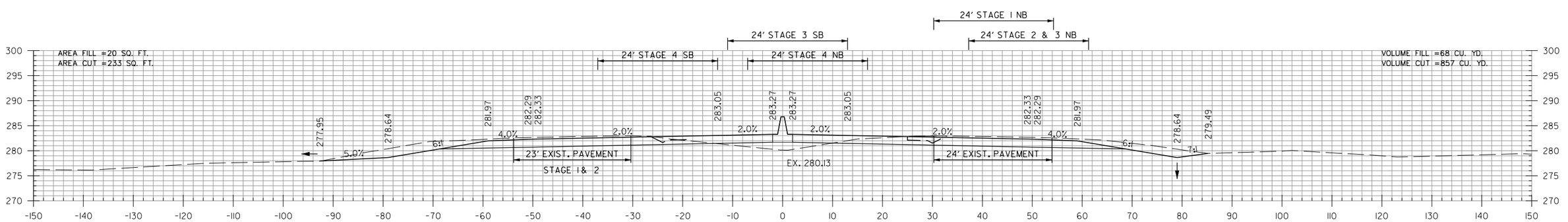
HWY. 67
STA. 182+00 TO STA. 184+00

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REVISED DATE:

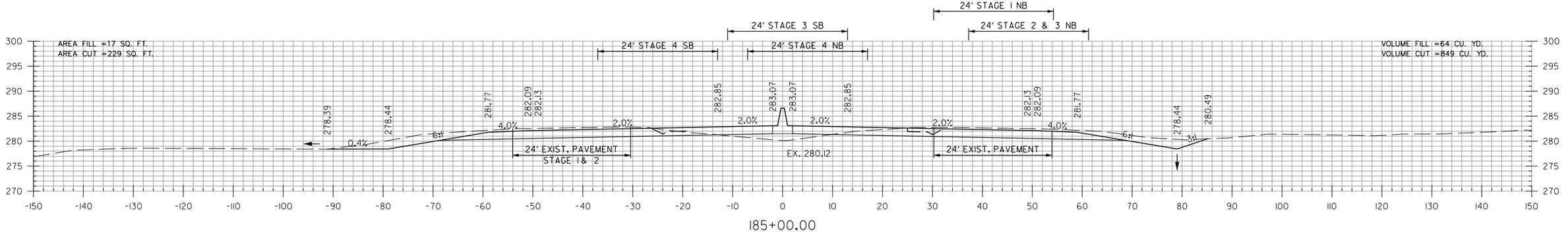
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	475	541
		CROSS SECTIONS				



187+00.00



186+00.00

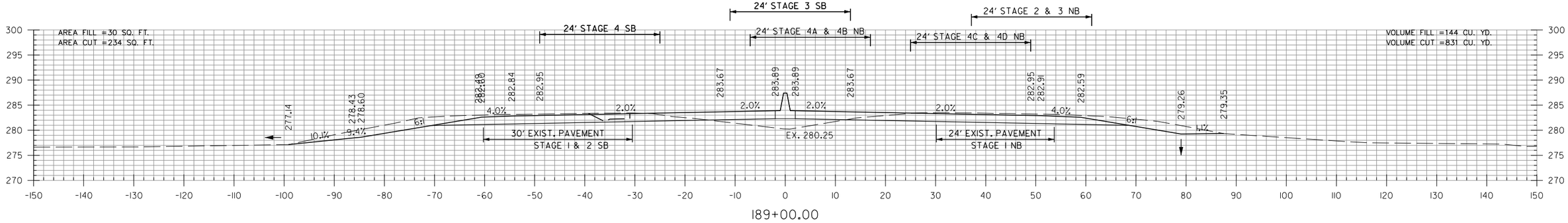


185+00.00

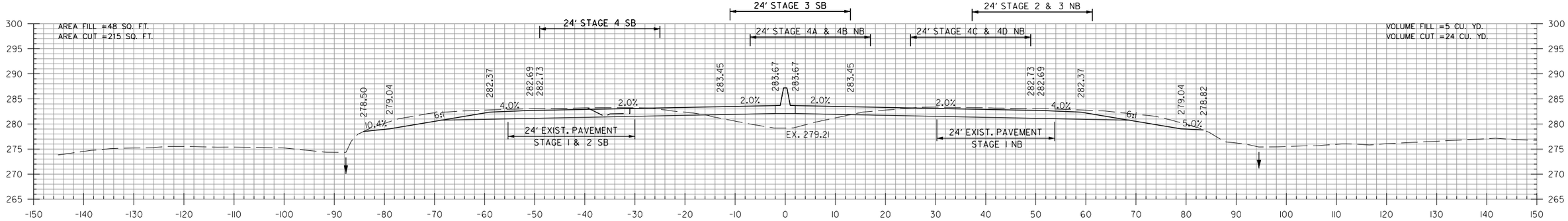
HWY. 67
STA. 185+00 TO STA. 187+00

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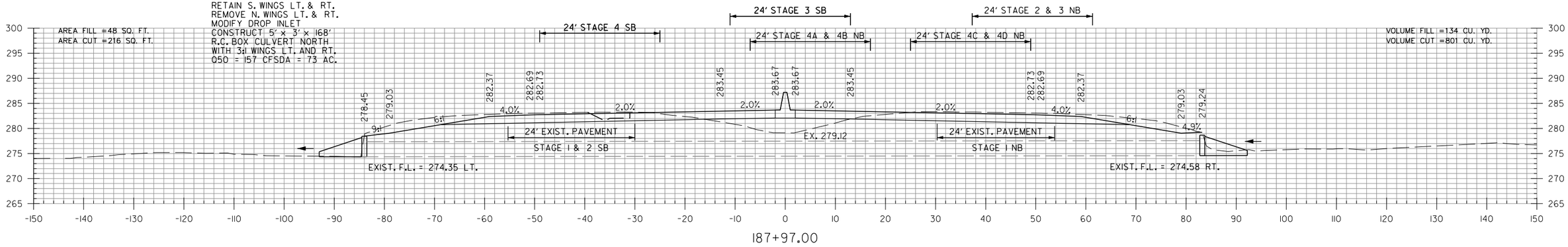
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	476	541
		CROSS SECTIONS				



189+00.00



188+00.00

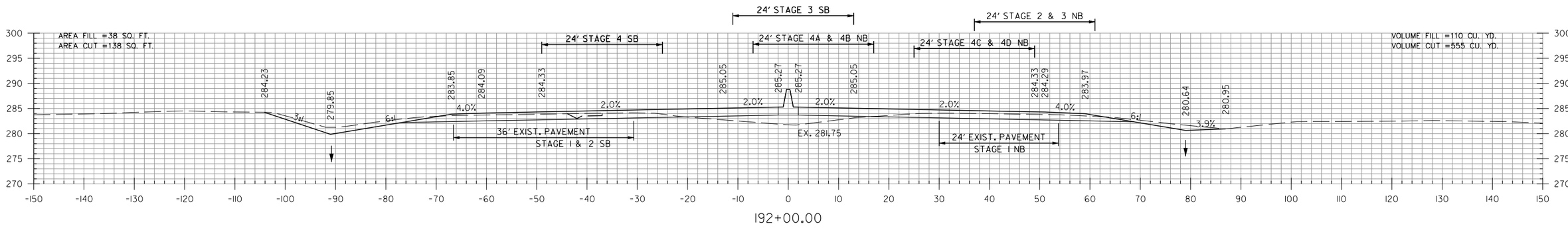


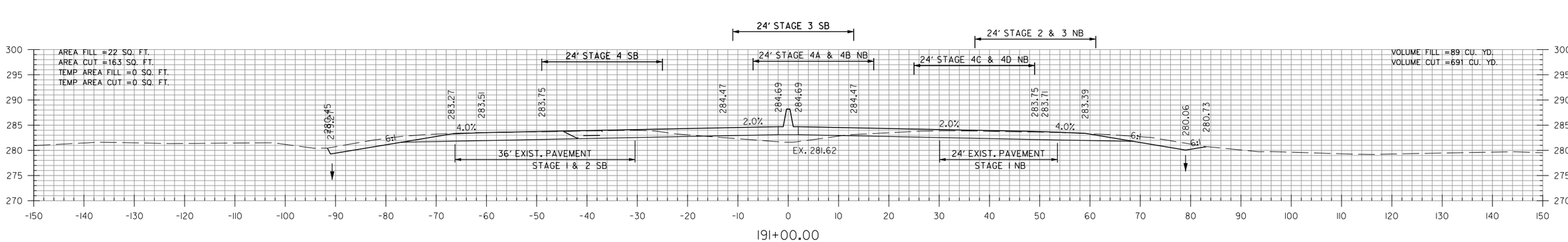
187+97.00

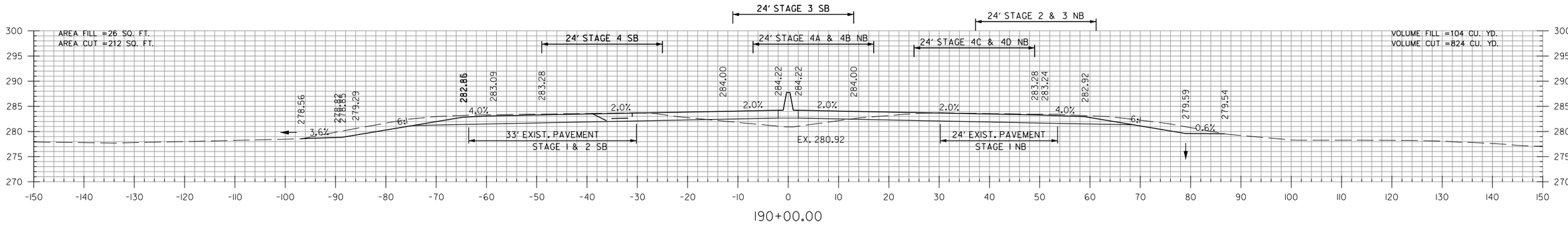
HWY. 67
STA. 187+97 TO STA. 189+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	477	541
		CROSS SECTIONS				



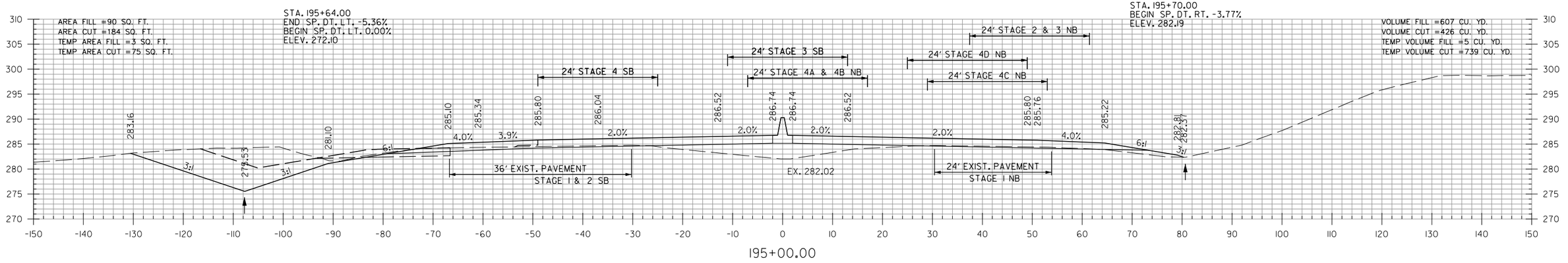


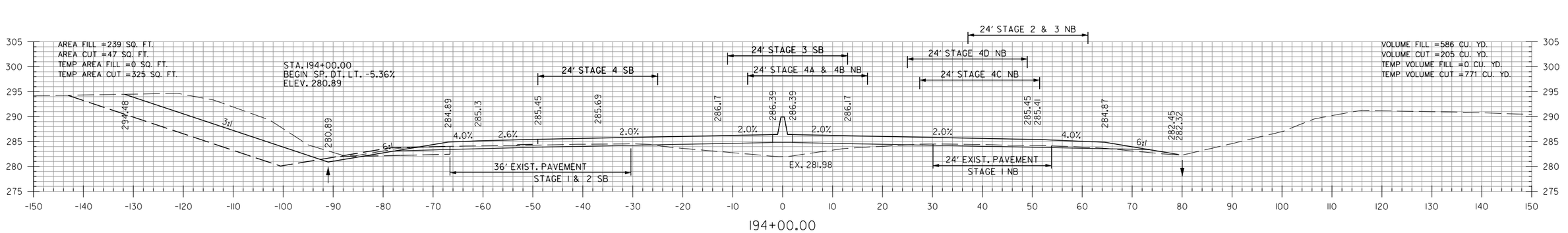


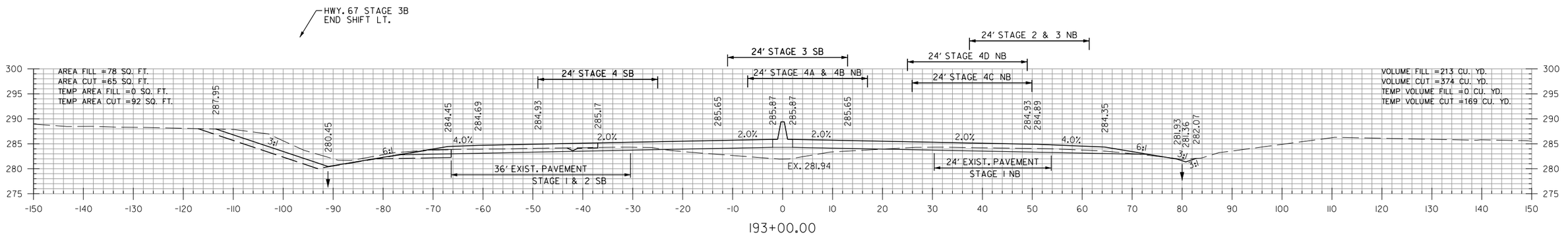
HWY. 67
STA. 190+00 TO STA. 192+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	478	541
		CROSS SECTIONS				



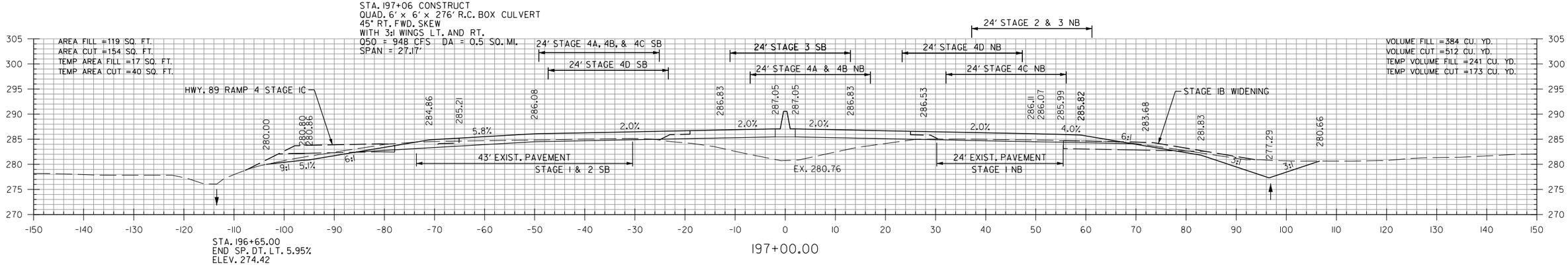


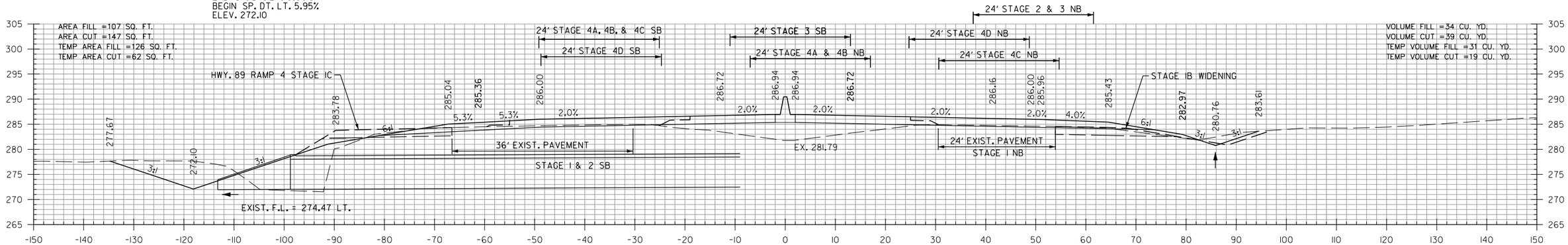


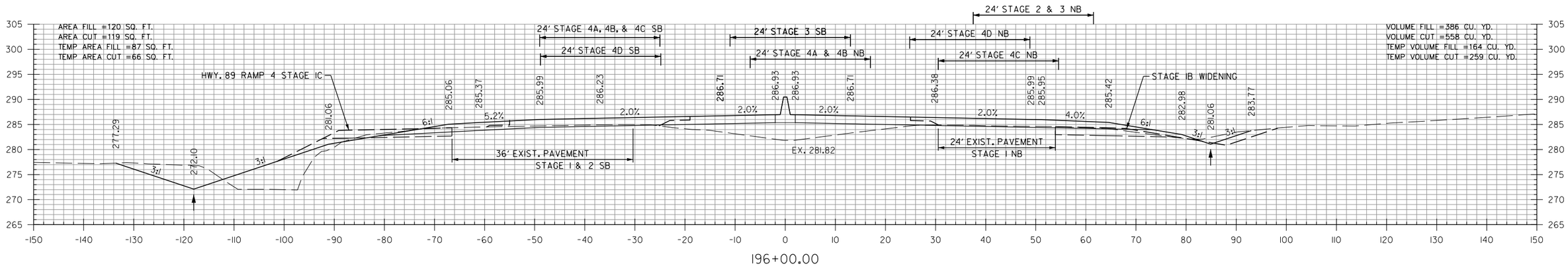
HWY. 67
STA. 193+00 TO STA. 195+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	479	541
		CROSS SECTIONS				



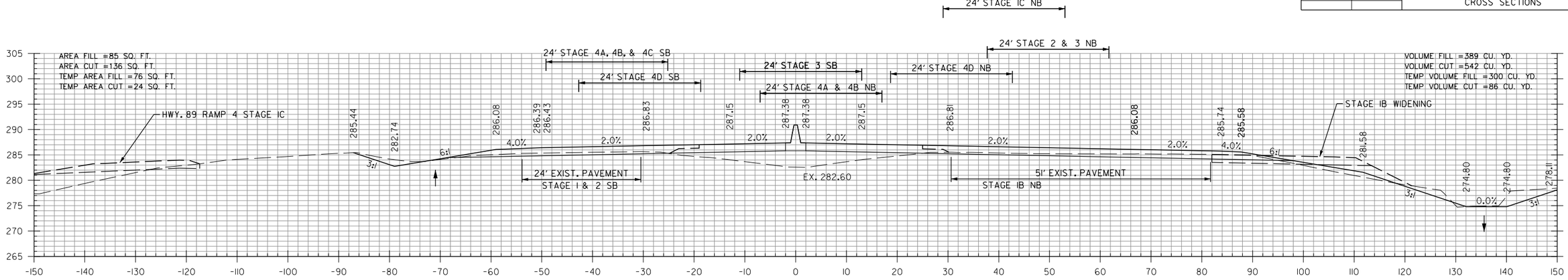


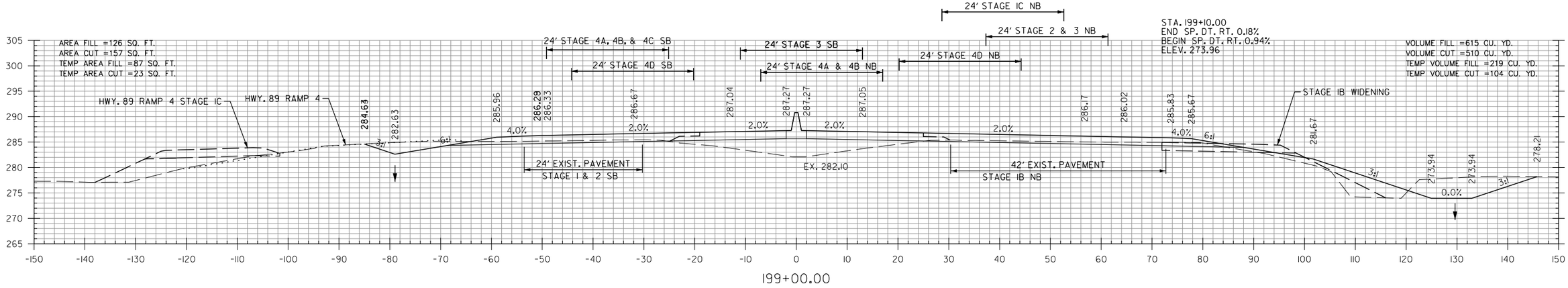


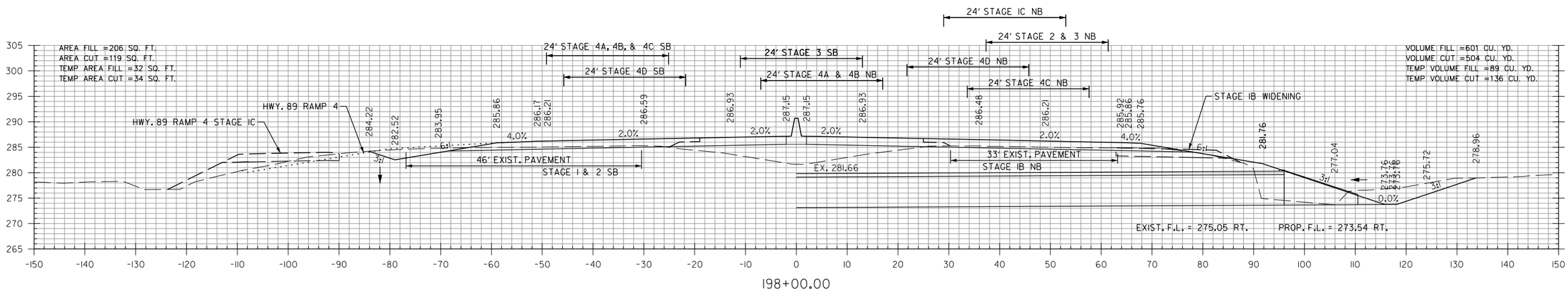
HWY. 67
STA. 196+00 TO STA. 197+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	480	541
		CROSS SECTIONS				





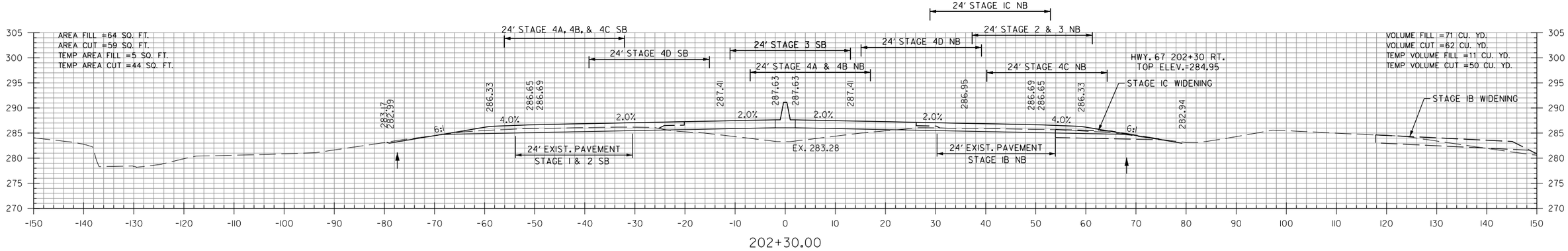


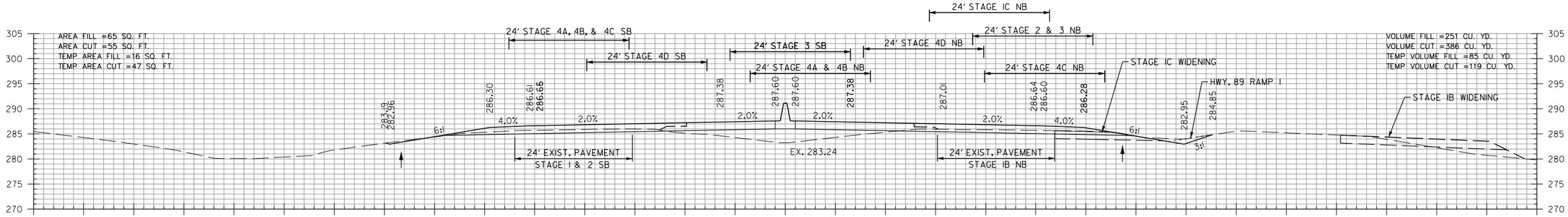
STA. 197+94.00
END SP. DT. RT. -3.77%
BEGIN SP. DT. RT. 0.18%
ELEV. 273.75

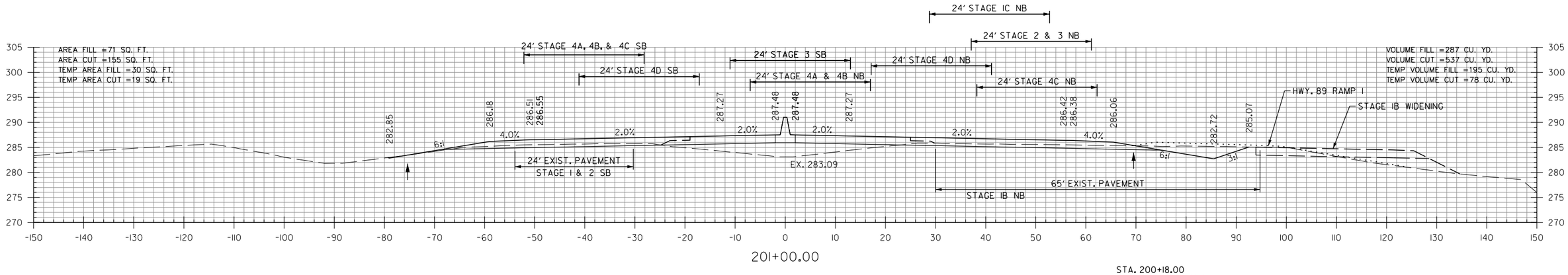
HWY. 67
STA. 198+00 TO STA. 200+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	481	541
		CROSS SECTIONS				





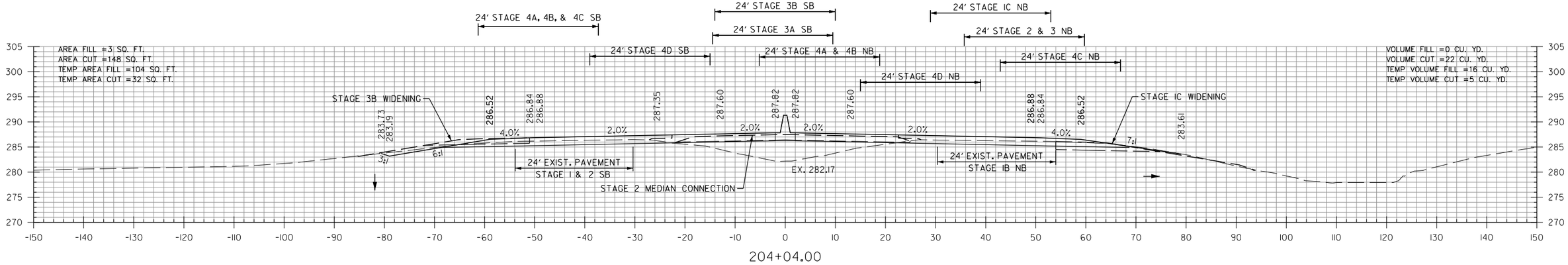


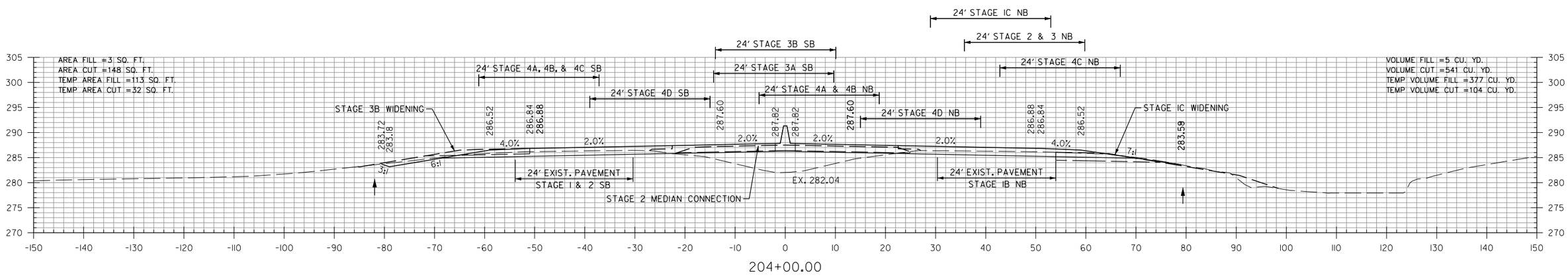
STA. 200+18.00
END SP. DT. RT. 0.94%
ELEV. 274.97

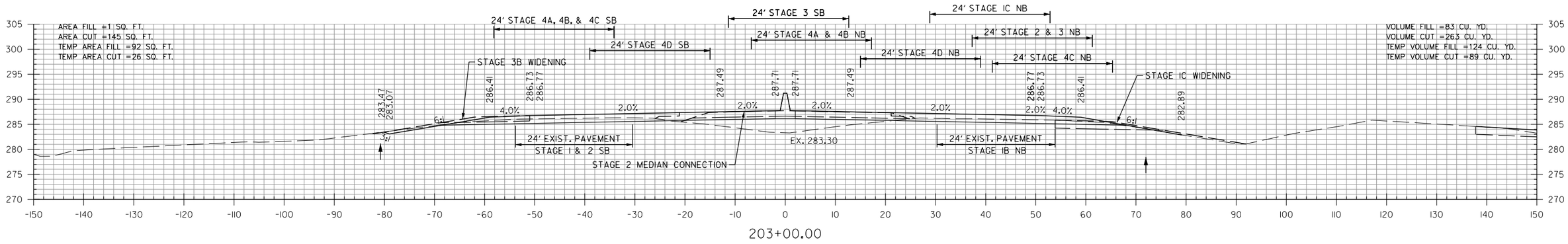
HWY. 67
STA. 201+00 TO STA. 202+30

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	482	541
		CROSS SECTIONS				



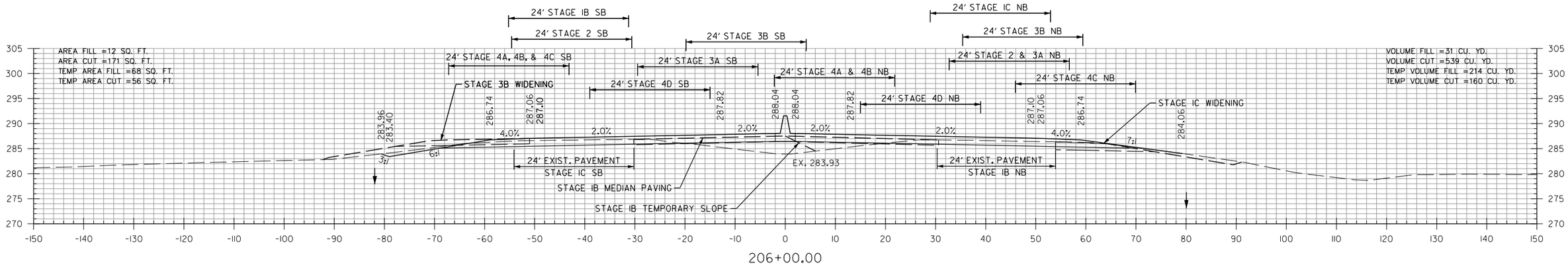


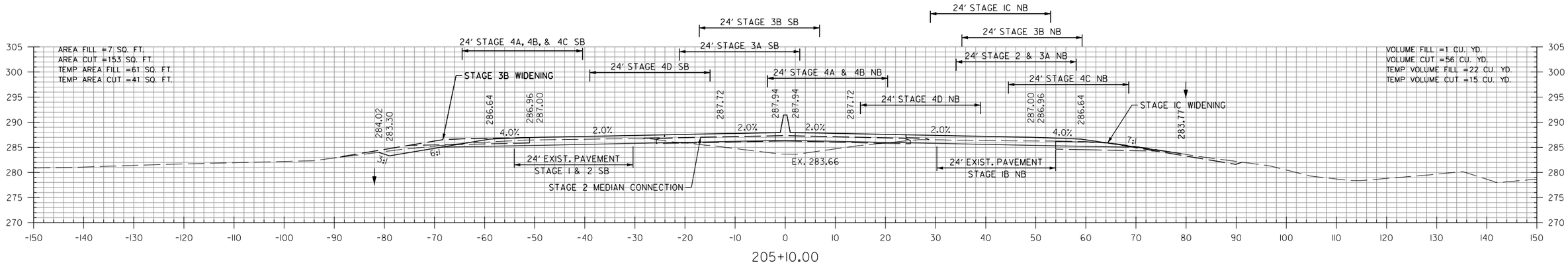


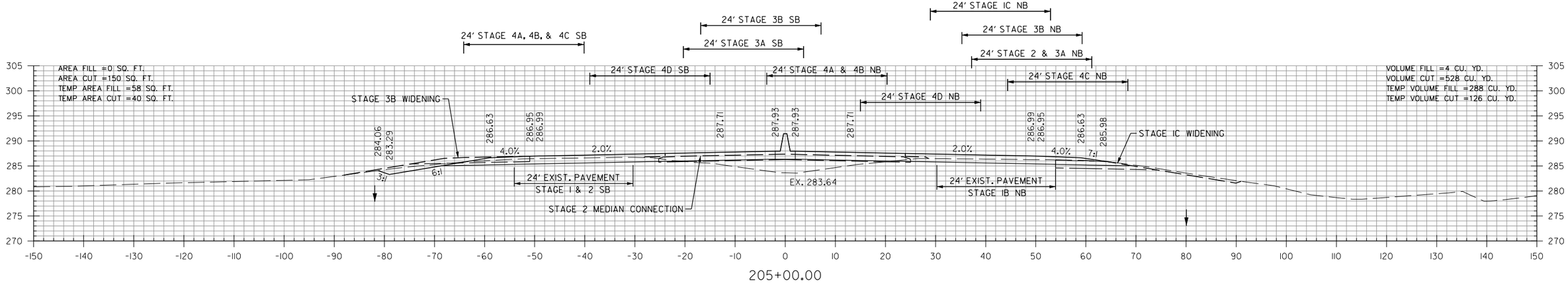
HWY. 67
STA. 203+00 TO STA. 204+04

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	483	541
		CROSS SECTIONS				



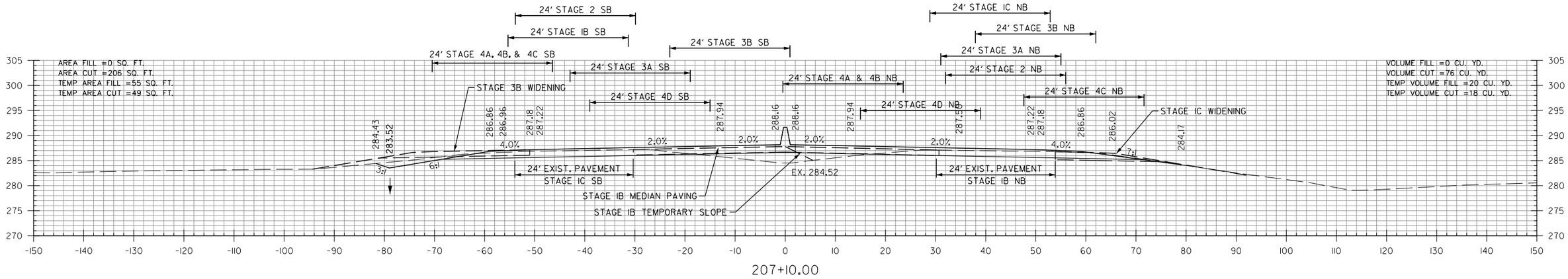


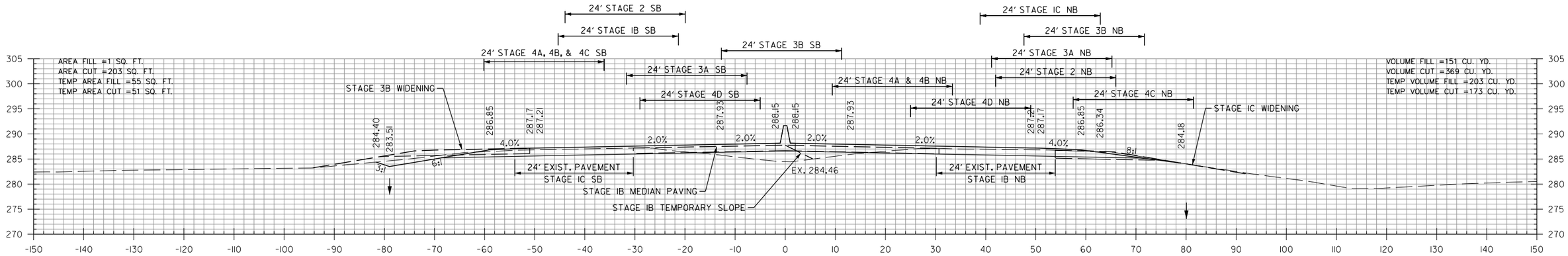


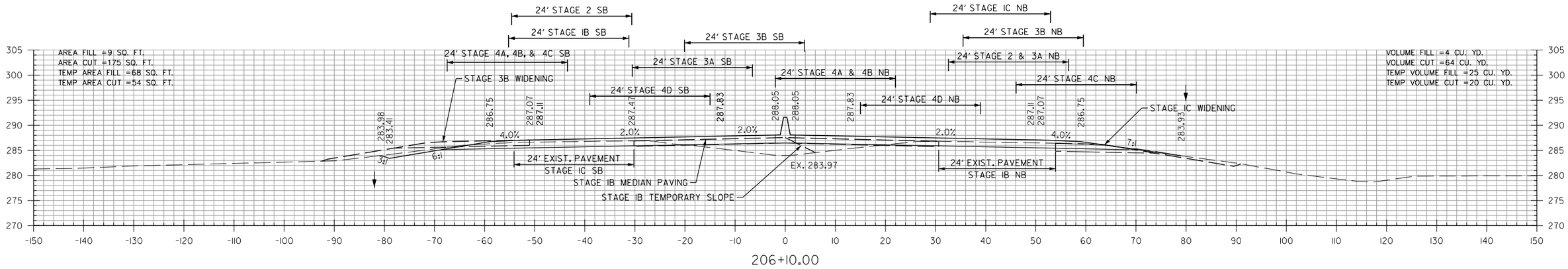
HWY. 67
STA. 205+00 TO STA. 206+00

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	484	541
		CROSS SECTIONS				





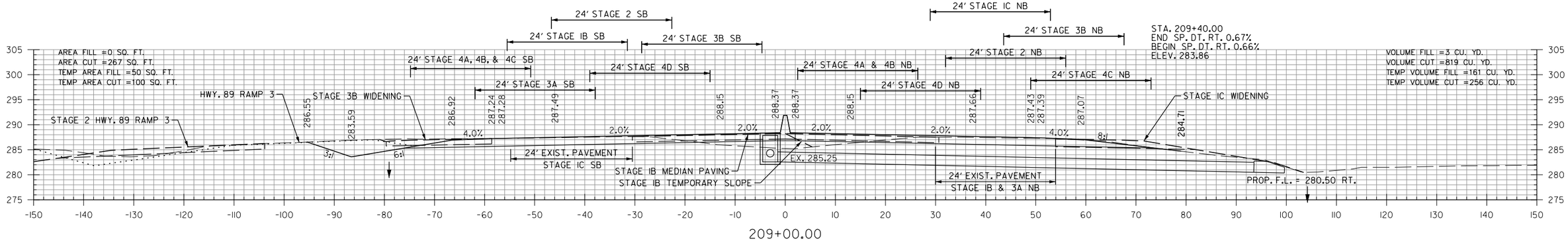


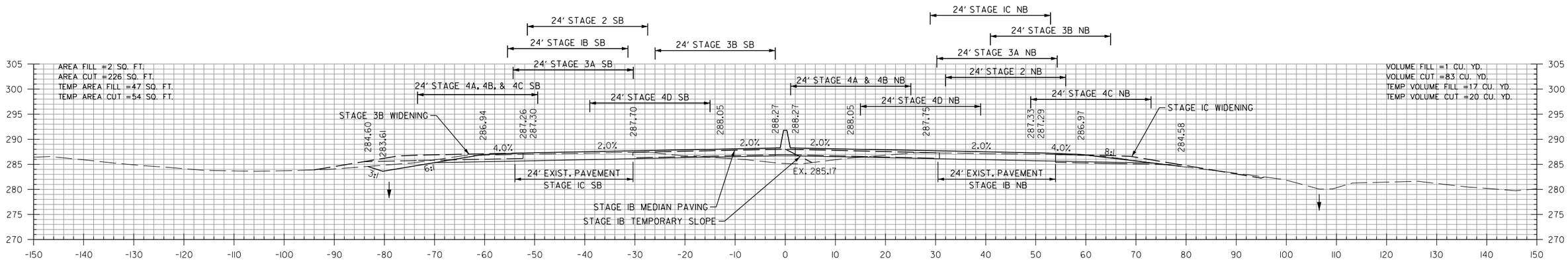
HWY. 67
STA. 206+10 TO STA. 207+10

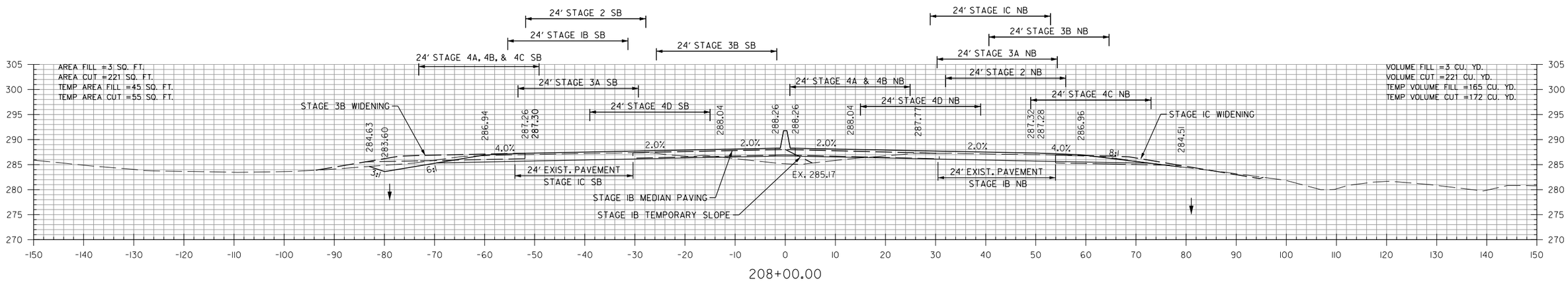
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	485	541
		CROSS SECTIONS				

STA. 209+00 CONSTRUCT
JUNCTION BOX ON LT. H=5'-9"
WITH 24"x97' PIPE OUTLET
TO F.E.S. AT STA. 209+00 RT.
(JACK AND BORE)
TYPE ST JUNCTION BOX = 3'x3'
24" R.C. PIPE (CLASS V)
(TYPE 3 BEDDING) = 97 LIN. FT.



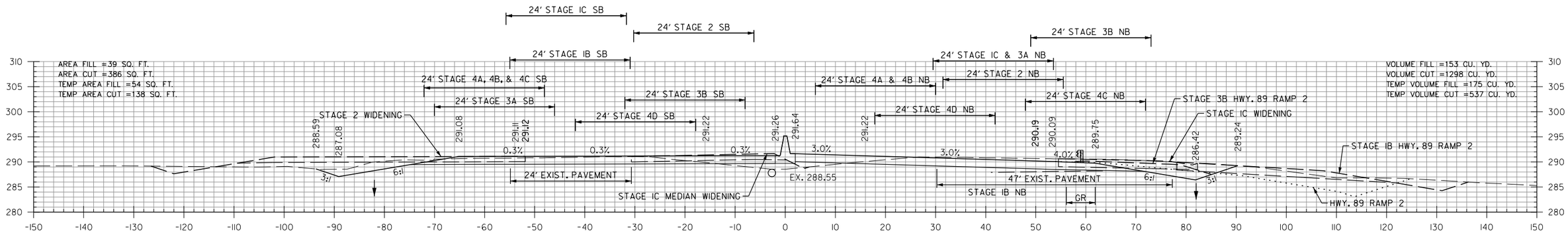




HWY. 67
STA. 208+00 TO STA. 209+00

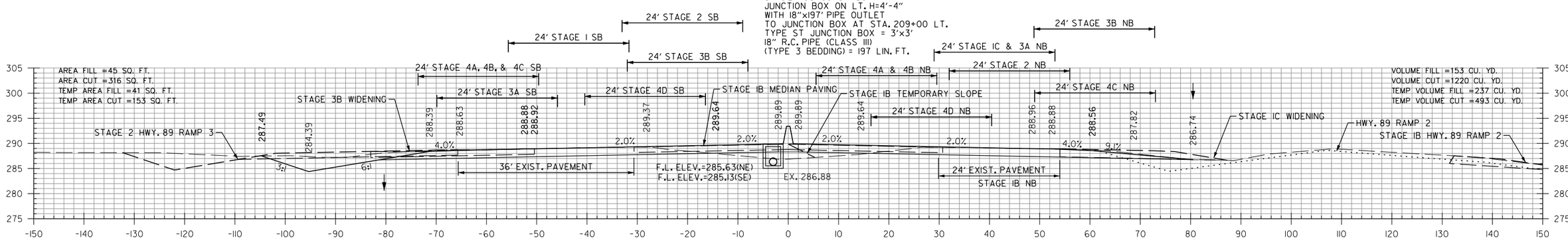
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	486	541
		CROSS SECTIONS				

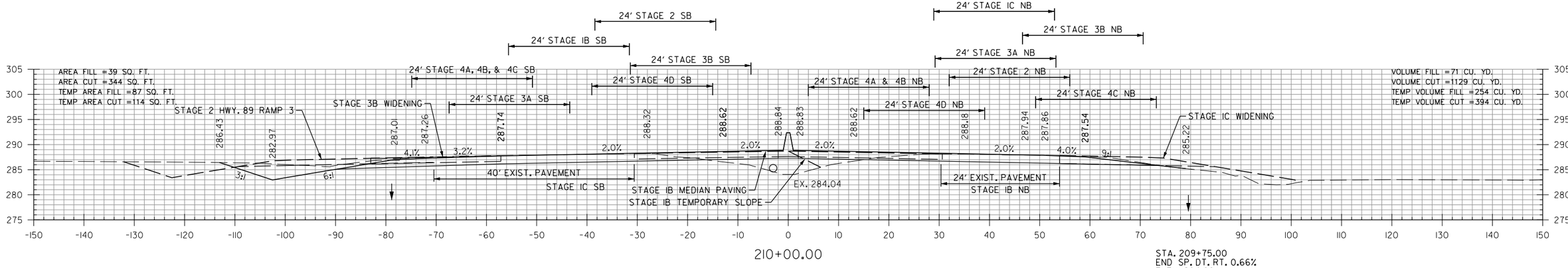


212+00.00

STA. 211+00 CONSTRUCT
JUNCTION BOX ON LT. H=4'-4"
WITH 18"x197' PIPE OUTLET
TO JUNCTION BOX AT STA. 209+00 LT.
TYPE ST JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 197 LIN. FT.



211+00.00



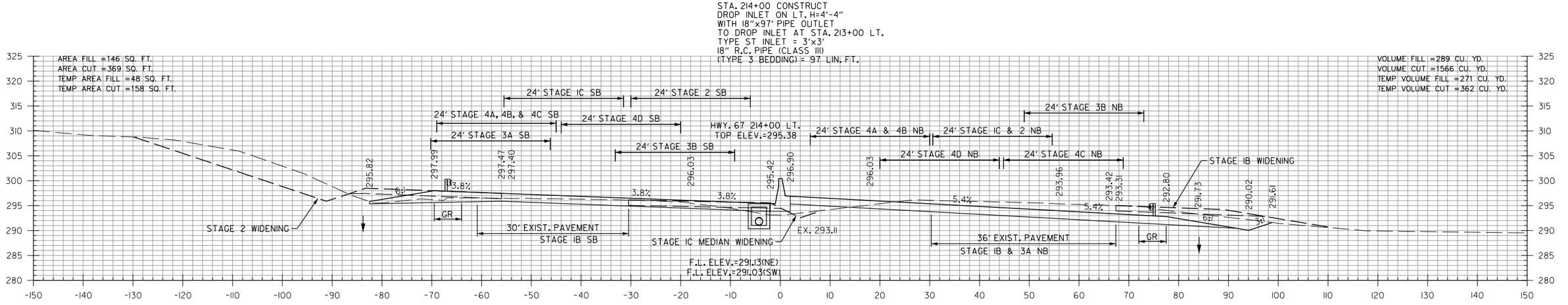
210+00.00

STA. 209+75.00
END SP. DT. RT. 0.66%
ELEV. 284.09

HWY. 67
STA. 210+00 TO STA. 212+00

aewierciak 8/4/2023 12:12:33 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_02.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	487	541
		CROSS SECTIONS				



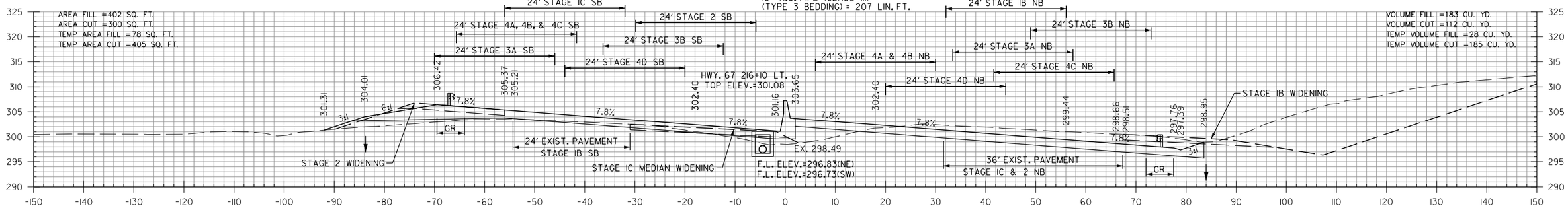
HWY. 67
STA. 212+50 TO STA. 214+00

aewierciak 8/4/2023 12:12:33 PM
WORKSPACE: AHTD
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REVISED DATE:

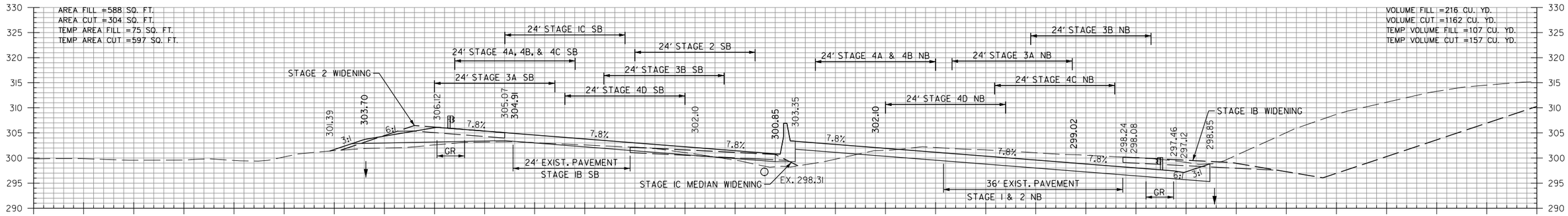
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	488	541
		CROSS SECTIONS				

STA. 216+10 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x207' PIPE OUTLET
TO DROP INLET AT STA. 214+00 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 207 LIN. FT.

STA. 216+15.00
END SP. DT. RT. 2.70%
BEGIN SP. DT. RT. -0.80%
ELEV. 307.46



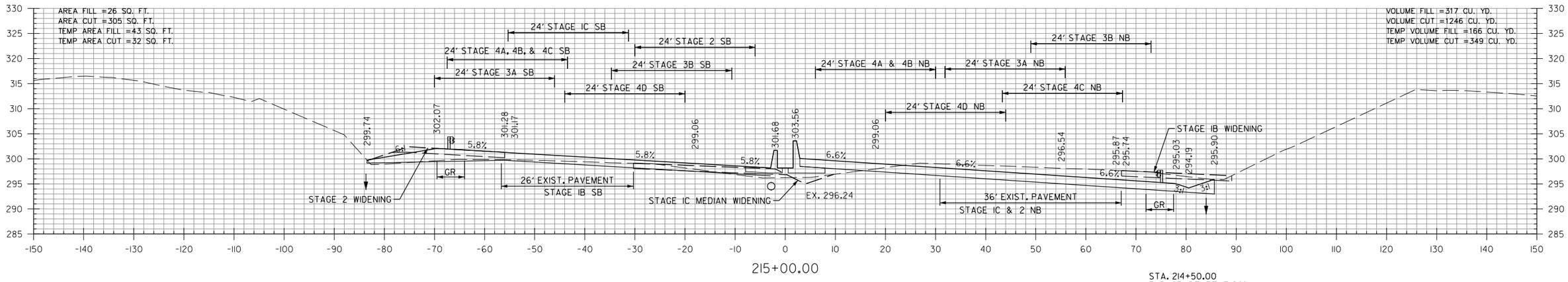
216+10.00



216+00.00

STA. 215+95.00
END SP. DT. RT. 2.04%
BEGIN SP. DT. RT. 2.70%
ELEV. 296.98

STA. 215+40.00
END SP. DT. RT. 3.40%
BEGIN SP. DT. RT. 2.04%
ELEV. 295.86



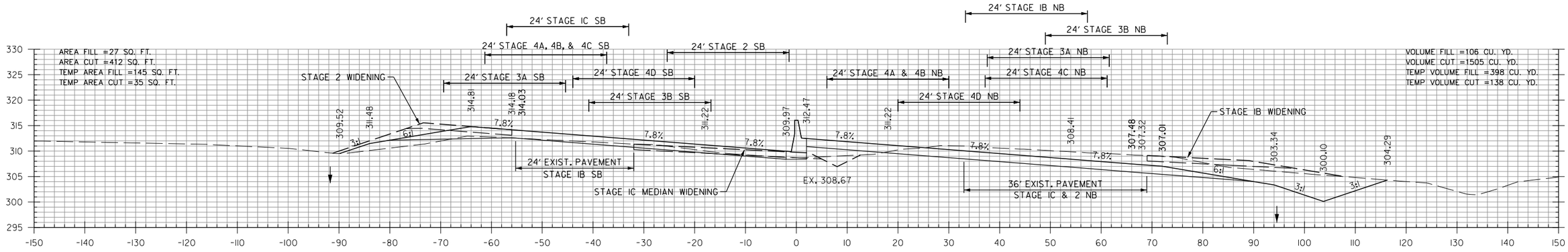
215+00.00

STA. 214+50.00
END SP. DT. RT. 7.60%
BEGIN SP. DT. RT. 3.40%
ELEV. 292.75

HWY. 67
STA. 215+00 TO STA. 216+10

oewiercjak 8/4/2023 12:12:33 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642.CX.HWY 67.02.dgn
REVISED DATE:

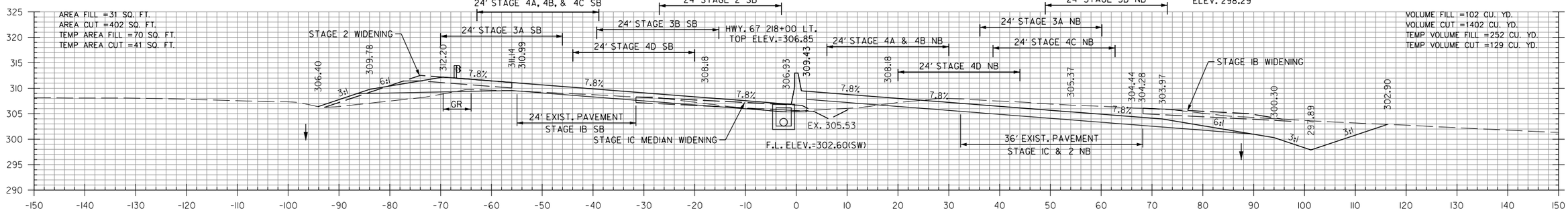
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	489	541
		CROSS SECTIONS				



219+00.00

STA. 218+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x97' PIPE OUTLET
TO DROP INLET AT STA. 217+00 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 97 LIN. FT.

STA. 218+55.00
END SP. DT. RT. 0.74%
BEGIN SP. DT. RT. 4.21%
ELEV. 298.29



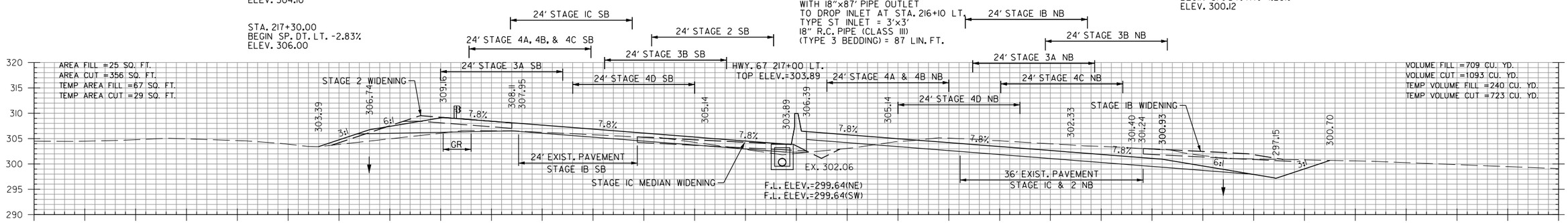
218+00.00

STA. 217+97.00
END SP. DT. LT. -2.83%
BEGIN SP. DT. LT. 4.63%
ELEV. 304.10

STA. 217+30.00
BEGIN SP. DT. LT. -2.83%
ELEV. 306.00

STA. 217+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x87' PIPE OUTLET
TO DROP INLET AT STA. 216+10 LT.
TYPE ST INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 87 LIN. FT.

STA. 218+00.00
BEGIN SP. DT. RT. -1.28%
ELEV. 300.12



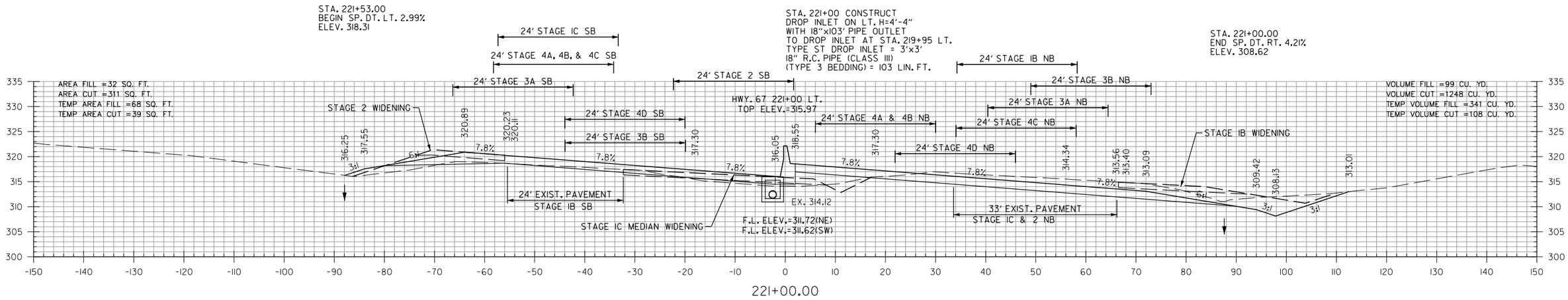
217+00.00

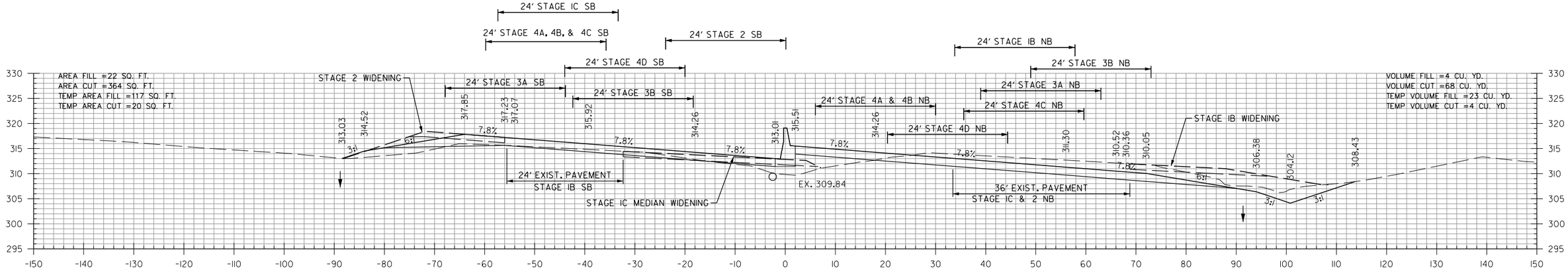
STA. 216+80.00
END SP. DT. RT. -0.80%
BEGIN SP. DT. RT. 0.74%
ELEV. 297.00

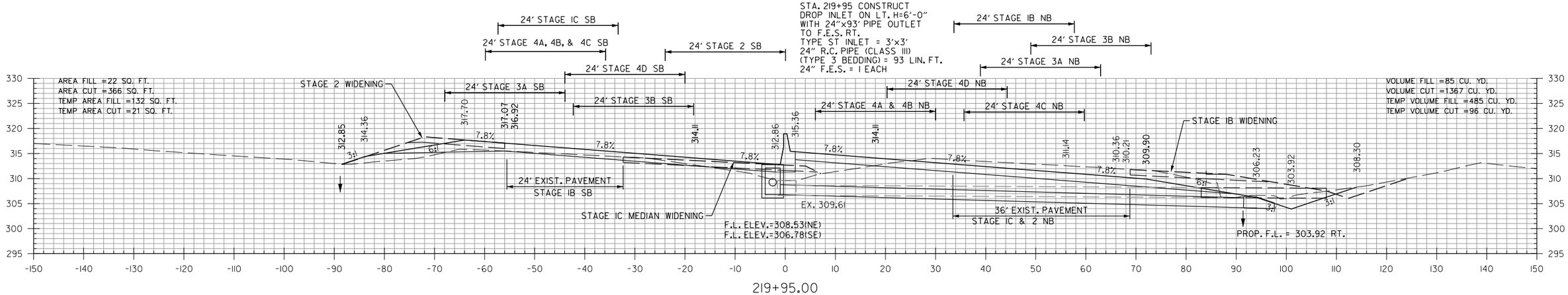
HWY. 67
STA. 217+00 TO STA. 219+00

aewierciak 8/4/2023 12:12:34 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17175 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_02.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	490	541
		CROSS SECTIONS				





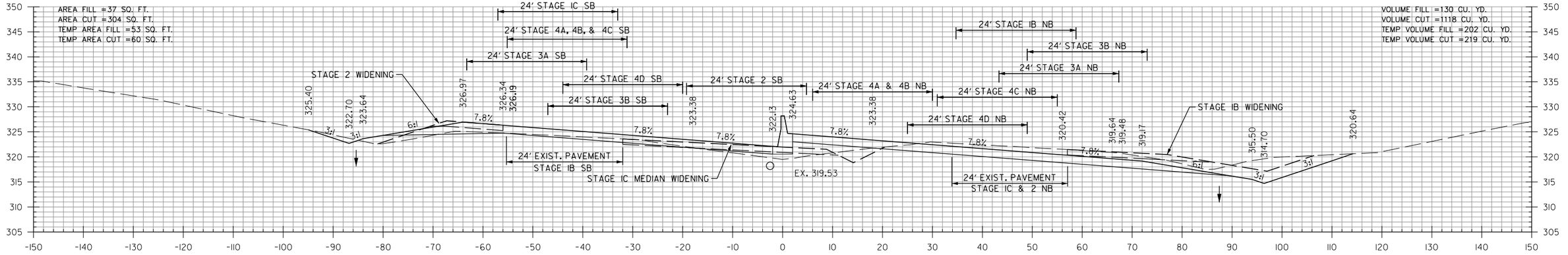


STA. 219+50.00
END SP. DT. LT. 4.63%
ELEV. 311.18

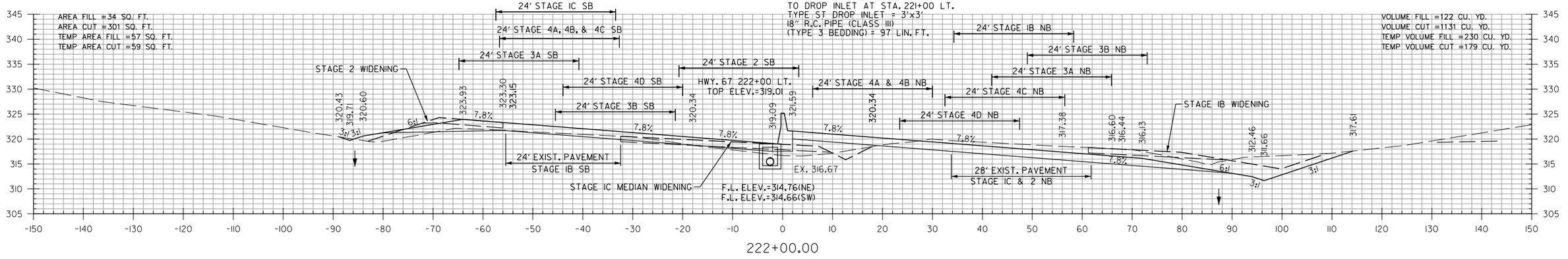
HWY. 67
STA. 219+95 TO STA. 221+00

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WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_02.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	491	541
		CROSS SECTIONS				



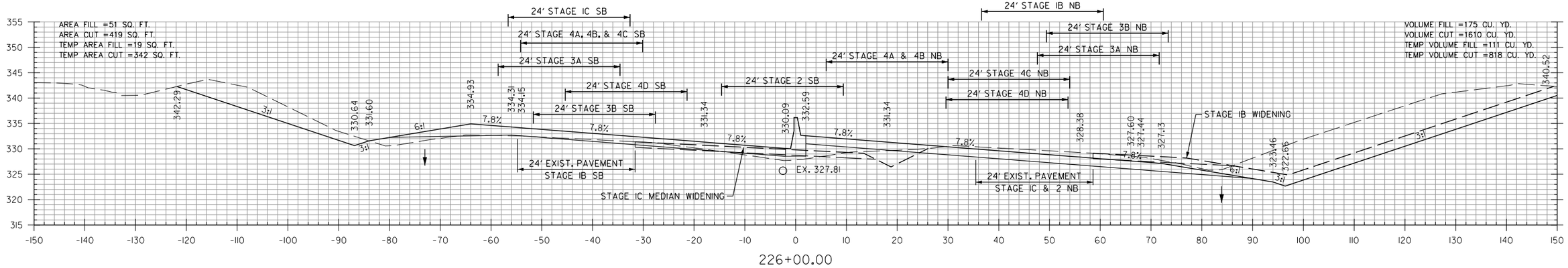
STA. 222+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH 18"x97' PIPE OUTLET
TO DROP INLET AT STA. 221+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 97 LIN. FT.



HWY. 67
STA. 222+00 TO STA. 223+00

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WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17075 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX.HWY 67_02.dgn
REVISED DATE:

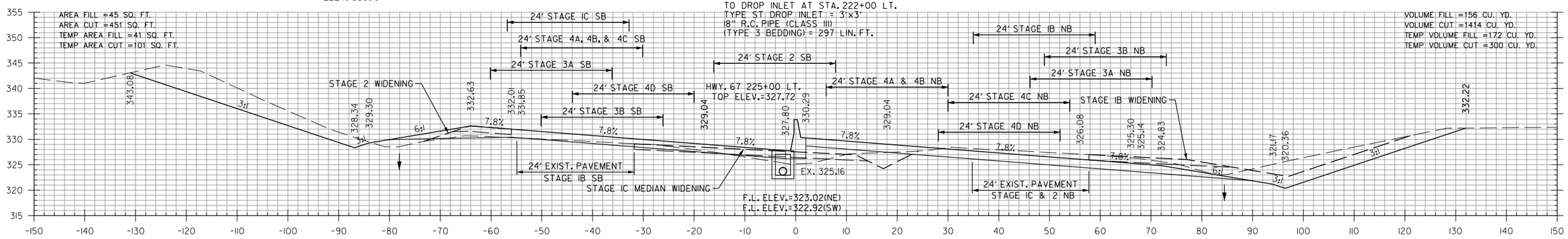
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	492	541
		CROSS SECTIONS				



226+00.00

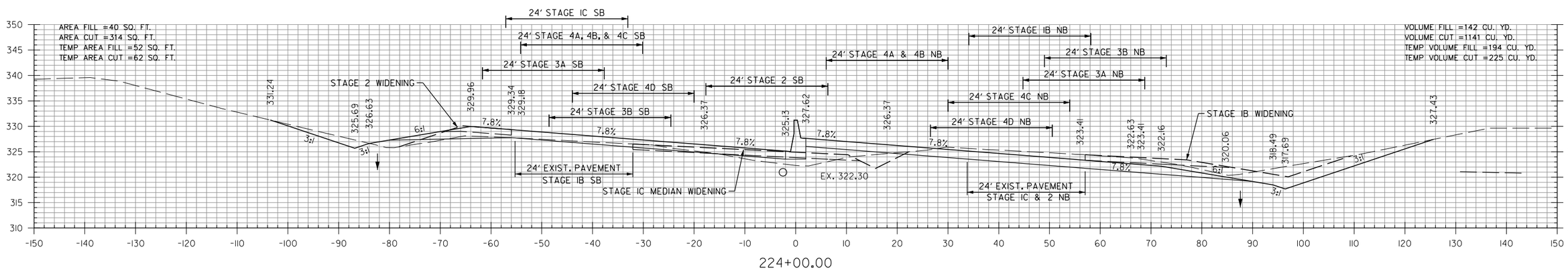
STA. 225+75.00
END SP. DT. LT. 2.43%
BEGIN SP. DT. LT. 1.92%
ELEV. 330.16

STA. 225+00 CONSTRUCT
DROP INLET ON LT. H=4'-10"
WITH 18"x297' PIPE OUTLET
TO DROP INLET AT STA. 222+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 297 LIN. FT.



225+00.00

STA. 224+40.00
END SP. DT. LT. 2.99%
BEGIN SP. DT. LT. 2.43%
ELEV. 326.88



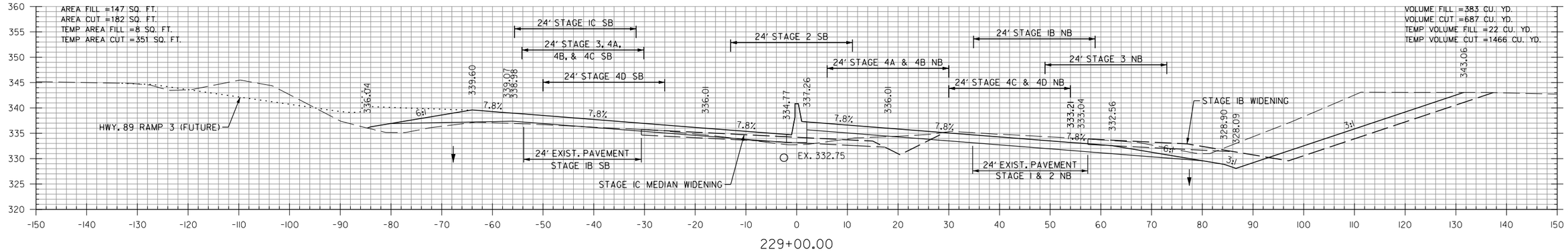
224+00.00

HWY. 67
STA. 224+00 TO STA. 226+00

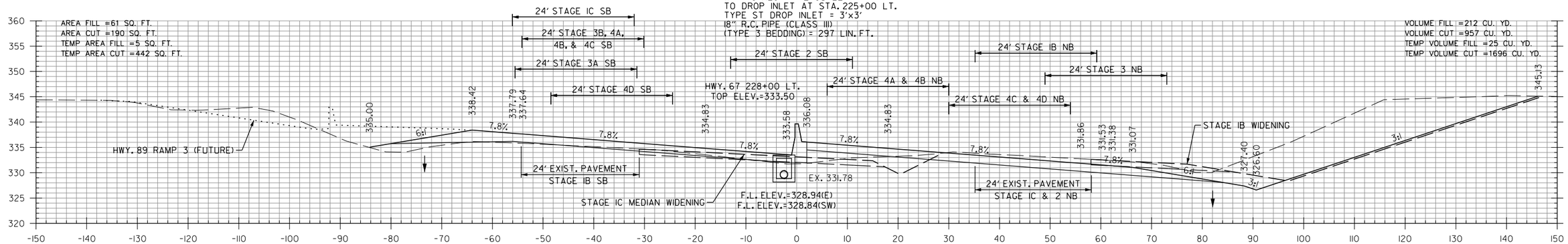
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WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_02.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	493	541
		CROSS SECTIONS				

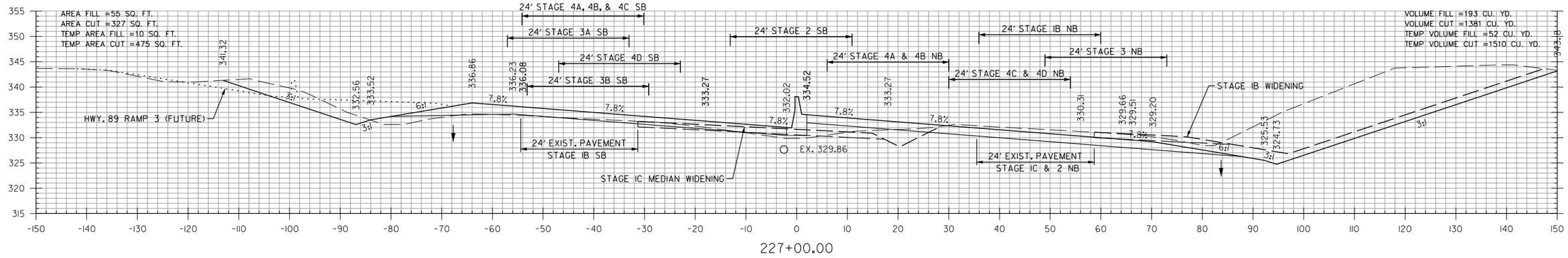
STA. 229+53.73
BEGIN SP. DT. LT. 0.50%
ELEV. 339.40



STA. 228+00 CONSTRUCT
DROP INLET ON LT. H=4'-8"
WITH 18"x297' PIPE OUTLET
TO DROP INLET AT STA. 225+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 297 LIN. FT.



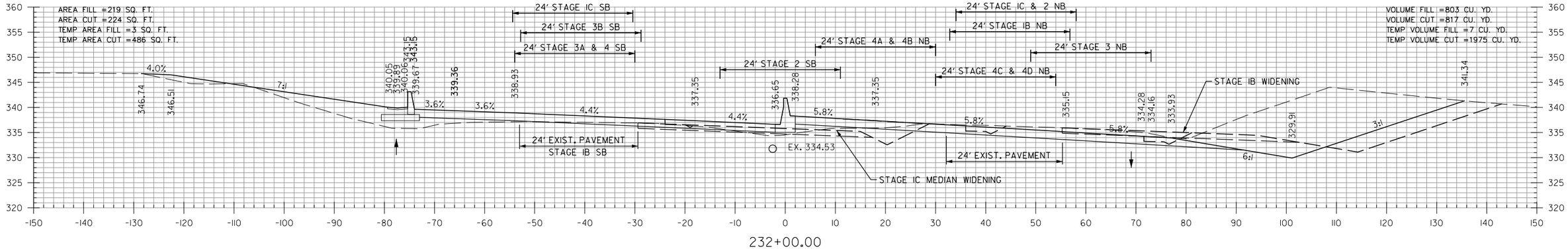
STA. 227+42.19
END SP. DT. LT. 1.92%
ELEV. 333.37



HWY. 67
STA. 227+00 TO STA. 229+00

dewierclark 8/4/2023 12:12:35 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17075 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_02.dgn
REVISED DATE:

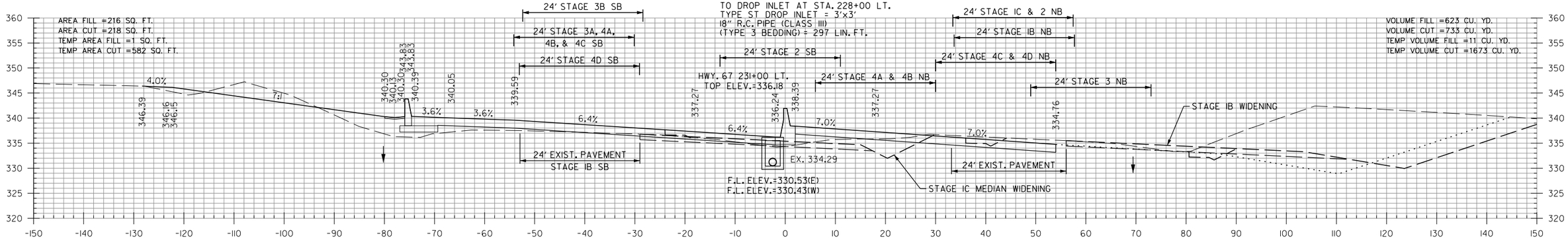
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	494	541
		CROSS SECTIONS				



232+00.00

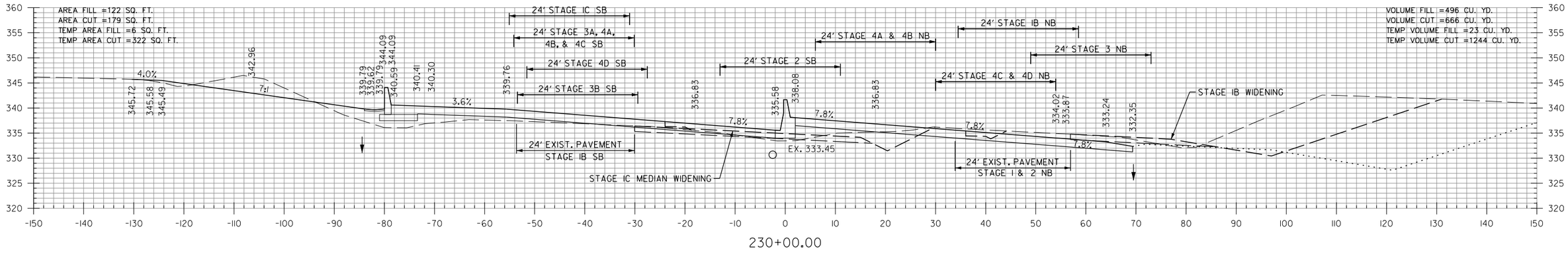
STA. 231+50.00
END SP. DT. LT. 0.50%
BEGIN SP. DT. LT. -0.98%
ELEV. 340.38

STA. 231+00 CONSTRUCT
DROP INLET ON LT. H=5'-9"
WITH 18"x297' PIPE OUTLET
TO DROP INLET AT STA. 228+00 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 297 LIN. FT.



231+00.00

STA. 230+33.32 MAX. SUPERELEVATION (0.078'/')

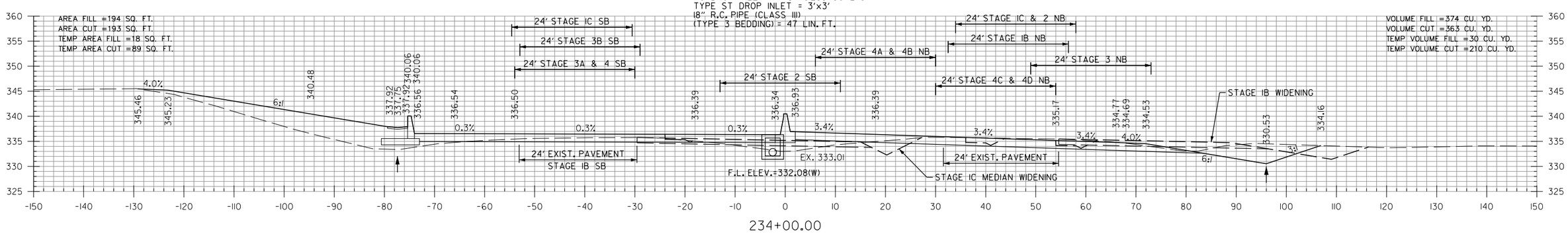


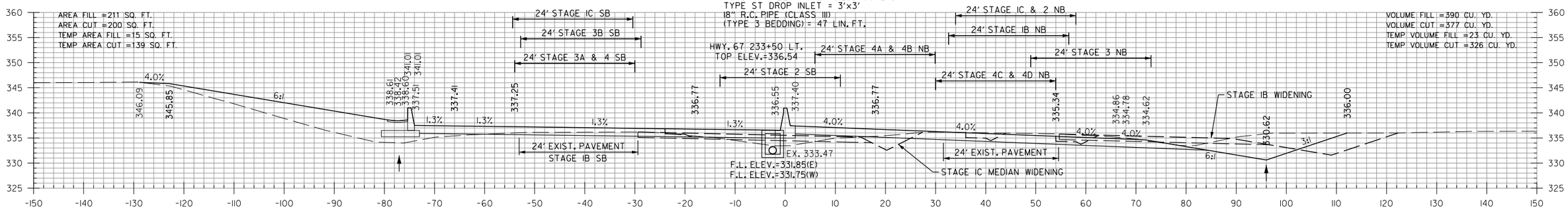
230+00.00

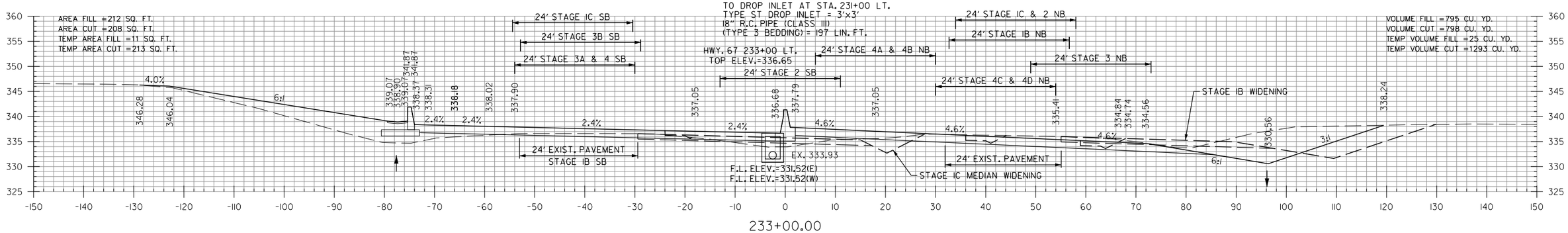
HWY. 67
STA. 230+00 TO STA. 232+00

dewierclak 8/4/2023 12:12:35 PM
WORKSPACE: AHTD
\\garverinc.local\gdata\Projects\2017\17017575 - 06549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 67_02.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	495	541
		CROSS SECTIONS				



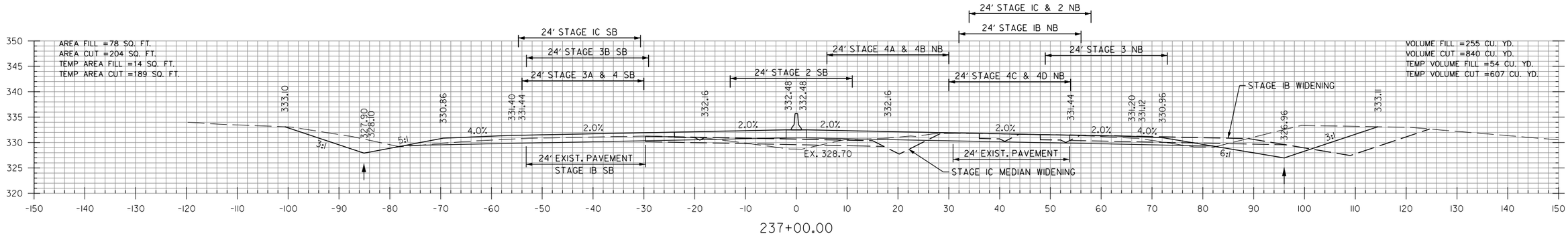


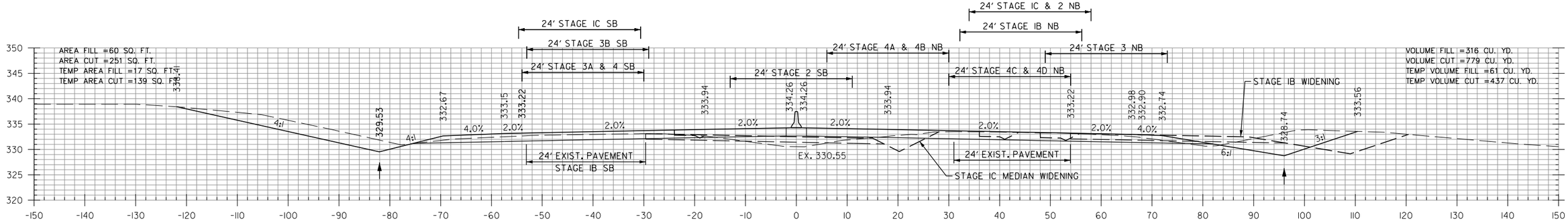


HWY. 67
STA. 233+00 TO STA. 234+00

dewierclark 8/4/2023 12:12:36 PM
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	496	541
		CROSS SECTIONS				

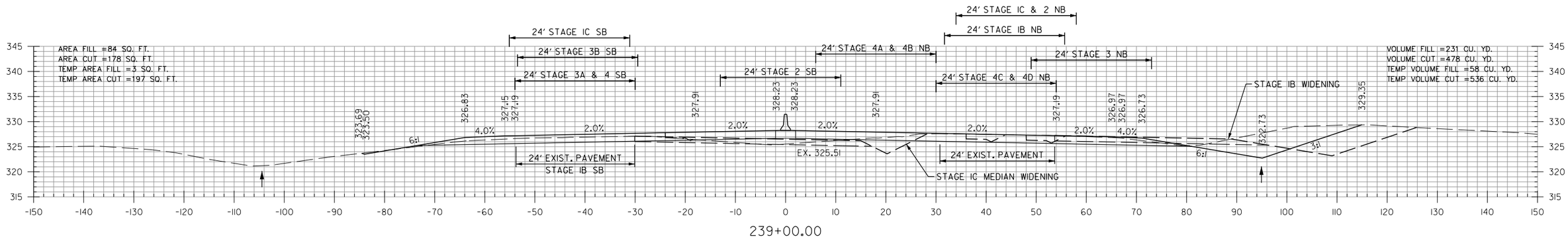




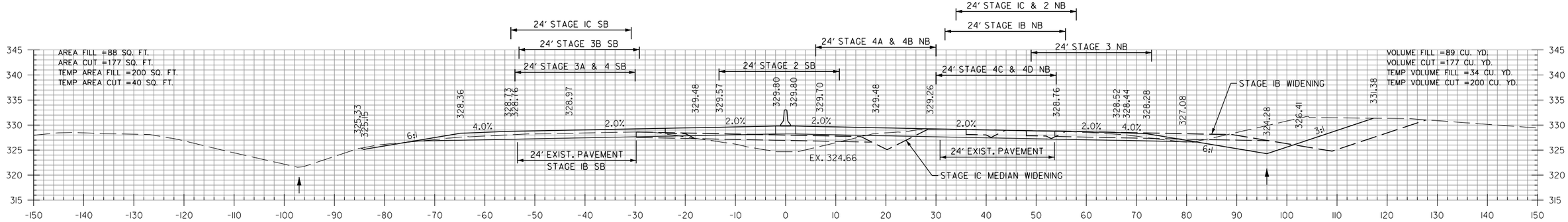
HWY. 67
STA. 235+00 TO STA. 237+00

aewierciak 8/4/2023 12:12:36 PM
WORKSPACE: AHTD
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REVISED DATE:

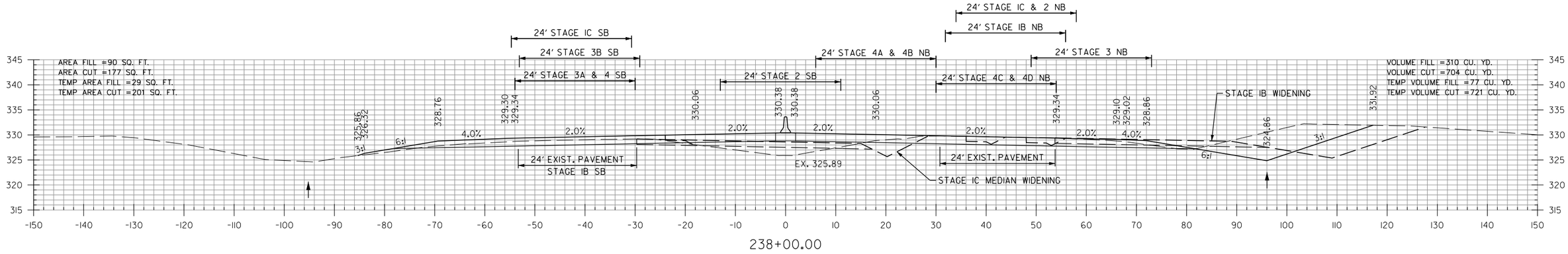
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	497	541
		CROSS SECTIONS				



239+00.00



238+27.00

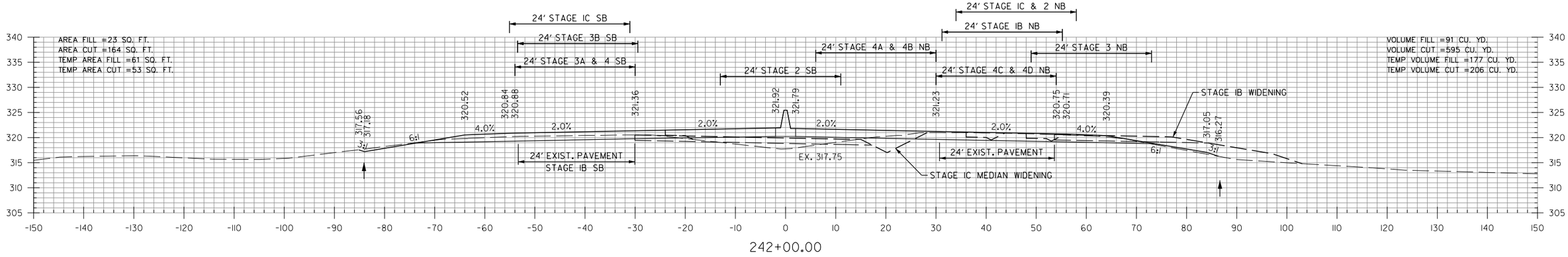


238+00.00

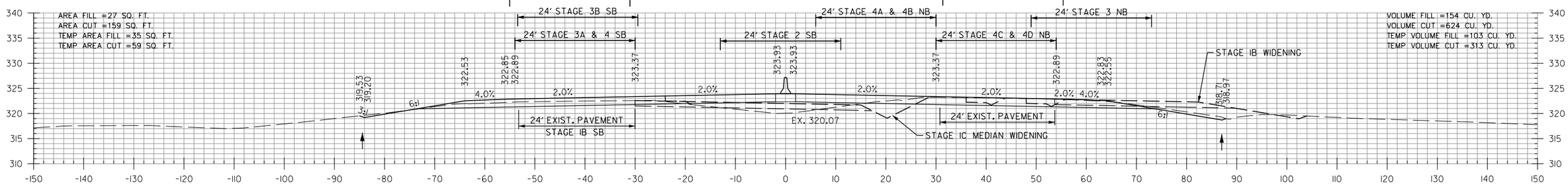
HWY. 67
STA. 238+00 TO STA. 239+00

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WORKSPACE: AHTD
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REVISED DATE:

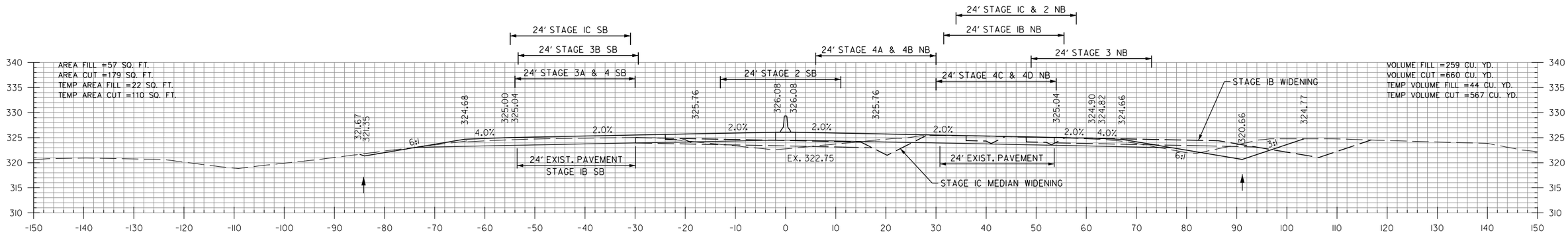
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	498	541
		CROSS SECTIONS				



242+00.00



241+00.00

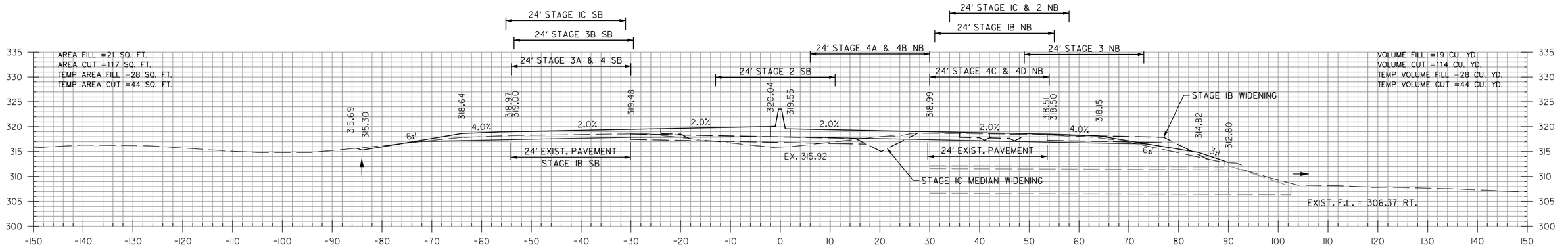


240+00.00

HWY. 67
STA. 240+00 TO STA. 242+00

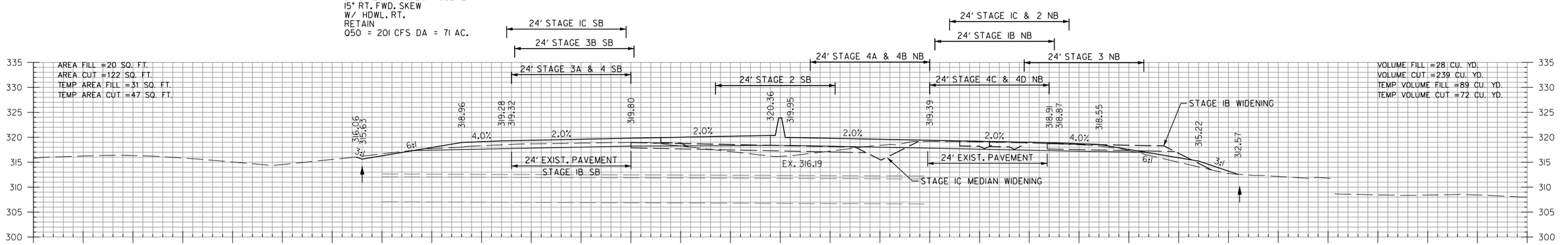
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	499	541
		CROSS SECTIONS				

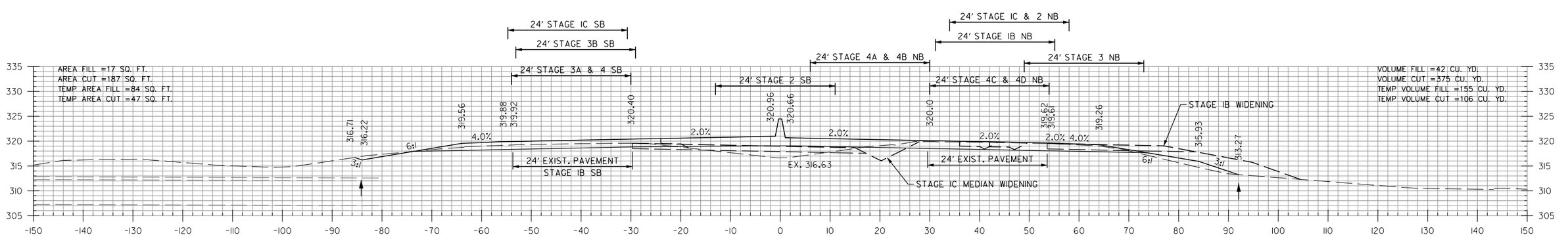


243+26.00

STA. 243+02 - IN PLACE
5'x5'x260' R.C. BOX CULVERT
15° RT. FWD. SKEW
W/ HDWL. RT.
RETAIN
Q50 = 201 CFS DA = 71 AC.



243+00.00



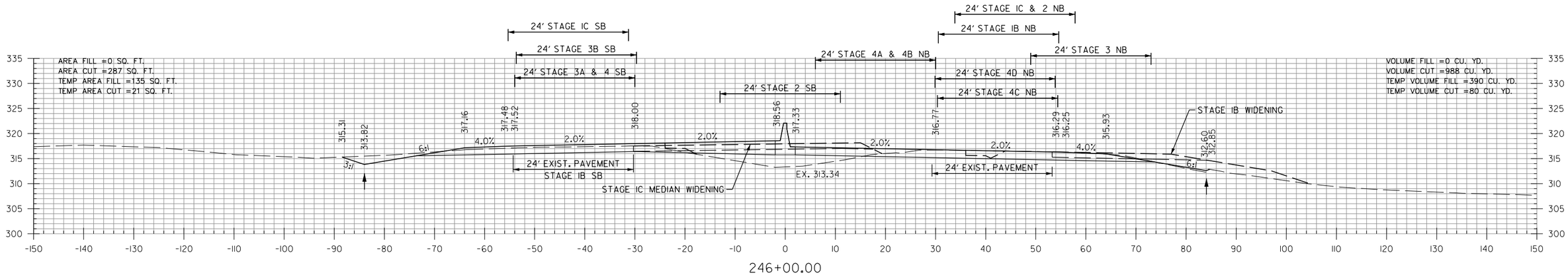
EXIST. F.L. = 307.37 LT.

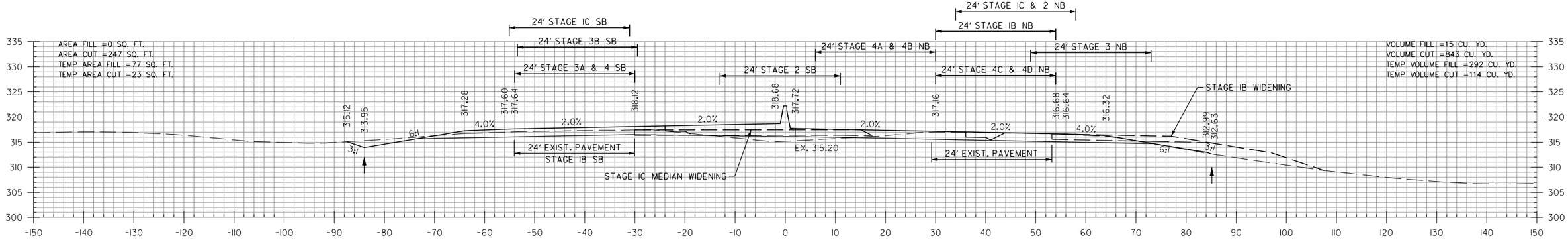
242+58.00

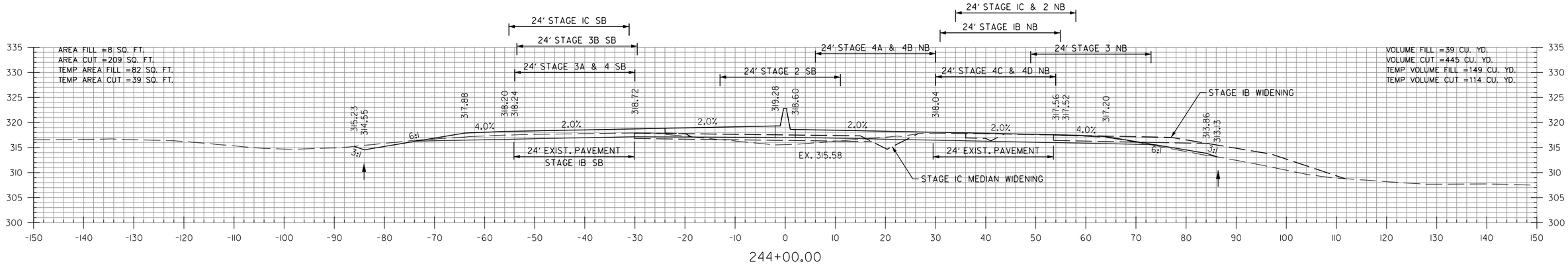
HWY. 67
STA. 242+58 TO STA. 243+26

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	500	541
		CROSS SECTIONS				



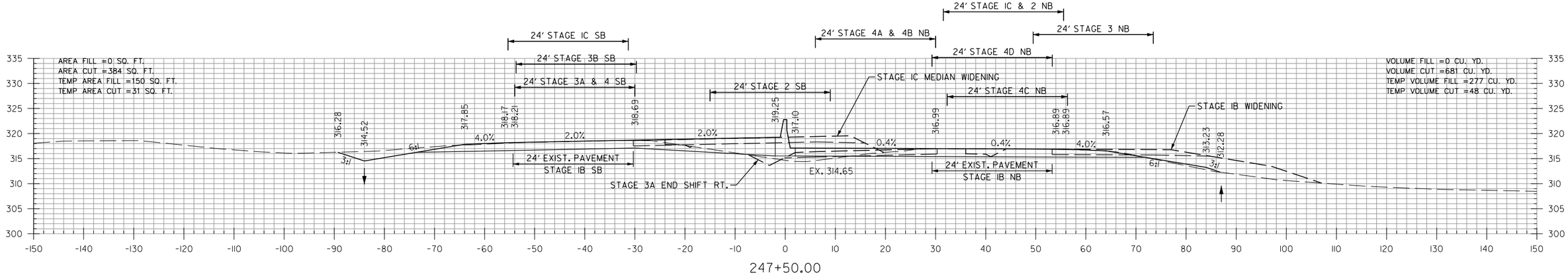




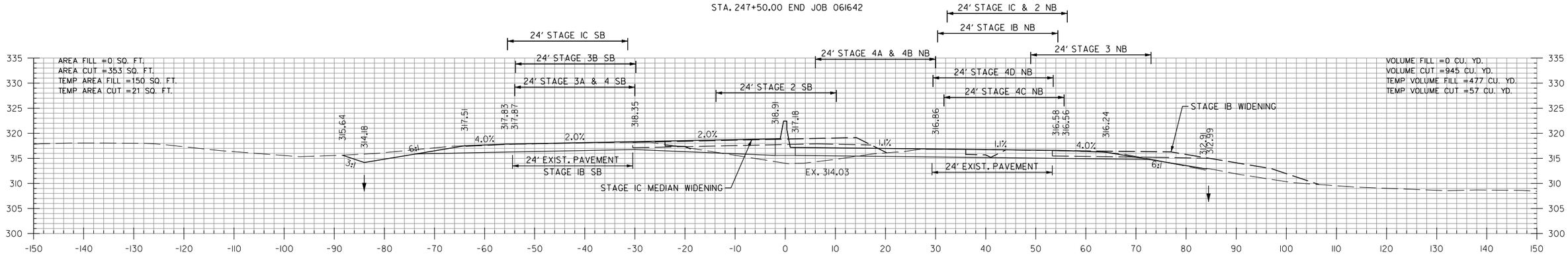
HWY. 67
STA. 244+00 TO STA. 246+00

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REVISED DATE:

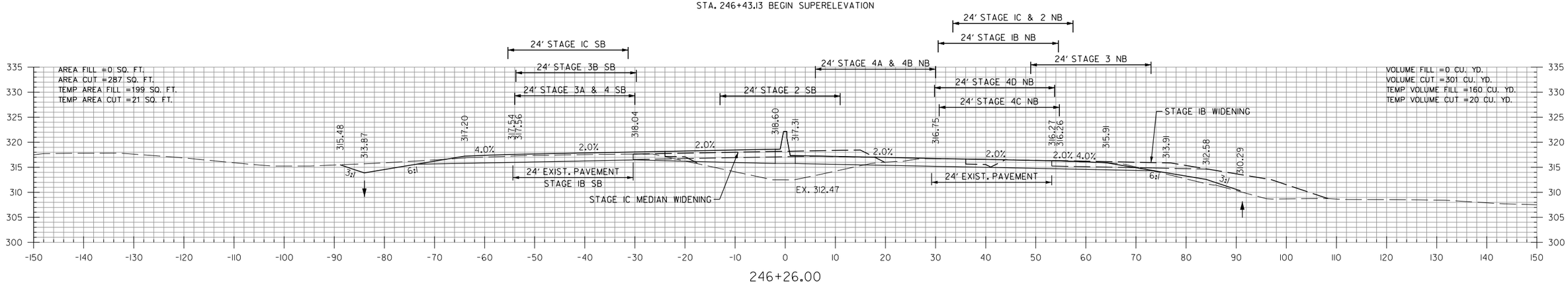
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	501	541
		CROSS SECTIONS				



STA. 247+50.00 END JOB 061642



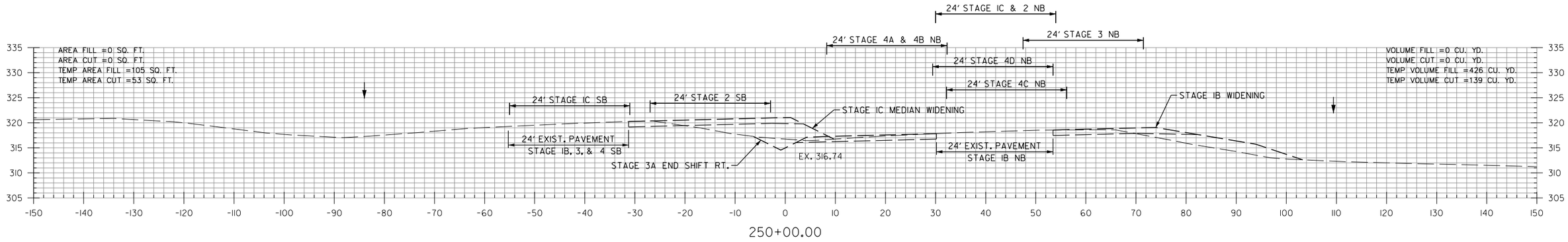
STA. 246+43.13 BEGIN SUPERELEVATION



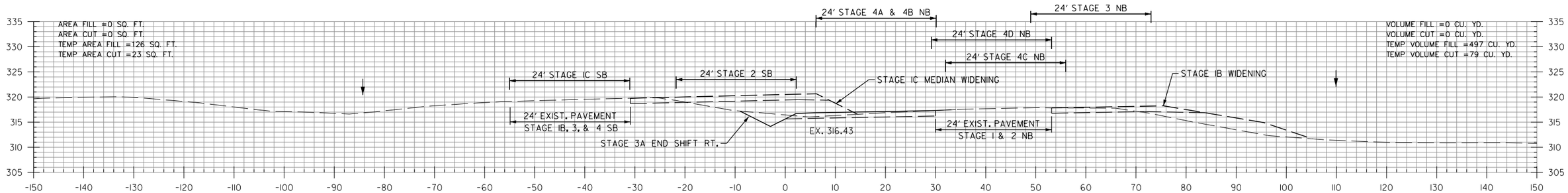
HWY. 67
STA. 246+26 TO STA. 247+50

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REVISED DATE:

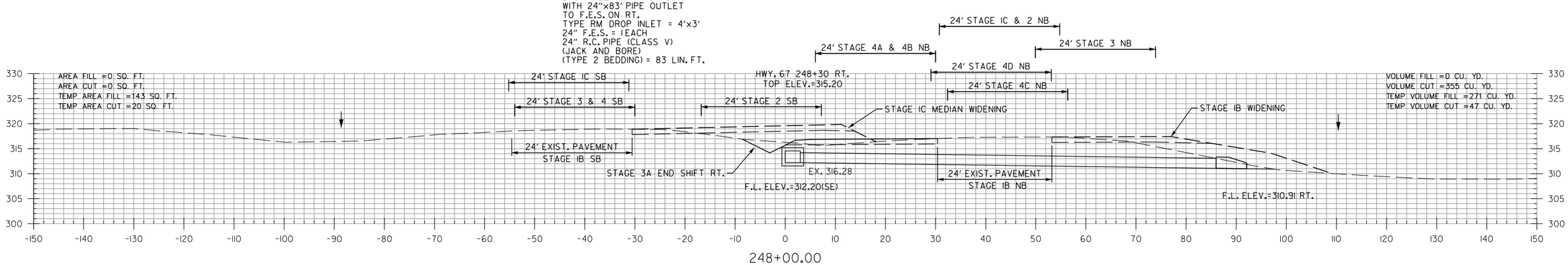
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	502	541
		CROSS SECTIONS				



STA. 249+43.13 MAX. SUPERELEVATION (0.025'/')(MATCH EXIST.)



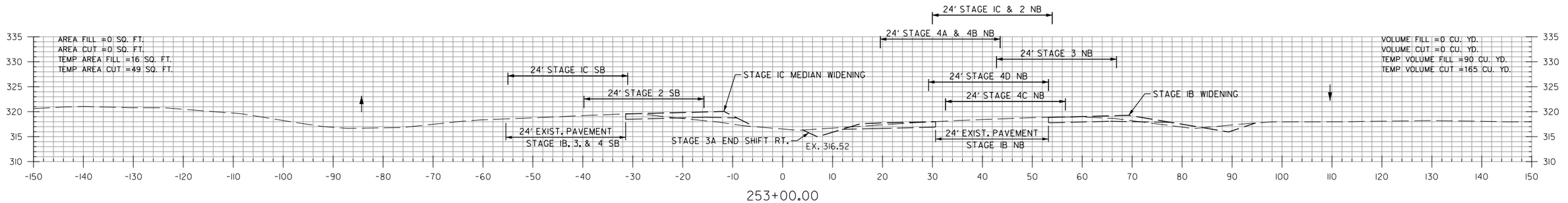
STA. 248+30 CONSTRUCT
DROP INLET ON RT. H=3'-0"
WITH 24"x83' PIPE OUTLET
TO F.E.S. ON RT.
TYPE RM DROP INLET = 4'x3'
24" F.E.S. = 1EACH
24" R.C. PIPE (CLASS V)
(JACK AND BORE)
(TYPE 2 BEDDING) = 83 LIN. FT.



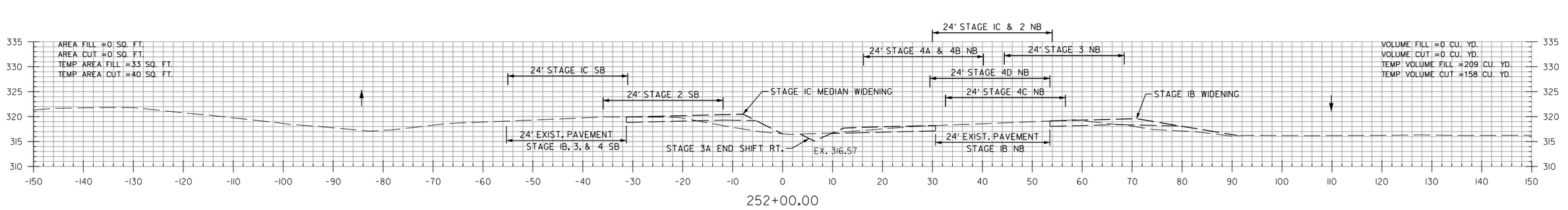
HWY. 67
STA. 248+00 TO STA. 250+00

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REVISED DATE:

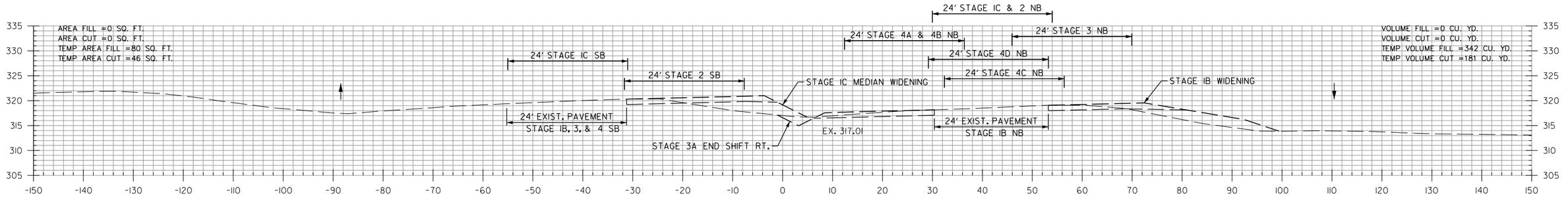
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	503	541
		CROSS SECTIONS				



253+00.00



252+00.00

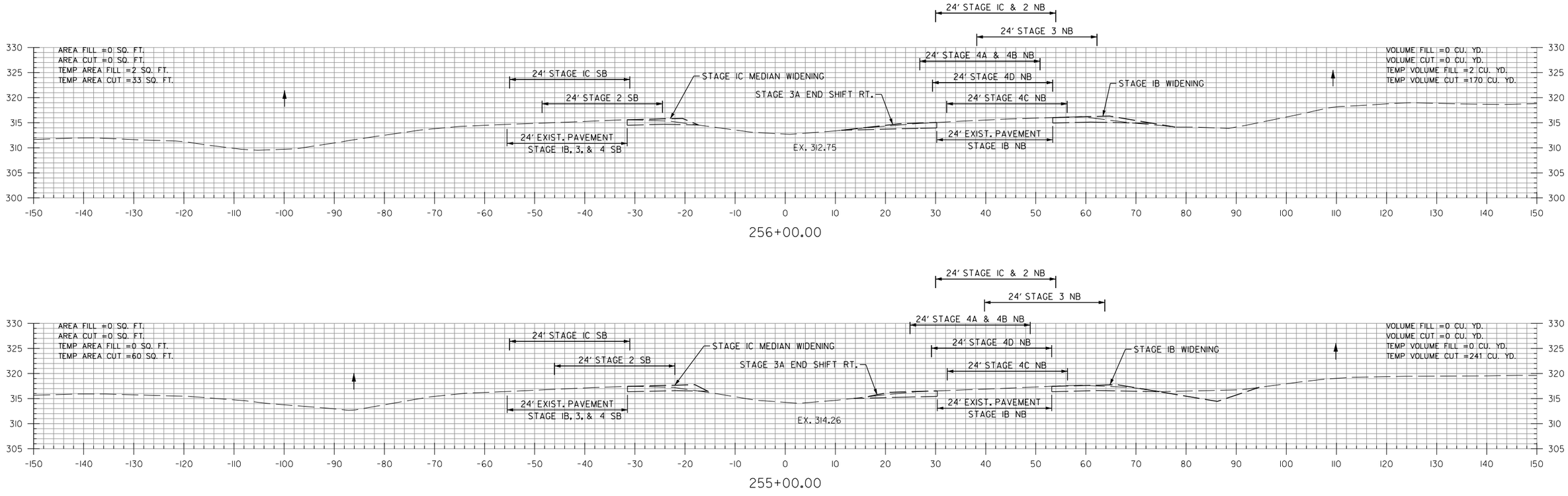


251+00.00

HWY. 67
STA. 251+00 TO STA. 253+00

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REVISED DATE:

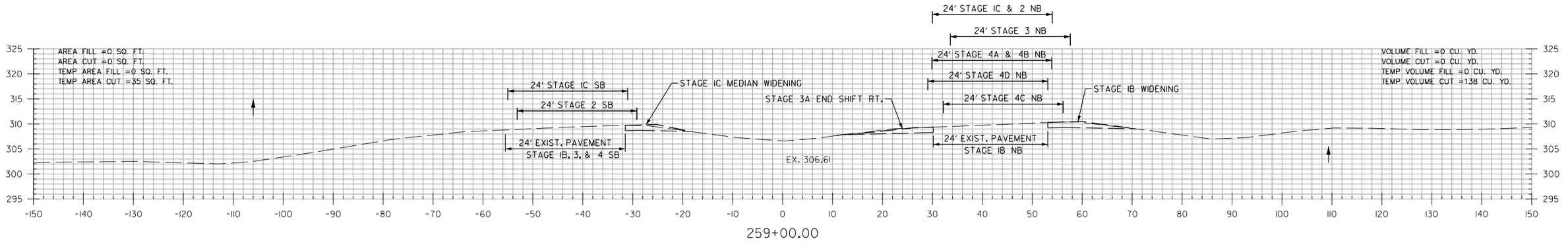
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	504	541
		CROSS SECTIONS				



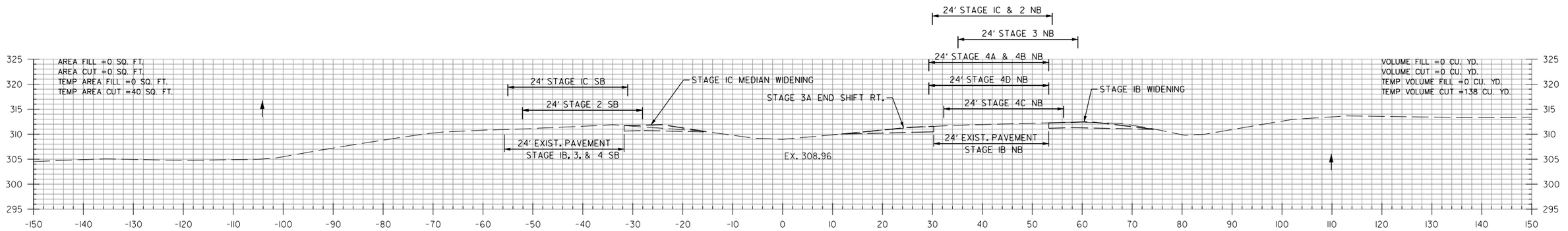
HWY. 67
STA. 254+00 TO STA. 256+00

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REVISED DATE:

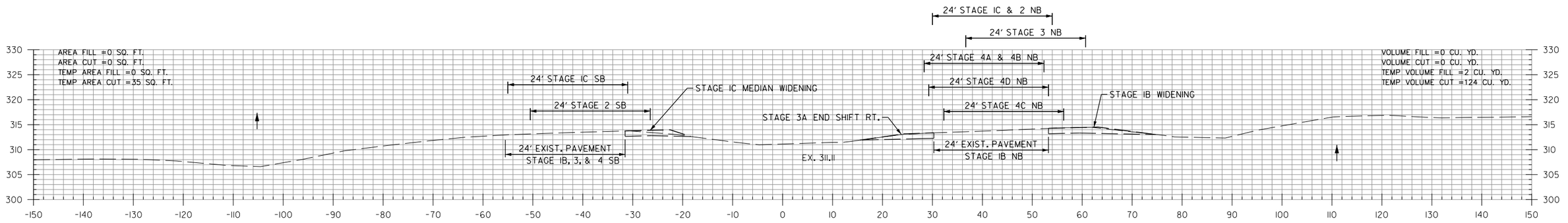
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	505	541
		CROSS SECTIONS				



259+00.00



258+00.00

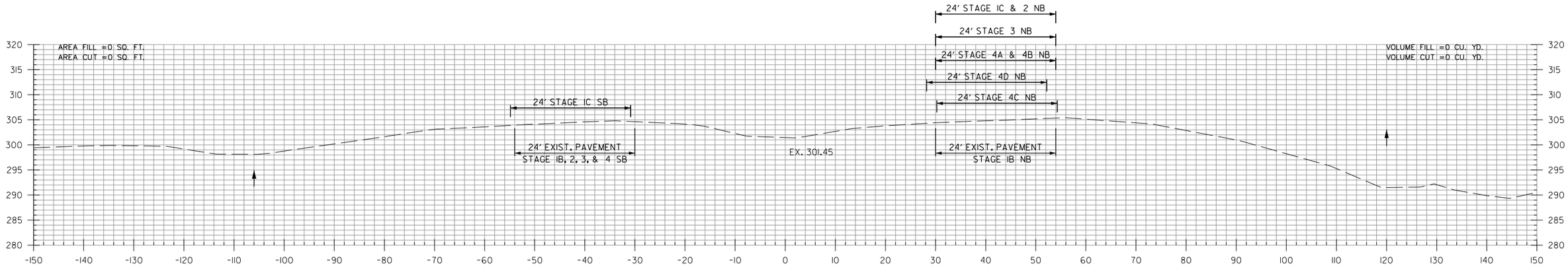


257+00.00

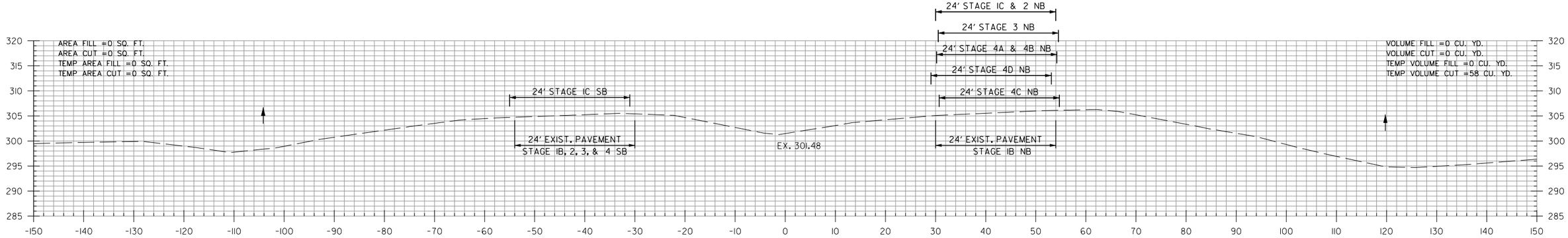
HWY. 67
STA. 257+00 TO STA. 259+00

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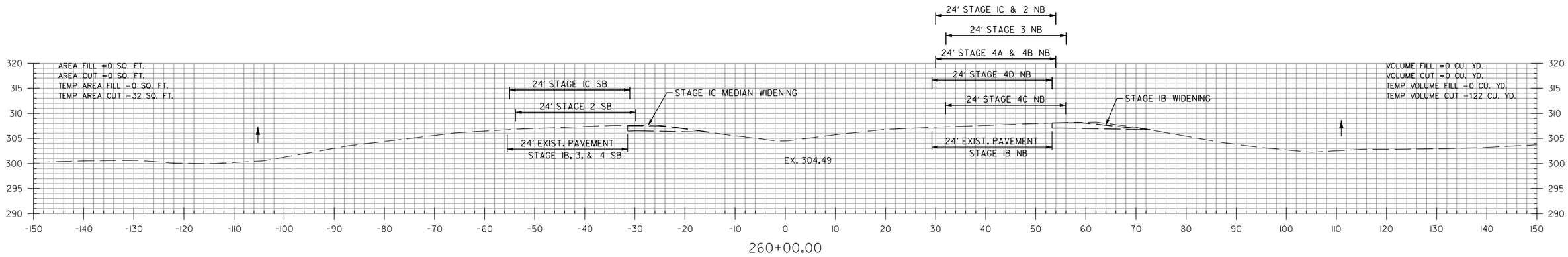
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	506	541
		CROSS SECTIONS				



261+35.00



261+00.00

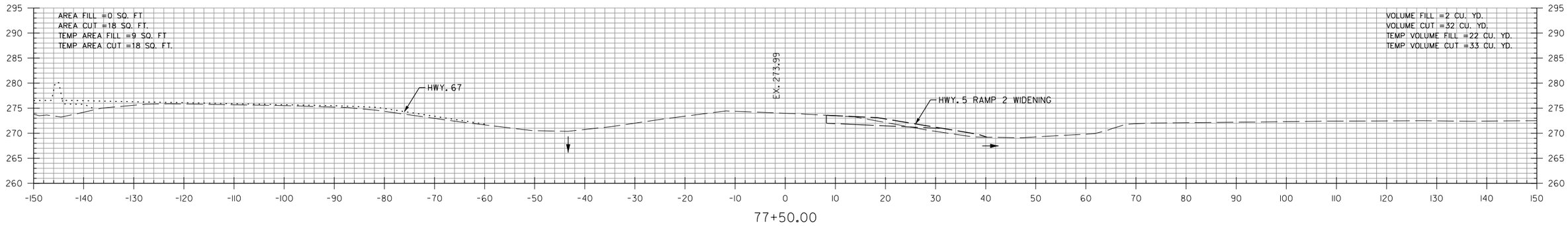


260+00.00

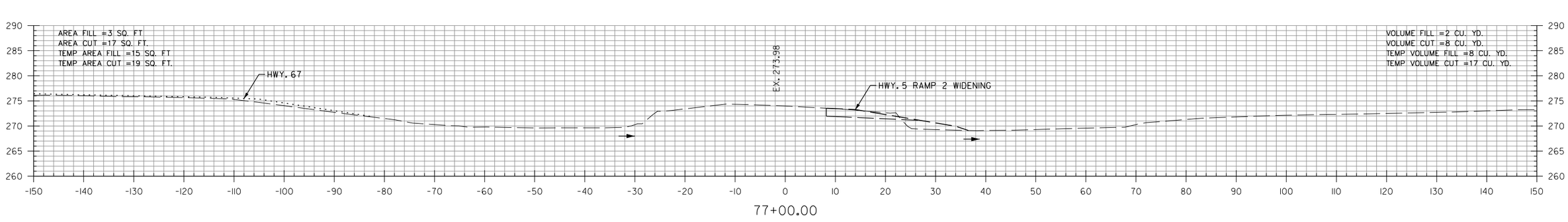
HWY. 67
STA. 260+00 TO STA. 261+35

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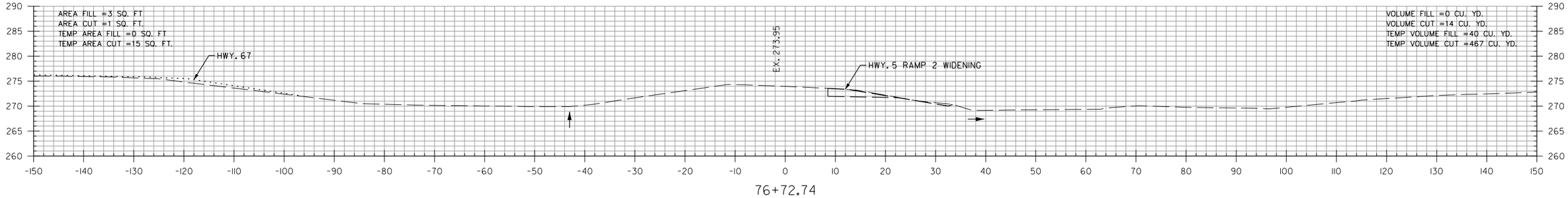
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	507	541
		CROSS SECTIONS				



77+50.00



77+00.00



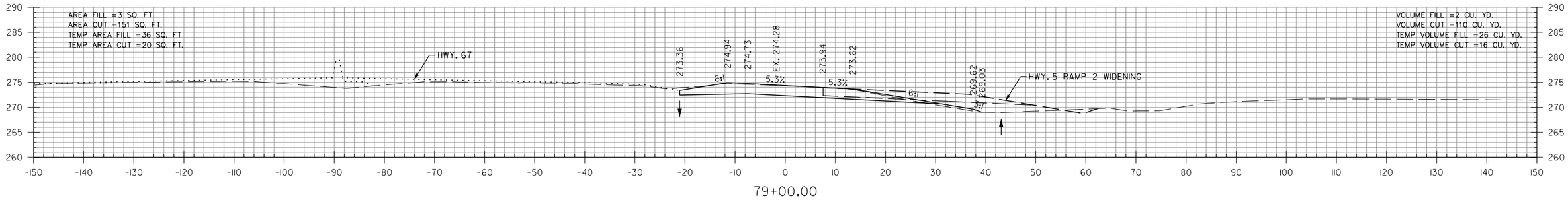
76+72.74

HWY. 5 RAMP 2
STA. 76+72.74 TO STA. 77+50

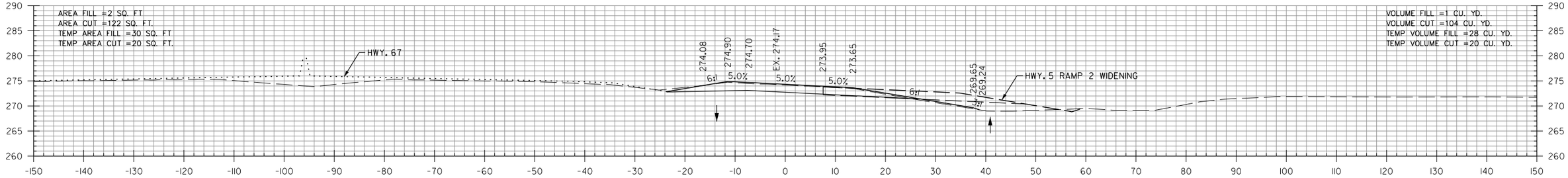
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	508	541
		CROSS SECTIONS				

STA. 79+80.61 MAX. SUPERELEVATION (0.063'/')

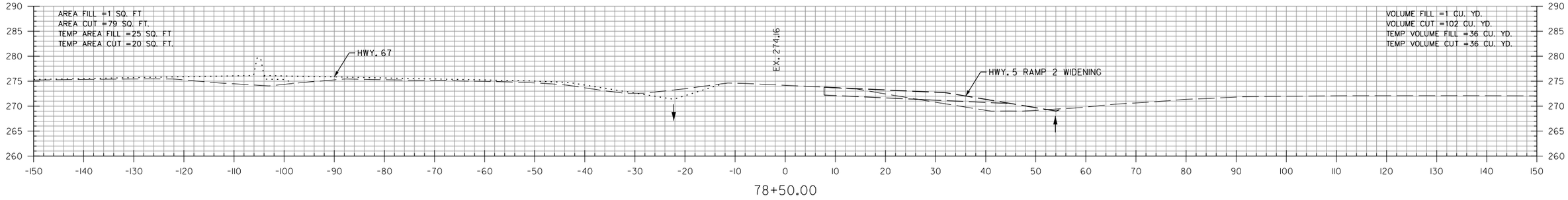


79+00.00



78+78.07

STA. 78+78.07 END 100' TRANSITION
STA. 78+78.07 MATCH EXIST. SUPERELEVATION (0.050'/')



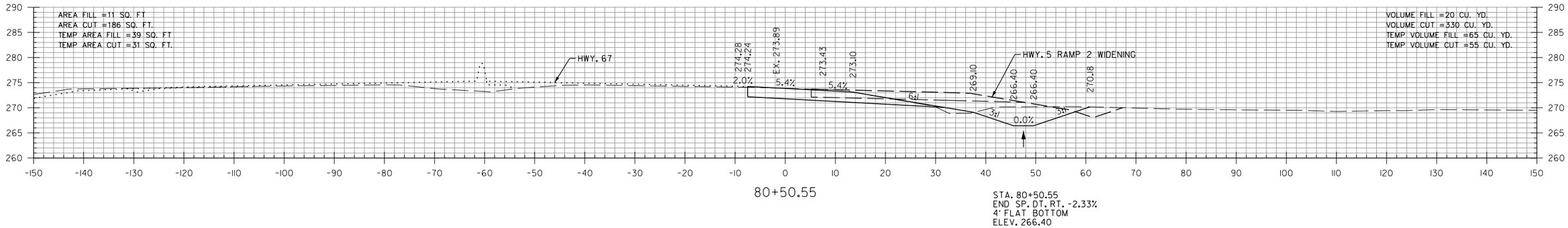
78+50.00

HWY. 5 RAMP 2
STA. 78+50 TO STA. 79+00

aewlerclak 8/4/2023 12:36:34 AM
WORKSPACE: AHTD
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REVISED DATE:

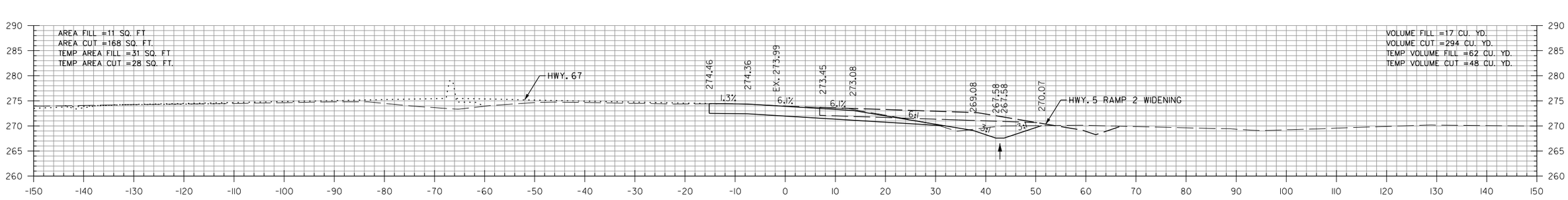
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	509	541
		CROSS SECTIONS				

STA. 83+19.99 END SUPERELEVATION

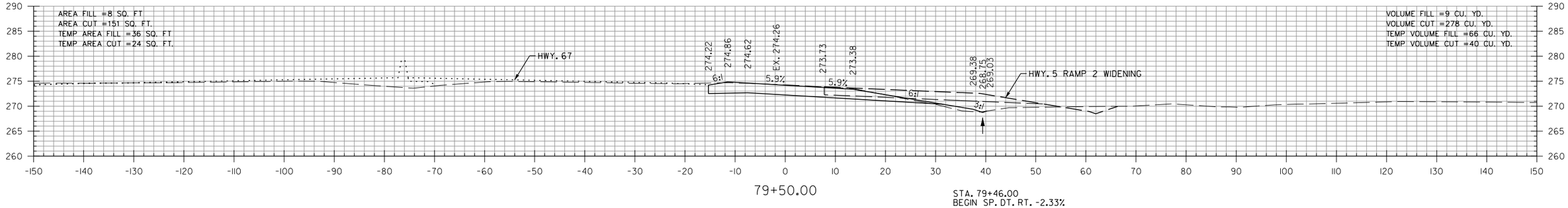


80+50.55

STA. 80+50.55
END SP. DT. RT. -2.33%
4' FLAT BOTTOM
ELEV. 266.40



80+00.00



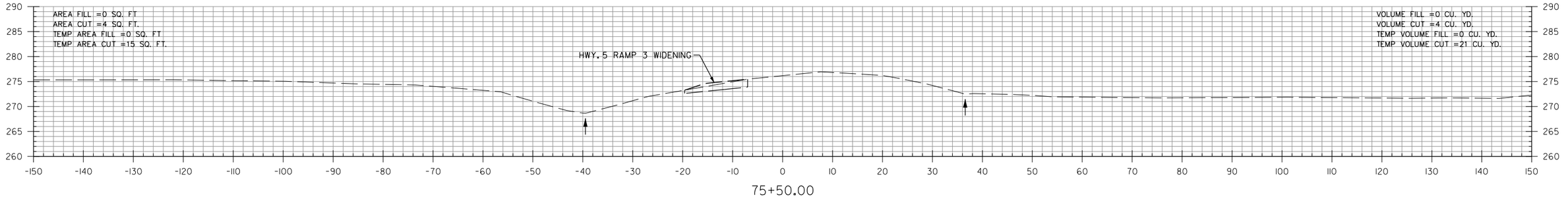
79+50.00

STA. 79+46.00
BEGIN SP. DT. RT. -2.33%
ELEV. 268.84

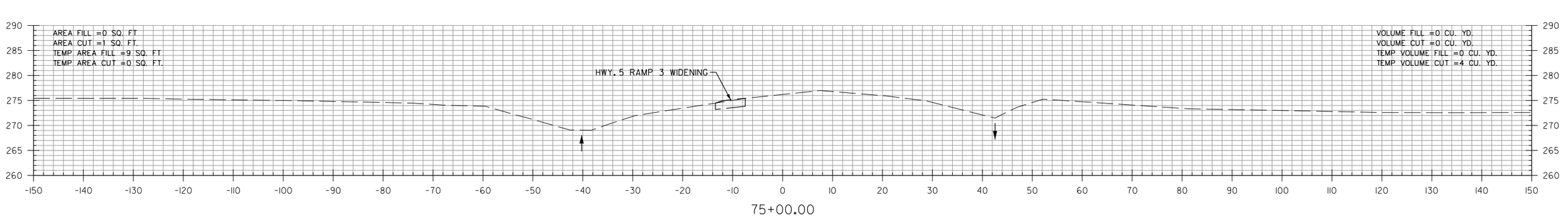
HWY. 5 RAMP 2
STA. 79+50 TO STA. 80+50.55

8/4/2023 12:36:34 AM
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REVISED DATE:

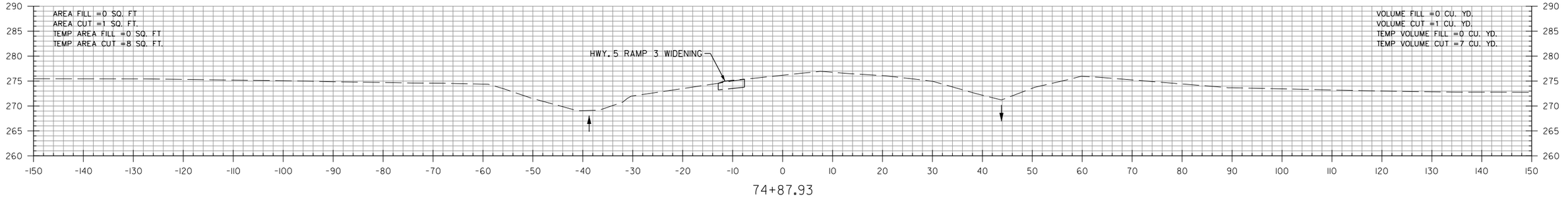
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	510	541
		CROSS SECTIONS				



75+50.00



75+00.00

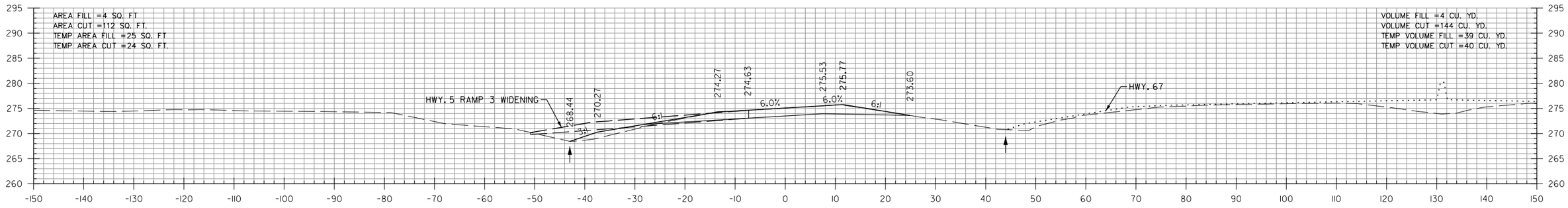


74+87.93

HWY. 5 RAMP 3
STA. 74+87.93 TO STA. 75+50

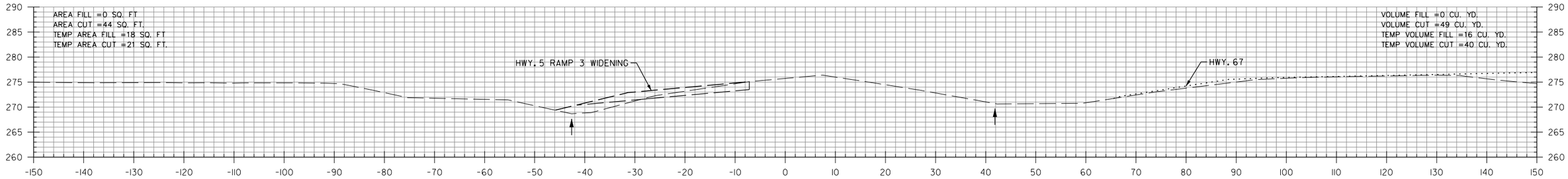
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	511	541
		CROSS SECTIONS				

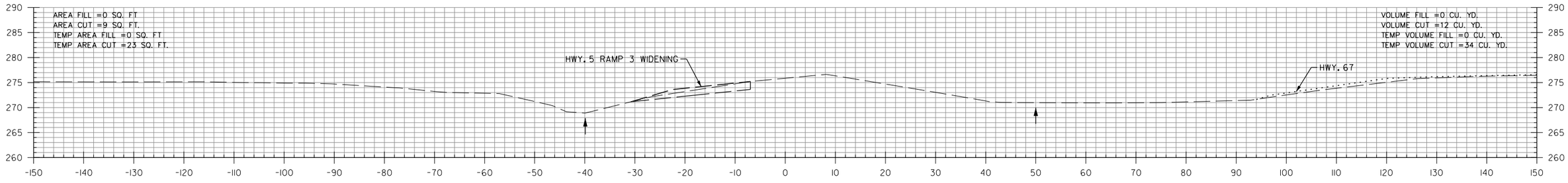


77+00.00

STA. 77+00.00 END 100' TRANSITION
STA. 77+00.00 MATCH EXIST. SUPERELEVATION (0.060'/')



76+50.00



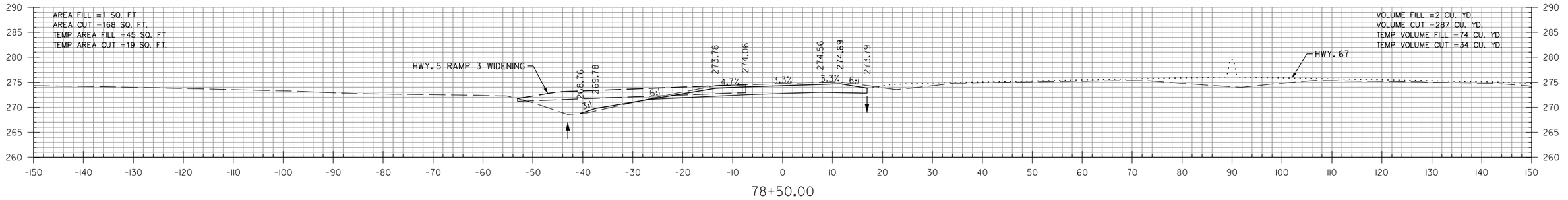
76+00.00

STA. 76+00.00 BEGIN 100' TRANSITION

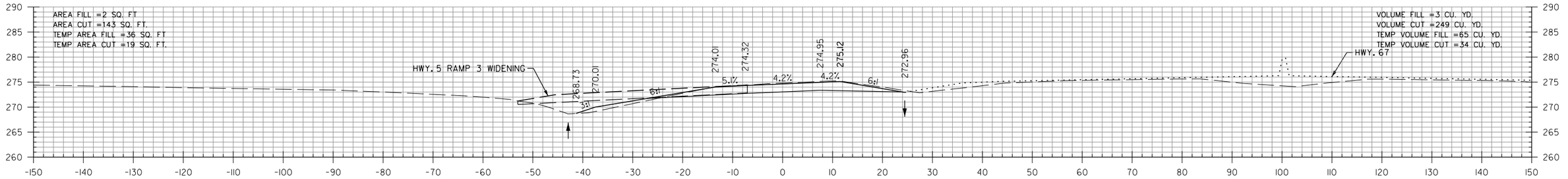
HWY. 5 RAMP 3
STA. 76+00 TO STA. 77+00

aewierciak 8/4/2023 12:36:35 AM
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REVISED DATE:

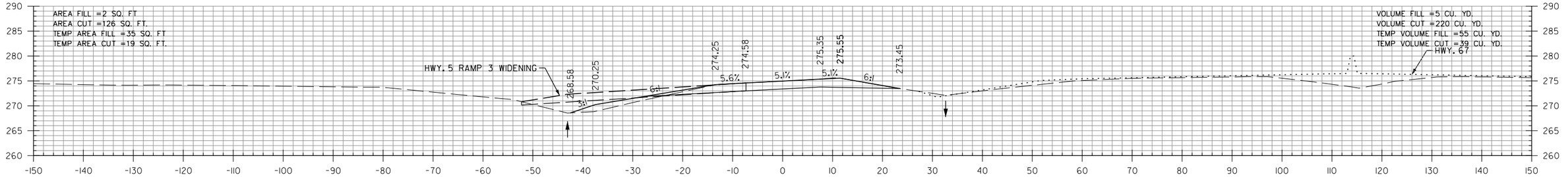
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	512	541
		CROSS SECTIONS				



78+50.00



78+00.00



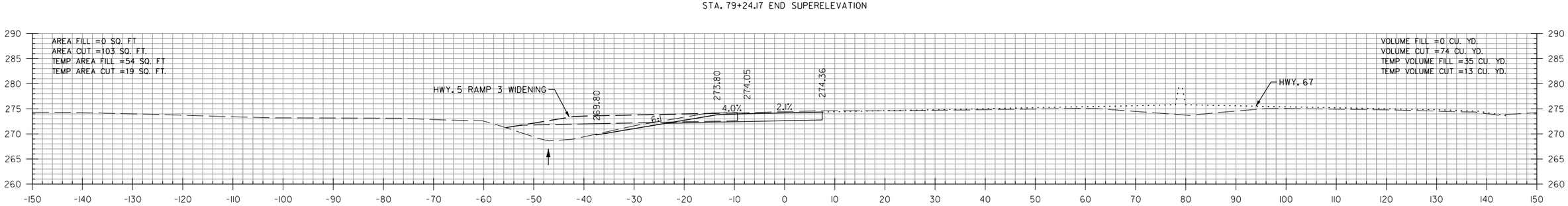
77+50.00

HWY. 5 RAMP 3
STA. 77+50 TO STA. 78+50

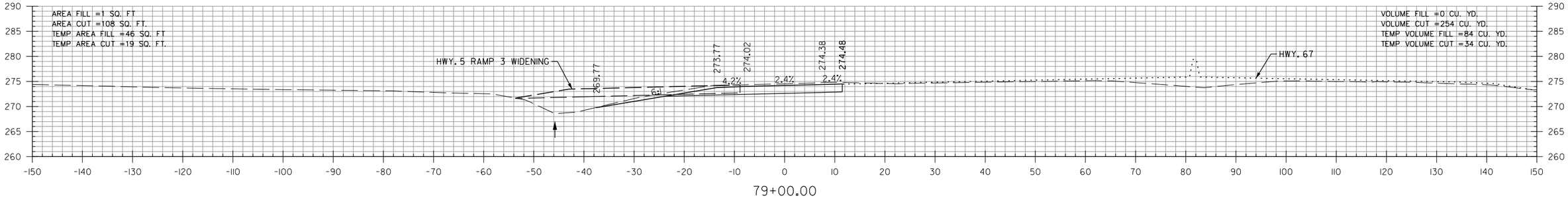
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	513	541
		CROSS SECTIONS				

STA. 79+24.17 END SUPERELEVATION



79+19.14

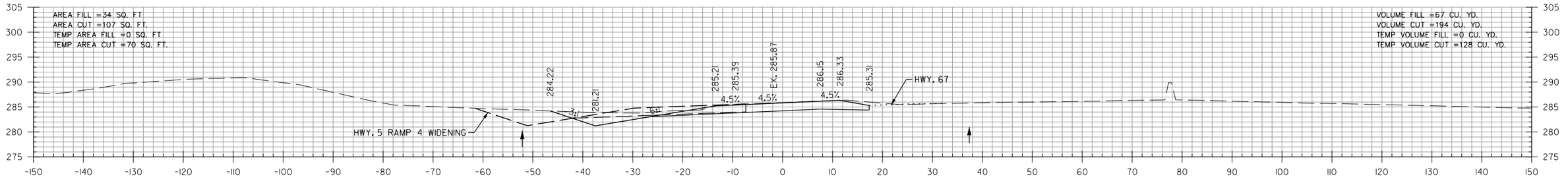


79+00.00

HWY. 5 RAMP 3
STA. 79+00 TO STA. 79+19.14

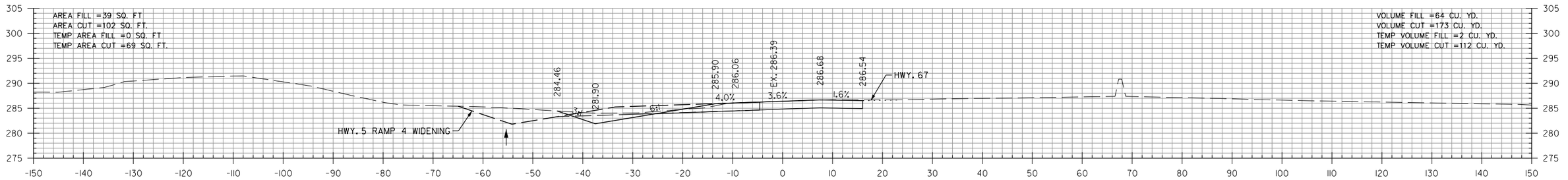
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	514	541
		CROSS SECTIONS				

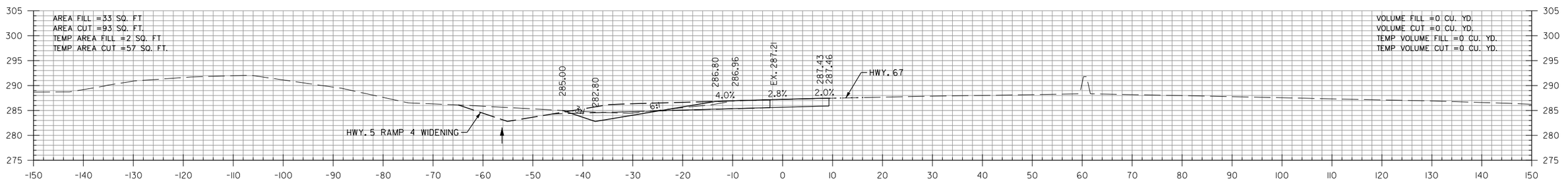


56+00.00

STA. 56+00.00 BEGIN 100' TRANSITION



55+50.00



55+01.76

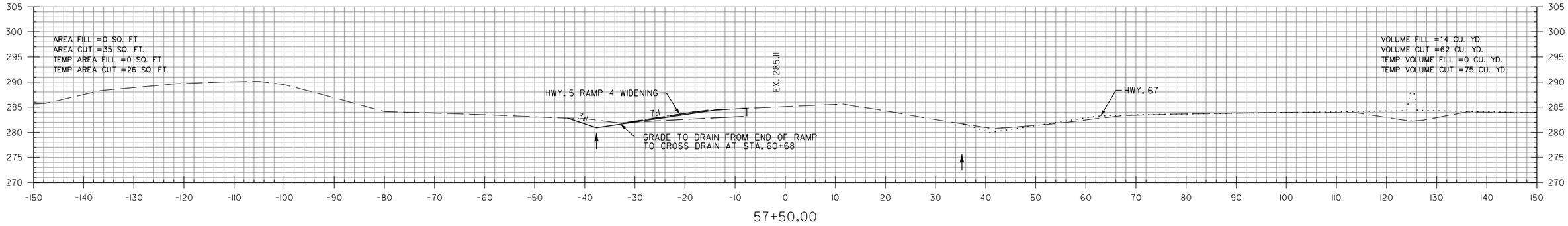
STA. 54+56.46 BEGIN SUPERELEVATION

HWY. 5 RAMP 4
STA. 55+01.76 TO STA. 56+00

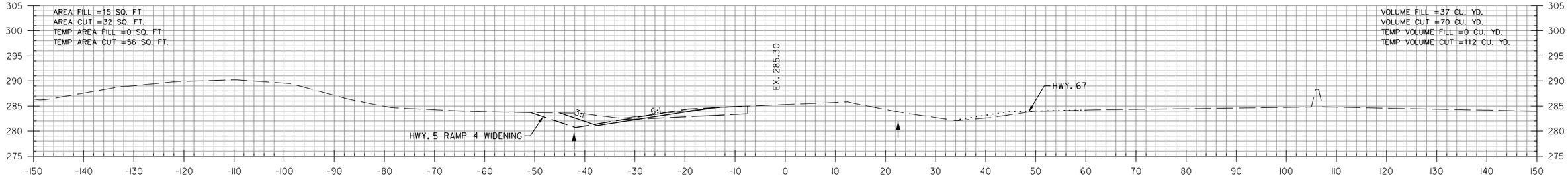
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	515	541
		CROSS SECTIONS				

STA. 57+56.46 MAX. SUPERELEVATION (0.072'/') (MATCH FUTURE)

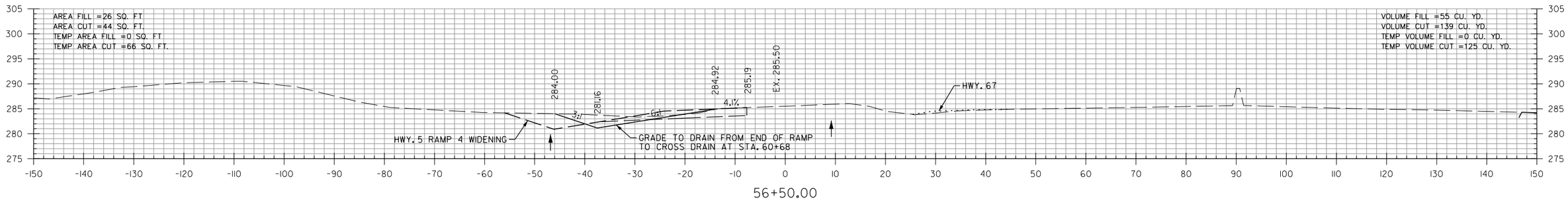


57+50.00



57+00.00

STA. 57+00.00 END 100' TRANSITION

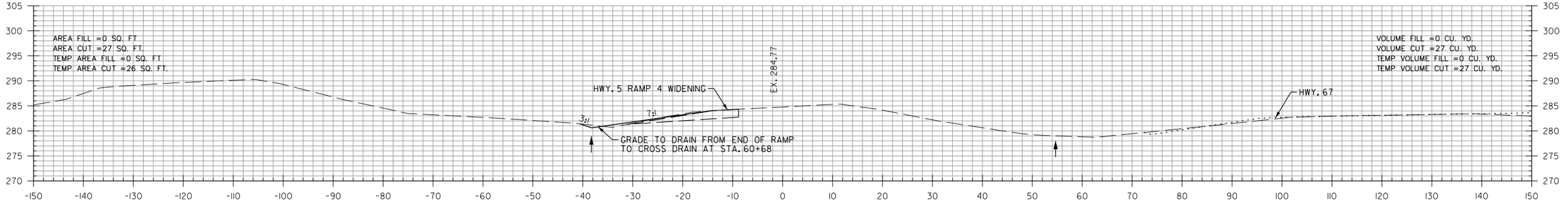


56+50.00

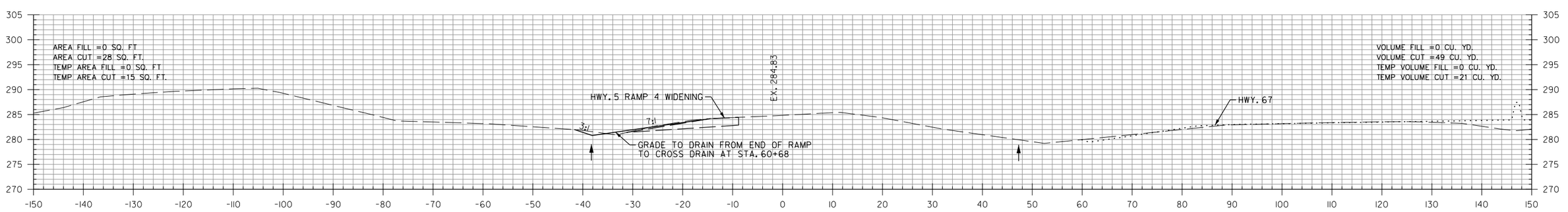
HWY. 5 RAMP 4
STA. 56+50 TO STA. 57+50

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	516	541
		CROSS SECTIONS				



58+26.95



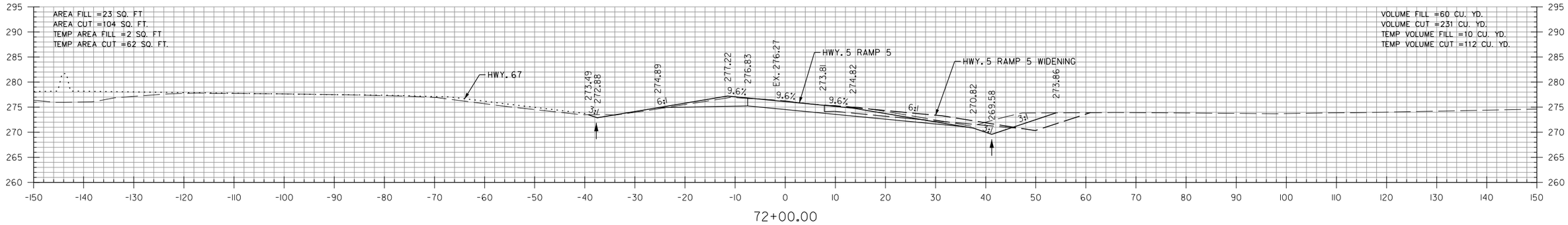
58+00.00

STA. 58+00.00 END 100' TRANSITION

HWY. 5 RAMP 4
STA. 58+00 TO STA. 58+26.95

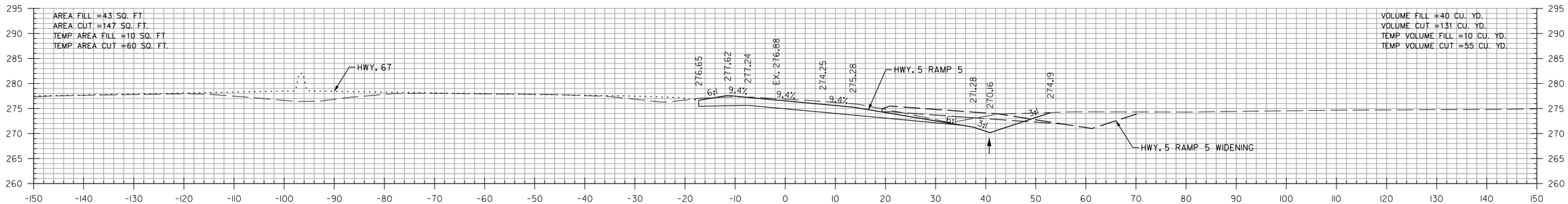
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	517	541
		CROSS SECTIONS				

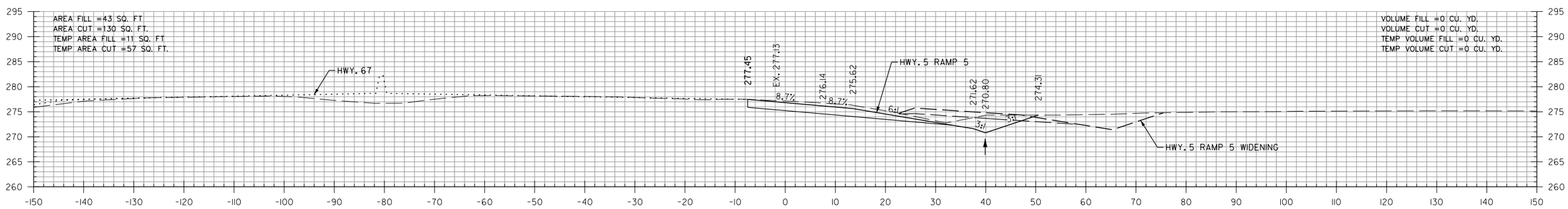


72+00.00

STA. 71+59.46 MAX. SUPERELEVATION (0.096'/')



71+50.00



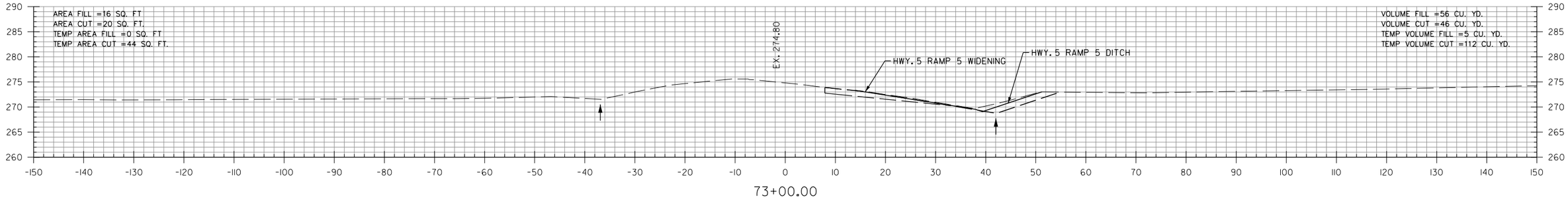
71+24.43

STA. 68+59.46 BEGIN SUPERELEVATION

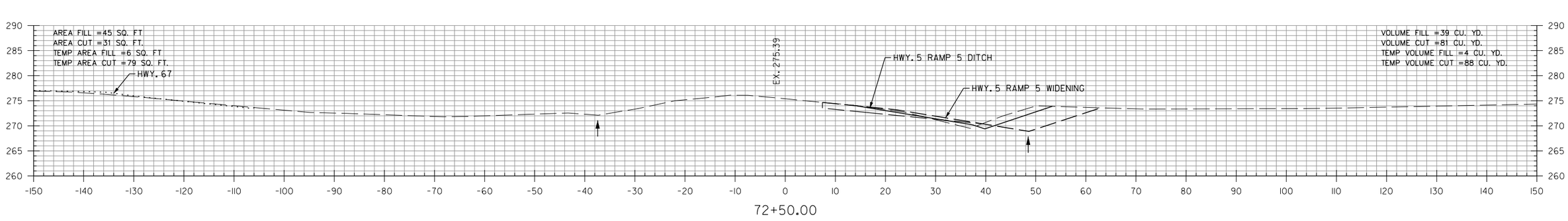
HWY. 5 RAMP 5
STA. 71+24.43 TO STA. 72+00

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WORKSPACE: AHTD
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REVISED DATE:

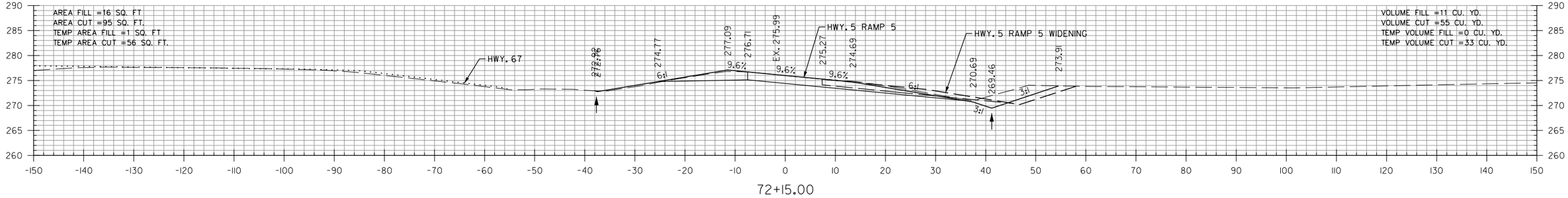
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	518	541
		CROSS SECTIONS				



73+00.00



72+50.00



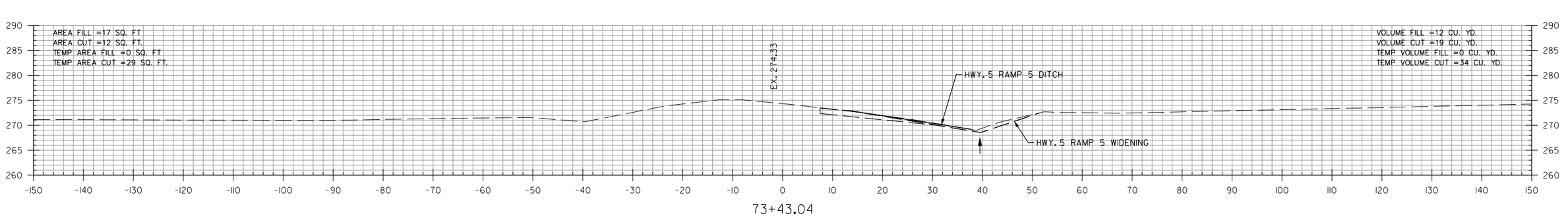
72+15.00

STA. 72+15.00 BEGIN 100' TRANSITION

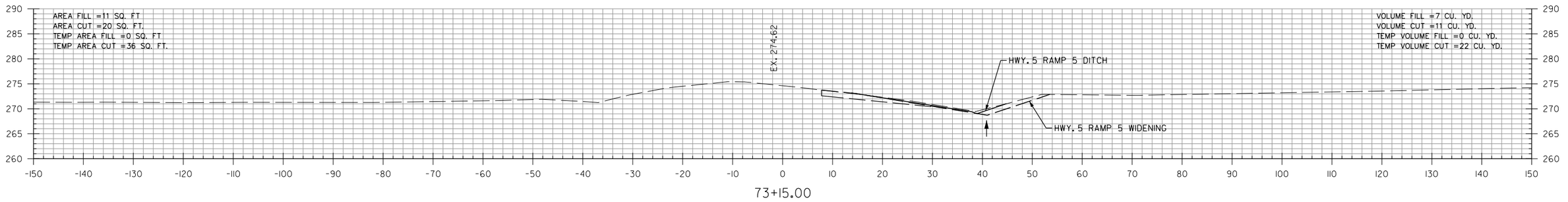
HWY. 5 RAMP 5
STA. 72+15 TO STA. 73+00

oewierciak 8/4/2023 12:36:36 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	519	541
		CROSS SECTIONS				



73+43.04



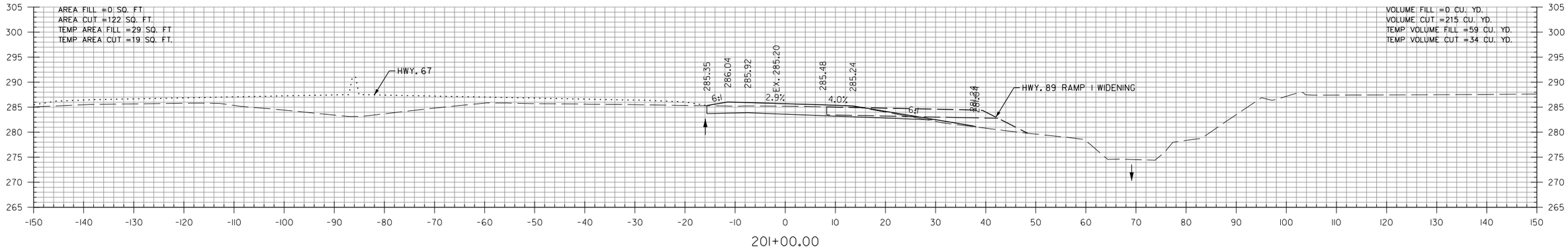
73+15.00

STA. 73+15.00 END 100' TRANSITION

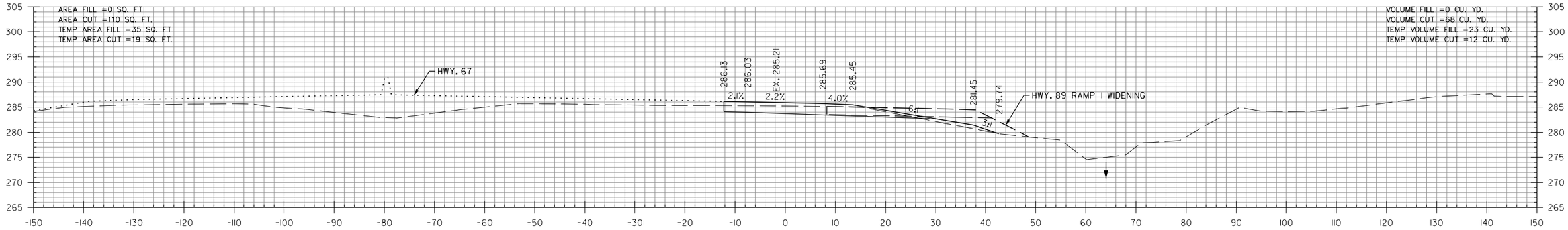
HWY. 5 RAMP 5
STA. 73+15 TO STA. 73+43.04

aewierciak 8/4/2023 12:36:37 AM
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REVISED DATE:

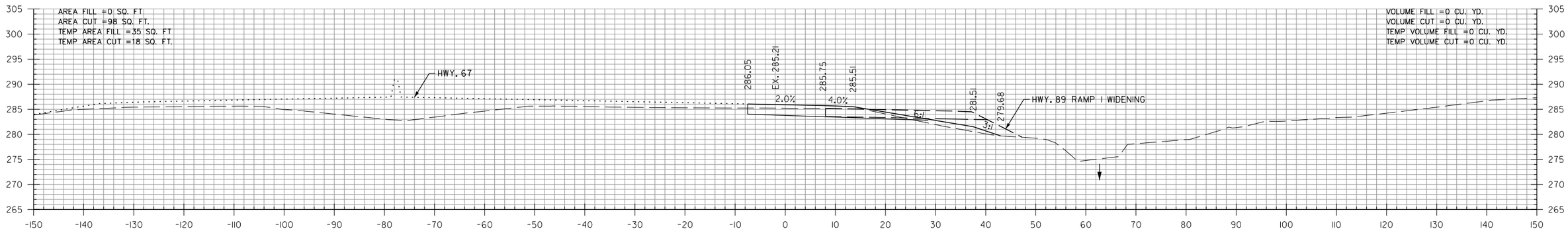
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	520	541
		CROSS SECTIONS				



201+00.00



200+50.00



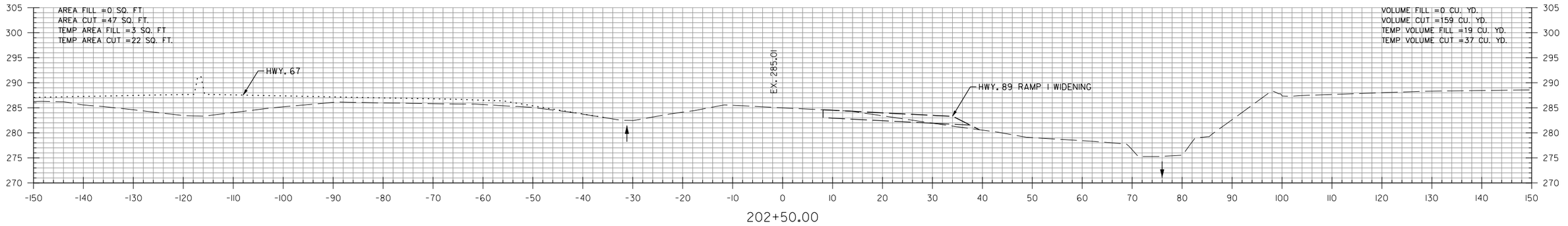
200+32.21

STA. 202+32.21 BEGIN SUPERELEVATION

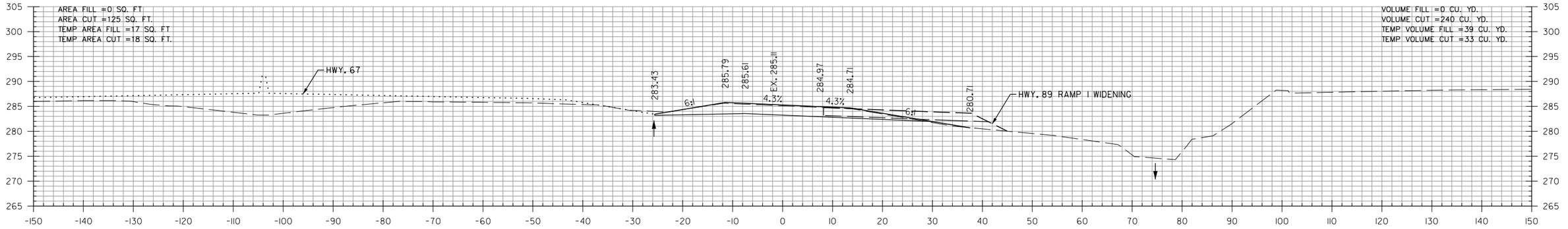
HWY. 89 RAMP I
STA. 200+32.21 TO STA. 201+00

aewierzlak 8/4/2023 12:36:37 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	521	541
		CROSS SECTIONS				

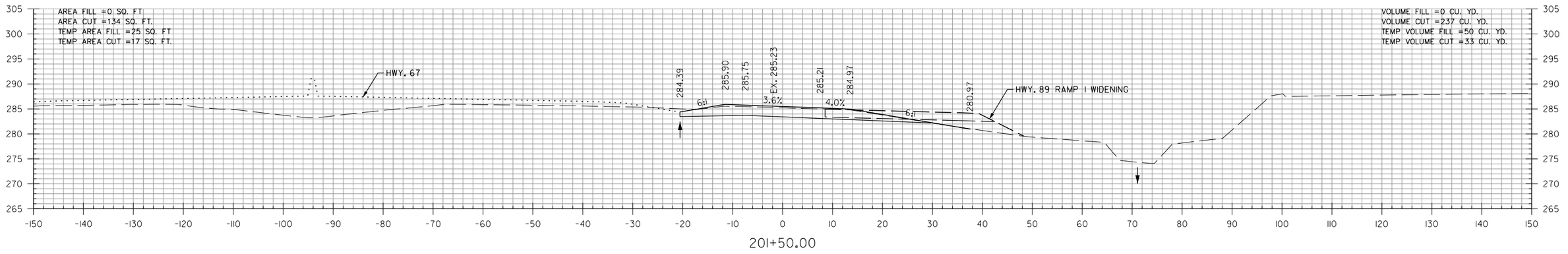


202+50.00



202+00.00

STA. 202+00.00 MATCH EXIST. SUPERELEVATION (0.043'/')
STA. 202+00.00 BEGIN 100' TRANSITION

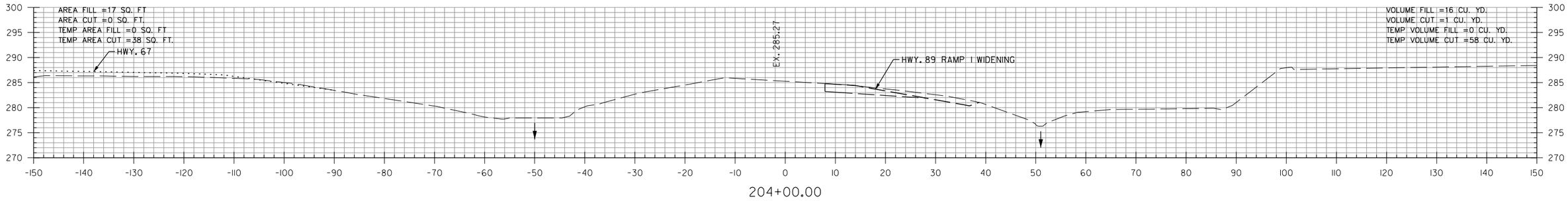


201+50.00

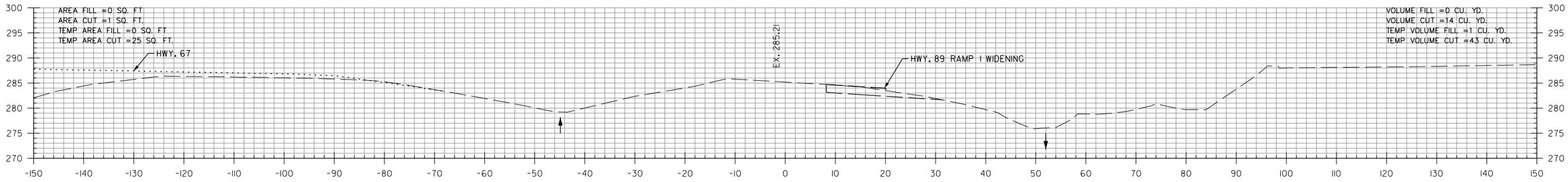
HWY. 89 RAMP I
STA. 201+50 TO STA. 202+50

aewlerclark 8/4/2023 12:36:37 AM
WORKSPACE: AHTD
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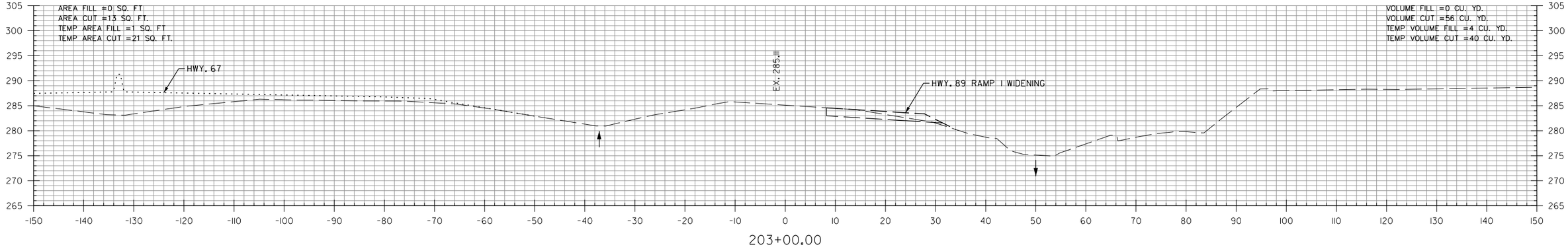
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	522	541
		CROSS SECTIONS				



204+00.00



203+50.00



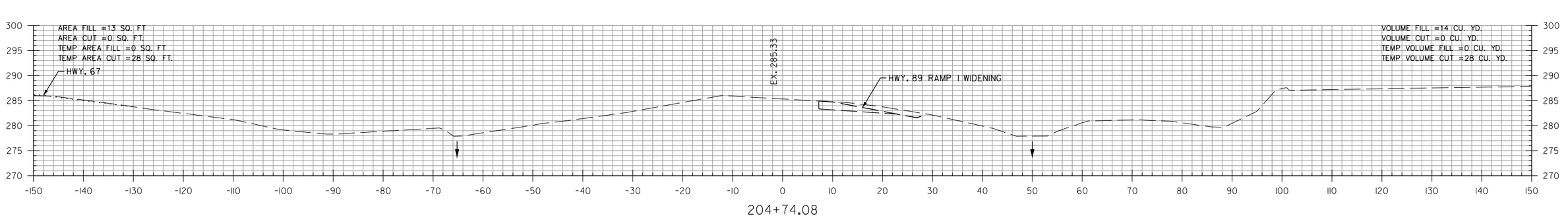
203+00.00

STA. 203+00.00 END 100' TRANSITION

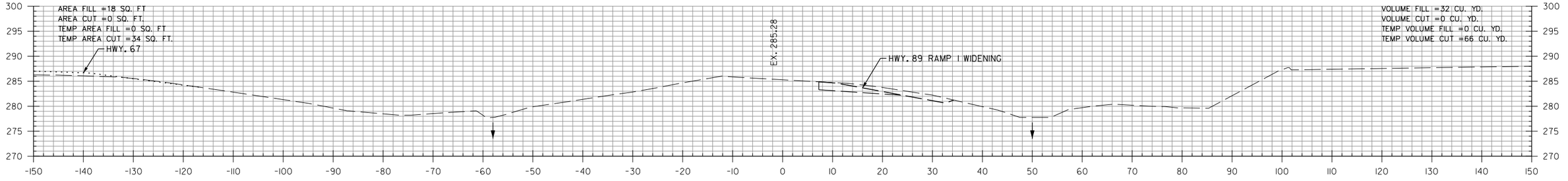
HWY. 89 RAMP I
STA. 203+00 TO STA. 204+00

aewierciak 8/4/2023 12:36:37 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	523	541
		CROSS SECTIONS				



204+74.08

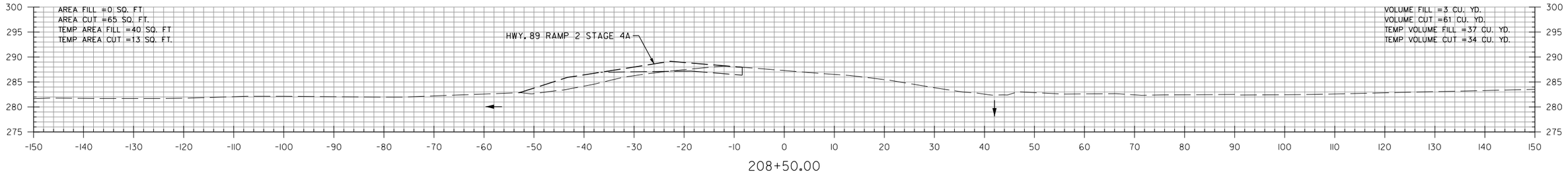


204+50.00

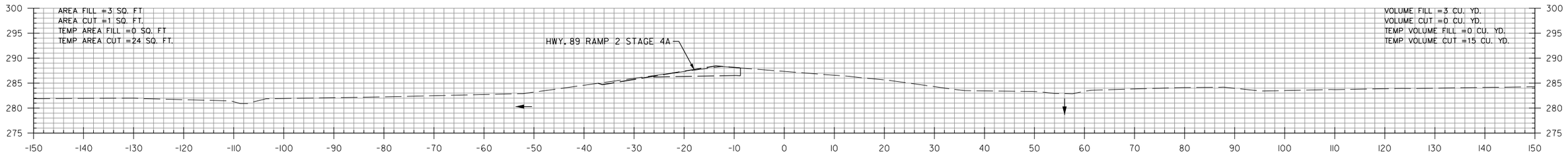
HWY. 89 RAMP I
STA. 204+50 TO STA. 204+74.08

aewierciak 8/4/2023 12:36:37 AM
WORKSPACE: AHTD
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REVISED DATE:

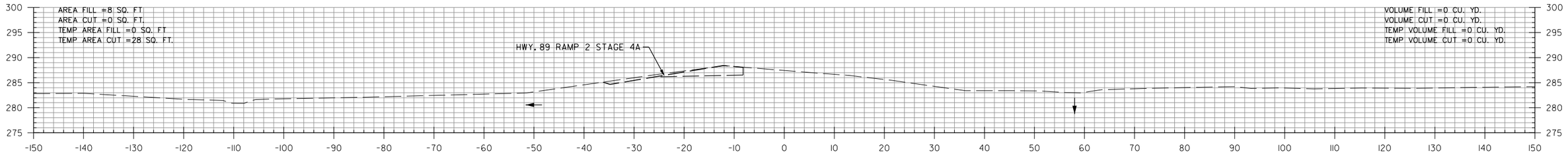
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	524	541
		CROSS SECTIONS				



208+50.00



208+00.00

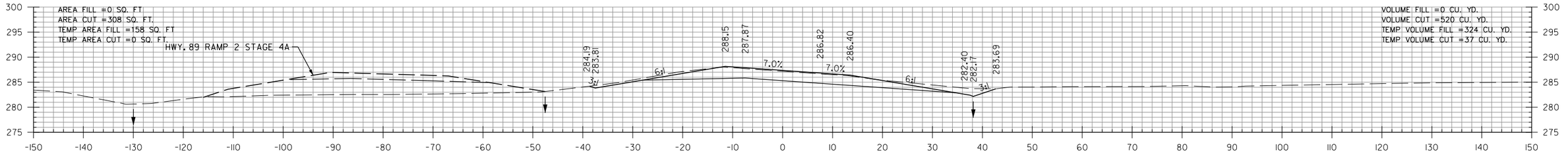


207+84.73

HWY. 89 RAMP 2
STA. 207+84.73 TO STA. 208+50

aewierciak 8/4/2023 12:36:38 AM
WORKSPACE: AHTD
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REVISED DATE:

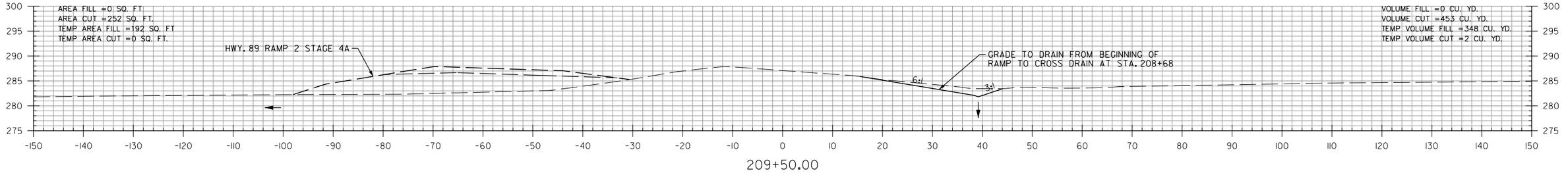
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	525	541
		CROSS SECTIONS				



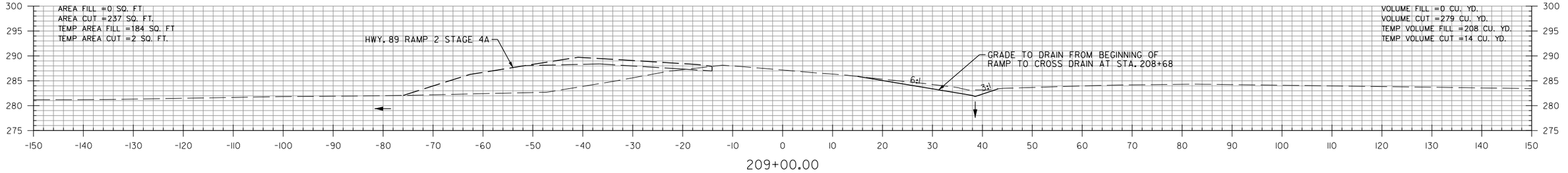
210+00.00

STA. 210+00.00 END 100' TRANSITION

STA. 210+00.00
BEGIN SP. DT. RT. 0.13%
ELEV. 282.17



209+50.00



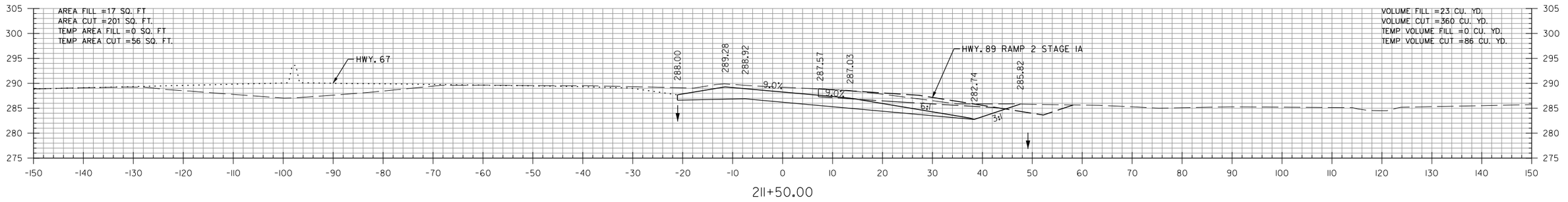
209+00.00

STA. 209+00.00 BEGIN 100' TRANSITION

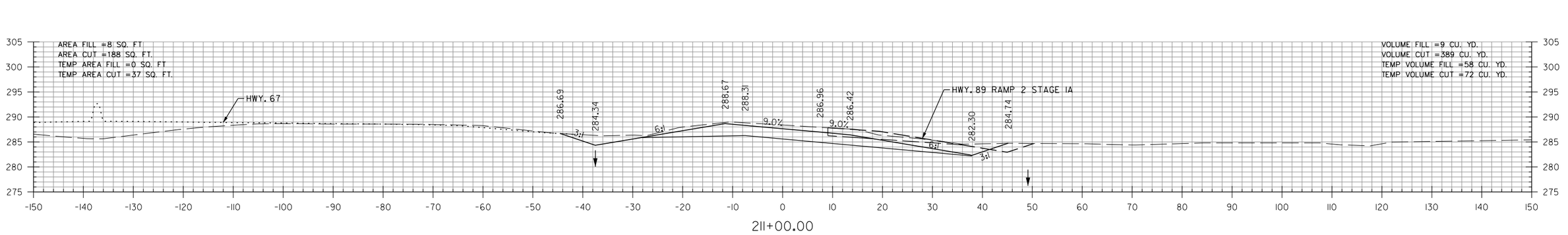
HWY. 89 RAMP 2
STA. 209+00 TO STA. 210+00

dewierclark 8/4/2023 12:36:38 AM
WORKSPACE: AHTD
L:\2017\170175\5 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 89_Ramp 2.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	526	541
		CROSS SECTIONS				

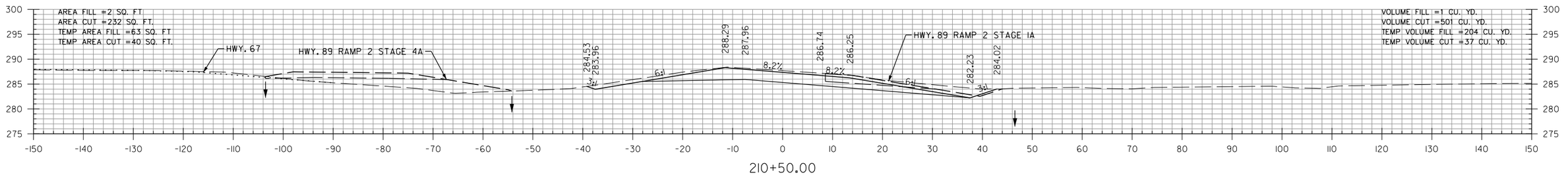


211+50.00



211+00.00

STA. 211+00.00
END SP. DT. RT. 0.13%
BEGIN SP. DT. RT. 0.89%
ELEV. 282.30

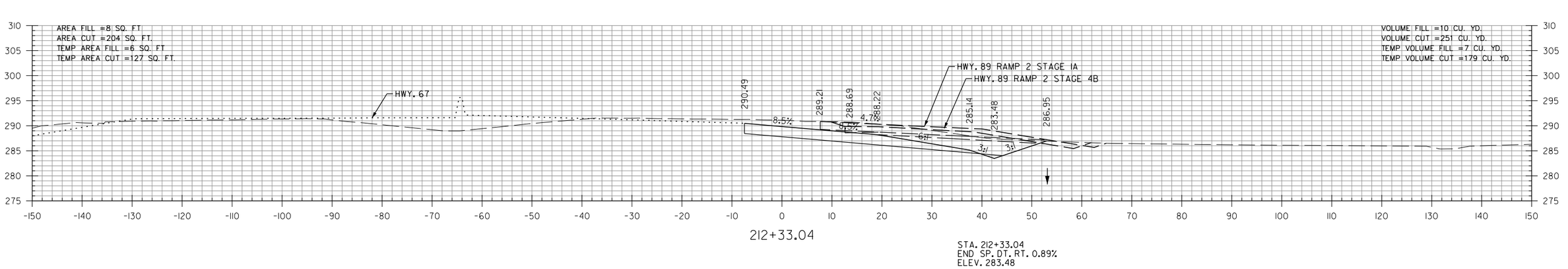


210+50.00

HWY. 89 RAMP 2
STA. 210+50 TO STA. 211+50

aewierciak 8/4/2023 12:36:38 AM
WORKSPACE: AHTD
L:\2017\170175\5 - 061549 Hwy 5 - White Co Line\Drawings\061642\r061642_CX_HWY 89_Ramp 2.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	527	541
		CROSS SECTIONS				

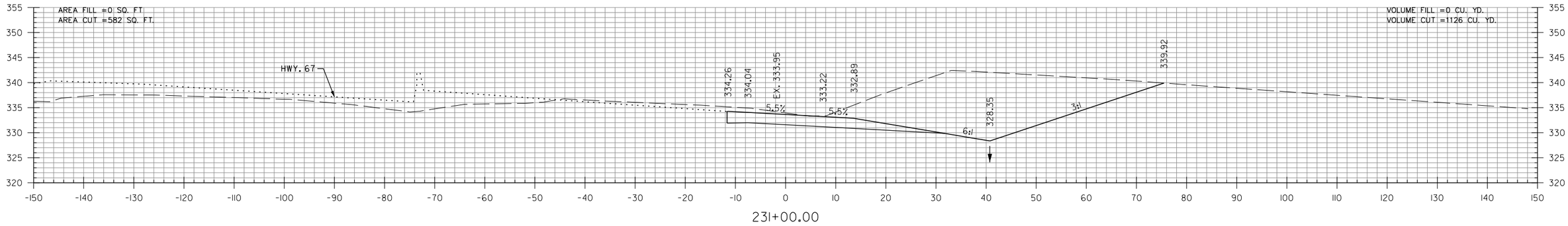


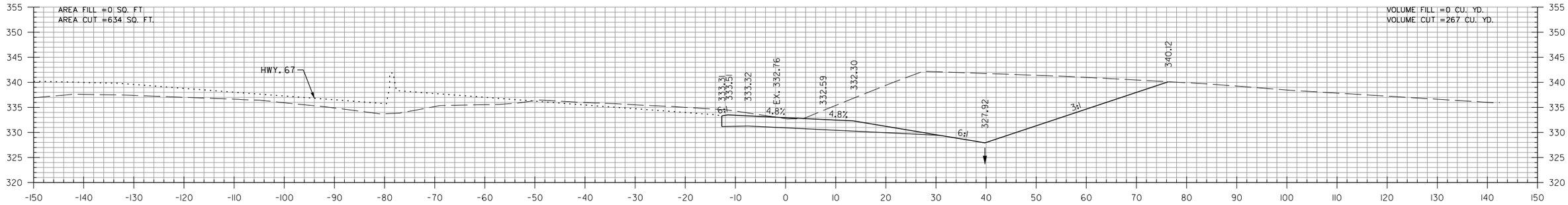
HWY. 89 RAMP 2
STA. 212+00 TO STA. 212+33.04

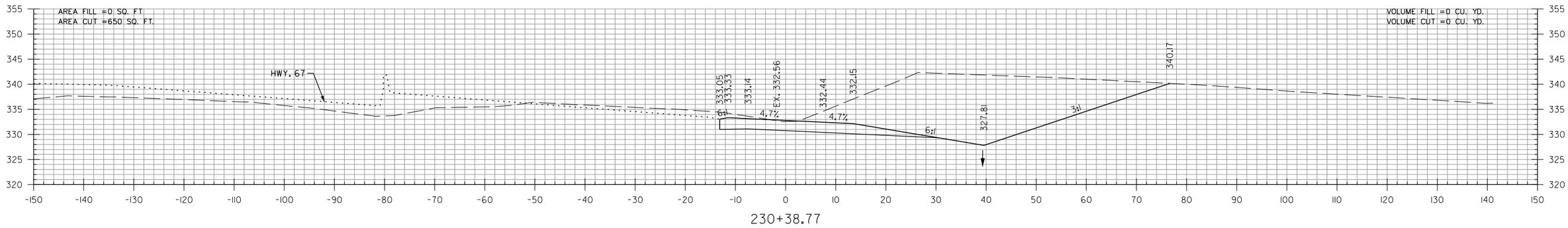
aewierciak 8/4/2023 12:36:38 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	528	541
		CROSS SECTIONS				

STA. 231+24.77 MAX. SUPERELEVATION (0.058'/')







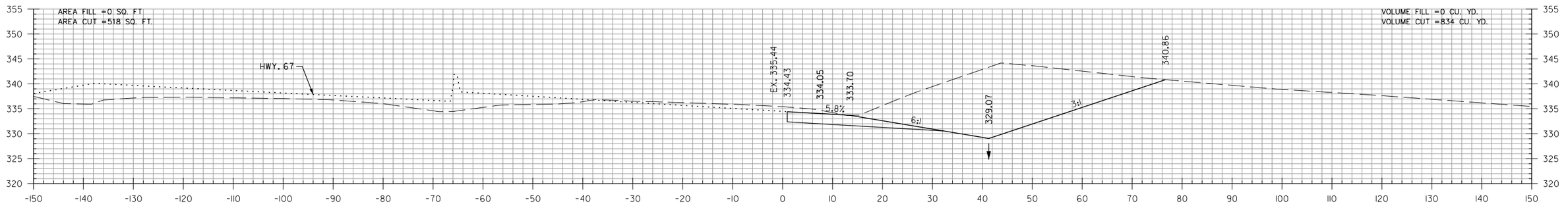
STA. 228+24.77 BEGIN SUPERELEVATION

HWY. 89 RAMP 2 (FUTURE)
STA. 230+38.77 TO STA. 231+00

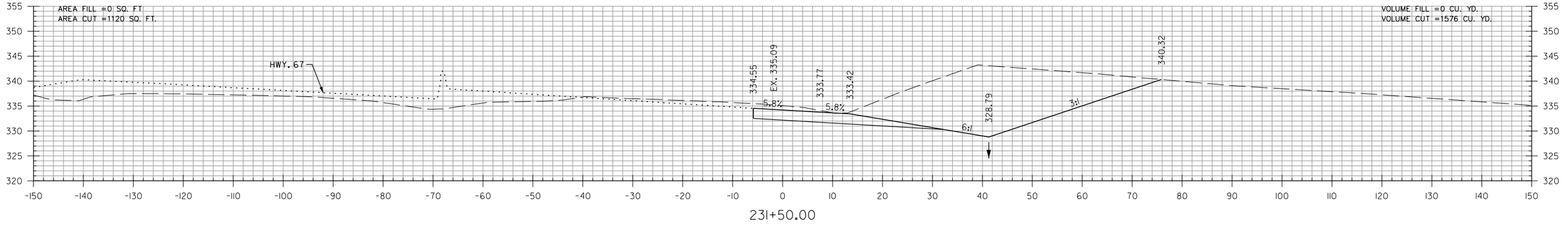
oewierciak 8/4/2023 12:36:39 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	529	541
		CROSS SECTIONS				

STA. 231+98.84 MAX. SUPERELEVATION (0.058'/')



231+77.49

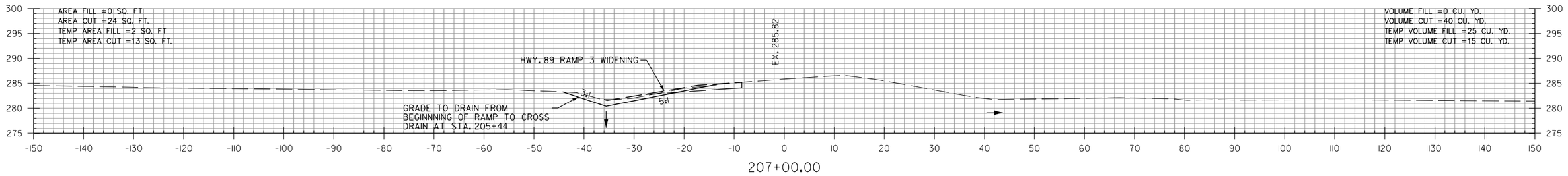


231+50.00

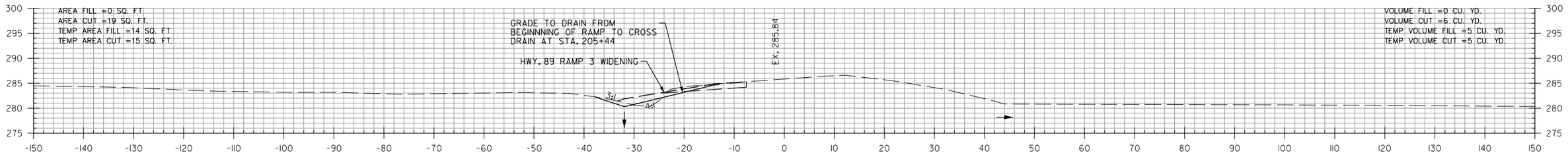
HWY. 89 RAMP 2 (FUTURE)
STA. 231+50 TO STA. 231+77.49

oewierciak 8/4/2023 12:36:39 AM
WORKSPACE: AHTD
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REVISED DATE:

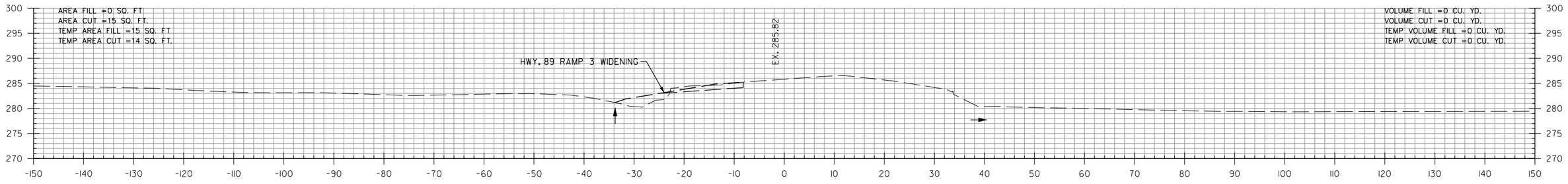
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	530	541
		CROSS SECTIONS				



207+00.00



206+50.00

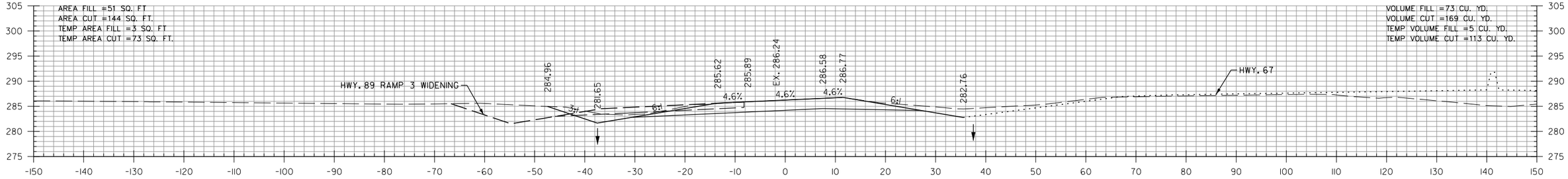


206+40.01

HWY. 89 RAMP 3
STA. 206+40.01 TO STA. 207+00

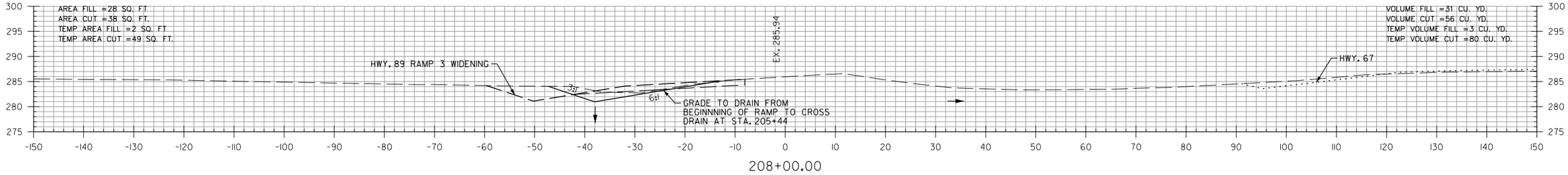
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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	531	541
		CROSS SECTIONS				

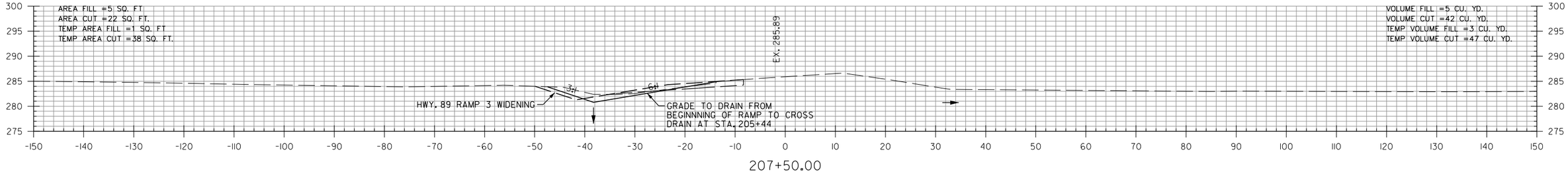


208+50.00

STA. 208+50.00 MATCH EXIST. SUPERELEVATION (0.046'/')



208+00.00



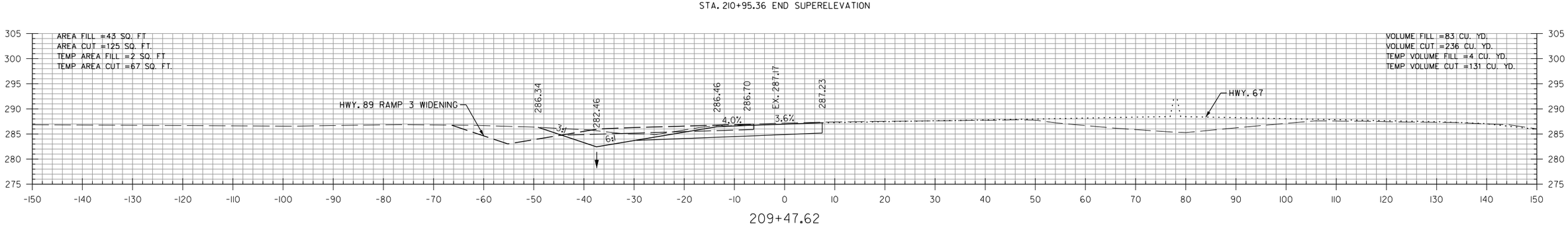
207+50.00

HWY. 89 RAMP 3
STA. 207+50 TO STA. 208+50

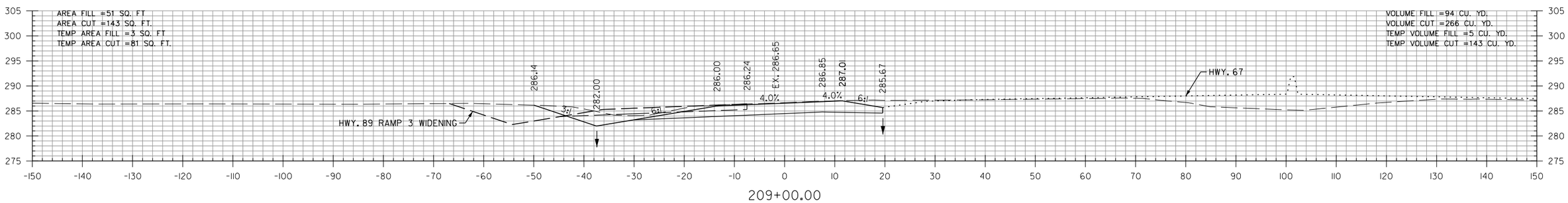
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	532	541
		CROSS SECTIONS				

STA. 210+95.36 END SUPERELEVATION



209+47.62

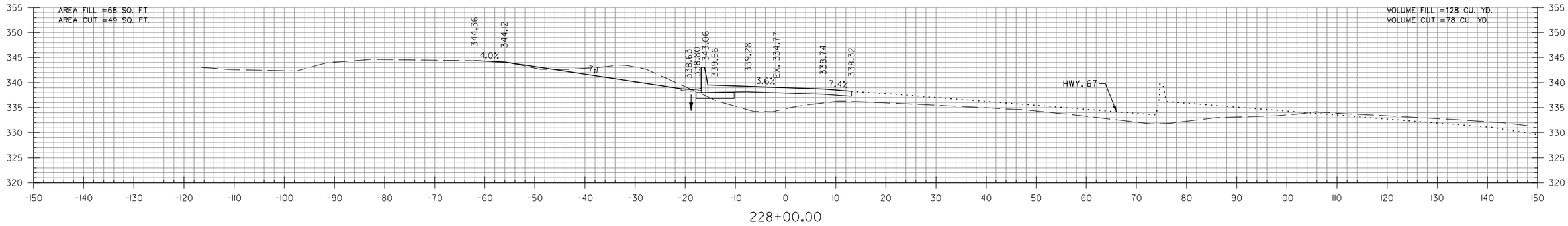


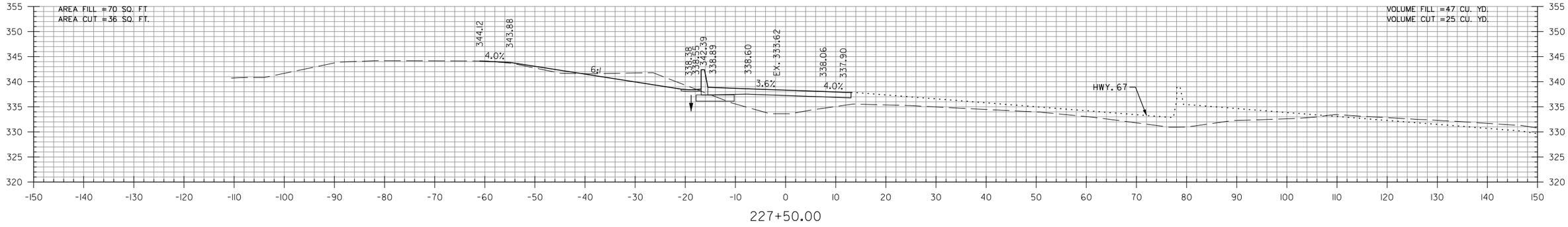
209+00.00

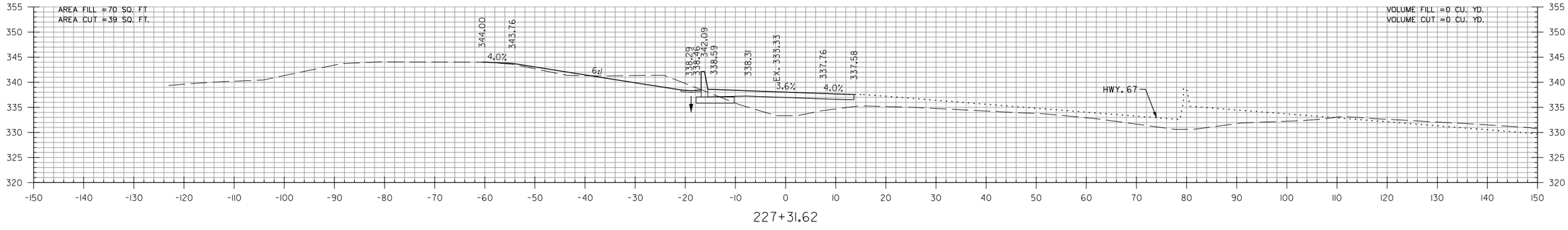
HWY. 89 RAMP 3
STA. 209+00 TO STA. 209+47.62

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	533	541
		CROSS SECTIONS				





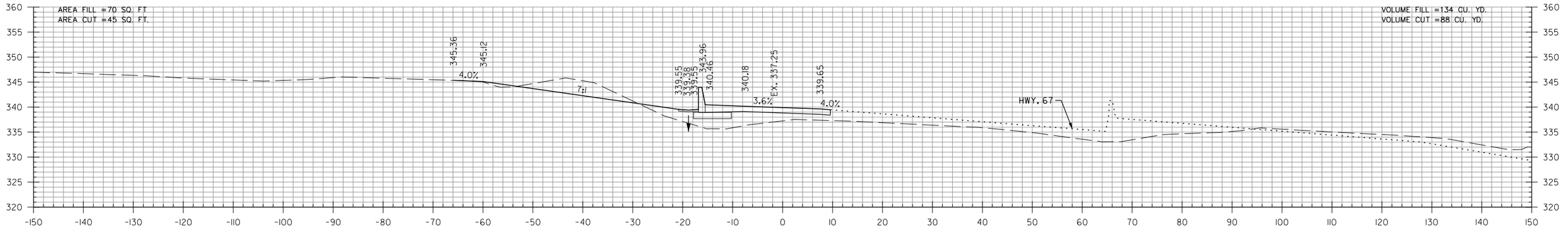


STA. 227+31.62 MAX. SUPERELEVATION (0.036'/')

HWY. 89 RAMP 3 (FUTURE)
STA. 227+31.62 TO STA. 228+00

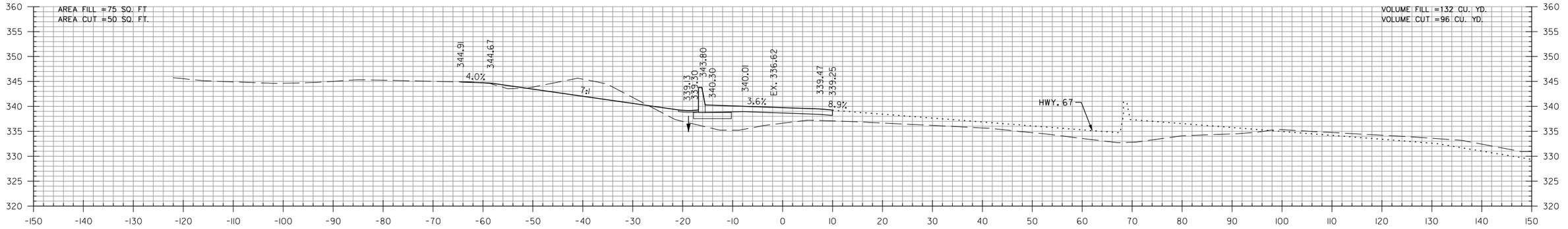
oewierclak 8/4/2023 12:36:40 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	534	541
		CROSS SECTIONS				

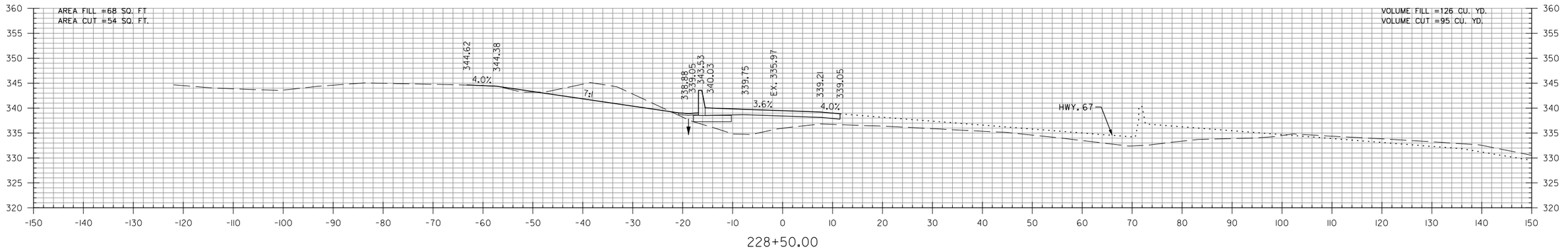


229+50.00

STA. 229+49.07 MAX. SUPERELEVATION (0.036'/')



229+00.00



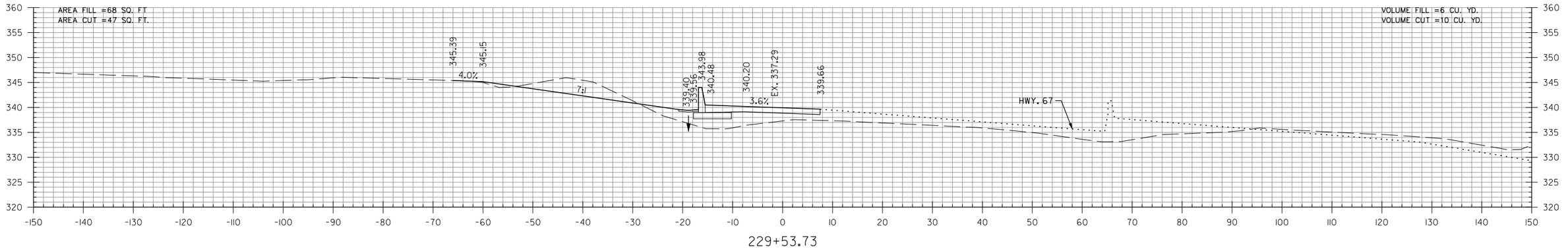
228+50.00

HWY. 89 RAMP 3 (FUTURE)
STA. 228+50 TO STA. 229+50

oewierciak 8/4/2023 12:36:40 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	535	541
		CROSS SECTIONS				

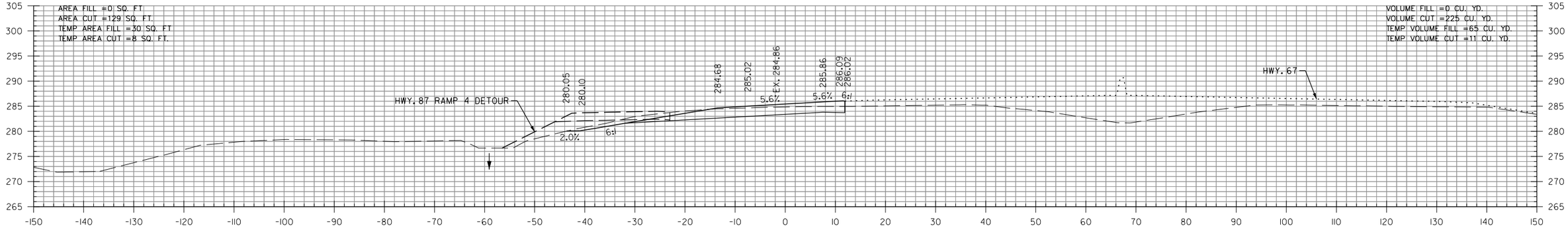
STA. 230+24.46 END SUPERELEVATION (0.022'/')



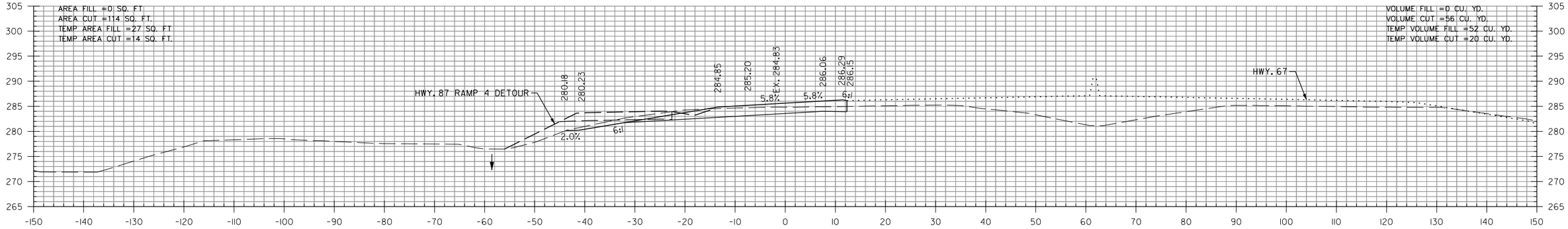
HWY. 89 RAMP 3 (FUTURE)
STA. 229+53.73 TO STA. 229+53.73

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REVISED DATE:

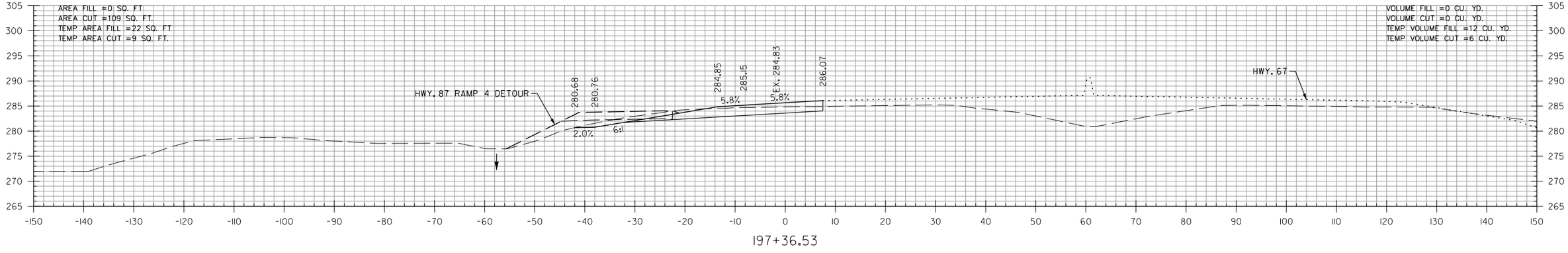
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	536	541
		CROSS SECTIONS				



198+00.00



197+50.00



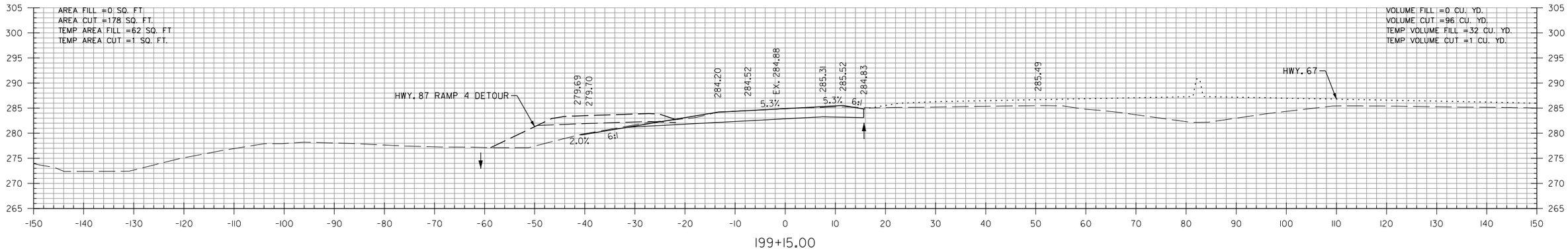
197+36.53

STA. 197+36.53 MAX. SUPERELEVATION (0.058'/')

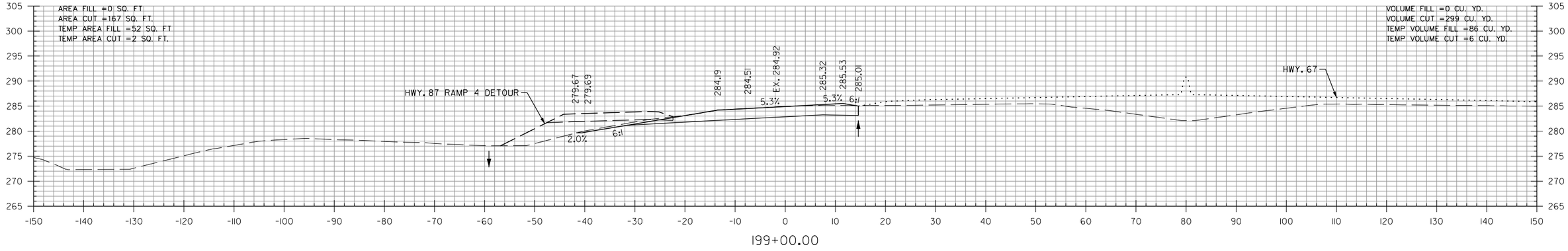
HWY. 89 RAMP 4
STA. 197+36.53 TO STA. 198+00

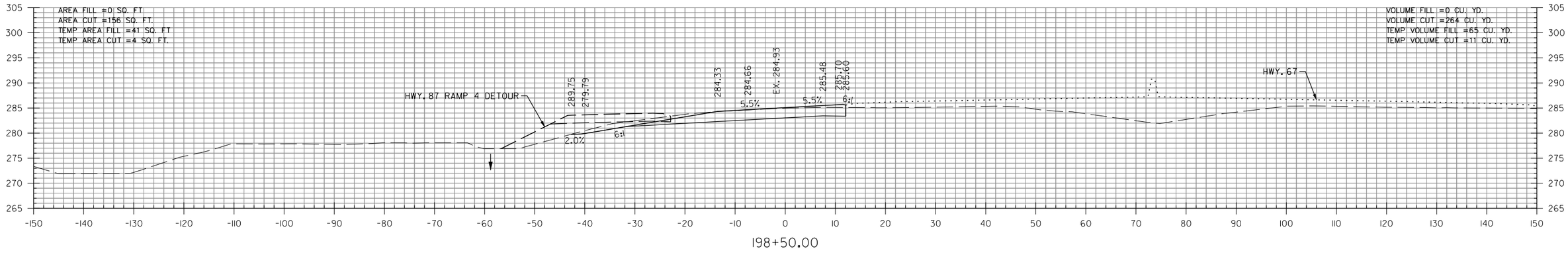
aewierciak 8/4/2023 12:36:41 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	537	541
		CROSS SECTIONS				



STA. 199+15.00 BEGIN 100' TRANSITION
STA. 199+15.00 MATCH EXIST. SUPERELEVATION (0.053'/')

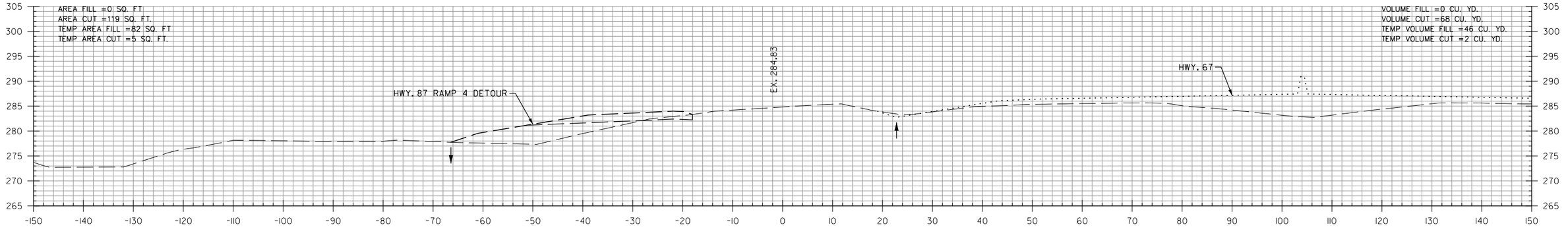




HWY. 89 RAMP 4
STA. 198+50 TO STA. 199+15

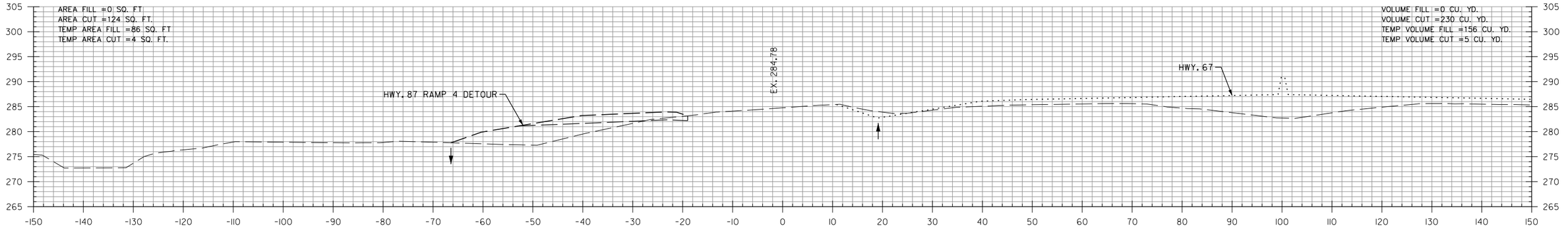
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	538	541
		CROSS SECTIONS				

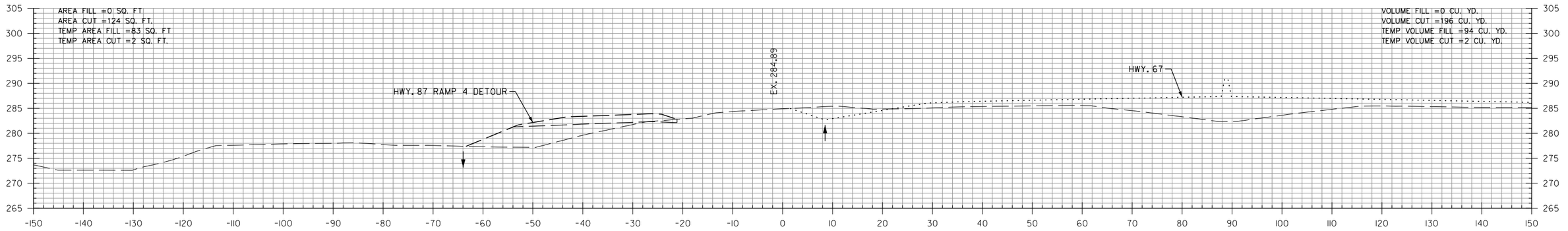


200+15.00

STA. 200+15.00 END 100' TRANSITION



200+00.00

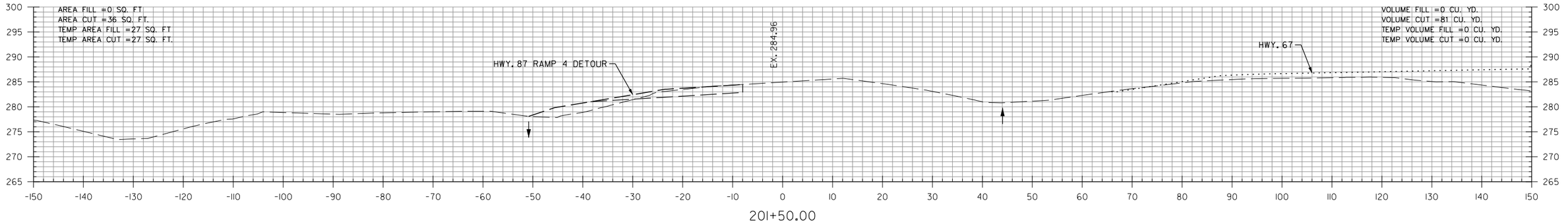


199+50.00

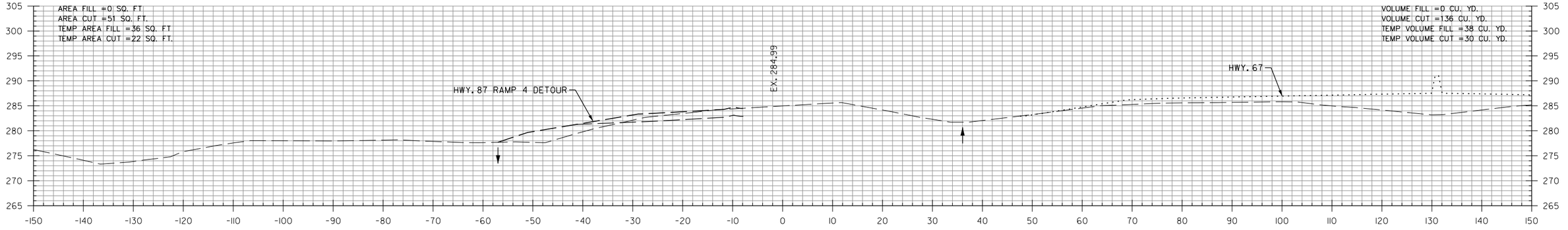
HWY. 89 RAMP 4
STA. 199+50 TO STA. 200+15

oewierciak 8/4/2023 12:36:41 AM
WORKSPACE: AHTD
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REVISED DATE:

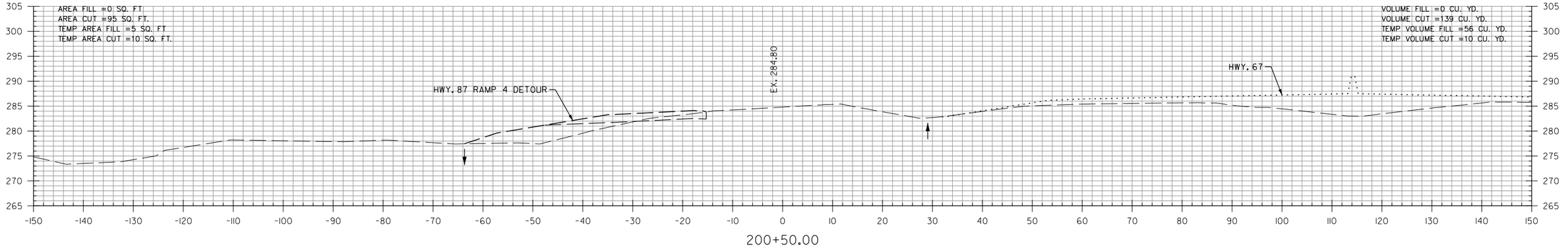
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061642	539	541
		CROSS SECTIONS				



201+50.00



201+00.00

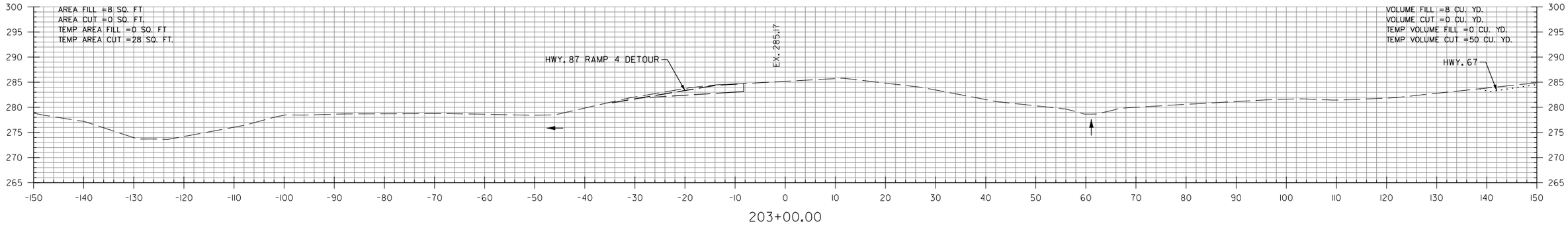


200+50.00

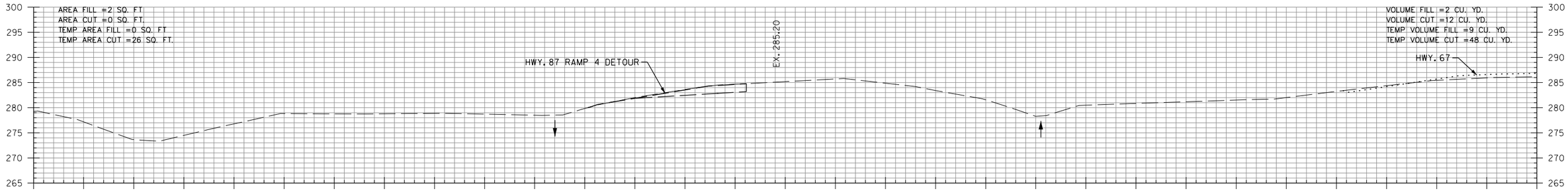
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STA. 200+50 TO STA. 201+50

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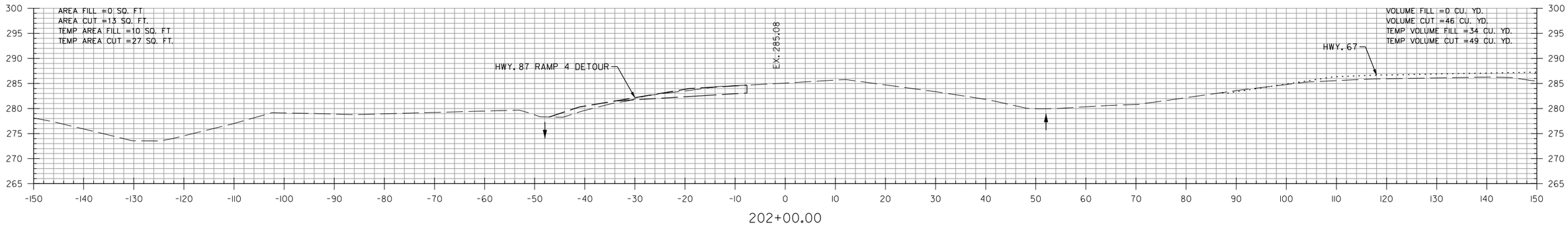
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		CROSS SECTIONS				



203+00.00



202+50.00

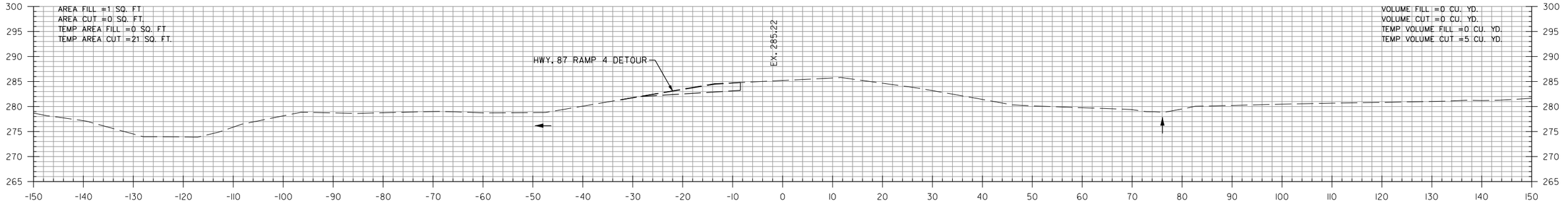


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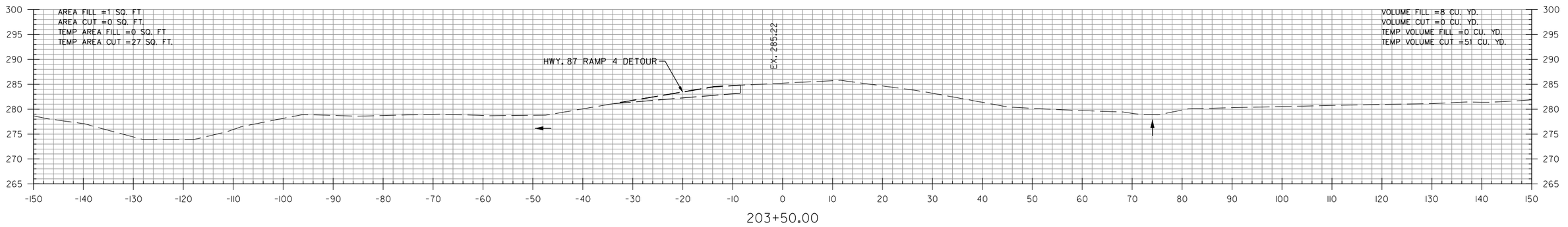
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203+55.18



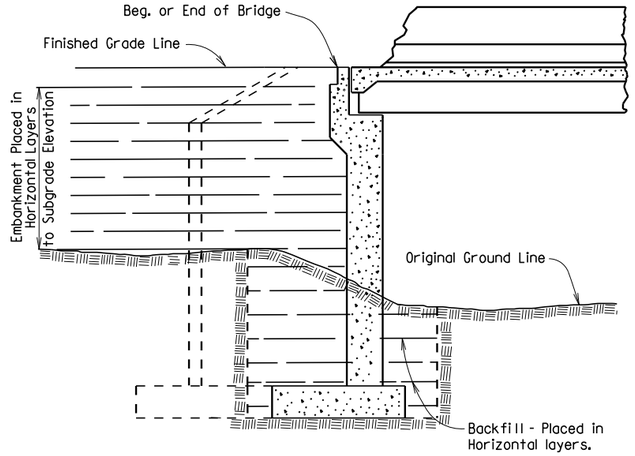
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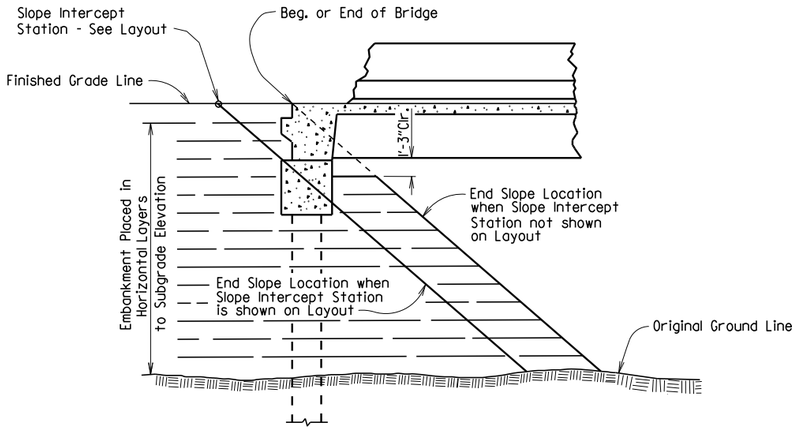
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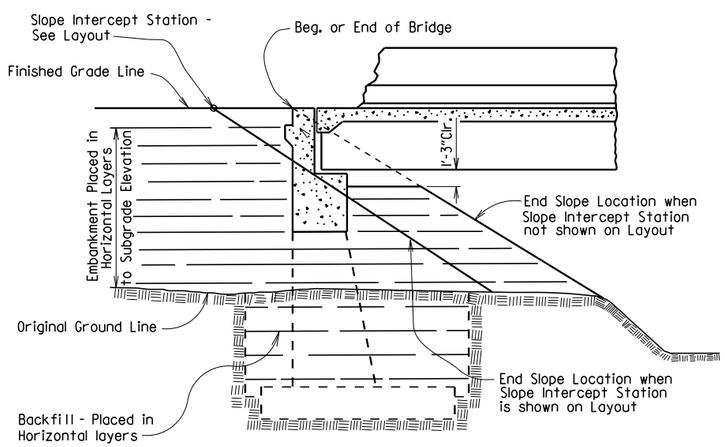
1 EMBANKMENT & BACKFILL 55000



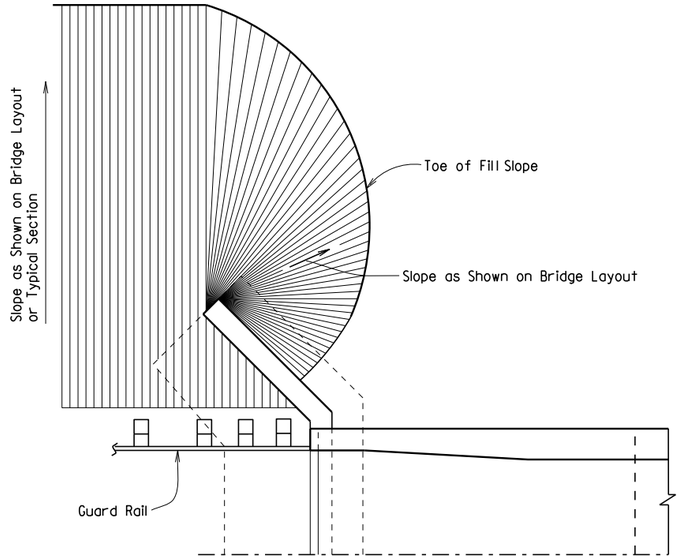
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



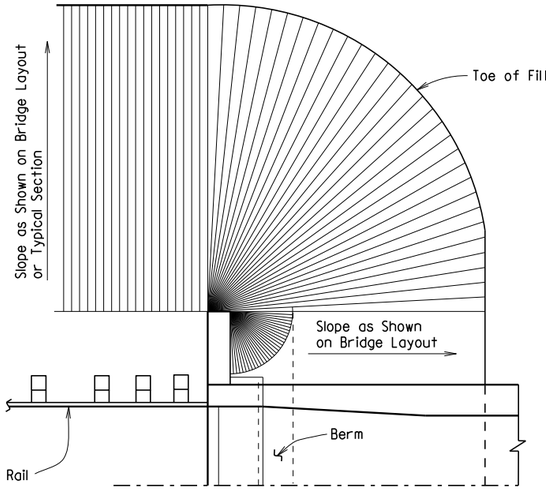
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



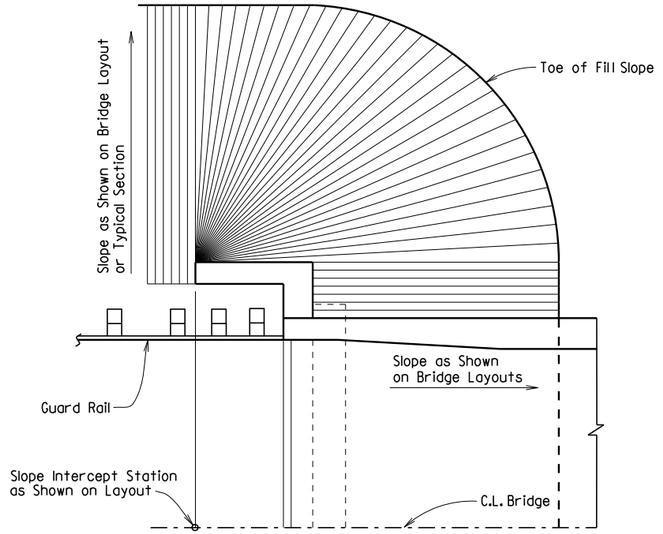
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



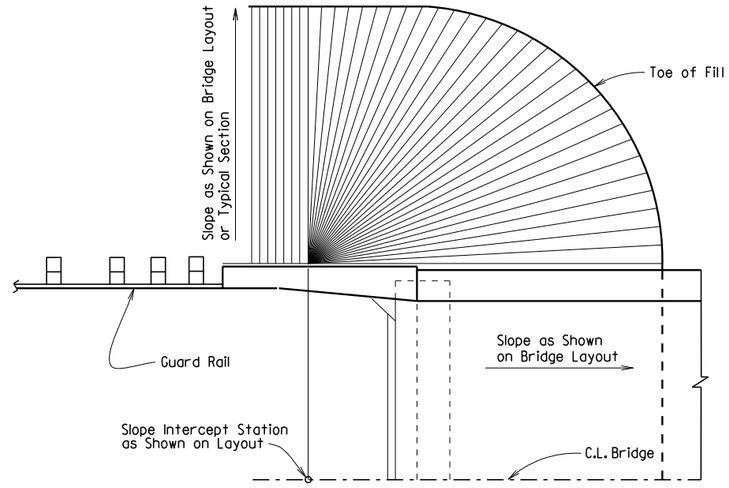
VERTICAL WALL ABUTMENTS



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

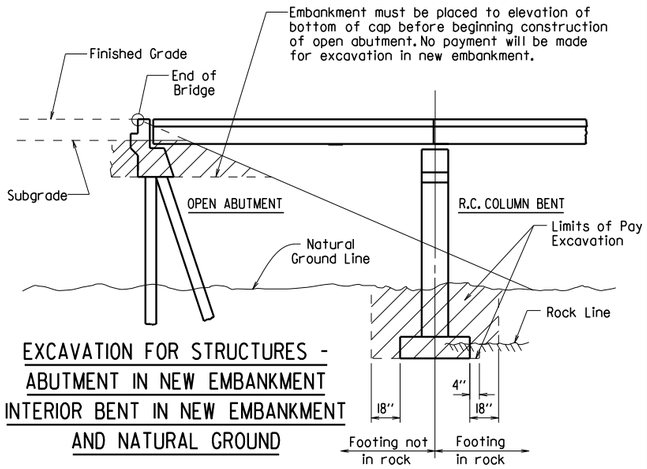
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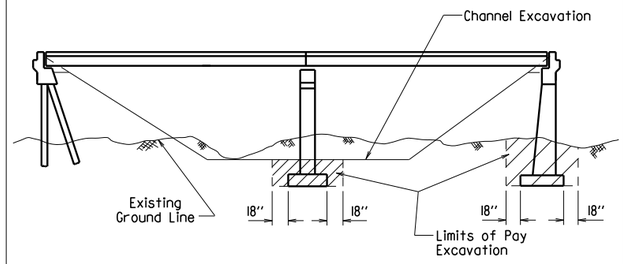
DRAWING NO. 55000

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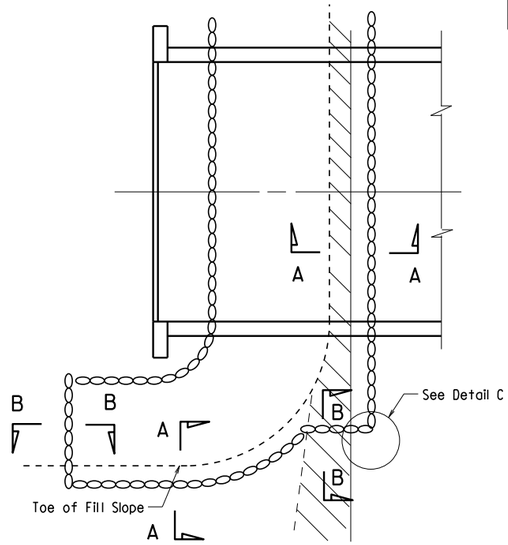
1 RIPRAP & EXCAV. 55001



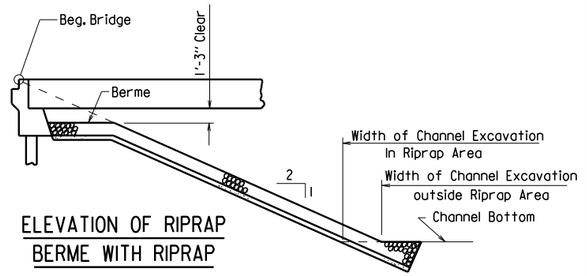
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



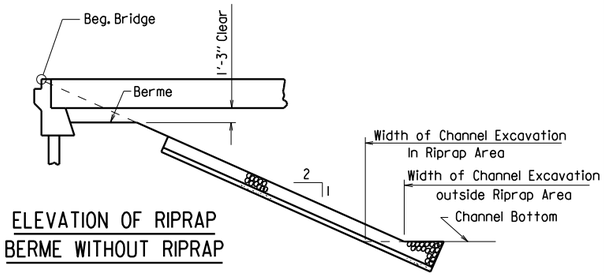
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



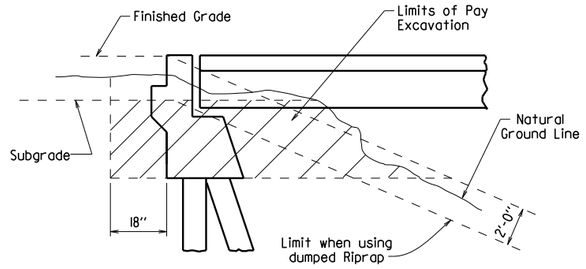
PLAN OF DUMPED RIPRAP



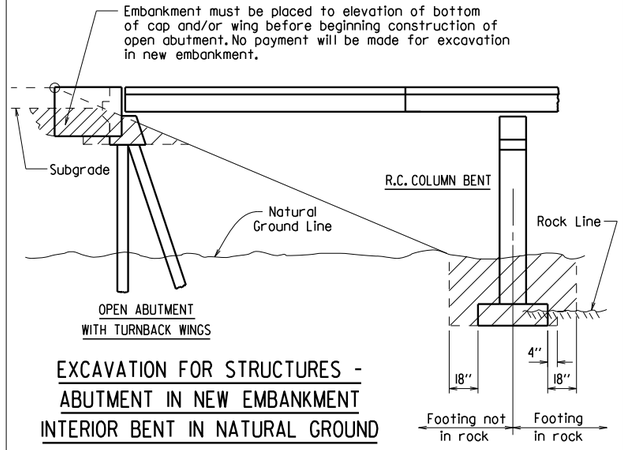
ELEVATION OF RIPRAP BERME WITH RIPRAP



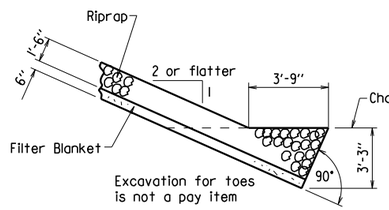
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND

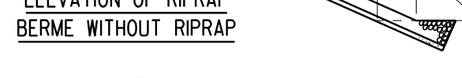


EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND

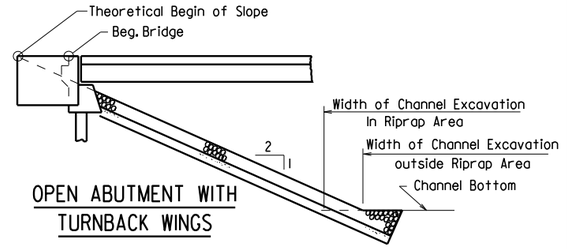


SECTION A-A

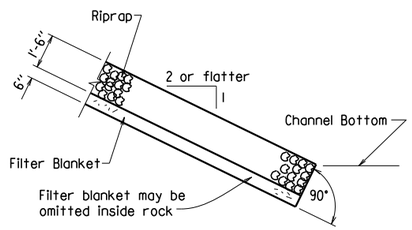
(Toe Excavation in Soil)



SECTION B-B



OPEN ABUTMENT WITH TURNBACK WINGS



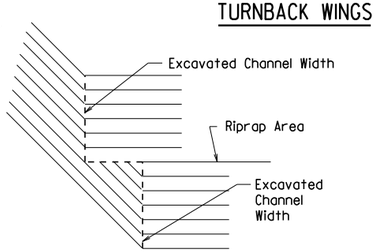
SECTION A-A

(Toe Excavation in Rock)

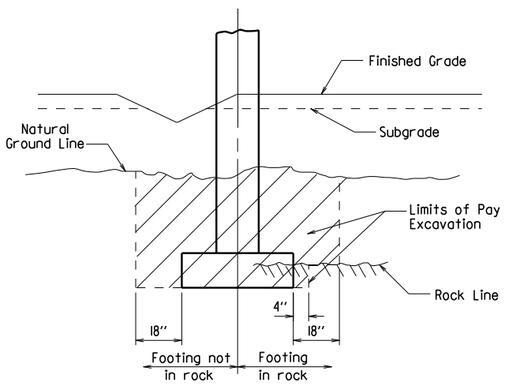
Note : Use this type of toe when rock is encountered which is in a stable condition.

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.

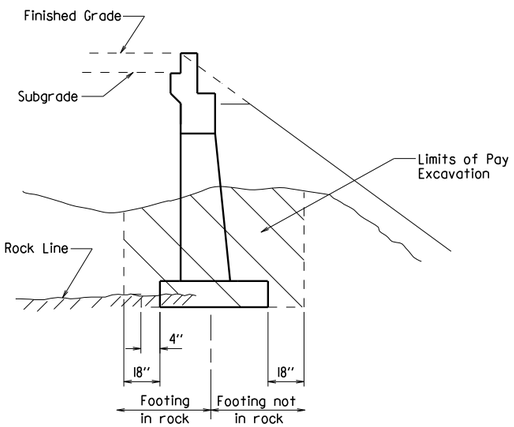
Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



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.

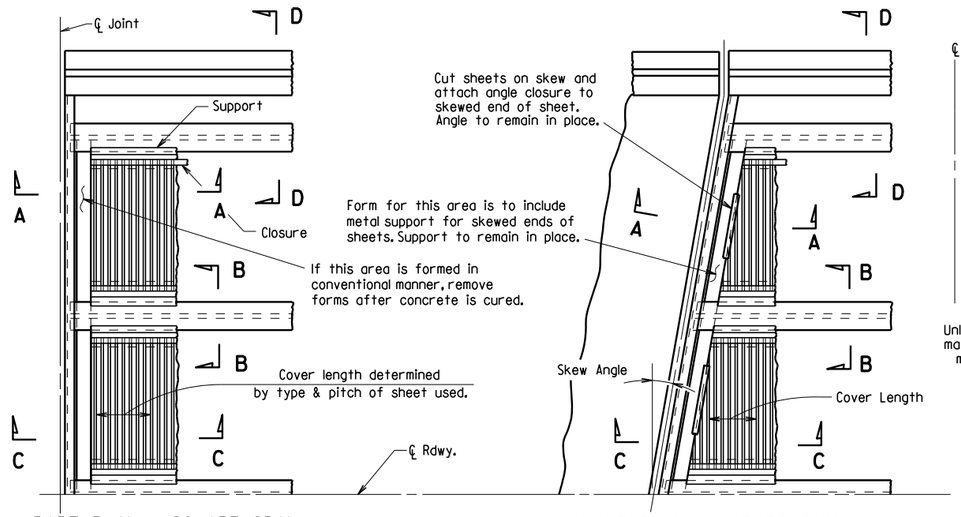
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CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

DESIGNED BY: STD. DATE:

DRAWING NO. 55001

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3/24/16				6	ARK.			
				JOB NO.				
				①	BRIDGE DECK FORMS		55005	

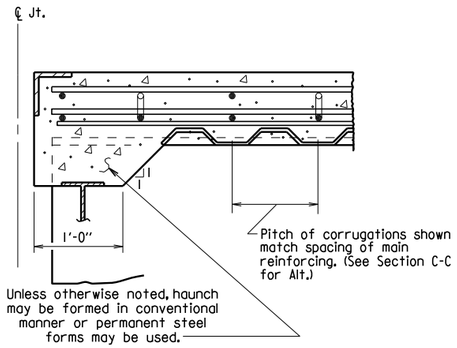


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

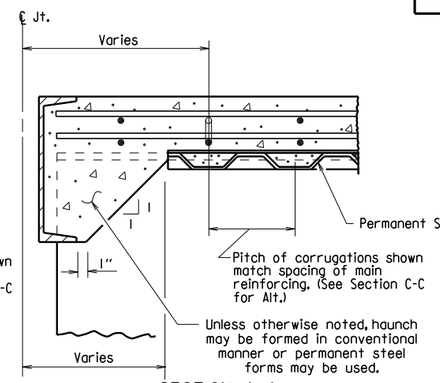
PART PLAN - SKEWED SPAN

3/8" = 1'-0"



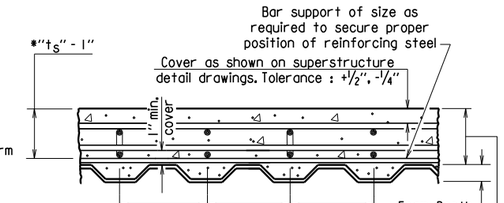
SECTION A-A

N.T.S.
(Angle at end of span)



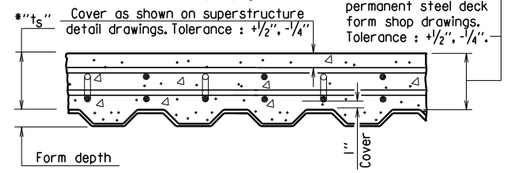
SECTION A-A

N.T.S.
(Channel at end of span)



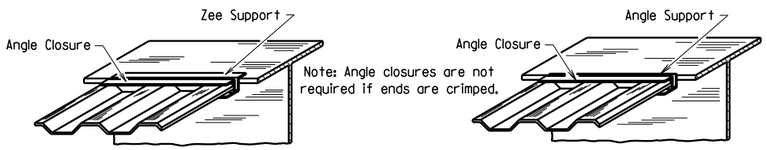
SECTION C-C

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.

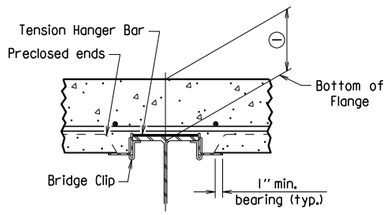
SECTION B-B

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.)

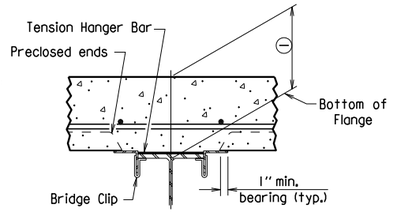
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



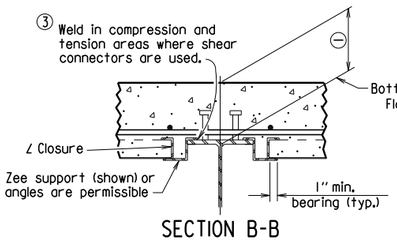
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



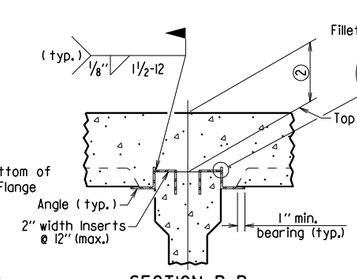
SECTION B-B

1" = 1'-0"
(Showing permissible support for tension flange where shear connectors are not used)



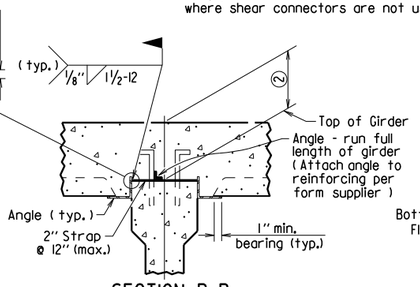
SECTION B-B

1" = 1'-0"
(Showing ∠ Closure)



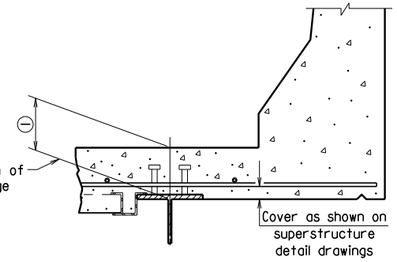
SECTION B-B (FOR CONCRETE GIRDERS)

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

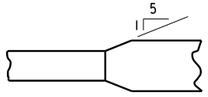
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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

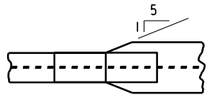
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	STEEL BRIDGE STRUCTURES 55007			

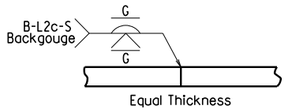


Plan-Unequal Width (Flg.)

FLANGE SPLICE

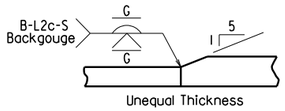


FLANGE SPLICE AT UNEQUAL BOTTOM FLANGE WIDTHS



Equal Thickness

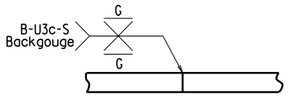
WEB & FLANGE SPLICE



Unequal Thickness

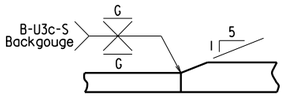
FLANGE SPLICE

(Use when Base Metal Thickness is Equal to or Less than 2")



Equal Thickness

WEB & FLANGE SPLICE

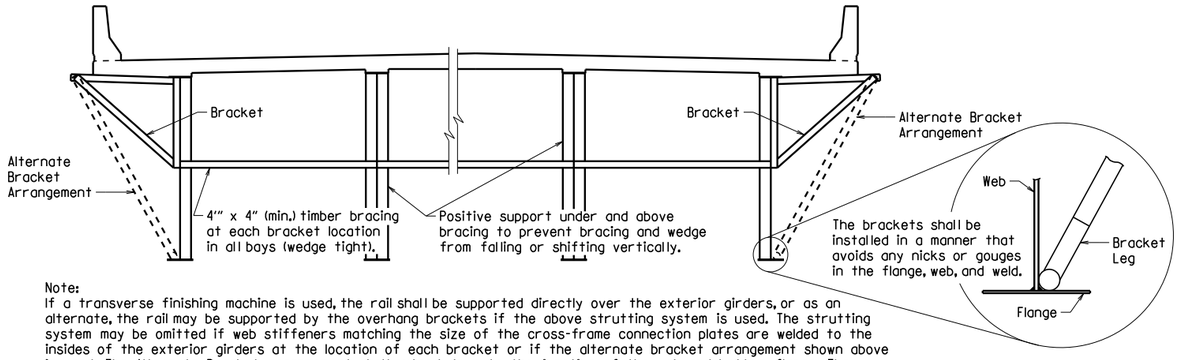


Unequal Thickness

FLANGE SPLICE

(Use when Base Metal Thickness is Greater than 2")

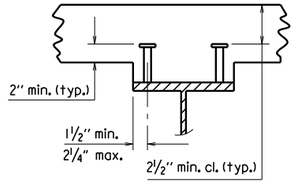
DETAILS OF WELDED SPLICES FOR PLATE GIRDERS



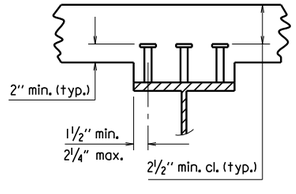
Note:
If a transverse finishing machine is used, the rail shall be supported directly over the exterior girders, or as an alternate, the rail may be supported by the overhang brackets if the above strutting system is used. The strutting system may be omitted if web stiffeners matching the size of the 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)



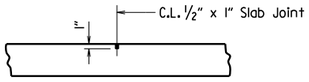
2 STUDS PER ROW



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.

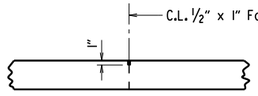
SHEAR CONNECTOR DETAIL



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.

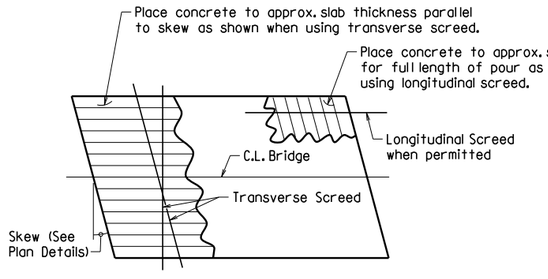
ADDITIONAL NOTES IF SIDEWALKS OR RAISED MEDIANS ARE REQUIRED:
Slab Joints shall be installed before the sidewalk or raised median is poured. After installation of the joint in the sidewalk or raised median and prior to pouring the parapet rail, the joint sealer shall be placed extending across the deck 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



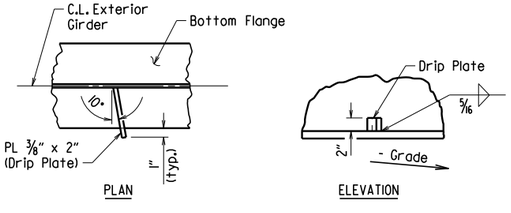
Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Seal color shall be gray or other color similar to concrete.

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

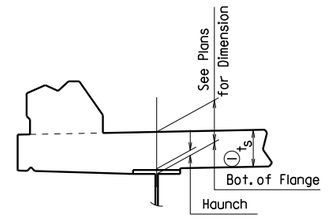
Drip Plate to be welded to the outer side of the bottom flange of the exterior girders.

Locate drip plate 5'-0" from C.L. Bearing on high side of each Bent, unless otherwise noted in the plans.

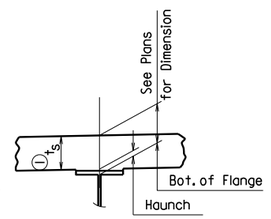
BOTTOM FLANGE DRIP PLATE

(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.

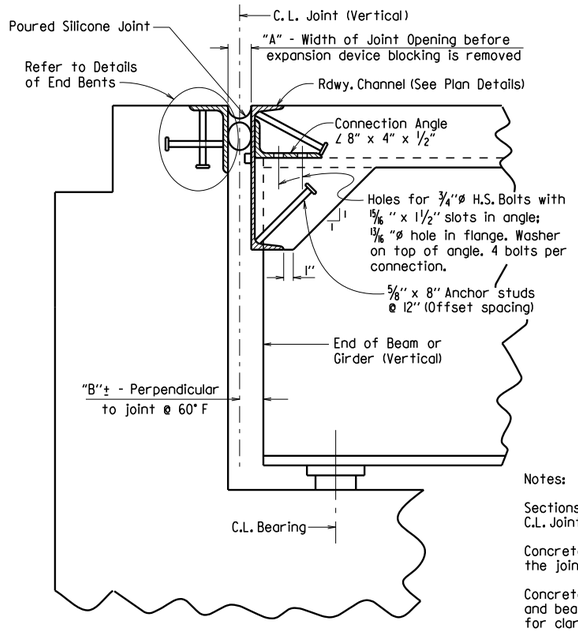
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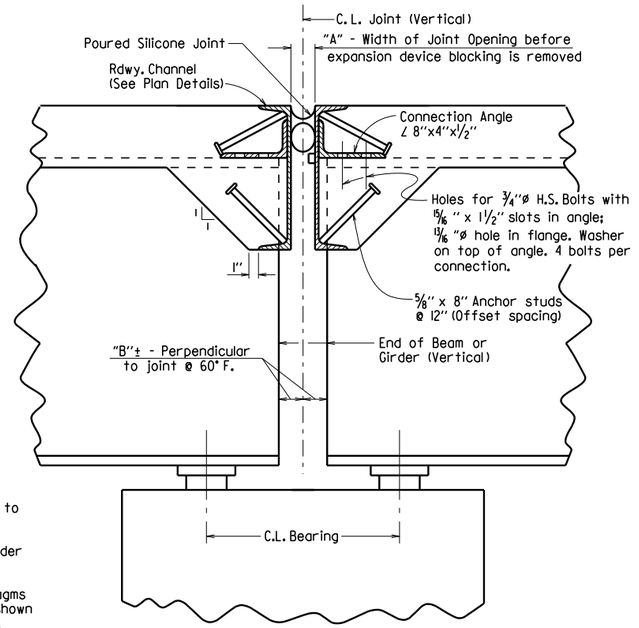
DESIGNED BY: STD. DATE: —

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



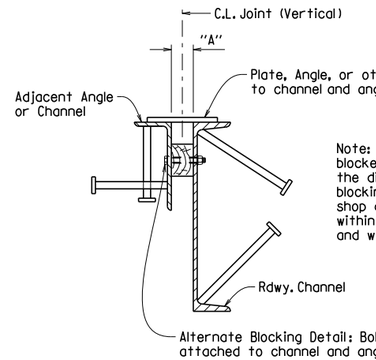
SECTION THRU JOINT AT INTERMEDIATE BENT

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:

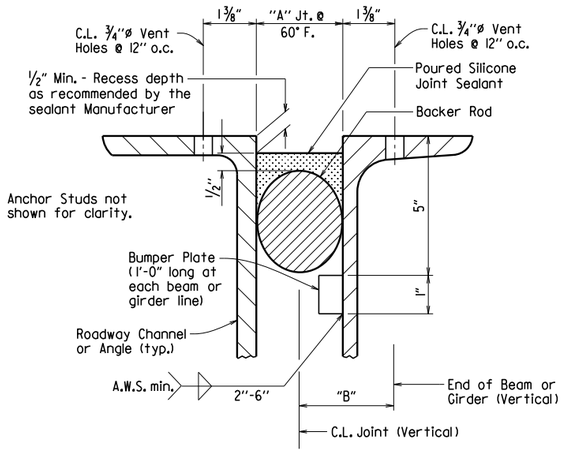
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams or girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior 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.



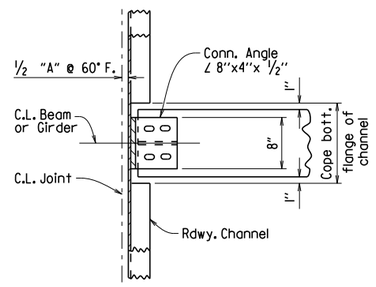
DETAIL OF POURED SILICONE JOINT

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.

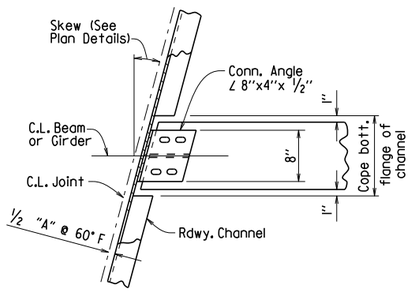
The Contractor shall verify separation of the backer rod from the joint material after the joint material has set.

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.



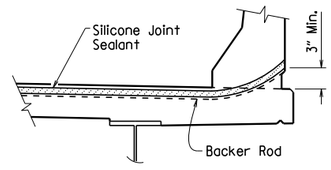
CHANNEL CONNECTION DETAIL

BENTS WITHOUT SKEW

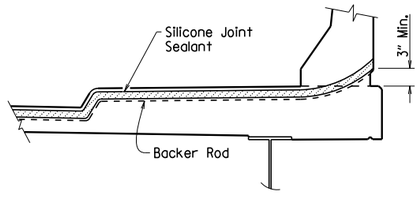


CHANNEL CONNECTION DETAIL

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

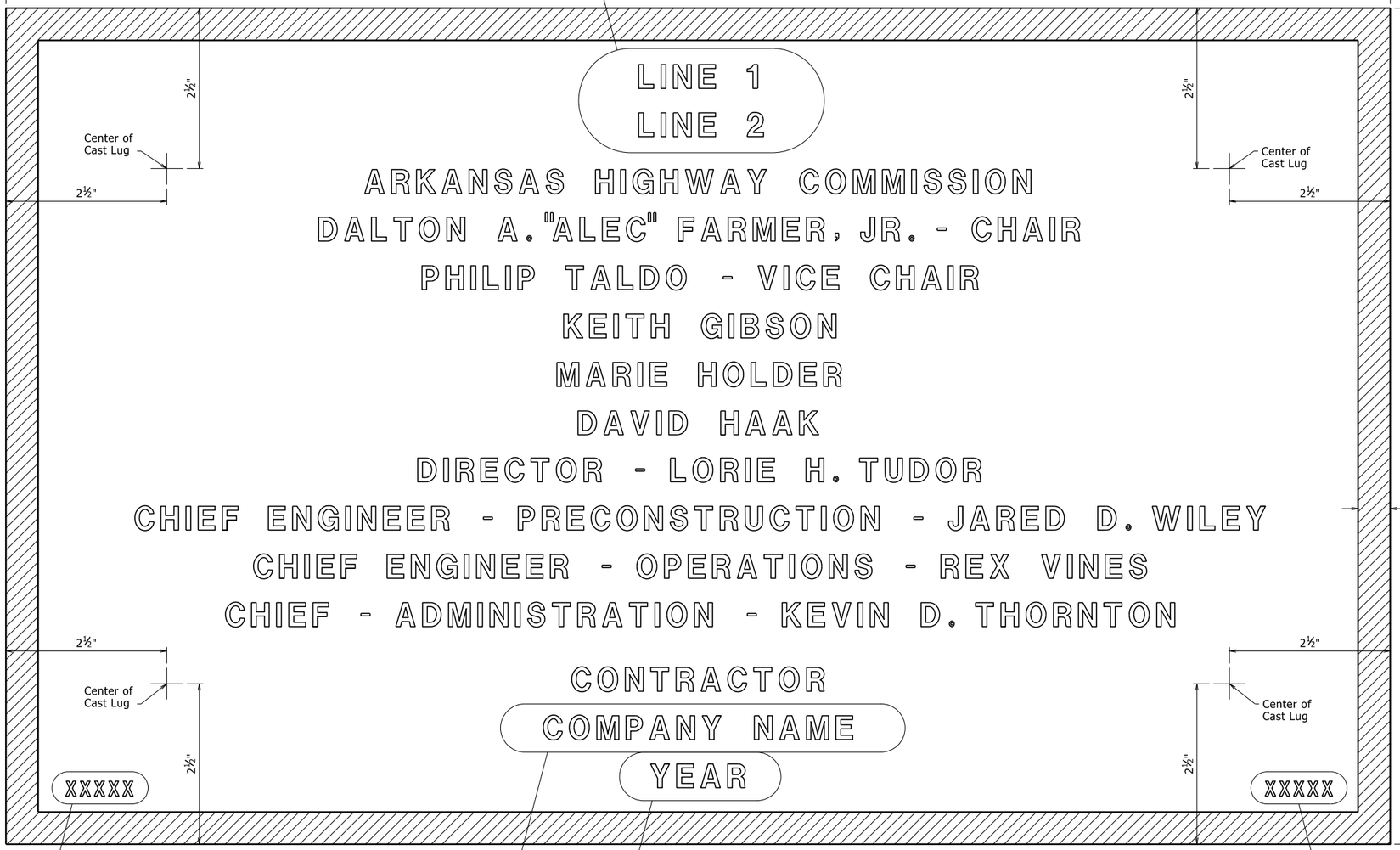
DESIGNED BY: STD. DATE: —

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	



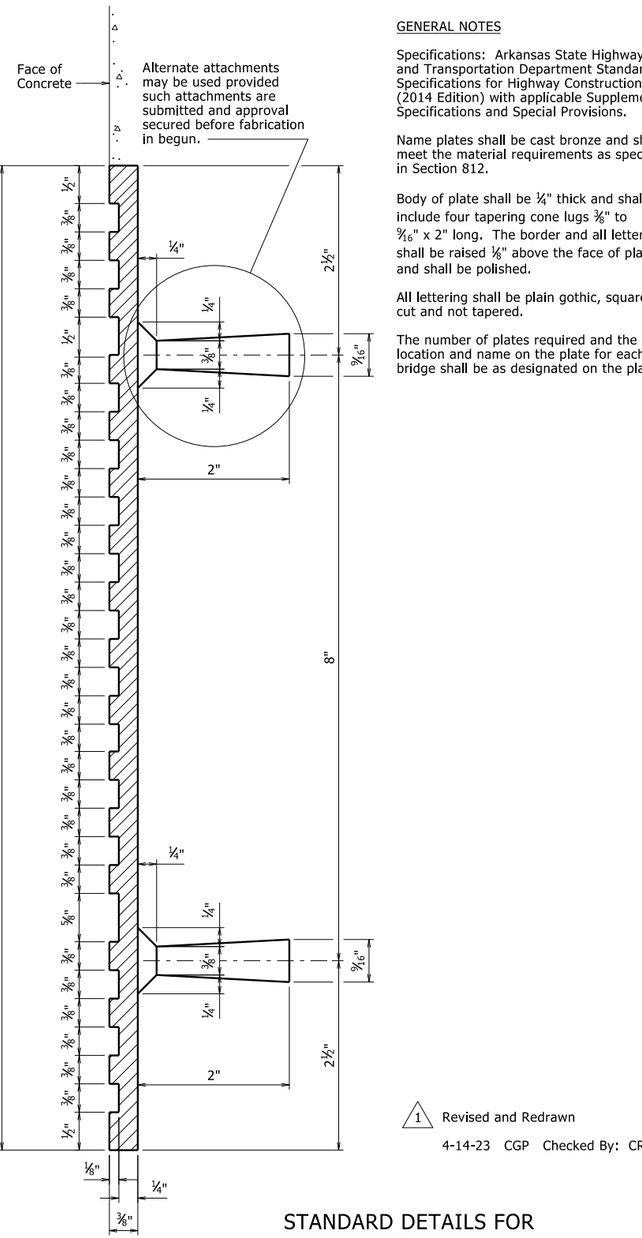
Place the design live loading here using ⅛" raised letters and numerals ¼" high. Examples: HS20, HL-93

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
3/24/16				6	ARK.			
				JOB NO.				
				①		STEEL H-PILES		55020

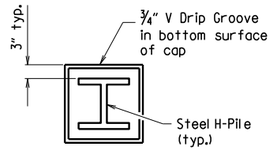
GENERAL NOTES FOR STEEL H-PILES:

Steel H-Piles shall conform to AASHTO M 270, Grade 36 or greater.

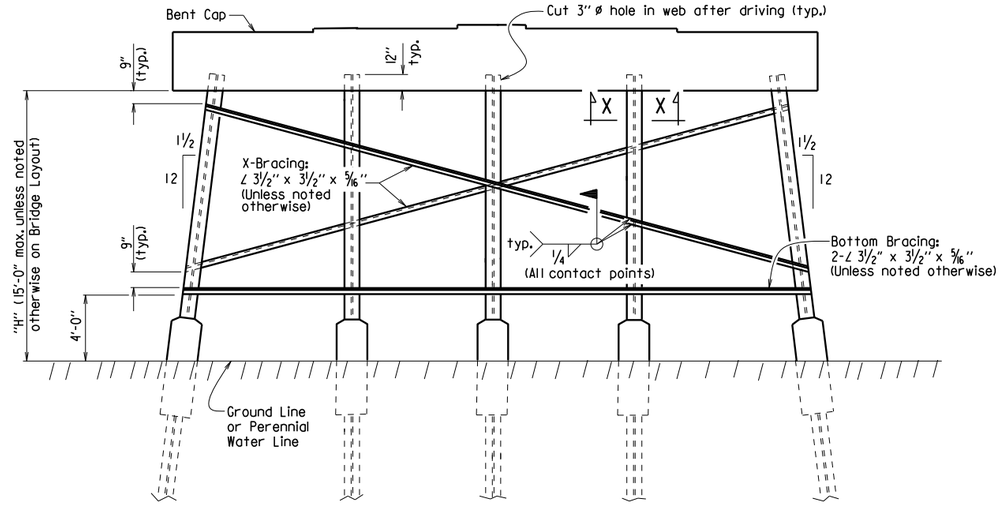
See Bridge Layout and Bent Details for pile size, estimated length, spacing, pile anchorage (if required) and for driving information.

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.

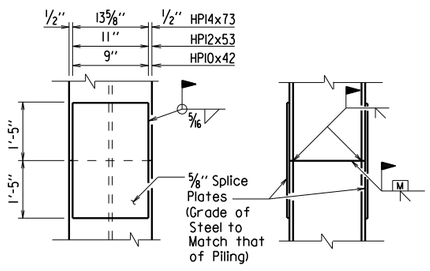
Omit X-Bracing and Bottom Bracing when "H" is 5 feet or less.

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)



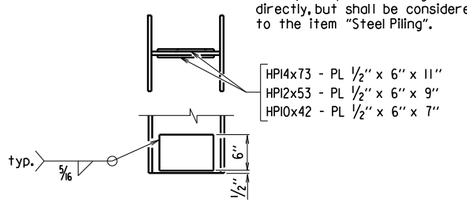
The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

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:

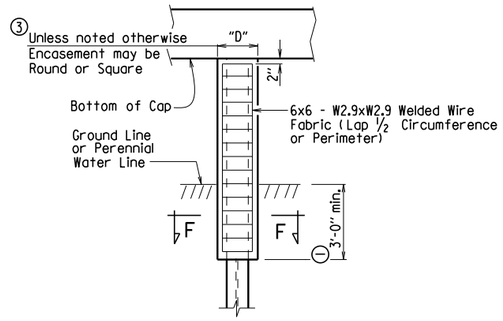
⚠ See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

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.

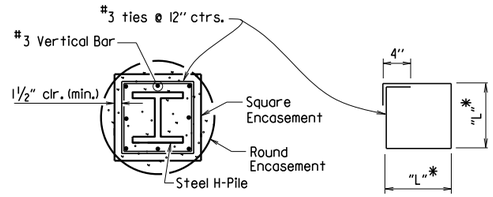
Welded Wire Fabric shall conform to AASHTO M 55 or M 221. Galvanized Corrugated Steel Pipe shall conform to AASHTO M 36 and M 218.

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)

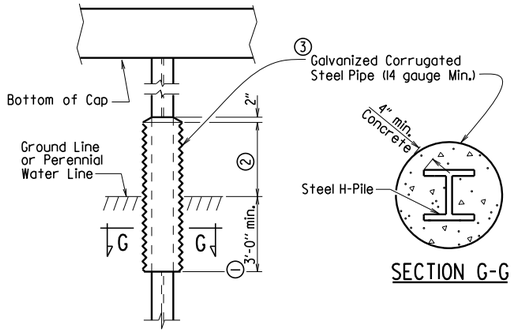


SECTION F-F

*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

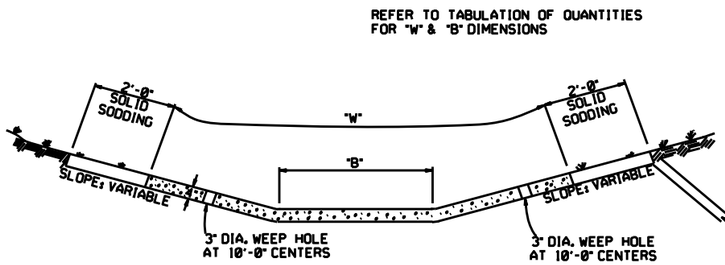
STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

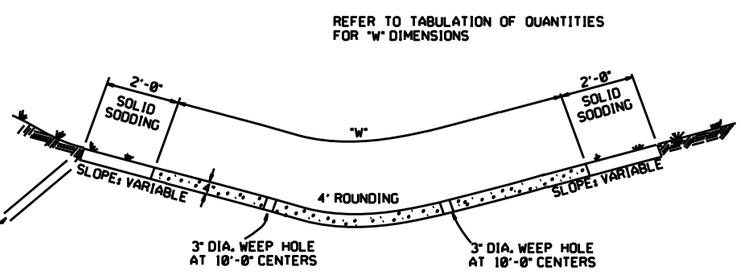
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CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55020



TYPE A

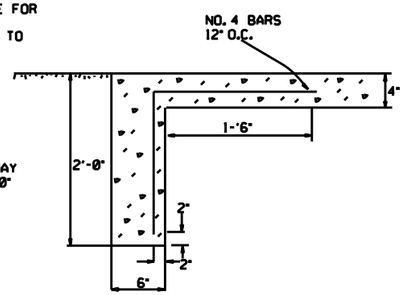
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



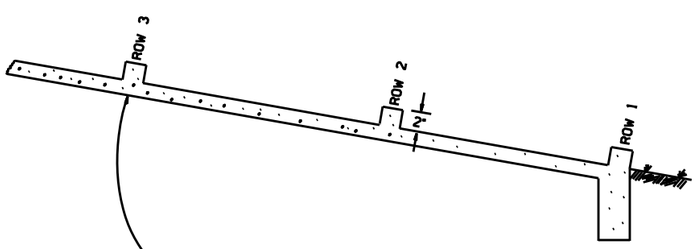
TYPE B

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

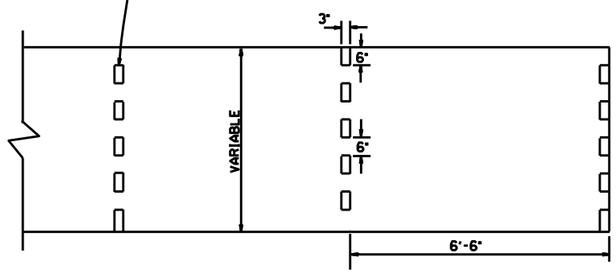


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



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.

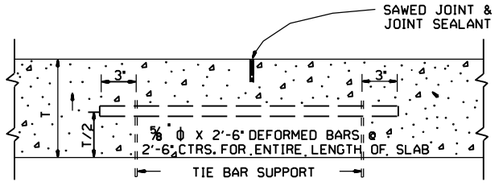
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

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

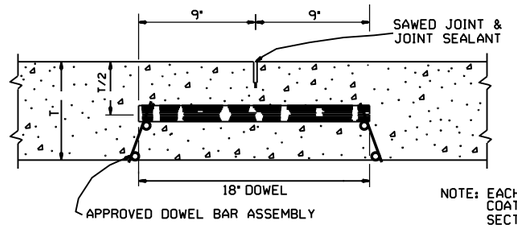
STANDARD DRAWING CDP-1



LONGITUDINAL JOINT

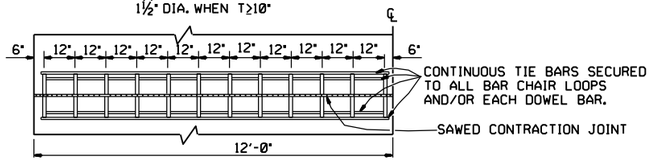
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

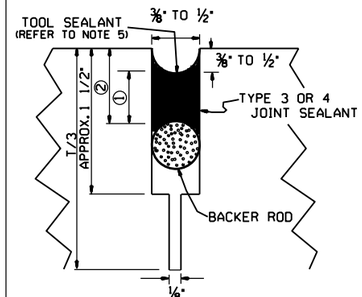
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



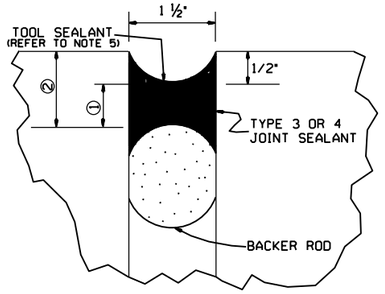
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



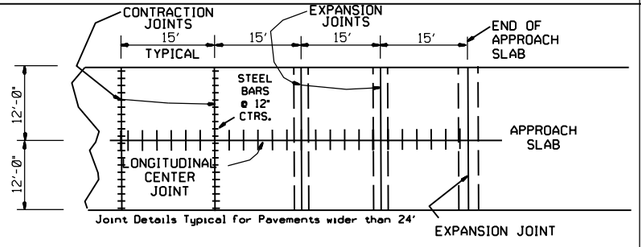
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

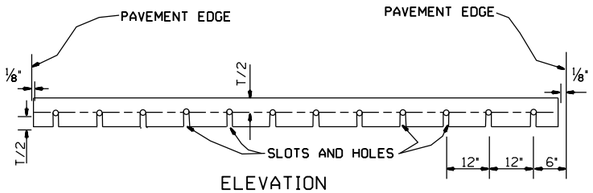
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	5/16	¾	7/16
¾	⅜	⅞	⅜
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	⅜	¾
⅜	¾	½	1

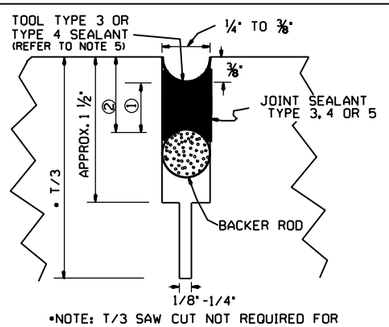


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



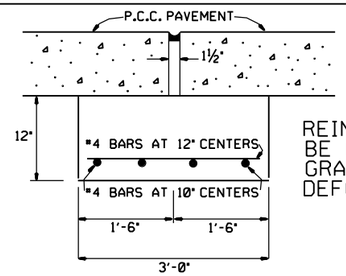
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



•NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

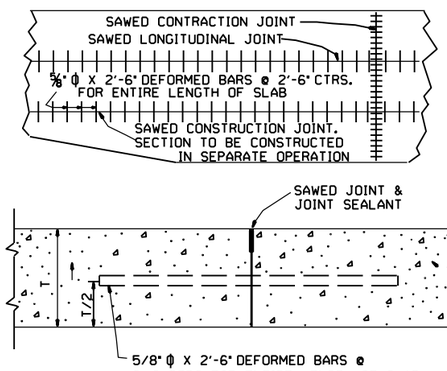


REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

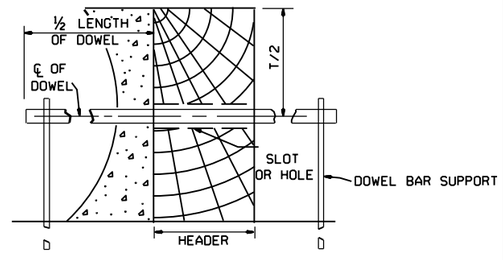
GENERAL NOTES

1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION 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 SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.



NOTE: TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

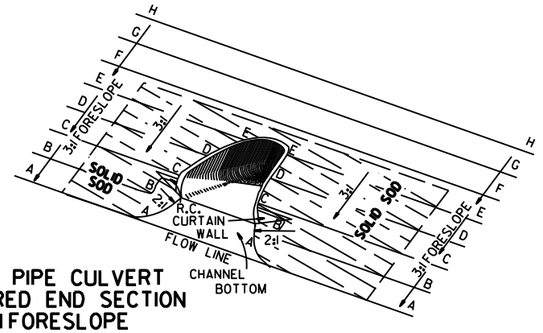
TRANSVERSE CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
11-07-19	REV. EXP. JOINT REF ON APP. SLAB	
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88

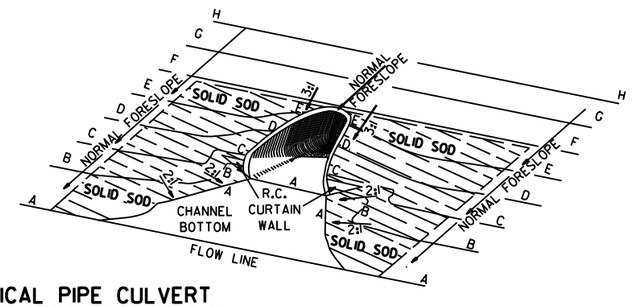
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

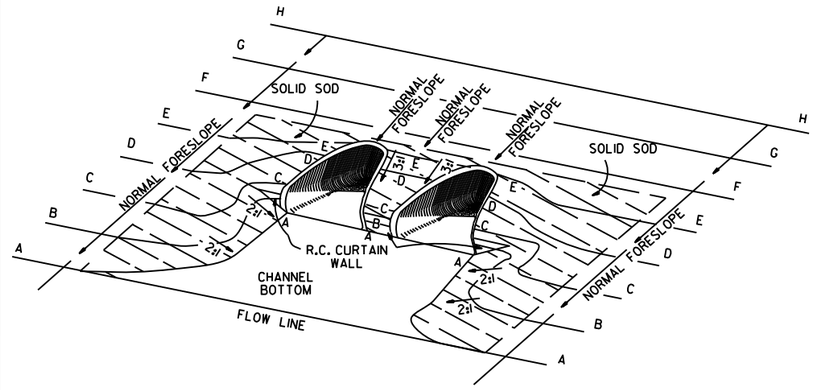
STANDARD DRAWING CPTJ - 6A



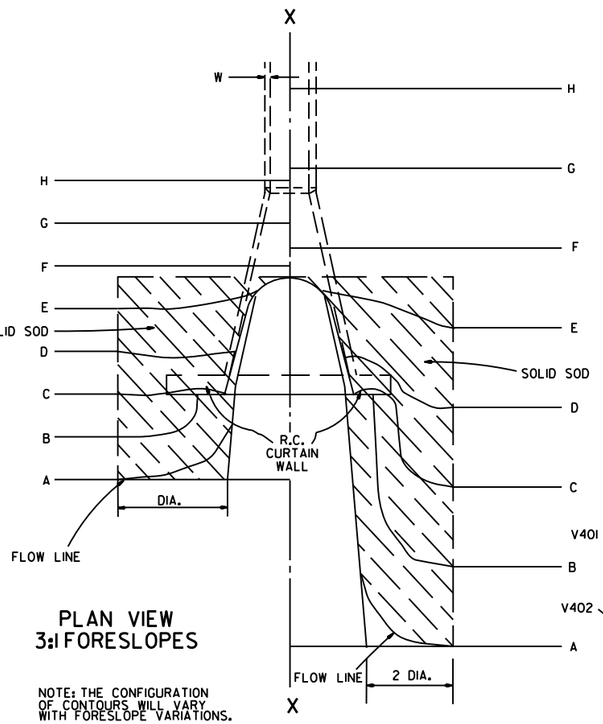
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



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

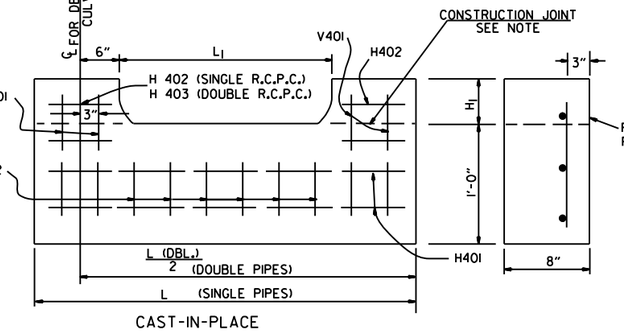
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

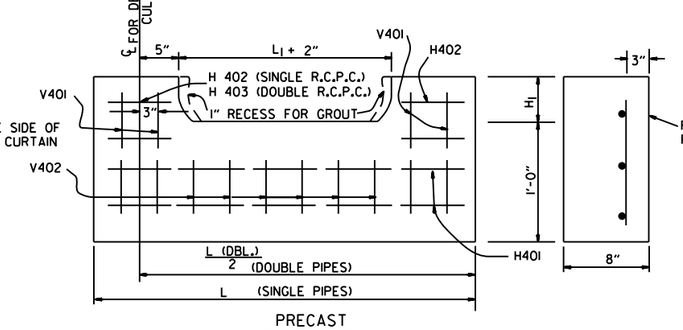
PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	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

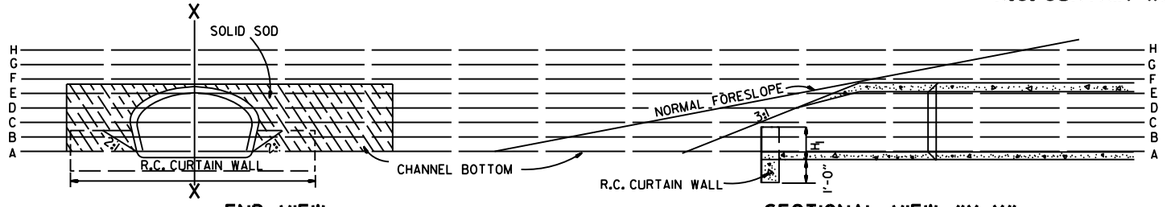
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



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

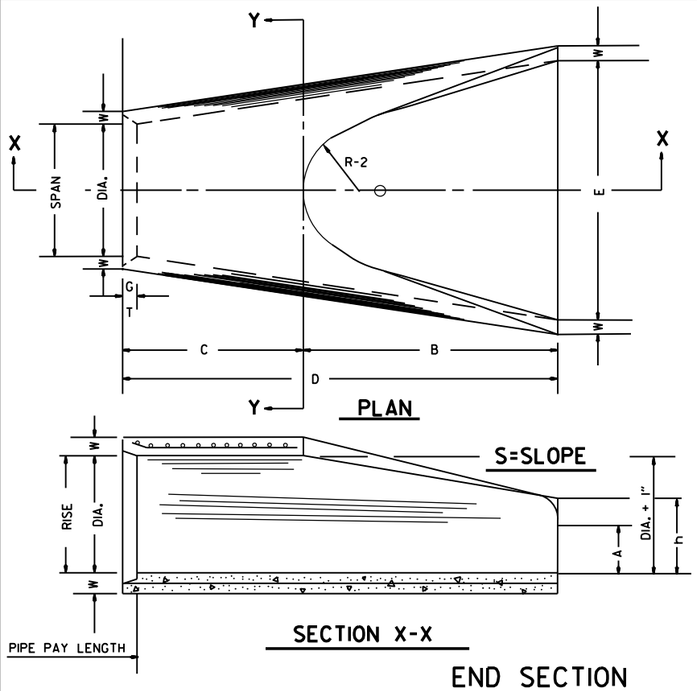
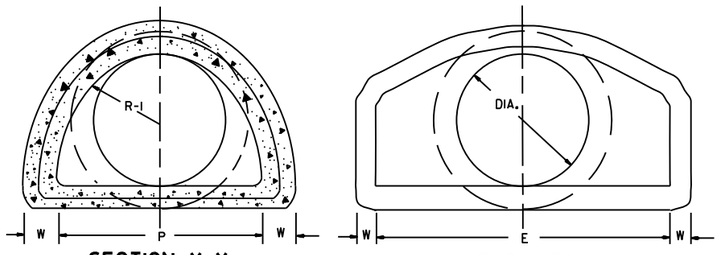


TABLE OF DIMENSIONS

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"

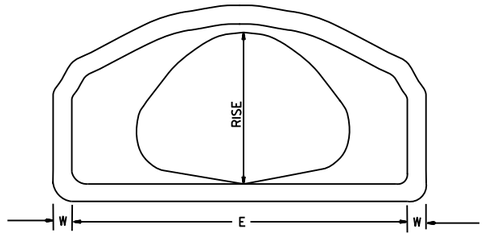


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

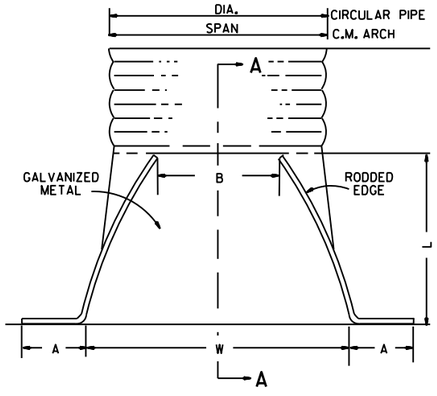
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	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

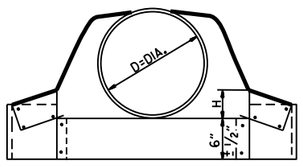
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



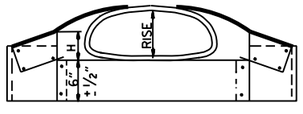
END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

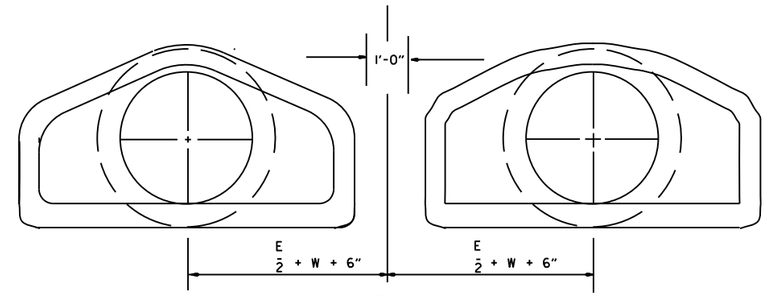
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	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

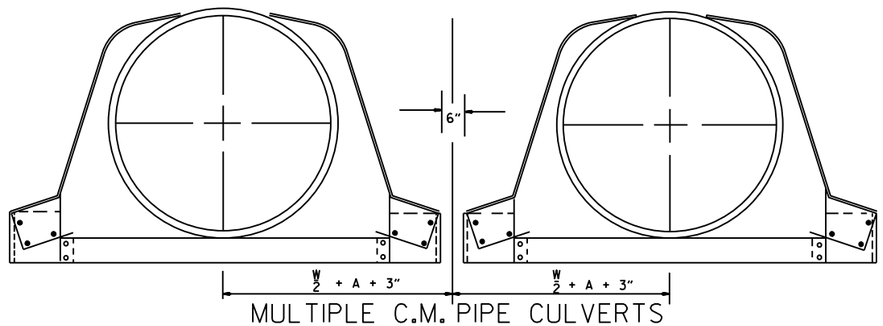
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
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



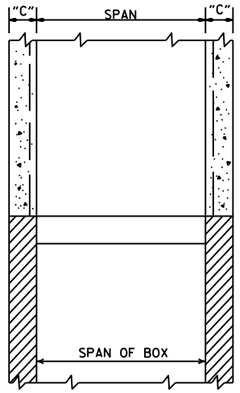
MULTIPLE C.M. PIPE CULVERTS

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

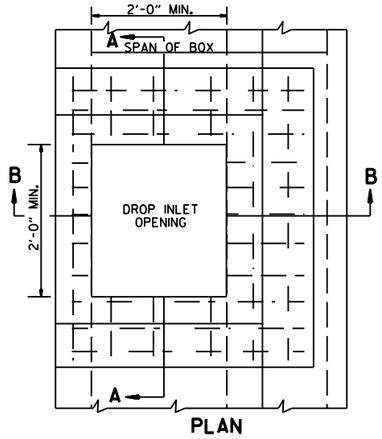
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

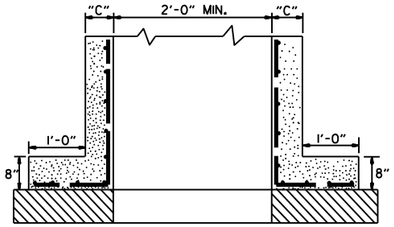
STANDARD DRAWING FES-2



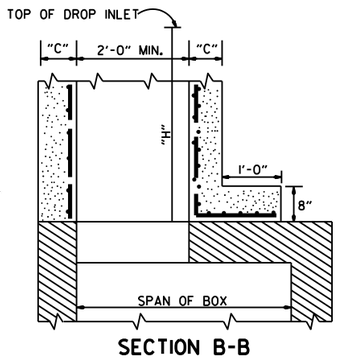
SECTION B-B



PLAN

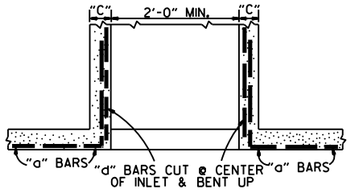


SECTION A-A

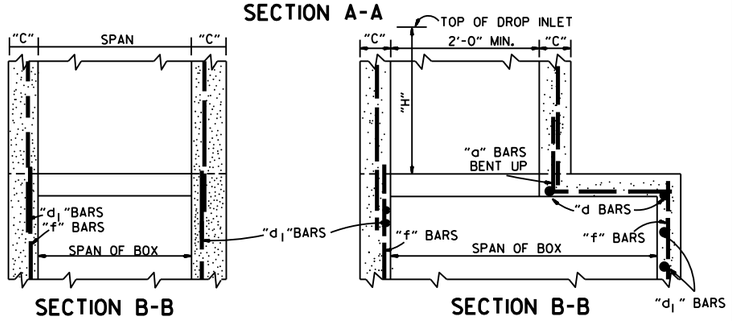


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



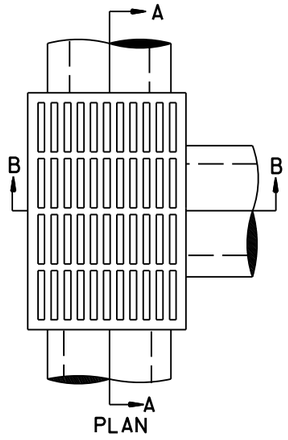
SECTION A-A



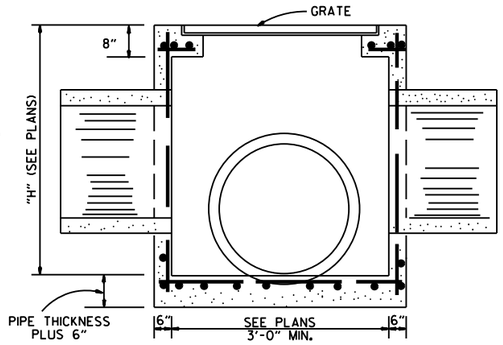
SECTION B-B SECTION B-B

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.

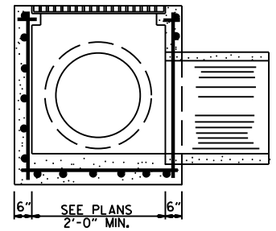


PLAN



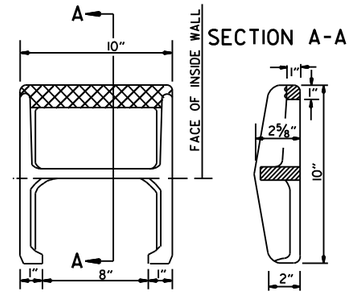
SECTION A-A

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)

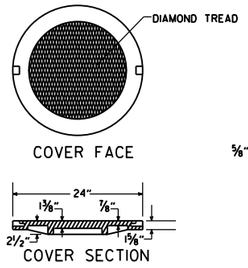


APPROX. WEIGHT = 11 LBS. (CAST IRON)

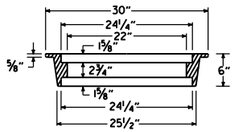
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



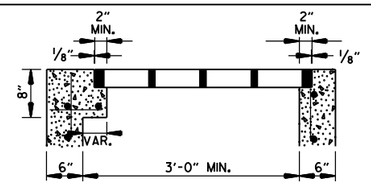
COVER SECTION



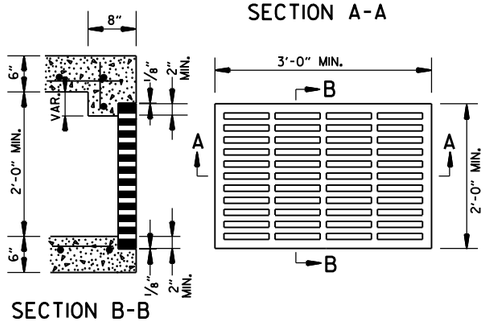
RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



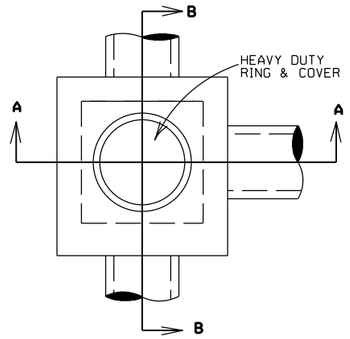
SECTION A-A



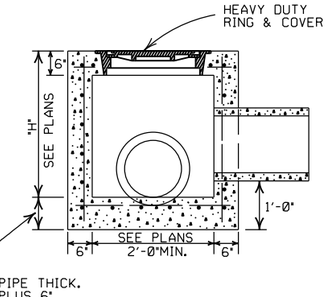
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

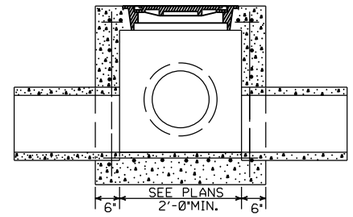


PLAN



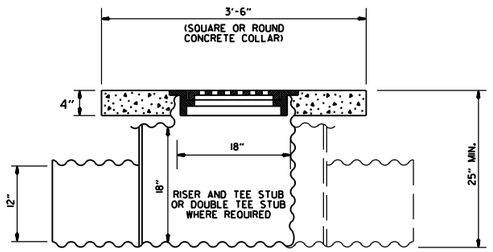
SECTION A-A

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.

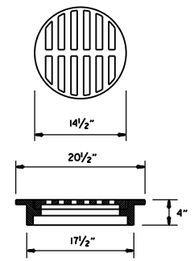


SECTION B-B

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:

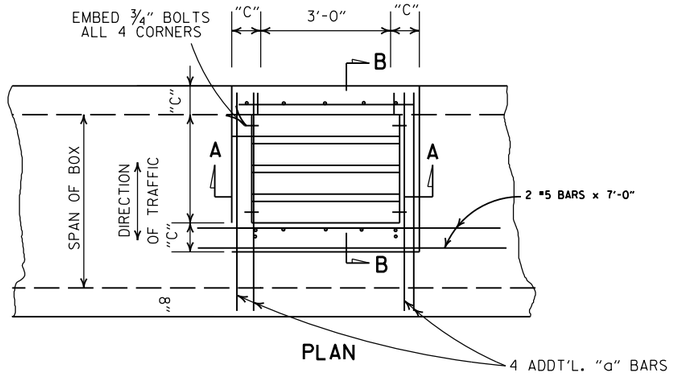
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS 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	

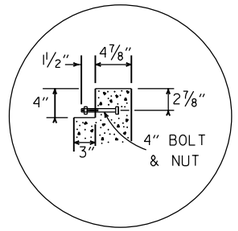
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

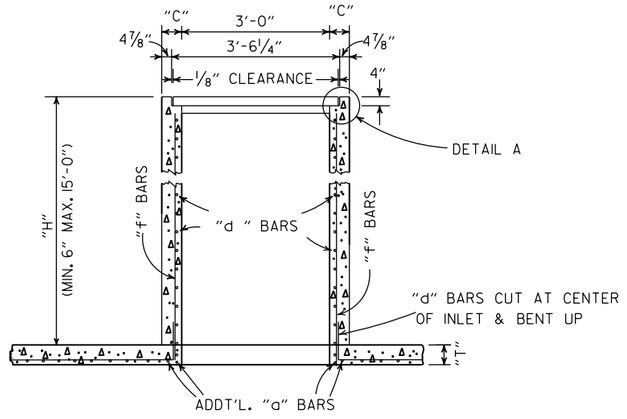
STANDARD DRAWING FPC-9



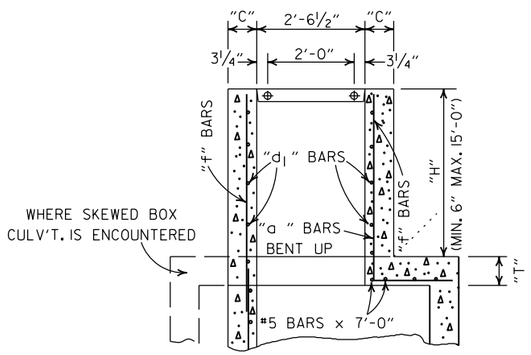
PLAN



DETAIL A



SECTION A-A

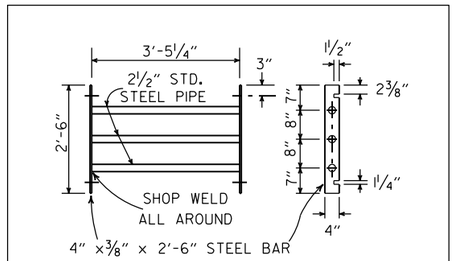


SECTION B-B

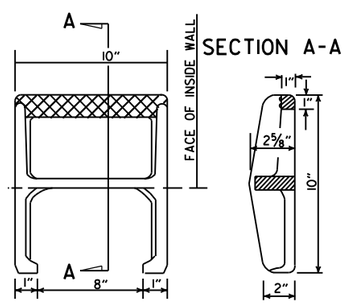
NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

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

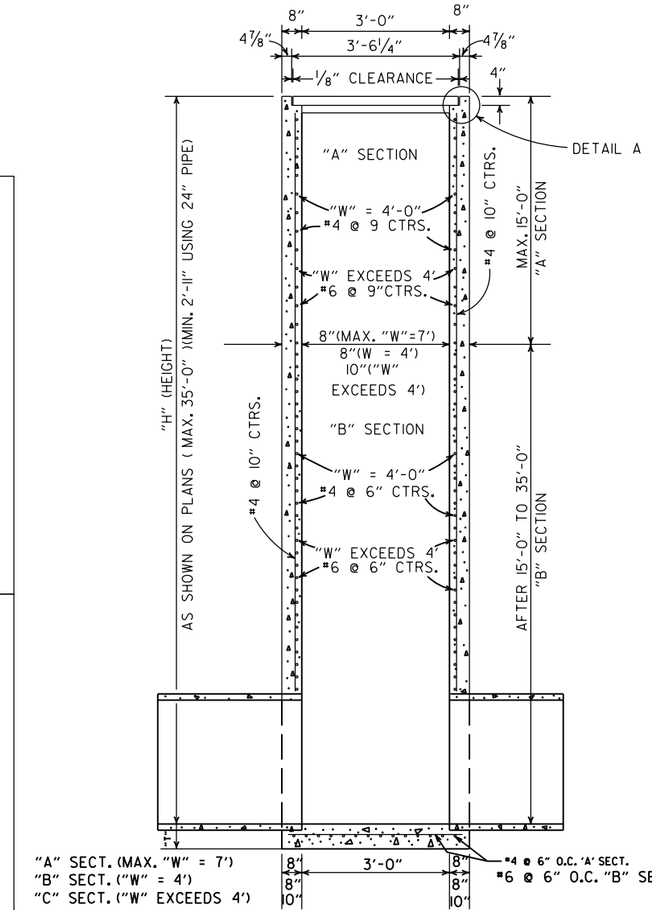
GENERAL NOTES:

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.

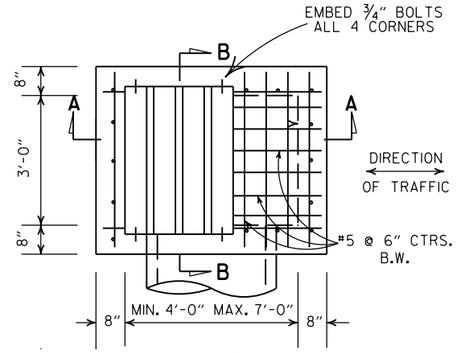
TABLE OF "W" DIMENSIONS

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"

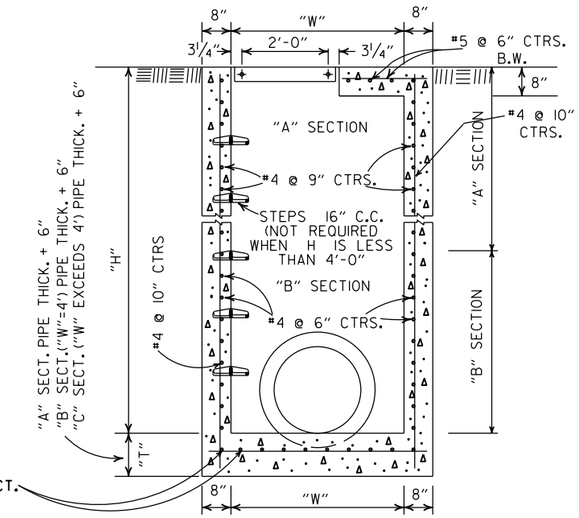
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

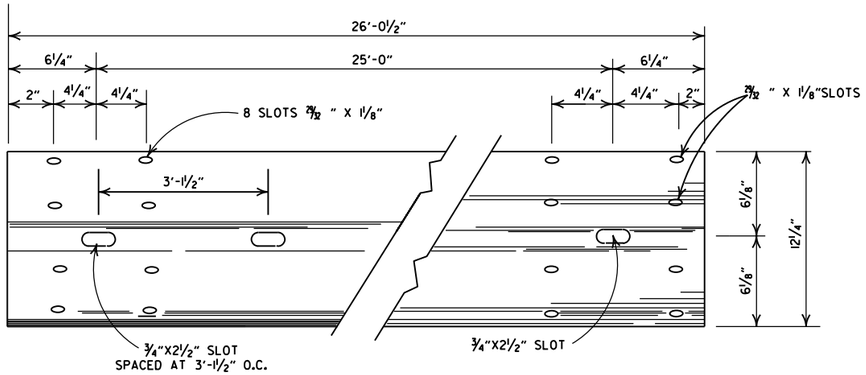
DROP INLET(TYPE RM)

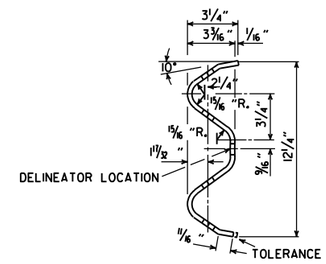
REVISED		DATE FILMED
8-22-02	ADDED & REVISED DIMENSION TO SECTION A-A	
1-12-00	CORRECTED DIMENSION ON SECTION B-B	
11-06-97	ADDED DIMENSION TO SECTION A-A	
10-18-96	REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS	
10-1-92	ADDED DIRECTION OF TRAFFIC	10-1-92
8-15-91	ADDED NOTE ABOUT 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

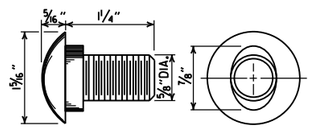
STANDARD DRAWING FPC-9D



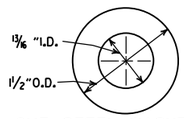


DETAILS OF W-BEAM GUARDRAIL

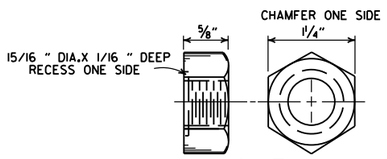
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



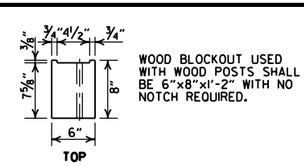
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

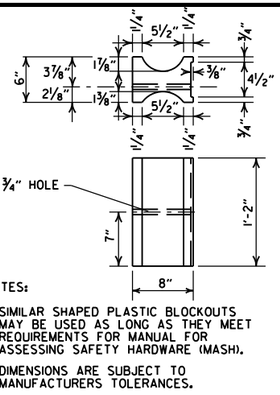


NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

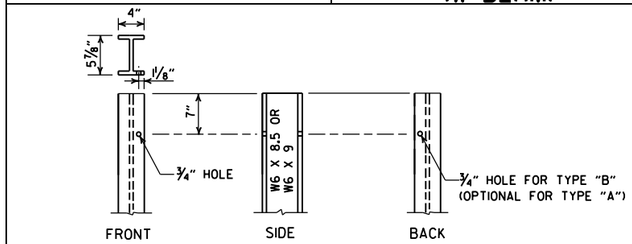
WOOD BLOCKOUT (W-BEAM)



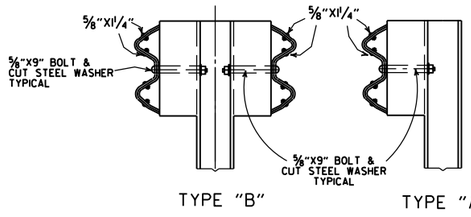
NOTES:

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.

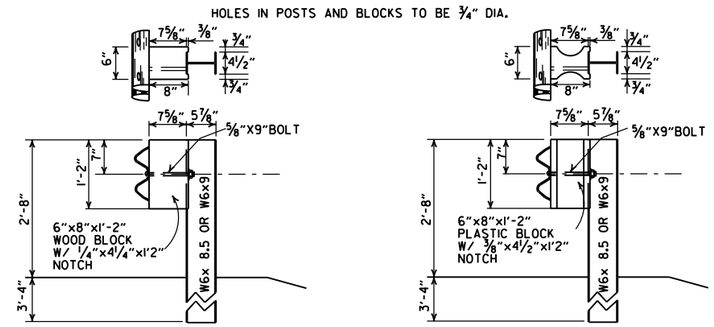
USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

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

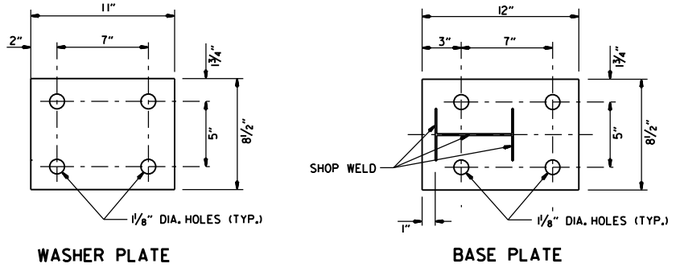
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

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

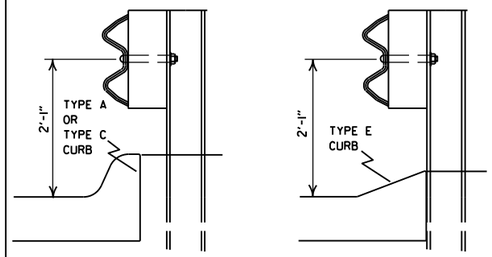
STANDARD DRAWING GR-6



WASHER PLATE

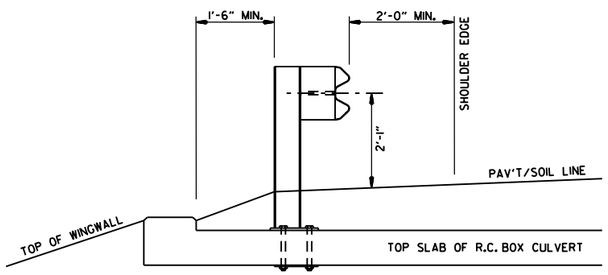
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

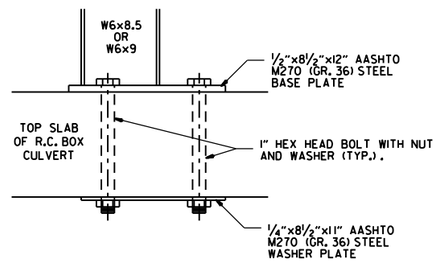


DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB (W-BEAM)

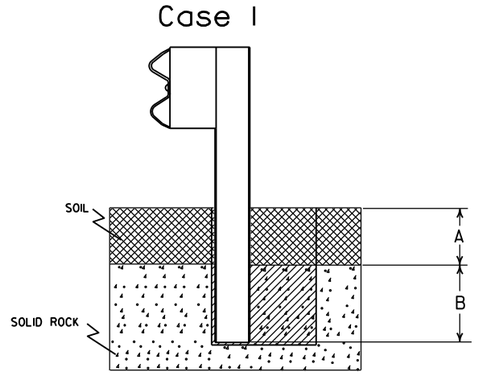
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A

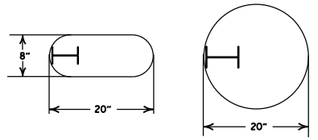


DETAIL OF CONNECTION



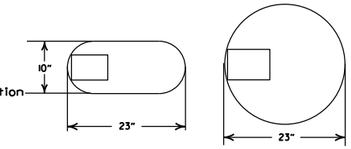
Plan View Steel Posts

Either hole configuration acceptable



Plan View Wood Posts

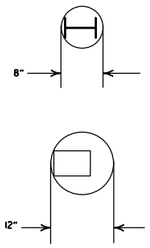
Either hole configuration acceptable



Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

Zone A:
Backfill according to Section 617.03(a).

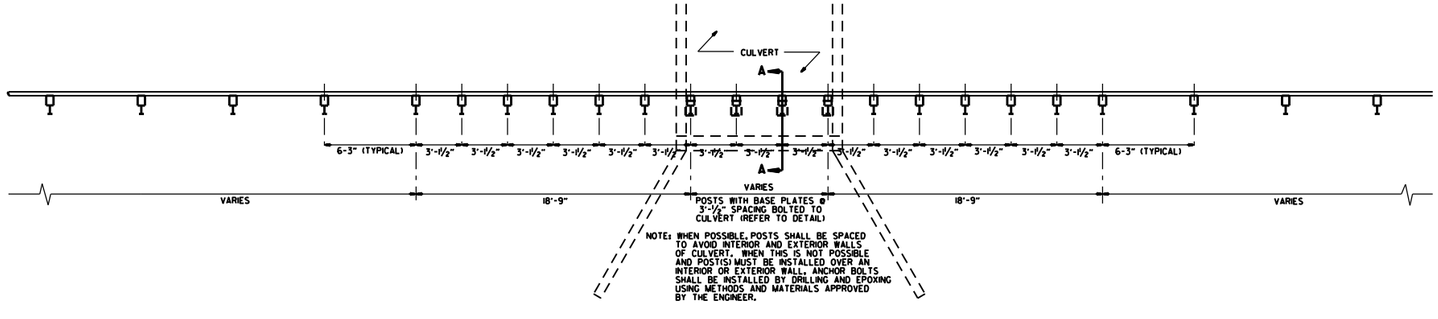
Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.



Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARDRAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARDRAIL POSTS AS SHOWN ON STD. DWG. GR-6.

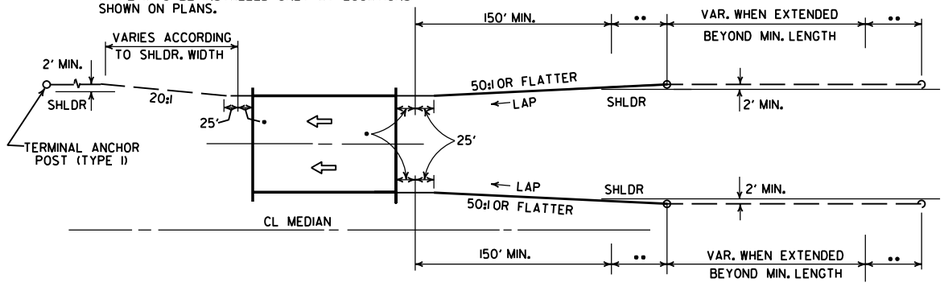
DATE	REVISION	FILMED
11-07-19	RENUMBERED, RENAMED, REVISED REFERENCE	
11-16-17	REVISED GUARDRAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
04-12-07	REVISED DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARDRAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARDRAIL PLACEMENT AT LOW-FILL CULVERTS	
03-30-00	REMOVED CONCRETE INSERT ANCHOR	
08-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADDED DET. OF GUARDRAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARDRAIL PLACE. BEHIND CURB & DET. OF POSTPLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
06-02-94	REVISED ALTERNATE POST SIZE	
08-05-93	REVISED STEEL POST SIZE	
10-01-92	REDRAWN & REVISED	10-1-92
08-02-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
07-15-88	CONFORMED TO 1988 SPECS	
03-04-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

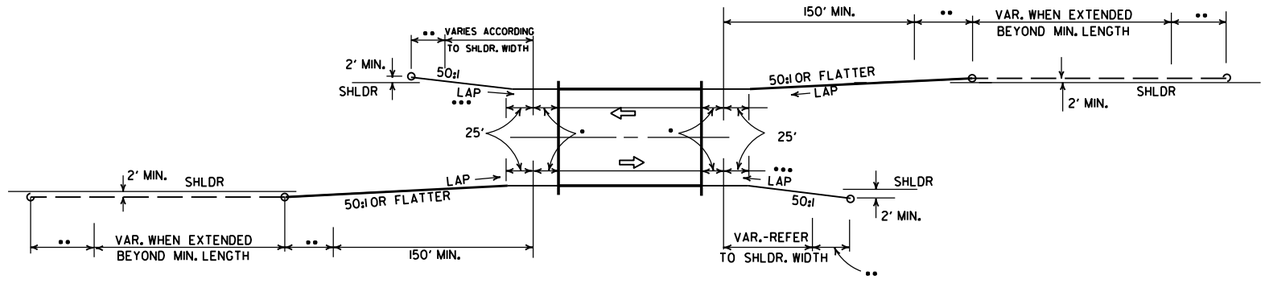
STANDARD DRAWING GR-7

NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

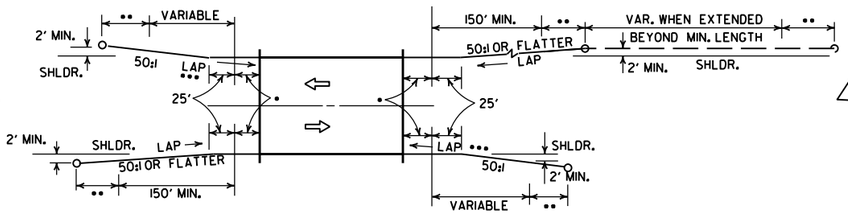
••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

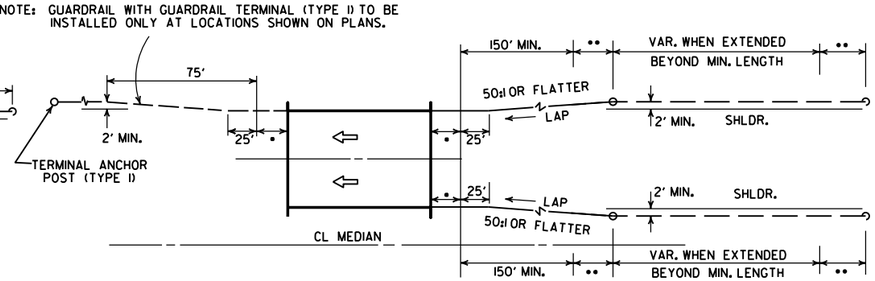
METHODS OF INSTALLATION OF GUARDRAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

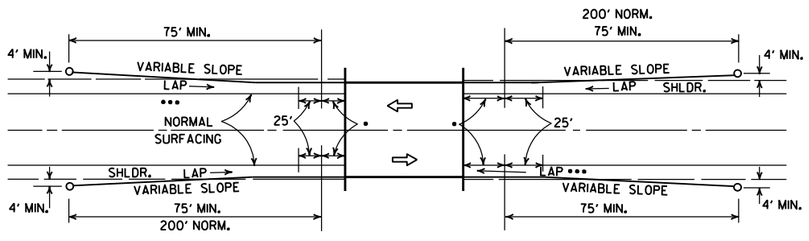
NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



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

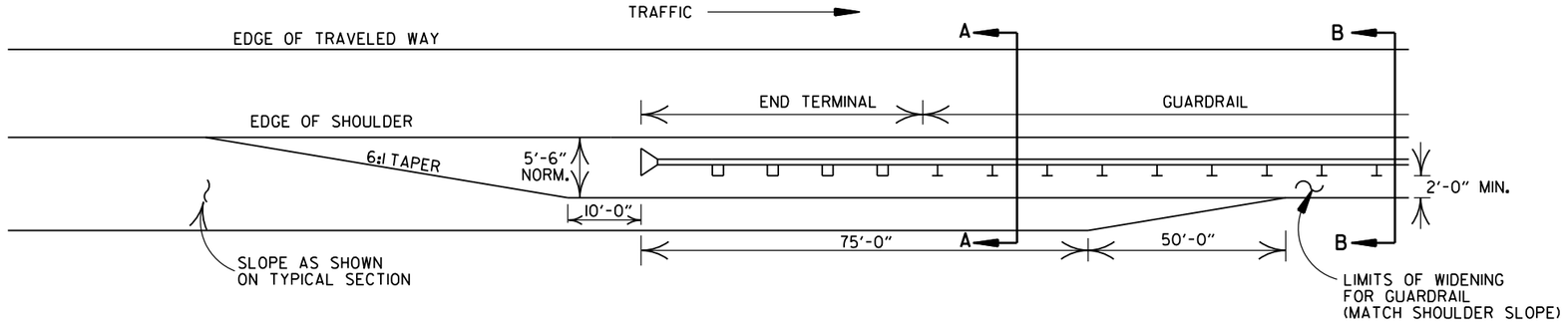
- • THRIE BEAM GUARDRAIL TERMINAL
- •• GUARDRAIL TERMINAL (TYPE 2)

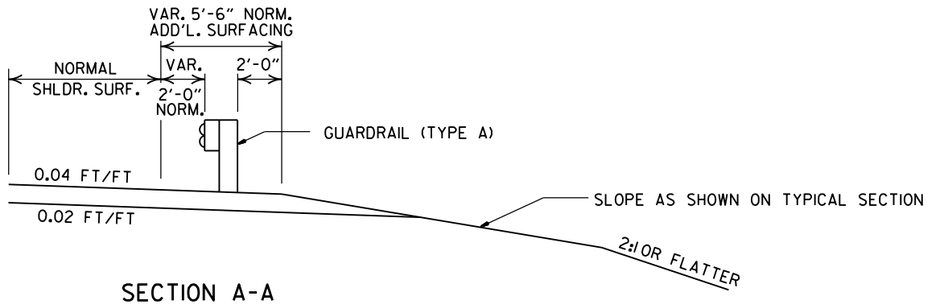
DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARDRAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

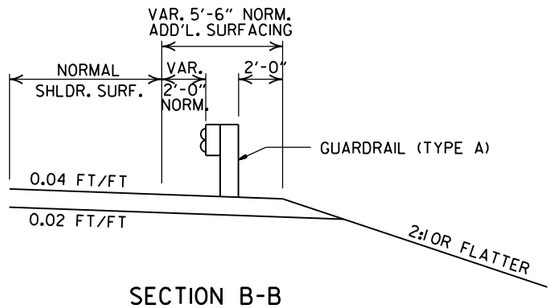
GUARDRAIL DETAILS

STANDARD DRAWING GR-8



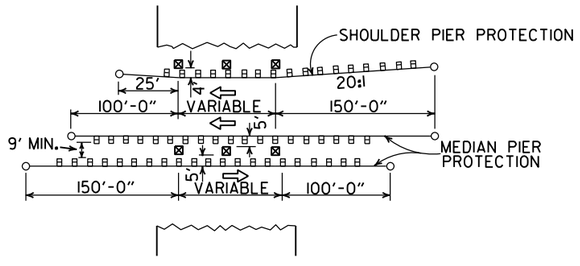


SECTION A-A



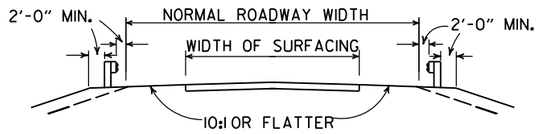
SECTION B-B

DETAILS OF WIDENING FOR GUARDRAIL

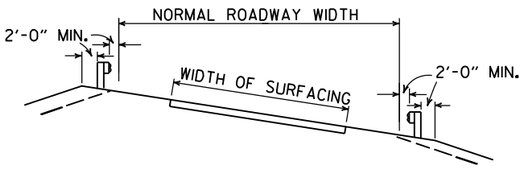


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.



SECTION ON TANGENT



SECTION ON CURVE

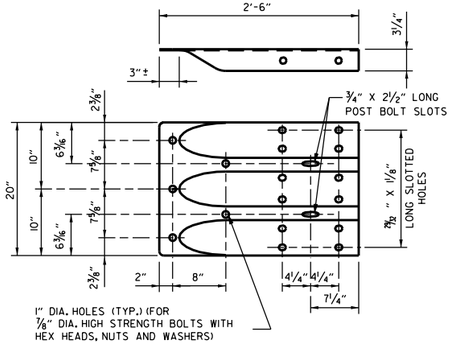
DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

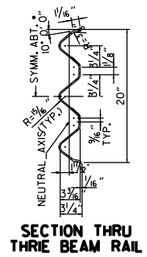
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

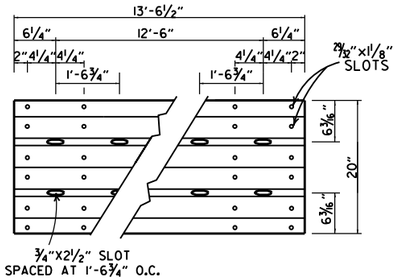
STANDARD DRAWING GR-9



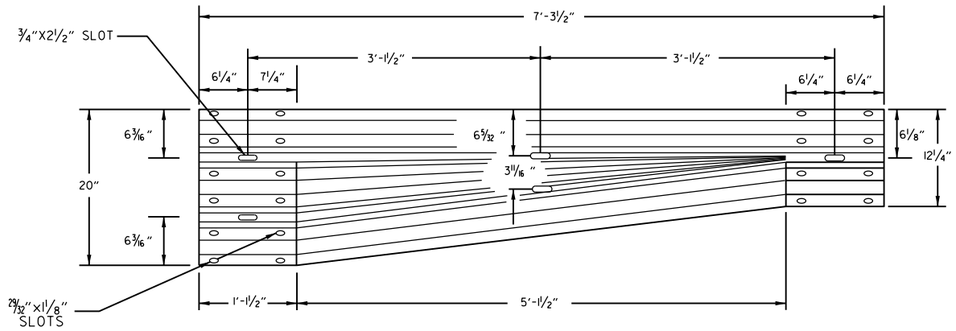
SPECIAL END SHOE



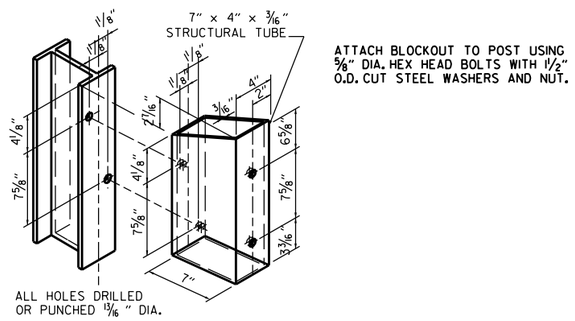
SECTION THRU THRIE BEAM RAIL



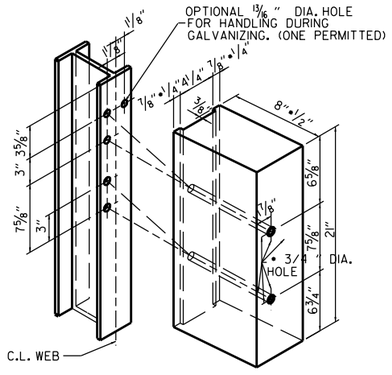
THRIE BEAM RAIL



TRANSITION SECTION



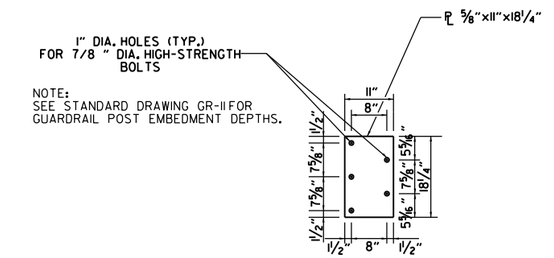
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

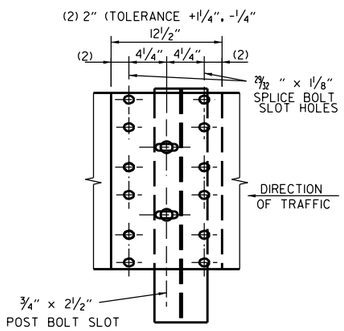
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

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.

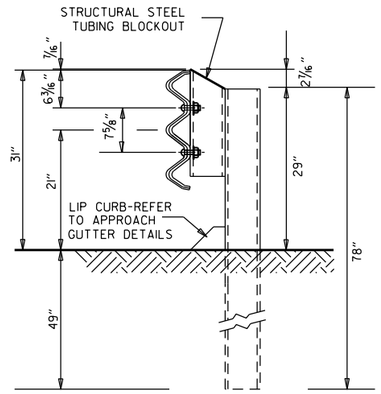
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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	

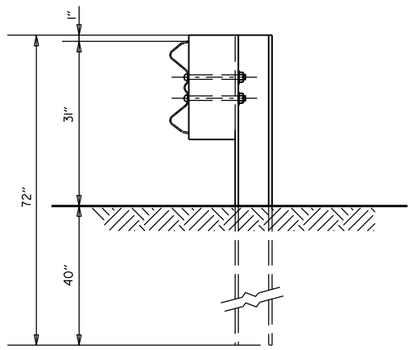
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

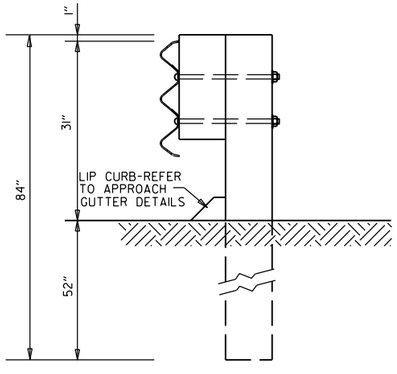
STANDARD DRAWING GR-10



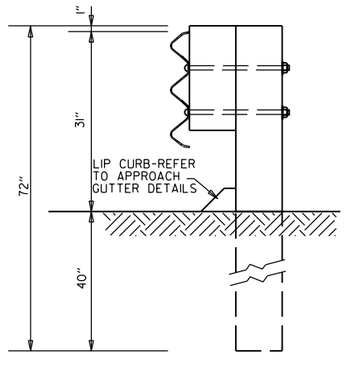
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



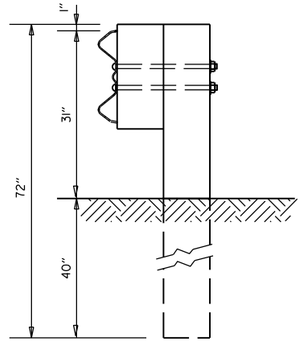
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



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.

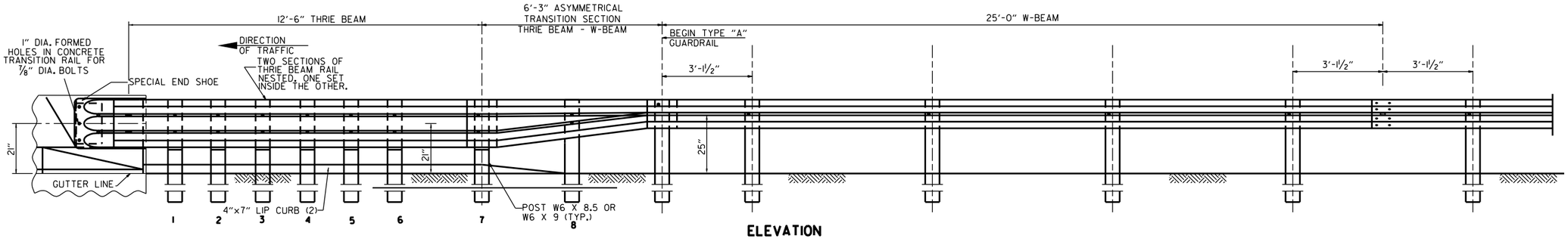
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO.1 1350 f SOUTHERN PINE.

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	

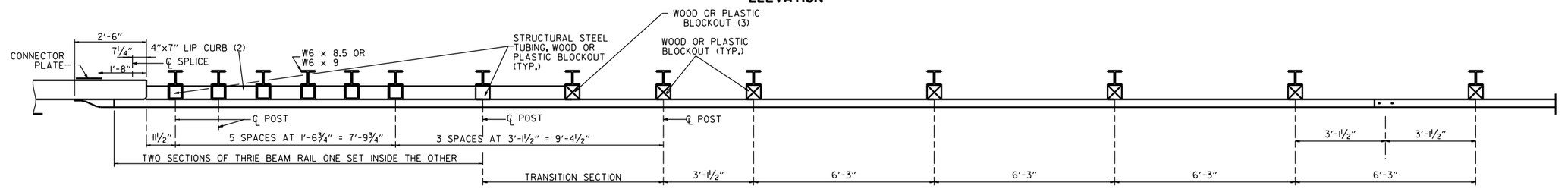
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

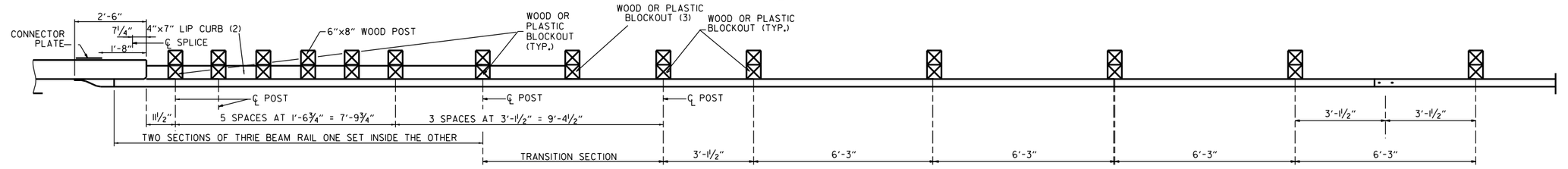
STANDARD DRAWING GR-11



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.

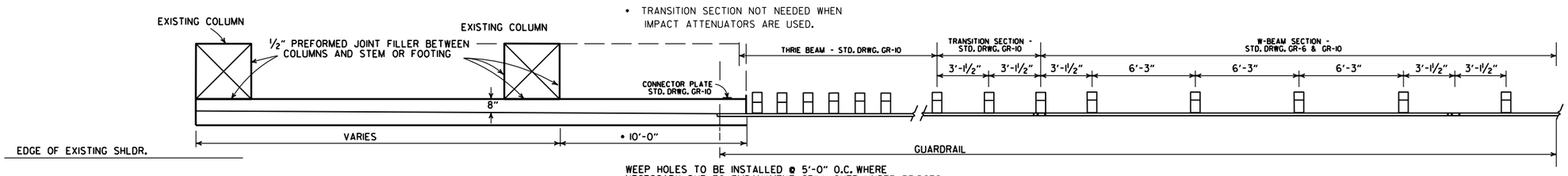
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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

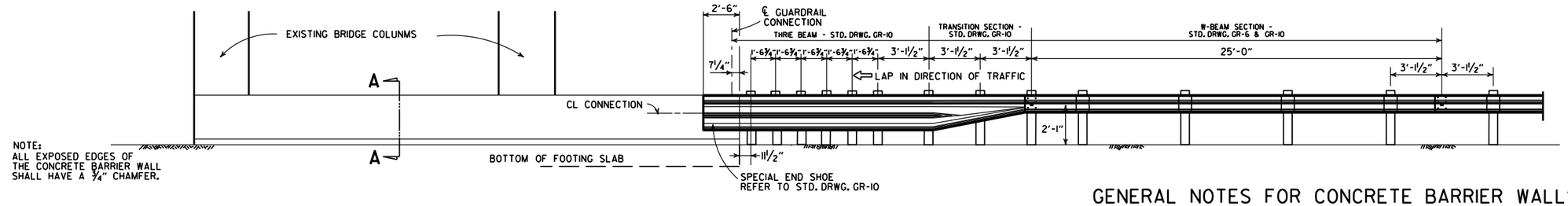
GUARDRAIL DETAILS

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



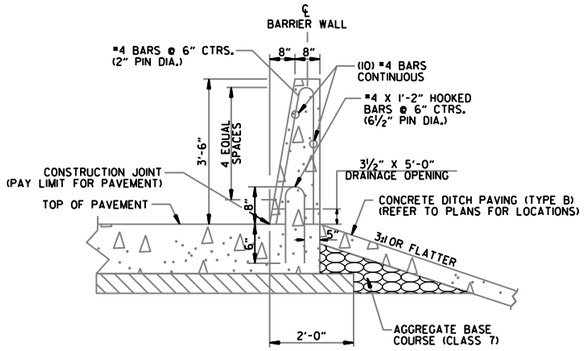
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

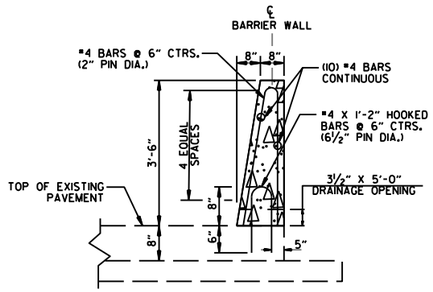
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION 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-1)

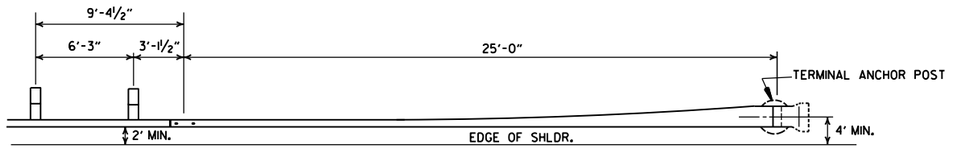
NOTE: SIDE TYPE A-1 IS FOR USE WITH EXISTING PAVEMENT.

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	

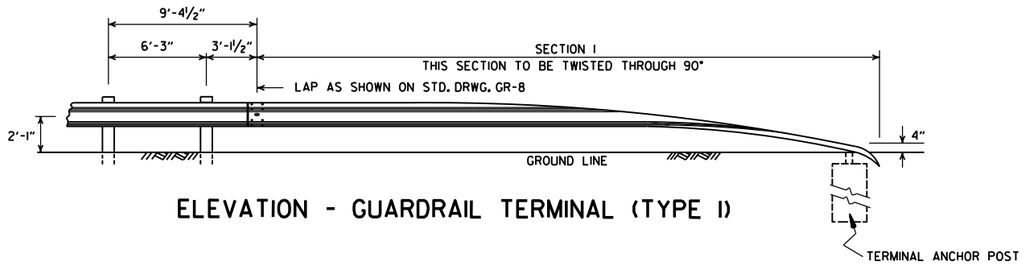
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

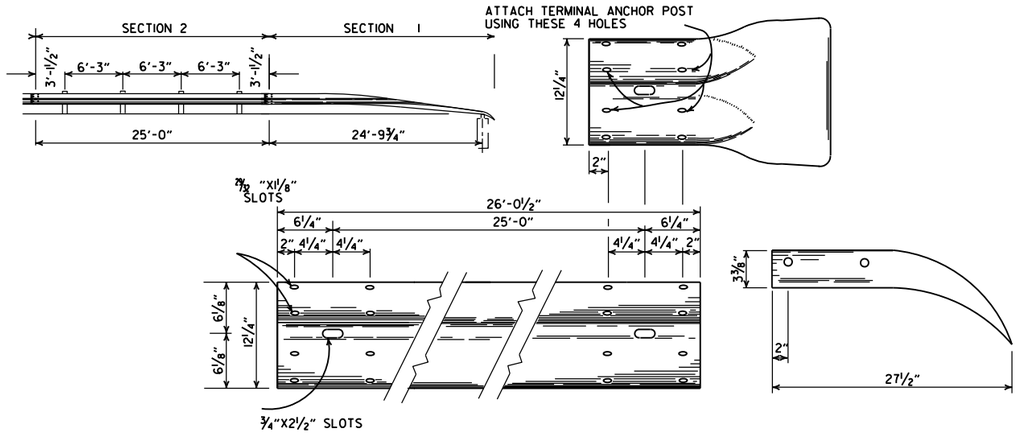


PLAN - GUARDRAIL TERMINAL (TYPE I)



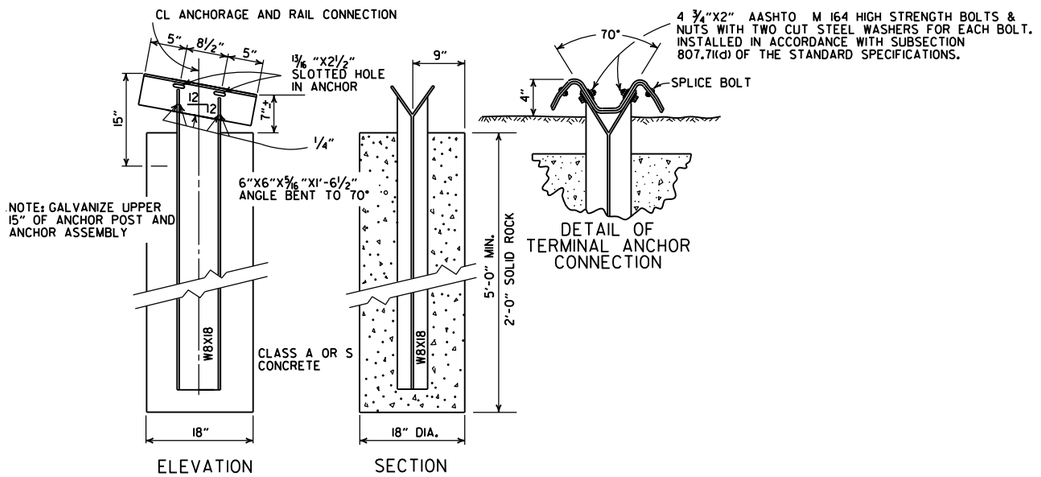
ELEVATION - GUARDRAIL TERMINAL (TYPE I)

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.

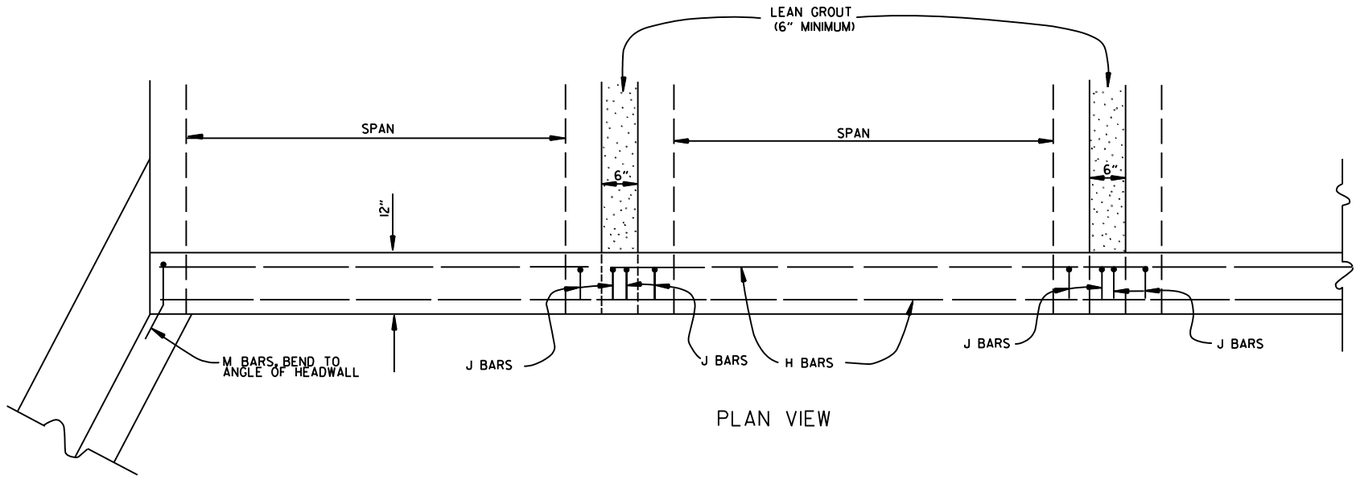
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

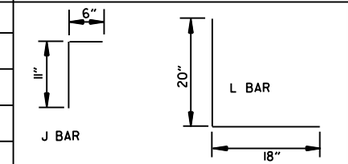
STANDARD DRAWING GRT-1



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.

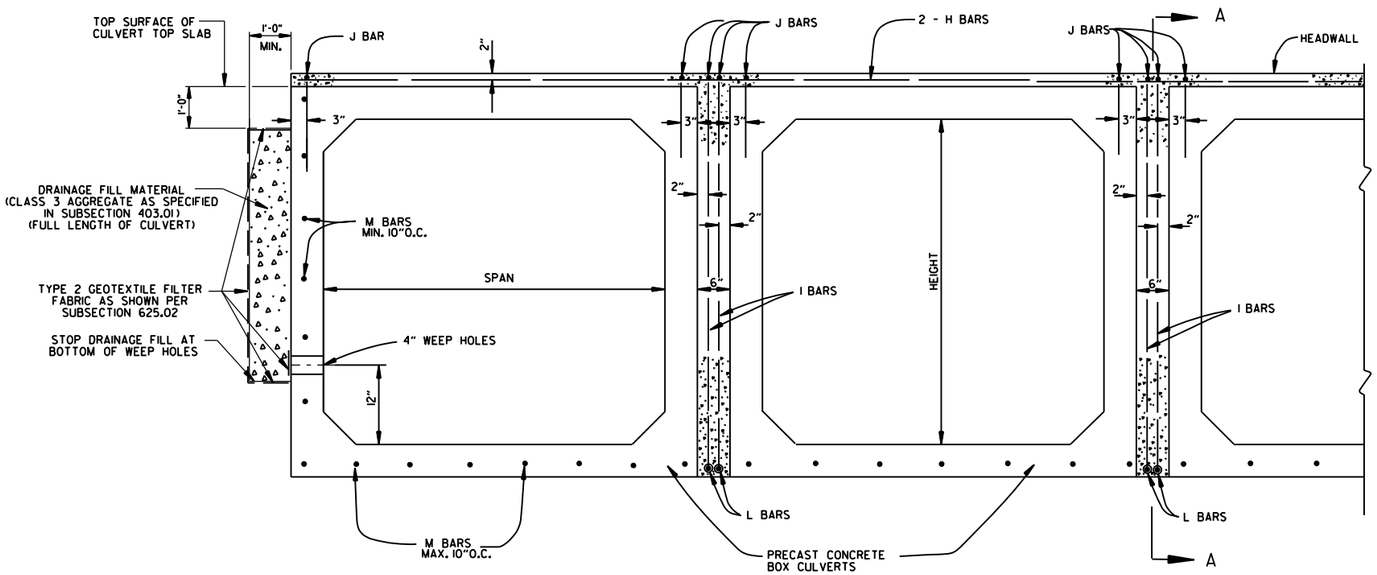
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

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.

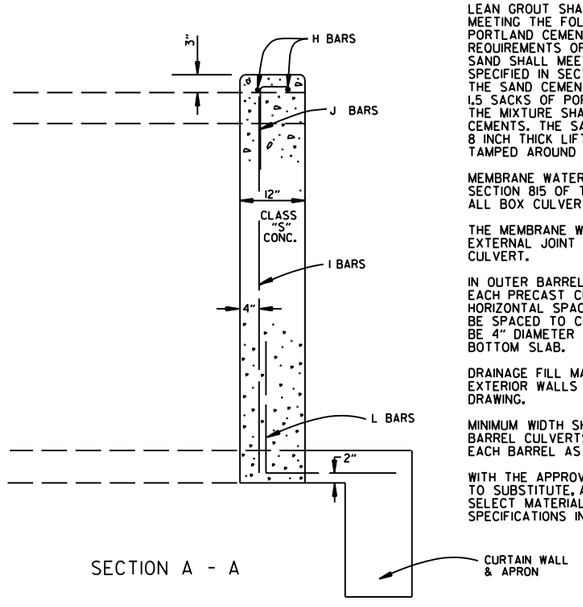
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

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.

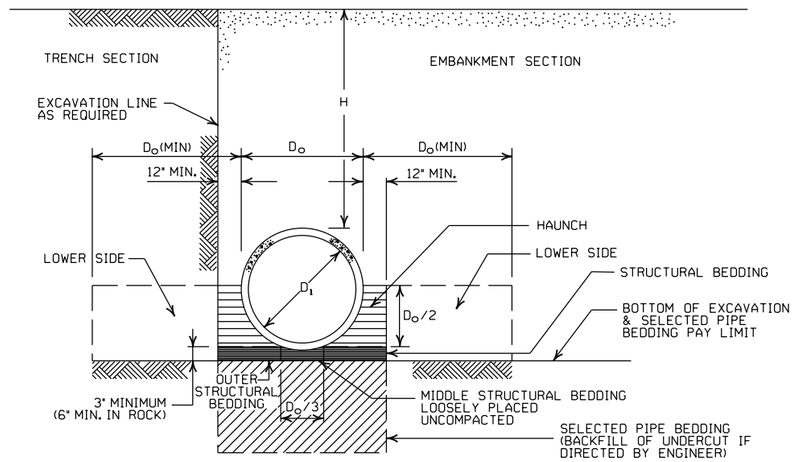
- LEGEND -

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

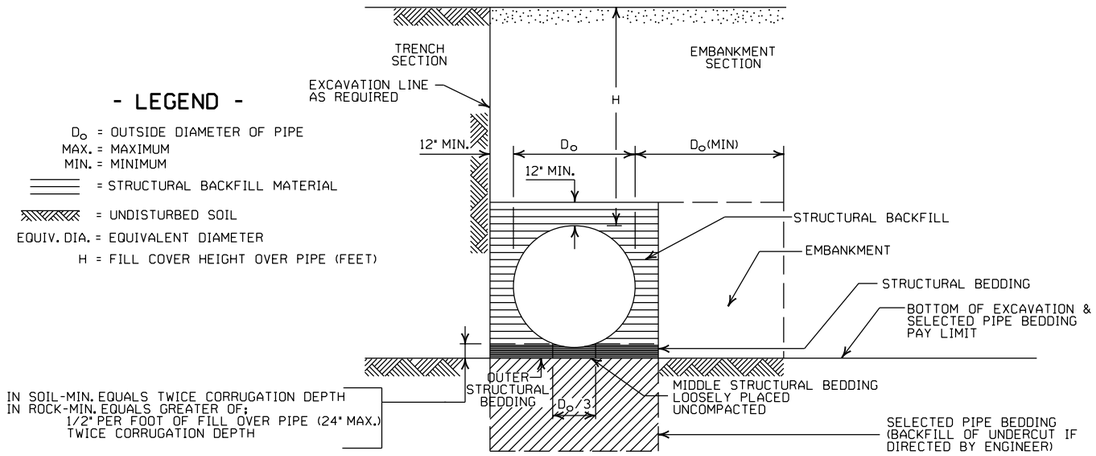
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				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"

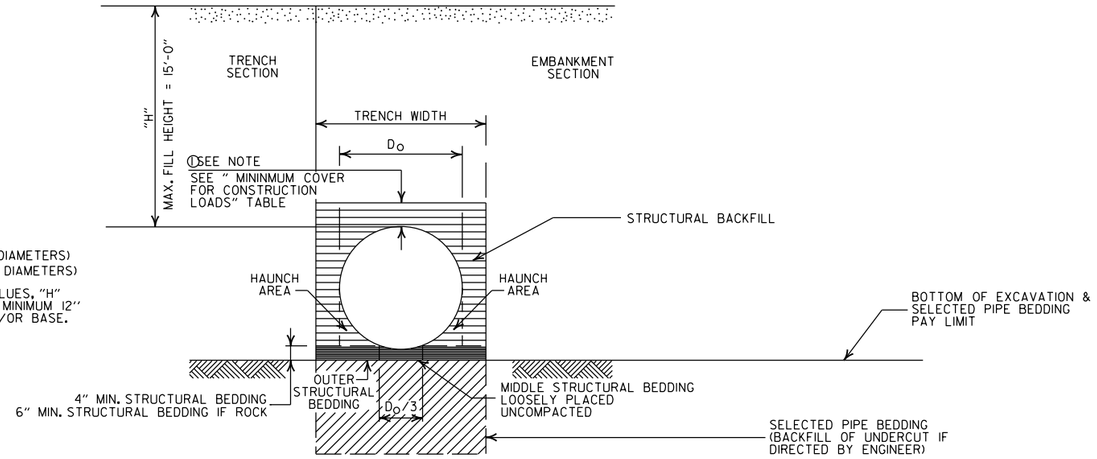
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

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

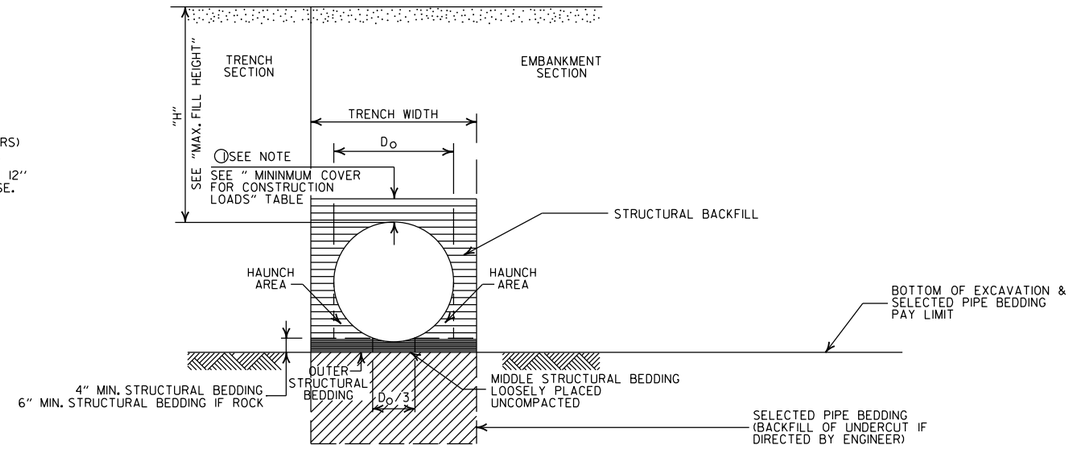
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

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"

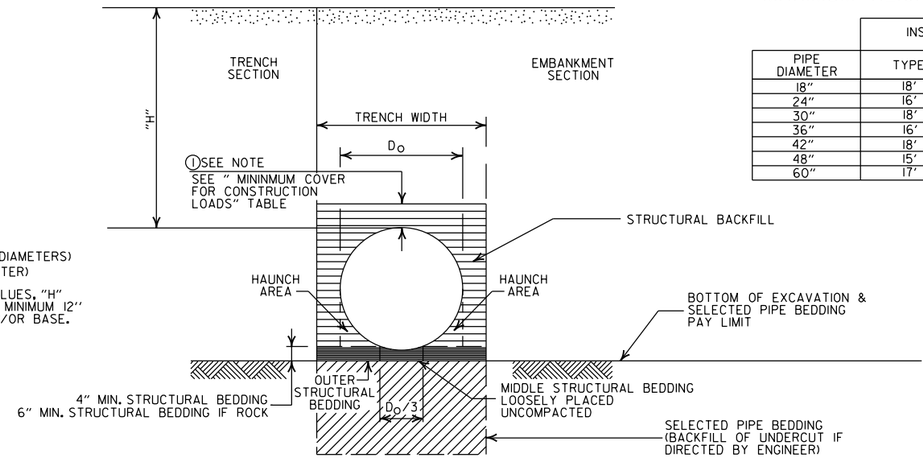
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

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

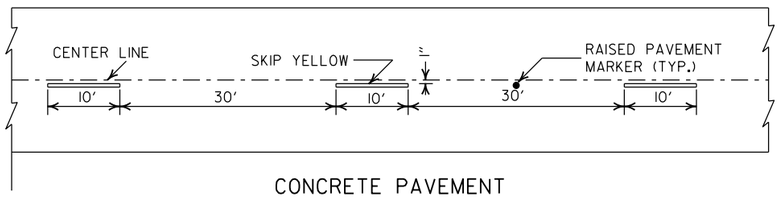
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

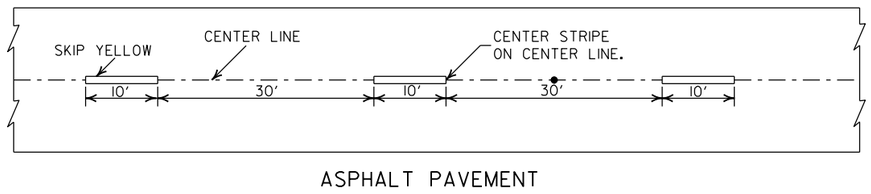
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PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

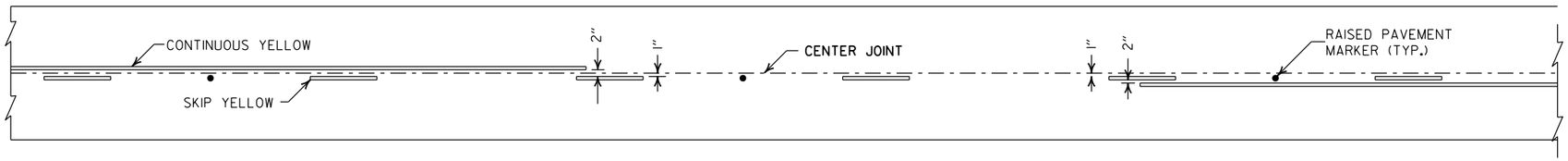


CONCRETE PAVEMENT

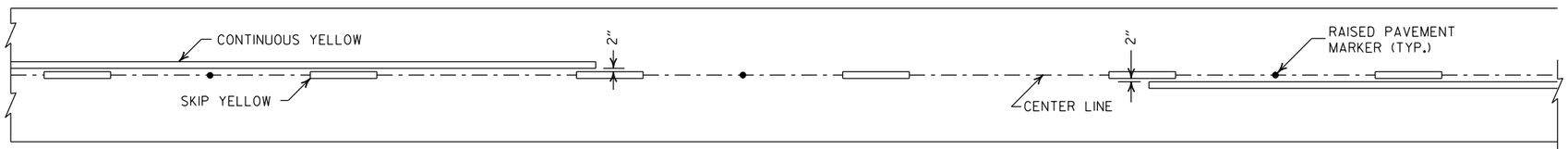


ASPHALT PAVEMENT

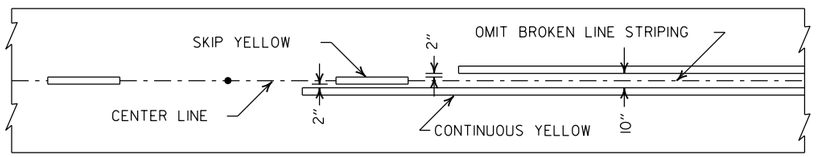
BROKEN LINE STRIPING



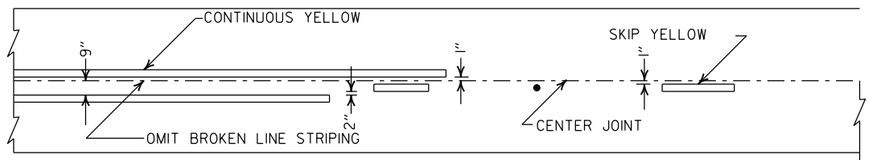
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

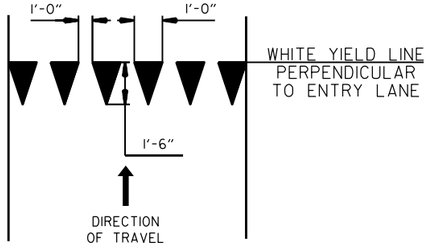


ASPHALT PAVEMENT

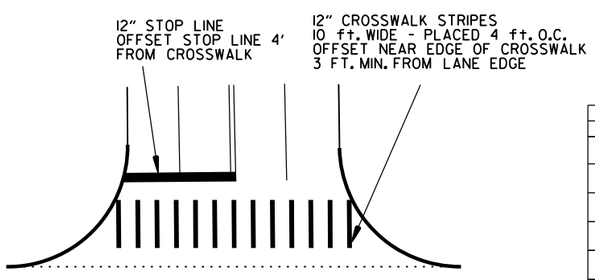


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

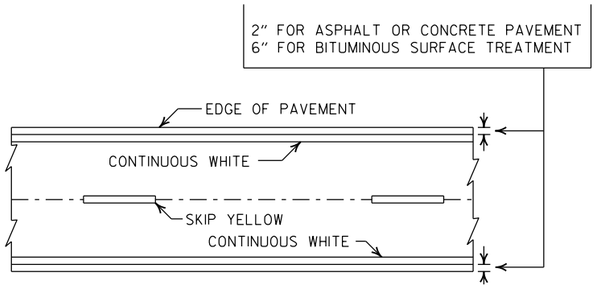


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

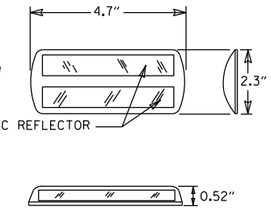
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

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PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

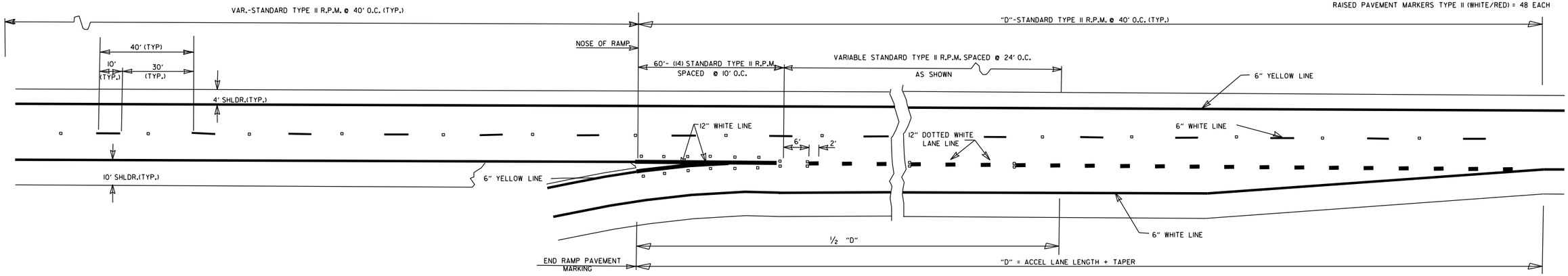
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

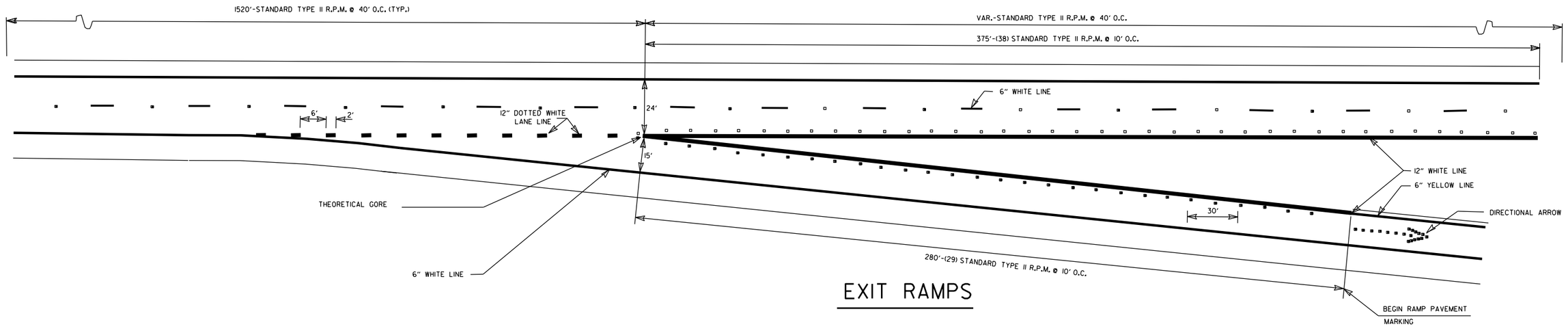
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

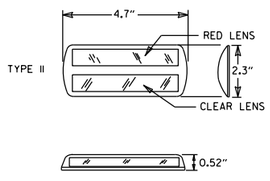
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

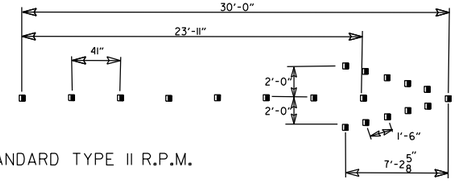


EXIT RAMPS



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

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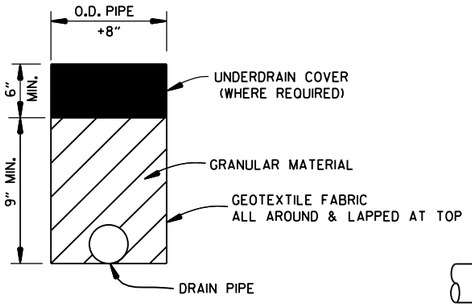
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

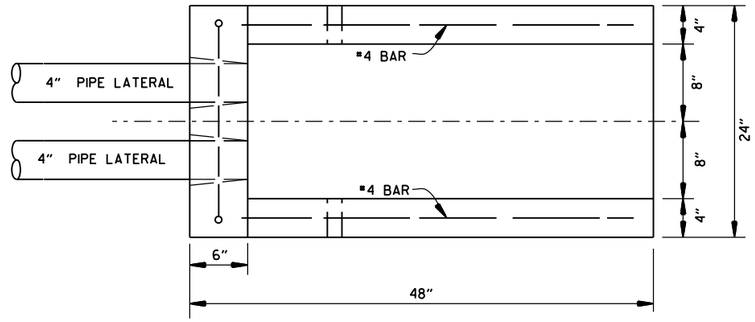
STANDARD DRAWING PM-2

NOTE:

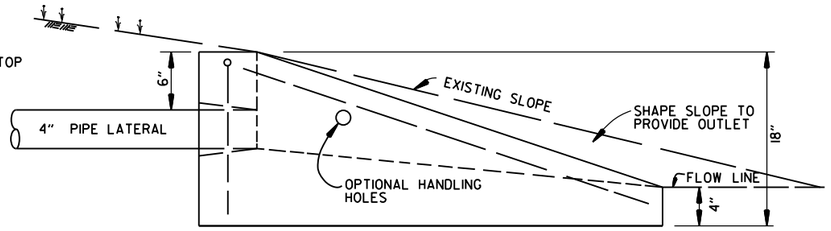
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

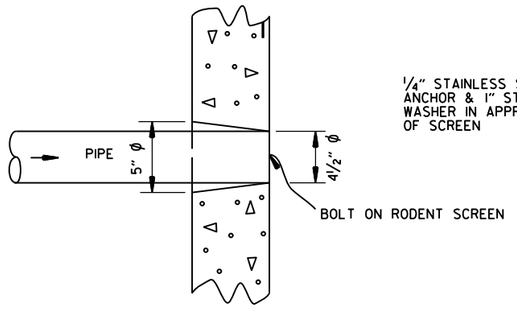




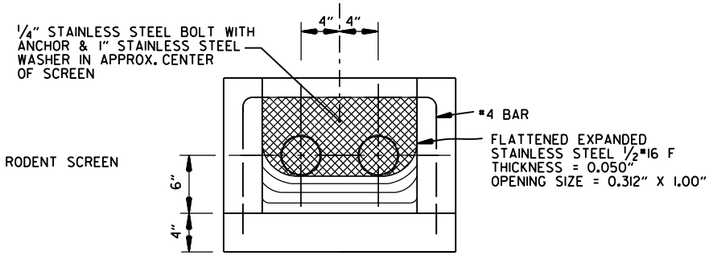
PLAN VIEW



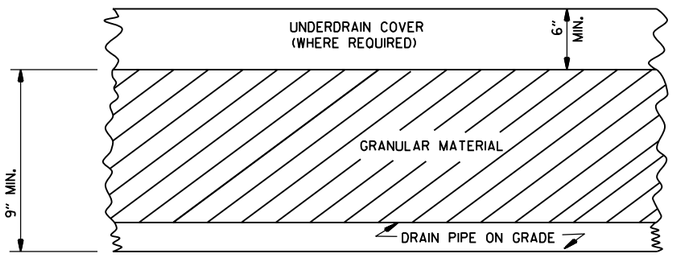
SIDE VIEW



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."

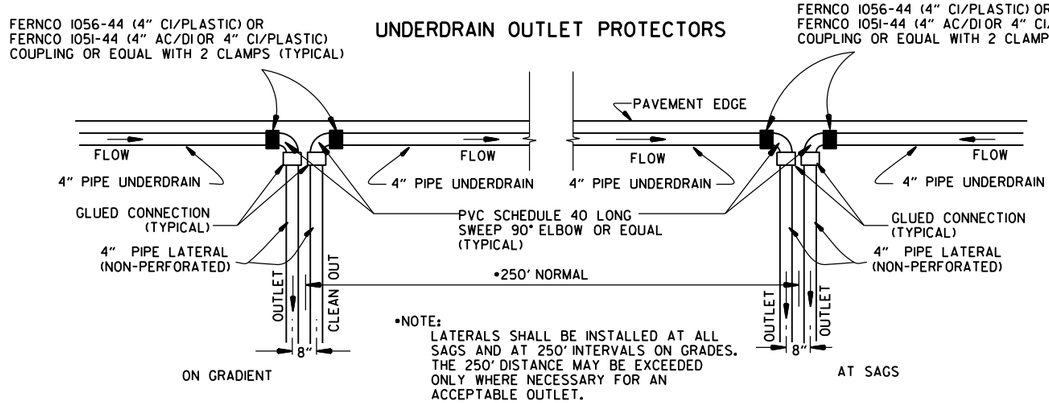
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

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

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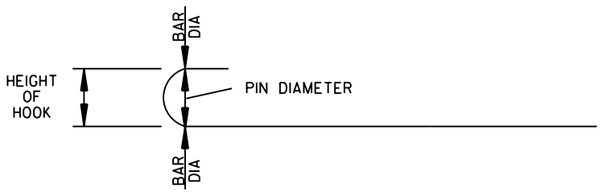
DETAILS OF PIPE UNDERDRAIN

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

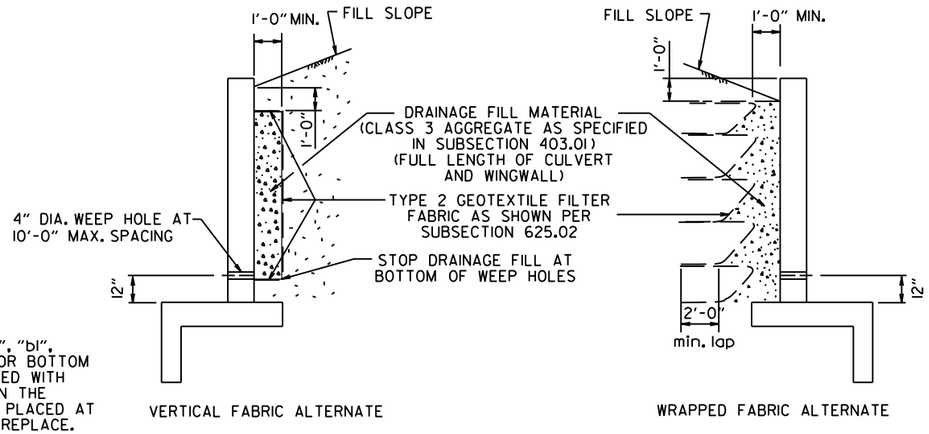
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

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.

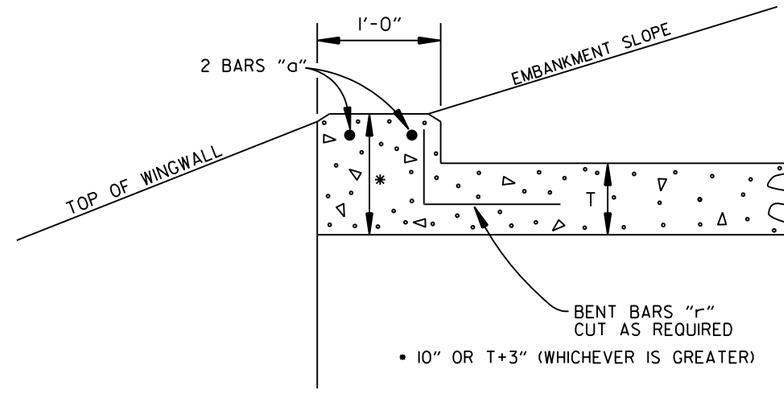
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

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.

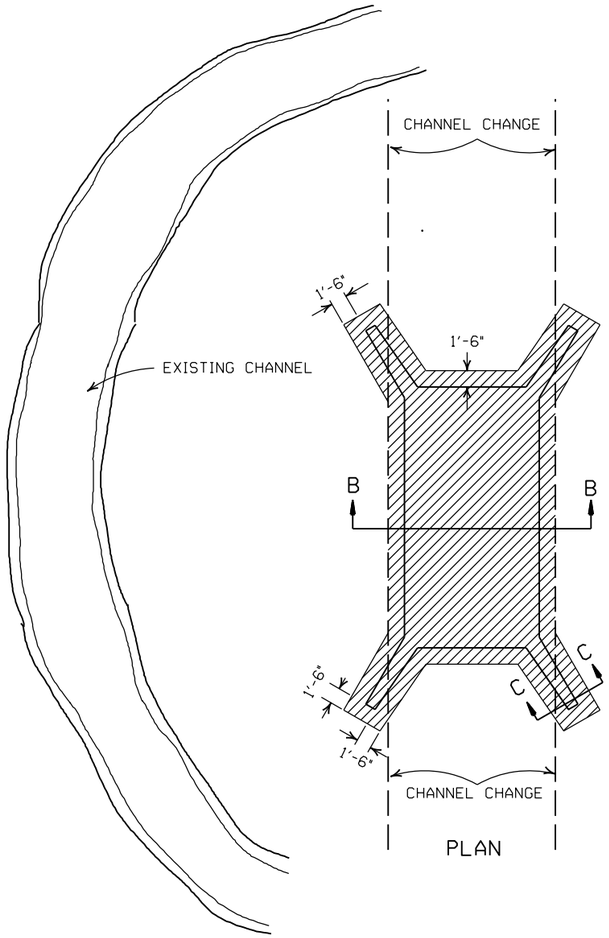
R.C. BOX CULVERT HEADWALL MODIFICATIONS

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	

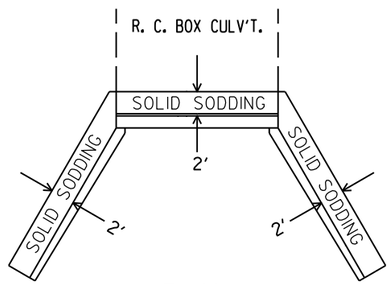
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



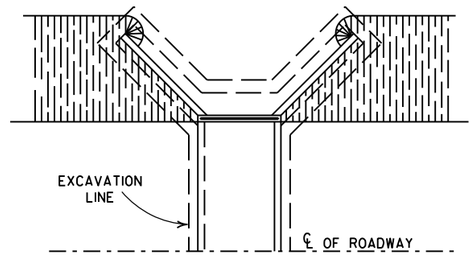
PLAN



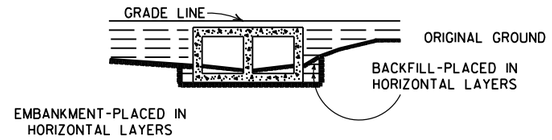
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

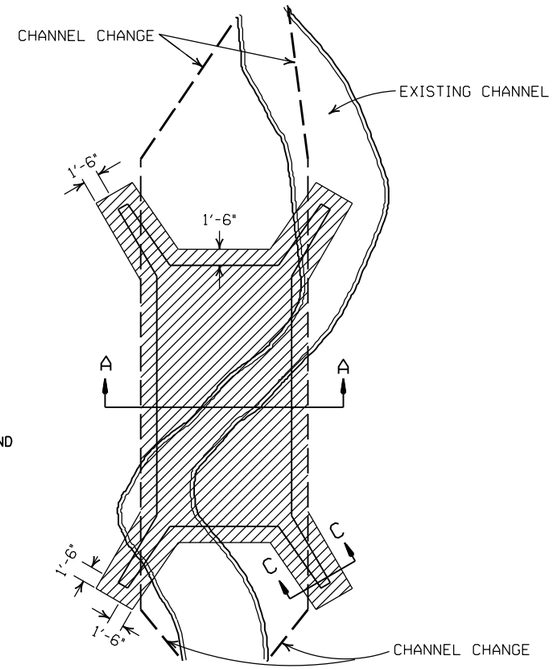


PLAN

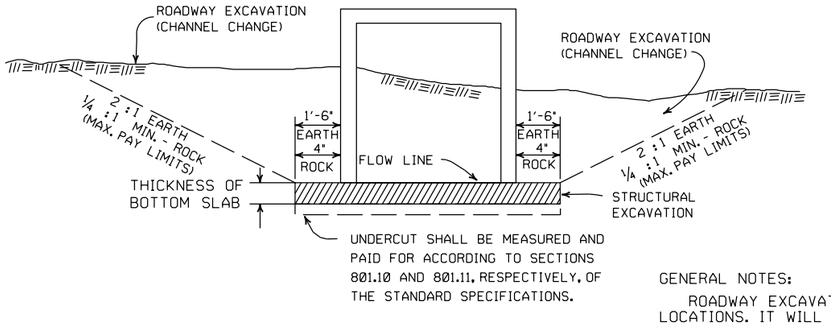


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

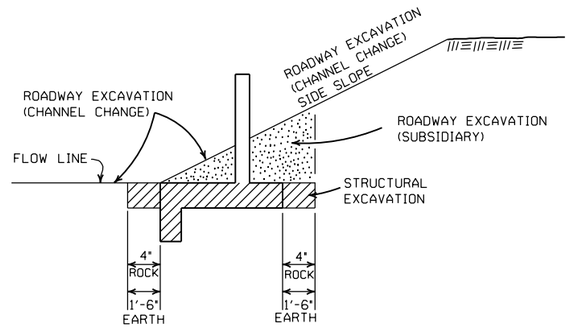


PLAN

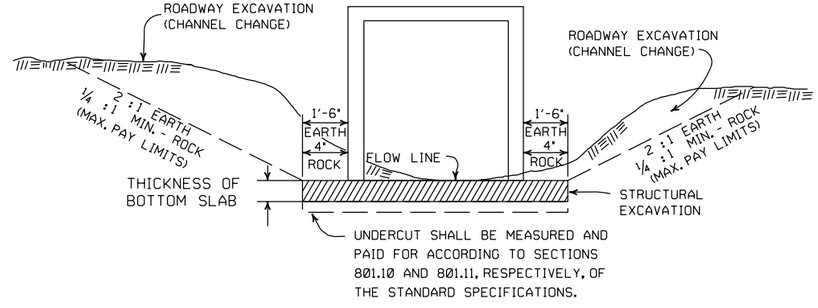


SECTION B-B

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.

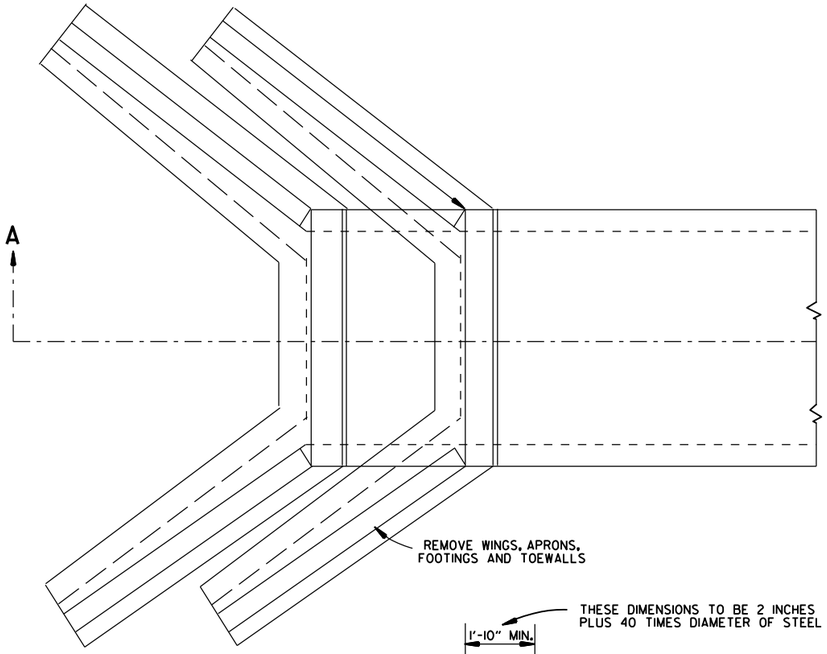
ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

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

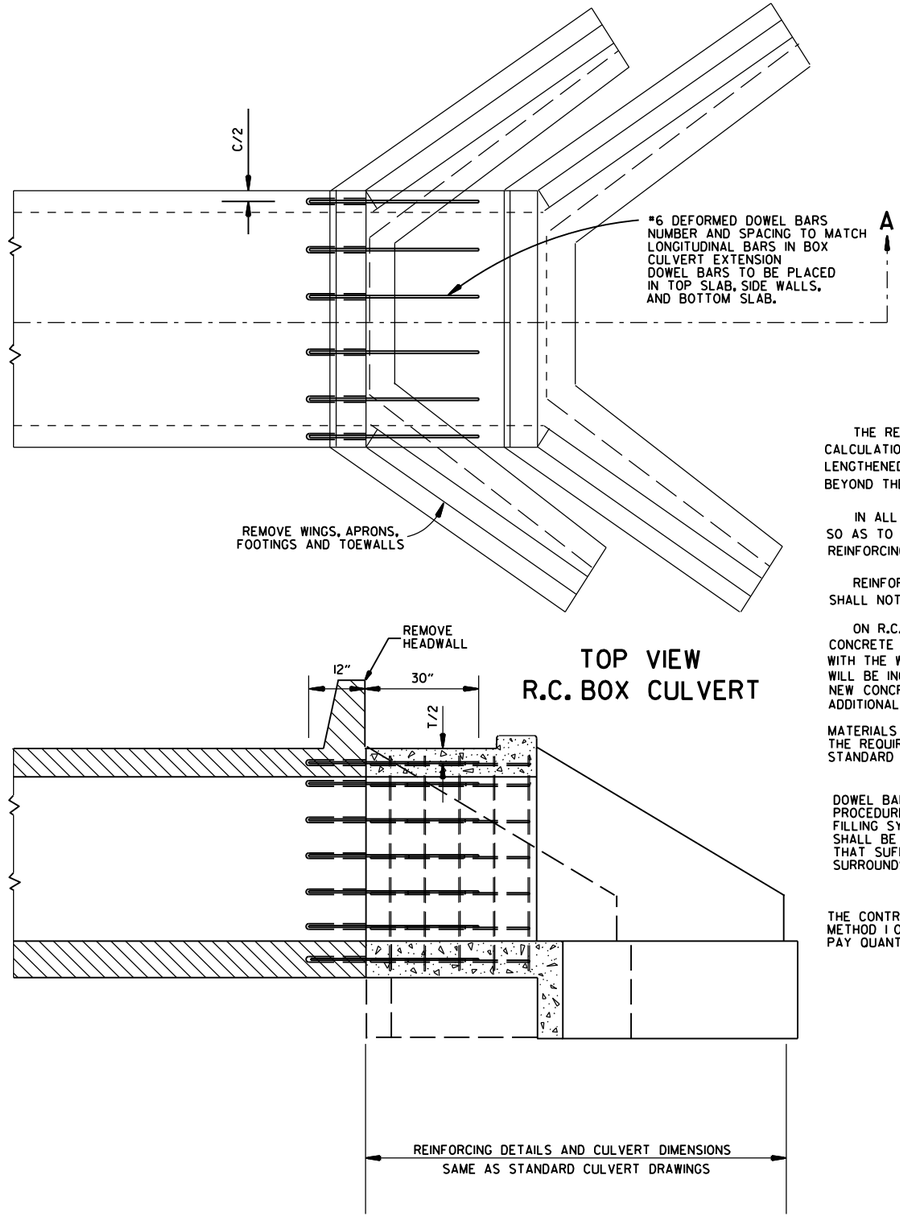
STANDARD DRAWING RCB-2



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

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'																													

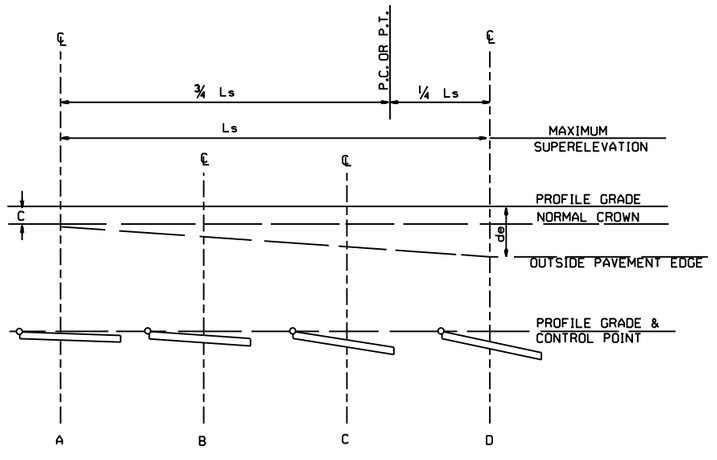
GENERAL NOTES

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%

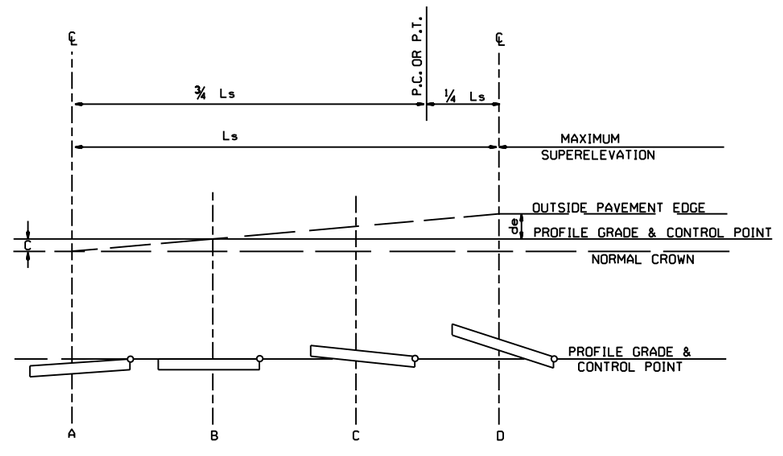
ABBREVIATIONS

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

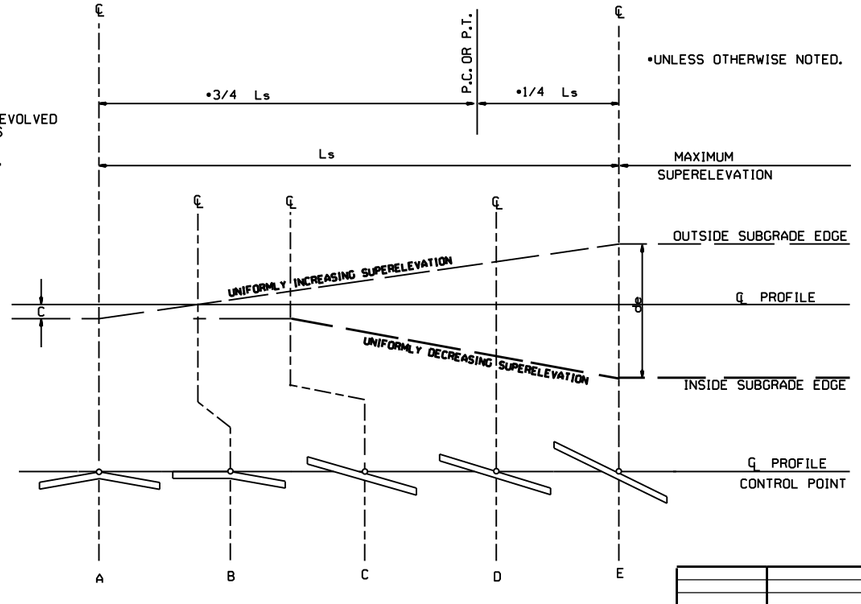
1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED 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%

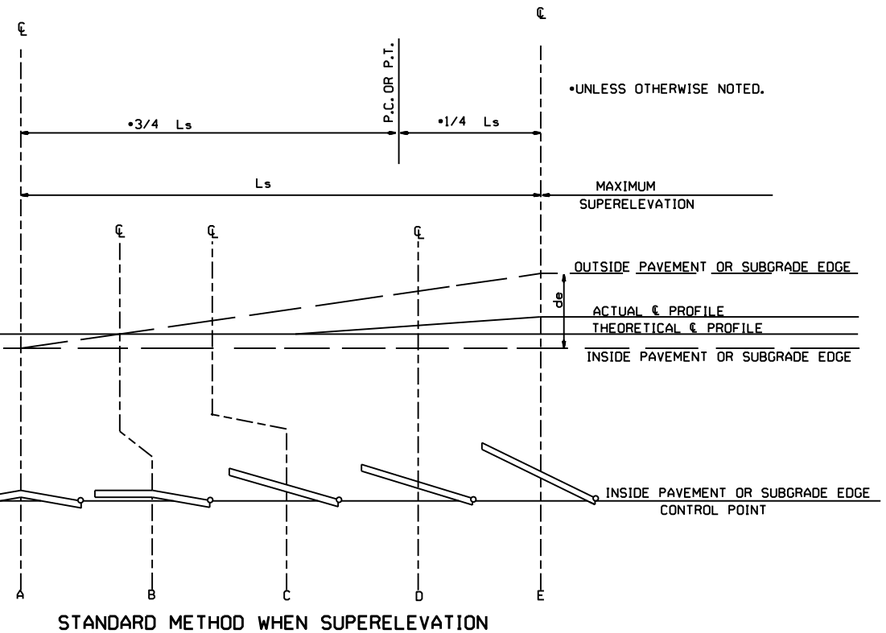
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

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

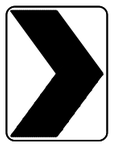
STANDARD DRAWING SE-2



R1-1
30"X30"



W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



W2-5
30"X30"



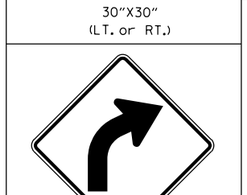
W3-1
36"X36"



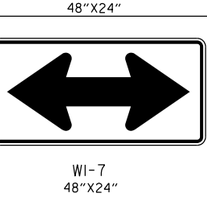
W5-1
36"X36"



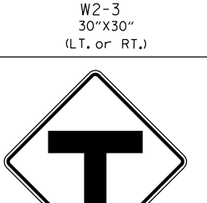
M6-3
21"X15"



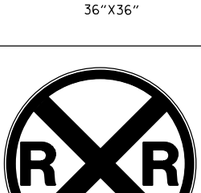
R1-2
36"X36"X36"



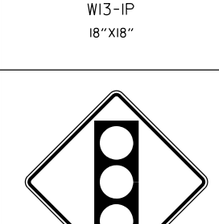
W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"



S1-1
36"X36"



W3-2
36"X36"

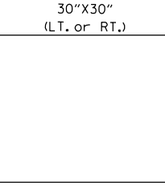


County
Route Marker
M1-6
24"X24"

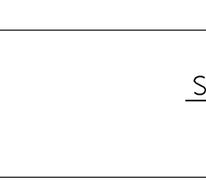
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



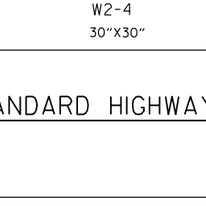
M6-4
21"X15"



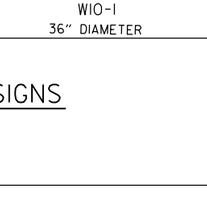
R2-1
24"X30"



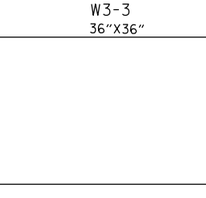
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"

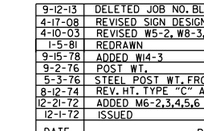


W5-2
36"X36"



W8-3
36"X36"

R1-3P
18"X6"



M6-5
21"X15"

W1-1
30"X30"
(LT. or RT.)

W1-6
48"X24"

W1-7
48"X24"

W2-3
30"X30"
(LT. or RT.)

W5-3
36"X36"

W13-1P
18"X18"

M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.

M6-6
21"X15"

W1-2
30"X30"
(LT. or RT.)

W2-4
30"X30"

W10-1
36" DIAMETER

W3-3
36"X36"

M6-2
21"X15"

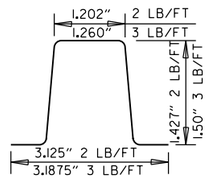
S4-3P
24"X8"

S4-2P
24"X10"

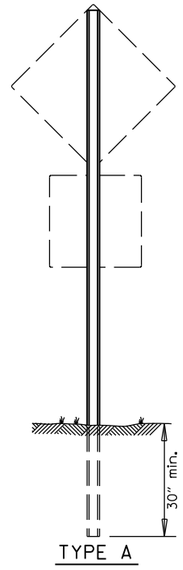
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION



(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES



TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.

TYPE B

TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

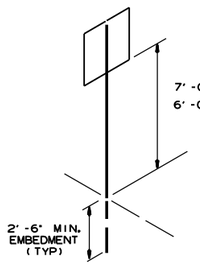
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

SUPPORT ASSEMBLIES

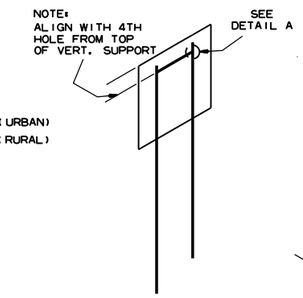
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

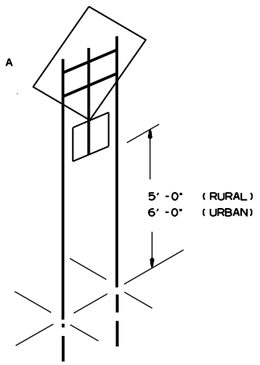
STANDARD DRAWING SHS-1



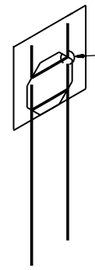
U-1



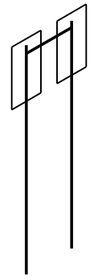
U-2



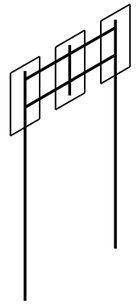
U-2 (A)



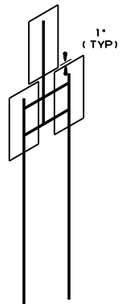
U-2 (B)



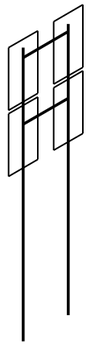
U-2 (1)



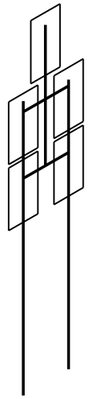
U-2 (2)



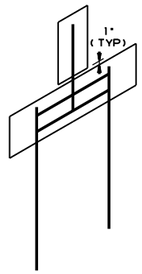
U-2 (3)



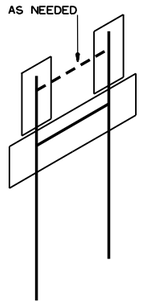
U-2 (4)



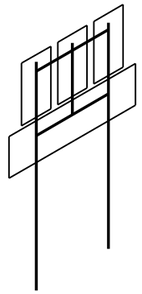
U-2 (5)



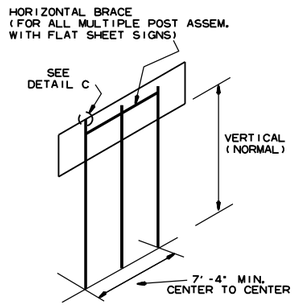
U-2 (6)



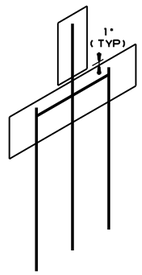
U-2 (7)



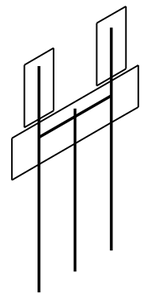
U-2 (8)



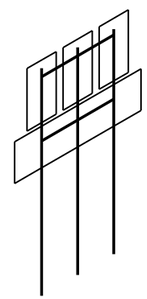
U-3



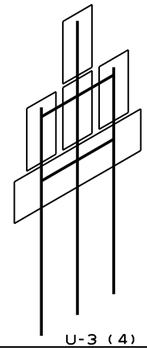
U-3 (1)



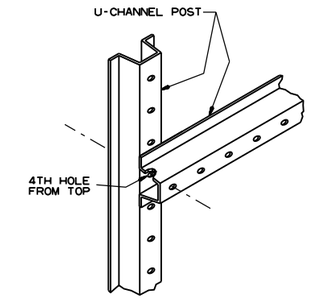
U-3 (2)



U-3 (3)

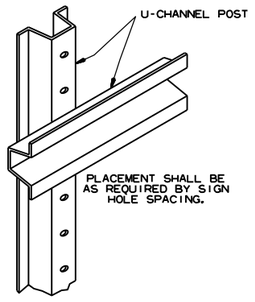


U-3 (4)



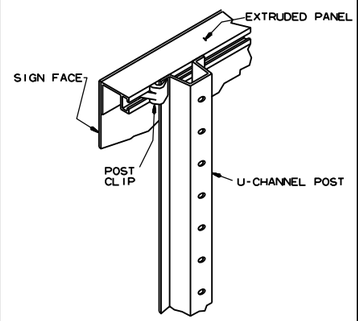
DETAIL A

SHOWING HORIZONTAL BRACE



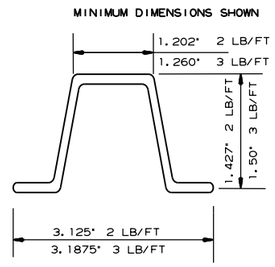
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



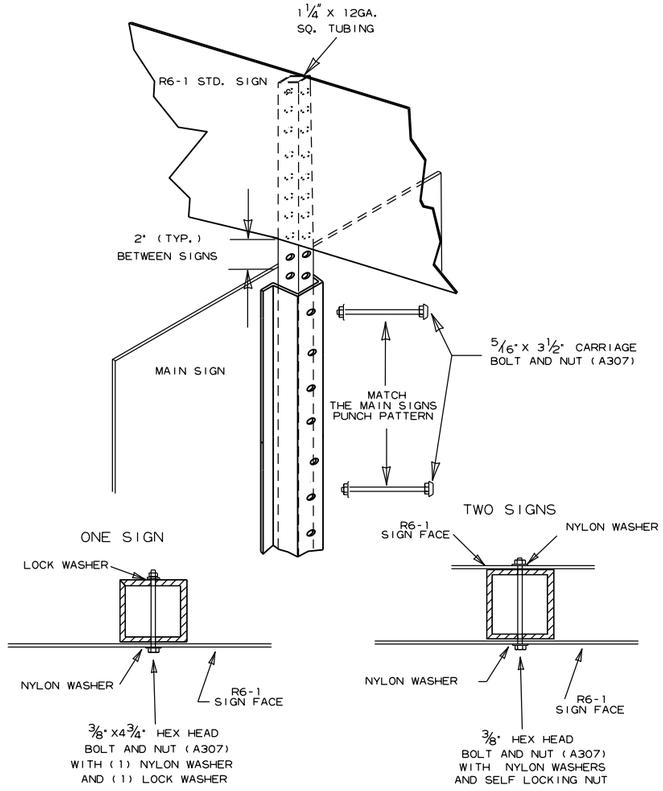
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



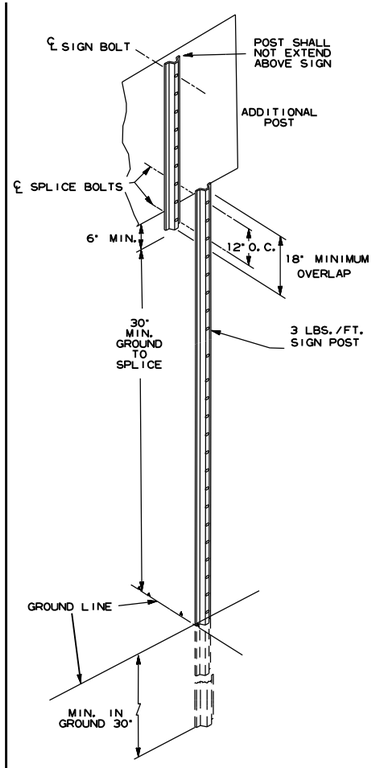
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

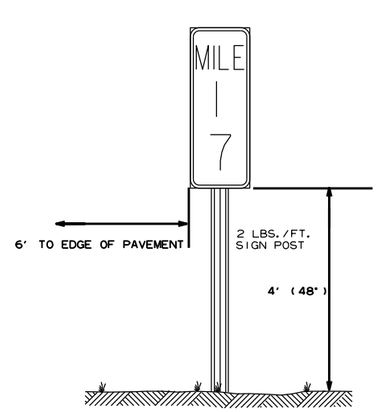
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

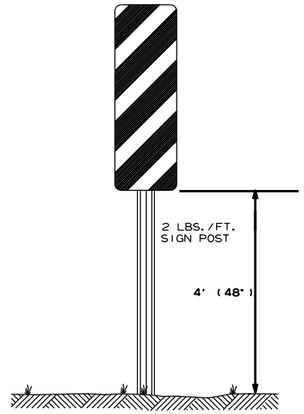
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



TYPICAL MILE MARKER INSTALLATION



TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

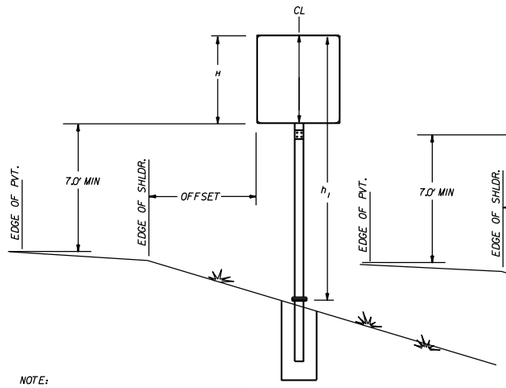
DATE	REVISION	FILMED
7-25-19	REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT	
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

U-CHANNEL POST ASSEMBLIES

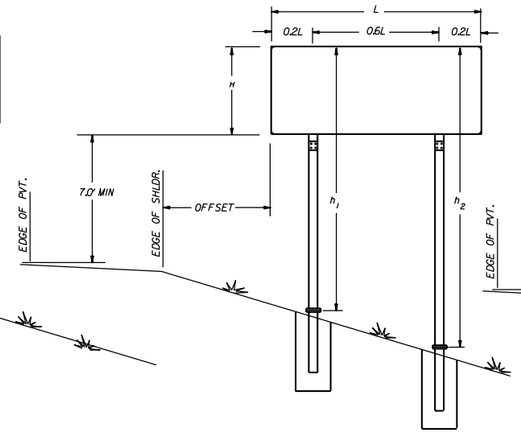
STANDARD DRAWING SHS-2

POST SIZE	BASE CONNECTION DATA											FUSE PLATE DATA									
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	WT.OF EACH FUSE PLATE LBS.
W 6X9																						
W 6X12	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 8X18												5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 11/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	11/32"	6"	3"		5 3/4"	2 3/4"	1 3/8"	1 3/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 5/8"	1 3/16"	1 15/16"	1/2"	3/4" x 2 1/4"	4.47

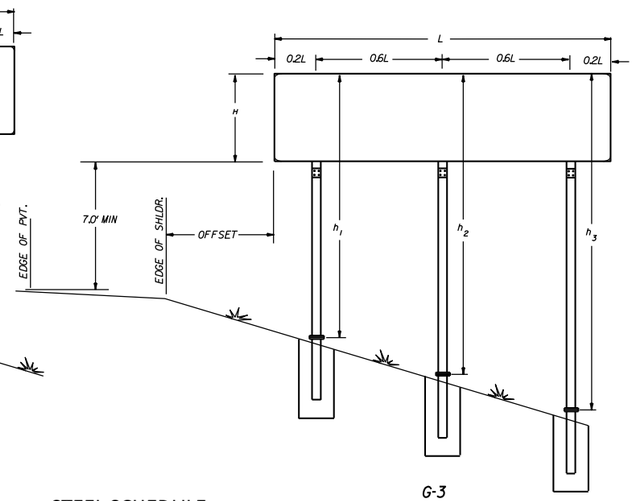


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

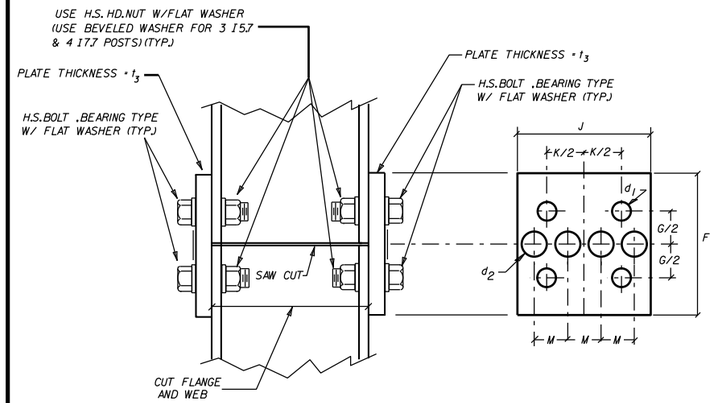
G-1



G-2

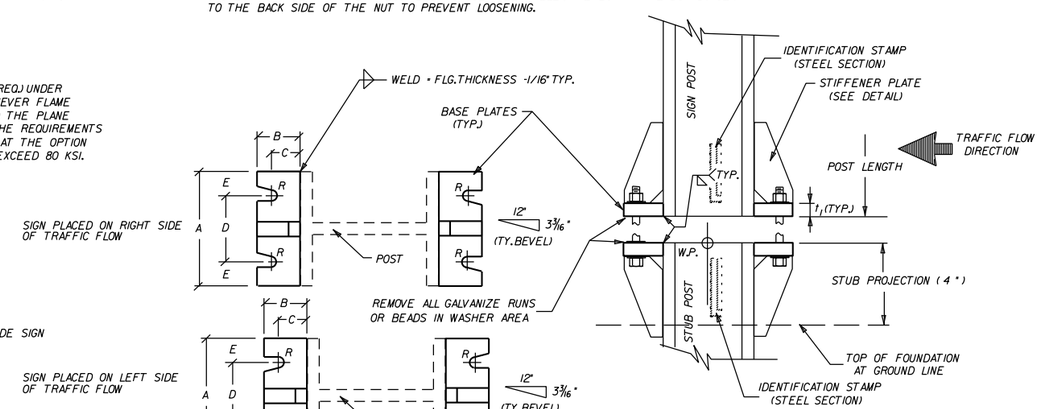


G-3

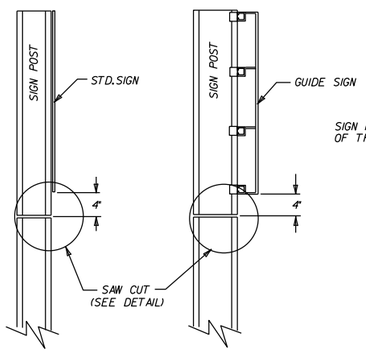


NOTE: USE H.S.HEX HEAD BOLTS,HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED.ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS,HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36,ASTM-A441,ASTM-572 GRADE 50,OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S.BOLTS WITH HEX HD.,HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT.SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC.IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST. THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR ,THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE). THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.



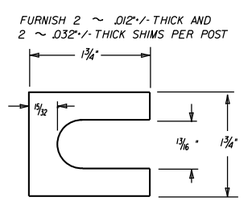
NOTE: BOLT HOLES,USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



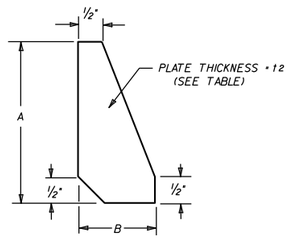
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED. AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. REPAIR OF CUT SURFACES AFTER GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123.

STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL



STIFFENER PLATE DETAIL

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

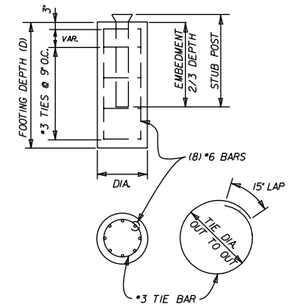
REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS		
	DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS		
	BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12



FOOTING QUANTITIES

FOOTING DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER		24" DIAMETER		30" DIAMETER		36" DIAMETER	
		CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

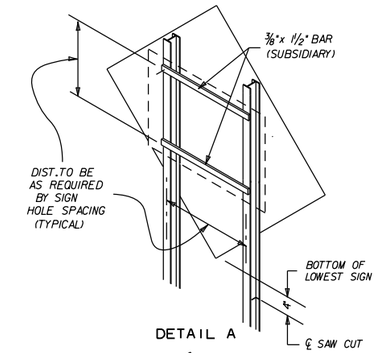
SIGN POST AND STUB POST

DATE	REVISION	FILMED
5-19-22	REVISED FUSE PLATE DETIALS' NOTE.	
9-12-13	ISSUED	

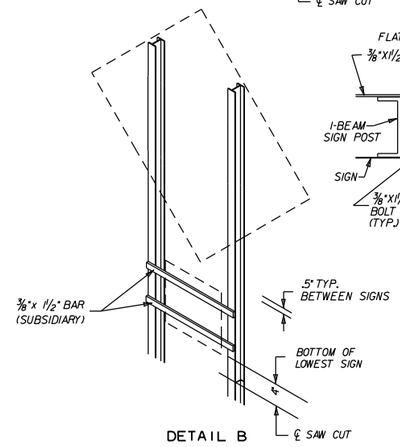
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

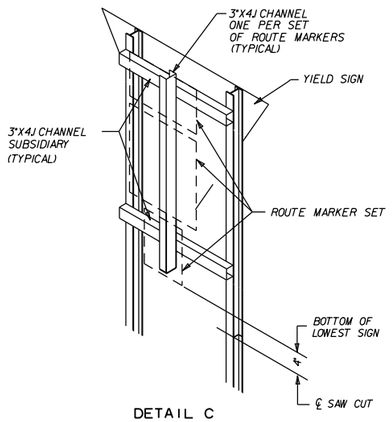
STANDARD DRAWING SHS-3



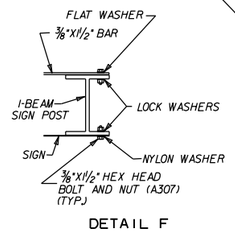
DETAIL A



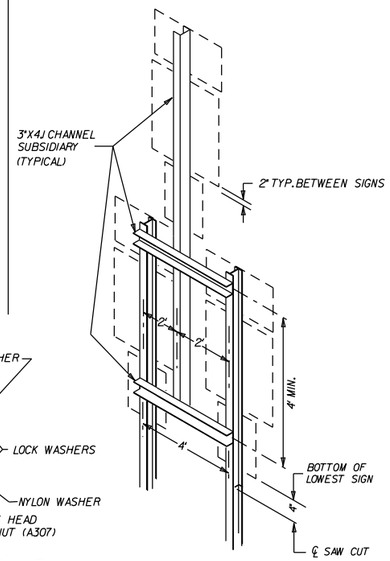
DETAIL B



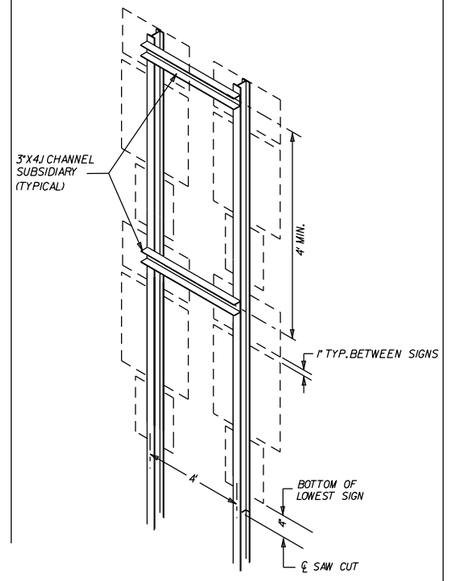
DETAIL C



DETAIL F



DETAIL D



DETAIL E

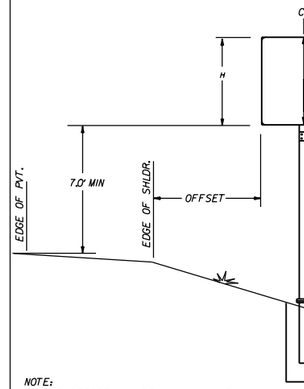
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

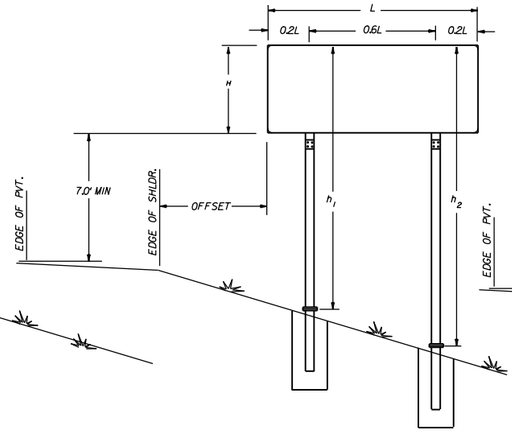
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

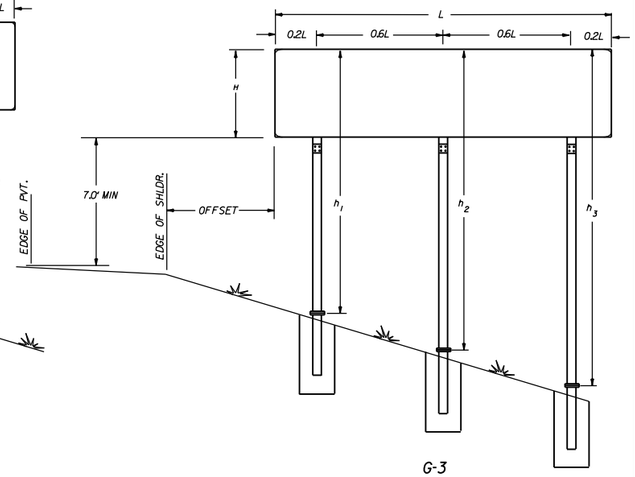


G-1

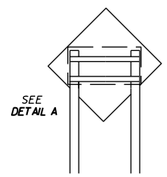
NOTE:
THE OFFSET WILL BE A MINUTE OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



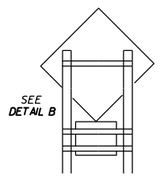
G-2



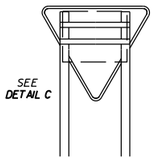
G-3



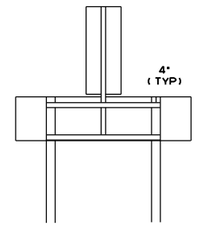
G2-1



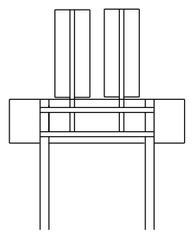
G2-2



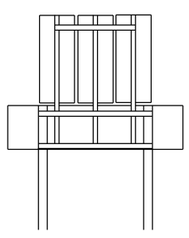
G2-3



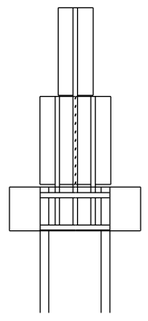
G2-4



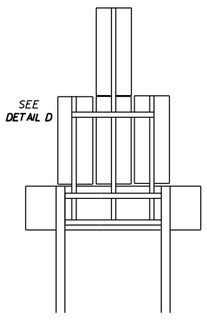
G2-5



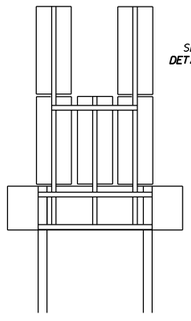
G2-6



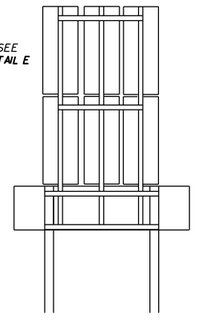
G2-7



G2-8



G2-9



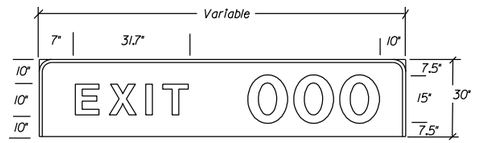
G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	



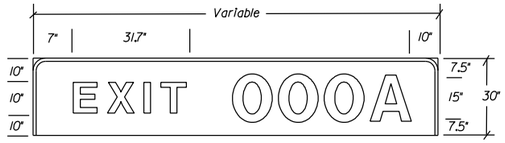
TYPICAL DETAIL

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

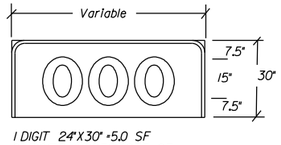


EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C

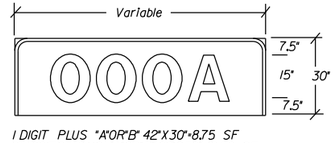
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30" =5.0 SF
2 DIGITS 42"X30" =8.75 SF
3 DIGITS 60"X30" =12.50 SF

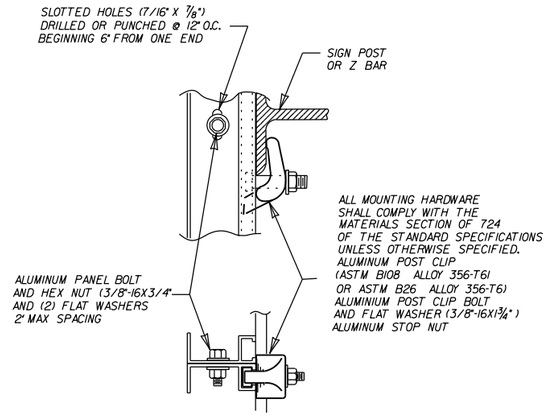
TYPE E

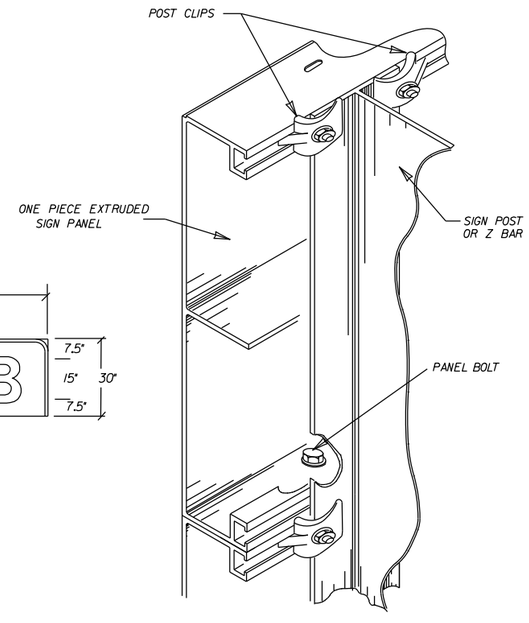


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

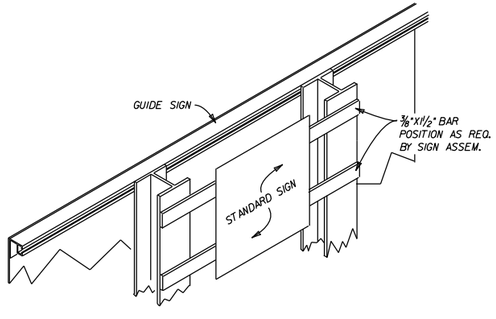
EXIT PANEL DETAILS

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".

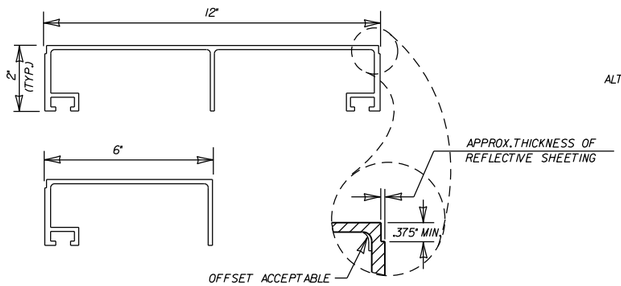




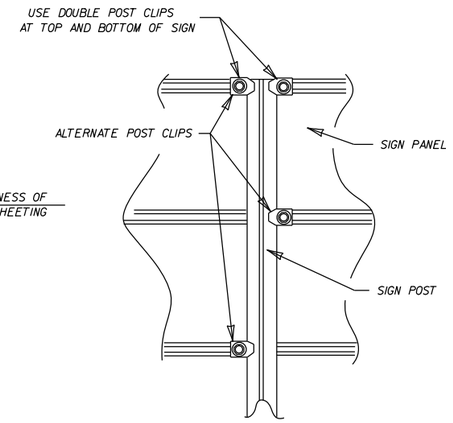
MOUNTING HARDWARE



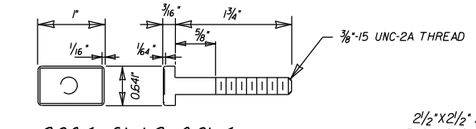
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



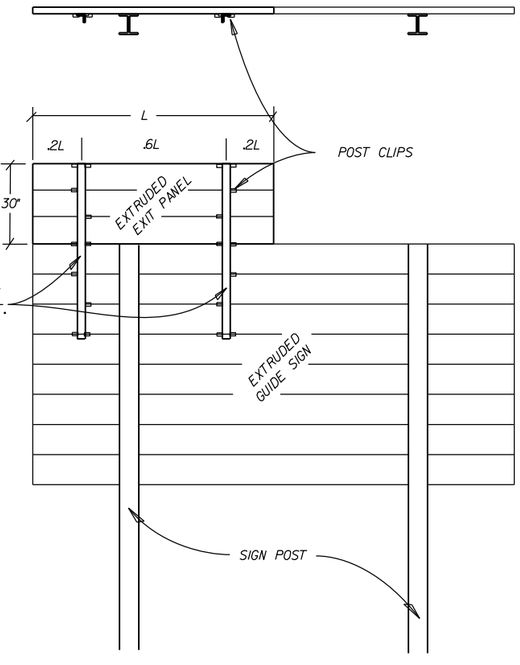
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



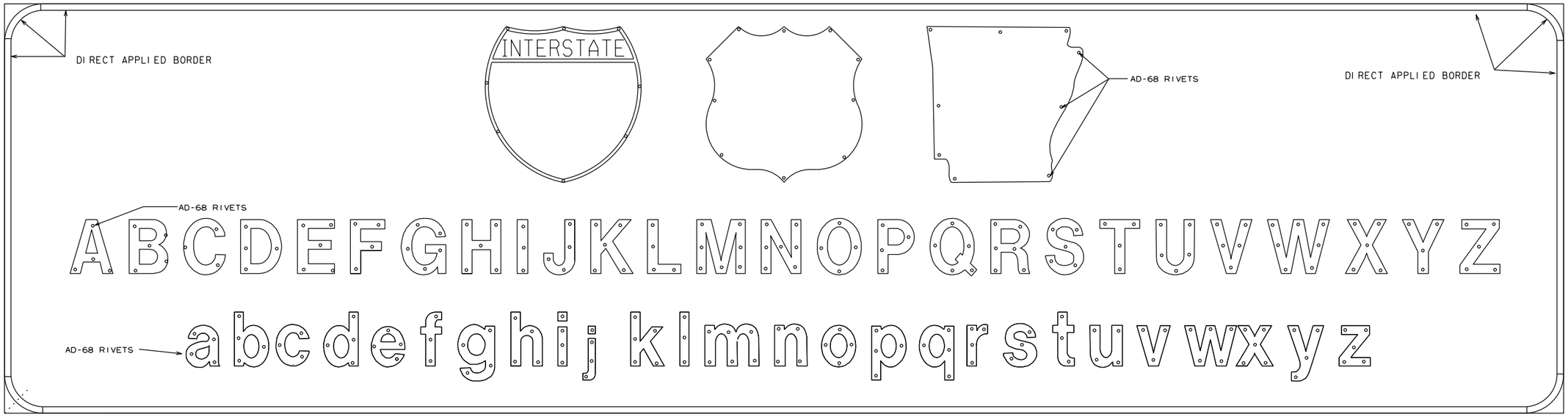
POST CLIP BOLT

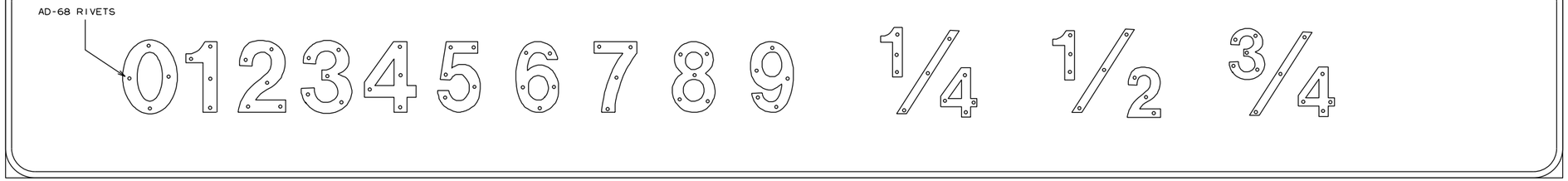


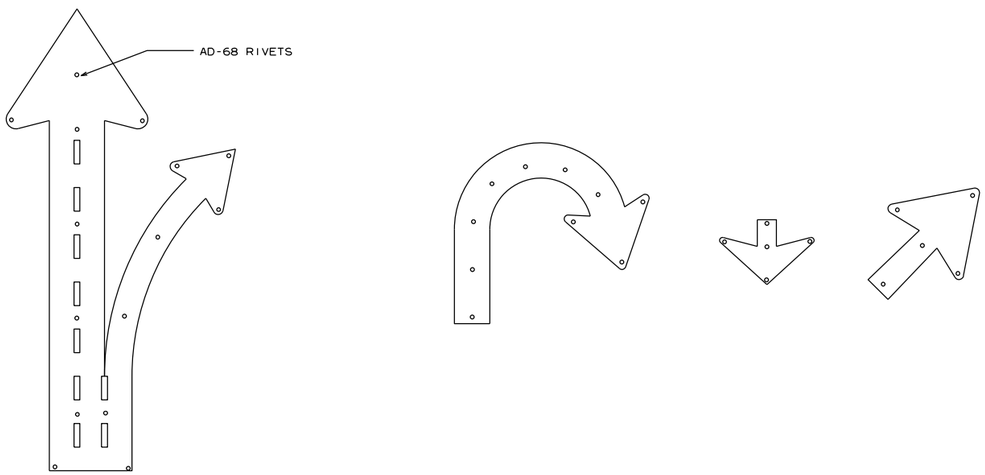
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

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.

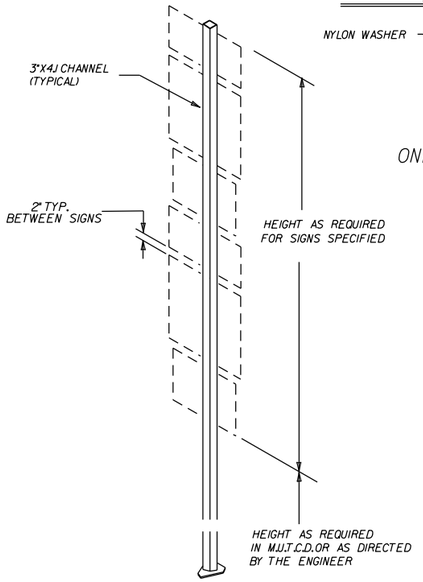
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

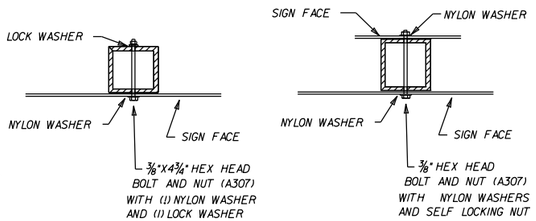
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

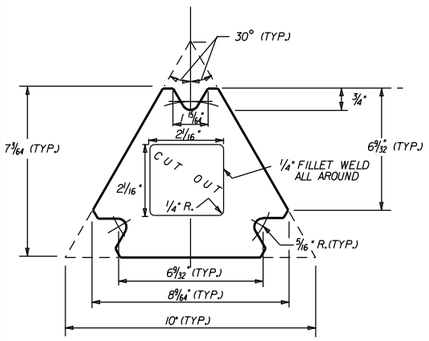
			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-6
DATE	REVISION	FILMED	



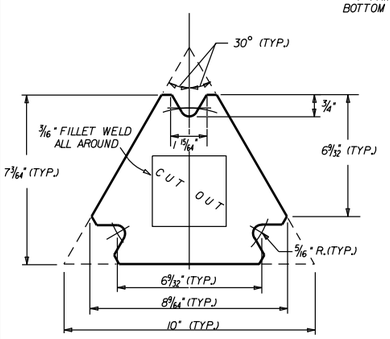


CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE



TOP PLATE



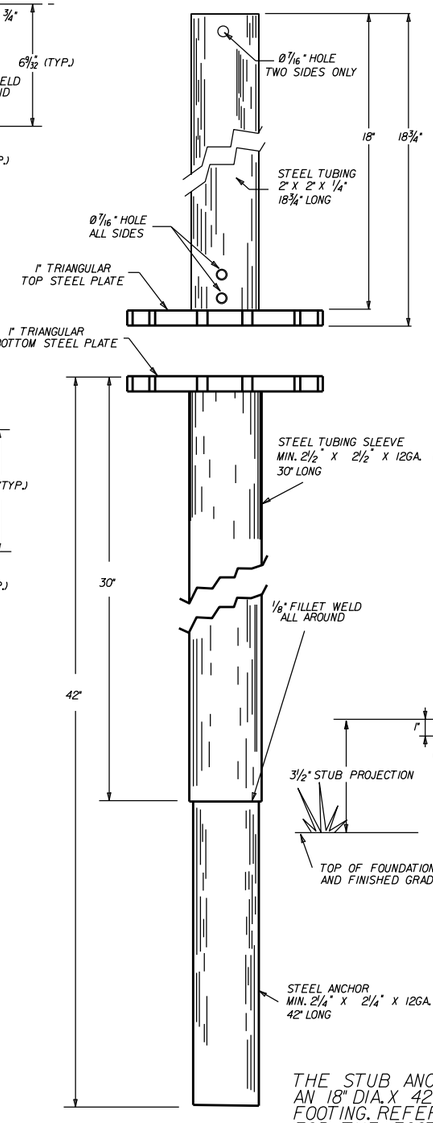
BOTTOM PLATE

GENERAL NOTES:

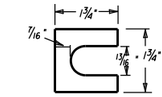
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

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.

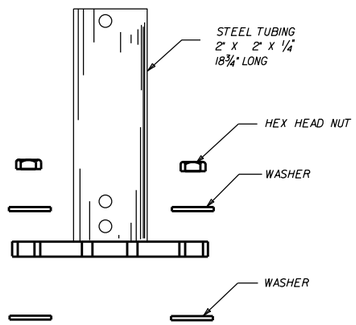


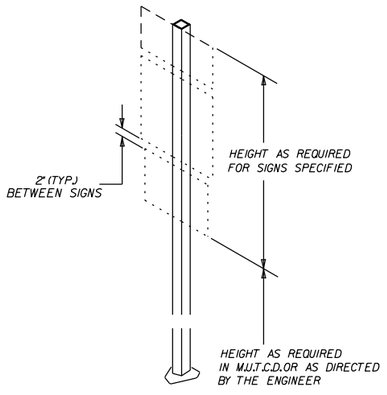
THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD.DRWG.SHS-3 FOR THE FOOTING DETAILS.



FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

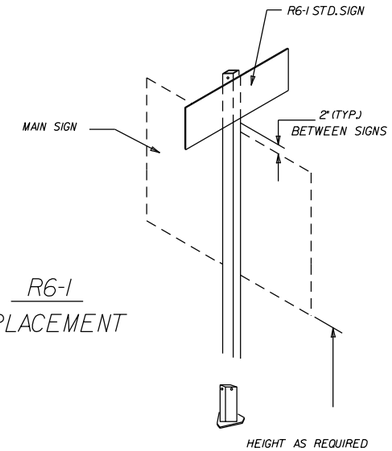
SHIM DETAIL





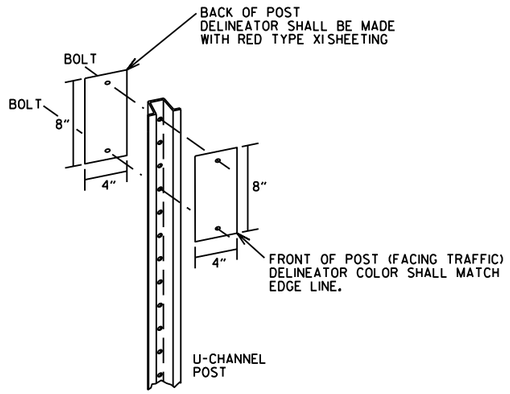
TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL

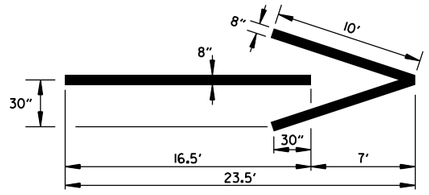


R6-1 PLACEMENT

			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



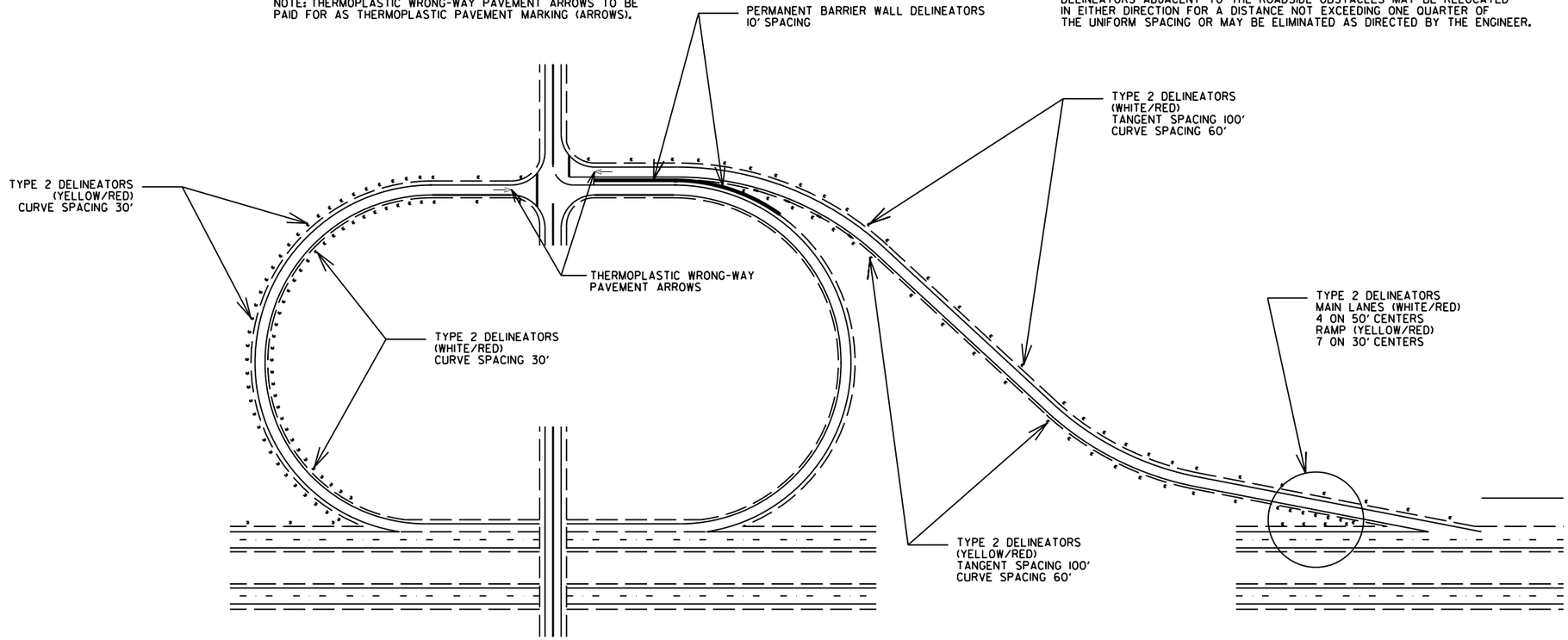
THERMOPLASTIC WRONG-WAY
PAVEMENT ARROWS

NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

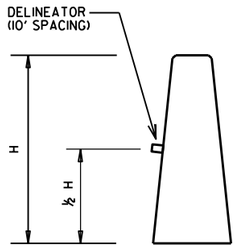
LEGEND

DELINEATOR

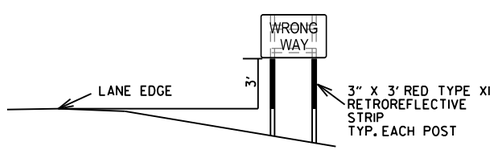
NOTE: WHEN UNIFORM SPACING IS INTERRUPTED BY ROADSIDE OBSTACLES, DELINEATORS ADJACENT TO THE ROADSIDE OBSTACLES MAY BE RELOCATED IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING OR MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER.



TYPICAL EXIT RAMP DELINEATOR PLACEMENT

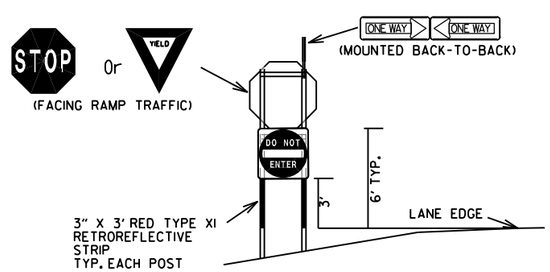


PERMANENT BARRIER WALL
DELINEATOR DETAIL



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

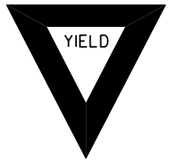
STANDARD DRAWING SHS-8

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



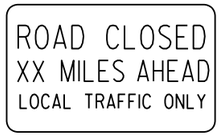
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

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



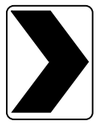
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



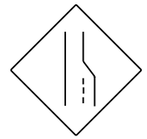
STD. 36"X36"
SPECIAL 48"X48"

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



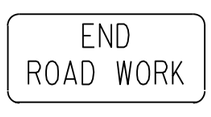
STD. 36"X36"
FWY. 48"X48"

G20-1



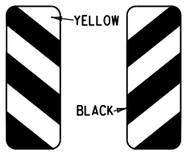
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

M4-9



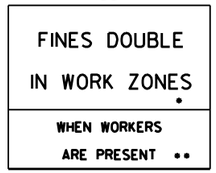
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

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.

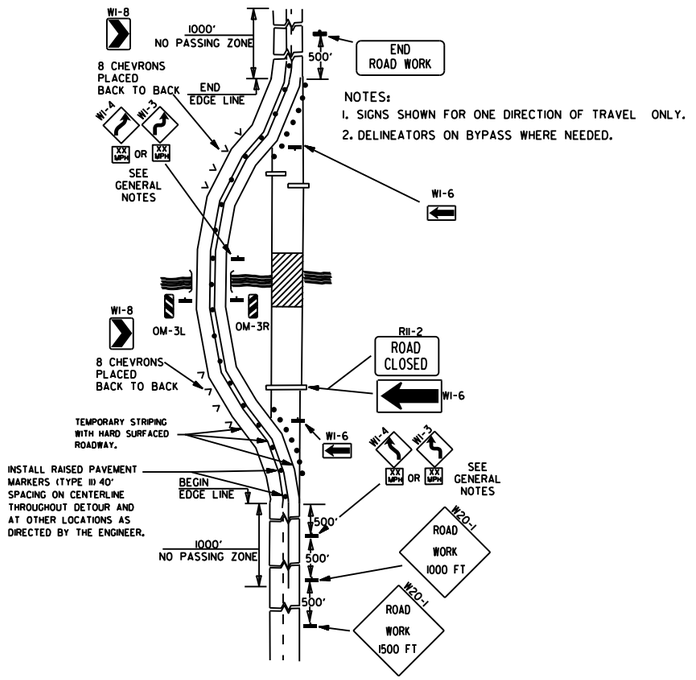
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED 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

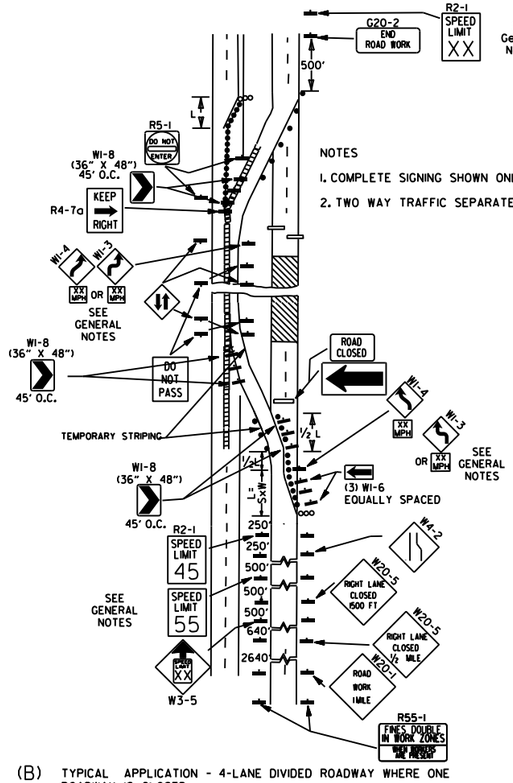
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



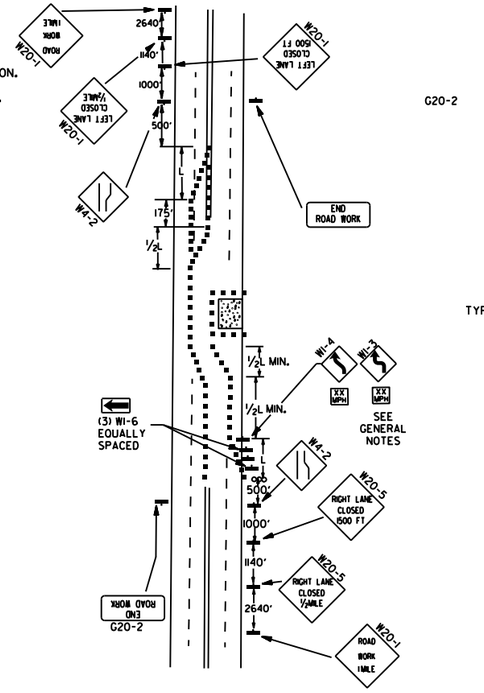
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

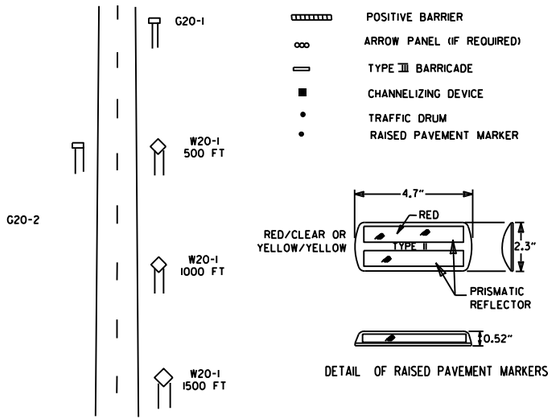


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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:

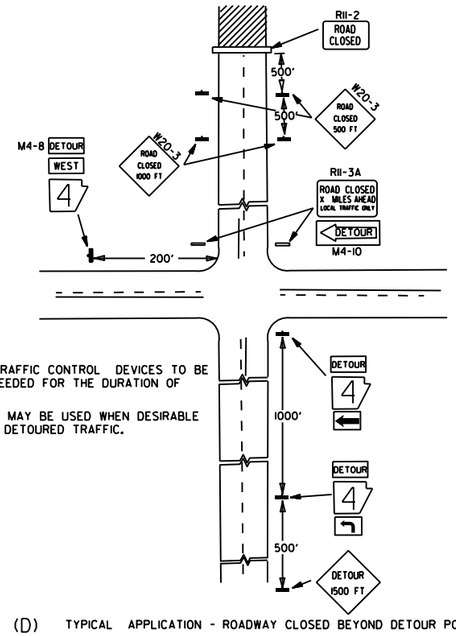
L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

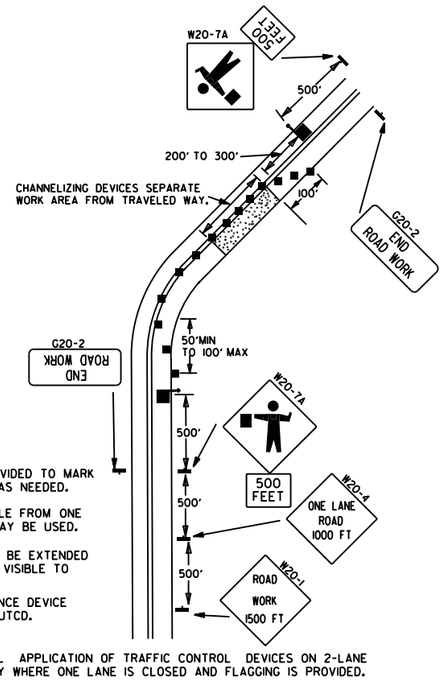
GENERAL NOTES:

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).



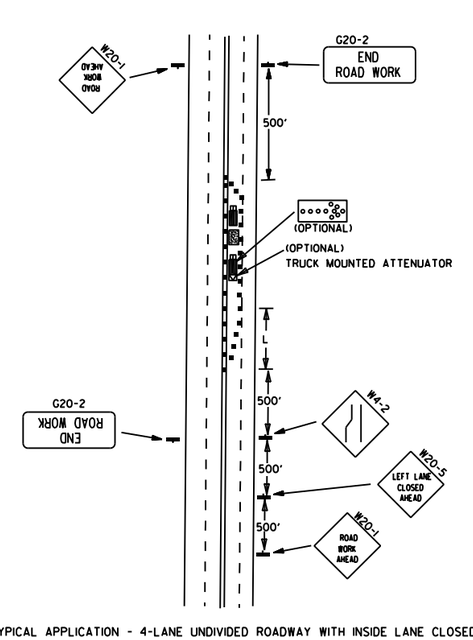
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(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.



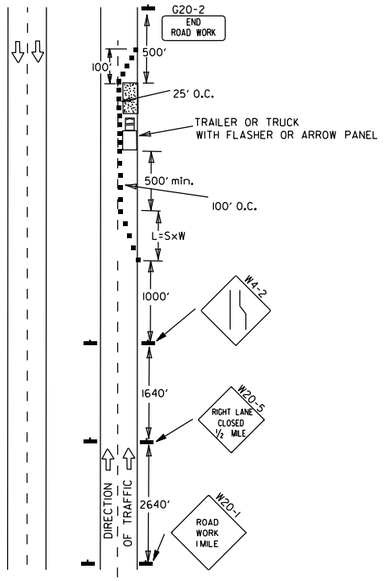
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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	

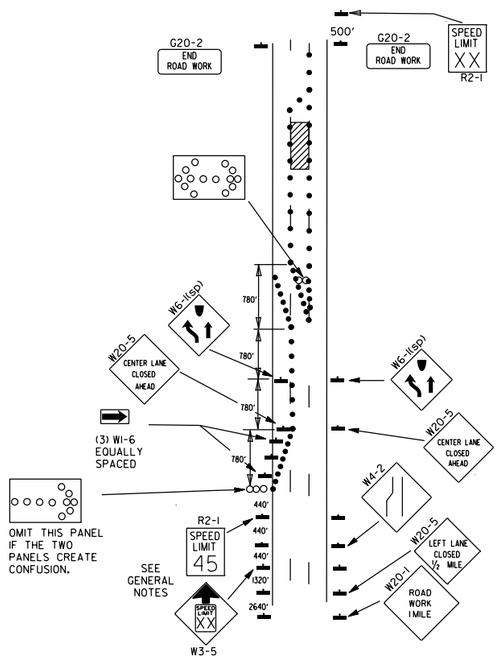
ARKANSAS STATE HIGHWAY COMMISSION

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:

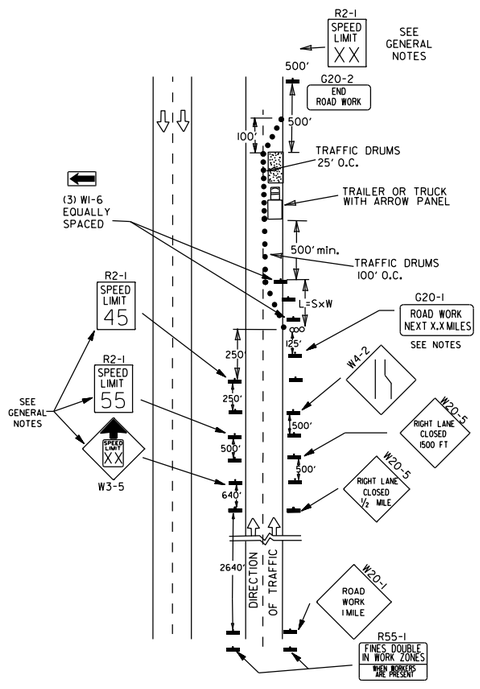
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

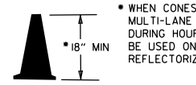
GENERAL NOTES:

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.

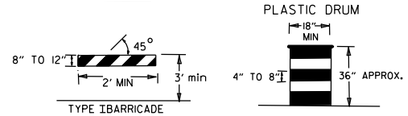
CHANNELIZING DEVICES



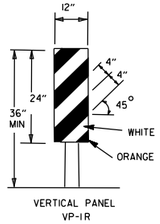
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

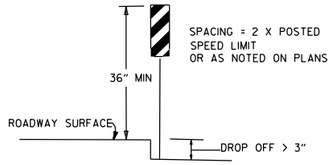
PLASTIC DRUM



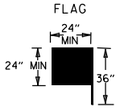
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

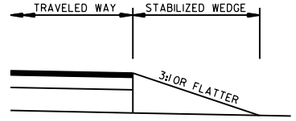
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"	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:

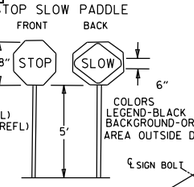
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL 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).

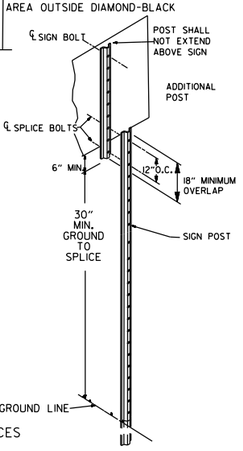


STABILIZED WEDGE

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

STOP SLOW PADDLE

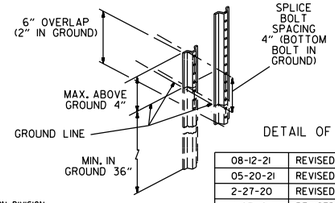




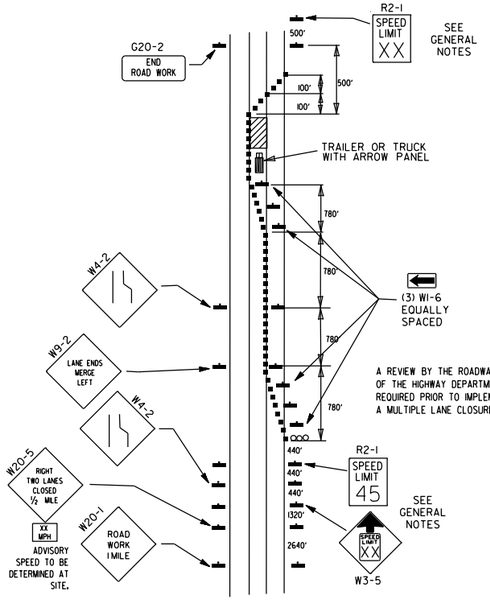
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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	

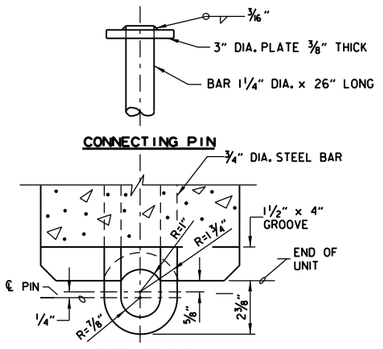
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

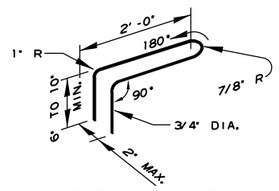
REINFORCING BAR TABLE PER BARRIER UNIT

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"

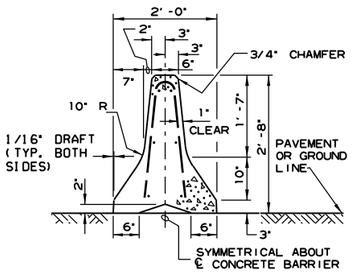


SECTION E-E

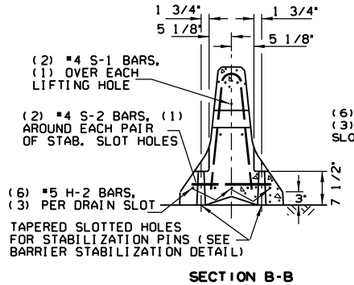
CONNECTION DETAILS



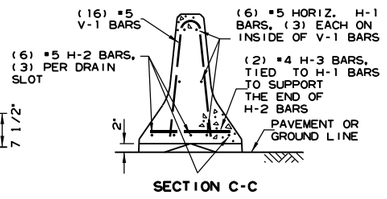
CONNECTION LOOP



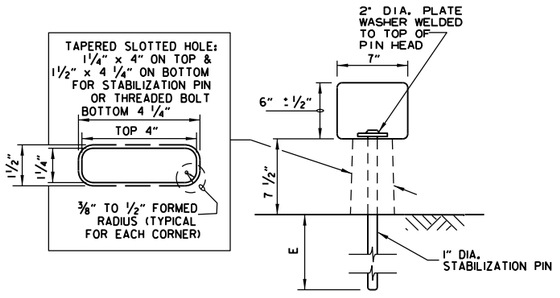
SECTION A-A



SECTION B-B



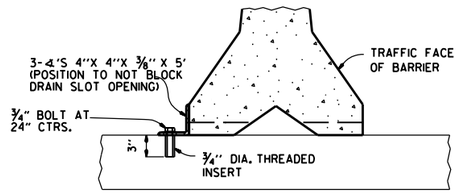
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

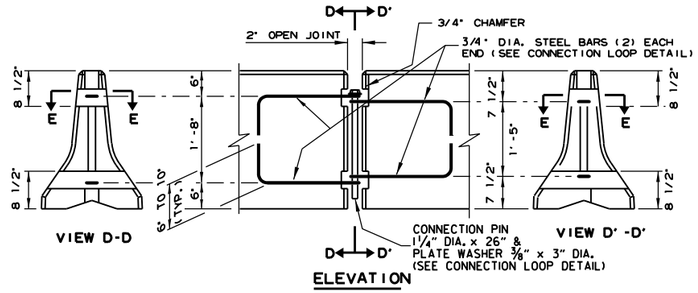
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



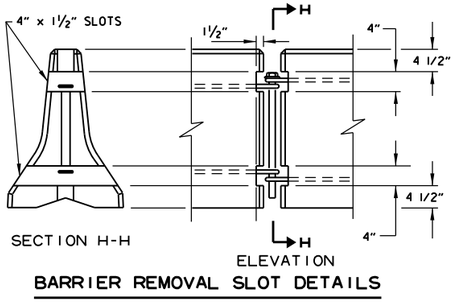
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

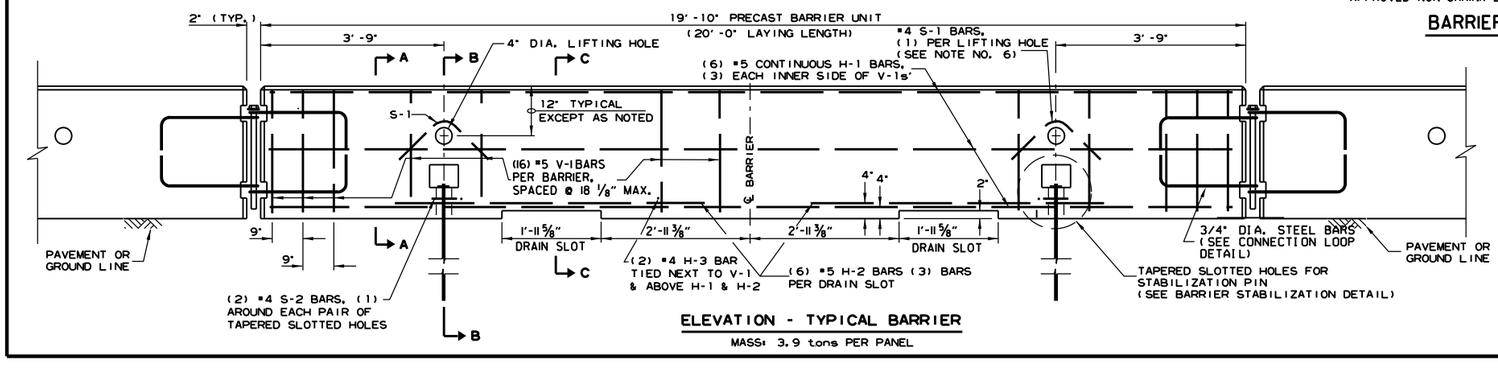
BRIDGE DECKS



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.

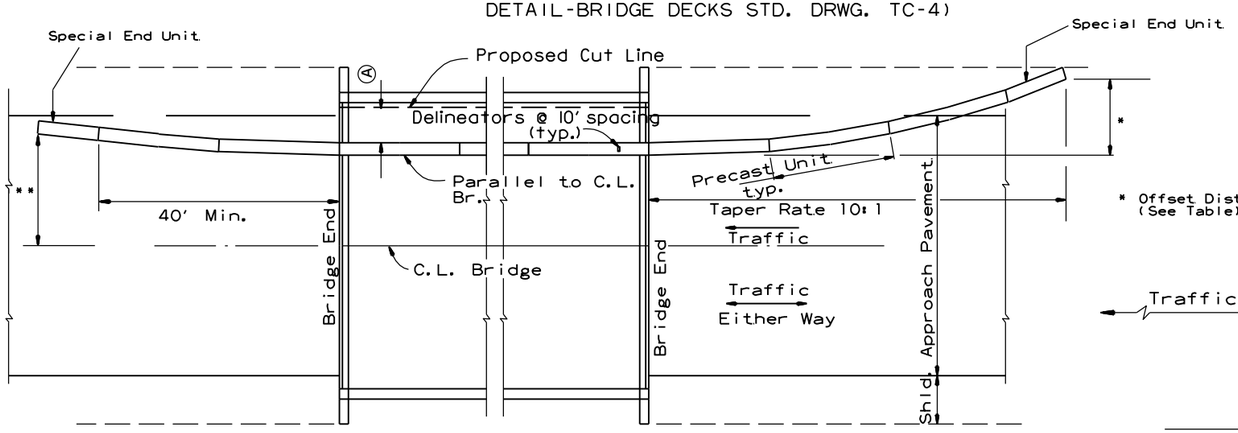
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED 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

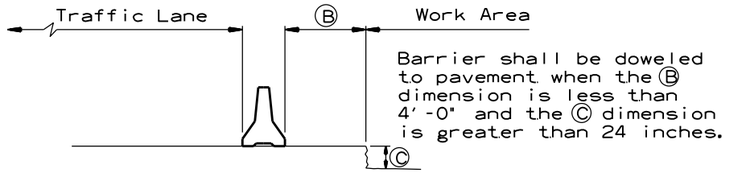
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

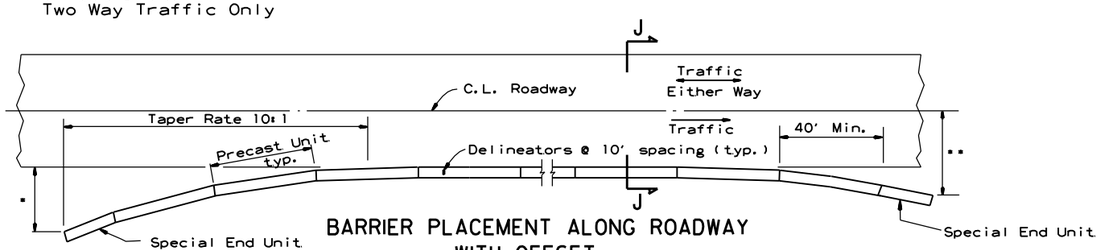


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

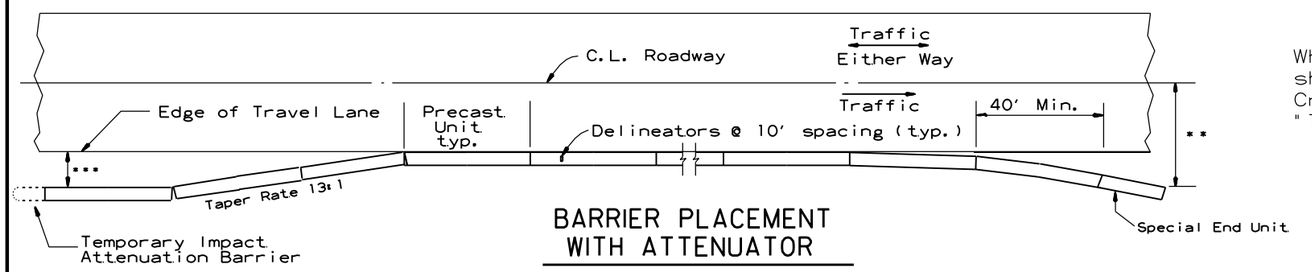
* Offset Distance (See Table)

** 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.

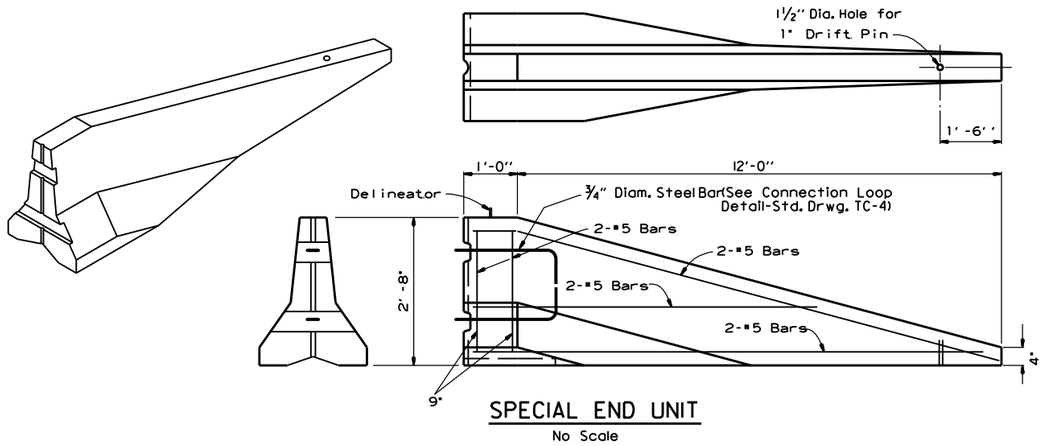


BARRIER PLACEMENT WITH ATTENUATOR

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	

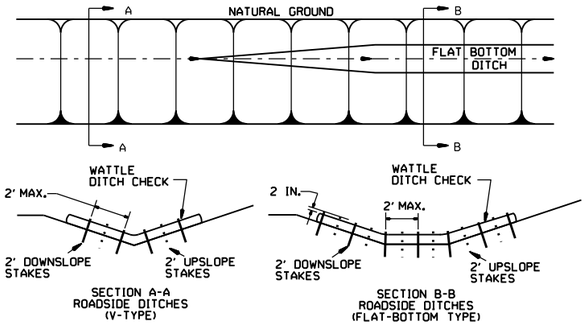
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

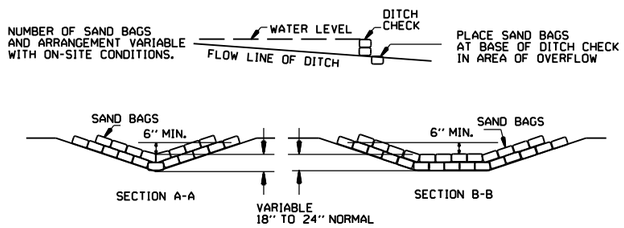
STANDARD DRAWING TC-5

GENERAL NOTES

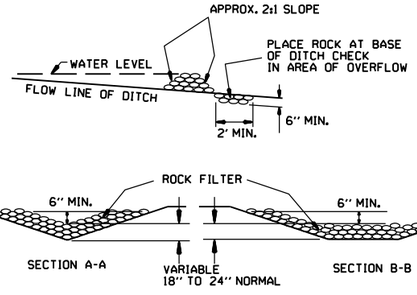
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

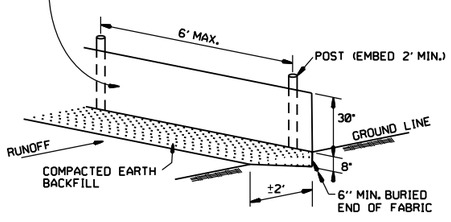


ROCK DITCH CHECK (E-6)

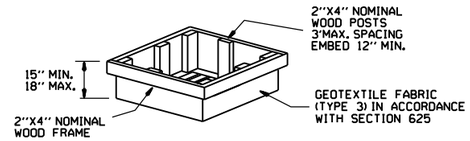
GENERAL NOTES

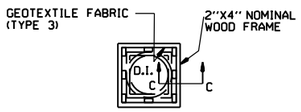
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

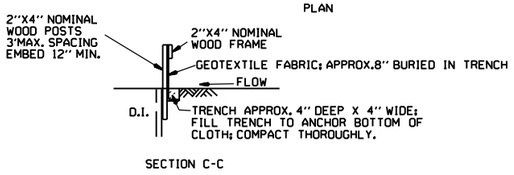
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



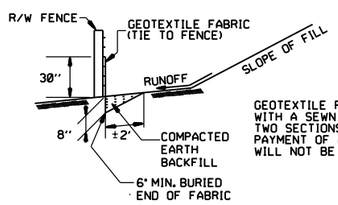
SILT FENCE (E-11)





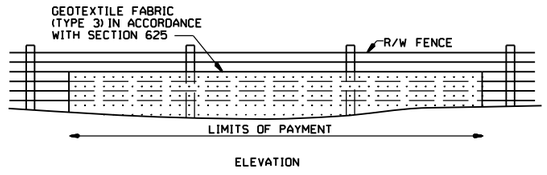


DROP INLET SILT FENCE (E-7)



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.



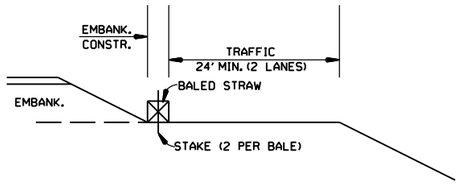
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

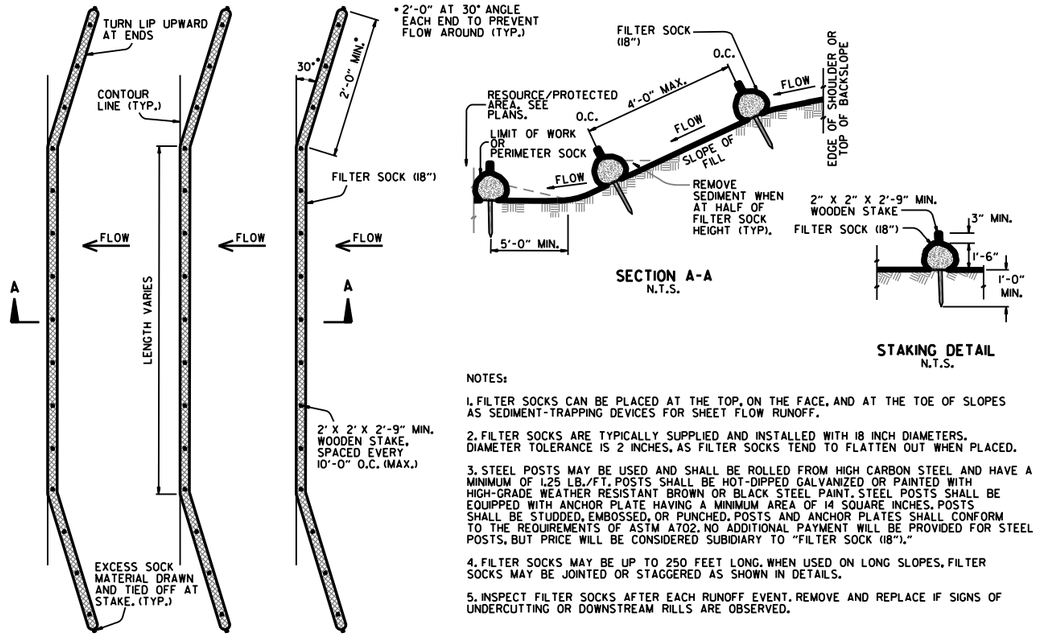
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

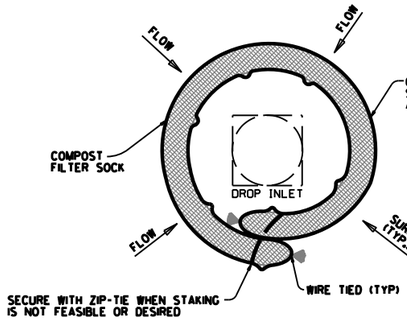
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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")."

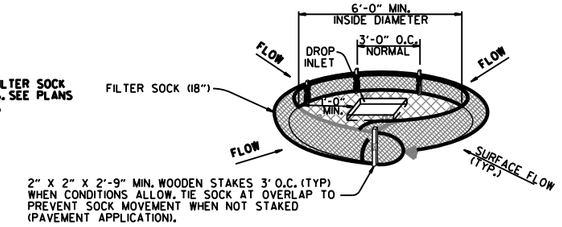
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

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.

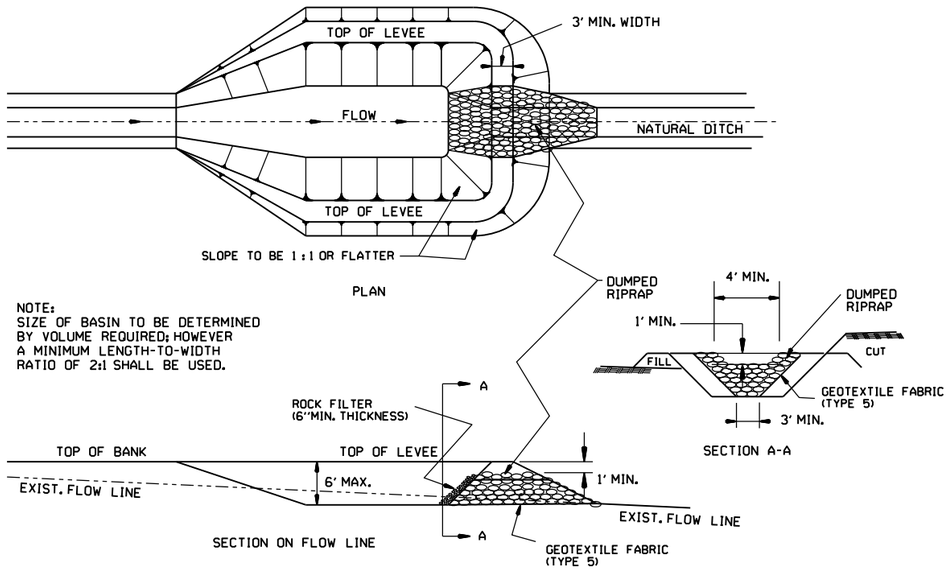
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

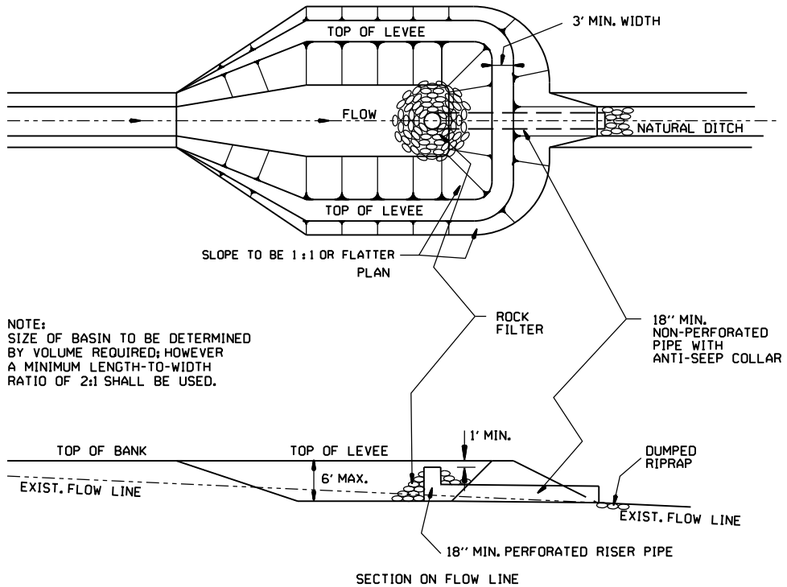
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

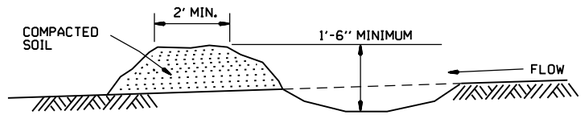
STANDARD DRAWING TEC-1



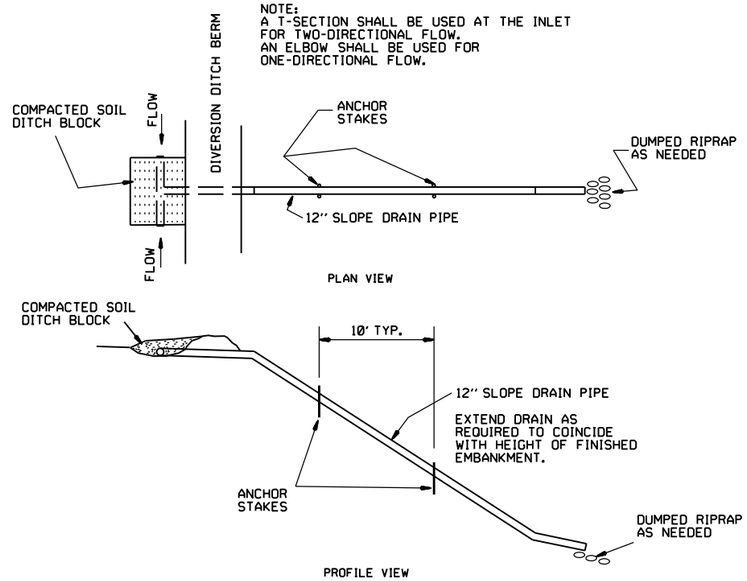
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



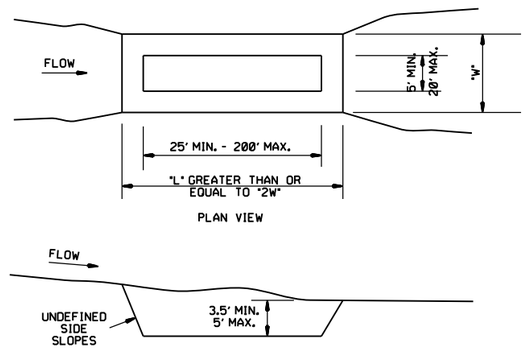
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

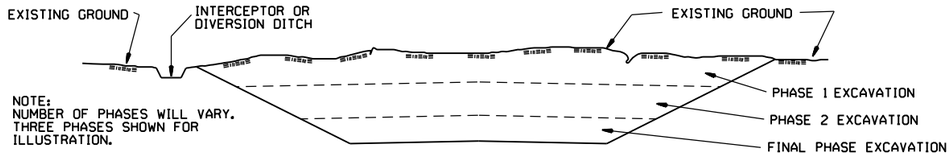
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



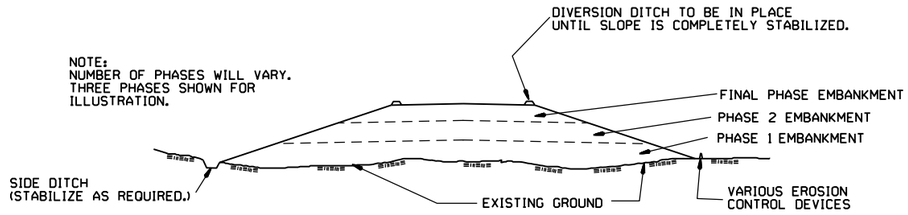
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



GENERAL NOTE

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

CONSTRUCTION SEQUENCE

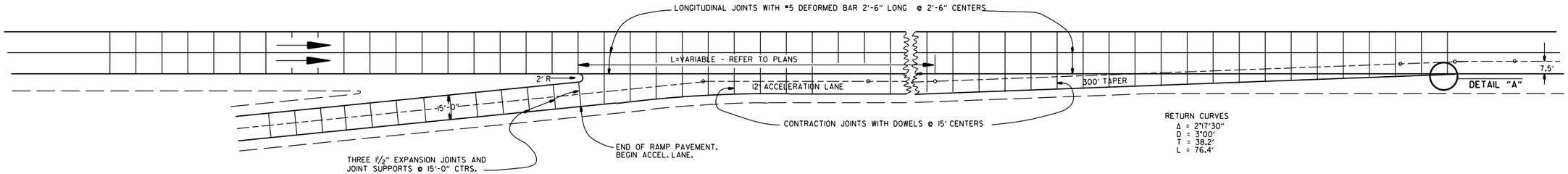
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD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

11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

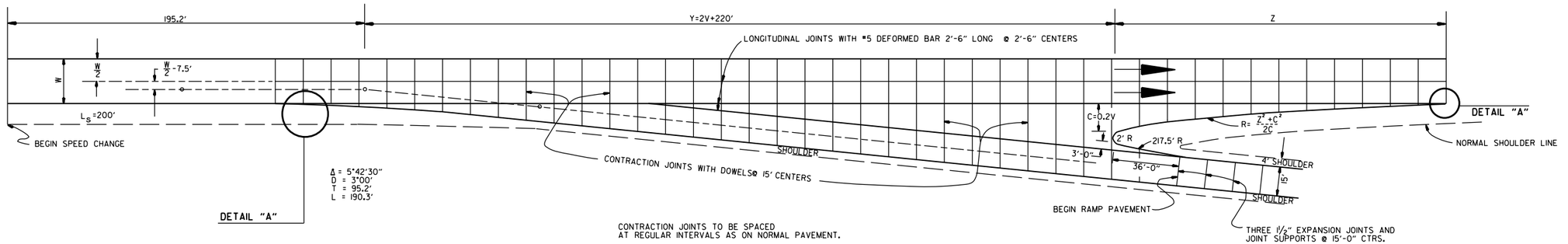
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



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.

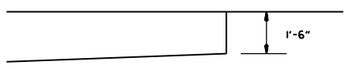


CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

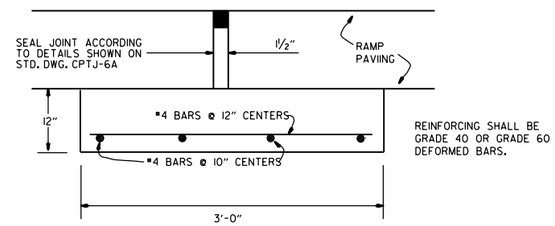
EXIT RAMP

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

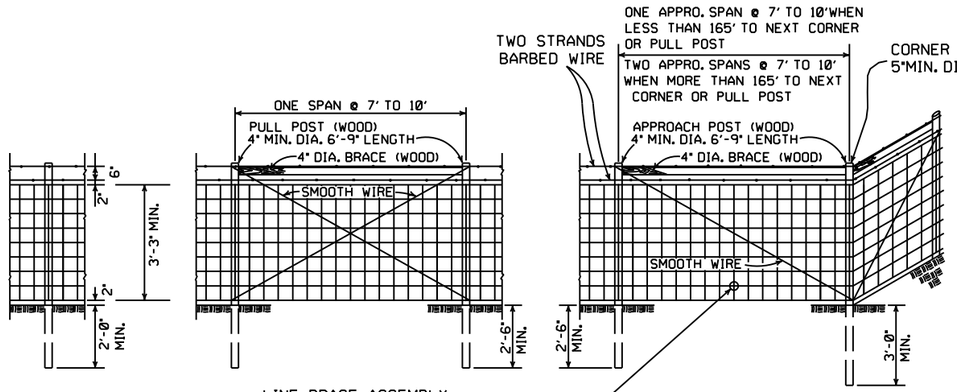
NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE 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

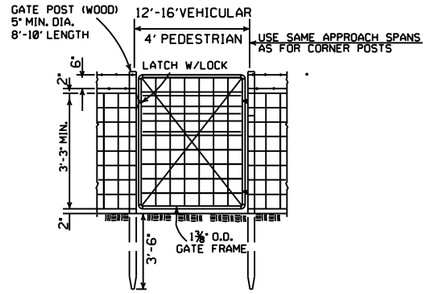
ARKANSAS STATE HIGHWAY COMMISSION

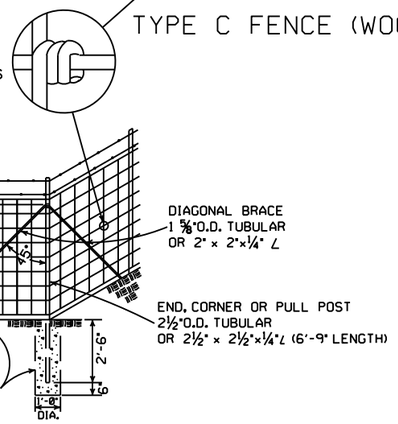
DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

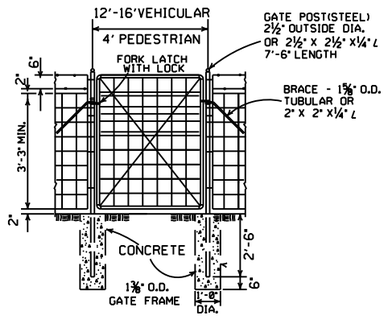
STANDARD DRAWING TR-1A



TYPE C FENCE (WOOD POSTS)

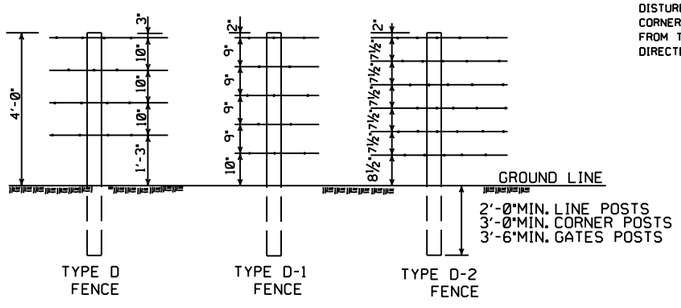




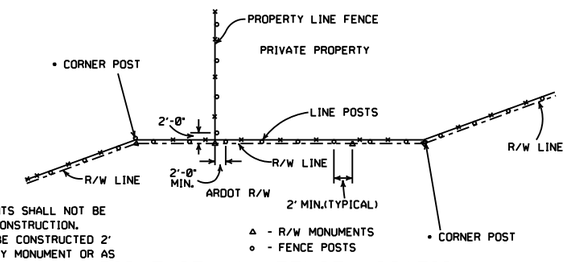


NOTE: STEEL LINE POSTS SHALL BE 6'-6" MINIMUM LENGTH.

TYPE C FENCE (STEEL POSTS)

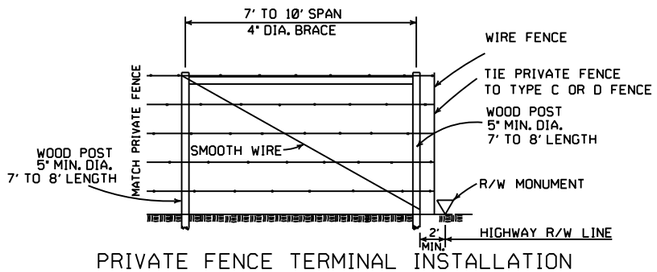


NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



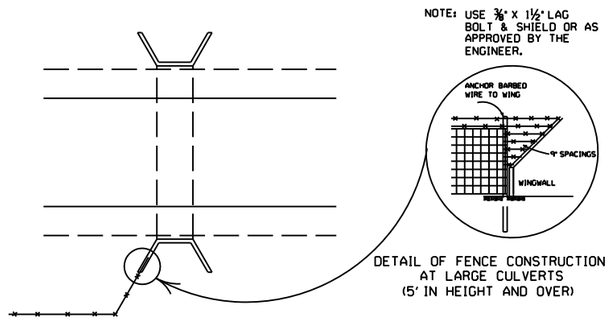
• NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

RIGHT-OF-WAY FENCE LOCATION

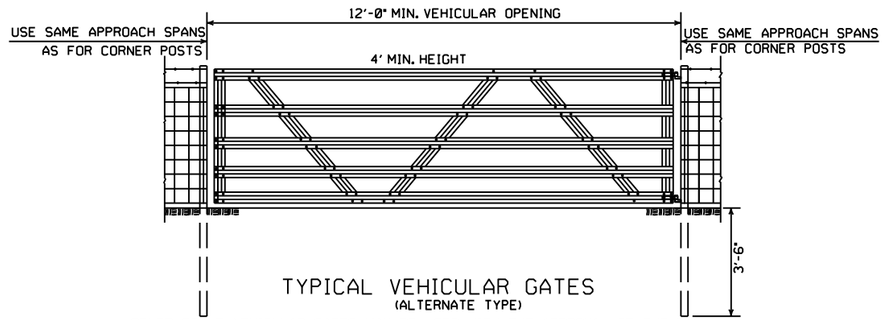


PRIVATE FENCE TERMINAL INSTALLATION

WHERE EXISTING FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN IN TYPE C FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.



DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)



TYPICAL VEHICULAR GATES

(ALTERNATE TYPE)

OTHER STYLE VEHICULAR GATES MAY BE USED WITH THE APPROVAL OF THE ENGINEER. THE METHOD OF SECURING GATE (LATCH AND/OR LOCK)SHALL MEET THE APPROVAL OF THE ENGINEER.

GENERAL NOTES:

STEEL LINE POSTS SHALL BE PAINTED OR GALVANIZED. TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK). APPROVED ALTERNATES ARE ACCEPTABLE.
AN ACCEPTABLE TOLERANCE IN LENGTH OF TUBULAR OR WOODEN POSTS SHALL BE - 1" TO +2".
TUBULAR POSTS MUST BE PAINTED OR GALVANIZED.

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF TIMBER LINE POSTS OF 7 FOOT LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

DRIVEWAY GATES, EITHER SINGLE 12' TO 16' OR DOUBLE 6' TO 8' OPENING OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE, FOR USE OF MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON PLANS OR AS DESIGNATED BY THE ENGINEER.

AT STREAM CROSSINGS, THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF THE BANK TO THE BRIDGE STRUCTURE A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD" AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRES A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

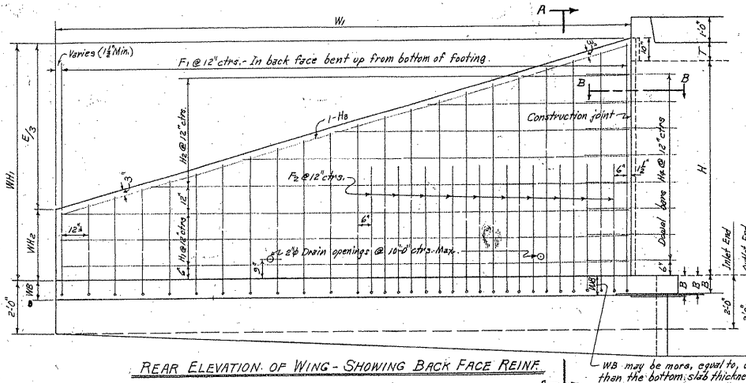
DATE	REVISION	FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	REVISED BARB WIRE AND ADDED CORNER POST NOTES	6-2-94
8-5-93	REVISED R/W INSTALLATION FENCE	8-5-93
10-1-92	ADDED STAPLE NOTE	10-1-92
8-15-91	ADDED TYPE D-2 FENCE	8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
7-15-88	ADDED SPLICE NOTE	700-7-15-88
10-30-87	GENERAL REVISIONS	549-10-30-87
11-1-84	MAX. POST SPACING MIN. WIRE GAUGE	507-11-1-84
1-4-83	MIN. DIA. LINE POST	648-1-4-83
3-2-81	TOLERANCE FOR POST LENGTH	722-3-2-81
12-1-72	ADDED D-1 & FENCE INSTALLATION	564-12-1-72
10-2-72	REVISED AND REDRAWN	540-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

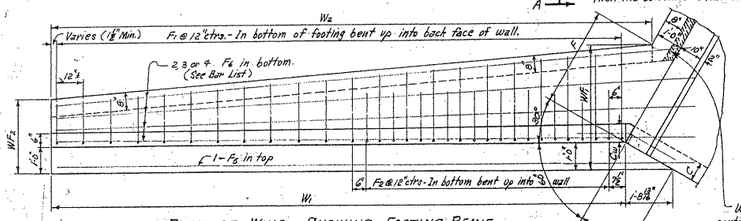
WIRE FENCE TYPE C AND D

STANDARD DRAWING WF-4

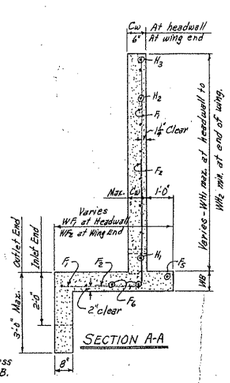
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



REAR ELEVATION OF WING - SHOWING BACK FACE REINF.

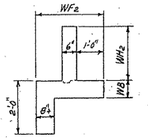


PLAN OF WING - SHOWING FOOTING REINF.



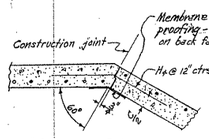
SECTION A-A

WB may be more, equal to, or less than the bottom slab thickness B.

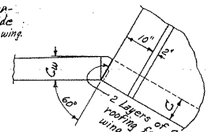


END VIEW OF WING

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

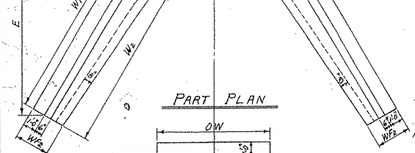
W3 = (OW - 2F)

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	

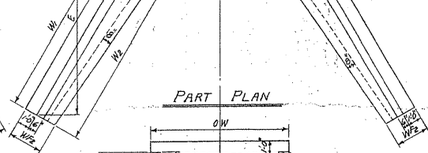
* For reinforcing steel in Headwalls and Aprons, See Details of Standard Barrel Sections for R.C. Box Culverts for the desired Span and Height.



PART PLAN

END ELEVATION

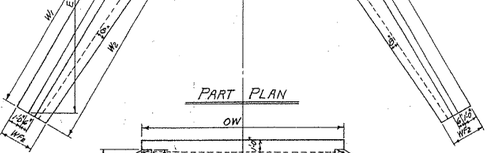
SINGLE BARREL CULVERT



PART PLAN

END ELEVATION

DOUBLE BARREL CULVERT

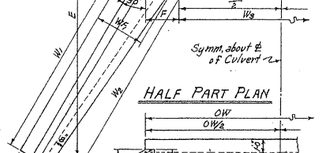


PART PLAN

END ELEVATION

TRIPLE BARREL CULVERT

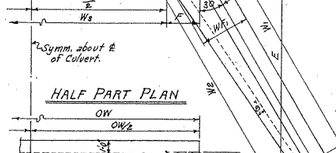
NOTE:- Plans and Elevations are not to scale.



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.					

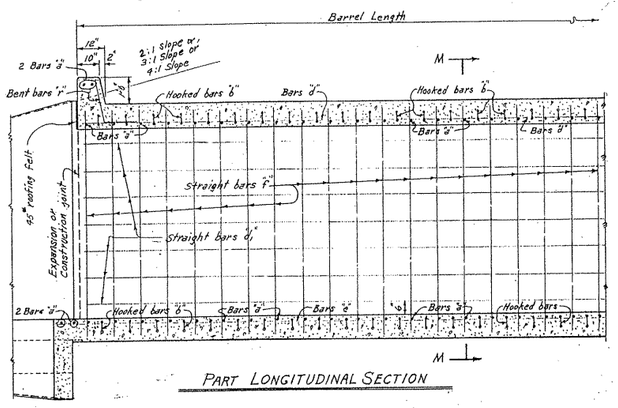
BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

DEPTH OF COVER	CLEAR SPAN	CLEAR HEIGHT	"a" bars STRAIGHT — In Top and Bottom Slabs of Barrel. 2 Add'l in Apron and Headwall- Each.					"b" bars BENT - See Diagram below. — In Top and Bottom Slabs of Barrel. Alternate with "a" bars.						"d" bars STRAIGHT — Longitudinal in Top Slab of Barrel				"d1" bars STRAIGHT — Longitudinal in Sidewalls				"e" bars. STRAIGHT — Longitudinal in Bottom Slab of Barrel				"f" bars STRAIGHT — Verticals in Sidewalls			
			SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
D	S	H																											
0'-0" TO 5'-0" MAXIMUM	1 @ 4'	2'			120	120	4'-9"			110	110	5'-10"	4'-8"	#5	10½"	6		#4	16"	4		#4	12"	5		#4	12"	120	120	2'-11"	
		3'			120	120	4'-9"			110	110	5'-10"	4'-8"			6				6				5				120	120	3'-11"	
		4'			120	120	4'-9"			110	110	5'-10"	4'-8"			8				8				5				120	120	4'-11"	
		5'			120	120	4'-9"			110	110	5'-10"	4'-8"			10				10				5				120	120	6'-11"	
		6'			120	120	4'-11"			110	110	6'-0"	4'-10"			12				12				5				120	120	7'-11"	
	1 @ 5'	3'			120	120	5'-9"			110	110	6'-10"	5'-8"			7				7				6				120	120	5'-0"	
		4'			120	120	5'-9"			110	110	6'-10"	5'-8"			8				8				6				120	120	6'-0"	
		5'	#6	13"	120	120	5'-9"	#6	13"	110	110	6'-10"	5'-8"	#5	10½"	10		#4	12"	10		#4	12"	6		#4	12"	120	120	7'-0"	
		6'			120	120	5'-11"			110	110	7'-0"	5'-10"			12				12				6				120	120	8'-0"	
		7'			120	120	6'-0"			110	110	7'-1"	5'-11"			14				14				6				120	120	9'-0"	
	1 @ 6'	3'			128	128	6'-9"			118	118	7'-10"	6'-8"			8				8				7				120	120	4'-1"	
		4'			128	128	6'-9"			118	118	7'-10"	6'-8"			8				8				7				120	120	5'-1"	
		5'			128	128	6'-9"			118	118	7'-10"	6'-8"			10				10				7				120	120	6'-1"	
		6'	#6	12"	128	128	6'-11"	#6	12"	118	118	8'-1"	6'-10"	#5	10½"	12		#4	12"	12		#4	12"	7		#4	12"	120	120	7'-1"	
		7'			128	128	7'-0"			118	118	8'-1"	6'-11"			14				14				7				120	120	8'-1"	
		8'			128	128	7'-1"			118	118	8'-2"	7'-0"			16				16				7				120	120	9'-1"	
		4'			140	140	7'-9"			130	130	8'-10"	7'-8"			9				9				8				120	120	5'-2"	
		5'			140	140	7'-9"			130	130	8'-10"	7'-8"			9				9				8				120	120	6'-2"	
	1 @ 7'	6'	#6	11"	140	140	7'-11"	#6	11"	130	130	9'-1"	7'-10"	#5	10½"	9		#4	12"	9		#4	12"	8		#4	12"	120	120	7'-2"	
		7'			140	140	8'-0"			130	130	9'-2"	8'-0"			11				11				8				120	120	8'-2"	
		8'			140	140	8'-1"			130	130	9'-3"	8'-1"			14				14				8				120	120	9'-2"	
		9'			140	140	8'-3"			130	130	9'-4"	8'-2"			16				16				8				120	120	10'-2"	
		4'			128	128	8'-9"			118	118	9'-10"	8'-8"			8				8				9				120	120	5'-6"	
		5'			128	128	8'-11"			118	118	10'-0"	8'-10"			10				10				9				120	120	6'-6"	
	1 @ 8'	6'			128	128	8'-11"			118	118	10'-0"	8'-10"			12				12				9				120	120	7'-6"	
		7'	#7	12"	128	128	9'-0"	#6	12"	118	118	10'-1"	8'-11"	#5	10"	14		#4	12"	14		#4	12"	9		#4	12"	120	120	8'-6"	
		8'			128	128	9'-1"			118	118	10'-2"	9'-0"			16				16				9				120	120	9'-6"	
		9'			128	128	9'-3"			118	118	10'-4"	9'-2"			18				18				9				120	120	10'-6"	
		10'			128	128	9'-5"			118	118	10'-5"	9'-3"			20				20				9				120	120	11'-6"	
		5'			140	140	9'-11"			130	130	11'-0"	9'-10"			12				12				10				120	120	6'-6"	
		6'			140	140	10'-0"			130	130	11'-1"	9'-11"			12				12				10				120	120	7'-5"	
	1 @ 9'	7'			140	140	10'-0"			130	130	11'-1"	9'-11"			12				12				10				120	120	8'-5"	
		8'	#7	11"	140	140	10'-1"	#6	11"	130	130	11'-2"	10'-0"	#5	10"	12		#4	12"	12		#4	12"	10		#4	12"	144	144	9'-5"	
		9'			140	140	10'-3"			130	130	11'-4"	10'-2"			12				12				10				144	144	10'-4"	
		10'			140	140	10'-5"			130	130	11'-6"	10'-4"			12				12				10				144	144	11'-4"	
		11'			140	140	10'-7"			130	130	11'-8"	10'-6"			12				12				10				144	144	12'-4"	
		5'			128	128	10'-11"			118	118	12'-2"	10'-10"			13				10				11				120	120	6'-6"	
		6'			128	128	11'-0"			118	118	12'-3"	10'-11"			13				12				11				120	120	7'-6"	
	1 @ 10'	7'			128	128	11'-0"			118	118	12'-3"	10'-11"			13				14				11				120	120	8'-6"	
		8'	#7	12"	128	128	11'-1"	#7	12"	118	118	12'-4"	11'-0"	#5	10"	13		#4	12"	16		#4	12"	11		#4	12"	144	144	9'-6"	
		9'			128	128	11'-3"			118	118	12'-6"	11'-2"			13				18				11				144	144	10'-6"	
		10'			128	128	11'-5"			118	118	12'-8"	11'-4"			13				20				11				144	144	11'-6"	
		11'			128	128	11'-7"			118	118	12'-10"	11'-6"			13				22				11				144	144	12'-6"	
		12'			128	128	11'-9"			118	118	13'-0"	11'-8"			13				24				11				144	144	13'-6"	
		6'			140	140	12'-1"			130	130	13'-4"	12'-0"			15				12				12				120	120	7'-7"	
		7'			140	140	12'-1"			130	130	13'-4"	12'-0"			15				14				12				120	120	8'-7"	
	1 @ 11'	8'			140	140	12'-1"			130	130	13'-4"	12'-0"			15				16				12				144	144	9'-7"	
		9'	#7	11"	140	140	12'-3"	#7	11"	130	130	13'-6"	12'-2"	#5	9½"	15		#4	12"	18		#4	12"	12		#5	12"	144	144	10'-7"	
		10'			140	140	12'-5"			130	130	13'-8"	12'-4"			15				20				12				144	144	11'-7"	
		11'			140	140	12'-7"			130	130	13'-10"	12'-6"			15				22				12				144	144	12'-7"	
		12'			140	140	12'-9"			130	130	14'-0"	12'-8"			15				24				12				144	144	13'-7"	
		6'			128	128	13'-1"			118	118	14'-4"	13'-0"			16				12				13				120	120	7'-9"	
		7'			128	128	13'-1"			118	118	14'-4"	13'-0"			16				14				13				120	120	8'-9"	
	1 @ 12'	8'			128	128	13'-1"			118	118	14'-4"	13'-0"			16				16				13				144	144	9'-9"	
		9'	#8	12"	128	128	13'-3"	#7	12"	118	118	14'-6"	13'-2"	#5	9½"	16		#4	12"	18		#4	12"	13		#5	12"	144	144	10'-9"	
		10'			128	128	13'-5"			118	118	14'-8"	13'-4"			16				20				13				144	144	11'-9"	
		11'			128	128	13'-7"			118	118	14'-10"	13'-6"			16				22				13				144	144	12'-9"	
		12'			128	128	13'-9"			118	118	15'-0"	13'-8"			16				24				13				144	144	13'-9"	

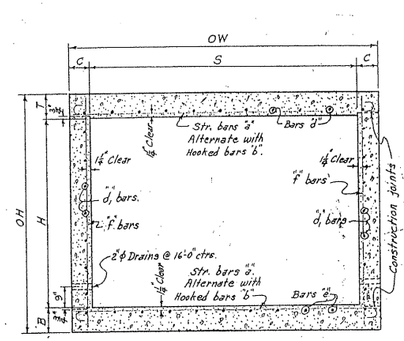
Note:- For details of wings and bar lists, see Drawing Nos. W-X002-1, W-X002-2, W-X003-1 or W-X003-2, and W-X004-1 or W-X004-2.

DIMENSIONS AND QUANTITIES

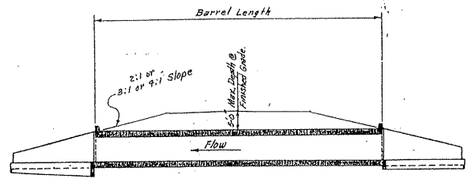
MAX. DESIGN DEPTH OF COVER	BARREL DIMENSIONS: CLEAR SPAN	CLEAR HEIGHT	SQ. FT. OPENING	OVERALL WIDTH	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS	THICKNESS OF BOTTOM SLAB	OVERALL HEIGHT	UNIT QUANTITIES: CLASS S CONC. PER LIN. FT. OF BARREL	REINFORCING STEEL PER LIN. FT. OF BARREL	ADDITIONAL PER LAP	ADDITIONAL TWO HEADWALLS & APRONS
D	S	H	A	OW	T	C	B	OH	CU.YD.	LB.	LB.	LB.
5'-0"	1 @ 4'	2'	8	5'-0"	7"	6"	6½"	3'-1½"	0.282	41.99	17.95	66.35
		3'	12	5'-0"		6"		4'-1⅝"	0.319	44.16	19.62	66.35
		4'	16	5'-0"		6"		5'-1⅞"	0.356	46.83	21.29	66.35
		5'	20	5'-0"		6"		6'-1⅞"	0.394	49.50	22.96	66.35
		6'	24	5'-2"		7"		7'-1⅞"	0.474	52.96	24.63	67.75
	1 @ 5'	3'	15	6'-0"	7"	6"	6½"	4'-2⅝"	0.380	55.55	22.19	101.27
		4'	20	6'-0"		6"		5'-2⅝"	0.417	58.23	23.86	101.27
		5'	25	6'-0"		6"		6'-2⅝"	0.454	60.90	25.53	101.27
		6'	30	6'-2"		7"		7'-2⅝"	0.535	64.99	27.20	103.27
		7'	35	6'-3"		7½"		8'-2⅝"	0.609	67.63	28.87	104.27
	1 @ 6'	3'	18	7'-0"	8"	6"	7½"	4'-3½"	0.496	66.29	29.76	118.96
		4'	24	7'-0"		6"		5'-3½"	0.483	68.96	26.93	118.96
		5'	30	7'-0"		6"		6'-3½"	0.520	71.64	28.10	118.96
		6'	36	7'-2"		7"		7'-3½"	0.602	75.31	29.77	120.96
		7'	42	7'-3"		7½"		8'-3½"	0.671	78.98	31.44	121.97
		8'	48	7'-4"		8"		9'-3½"	0.746	88.47	33.11	122.97
	1 @ 7'	4'	28	8'-0"	8½"	6"	8½"	5'-5"	0.568	81.32	29.01	136.88
		5'	35	8'-0"		6"		6'-5"	0.605	84.00	30.68	136.88
		6'	42	8'-2"		7"		7'-5"	0.688	87.76	32.35	138.88
		7'	49	8'-3"		7½"		8'-5"	0.757	90.98	34.02	139.88
		8'	56	8'-4"		8"		9'-5"	0.832	96.65	35.69	140.88
		9'	63	8'-6"		9"		10'-5"	0.996	105.59	37.36	142.89
	1 @ 8'	4'	32	9'-0"	9½"	7"	9½"	5'-7"	0.676	95.26	33.32	198.07
		5'	40	9'-2"		7"		6'-7"	0.758	99.12	34.99	196.80
		6'	48	9'-2"		7"		7'-7"	0.797	101.79	36.66	196.80
		7'	56	9'-3"		7½"		8'-7"	0.867	105.05	38.33	198.16
		8'	64	9'-4"		8"		9'-7"	0.942	110.81	40.00	199.52
		9'	72	9'-6"		9"		10'-7"	1.057	119.92	41.67	202.25
		10'	80	9'-8"		10"		11'-7"	1.186	126.67	43.34	204.97
	1 @ 9'	5'	45	10'-2"	10"	7"	10"	6'-8"	0.849	119.72	37.56	213.61
		6'	54	10'-3"		7½"		7'-8"	0.910	118.04	39.23	220.97
		7'	63	10'-3"		7½"		8'-8"	0.957	120.71	40.90	220.97
		8'	72	10'-4"		8"		9'-8"	1.033	126.54	42.57	222.33
		9'	81	10'-6"		9"		10'-8"	1.148	135.80	44.24	225.06
		10'	90	10'-8"		10"		11'-8"	1.276	142.68	45.91	227.78
		11'	99	10'-10"		11"		12'-8"	1.416	150.90	47.58	230.51
	1 @ 10'	5'	50	11'-2"	10½"	7"	11"	6'-9½"	0.957	130.64	40.13	242.64
		6'	60	11'-3"		7½"		7'-9½"	1.024	133.99	41.80	244.00
		7'	70	11'-3"		7½"		8'-9½"	1.071	136.66	43.47	244.00
		8'	80	11'-4"		8"		9'-9½"	1.147	142.55	45.14	245.36
		9'	90	11'-6"		9"		10'-9½"	1.263	151.92	96.81	248.09
		10'	100	11'-8"		10"		11'-9½"	1.391	158.89	98.98	250.81
		11'	110	11'-10"		11"		12'-9½"	1.532	166.71	50.15	253.54
		12'	120	12'-0"		12"		13'-9½"	1.685	178.67	51.82	256.26
	1 @ 11'	6'	66	12'-3"	11"	8"	11½"	7'-10½"	1.153	155.16	96.12	268.62
		7'	77	12'-3"		8"		8'-10½"	1.202	157.83	97.79	268.62
		8'	88	12'-4"		8"		9'-10½"	1.252	163.06	99.46	268.62
		9'	99	12'-6"		9"		10'-10½"	1.368	172.60	51.13	271.34
		10'	110	12'-8"		10"		11'-10½"	1.497	179.70	52.80	274.07
		11'	121	12'-10"		11"		12'-10½"	1.638	187.67	54.97	276.79
		12'	132	13'-0"		12"		13'-10½"	1.792	199.79	56.14	279.52
	1 @ 12'	6'	72	13'-3"	12"	8"	12½"	8'-0"	1.284	172.20	98.69	357.62
		7'	84	13'-3"		8"		9'-0"	1.333	174.87	50.36	357.62
		8'	96	13'-4"		8"		10'-0"	1.383	180.15	52.03	357.62
		9'	108	13'-6"		9"		11'-0"	1.500	189.85	58.70	361.18
		10'	120	13'-8"		10"		12'-0"	1.630	197.07	55.37	364.74
		11'	132	13'-10"		11"		13'-0"	1.772	205.16	57.04	368.30
		12'	144	14'-0"		12"		14'-0"	1.926	217.95	58.71	371.86



PART LONGITUDINAL SECTION



TYPICAL SECTION M-M



LONGITUDINAL SECTION

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.

REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.

BAR LAP:- In computing the quantities of steel from the tables add one lap for each additional 33'-0" length of barrel over 32'-0". Lap longitudinal bars 30 diameters.

CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls and slabs shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

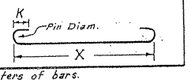
DESIGN LIVE LOAD

H20-S16 LOADING A.A.S.H.O. 1961
AND
SPECIAL MILITARY LOADING
Two 24,000 Lb. Axles @ 4'-0" ctrs.

UNIT STRESSES:-
Class S Concrete (n=10) 1200 #/□"
Reinforcing Steel 20,000 #/□"

BAR SIZE	PIN DIAM.	K	ADD FOR 2 HOOKS
#6	3"	5"	1'-2"
#7	3½"	5⅝"	1'-4"

BENDING DIAGRAM Bars "b"

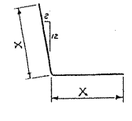


NOTE:- Dimensions are to centers of bars.

DOWEL BARS FOR TWO HEADWALLS

SPAN	SIZE	SPACING	NO. REQ'D	LENGTH	X
4'	#4	11"±	12	2'-6"	1'-3"
5'	#4	11"±	14	2'-7"	1'-3⅛"
6'	#4	11"±	16	2'-8"	1'-4"
7'	#4	11"±	18	2'-9"	1'-4⅛"
8'	#4	11⅛"±	20	2'-11"	1'-5⅛"
9'	#4	11⅛"±	22	3'-0"	1'-6"
10'	#4	11⅛"±	24	3'-1"	1'-6⅛"
11'	#4	12"±	26	3'-2"	1'-7"
12'	#4	12"±	28	3'-3"	1'-7⅛"

Bars "i" Dowel bars in Headwalls.



W-X002-1, W-X002-2, or W-X003-1, or W-X003-2, or W-X004-1, or W-X004-2.

NOTE:- This drawing to be used in conjunction with Standard Drawing Nos. W-X003-1 or W-X003-2 and W-X004-1 or W-X004-2. Also Drawing Nos. W-X002-1 or W-X002-2.

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS — 3:1 OR 4:1 SLOPES
SINGLES — UNDER 5'-0" COVER

STANDARD DRAWING NO. R-100X-0

Designed By:- W.C.H. 1-23-63. Checked By:- RBG. 5-8-63
Drawn By:- W.C.H. 2-8-63. Checked By:- RBG. 5-8-63
Quantities By:- W.C.H. 2-12-63. Checked By:- RBG. 5-24-63

FED. ROAD No.	STATE	FED. AID PROJECT.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

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.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

DEPTH OF COVER	CLEAR SPAN	CLEAR HEIGHT	'S' 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
D	S	H					
0'-0" TO 5'-0" MAXIMUM	3	2'			128	128	14'-1"
	3 @ 4	3'			128	128	14'-1"
		4'	#5	12"	128	128	14'-1"
		5'			128	128	14'-1"
		6'			128	128	14'-5"
	3 @ 5	3'			128	128	17'-1"
		4'			128	128	17'-1"
		5'	#6	12"	128	128	17'-1"
		6'			128	128	17'-5"
		7'			128	128	17'-8"
	3 @ 6	3'			140	140	20'-1"
		4'			190	190	20'-1"
		5'	#6	11"	190	190	20'-1"
		6'			140	140	20'-5"
		7'			190	140	20'-8"
		8'			190	190	20'-9"
	3 @ 7	4'			128	128	23'-1"
		5'			128	128	23'-1"
		6'	#6	12"	128	128	23'-5"
		7'			128	128	23'-8"
		8'			128	128	23'-9"
		9'			128	128	24'-1"
	3 @ 8	4'			140	140	26'-1"
		5'			190	140	26'-5"
		6'			140	140	26'-5"
		7'	#6	11"	140	140	26'-8"
		8'			140	140	26'-9"
		9'			140	140	27'-1"
		10'			140	140	27'-5"
	3 @ 9	5'			140	140	29'-5"
		6'			140	190	29'-8"
		7'			140	140	29'-8"
		8'	#6	11"	140	140	29'-9"
		9'			140	190	30'-1"
		10'			140	190	30'-5"
		11'			190	190	30'-7"
	3 @ 10	5'			128	128	32'-5"
		6'			128	128	32'-8"
		7'			128	128	32'-8"
		8'	#7	12"	128	128	32'-9"
		9'			128	128	33'-1"
		10'			128	128	33'-5"
		11'			128	128	33'-7"
		12'			128	128	33'-9"
	3 @ 11	6'			140	140	35'-9"
		7'			140	140	35'-9"
		8'			140	140	35'-9"
		9'	#7	11"	140	140	36'-1"
		10'			140	140	36'-5"
		11'			140	140	36'-7"
		12'			140	140	36'-9"
	3 @ 12	6'			140	140	38'-9"
		7'			140	140	38'-9"
		8'			140	140	38'-9"
		9'	#7	11"	140	140	39'-1"
		10'			140	140	39'-5"
		11'			140	140	39'-7"
		12'			140	140	39'-9"

DEPTH OF COVER	CLEAR SPAN	CLEAR HEIGHT	'b' bars STRAIGHT BENT - See Diagram below. In Bottom of Top Slab bent up over Division Walls - hooked. Alternate with 'd' and 'e' bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	Y	Z
D	S	H								
0'-0" TO 5'-0" MAXIMUM	3 @ 4	2'								
		3'								
		4'	#5	12"	59	59	15'-9"	0'-3"	2'-2"	3'-9⅝"
		5'			59	59	15'-9"	0'-3"	2'-2"	3'-9⅝"
		6'			59	59	15'-8"	0'-3"	2'-3"	3'-5⅝"
	3 @ 5	3'			59	59	18'-5"	0'-3⅜"	2'-7"	4'-1⅜"
		4'			59	59	18'-5"	0'-3⅜"	2'-7"	4'-1⅜"
		5'	#6	12"	59	59	18'-5"	0'-3⅜"	2'-7"	4'-1⅜"
		6'			59	59	18'-9"	0'-3⅜"	2'-8"	4'-2⅛"
		7'			59	59	19'-0"	0'-3⅜"	2'-9"	4'-2⅜"
	3 @ 6	3'			65	65	21'-5"	0'-3⅜"	3'-1"	4'-10⅝"
		4'			65	65	21'-6"	0'-3"	3'-0"	4'-10⅜"
		5'	#6	11"	65	65	21'-6"	0'-3"	3'-0"	4'-10⅜"
		6'			65	65	21'-10"	0'-3"	3'-1"	4'-11⅜"
		7'			65	65	22'-1"	0'-3"	3'-2"	4'-11⅝"
		8'			65	65	22'-2"	0'-3"	3'-2"	5'-0⅛"
	3 @ 7	4'			65	65	24'-8"	0'-3½"	3'-5"	5'-7"
		5'			59	59	24'-8"	0'-4½"	3'-5"	5'-7"
		6'	#6	12"	59	59	25'-0"	0'-4½"	3'-6"	5'-8"
		7'			59	59	25'-3"	0'-4½"	3'-7"	5'-8½"
		8'			59	59	25'-4"	0'-4½"	3'-7"	5'-9"
		9'			59	59	25'-8"	0'-4½"	3'-8"	5'-10"
	3 @ 8	4'			65	65	27'-9"	0'-5"	3'-10"	6'-4"
		5'			65	65	28'-1"	0'-5"	3'-11"	6'-5"
		6'			65	65	28'-1"	0'-5"	3'-11"	6'-5"
		7'	#6	11"	65	65	28'-6"	0'-5"	4'-0"	6'-5½"
		8'			65	65	28'-6"	0'-5"	4'-0"	6'-6"
		9'			65	65	28'-9"	0'-5"	4'-1"	6'-7"
		10'			65	65	29'-1"	0'-5"	4'-2"	6'-8"
	3 @ 9	5'			65	65	31'-2"	0'-5½"	4'-4"	7'-2"
		6'			65	65	31'-5"	0'-5½"	4'-5"	7'-2½"
		7'			65	65	31'-5"	0'-5½"	4'-5"	7'-2½"
		8'	#6	11"	65	65	31'-6"	0'-5½"	4'-5"	7'-3"
		9'			65	65	31'-10"	0'-5½"	4'-6"	7'-4"
		10'			65	65	32'-2"	0'-5½"	4'-7"	7'-5"
		11'			65	65	32'-6"	0'-5½"	4'-7"	7'-6"
	3 @ 10	5'			59	59	34'-3"	0'-6"	4'-9"	7'-11"
		6'			59	59	34'-4"	0'-6"	4'-10"	7'-11½"
		7'			59	59	34'-4"	0'-6"	4'-10"	7'-11½"
		8'	#7	12"	59	59	34'-5"	0'-6"	4'-10"	8'-0"
		9'			59	59	34'-11"	0'-6"	4'-11"	8'-1"
		10'			59	59	35'-3"	0'-6"	5'-0"	8'-2"
		11'			59	59	35'-5"	0'-6"	5'-0"	8'-2"
		12'			59	59	35'-7"	0'-6"	5'-0"	8'-4"
	3 @ 11	6'			65	65	37'-8"	0'-6½"	5'-3"	8'-9"
		7'			65	65	37'-8"	0'-6½"	5'-3"	8'-9"
		8'			65	65	37'-8"	0'-6½"	5'-3"	8'-9"
		9'	#7	11"	65	65	38'-0"	0'-6½"	5'-4"	8'-10"
		10'			65	65	38'-4"	0'-6½"	5'-5"	8'-11"
		11'			65	65	38'-6"	0'-6½"	5'-5"	9'-0"
		12'			65	65	38'-8"	0'-6½"	5'-5"	9'-1"
	3 @ 12	6'			65	65	40'-9"	0'-7"	5'-8"	9'-6"
		7'			65	65	40'-9"	0'-7"	5'-8"	9'-6"
		8'			65	65	40'-9"	0'-7"	5'-8"	9'-6"
		9'	#7	11"	65	65	41'-1"	0'-7"	5'-9"	9'-7"
		10'			65	65	41'-5"	0'-7"	5'-10"	9'-8"
		11'			65	65	41'-7"	0'-7"	5'-10"	9'-9"
		12'			65	65	41'-9"	0'-7"	5'-10"	9'-10"

DEPTH OF COVER	CLEAR SPAN	CLEAR HEIGHT	'b2' bars STRAIGHT BENT - See Diagram below. In Top of Bottom Slab bent down under Division Walls - hooked. Alternate with 'd' and 'e' bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	Y	Z
D	S	H								
0'-0" TO 5'-0" MAXIMUM	3 @ 4	2'								
		3'								
		4'	#5	12"	59	59	15'-8"	0'-2½"	2'-3"	3'-0⅝"
		5'			59	59	15'-3"	0'-2½"	2'-3"	3'-0⅝"
		6'			59	59	15'-7"	0'-2½"	2'-4"	3'-5⅝"
	3 @ 5	3'			59	59	18'-6"	0'-3"	2'-8"	4'-1⅛"
		4'			59	59	18'-6"	0'-3"	2'-8"	4'-1⅛"
		5'	#6	12"	59	59	18'-6"	0'-3"	2'-8"	4'-1⅛"
		6'			59	59	18'-8"	0'-3"	2'-9"	4'-2⅛"
		7'			59	59	18'-11"	0'-3"	2'-10"	4'-2⅝"
	3 @ 6	3'			65	65	21'-5"	0'-3½"	3'-1"	4'-10⅝"
		4'			65	65	21'-5"	0'-3½"	3'-1"	4'-10⅝"
		5'	#6	11"	65	65	21'-5"	0'-3½"	3'-1"	4'-10⅝"
		6'			65	65	21'-9"	0'-3½"	3'-2"	4'-11⅛"
		7'			65	65	22'-0"	0'-3½"	3'-3"	4'-11⅜"
		8'			65	65	22'-1"	0'-3½"	3'-3"	5'-0⅛"
	3 @ 7	4'			65	65	24'-8"	0'-4"	3'-5"	5'-7"
		5'			59	59	24'-8"	0'-4"	3'-5"	5'-7"
		6'	#6	12"	59	59	25'-0"	0'-4"	3'-6"	5'-8"
		7'			59	59	25'-3"	0'-4"	3'-7"	5'-8½"
		8'			59	59	25'-4"	0'-4"	3'-7"	5'-9"
		9'			59	59	25'-8"	0'-4"	3'-8"	5'-10"
	3 @ 8	4'			65	65	27'-9"	0'-5"	3'-10"	6'-4"
		5'			65	65	28'-1"	0'-5"	3'-11"	6'-5"
		6'			65	65	28'-1"	0'-5"	3'-11"	6'-5"
		7'	#6	11"	65	65	28'-6"	0'-5"	4'-0"	6'-5½"
		8'			65	65	28'-6"	0'-5"	4'-0"	6'-6"
		9'			65	65	28'-9"	0'-5"	4'-1"	6'-7"
		10'			65	65	29'-1"	0'-5"	4'-2"	6'-8"
	3 @ 9	5'			65	65	31'-2"	0'-5½"	4'-4"	7'-2"
		6'			65	65	31'-5"	0'-5½"	4'-5"	7'-2½"
		7'			65	65	31'-5"	0'-5½"	4'-5"	7'-2½"
		8'	#6	11"	65	65	31'-6"	0'-5½"	4'-5"	7'-3"
		9'			65	65	31'-10"	0'-5½"	4'-6"	7'-4"
		10'			65	65	32'-2"	0'-5½"	4'-7"	7'-5"
		11'			65	65	32'-6"	0'-5½"	4'-7"	7'-6"
	3 @ 10	5'			59	59	34'-3"	0'-6"	4'-9"	7'-11"
		6'			59	59	34'-4"	0'-6"	4'-10"	7'-11½"
		7'			59	59	34'-4"	0'-6"	4'-10"	7'-11½"
		8'	#7	12"	59	59	34'-5"	0'-6"	4'-10"	8'-0"
		9'			59	59	34'-11"	0'-6"	4'-11"	8'-1"
		10'			59	59	35'-3"	0'-6"	5'-0"	8'-2"
		11'			59	59	35'-5"	0'-6"	5'-0"	8'-2"
		12'			59	59	35'-7"	0'-6"	5'-0"	8'-4"
	3 @ 11	6'			65	65	37'-8"	0'-6½"	5'-3"	8'-9"
		7'			65	65	37'-8"	0'-6½"	5'-3"	8'-9"
		8'			65	65	37'-8"	0'-6½"	5'-3"	8'-9"
		9'	#7	11"	65	65	38'-0"	0'-6½"	5'-4"	8'-10"
		10'			65	65	38'-4"	0'-6½"	5'-5"	8'-11"
		11'			65	65	38'-6"	0'-6½"	5'-5"	9'-0"
		12'			65	65	38'-8"	0'-6½"	5'-5"	9'-1"
	3 @ 12	6'			65	65	40'-9"	0'-7"	5'-8"	9'-6"
		7'			65	65	40'-9"	0'-7"	5'-8"	9'-6"
		8'			65	65	40'-9"	0'-7"	5'-8"	9'-6"
		9'	#7	11"	65	65	41'-1"	0'-7"	5'-9"	9'-7"
		10'			65	65	41'-5"	0'-7"	5'-10"	9'-8"
		11'			65	65	41'-7"	0'-7"	5'-10"	9'-9"
		12'			65	65	41'-9"	0'-7"	5'-10"	9'-10"

'c' bars STRAIGHT In Top and Bottom Slab of Barrel, Alternate with 'b' and 'b2' bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
#5	12"	120	120	9'-4"
#6	12"	120	120	11'-0"
		120	120	11'-4"
		120	120	11'-8"
#7	11"	120	120	13'-0"
		120	120	13'-4"
		120	120	13'-8"
		120	120	14'-0"
		120	120	14'-4"
		120	120	14'-8"
		120	120	15'-0"
		120	120	15'-4"
		120	120	15'-8"
		120	120	16'-0"
		120	120	16'-4"
		120	120	16'-8"
		120	120	17'-0"
		120	120	17'-4"
		120	120	17'-8"
		120	120	18'-0"
		120	120	18'-4"
		120	120	18'-8"
		120	120	19'-0"
		120	120	19'-4"
		120	120	19'-8"
		120	120	20'-0"
		120	120	20'-4"
		120	120	20'-8"
		120	120	21'-0"
		120	120	21'-4"
		120	120	21'-8"
		120	120	22'-0"
		120	120	22'-0"
#6	12"	132	132	23'-8"
		132	132	23'-8"
		132	132	23'-8"
		132	132	23'-10"
#5	11½"	132	132	24'-0"
		132	132	24'-0"
		132	132	24'-0"
#6	12"	132	132	25'-8"
		132	132	25'-8"
		132	132	25'-8"
#5	11½"	132	132	25'-10"
		132	132	26'-0"
		132	132	26'-0"
#6	12"	132	132	27'-6"
		132	132	27'-6"
		132	132	27'-6"
#5	11½"	132	132	27'-8"
		132	132	27'-8"
		132	132	27'-8"
#6	11"	132	132	29'-4"
		132	132	29'-4"
		132	132	29'-4"
#5	11½"	132	132	29'-6"
		132	132	29'-6"
		132	132	29'-6"
#6	11"	132	132	31'-2"
		132	132	31'-2"
		132	132	31'-2"
#7	11"	132	132	31'-4"
		132	132	31'-4"
		132	132	31'-4"
#5	11½"	132	132	31'-6"
		132	132	31'-6"
		132	132	31'-6"
#6	12"	132	132	33'-0"
		132	132	33'-0"
		132	132	33'-0"
#7	11"	132	132	33'-2"
		132	132	33'-2"
		132	132	33'-2"
#5	11½"	132	132	33'-4"
		132	132	33'-4"
		132	132	33'-4"
#6	12"	132	132	34'-10"
		132	132	34'-10"
		132	132	34'-10"
#7	11"	132	132	35'-0"
		132	132	35'-0"
		132	132	35'-0"
#5	11½"	132	132	35'-2"
		132	132	35'-2"
		132	132	35'-2"
#6	12"	132	132	36'-8"
		132	132	36'-8"
		132	132	36'-8"
#7	11"	132	132	36'-10"
		132	132	36'-10"
		132	132	36'-10"
#5	11½"	132	132	37'-0"
		132	132	37'-0"
		132	132	37'-0"
#6	12"	132	132	38'-6"
		132	132	38'-6"
		132	132	38'-6"
#7	11"	132	132	38'-8"
		132	132	38'-8"
		132	132	38'-8"
#5	11½"	132	132	38'-10"
		132	132	38'-10"
		132	132	38'-10"

'd' bars STRAIGHT Longitudinal in Top Slab of Barrel SIZE	SPACING	NO. REQ'D	LENGTH
#5	12"	22	
		22	
		22	
#6	12"	22	
		22	
		22	
#5	11½