DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	1	129
				(2)	HWY. 62 INTERS. IMPVTS. (PIGGOTT) (S)			

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

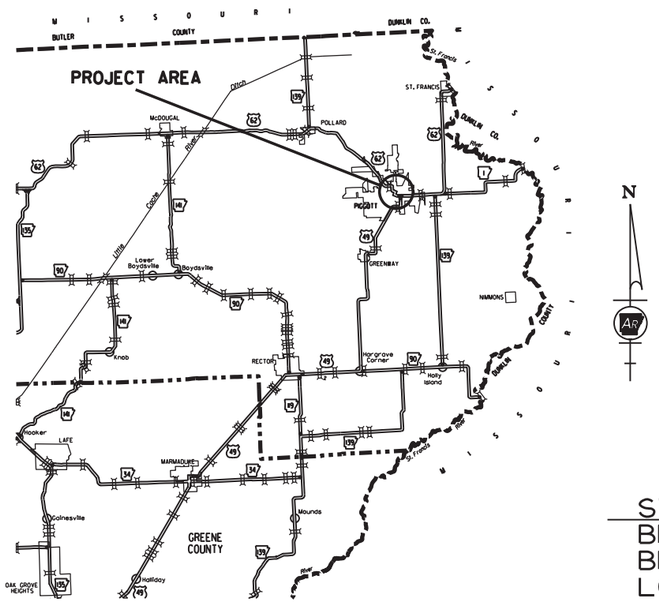
HWY. 62 INTERS. IMPVTS. (PIGGOTT) (S)

CLAY COUNTY

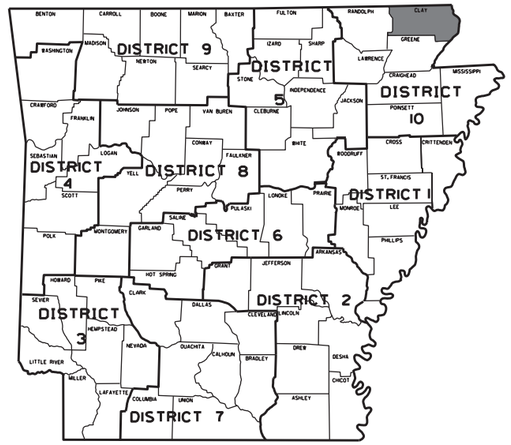
ROUTE 62 SECTION 20

JOB 100941

FED. AID PROJ. STPF-0011(47)



VICINITY MAP



ARK. HWY. DIST. NO. 10

NOT TO SCALE

STA. 111+40.00
BEGIN JOB 100941
BEGIN SITE 1
LOG MILE 25.09

STA. 115+06.00
END SITE 1

STA. 211+00.00
BEGIN SITE 2
LOG MILE 25.32

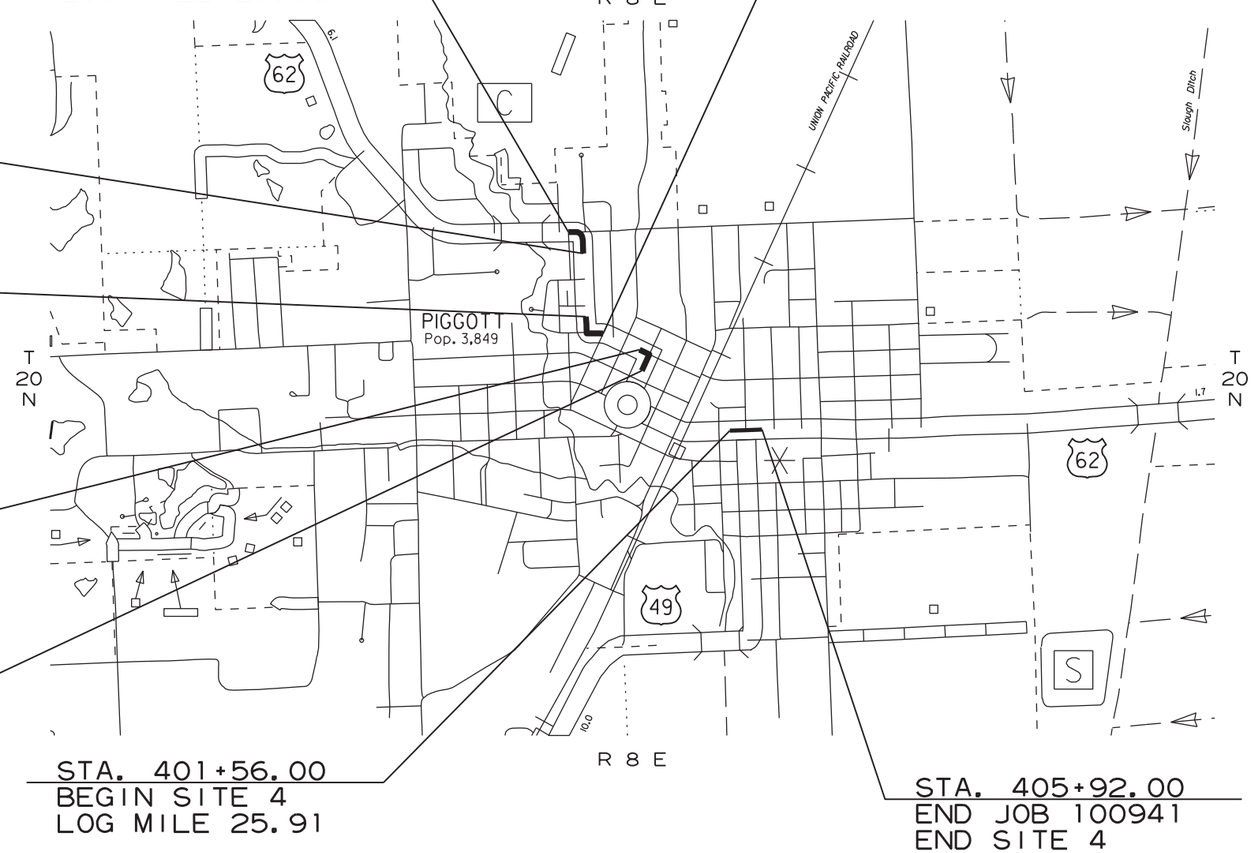
STA. 311+00.00
BEGIN SITE 3
LOG MILE 25.51

STA. 314+05.00
END SITE 3

STA. 401+56.00
BEGIN SITE 4
LOG MILE 25.91

STA. 214+86.39
END SITE 2

STA. 405+92.00
END JOB 100941
END SITE 4



DESIGN TRAFFIC DATA

DESIGN YEAR	2040
2020 ADT	2800
2040 ADT	3300
2040 DHV	363
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	3%
DESIGN SPEED	
SITES 1, 2, 3	20 MPH
SITE 4	30 MPH

APPROVED

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7836
M. E. BANKS

Banks, Emanuel
Oct 13 2020 4:22 PM
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DEPUTY DIRECTOR
AND CHIEF ENGINEER

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 36°23'21"	N 36°23'05"	N 36°22'55"
LONGITUDE	W 90°11'42"	W 90°11'30"	W 90°11'13"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	1493.39	FEET	OR	0.283	MILES
NET . . ROADWAY	1493.39	.		0.283	MILES
NET . . BRIDGES	0.00	.		0.000	MILES
NET . . PROJECT	1493.39	.		0.283	MILES

9/10/2020

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-02-21				6	ARK.			
08-18-21				JOB NO.		100941	2	129

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

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

Aug 19 2021 12:12 PM

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INDEX OF SHEETS

SHEET NO.		TITLE
1		TITLE SHEET
2		INDEX OF SHEETS AND STANDARD DRAWINGS
3		GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 6		TYPICAL SECTIONS OF IMPROVEMENT
7 - 11		SPECIAL DETAILS
12 - 26		TEMPORARY EROSION CONTROL DETAILS
27 - 41		MAINTENANCE OF TRAFFIC DETAILS
42 - 45		PERMANENT PAVEMENT MARKING DETAILS
46 - 51		QUANTITIES
52		SUMMARY OF QUANTITIES AND REVISIONS
53 - 57		SURVEY CONTROL DETAILS
58 - 68		PLAN AND PROFILE SHEETS
69		SUMMARY OF TRAFFIC SIGNAL QUANTITIES
70		TRAFFIC SIGNAL NOTES
71		TRAFFIC SIGNALIZATION DETAIL
72		TRAFFIC SIGNAL QUANTTIES
73 - 82		SIGNALIZATION PLAN SHEETS
83		ILLUMINATION NOTES AND SUMMARY OF QUANTITIES
84 - 86		ILLUMINATION LAYOUTS
87 - 88		ILLUMINATION TABLES
89 - 91		ILLUMINATION DETAILS
92 - 129		CROSS SECTIONS

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

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CG-1	CURBING DETAILS	11-29-07
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	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	11-16-07
FPC-9E	DETAILS OF DROP INLETS (TYPE C)	08-22-02
FPC-9M	DETAILS OF DROP INLET (TYPE MO)	08-22-02
FPC-9S	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	07-26-12
MB-1	MAILBOX DETAILS	11-18-04
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
SD-3	SPAN WIRE ASSEMBLY STEEL POLE	11-16-17
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	11-16-17
SD-7	SPAN WIRE ASSEMBLY WOOD POLE	11-16-17
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	11-16-17
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
SI-1	DETAILS OF SPECIAL ITEMS	10-25-18
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TEC-1	TEMPORARY ERCSION CONTROL DEVICES	11-16-17
TEC-3	TEMPORARY ERCSION CONTROL DEVICES	11-03-94
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05

9/10/2020

R100941.DGN

INDEX OF SHEETS AND STANDARD DRAWINGS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
07-07-21			
09-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	3	129

(2) GOVERNING SPECS. AND GENERAL NOTES

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

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
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____	UNCLASSIFIED EXCAVATION
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
400-7_____	TRACKLESS TACK
404-3_____	DESIGN OF ASPHALT MIXTURES
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
502-1_____	WELDED WIRE REINFORCEMENT
505-1_____	PORTLAND CEMENT CONCRETE DRIVEWAY
600-2_____	INCIDENTAL CONSTRUCTION
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
606-1_____	PIPE CULVERTS FOR SIDE DRAINS
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
632-1_____	CONCRETE ISLAND
633-1_____	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1_____	CURBING
700-2_____	TRAFFIC CONTROL FACILITIES
JOB 100941__	ACTUATED CONTROLLER
JOB 100941__	AIRPORT CLEARANCE REQUIREMENTS
JOB 100941__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 100941__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 100941__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 100941__	CABINET DRAWER ASSEMBLY
JOB 100941__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 100941__	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB 100941__	COLD MILLING - COUNTY PROPERTY
JOB 100941__	CULVERT CLEAN OUT
JOB 100941__	DELAY IN RIGHT OF WAY OCCUPANCY
JOB 100941__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 100941__	EDGE CARD VIDEO PROCESSOR
JOB 100941__	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 100941__	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROUNDABOUT LIGHTING)
JOB 100941__	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 100941__	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROUNDABOUT LIGHTING)
JOB 100941__	ESTABLISHING CONTRACT TIME - WORKING DAY CONTRACT
JOB 100941__	EXTENSION FOR PIPE CULVERTS
JOB 100941__	FLEXIBLE BEGINNING OF WORK
JOB 100941__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 100941__	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 100941__	LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB 100941__	LED ROADWAY ILLUMINATION POLE
JOB 100941__	LED TRAFFIC SIGNAL HEAD
JOB 100941__	MANDATORY ELECTRONIC CONTRACT
JOB 100941__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 100941__	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 100941__	PARTNERING REQUIREMENTS
JOB 100941__	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB 100941__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 100941__	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 100941__	RETROREFLECTIVE BACKPLATES
JOB 100941__	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 100941__	SHORING FOR CULVERTS
JOB 100941__	SOIL STABILIZATION
JOB 100941__	STORM WATER POLLUTION PREVENTION PLAN
JOB 100941__	STAINING CONCRETE SURFACES
JOB 100941__	STREET NAME SIGN (MAST ARM MOUNTED)
JOB 100941__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 100941__	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)
JOB 100941__	UTILITY ADJUSTMENTS
JOB 100941__	VALUE ENGINEERING
JOB 100941__	VERY EARLY STRENGTH CONCRETE
JOB 100941__	VIDEO DETECTOR (COLOR)
JOB 100941__	WARM MIX ASPHALT
JOB 100941__	WELLHEAD PROTECTION

GENERAL NOTES

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

9/10/2020

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GOVERNING SPECIFICATIONS AND GENERAL NOTES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	4	129

(2) TYPICAL SECTIONS OF IMPROVEMENT

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

Oct 13 2020 1:30 PM

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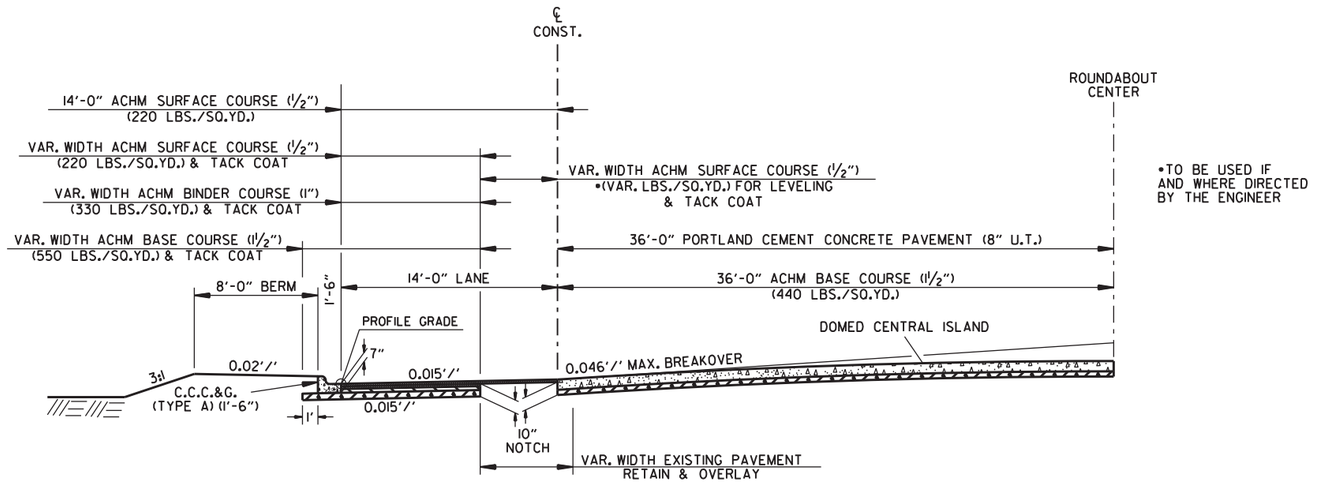
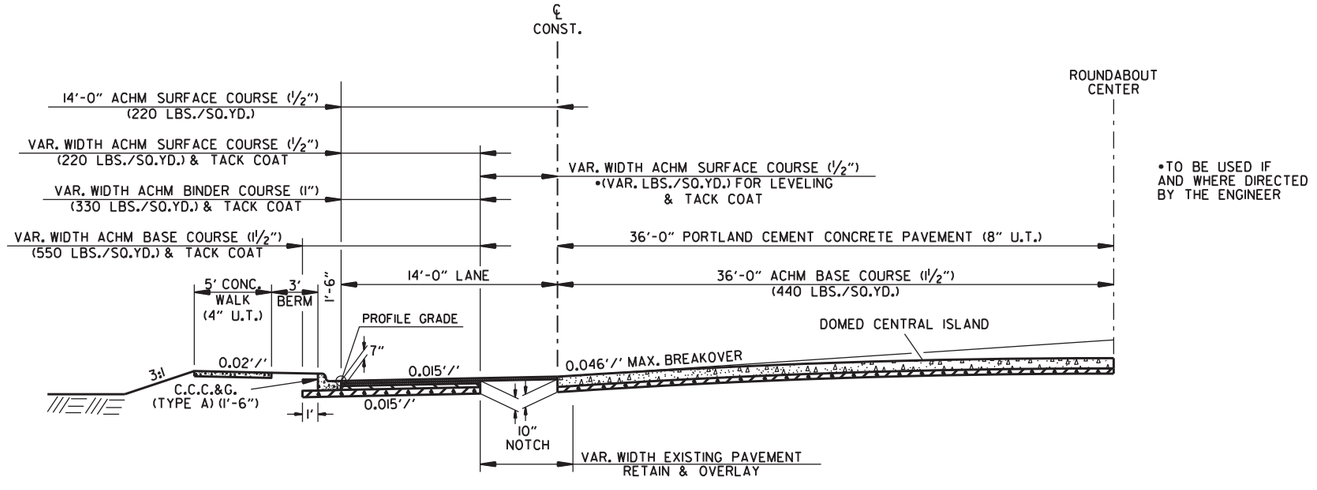


ROUNDABOUT C.C.C.&G. BERM SECTION

ROUNDABOUT 1 - STA. 100+00.00 TO STA. 103+14.16



ROUNDABOUT C.C.C.&G. SIDEWALK SECTION

ROUNDABOUT 2 - STA. 200+00.00 TO STA. 203+14.16
ROUNDABOUT 3 - STA. 300+00.00 TO STA. 303+14.16

NOTES:

NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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

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

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

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9/10/2020

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TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	5	129

(2) TYPICAL SECTIONS OF IMPROVEMENT

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

Oct 13 2020 1:30 PM

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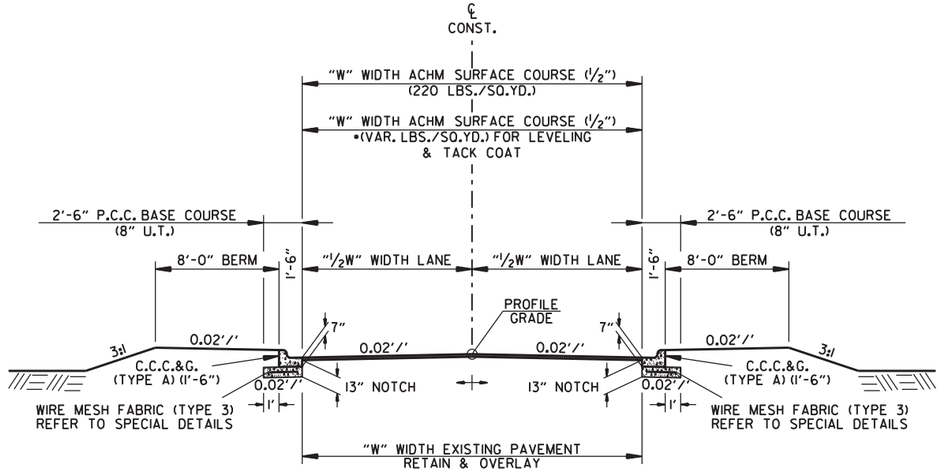
"W"	SECTION
20'-0"	N 6TH AVE. & W NORTH ST.
22'-0"	HWY. 62 & W JACKSON ST.



C.C.C.&G. BERM SECTION

HWY. 62 - STA. 111+40.00 TO STA. 112+63.60
HWY. 62 - STA. 113+65.66 TO STA. 115+06.00
N 6TH AVE. - STA. 120+49.24 TO STA. 121+30.00
W NORTH ST. - STA. 130+42.79 TO STA. 131+07.00

HWY. 62 - STA. 211+00.00 TO STA. 212+23.13
HWY. 62 - STA. 213+28.22 TO STA. 214+86.39
W JACKSON ST. - STA. 221+00.00 TO STA. 221+58.33

•TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTES:

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

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

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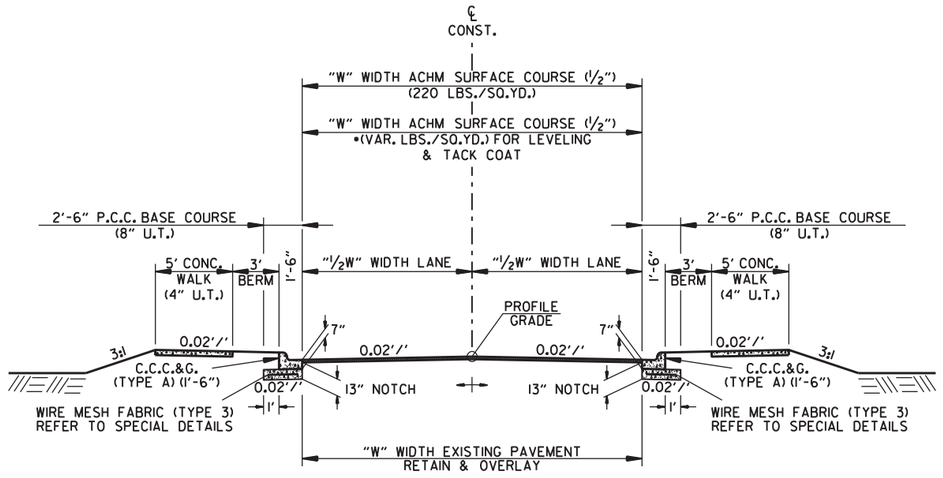
"W"	SECTION
20'-0"	N 3RD AVE. & W JACKSON ST.
22'-0"	HWY. 62



C.C.C.&G. SIDEWALK SECTION

HWY. 62 - STA. 311+00.00 TO STA. 311+58.88
HWY. 62 - STA. 312+65.47 TO STA. 314+05.00
N 3RD AVE. - STA. 320+49.86 TO STA. 320+74.55
W JACKSON ST. - STA. 330+42.23 TO STA. 330+70.46

•TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

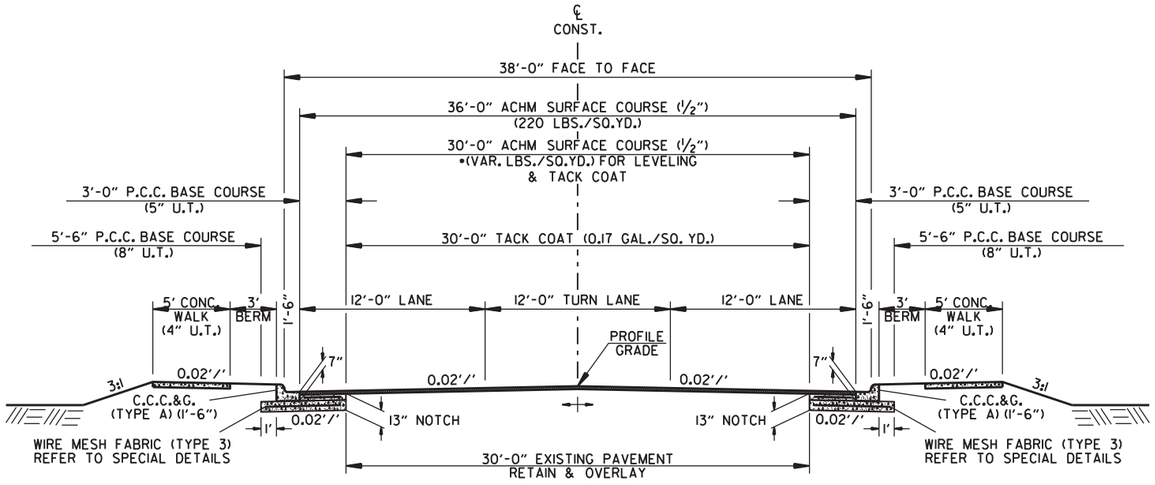
9/10/2020

R100941.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	6	129

(2) TYPICAL SECTIONS OF IMPROVEMENT



HWY. 62 - THREE-LANE C.C.C.&G. SECTION

STA. 401+56.00 TO STA. 405+92.00

•TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTES:

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

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

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

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.

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

Oct 13 2020 1:31 PM

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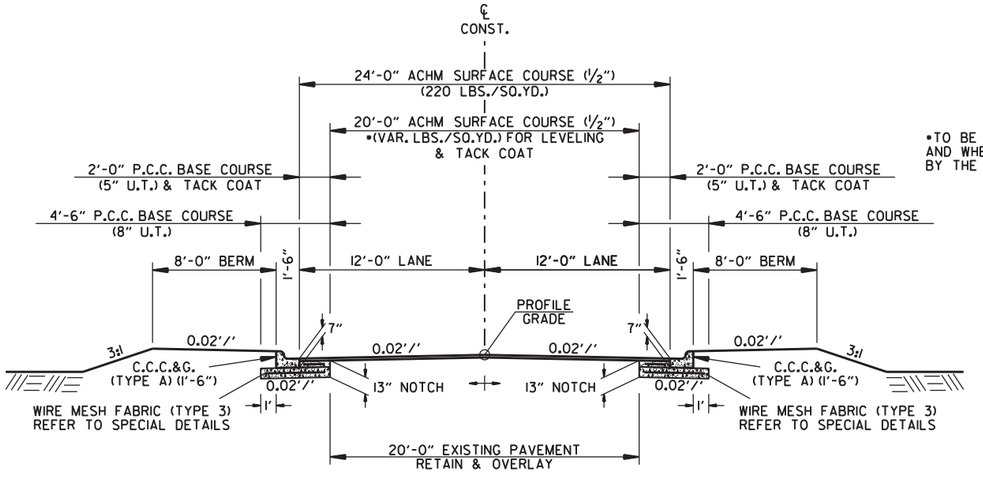
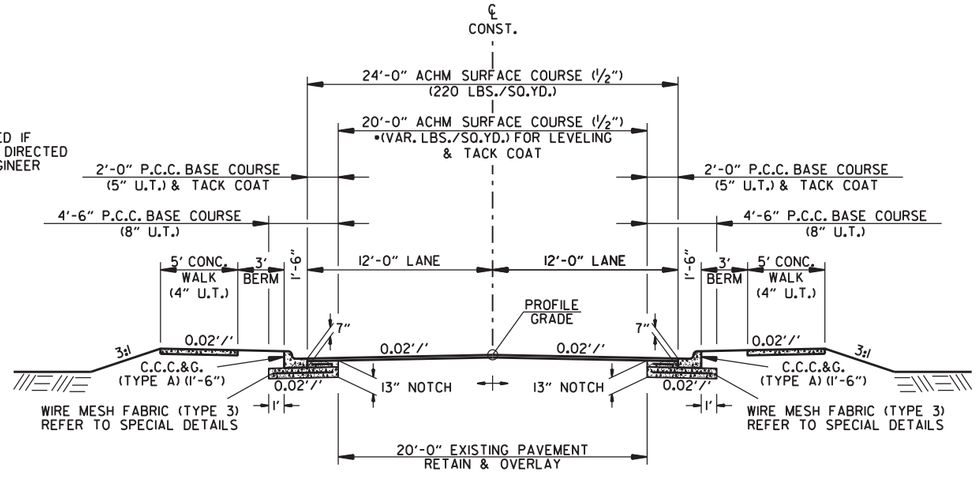


HWY. 1 - C.C.C.&G. SECTION

STA. 501+43.00 TO STA. 503+28.48

•TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



N THORNTON AVE. - C.C.C.&G. SECTION

STA. 503+70.83 TO STA. 504+80.00

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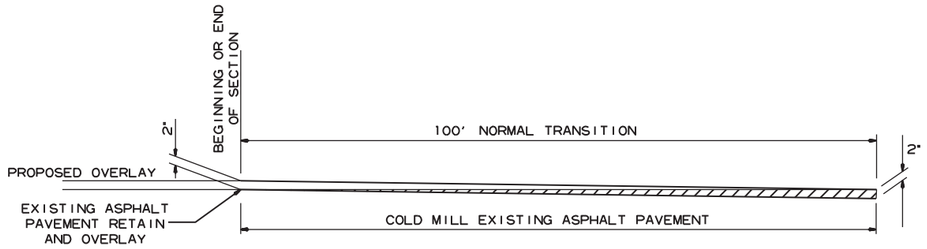
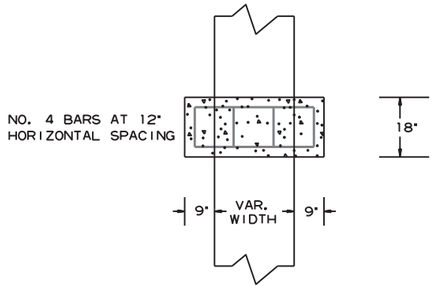
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	7	129

(2) SPECIAL DETAILS

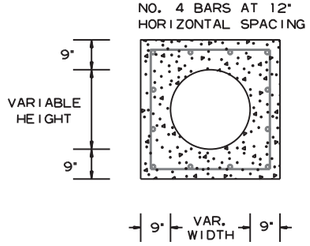


DETAIL FOR TRANSITIONS

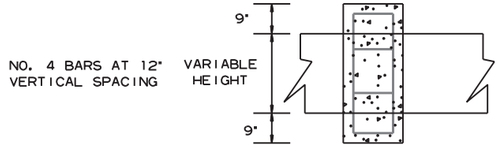


TOP VIEW

MIN 3" COVER

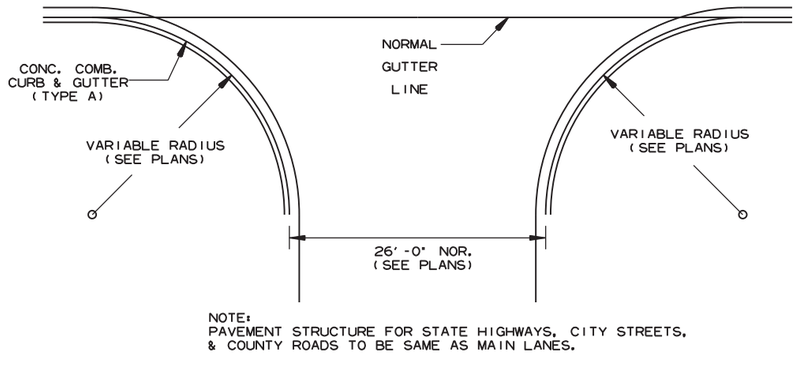


FRONT VIEW



SIDE VIEW

PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL



DETAIL OF TURNOUTS, ASPHALT STREETS, COUNTY ROADS & STATE HIGHWAYS CURB & GUTTER SECTION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	8	129

(2) SPECIAL DETAILS

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

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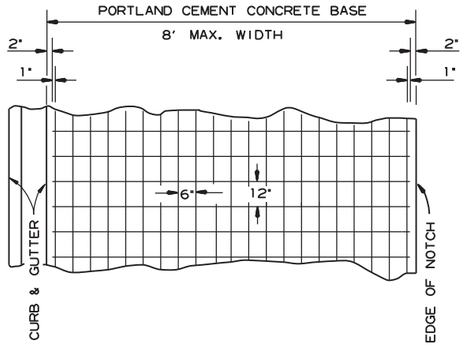
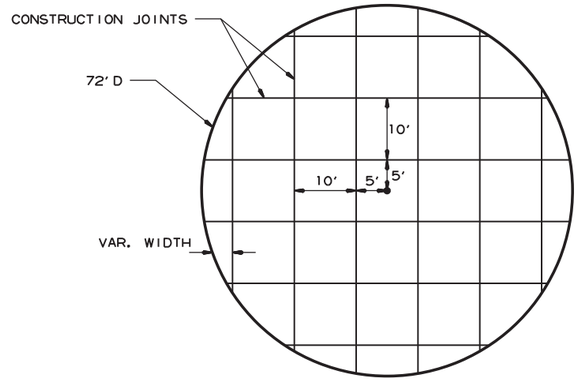


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

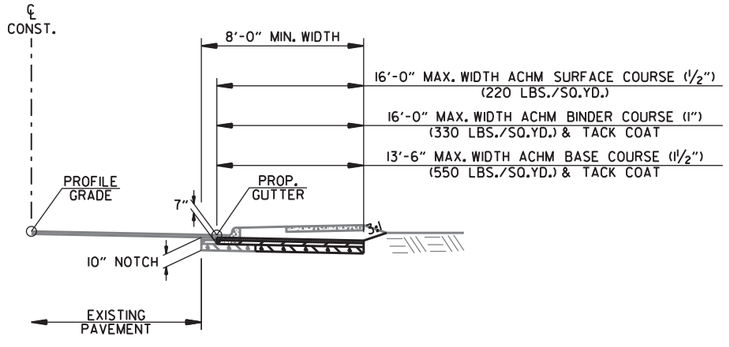
NOTES:

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

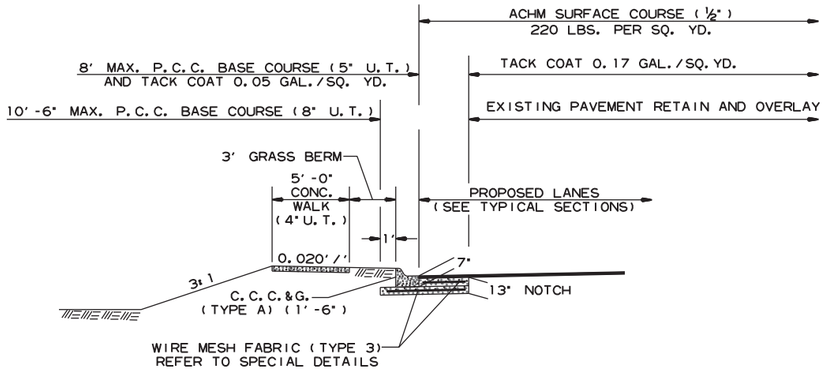
DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)



CENTRAL CONCRETE ISLAND DETAIL



TEMPORARY PAVEMENT DETAIL CROSS SECTION VIEW



P.C.C. BASE WIDENING DETAIL

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

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	9	129

(2) SPECIAL DETAILS

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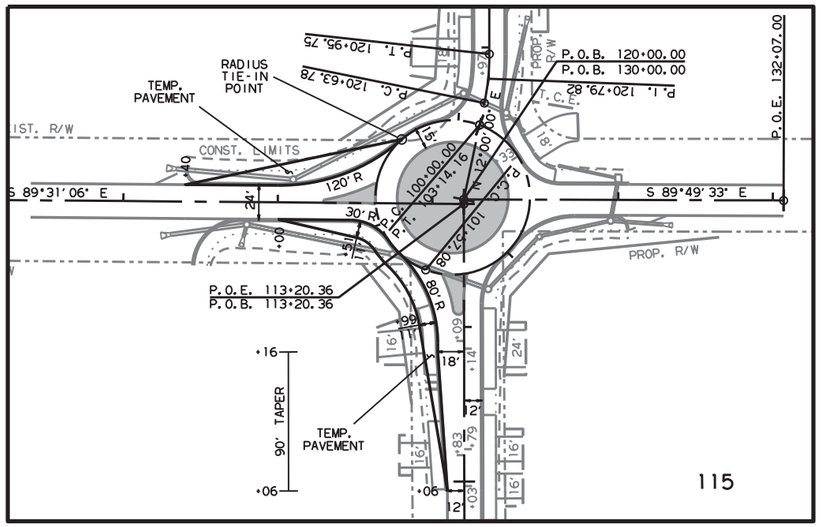
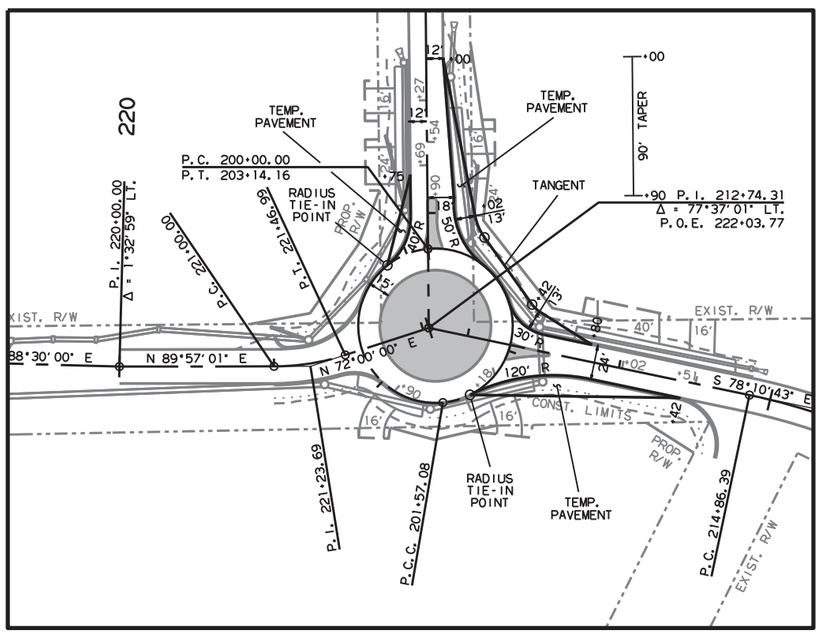
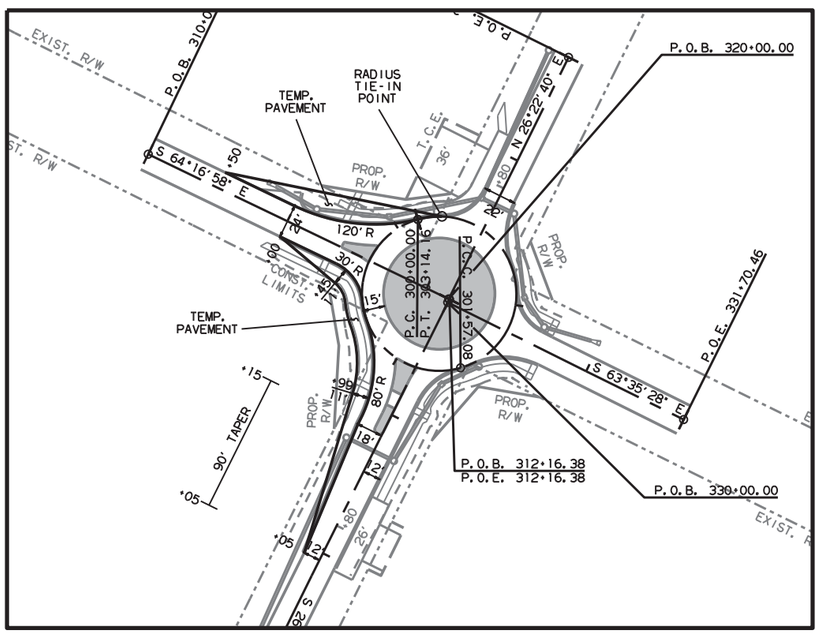


TEMPORARY PAVEMENT DETAIL
SITE 1 - PLAN VIEW



TEMPORARY PAVEMENT DETAIL
SITE 2 - PLAN VIEW



TEMPORARY PAVEMENT DETAIL
SITE 3 - PLAN VIEW

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SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	10	129

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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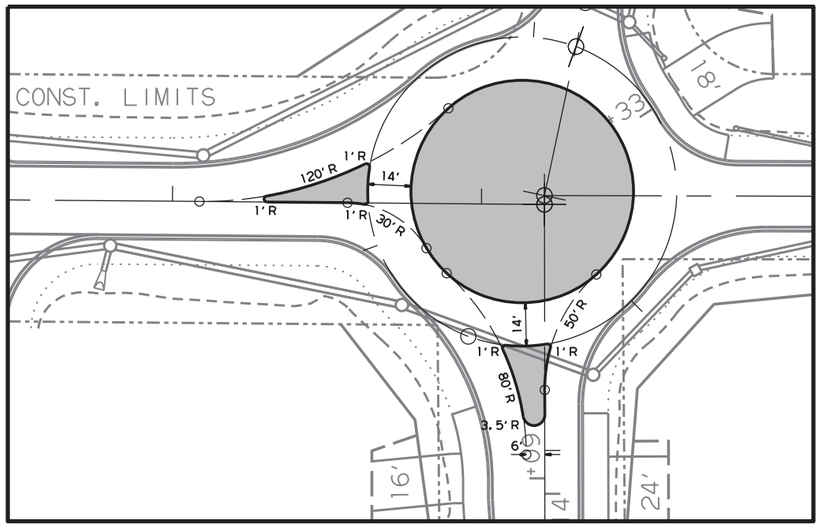
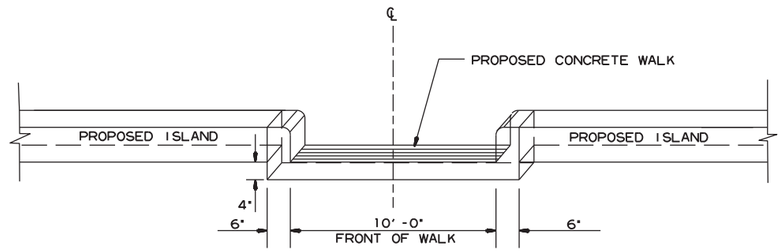


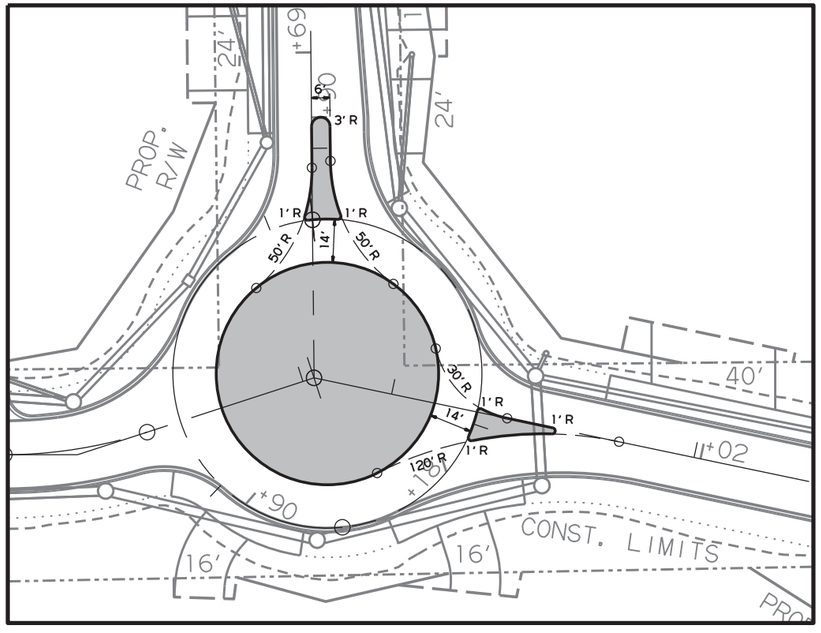
APPROACH ISLAND DETAIL
SITE 1 - PLAN VIEW



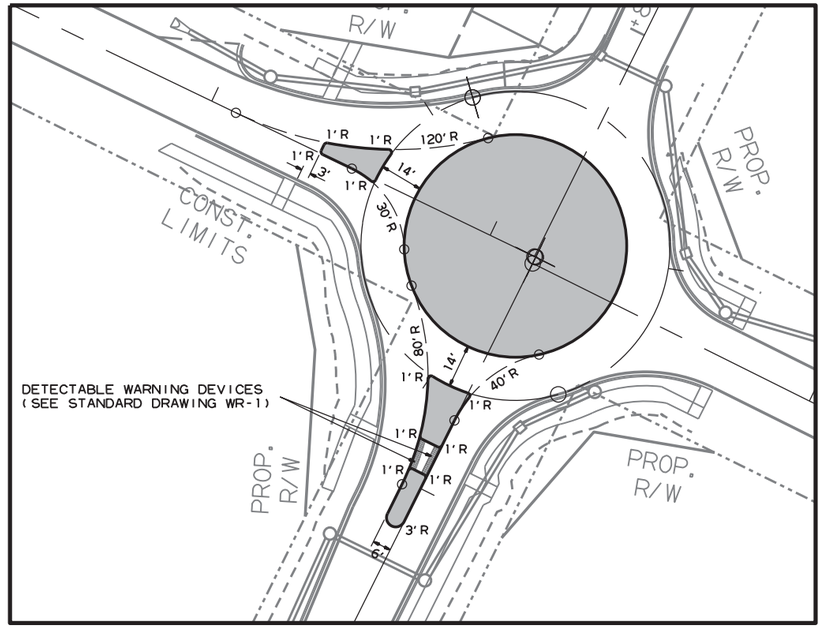
FACE SHALL MEET REQUIREMENTS
OF TYPE B CURB

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

CONCRETE WALK THROUGH ISLAND



APPROACH ISLAND DETAIL
SITE 2 - PLAN VIEW



TEMPORARY PAVEMENT DETAIL
SITE 3 - PLAN VIEW

9/10/2020

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SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	11	129

(2) SPECIAL DETAILS

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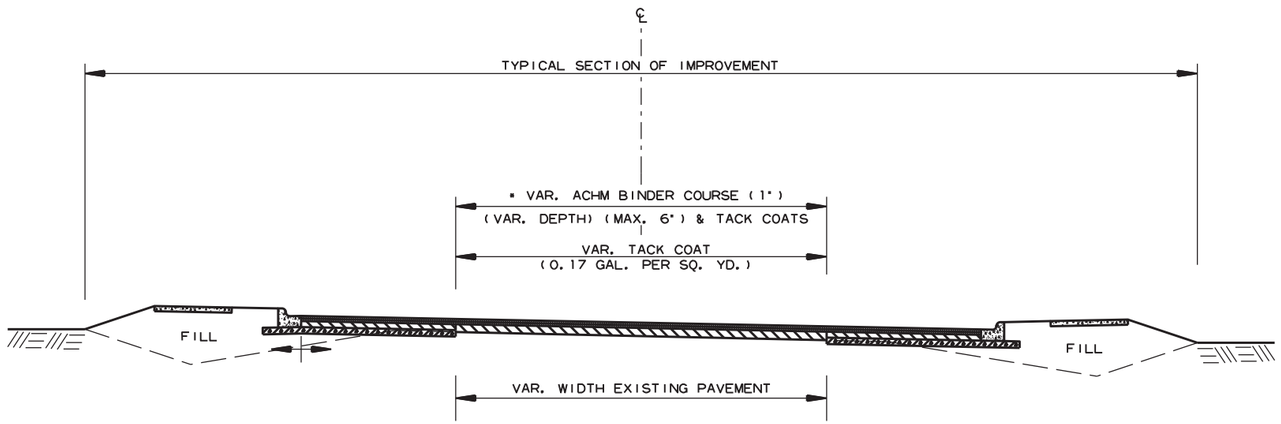


METHOD OF RAISING GRADE

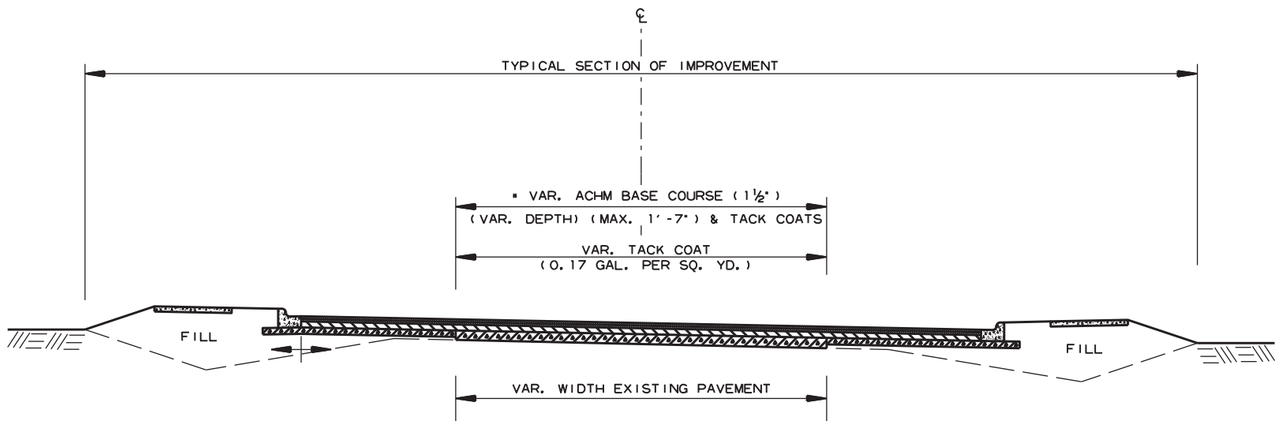
HWY. 62 - STA. 111+80.00 TO STA. 112+10.00
W NORTH ST. - STA. 130+42.79 TO STA. 130+62.00
ROUNDABOUT 3 - STA. 300+00.00 TO STA. 303+14.16

NOTES:

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

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

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



METHOD OF RAISING GRADE

ROUNDABOUT 1 - STA. 100+00.00 TO STA. 103+14.16
HWY. 62 - STA. 112+10.00 TO STA. 112+63.60
HWY. 62 - STA. 113+65.66 TO STA. 114+38.00
HWY. 62 - STA. 312+65.47 TO STA. 313+26.00

NOTES:

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

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

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

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R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	12	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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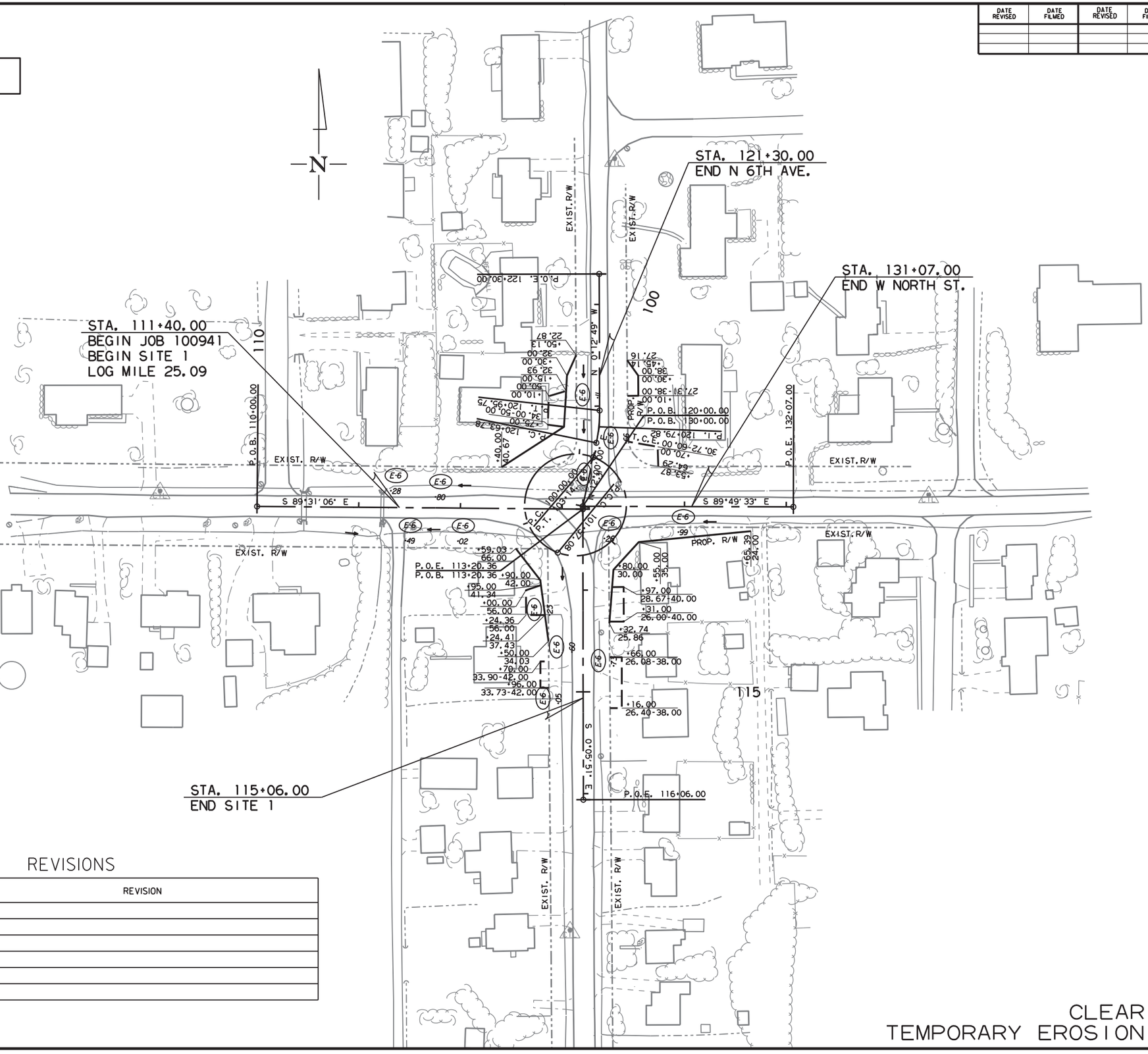
LEGEND

(E-6) = ROCK DITCH CHECKS



REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

SITE 1
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

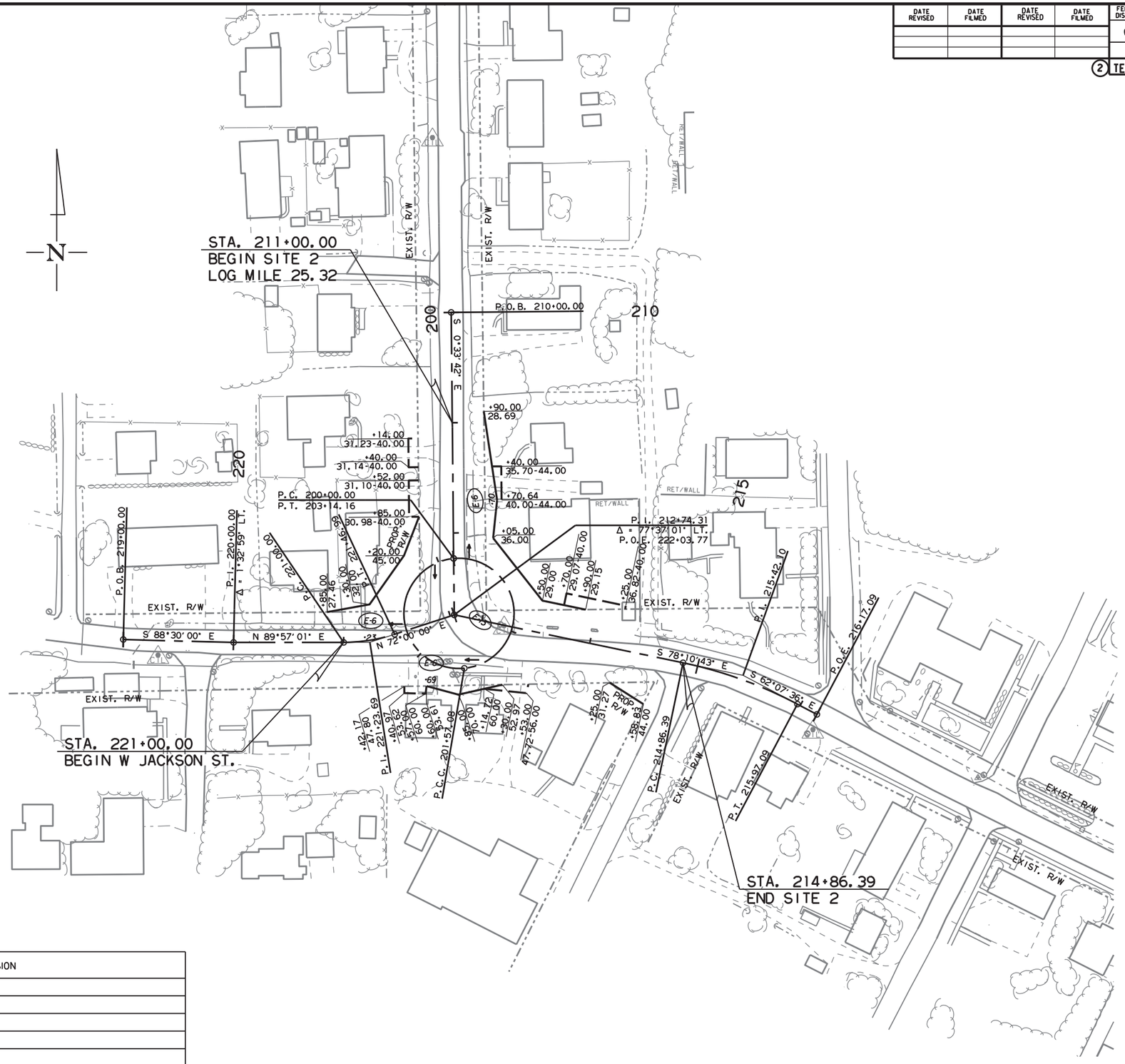
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	13	129

(2) TEMPORARY EROSION CONTROL DETAILS

LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS



REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

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

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SITE 2
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	14	129

(2) TEMPORARY EROSION CONTROL DETAILS

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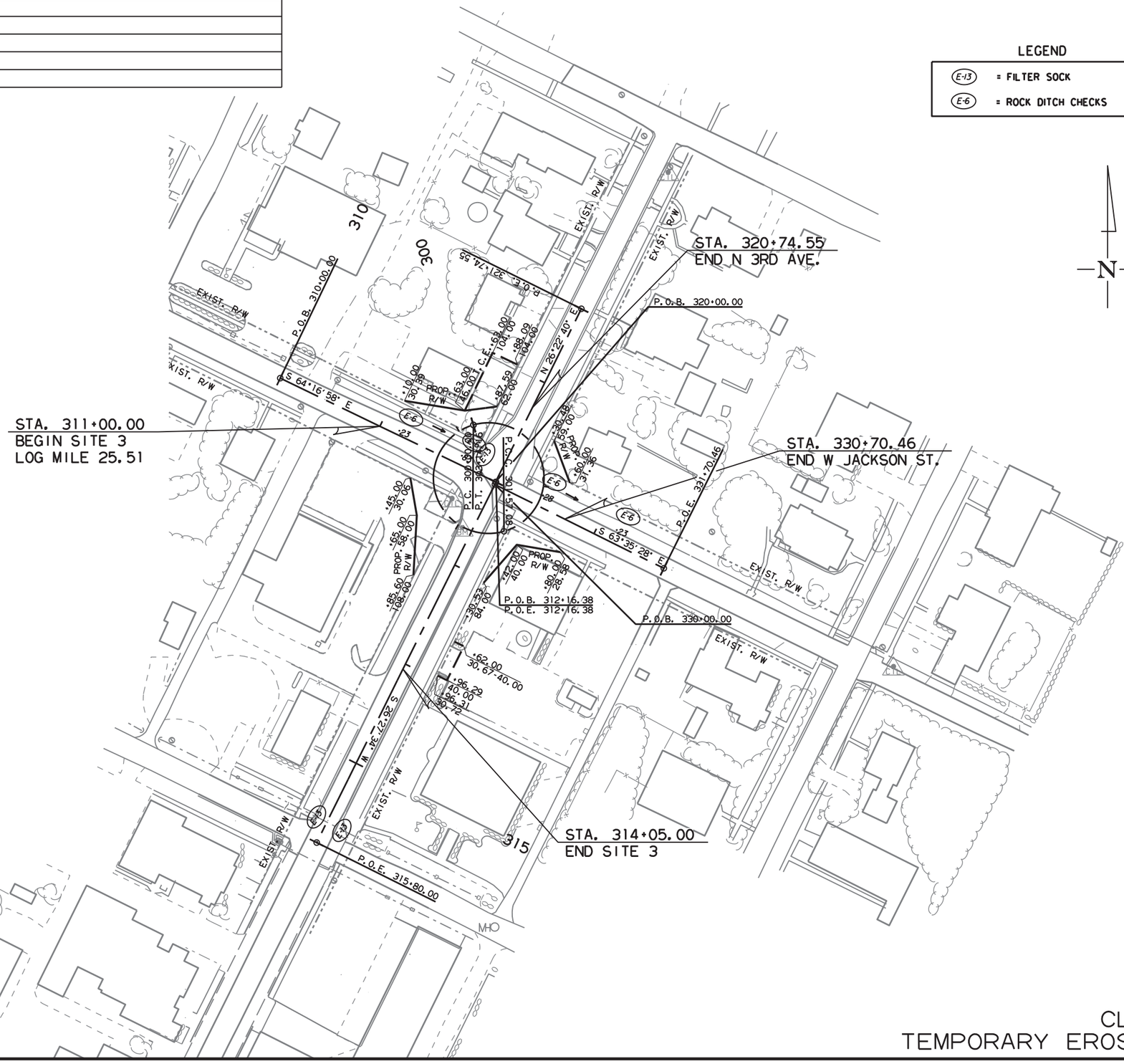
LEGEND

(E-13) = FILTER SOCK
(E-6) = ROCK DITCH CHECKS



SITE 3
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

9/10/2020
R100941.DGN

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	15	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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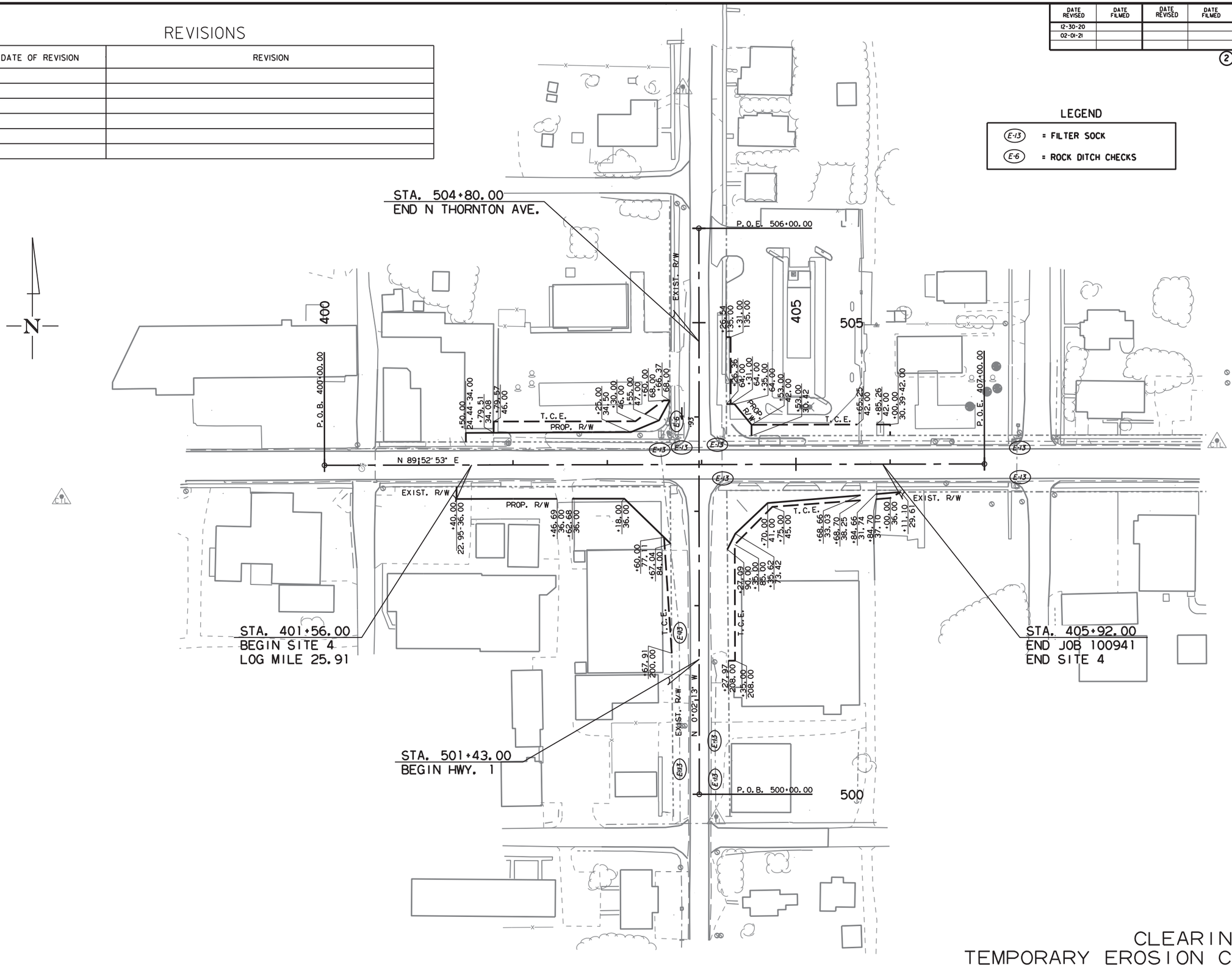
LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS



SITE 4
CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

12/30/2020

R00094.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	16	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS

N

STA. 111+40.00
BEGIN JOB 100941
BEGIN SITE 1
LOG MILE 25.09

STA. 121+30.00
END N 6TH AVE.

STA. 131+07.00
END W NORTH ST.

STA. 115+06.00
END SITE 1

EXIST. R/W

PROP. R/W

SURVEY BASELINE N 88°35'33" W 507.75'

SURVEY BASELINE N 89°09'44" W 404.67'

SURVEY BASELINE N 01°12'49" W 492.37'

SURVEY BASELINE N 35°48'30" W

P.O.B. 110+00.00

P.O.E. 122+30.00

P.O.B. 120+00.00

P.O.B. 130+00.00

P.O.E. 132+07.00

P.O.E. 116+06.00

P.O.E. 113+20.36
P.O.B. 113+20.36

P.C. 100+00.00
P.T. 103+14.69

T.C.E. 120+79.82

S 89°31'06" E

S 89°49'33" E

110

100

115

REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

SITE 1
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	17	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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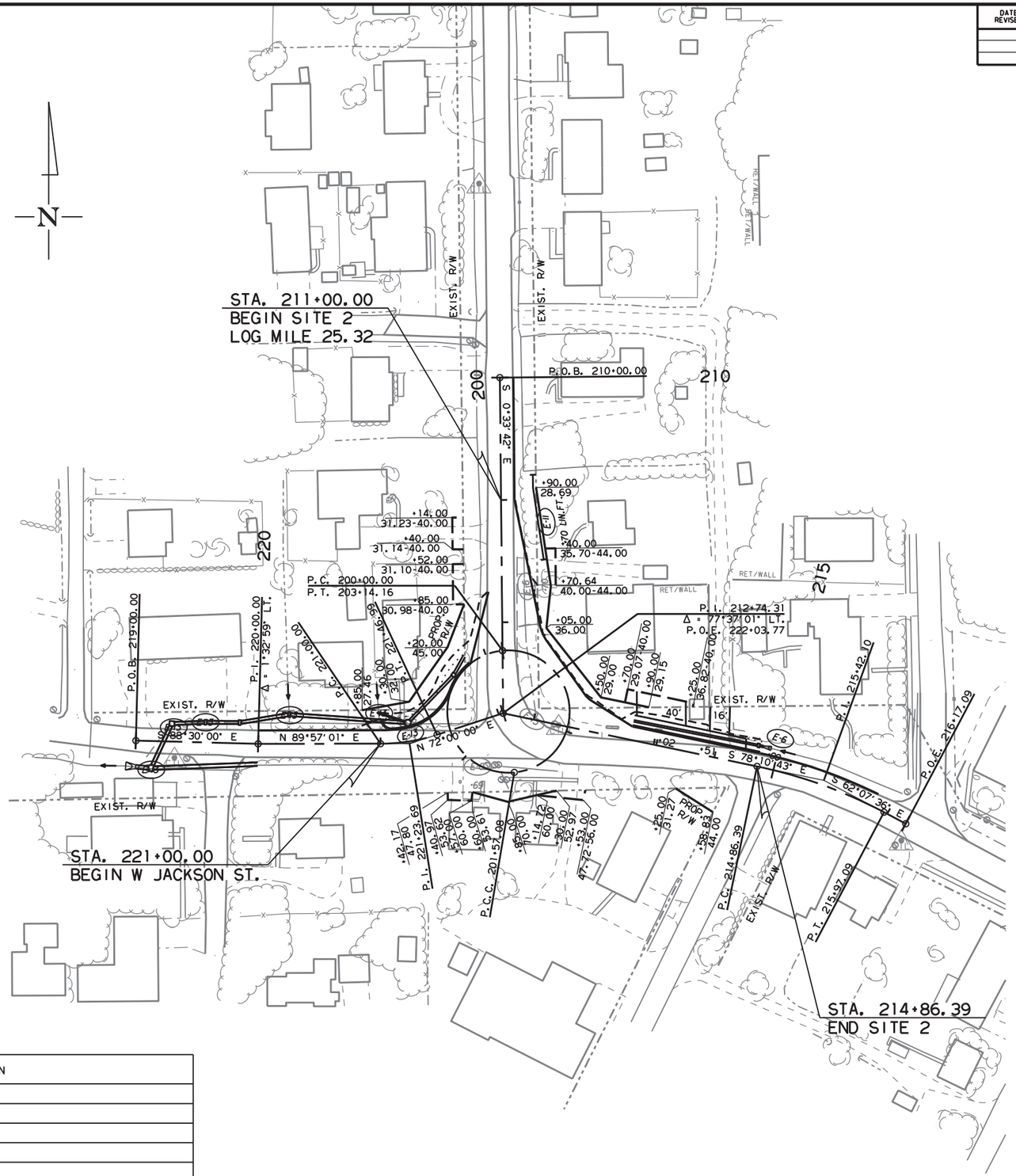
LEGEND

- (E-13) = FILTER SOCK
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE



REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

SITE 2
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	18	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

(E-13) = FILTER SOCK
(E-6) = ROCK DITCH CHECKS

N

STA. 311+00.00
BEGIN SITE 3
LOG MILE 25.51

STA. 320+74.55
END N 3RD AVE.

STA. 330+70.46
END W JACKSON ST.

STA. 314+05.00
END SITE 3

310
300
315

EXIST. R/W
P.O.B. 310+00.00
P.O.E. 321+74.55
P.O.B. 320+00.00
P.O.E. 331+70.46
P.O.B. 312+16.38
P.O.E. 312+16.38
P.O.B. 330+00.00
P.O.E. 315+80.00
P.C. 308+00.00
P.T. 313+14.16
PROP. R/W
S 64°16'58" E
N 26°22'40" E
S 63°35'28" E
N 27°27'32" W
S 27°27'32" E
MHO

SITE 3
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

9/10/2020
R100941.DGN

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	19	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

Mar 9 2021 9:20 AM

DocuSign

LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS

N

STA. 504+80.00
END N THORNTON AVE.

P.O.E. 506+00.00

EXIST. R/W

400

405

505

P.O.B. 400+00.00

T.C.E.

36' PROP. R/W

N 89°52'53" E

EXIST. R/W

PROP. R/W

T.C.E.

EXIST. R/W

P.O.E. 407+00.00

STA. 401+56.00
BEGIN SITE 4
LOG MILE 25.91

STA. 405+92.00
END JOB 100941
END SITE 4

STA. 501+43.00
BEGIN HWY. 1

N 0°02'13" W

P.O.B. 500+00.00

500

SITE 4
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

12/30/2020

R00941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	20	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

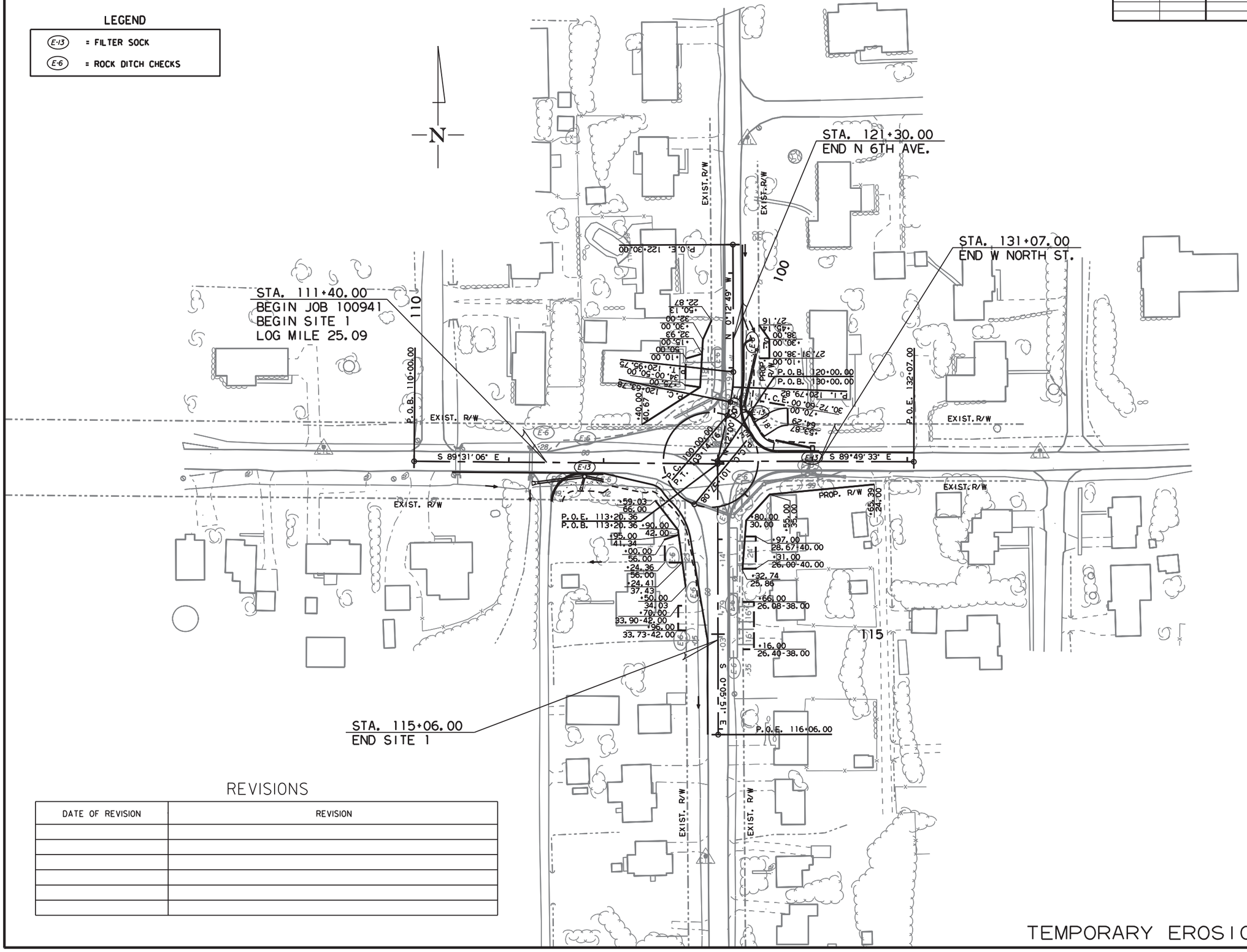
Oct 13 2020 1:35 PM

DocuSign

LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS



REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

SITE 1
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	21	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

Oct 13 2020 1:35 PM

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LEGEND

- (E-13) = FILTER SOCK
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

SITE 2
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	22	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS

9/10/2020

R10094LDGN

SITE 3
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	23	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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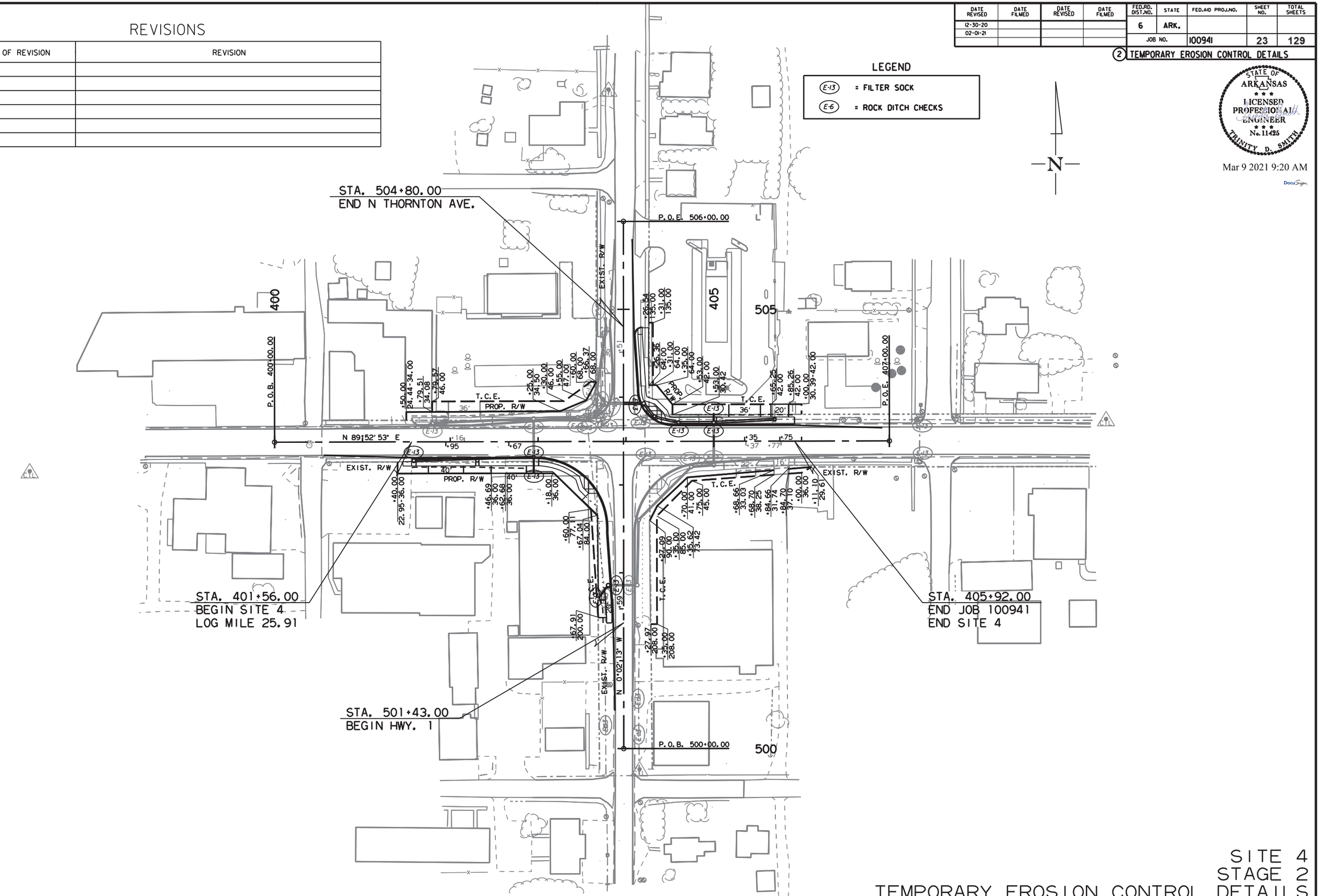

12/30/2020

R100941.DGN

SITE 4
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	24	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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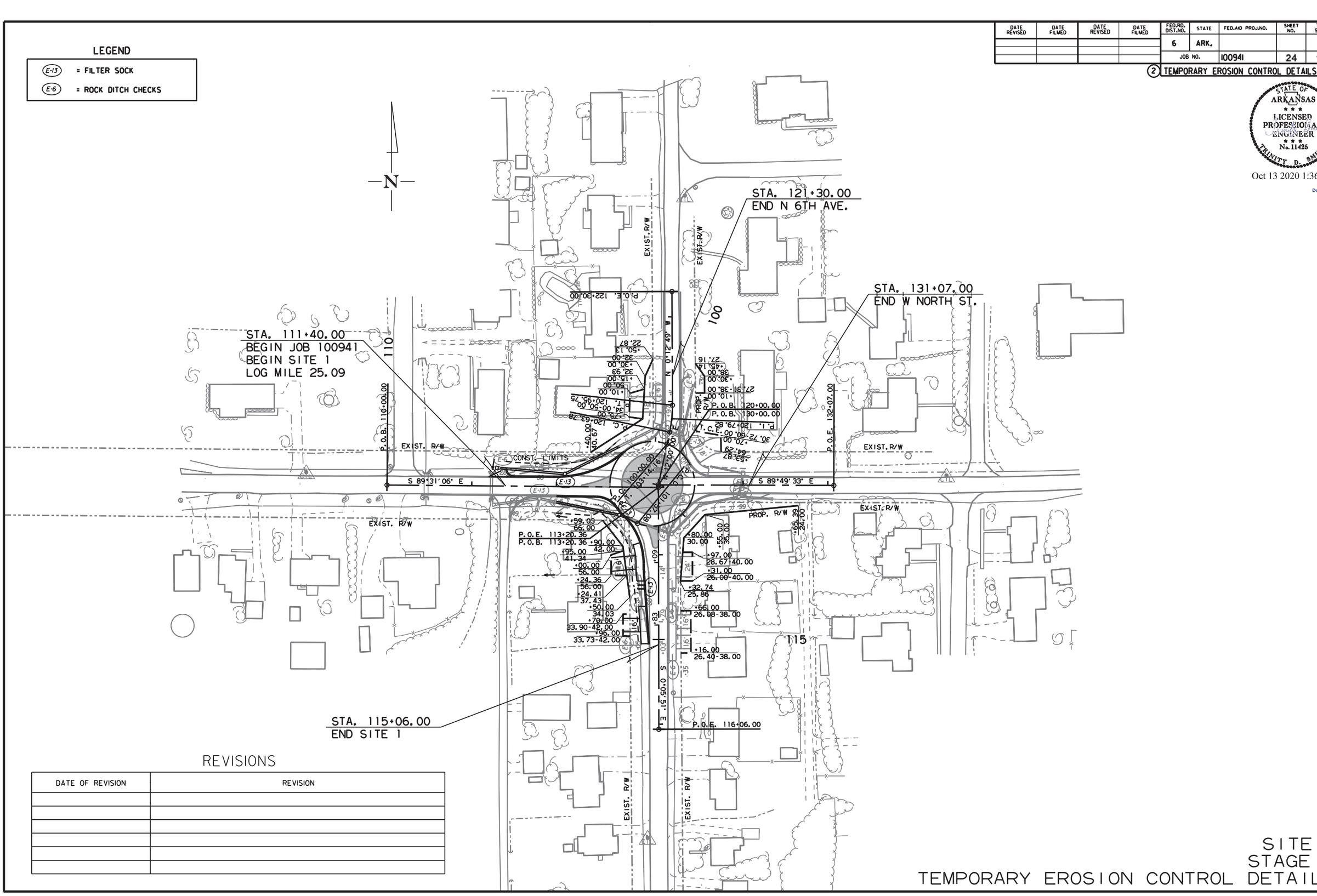
LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS



REVISIONS

DATE OF REVISION	REVISION

9/10/2020

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SITE 1
STAGE 4
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	25	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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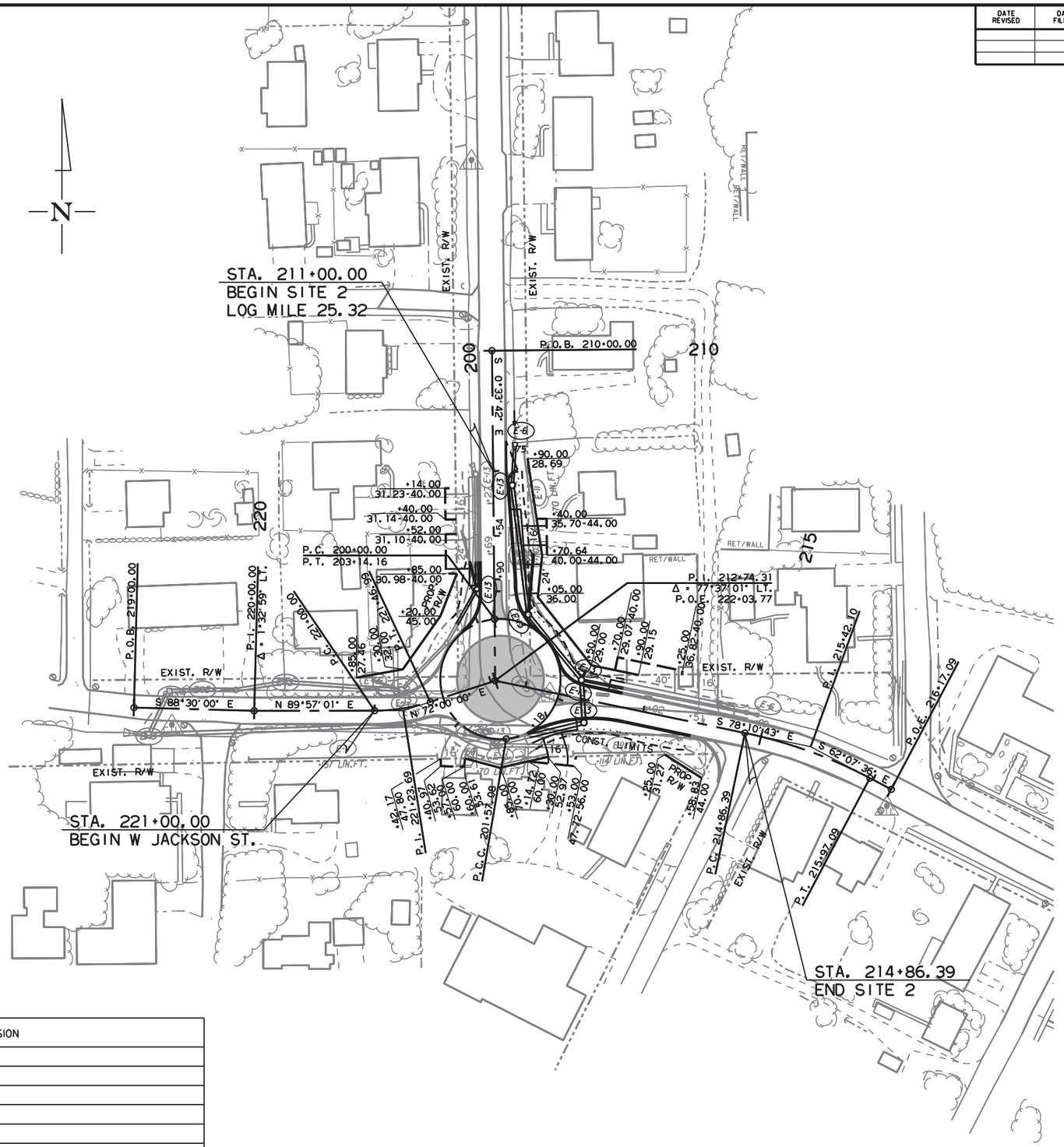
LEGEND

- (E-13) = FILTER SOCK
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE



REVISIONS

DATE OF REVISION	REVISION

9/10/2020

R100941.DGN

SITE 2
STAGE 4
TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	26	129

(2) TEMPORARY EROSION CONTROL DETAILS

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

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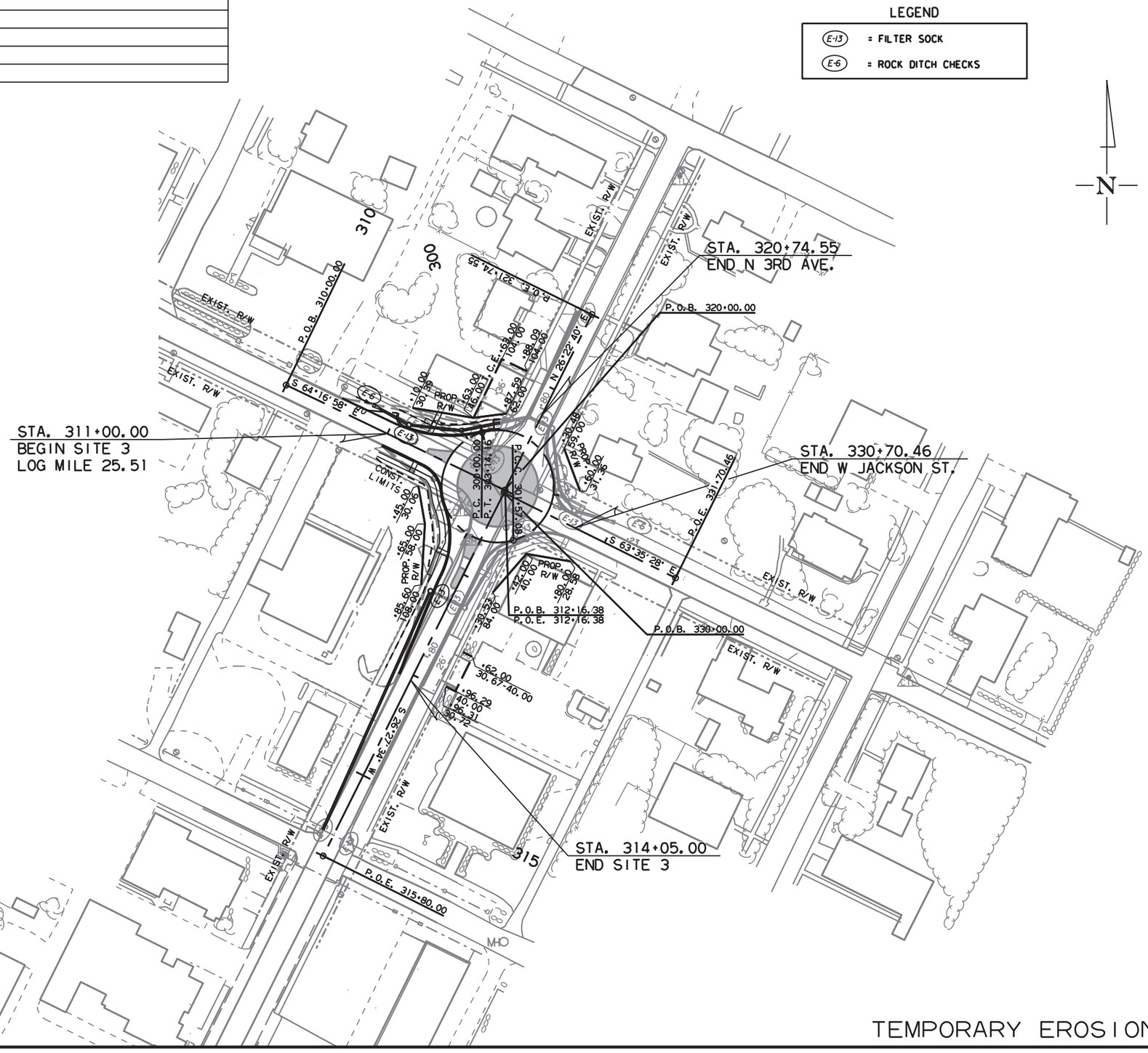
LEGEND

(E-13) = FILTER SOCK

(E-6) = ROCK DITCH CHECKS



9/10/2020

R100941.DGN

SITE 3
STAGE 4
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	27	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

Oct 13 2020 1:36 PM

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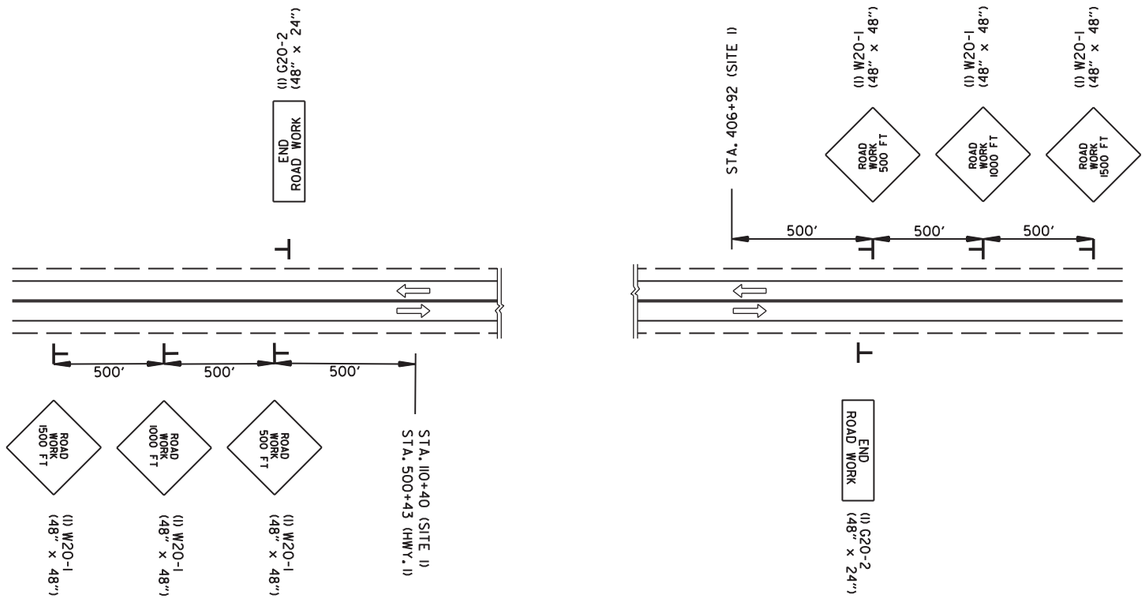
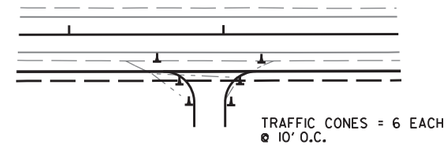
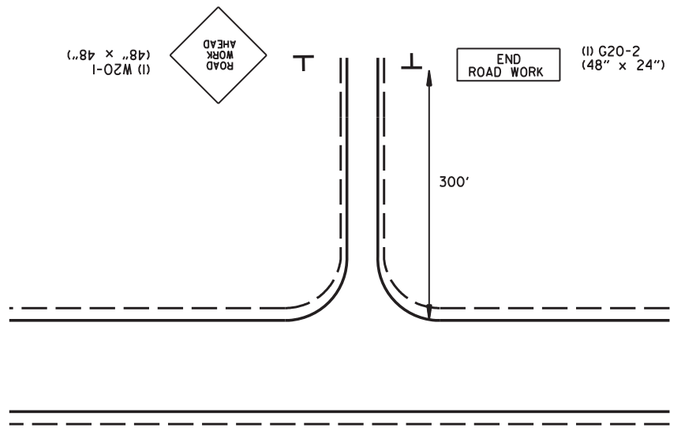


ADVANCE WARNING (ALL STAGES)



DRIVEWAY/TRAFFIC CONE DETAIL

BUMP	(9) W8-1 (30" X 30")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
RIGHT SHOULDER CLOSED	(7) W21-5a (36" x 36")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



ADVANCE WARNING - SIDE ROADS (ALL STAGES)

STA. 111+40 RT., N 7TH ST.
STA. 120+00, N 6TH AVE.
STA. 130+00, W NORTH ST.
STA. 214+86 RT., N 5TH AVE.
STA. 220+00, W JACKSON ST.
STA. 320+00, N 3RD AVE.
STA. 330+00, W JACKSON ST.
STA. 504+80, N THORNTON AVE.

9/10/2020

R100941.DGN

ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	28	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

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STA. 111+40.00
BEGIN JOB 100941
BEGIN SITE 1
LOG MILE 25.09

STA. 121+30.00
END N 6TH AVE.

STA. 131+07.00
END W NORTH ST.

STA. 115+06.00
END SITE 1

TRAFFIC CONES

VERTICAL PANELS SPACED 20' O.C.

EXIST. R/W

PROP. R/W

SURVEY BASELINE N 88°35'33" W 507.75'

SURVEY BASELINE N 89°00'44" W 404.67'

SURVEY BASELINE N 0°12'49" W 492.37'

SURVEY BASELINE N 45°10'55" W 554.48'

S 89°51'05" E

S 89°49'33" E

P.O.B. 110+00.00

P.O.E. 122+30.00

P.O.B. 120+00.00

P.O.B. 130+00.00

P.O.E. 132+07.00

P.O.E. 113+20.36

P.O.B. 113+20.36

P.O.E. 116+06.00

110

100

115

9/10/2020

R10094LDGN

SITE 1
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

STAGE 1 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAIL.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE NORTHWEST AND SOUTHEAST QUADRANTS AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAILS.

APPLY LEVELING COURSE TO EXISTING LANES IF AND WHERE DIRECTED BY THE ENGINEER.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	29	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

Oct 13 2020 1:37 PM

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STAGE 1 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAIL.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE NORTHWEST AND NORTHEAST QUADRANTS AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAILS.

APPLY LEVELING COURSE TO EXISTING LANES IF AND WHERE DIRECTED BY THE ENGINEER.

9/10/2020

R00941.DGN

SITE 2
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	30	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

Oct 13 2020 1:37 PM

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STAGE 1 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAIL.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE SOUTHWEST AND NORTHEAST QUADRANTS AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAILS.

APPLY LEVELING COURSE TO EXISTING LANES IF AND WHERE DIRECTED BY THE ENGINEER.

9/10/2020

R100941.DGN

SITE 3
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	31	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

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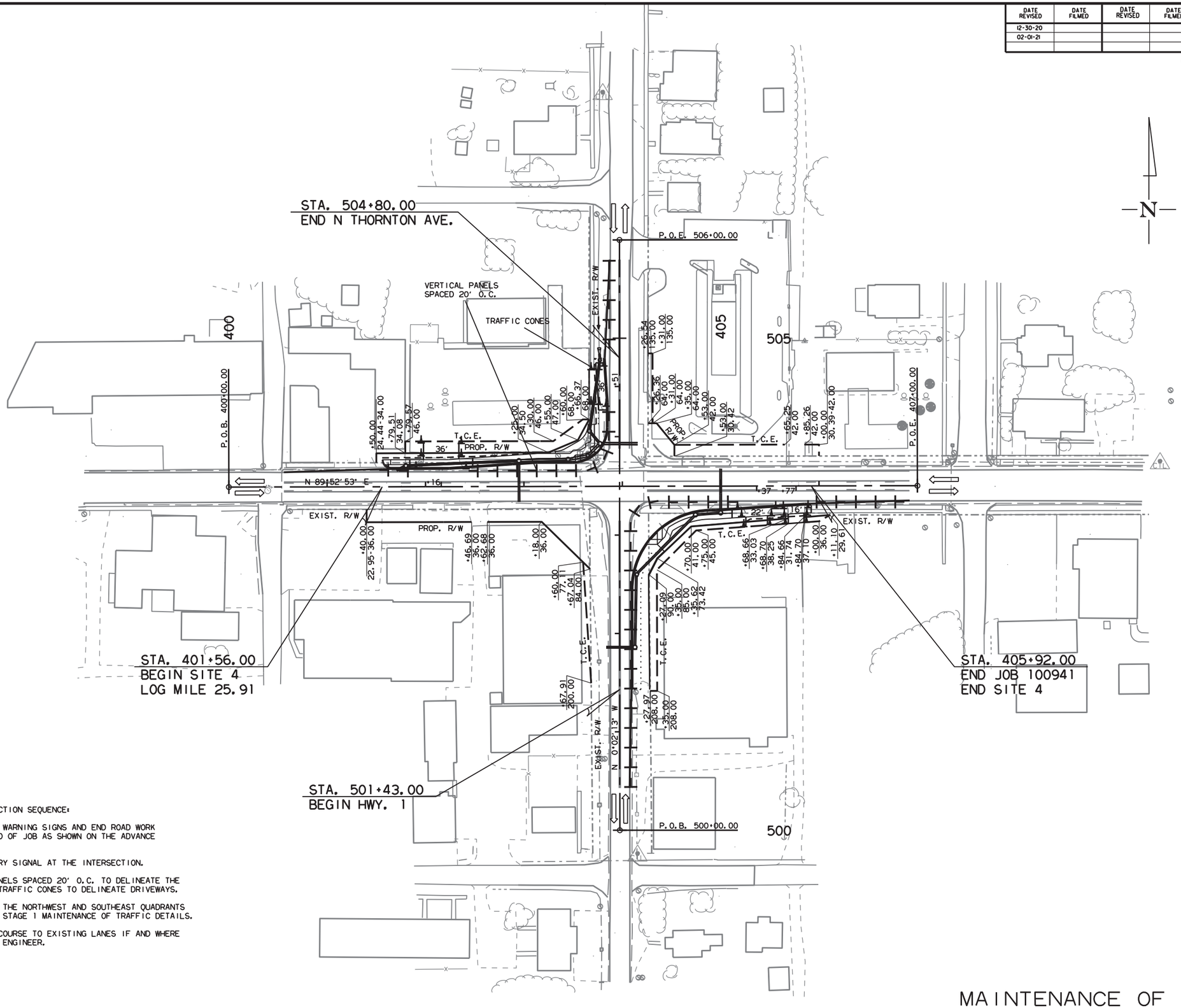

STAGE 1 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAIL.

INSTALL TEMPORARY SIGNAL AT THE INTERSECTION.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE NORTHWEST AND SOUTHEAST QUADRANTS AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAILS.

APPLY LEVELING COURSE TO EXISTING LANES IF AND WHERE DIRECTED BY THE ENGINEER.

9/10/2020

R100941.DGN

SITE 4
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	32	129

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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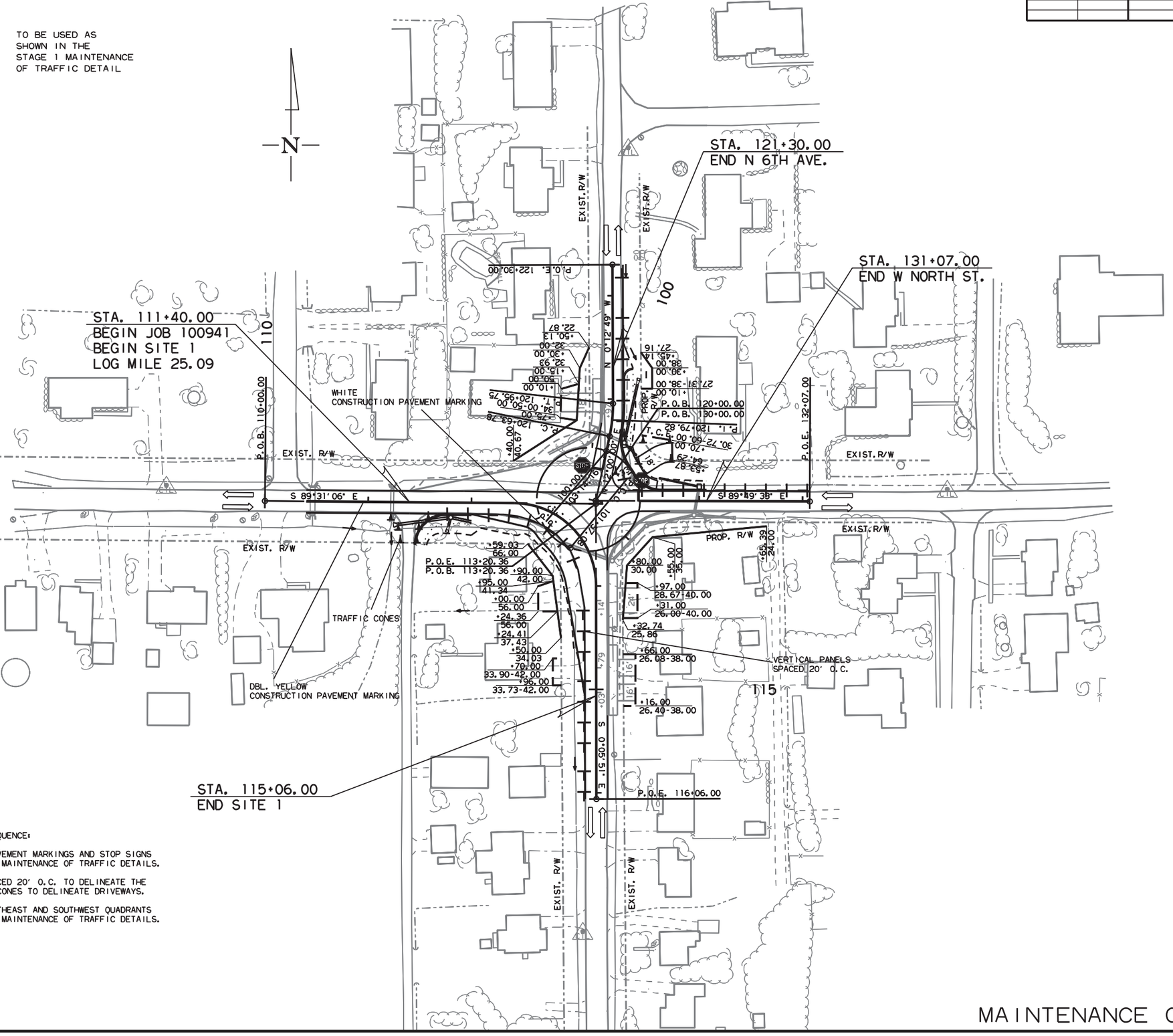
STOP (4) R1-1 (30" x 30")

TO BE USED AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAIL



STAGE 2 CONSTRUCTION SEQUENCE:

INSTALL CONSTRUCTION PAVEMENT MARKINGS AND STOP SIGNS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE NORTHEAST AND SOUTHWEST QUADRANTS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

9/10/2020

R100941.DGN

SITE 1
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	33	129

(2) MAINTENANCE OF TRAFFIC DETAILS

STOP (4) R1-1 (30" x 30") TO BE USED AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAIL

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

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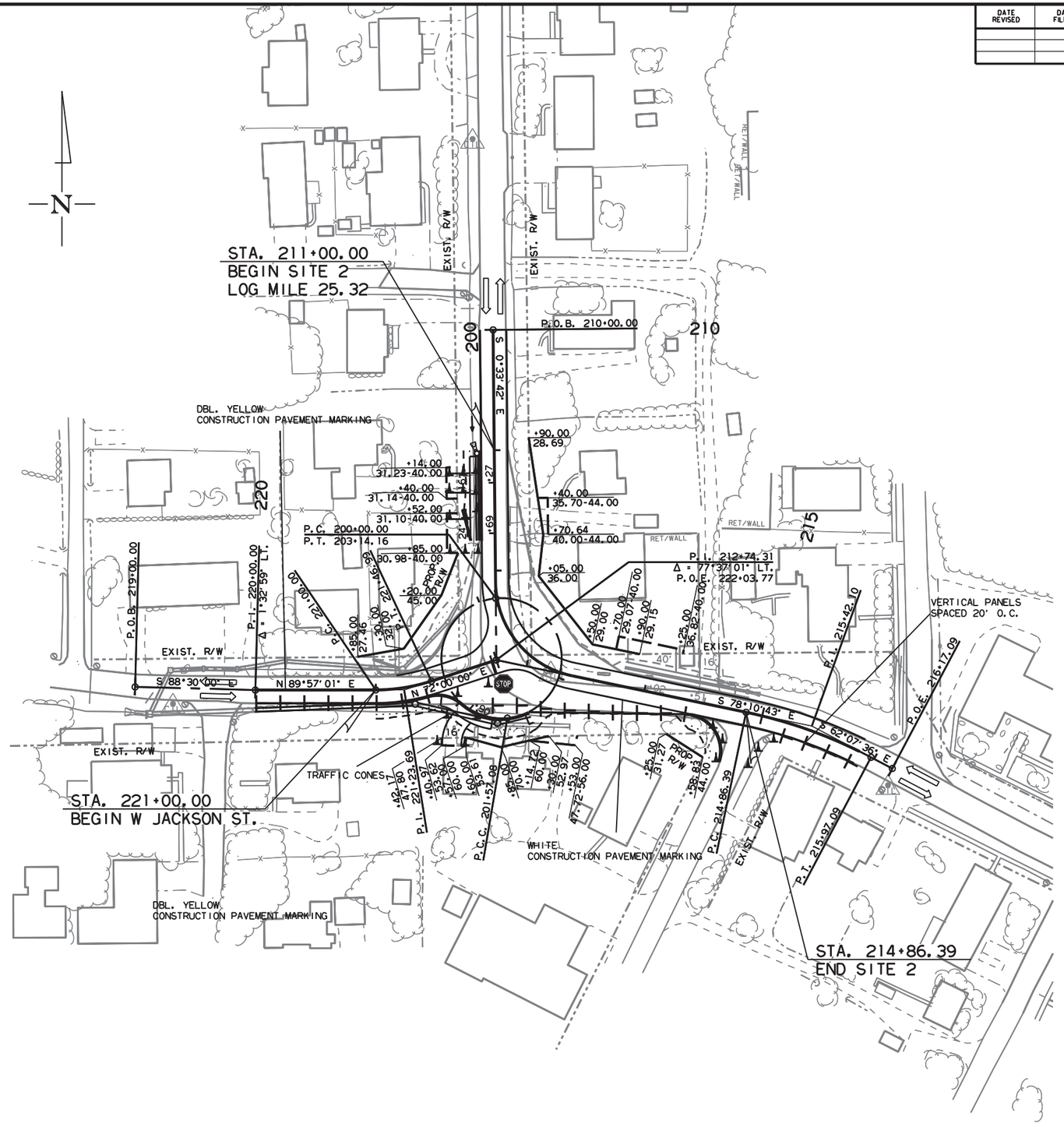

STAGE 2 CONSTRUCTION SEQUENCE:

INSTALL CONSTRUCTION PAVEMENT MARKINGS AND STOP SIGNS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE NORTHWEST AND SOUTHERN QUADRANTS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

9/10/2020

R100941.DGN

SITE 2
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	34	129

(2) MAINTENANCE OF TRAFFIC DETAILS

STOP (4) RI-1 (30" x 30") TO BE USED AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAIL

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

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STAGE 2 CONSTRUCTION SEQUENCE:

INSTALL CONSTRUCTION PAVEMENT MARKINGS AND STOP SIGNS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE NORTHWEST AND SOUTHEAST QUADRANTS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

9/10/2020

R100941.DGN

SITE 3
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	35	129

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Mar 9 2021 9:20 AM
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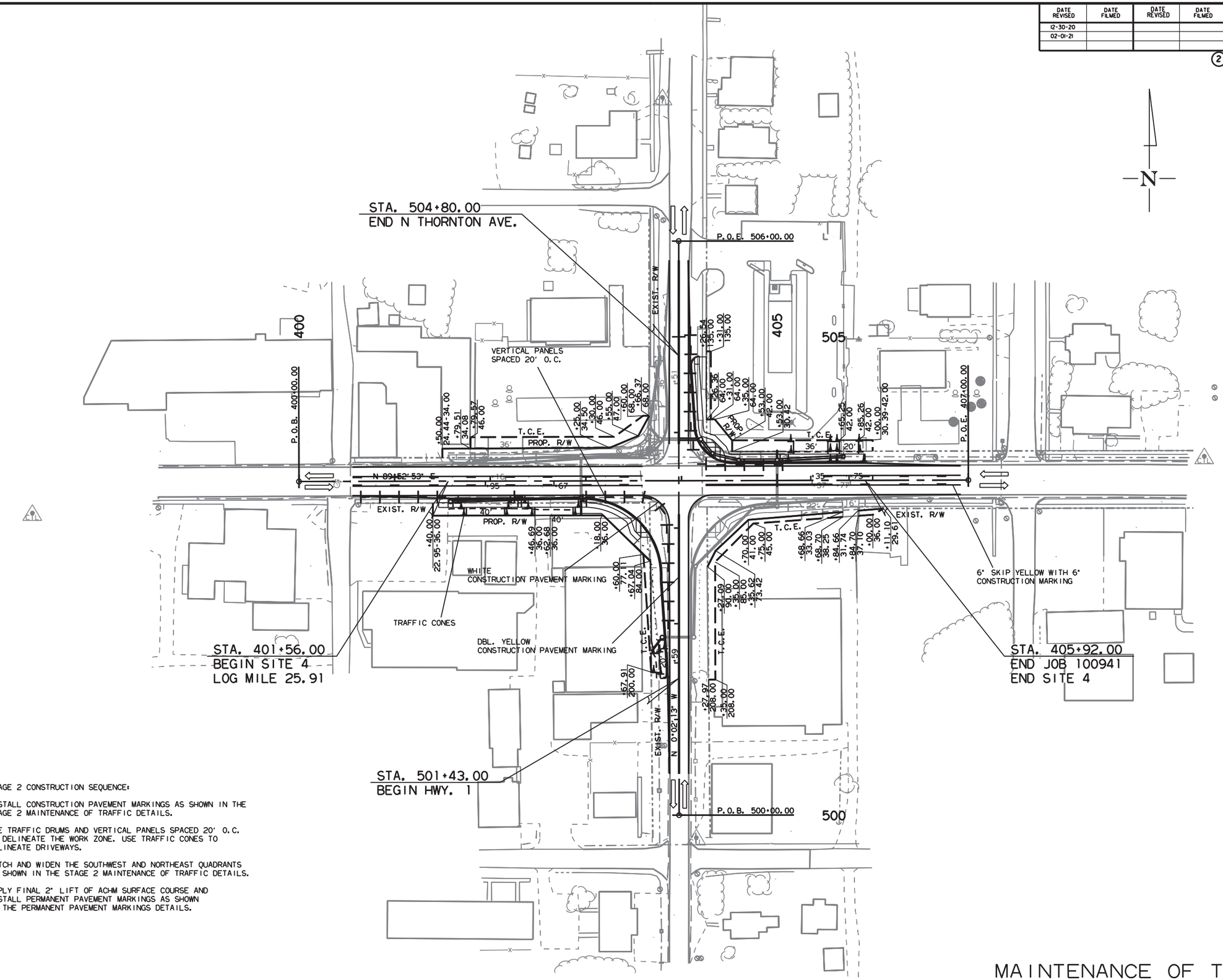

STAGE 2 CONSTRUCTION SEQUENCE:

INSTALL CONSTRUCTION PAVEMENT MARKINGS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

USE TRAFFIC DRUMS AND VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH AND WIDEN THE SOUTHWEST AND NORTHEAST QUADRANTS AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

APPLY FINAL 2" LIFT OF ACHM SURFACE COURSE AND INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKINGS DETAILS.

9/10/2020

R100941.DGN

SITE 4
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	36	129

(2) MAINTENANCE OF TRAFFIC DETAILS

STOP (4) R1-1 (30" x 30")

TO BE USED AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAIL

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

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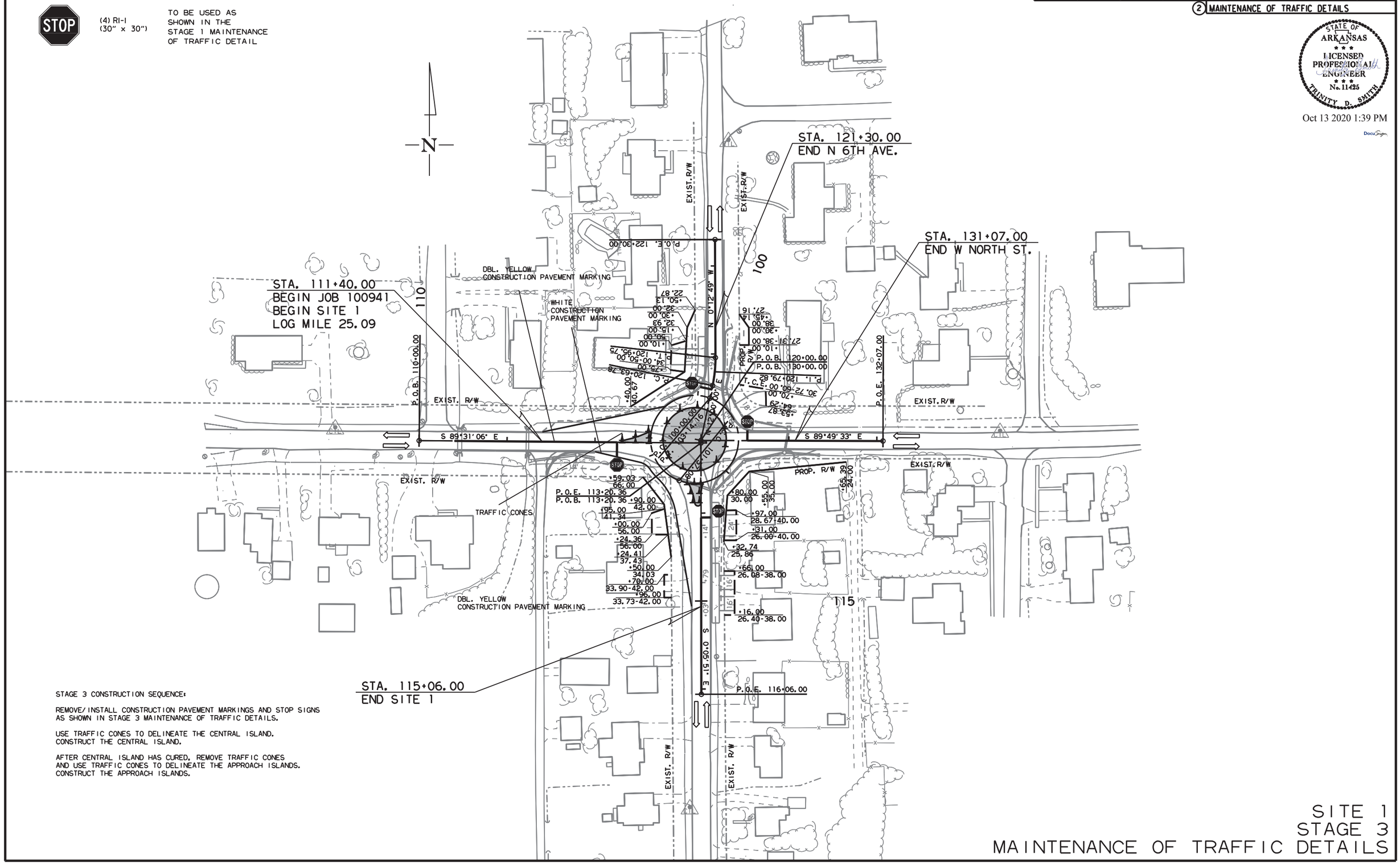

STAGE 3 CONSTRUCTION SEQUENCE:

REMOVE/ INSTALL CONSTRUCTION PAVEMENT MARKINGS AND STOP SIGNS AS SHOWN IN STAGE 3 MAINTENANCE OF TRAFFIC DETAILS.

USE TRAFFIC CONES TO DELINEATE THE CENTRAL ISLAND. CONSTRUCT THE CENTRAL ISLAND.

AFTER CENTRAL ISLAND HAS CURED, REMOVE TRAFFIC CONES AND USE TRAFFIC CONES TO DELINEATE THE APPROACH ISLANDS. CONSTRUCT THE APPROACH ISLANDS.

9/10/2020

R100941.DGN

SITE 1
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	37	129

(2) MAINTENANCE OF TRAFFIC DETAILS

STOP (4) R1-1 (30" x 30") TO BE USED AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAIL

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

Oct 13 2020 1:39 PM

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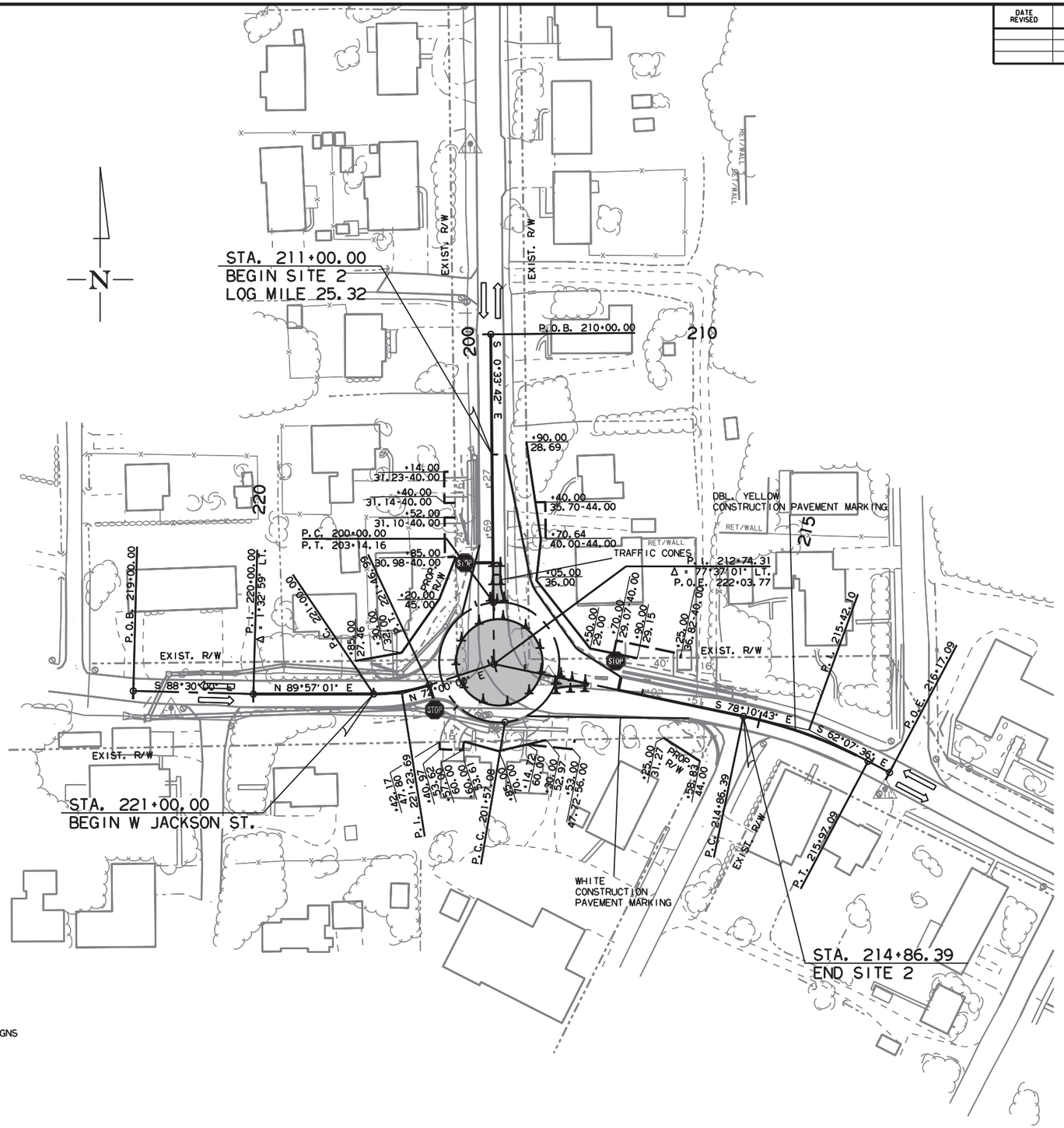


STAGE 3 CONSTRUCTION SEQUENCE:

REMOVE/INSTALL CONSTRUCTION PAVEMENT MARKINGS AND STOP SIGNS AS SHOWN IN STAGE 3 MAINTENANCE OF TRAFFIC DETAILS.

USE TRAFFIC CONES TO DELINEATE THE CENTRAL ISLAND. CONSTRUCT THE CENTRAL ISLAND.

AFTER CENTRAL ISLAND HAS CURED, REMOVE TRAFFIC CONES AND USE TRAFFIC CONES TO DELINEATE THE APPROACH ISLANDS. CONSTRUCT THE APPROACH ISLANDS.

9/10/2020

R100941.DGN

SITE 2
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	38	129

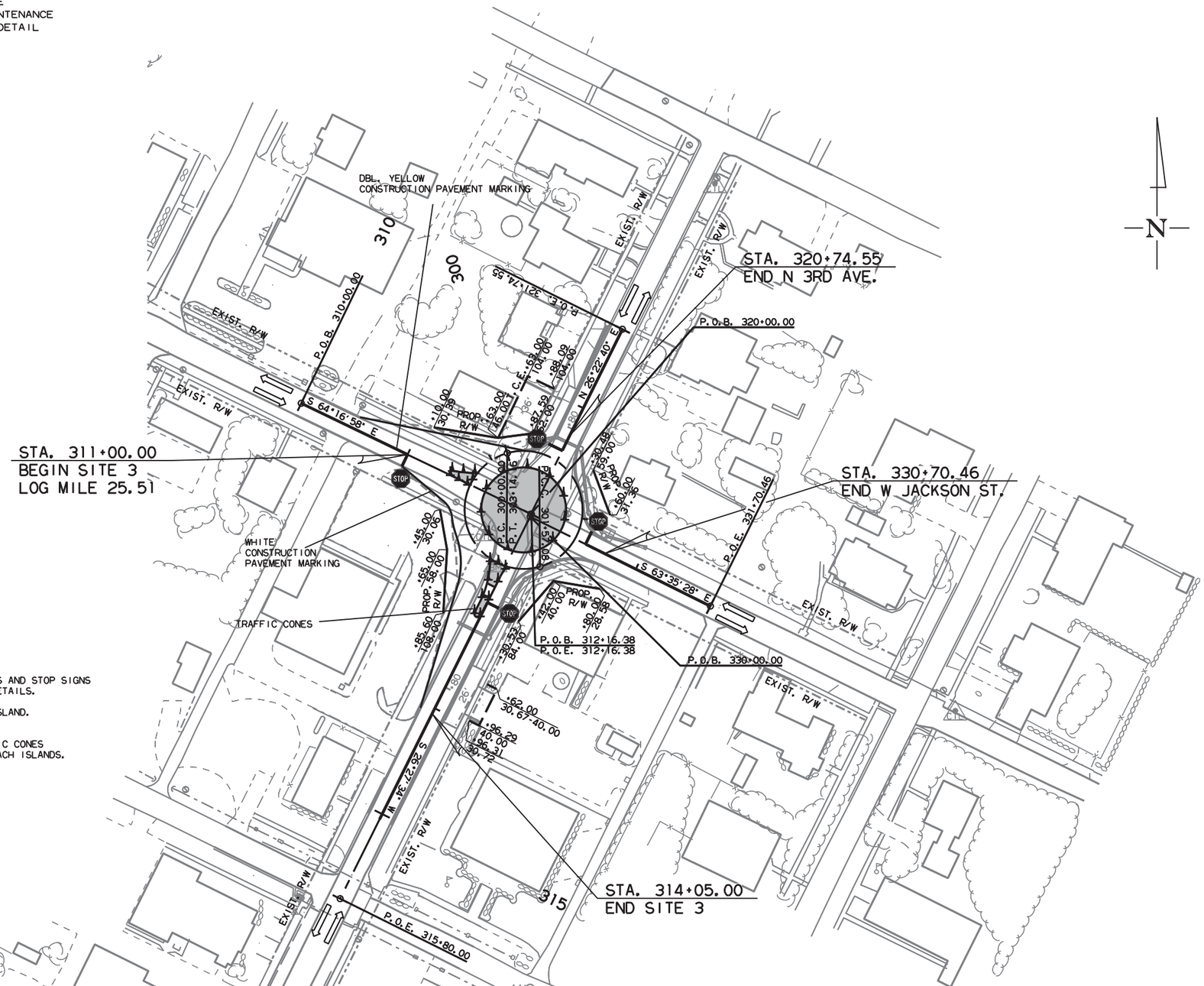
(2) MAINTENANCE OF TRAFFIC DETAILS

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

Oct 13 2020 1:40 PM

DocuSigned by:

STOP (4) R1-1 (30" x 30") TO BE USED AS SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC DETAIL



STAGE 3 CONSTRUCTION SEQUENCE:

REMOVE/ INSTALL CONSTRUCTION PAVEMENT MARKINGS AND STOP SIGNS AS SHOWN IN STAGE 3 MAINTENANCE OF TRAFFIC DETAILS.

USE TRAFFIC CONES TO DELINEATE THE CENTRAL ISLAND. CONSTRUCT THE CENTRAL ISLAND.

AFTER CENTRAL ISLAND HAS CURED, REMOVE TRAFFIC CONES AND USE TRAFFIC CONES TO DELINEATE THE APPROACH ISLANDS. CONSTRUCT THE APPROACH ISLANDS.

9/10/2020

R100941.DGN

SITE 3
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	39	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

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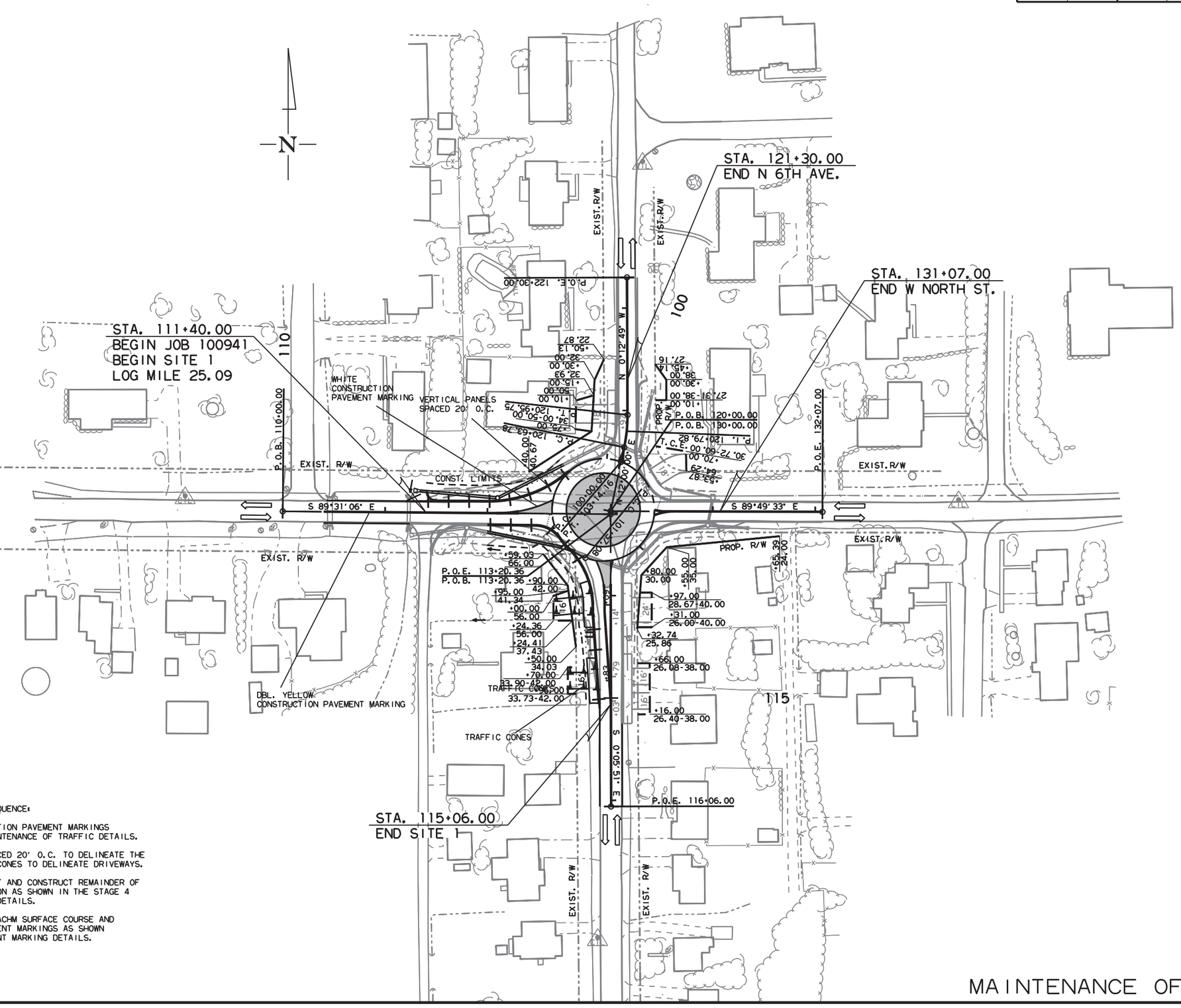

STAGE 4 CONSTRUCTION SEQUENCE:

REMOVE/ INSTALL CONSTRUCTION PAVEMENT MARKINGS AS SHOWN IN STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH TEMPORARY PAVEMENT AND CONSTRUCT REMAINDER OF THE PROPOSED INTERSECTION AS SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

APPLY FINAL 2" LIFT OF ACHM SURFACE COURSE AND INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKING DETAILS.

9/10/2020

R100941.DGN

SITE 1
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	40	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

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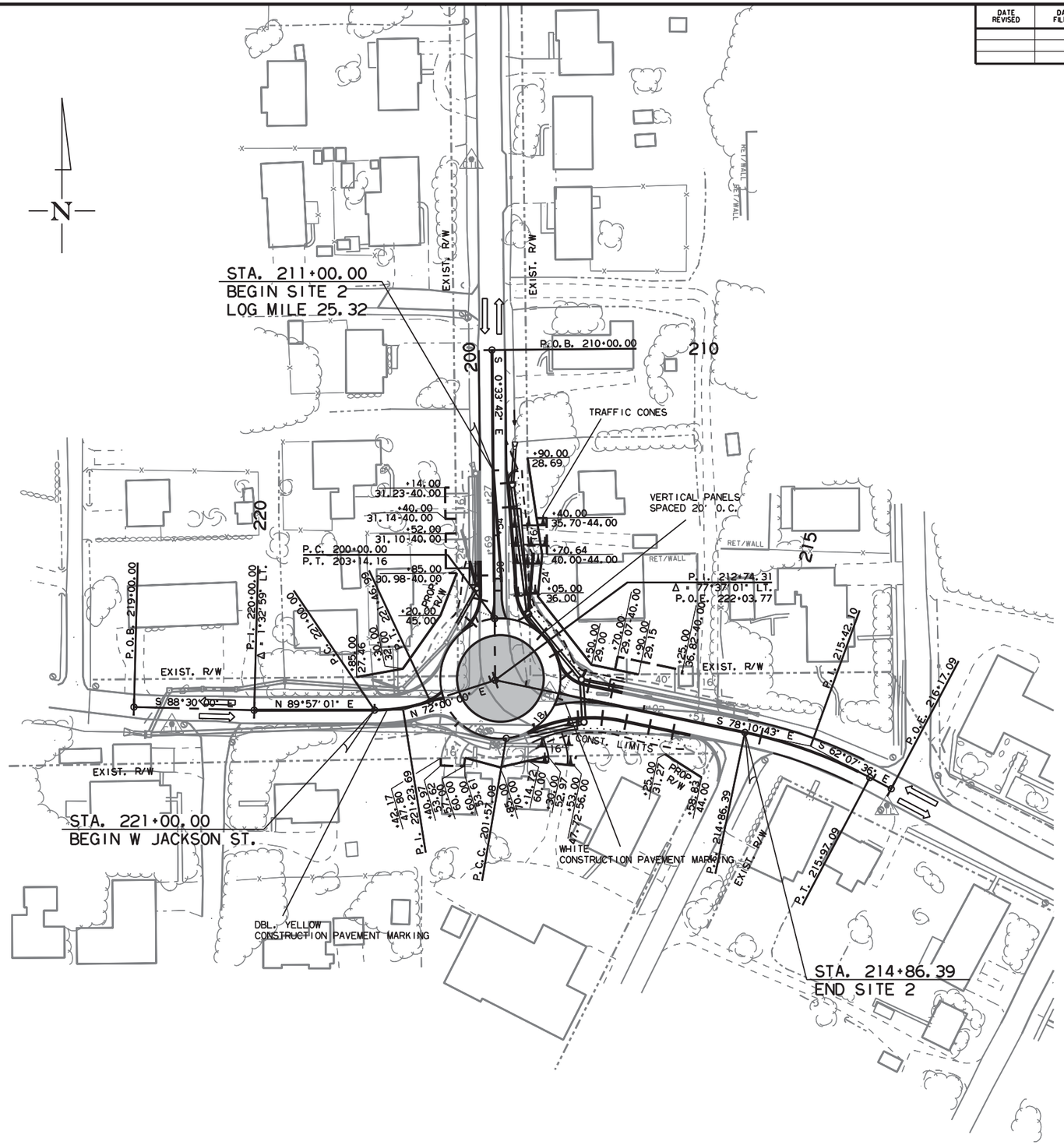

STAGE 4 CONSTRUCTION SEQUENCE:

REMOVE/INSTALL CONSTRUCTION PAVEMENT MARKINGS AS SHOWN IN STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH TEMPORARY PAVEMENT AND CONSTRUCT REMAINDER OF THE PROPOSED INTERSECTION AS SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

APPLY FINAL 2" LIFT OF ACHM SURFACE COURSE AND INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKING DETAILS.

9/10/2020

R100941.DGN

SITE 2
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	41	129

(2) MAINTENANCE OF TRAFFIC DETAILS

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

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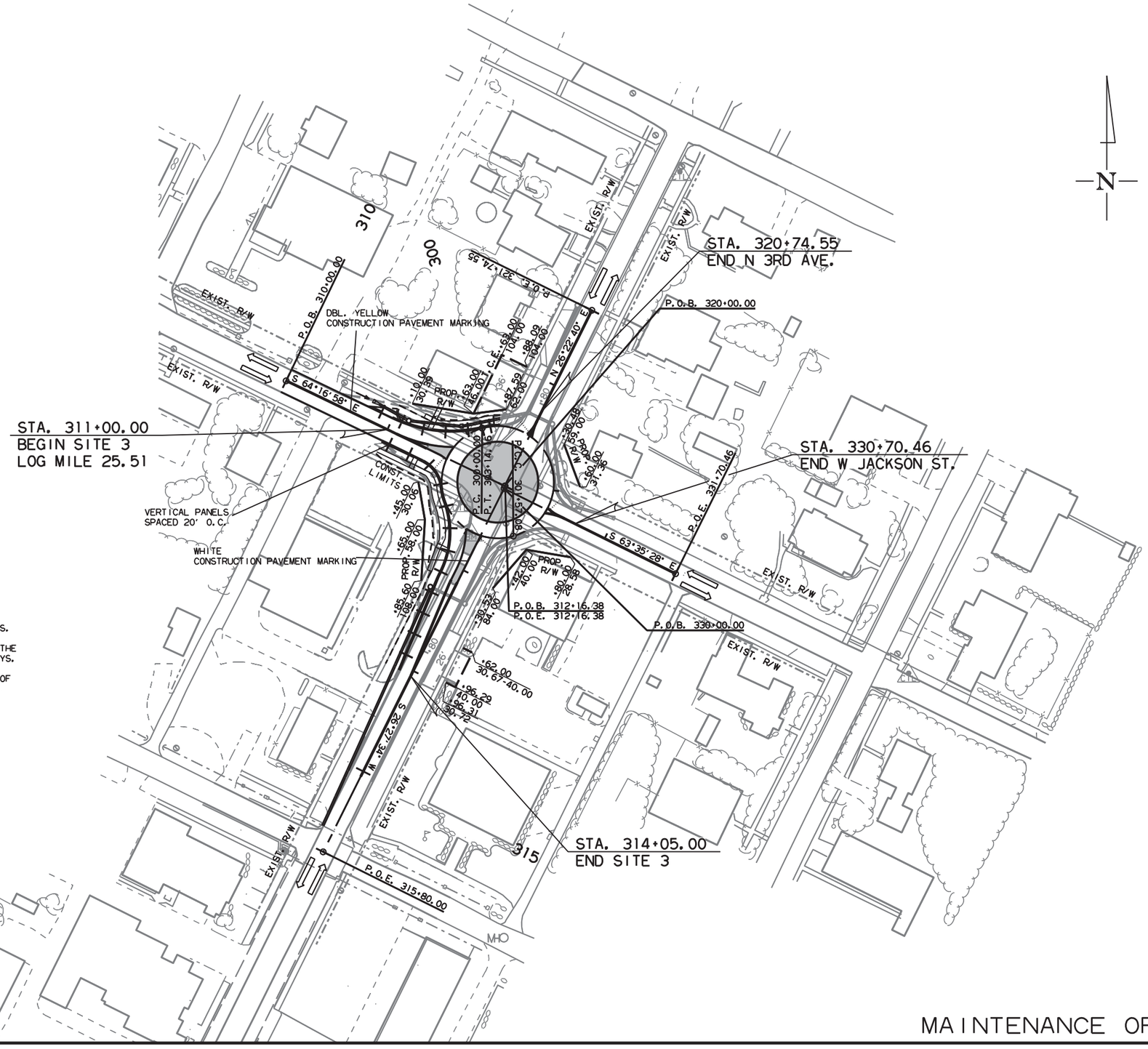

STAGE 4 CONSTRUCTION SEQUENCE:

REMOVE/ INSTALL CONSTRUCTION PAVEMENT MARKINGS AS SHOWN IN STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS SPACED 20' O.C. TO DELINEATE THE WORK ZONE. USE TRAFFIC CONES TO DELINEATE DRIVEWAYS.

NOTCH TEMPORARY PAVEMENT AND CONSTRUCT REMAINDER OF THE PROPOSED INTERSECTION AS SHOWN IN THE STAGE 4 MAINTENANCE OF TRAFFIC DETAILS.

APPLY FINAL 2" LIFT OF ACHM SURFACE COURSE AND INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKING DETAILS.

SITE 3
STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

9/10/2020

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	42	129

(2) PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS

RAISED PAVEMENT MARKERS TYPE II (YEL/YEL) (80' O.C.) = 12 EACH
THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 818 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (8") = 23 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (6") = 1851 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE) = 44 LIN. FT.

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LICENSED PROFESSIONAL ENGINEER
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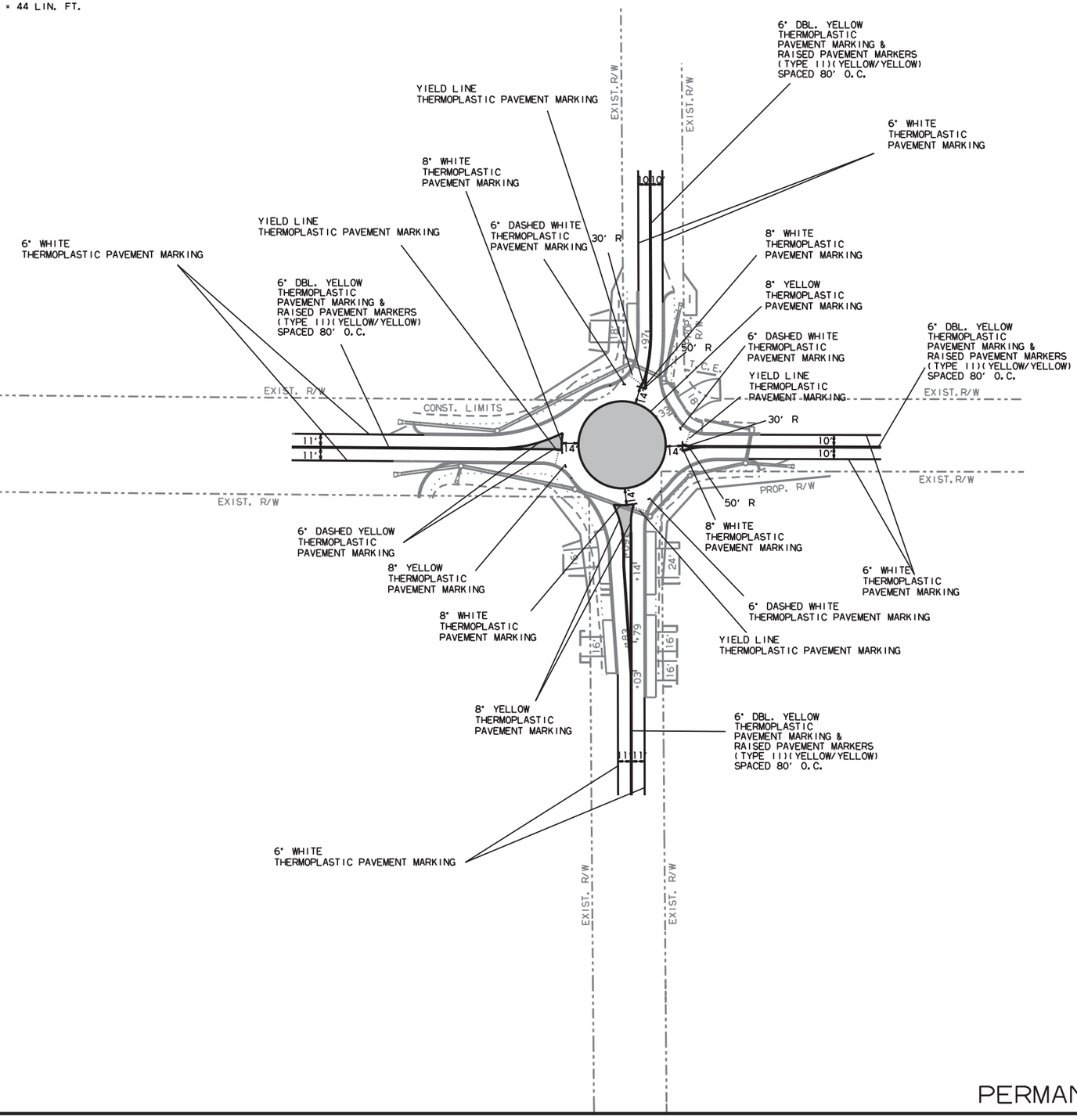

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SITE 1
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	43	129

(2) PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS

RAISED PAVEMENT MARKERS TYPE II (YEL/YEL) (80' O.C.) = 9 EACH
THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 732 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (8") = 31 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (6") =1422 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE) = 33 LIN. FT.

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LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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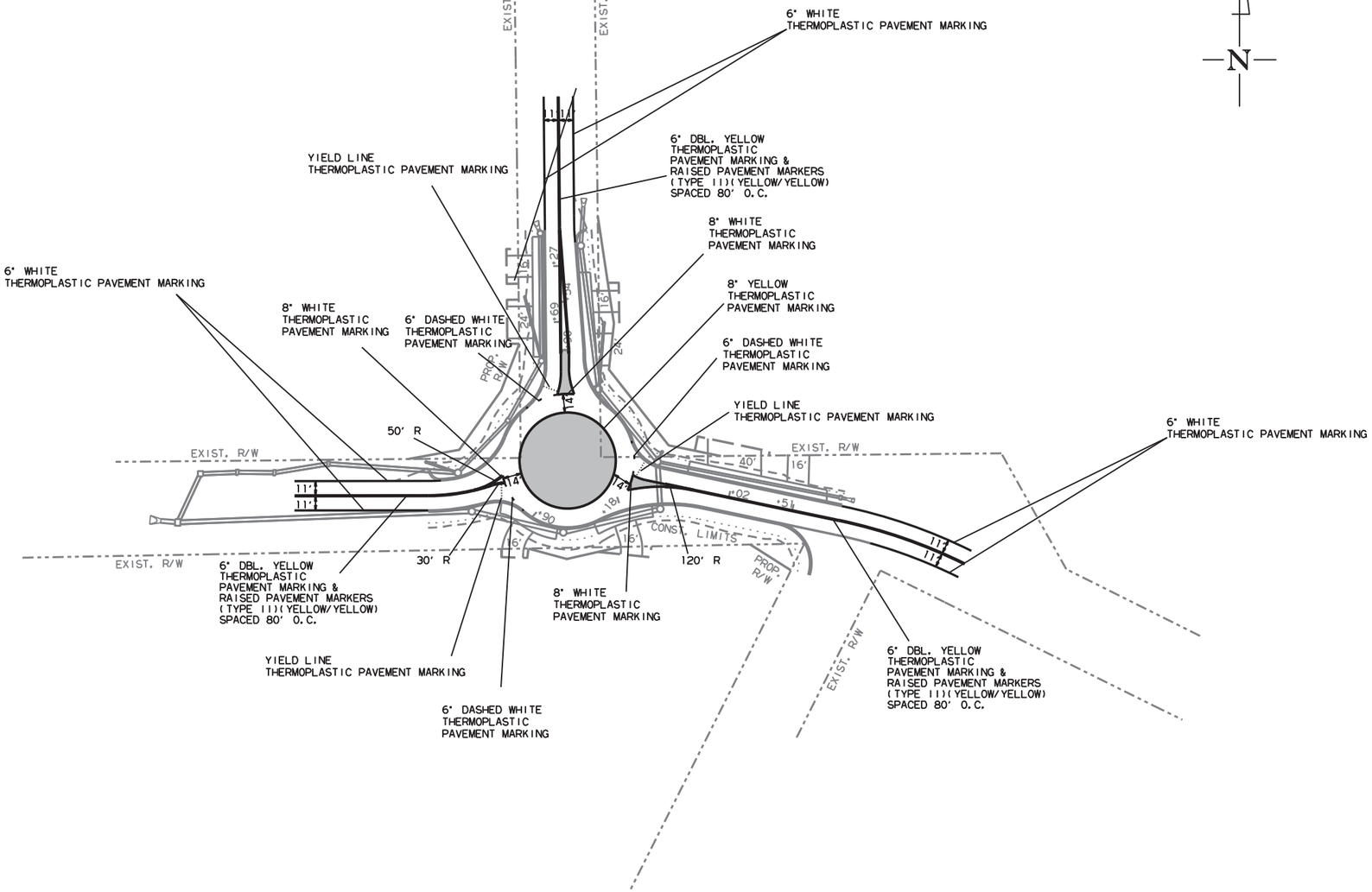

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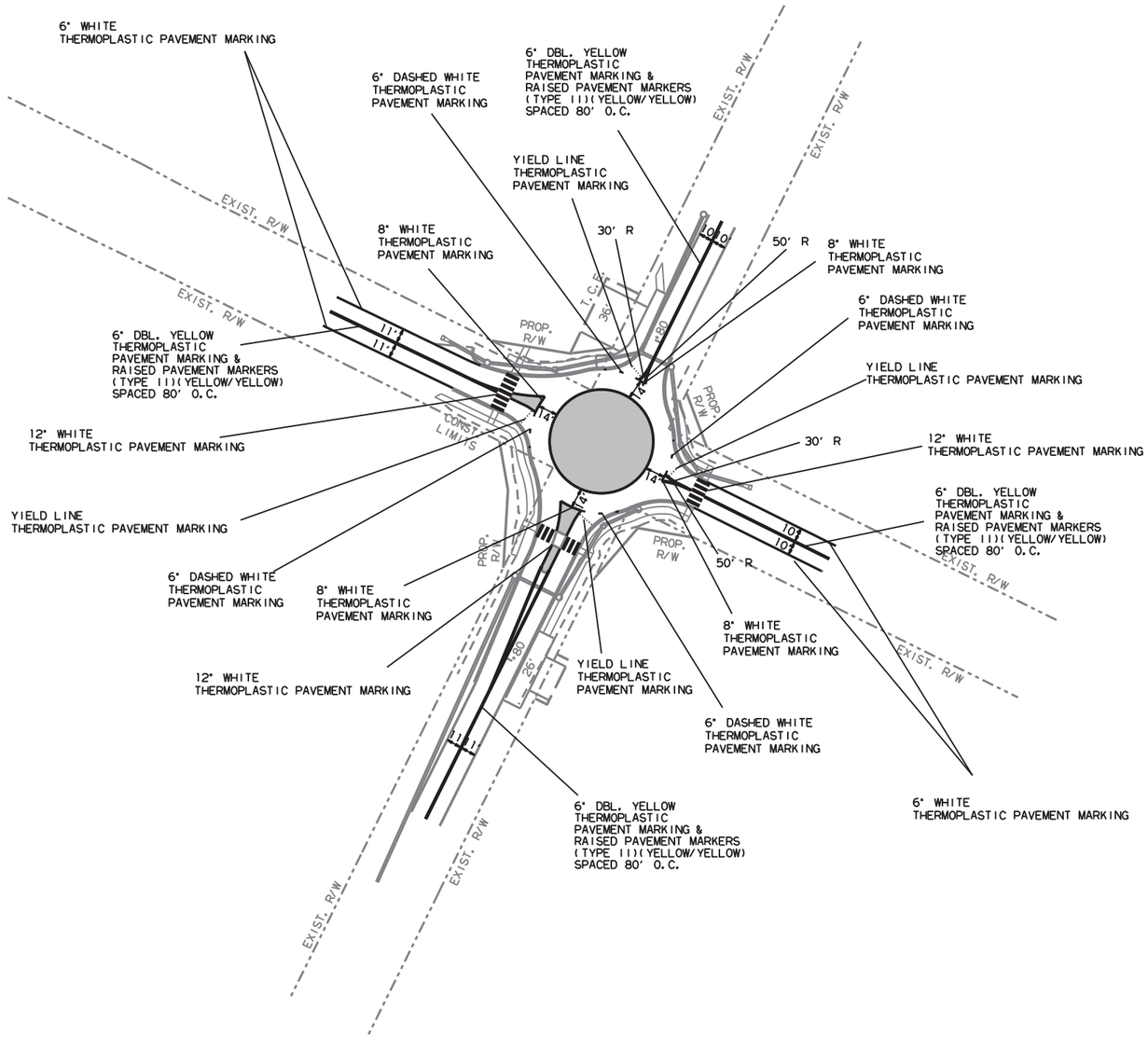
SITE 2
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	44	129

(2) PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS

RAISED PAVEMENT MARKERS TYPE II (YEL/YEL) (80' O.C.) = 8 EACH
THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 435 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (8") = 39 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (12") = 180 FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (6") = 1392 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE) = 44 LIN. FT.



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LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SITE 3
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	45	129

(2) PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS

RAISED PAVEMENT MARKERS TYPE II (YEL/YEL) (80' O.C.) = 15 EACH
THERMOPLASTIC PAVEMENT MARKING WHITE (6") = 831 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (12") = 674 FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (6") = 1990 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WORDS = 2 EACH
THERMOPLASTIC PAVEMENT MARKING ARROWS = 4 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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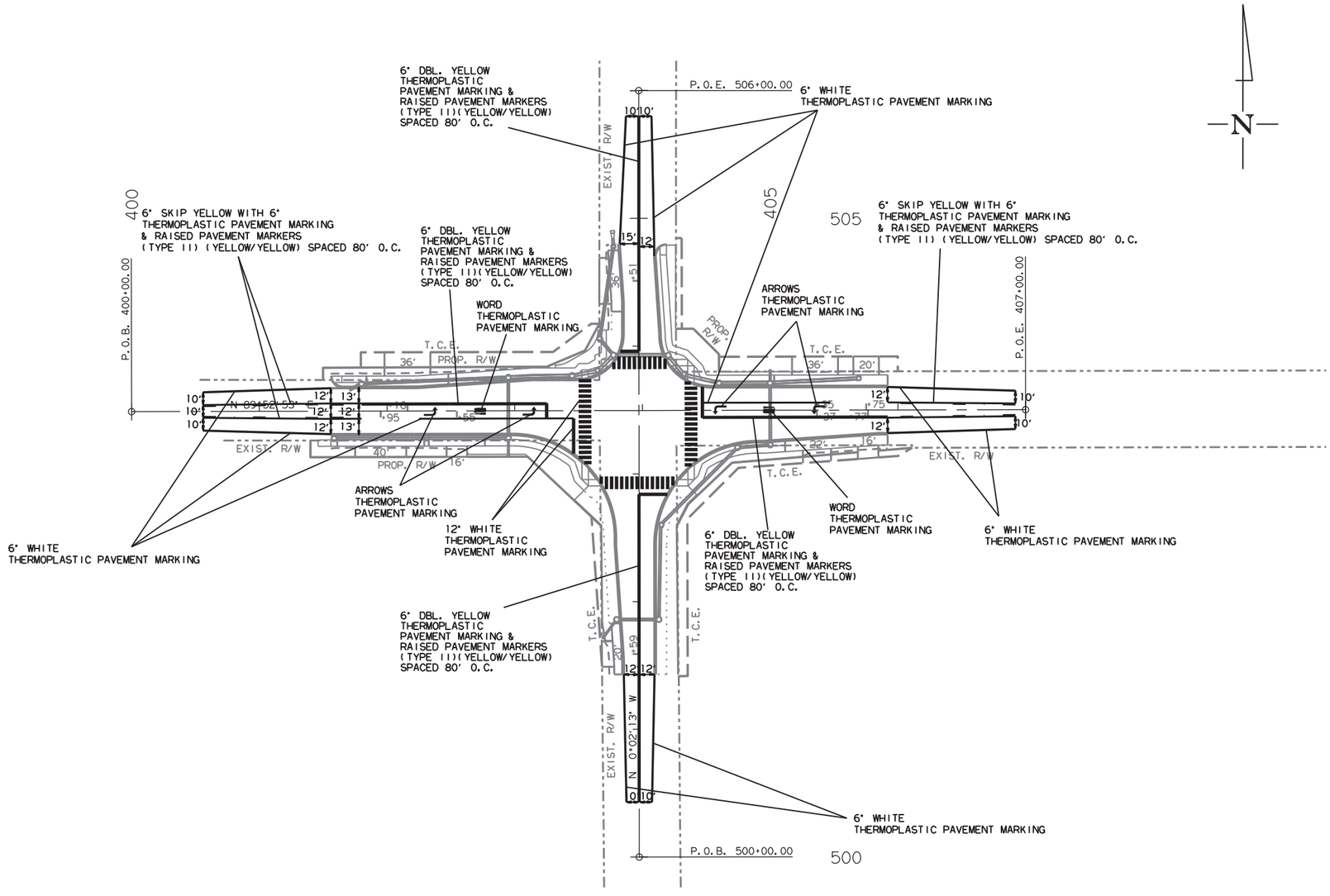

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SITE 4
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-30-20				6	ARK.			
02-01-21				JOB NO.		100941	46	129

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC CONE
			LIN. FT. - EACH					NO.	SQ. FT.	EACH	
W20-1	ROAD WORK 1500 FT.	48"x48"	3	3	3	3	3	3	48.0		
W20-1	ROAD WORK 1000 FT.	48"x48"	3	3	3	3	3	3	48.0		
W20-1	ROAD WORK 500 FT.	48"x48"	3	3	3	3	3	3	48.0		
W20-1	ROAD WORK AHEAD	48"x48"	8	8	8	8	8	8	128.0		
G20-2	END ROAD WORK	48"x24"	9	9	9	9	9	9	72.0		
R1-1	STOP	30"x30"		5	11		11	11	68.8		
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	7	5		6	7	7	63.0		
W8-1	BUMP	30"x30"	9	9	6	6	9	9	56.3		
	VERTICAL PANELS		154	111		51	154			154	
	TRAFFIC CONES		57	78	77	30	78				78
TOTALS:									532.1	154	78

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

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
221+00	221+80	W JACKSON ST. LT.	1	1
TOTALS:			1	1

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	SITE 1			SITE 2			SITE 3			SITE 4	END OF JOB	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	THERMOPLASTIC PAVEMENT MARKING						
	STAGE 2	STAGE 3	STAGE 4	STAGE 2	STAGE 3	STAGE 4	STAGE 2	STAGE 3	STAGE 4	STAGE 2				TYPE II	6"		8"	12"	WORDS	ARROWS	YIELD LINE
														(YELLOW/YELLOW)	WHITE	YELLOW	WHITE	WHITE			
	LIN. FT. - EACH											LIN. FT.	LIN. FT.	EACH	LIN. FT.				EACH		LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS	2868	1853	2781	2805	1542	2013	2495	1497	1933	4483		24270									
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		1081	55		1093	39		1169	49				3486								
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)											44			44							
THERMOPLASTIC PAVEMENT MARKING WHITE (6")											2816				2816						
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")											6655					6655					
THERMOPLASTIC PAVEMENT MARKING WHITE (8")											93						93				
THERMOPLASTIC PAVEMENT MARKING WHITE (12")											854							854			
THERMOPLASTIC PAVEMENT MARKING (WORDS)											2								2		
THERMOPLASTIC PAVEMENT MARKING (ARROWS)											4									4	
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)											121										121
TOTALS:												24270	3486	44	2816	6655	93	854	2	4	121

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

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS

STATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS
		EACH	EACH
111+39	HWY. 62 - SIDE DRAIN ON RT.	1	
212+46	HWY. 62 - SIDE DRAIN ON LT.	1	
219+47	W JACKSON ST. - SIDE DRAIN ON RT.	1	
220+60	W JACKSON ST. - SIDE DRAIN ON LT.	1	
221+20	W JACKSON ST. - SIDE DRAIN ON LT.	1	
221+34	W JACKSON ST. - SIDE DRAIN ON RT.	1	
311+95	HWY. 62 - DROP INLET ON LT.	1	1
330+23	W JACKSON ST. - DROP INLET ON LT.	1	1
403+56	HWY. 62 - DROP INLET ON LT.	1	1
403+65	HWY. 62 - DROP INLET ON LT.	1	1
403+74	HWY. 62 - DROP INLET ON LT.	2	1
404+21	HWY. 62 - DROP INLET ON LT.	1	1
404+22	HWY. 62 - DROP INLET ON RT.	1	1
501+71	HWY. 1 - DROP INLET ON LT.	1	1
TOTALS:		15	8

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

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
101+00	36	23	21.40	90	11	42.40	05'RT	0-5	21	5	A-4(3)	BROWN
101+00	36	23	21.30	90	11	42.40	12'RT	0-5	ND	NP	A-4(2)	BROWN
105+00	36	23	18.90	90	11	39.30	05'LT	0-5	25	7	A-4(4)	BR/GR
105+00	36	23	19.00	90	11	39.10	12'LT	0-5	23	6	A-4(2)	BR/GR
201+00	36	23	11.40	90	11	39.50	05'RT	0-5	19	4	A-4(1)	BROWN
201+00	36	23	11.40	90	11	39.50	12'RT	0-5	18	3	A-4(1)	BR/GR
206+00	36	23	7.80	90	11	35.60	05'LT	0-5	36	16	A-6(16)	BROWN
206+00	36	23	8.10	90	11	35.70	12'LT	0-5	29	11	A-6(8)	BROWN
206+00	36	23	8.10	90	11	35.70	12'LT	0-5	36	18	A-6(11)	BROWN
400+00	36	22	54.90	90	11	17.40	10'RT	0-5	28	10	A-4(7)	BROWN
404+00	36	22	55.30	90	11	12.20	10'LT	0-5	22	5	A-4(1)	BROWN
500+00	36	22	53.10	90	11	15.00	05'RT	0-5	29	11	A-6(7)	BROWN
504+00	36	22	57.10	90	11	14.80	05'LT	0-5				

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

CONCRETE WALKS

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
311+00	314+05	SITE 3	409	227
401+56	405+92	SITE 4	517	287
TOTAL:				514

12/30/2020

R100941.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	47	129

(2) QUANTITIES

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE PAVEMENT	CONCRETE DRIVEWAYS	WALKS	SIGN FOUNDATIONS	SIGNS
			LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH
120+34	120+65	N 6TH AVE. RT.				51			
120+85	121+07	N 6TH AVE. LT.				83			
211+19	211+81	HWY. 62 RT.				89			
211+77	213+45	HWY. 62 LT.	30		270				
212+91	213+45	HWY. 62 RT.					19		
213+99	214+20	HWY. 62 LT.				20			
214+67	214+67	HWY. 62 RT.							1
215+29	215+54	HWY. 62 LT.					12		
215+56	216+06	HWY. 62 RT.					28		
221+20	221+25	W JACKSON ST. LT.					7		
221+50	221+68	W JACKSON ST. RT.				60	3		
310+00	310+18	HWY. 62 LT.	21						
310+00	310+32	HWY. 62 RT.					15		
310+00	311+92	HWY. 62 LT.					69		
310+89	311+97	HWY. 62 RT.					49		1
312+39	315+43	HWY. 62 LT.					137		
312+46	315+63	HWY. 62 RT.	374				54		
312+50	315+63	HWY. 62 LT.	324						
312+95	313+14	HWY. 62 RT.	59						
313+66	313+67	HWY. 62 LT.	12						
314+13	315+68	HWY. 62 RT.	16				49		
320+09	321+74	N 3RD AVE. RT.					71		
320+22	321+74	N 3RD AVE. LT.	320				64		
320+34	321+74	N 3RD AVE. RT.	316						
320+62	320+98	N 3RD AVE LT.				97			
330+23	331+22	W. JACKSON ST.					43		
400+58	402+38	HWY. 62 LT.	9			110	25		
403+10	403+58	HWY. 62 RT.			115				
403+25	406+00	HWY. 62 LT.	65		503			2	2
404+45	404+45	HWY. 62 RT.						1	1
405+91	406+68	HWY. 62 LT.	33					1	1
503+68	503+72	N THORNTON AVE. LT.	4	4					
503+72	503+76	N THORNTON AVE. RT.	4	4					
503+77	506+00	N THORNTON AVE. LT.	12			62	233		
504+36	505+70	N THORNTON AVE. RT.	106				125		
504+70	504+90	N THORNTON AVE. LT.	20						
TOTALS:			1725	8	888	572	1003	4	6

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")	TYPE D (6")
			LIN. FT.	
100+00	103+14	ROUNDABOUT 1	54	
111+41	112+79	HWY. 62 LT. & RT.	297	
113+53	115+25	HWY. 62 LT. & RT.	334	
120+38	121+29	N 6TH AVE. LT. & RT.	191	
130+33	131+06	W NORTH ST. LT. & RT.	159	
200+00	203+14	ROUNDABOUT 2	135	
210+11	212+33	HWY. 62 LT. & RT.	280	
213+10	214+86	HWY. 62 LT. & RT.	357	
221+00	221+69	W JACKSON ST. LT. & RT.	147	
300+00	303+14	ROUNDABOUT 3	55	
311+00	311+76	HWY. 62 LT. & RT.	157	
312+53	314+05	HWY. 62 LT. & RT.	313	
320+38	320+75	N 3RD AVE. LT. & RT.	75	
330+32	330+70	W JACKSON ST. LT. & RT.	82	
401+56	403+74	HWY. 62 LT. & RT.	430	
404+34	405+92	HWY. 62 LT. & RT.	334	
501+43	502+84	HWY. 1 LT. & RT. - RIGHT OF WAY		271
501+43	503+07	HWY. 1 LT. & RT.	335	
503+80	504+80	N THORNTON AVE. LT & RT.	205	
TOTALS:			3940	271

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND	STAINING CONCRETE SURFACES
			SQ.YD.	SQ.FT.
112+50	HWY. 62 - APPROACH ISLAND	B	25	
113+13	ROUNDABOUT CENTER			4072
113+75	HWY. 62 - APPROACH ISLAND	B	28	
212+10	HWY. 62 - APPROACH ISLAND	B	26	
212+78	ROUNDABOUT CENTER			4072
213+35	HWY. 62 - APPROACH ISLAND	B	16	
311+50	HWY. 62 - APPROACH ISLAND	B	16	
312+09	ROUNDABOUT CENTER			4072
312+90	HWY. 62 - APPROACH ISLAND	B	43	
403+20	HWY. 62 RT. - FORESLOPE	D	110	
403+55	HWY. 62 LT. - FORESLOPE	D	31	
404+40	HWY. 62 LT. - FORESLOPE	D	135	
404+70	HWY. 62 RT. - FORESLOPE	D	62	
TOTAL:			492	12216

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 2	TYPE 3
		SQ.YD.	
311+34	HWY. 62 LT.		2.9
311+34	HWY. 62 RT.		2.4
312+90	HWY. 62 LT.		2.9
312+90	HWY. 62 RT.		2.7
330+69	W JACKSON ST. RT.		2.7
330+69	W JACKSON ST. LT.		2.7
401+51	HWY. 62 LT.		3.9
401+61	HWY. 62 RT.		5.6
502+94	HWY. 1 LT.	12.3	
502+94	HWY. 1 RT.	11.9	
503+78	N THORNTON AVE.		3.6
503+86	N THORNTON AVE.		16.4
503+87	N THORNTON AVE.	4.6	
504+75	N THORNTON AVE.		3.9
TOTALS:		28.8	49.7

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS
			LIN. FT.
* ENTIRE PROJECT TO BE USED IF AND			750
WHERE DIRECTED BY THE ENGINEER			
TOTAL:			750

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

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

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
	EACH	
ENTIRE PROJECT	1	1
TOTALS:	1	1

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

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9/10/2020

R100941.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-30-20				6	ARK.			
02-01-21				JOB NO.		100941	48	129

(2) QUANTITIES

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

Mar 9 2021 9:21 AM

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EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.		TON
100+00.00	103+14.16	STAGE 1 - ROUNDABOUT 1	10	100	
110+40.00	112+63.30	STAGE 1 - HWY. 62 (SITE 1)	5	110	
113+65.66	116+06.00	STAGE 1 - HWY. 62 (SITE 1)	7	65	
120+49.24	122+30.00	STAGE 1 - N 6TH AVE. (SITE 1)		110	
130+42.79	132+07.00	STAGE 1 - W NORTH ST. (SITE 1)	3	113	
200+00.00	203+14.16	STAGE 1 - ROUNDABOUT 2	20	50	
210+00.00	212+23.13	STAGE 1 - HWY. 62 (SITE 2)	33	36	
213+28.22	215+86.39	STAGE 1 - HWY. 62 (SITE 2)	10	30	
220+00.00	221+58.33	STAGE 1 - W JACKSON ST. (SITE 2)	1	76	
300+00.00	303+14.16	STAGE 1 - ROUNDABOUT 3	50	15	
310+00.00	311+58.88	STAGE 1 - HWY. 62 (SITE 3)	50	51	
312+65.47	315+05.00	STAGE 1 - HWY. 62 (SITE 3)	7	83	
320+49.86	321+74.55	STAGE 1 - N 3RD AVE. (SITE 3)	3	3	
330+42.23	331+70.46	STAGE 1 - W JACKSON ST. (SITE 3)	3	24	
400+56.00	406+92.00	STAGE 1 - HWY. 62 (SITE 4)	55	86	
500+43.00	505+80.00	STAGE 1 - HWY. 1/N THORNTON AVE. (SITE 4)	89	214	
100+00.00	103+14.16	STAGE 2 - ROUNDABOUT 1	10	20	
110+40.00	112+63.30	STAGE 2 - HWY. 62 (SITE 1)		114	
113+65.66	116+06.00	STAGE 2 - HWY. 62 (SITE 1)	8	51	
120+49.24	122+30.00	STAGE 2 - N 6TH AVE. (SITE 1)	15	38	
130+42.79	132+07.00	STAGE 2 - W NORTH ST. (SITE 1)	6	20	
200+00.00	203+14.16	STAGE 2 - ROUNDABOUT 2	10	40	
210+00.00	212+23.13	STAGE 2 - HWY. 62 (SITE 2)	6	102	
213+28.22	215+86.39	STAGE 2 - HWY. 62 (SITE 2)	43	47	
220+00.00	221+58.33	STAGE 2 - W JACKSON ST. (SITE 2)	1	90	
300+00.00	303+14.16	STAGE 2 - ROUNDABOUT 3	25	10	
310+00.00	311+58.88	STAGE 2 - HWY. 62 (SITE 3)	14	15	
312+65.47	315+05.00	STAGE 2 - HWY. 62 (SITE 3)	17	23	
320+49.86	321+74.55	STAGE 2 - N 3RD AVE. (SITE 3)	3	3	
330+42.23	331+70.46	STAGE 2 - W JACKSON ST. (SITE 3)	4	23	
400+56.00	406+92.00	STAGE 2 - HWY. 62 (SITE 4)	39	95	
500+43.00	505+80.00	STAGE 2 - HWY. 1/N THORNTON AVE. (SITE 4)	99	222	
100+00.00	103+14.16	STAGE 3 - ROUNDABOUT 1	84		
200+00.00	203+14.16	STAGE 3 - ROUNDABOUT 2	82		
300+00.00	303+14.16	STAGE 3 - ROUNDABOUT 3	85		
100+00.00	103+14.16	STAGE 4 - ROUNDABOUT 1		10	
110+40.00	112+63.30	STAGE 4 - HWY. 62 (SITE 1)	8	99	
113+65.66	116+06.00	STAGE 4 - HWY. 62 (SITE 1)	10	45	
200+00.00	203+14.16	STAGE 4 - ROUNDABOUT 2	5	15	
210+00.00	212+23.13	STAGE 4 - HWY. 62 (SITE 2)	7	69	
213+28.22	215+86.39	STAGE 4 - HWY. 62 (SITE 2)	4	32	
300+00.00	303+14.16	STAGE 4 - ROUNDABOUT 3	5	10	
310+00.00	311+58.88	STAGE 4 - HWY. 62 (SITE 3)	8	75	
312+65.47	315+05.00	STAGE 4 - HWY. 62 (SITE 3)	10	32	
ENTIRE	PROJECT	APPROACHES	20	240	
* ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER			100
TOTALS:			**974**	**2706**	**100**

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

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.

DRIVEWAYS

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	STANDARD DRAWINGS
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	
114+09	RT.	HWY. 62	16	113+87	114+31	39.11	60.16	6.62	24.57	DR-1
114+14	LT.	HWY. 62	24	113+88	114+40	98.22				DR-1
114+79	LT.	HWY. 62	16	114+57	115+01	39.11	31.11	3.42	12.70	DR-1
114+83	RT.	HWY. 62	16	114+61	115+05	39.11	35.47	3.90	14.48	DR-1
115+03	LT.	HWY. 62	16	114+81	115+25	39.11	31.11	3.42	12.70	DR-1
120+69	RT.	HWY. 62	18	120+46	120+92	40.89	120.00	13.20	49.00	DR-1
120+97	LT.	HWY. 62	18	120+74	121+20	75.89				DR-1
										DR-1
211+27	RT.	HWY. 62	16	211+05	211+49	73.78				DR-1
211+54	LT.	HWY. 62	16	211+32	211+76	39.11	35.34	3.89	14.43	DR-1
211+09	RT.	HWY. 62	24	211+43	211+95	98.22				DR-1
211+90	LT.	HWY. 62	24	211+64	212+16	76.43				DR-1
213+65	RT.	HWY. 62	16	213+43	213+87	39.11	171.90	18.91	70.19	DR-1
214+02	LT.	HWY. 62	40	213+68	214+36	148.97				DR-1
214+51	LT.	HWY. 62	16	214+29	214+73	77.26				DR-1
221+34	RT.	HWY. 62	16	221+12	221+56	39.11	113.67	12.50	46.42	DR-1
										DR-1
313+80	LT.	HWY. 62	26	313+53	314+07	92.60				DR-1
320+80	LT.	HWY. 62	36	320+48	321+12	187.53				DR-1
										DR-1
401+95	RT.	HWY. 62	40	401+61	402+29	60.44				DR-1
402+16	LT.	HWY. 62	36	401+84	402+48	56.89				DR-1
402+67	RT.	HWY. 62	40	402+33	403+01	60.44	37.78	4.16	15.43	DR-1
405+35	LT.	HWY. 62	36	405+03	405+67	114.89				DR-1
405+37	RT.	HWY. 62	22	405+12	405+62	68.44				DR-1
405+75	LT.	HWY. 62	20	405+51	405+99	42.67				DR-1
405+77	RT.	HWY. 62	16	405+55	405+99	39.11	17.08	1.88	6.97	DR-1
501+59	LT.	HWY. 62	20	501+35	501+83	42.67	20.02	2.20	8.17	DR-1
504+51	LT.	HWY. 62	36	504+19	504+83	128.69				
* ENTIRE PROJECT TEMPORARY DRIVES									260.00	
TOTALS:						**1857.80**	**673.64**	**74.10**	**535.06**	

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

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

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

** FOR INFORMATION ONLY

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	290
ENGINEER	
TOTAL:	**290**

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

CULVERT CLEAN OUT

STATION	LOCATION	EACH
111+23	HWY. 62 - CROSS DRAIN	1
131+50	W NORTH ST. LT. - STORM DRAIN	1
401+70	HWY. 62 LT. - STORM DRAIN	1
405+70	HWY. 62 LT. - STORM DRAIN	1
TOTAL:		**4**

12/30/2020

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			
09-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	49	129

(2) QUANTITIES

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

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EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL						TEMPORARY EROSION CONTROL								
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	SOLID SODDING	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20") DITCH CHECKS (E-1)	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	FILTER SOCK (12") (E-13)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	SQ.YD.	ACRE	ACRE	M.GAL.	LIN. FT.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	SITE	CLEARING AND GRUBBING - SITE 1												33			11
ENTIRE	SITE	CLEARING AND GRUBBING - SITE 2												9		6	3
ENTIRE	SITE	CLEARING AND GRUBBING - SITE 3												12		6	4
ENTIRE	SITE	CLEARING AND GRUBBING - SITE 4												3		64	3
ENTIRE	SITE	STAGE 1 - SITE 1							0.40	0.40	8.2			3		22	2
ENTIRE	SITE	STAGE 1 - SITE 2							0.43	0.43	8.8			3	70	41	5
ENTIRE	SITE	STAGE 1 - SITE 3							0.27	0.27	5.5					20	1
ENTIRE	SITE	STAGE 1 - SITE 4							0.47	0.47	9.6			3		56	3
ENTIRE	SITE	STAGE 2 - SITE 1							0.43	0.43	8.8					33	1
ENTIRE	SITE	STAGE 2 - SITE 2							0.31	0.31	6.3				324	26	13
ENTIRE	SITE	STAGE 2 - SITE 3							0.32	0.32	6.5					38	1
ENTIRE	SITE	STAGE 2 - SITE 4	0.41	0.82	0.41	44.6	0.41	217	0.43	0.43	8.8					46	2
ENTIRE	SITE	STAGE 4 - SITE 1	0.54	1.08	0.54	55.1	0.54		0.21	0.21	4.3			3		18	2
ENTIRE	SITE	STAGE 4 - SITE 2	0.46	0.92	0.46	46.9	0.46		0.21	0.21	4.3			3		54	3
ENTIRE	SITE	STAGE 4 - SITE 3	0.14	0.28	0.14	16.3	0.14	159	0.16	0.16	3.3			18		20	19
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			0.39	0.78	0.39	39.8	0.39		0.91	0.91	18.6	54	132	18	99	113	18
TOTALS:			**1.94**	**3.88**	**1.94**	**202.7**	**1.94**	**376**	**4.55**	**4.55**	**93.0**	**54**	**132**	**108**	**493**	**563**	**91**

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
WATTLE DITCH CHECKS.....9 LIN. FT. / LOCATION
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION

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.

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
111+40	HWY. 62 RT.	8.50	18	13
113+75	HWY.62	8.50	45	33
131+00	W NORTH ST.	7.92	19	13
213+44	HWY. 62	9.67	43	36
219+29	W JACKSON ST.	9.08	22	17
219+70	W JACKSON ST. RT.	9.67	34	28
219+85	W JACKSON ST. LT.	9.08	16	12
313+26	HWY. 62	7.92	20	14
314+30	HWY. 62 RT.	7.92	32	22
320+68	N 3RD AVE.	7.92	20	14
321+60	N 3RD AVE. LT.	7.92	18	12
402+95	HWY. 62	7.92	34	23
405+00	HWY. 62	7.92	38	26
501+86	HWY. 1	7.92	24	16
503+92	N THORNTON AVE	8.50	28	20
TOTAL:				**299**

AVG. DEPTH = 14"

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
110+40.00	111+40.00	HWY. 62	22.00	244.44
115+06.00	116+06.00	HWY. 62	22.00	244.44
121+30.00	122+30.00	N 6TH AVE.	20.00	222.22
131+07.00	132+07.00	W NORTH ST.	20.00	222.22
210+00.00	211+00.00	HWY. 62	22.00	244.44
214+86.39	215+86.39	HWY. 62	22.00	244.44
220+00.00	221+00.00	W JACKSON ST.	22.00	244.44
310+00.00	311+00.00	HWY. 62	22.00	244.44
314+05.00	315+05.00	HWY. 62	22.00	244.44
320+74.55	321+74.55	N 3RD AVE.	20.00	222.22
330+70.46	331+70.46	W JACKSON ST.	20.00	222.22
400+56.00	401+56.00	HWY. 62	30.00	333.33
405+92.00	406+92.00	HWY. 62	30.00	333.33
500+43.00	501+43.00	HWY. 1	20.00	222.22
504+80.00	505+80.00	N THORNTON AVE.	20.00	222.22
TOTAL:				**3711.06**

NOTE: AVERAGE MILLING DEPTH 1".

COLD MILLING SHALL BE STOCKPILED AT FOLLOWING LOCATION:
CLAY COUNTY ROAD DEPARTMENT
2643 HERITAGE PARK RD.
PIGGOTT, AR 72454

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	7
DIRECTED BY THE ENGINEER	
TOTAL:	**7**

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	7	14
DIRECTED BY THE ENGINEER		
TOTALS:	**7**	**14**

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC....25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

12/30/2020

R100941.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-30-20				6	ARK.			
02-01-21				JOB NO.		100941	50	129

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Mar 9 2021 9:21 AM
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STRUCTURES

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 36"	(CLASS IV) 30"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	SIDE DRAIN 12"	PIPE CULVERT STORM DRAIN ALTERNATES 1 & 2 18"	24"	30"	36"	FLARED END SECTIONS FOR R.C. PIPE 18"	24"	36"	DROP INLETS TYPE C	E	MO	ST	EXT. 4'	8'	JUNCTION BOXES (TYPE E)	(TYPE ST)	YARD DRAINS	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.																EACH									SQ.YD.	M.GAL.	
100+31	CONST. DROP INLET ON LT. AND PIPE OUTLET										24									1									FPC-9E, FPC-9M, PCC-1, PCM-1
101+80	CONST. DROP INLET ON LT. AND PIPE OUTLET											92								1									FPC-9E, FPC-9M, PCC-1, PCM-1
111+80	CONST. DROP INLET ON RT. W/PIPE INLET W/ FES AND PIPE OUTLET W/FES	8	48												1	1				1							13	0.16	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
112+10	CONST. DROP INLET ON LT. AND PIPE OUTLET W/FES	74													1					1							5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
113+75	CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET						62													1		1							FPC-9E, FPC-9M, PCC-1, PCM-1
114+38	CONST. DROP INLET ON RT.																			1									SPECIAL DETAIL
120+67	CONST. DROP INLET ON LT. AND PIPE OUTLET										120									1									FPC-9E, FPC-9M, PCC-1, PCM-1
120+93	CONST. DROP INLET ON RT. W/OPENING IN BACK AND PIPE OUTLET										56									1									FPC-9E, FPC-9M, PCC-1, PCM-1
130+49	CONST. JUNCTION BOX ON RT. AND PIPE OUTLET											44												1					FPC-9, PCC-1, PCM-1
130+62	CONST. DROP INLET ON LT. AND PIPE OUTLET										36								1										FPC-9, PCC-1, PCM-1
130+95	CONST. DROP INLET ON RT. W/PIPE INLET W/FES AND PIPE OUTLET	32										44			1					1							5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
131+00	CONST. DROP INLET ON LT. AND PIPE OUTLET					24												1											FPC-9E, FPC-9M, PCC-1, PCM-1
201+65	CONST. DROP INLET ON LT. AND PIPE OUTLET													94						1									FPC-9E, FPC-9M, PCC-1, PCM-1
202+70	CONST. JUNCTION BOX ON LT. AND PIPE OUTLET											50												1					FPC-9, PCC-1, PCM-1
211+03	CONST. DROP INLET ON LT. W/PIPE INLET W/FES AND PIPE OUTLET		2									92				1				1							8	0.10	FPC-9E, FPC-9M, PCC-1, PCM-1
211+12	CONST. DROP INLET ON LT. W/PIPE INLET W/FES AND PIPE OUTLET		26										104			1				1							8	0.10	FPC-9E, FPC-9M, PCC-1, PCM-1
211+50	CONST. DROP INLET ON RT. AND PIPE OUTLET									48																1			FPC-9E, FPC-9M, PCC-1, PCM-1
211+70	CONST. DROP INLET ON LT. AND PIPE OUTLET									48																1			FPC-9E, FPC-9M, PCC-1, PCM-1
211+98	CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET											48								1		1							FPC-9E, FPC-9M, PCC-1, PCM-1
212+21	CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET				66															1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
213+44	CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET								26											1									FPC-9E, FPC-9M, PCC-1, PCM-1
213+46	CONST. DROP INLET ON LT. AND PIPE OUTLET									6																1			FPC-9E, FPC-9M, PCC-1, PCM-1
213+53	CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET								72												1								FPC-9S, FCC-1, PCM-1
214+84	CONST. JUNCTION BOX ON LT. W/PIPE INLET W/FES AND PIPE OUTLET	4									136				1									1			5	0.06	FPC-9, PCC-1, PCM-1
219+13	CONST. JUNCTION BOX ON RT. AND PIPE OUTLET W/FES			10													1							1			17	0.21	FPC-9, PCC-1, PCM-1
219+29	CONST. DROP INLET ON LT. AND PIPE OUTLET							36											1										FPC-9E, FPC-9M, PCC-1, PCM-1
219+57	CONST. DROP INLET ON LT. AND PIPE OUTLET												26						1										FPC-9E, FPC-9M, PCC-1, PCM-1
219+85	CONST. DROP INLET ON LT. AND PIPE OUTLET												26						1										FPC-9E, FPC-9M, PCC-1, PCM-1
220+25	CONST. DROP INLET ON LT. AND PIPE OUTLET												40						1										FPC-9E, FPC-9M, PCC-1, PCM-1
220+99	CONST. DROP INLET ON LT. AND PIPE OUTLET									22																1			FPC-9E, FPC-9M, PCC-1, PCM-1
221+03	CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET													186						1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
221+25	CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET												94							1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
301+46	CONST. DROP INLET ON LT. AND PIPE OUTLET										24									1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
311+14	CONST. DROP INLET ON LT. W/PIPE INLET W/FES AND PIPE OUTLET	28									44				1					1							5	0.06	FPC-9E, FPC-9M, PCC-1, PCM-1
311+58	CONST. JUNCTION BOX ON LT. AND PIPE OUTLET										58													1					FPC-9, PCC-1, PCM-1
312+68	CONST. JUNCTION BOX ON LT. AND PIPE OUTLET										56													1					FPC-9, PCC-1, PCM-1
313+26	CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET					30														1		1							FPC-9E, FPC-9M, PCC-1, PCM-1
313+26	CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET										232									1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
320+68	CONST. DROP INLET ON LT. AND PIPE OUTLET										52										1								FPC-9S, FCC-1, PCM-1
320+68	CONST. DROP INLET ON RT. AND PIPE OUTLET										74									1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
321+73	CONST. DROP INLET ON LT. W/EXT. AND PIPE OUTLET										102									1			1						FPC-9E, FPC-9M, PCC-1, PCM-1
330+43	CONST. JUNCTION BOX ON LT. AND PIPE OUTLET										20													1					FPC-9, PCC-1, PCM-1
330+63	CONST. DROP INLET ON LT. AND PIPE OUTLET	30													1					1							5	0.06	FPC-9E, FPC-9M, PCC-1, PCM-1
401+59	CONST. DROP INLET ON RT. AND PIPE OUTLET					134														1									FPC-9E, FPC-9M, PCC-1, PCM-1
401+80	CONST. DROP INLET ON LT. W/PIPE INLET W/EXT. AND PIPE OUTLET					8					112									1		1							FPC-9E, FPC-9M, PCC-1, PCM-1
402+95	CONST. DROP INLET ON LT. AND PIPE OUTLET											46								1									FPC-9E, FPC-9M, PCC-1, PCM-1
402+95	CONST. DROP INLET ON RT. AND PIPE OUTLET					40															1								FPC-9S, FCC-1, PCM-1
402+95	CONST. DROP INLET ON RT. AND PIPE OUTLET									16																1			FPC-9E, FPC-9M, PCC-1, PCM-1
403+45	CONST. DROP INLET ON LT. AND PIPE OUTLET											18								1									FPC-9E, FPC-9M, PCC-1, PCM-1
403+65	CONST. JUNCTION BOX ON LT. AND PIPE OUTLET											14												1					FPC-9, PCC-1, PCM-1
404+32	CONST. JUNCTION BOX ON LT. AND PIPE OUTLET											26												1					FPC-9, PCC-1, PCM-1
404+60	CONST. DROP INLET ON LT. AND PIPE OUTLET											36								1									FPC-9E, FPC-9M, PCC-1, PCM-1
404+74	CONST. DROP INLET ON RT. AND PIPE OUTLET										22									1									FPC-9E, FPC-9M, PCC-1, PCM-1
405+00	CONST. DROP INLET ON LT. AND PIPE OUTLET									8																1			FPC-9E, FPC-9M, PCC-1, PCM-1
405+00	CONST. DROP INLET ON LT. AND PIPE OUTLET											66								1									FPC-9E, FPC-9M, PCC-1, PCM-1
405+00	CONST. DROP INLET ON RT. W/EXT. AND PIPE OUTLET					44														1		1							FPC-9E, FPC-9M, PCC-1, PCM-1
405+69	CONST. JUNCTION BOX ON LT.																								1				FPC-9S, FCC-1, PCM-1
501+70	CONST. DROP INLET ON LT. AND PIPE OUTLET									16																1			FPC-9E, FPC-9M, PCC-1, PCM-1
501+86	CONST. DROP INLET ON LT. AND PIPE OUTLET					30														1									FPC-9E, FPC-9M, PCC-1, PCM-1
501+86	CONST. DROP INLET ON RT. AND PIPE OUTLET										72									1									FPC-9E, FPC-9M, PCC-1, PCM-1
502+60	CONST. JUNCTION BOX ON RT. AND PIPE OUTLET										82													1					FPC-9, PCC-1, PCM-1
503+92	CONST. DROP INLET ON LT. AND PIPE OUTLET						40													1									FPC-9E, FPC-9M, PCC-1, PCM-1
503+92	CONST. DROP INLET ON RT. AND PIPE OUTLET											16								1									FPC-9E, FPC-9M, PCC-1, PCM-1
504+06	CONST. DROP INLET ON LT. AND PIPE OUTLET										14									1									FPC-9E, FPC-9M, PCC-1, PCM-1
504+78	CONST. JUNCTION BOX ON LT. W/PIPE INLET W/ FES AND PIPE OUTLET	6									70													1					FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
TOTALS:		**182**	**76**	**10**	**66**	**310**	**102**	**36**	**98**	**164**	**1406**	**592**	**290**	**280**	**6**	**3**	**1**	**1**	**5**	**37**	**3**	**5**	**7**	**11**	**1**	**7**	**71**	**0.87**	

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.

12/30/2020

R100941.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	51	129

(2) QUANTITIES

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

Oct 13 2020 1:43 PM

DocuSign

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE					TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								PORTLAND CEMENT CONCRETE PAVEMENT
				AVG. WIDTH	8" U.T.	AVG. WIDTH	5" U.T.		(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	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	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	TOTAL PG 64-22	8" U.T.
			FEET	FEET	SQ. YD.	FEET	SQ. YD.		TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON	SQ. YD.
MAIN LANES																																
100+00.00	103+14.16	ROUNDABOUT 1 - C.C.C.&G. BERM SECTION	314.16	VAR.	87.80	VAR.	83.16		VAR.	920.78	46.04				46.04	VAR.	283.96	550.00	78.09	VAR.	276.83	330.00	45.68	VAR.	276.83	220.00	30.45	14.00	488.69	220.00	53.76	84.21	
100+00.00	103+14.16	ROUNDABOUT 1 - CENTRAL ISLAND	314.16													VAR.	452.39	440.00	99.53														452.39
110+40.00	111+40.00	HWY. 62 - TRANSITION	100.00									22.00	244.44	41.55	41.55													22.00	244.44	220.00	26.89	26.89	
111+40.00	112+63.60	HWY. 62 - C.C.C.&G. BERM SECTION	123.60	VAR.	107.50	VAR.	76.10		VAR.	598.88	29.94				29.94	VAR.	174.26	550.00	47.92	VAR.	174.26	330.00	28.75	VAR.	174.26	220.00	19.17	VAR.	332.83	220.00	36.61	55.78	
113+65.66	115+06.00	HWY. 62 - C.C.C.&G. BERM SECTION	140.34	VAR.	78.19	VAR.	29.86		VAR.	498.55	24.93				24.93	VAR.	156.23	550.00	42.96	VAR.	156.23	330.00	25.78	VAR.	156.23	220.00	17.19	VAR.	414.04	220.00	45.54	62.73	
115+06.00	116+06.00	HWY. 62 - TRANSITION	100.00									22.00	244.44	41.55	41.55													22.00	244.44	220.00	26.89	26.89	
120+49.24	121+30.00	N 6TH AVE. - C.C.C.&G. BERM SECTION	80.76	VAR.	73.05	VAR.	26.68		VAR.	92.23	4.61				4.61	VAR.	26.39	550.00	7.26	VAR.	19.58	330.00	3.23	VAR.	19.58	220.00	2.15	VAR.	200.55	220.00	22.06	24.21	
121+30.00	122+30.00	N 6TH AVE. - TRANSITION	100.00									17.00	188.89	32.11	32.11													17.00	188.89	220.00	20.78	20.78	
130+42.79	131+07.00	W NORTH ST. - C.C.C.&G. BERM SECTION	64.21	VAR.	74.63	VAR.	30.53		VAR.	30.53	1.53				1.53													VAR.	164.90	220.00	18.14	18.14	
131+07.00	132+07.00	W NORTH ST. - TRANSITION	100.00									20.00	222.22	37.78	37.78													20.00	222.22	220.00	24.44	24.44	
200+00.00	203+14.16	ROUNDABOUT 2 - C.C.C.&G. BERM SECTION	314.16	VAR.	73.27	VAR.	56.49		VAR.	1326.07	66.30				66.30	VAR.	428.26	550.00	117.77	VAR.	420.66	330.00	69.41	VAR.	420.66	220.00	46.27					46.27	
200+00.00	203+14.16	ROUNDABOUT 2 - CENTRAL ISLAND	314.16													VAR.	452.39	440.00	99.53									14.00	488.69	220.00	53.76	53.76	452.39
210+00.00	211+00.00	HWY. 62 - TRANSITION	100.00									22.00	244.44	41.55	41.55													22.00	244.44	220.00	26.89	26.89	
211+00.00	212+23.13	HWY. 62 - C.C.C.&G. BERM SECTION	123.13	VAR.	52.90	VAR.	32.07		VAR.	635.28	31.76				31.76	VAR.	201.07	550.00	55.29	VAR.	201.07	330.00	33.18	VAR.	201.07	220.00	22.12	VAR.	350.21	220.00	38.52	60.64	
213+28.22	214+86.39	HWY. 62 - C.C.C.&G. BERM SECTION	158.17	VAR.	122.26	VAR.	50.78		VAR.	585.99	29.30				29.30	VAR.	183.35	550.00	50.42	VAR.	175.93	330.00	29.03	VAR.	175.93	220.00	19.35	VAR.	416.84	220.00	45.85	65.20	
214+86.39	215+86.39	HWY. 62 - TRANSITION	100.00									22.00	244.44	41.55	41.55													22.00	244.44	220.00	26.89	26.89	
220+00.00	221+00.00	W JACKSON ST. - TRANSITION	100.00									22.00	244.44	41.55	41.55													22.00	244.44	220.00	26.89	26.89	
221+00.00	221+58.33	W JACKSON ST. - C.C.C.&G. BERM SECTION	58.33	VAR.	40.17	VAR.	8.38		VAR.	117.28	5.86				5.86	VAR.	42.36	550.00	11.65	VAR.	33.27	330.00	5.49	VAR.	33.27	220.00	3.66	VAR.	167.96	220.00	18.48	22.14	
300+00.00	303+14.16	ROUNDABOUT 3 - C.C.C.&G. SIDEWALK SECTION	314.16	VAR.	185.37	VAR.	177.75		VAR.	799.02	39.95				39.95	VAR.	207.09	550.00	56.95	VAR.	207.09	330.00	34.17	VAR.	207.09	220.00	22.78					22.78	
300+00.00	303+14.16	ROUNDABOUT 3 - CENTRAL ISLAND	314.16													VAR.	452.39	440.00	99.53									14.00	488.69	220.00	53.76	53.76	452.39
310+00.00	311+00.00	HWY. 62 - TRANSITION	100.00	VAR.	15.17	VAR.	15.17		VAR.	77.78	3.89	22.00	244.44	41.55	45.44	VAR.	20.87	550.00	5.74	VAR.	20.87	330.00	3.44	VAR.	20.87	220.00	2.30	28.35	315.00	220.00	34.65	36.95	
311+00.00	311+58.88	HWY. 62 - C.C.C.&G. SIDEWALK SECTION	58.88	VAR.	16.61	VAR.	16.61		VAR.	4623.26	231.16				231.16	VAR.	1535.55	550.00	422.28	VAR.	1535.55	330.00	253.37	VAR.	1535.55	220.00	168.91	VAR.	177.56	220.00	19.53	188.44	
312+65.47	314+05.00	HWY. 62 - C.C.C.&G. SIDEWALK SECTION	139.53	VAR.	64.86	VAR.	31.37		VAR.	633.44	31.67				31.67	VAR.	200.69	550.00	55.19	VAR.	200.69	330.00	33.11	VAR.	200.69	220.00	22.08	VAR.	396.48	220.00	43.61	65.69	
314+05.00	315+05.00	HWY. 62 - TRANSITION	100.00									22.00	244.44	41.55	41.55													22.00	244.44	220.00	26.89	26.89	
320+49.86	320+74.55	N 3RD AVE. - C.C.C.&G. SIDEWALK SECTION	24.69	VAR.	35.98	VAR.	17.78		VAR.	17.78	0.89				0.89													VAR.	75.78	220.00	8.34	8.34	
320+74.55	321+74.55	N 3RD AVE. - TRANSITION	100.00									20.00	222.22	37.78	37.78													20.00	222.22	220.00	24.44	24.44	
330+42.23	330+70.46	W JACKSON ST. - C.C.C.&G. SIDEWALK SECTION	28.23	VAR.	41.83	VAR.	18.92		VAR.	18.92	0.95				0.95													VAR.	84.11	220.00	9.25	9.25	
330+70.46	331+70.46	W JACKSON ST. - TRANSITION	100.00									20.00	222.22	37.78	37.78													20.00	222.22	220.00	24.44	24.44	
400+56.00	401+56.00	HWY. 62 - TRANSITION	100.00	3.00	33.33	3.00	33.33		3.00	33.33	1.67	30.00	333.33	56.67	58.34													33.00	366.67	220.00	40.33	40.33	
401+56.00	405+92.00	HWY. 62 - THREE-LANE C.C.C.&G. SECTION	436.00	VAR.	452.83	VAR.	295.50		VAR.	568.06	28.40				28.40	VAR.	93.24	550.00	25.64	VAR.	89.66	330.00	14.79	VAR.	89.66	220.00	9.86	VAR.	1929.78	220.00	212.28	222.14	
405+92.00	406+92.00	HWY. 62 - TRANSITION	100.00	3.00	33.33	3.00	33.33		3.00	33.33	1.67	30.00	333.33	56.67	58.34													33.00	366.67	220.00	40.33	40.33	
500+43.00	501+43.00	HWY. 1 - TRANSITION	100.00	3.00	33.33	3.00	33.33		3.00	33.33	1.67	20.00	222.22	37.78	39.45													23.00	255.56	220.00	28.11	28.11	
501+43.00	503+28.48	HWY. 1 - C.C.C.&G. SECTION	185.48	VAR.	159.33	VAR.	93.95		VAR.	1219.50	60.98				60.98	VAR.	412.93	550.00	113.56	VAR.	356.31	330.00	58.79	VAR.	356.31	220.00	39.19	VAR.	893.39	220.00	98.27	137.46	
503+70.83	504+80.00	N THORNTON AVE. - C.C.C.&G. SECTION	109.17	VAR.	194.41	VAR.	121.17		VAR.	121.17	6.06				6.06													VAR.	399.60	220.00	43.96	43.96	
504+80.00	505+80.00	N THORNTON AVE. - TRANSITION	100.00	3.50	38.89	3.50	38.89		3.50	38.89	1.94	20.00	222.22	37.78	39.72													23.50	261.11	220.00	28.72	28.72	
ADDITIONAL FOR LEVELING																																
100+00.00	103+14.16	ROUNDABOUT 1 - GRADE RAISE	314.16						VAR.	1582.53	79.13	VAR.	527.51	89.68	168.81	VAR.	527.51	VAR.	87.04	VAR.	527.51	330.00	87.04	VAR.	527.51	220.00	58.03					58.03	
111+40.00	111+80.00	HWY. 62 - LEVELING	40.00						22.00	97.78	4.89	22.00	97.78	16.62	21.51													22.00	97.78	VAR.	18.57		18.57	
111+80.00	112+10.00	HWY. 62 - GRADE RAISE	30.00						44.00	146.67	7.33	22.00	73.33	12.47	19.80									22.00	73.33	220.00	8.07					8.07	
112+10.00	112+63.60	HWY. 62 - GRADE RAISE	53.60						VAR.	639.56	31.98	VAR.	159.89	27.18	59.16	VAR.	159.89	VAR.	96.06	VAR.	159.89	330.00	26.38	VAR.	159.89	220.00	17.59					17.59	
113+65.66	114+38.00	HWY. 62 - GRADE RAISE	72.34						VAR.	856.12	42.81	VAR.	214.03	36.39	79.20	VAR.	214.03	VAR.	63.98	VAR.	214.03	330.00	35.31	VAR.	214.03	220.00	23.54					23.54	
114+38.00	115+06.00	HWY. 62 - LEVELING	68.00						22.00	166.22	8.31	22.00	166.22	28.26	36.57									22.00	166.22	VAR.	21.32					21.32	
120+49.24	121+30.00	N 6TH AVE. - LEVELING	80.76						17.00	152.55	7.63	17.00	152.55	25.93	33.56									17.00	152.55	VAR.	30.11					30.11	
130+42.79	130+62.00	W NORTH ST. - GRADE RAISE	19.21						40.00	85.38	4.27	20.00	42.69	7.26	11.53					20.00	42.69	VAR.	9.58	20.00	42.69	220.00	4.70					4.70	
130+62.00	131+07.00	W NORTH ST. - LEVELING	45.00						20.00	100.00	5.00	20.00	100.00	17.00	22.00									20.00	100.00	VAR.	15.95					15.95	
200+00.00	203+14.16	ROUNDABOUT 2 - LEVELING	314.16						VAR.	432.02	21.60	VAR.	432.02	73.44	95.04									VAR.	432.02	VAR.	71.28					71.28	
211+00.00	212+23.13	HWY. 62 - LEVELING	123.13						22.00	300.98	15.05	22.00	300.98	51.17	66.22									22.00	300.98	VAR.	40.24					40.24	
213+28.22	214+86.39	HWY. 62 - LEVELING	158.17						22.00	386.64	19.33	22.00	386.64	65.73	85.06									22.00	386.64	VAR.	50.30					50.30	
221+00.00	221+58.33	W JACKSON ST. - LEVELING	58.33						22.00	142.58	7.13	22.00	142.58	24.24	31.37									22.00	142.58	VAR.	25.48					25.48	
300+00.00	303+14.16	ROUNDABOUT 3 - GRADE RAISE	314.16						VAR.	1017.86	50.89	VAR.	508.93	86.52	137.41					VAR.	508.93	VAR.	125.96	VAR.	508.93	220.00	55.98					55.98	
311+00.00	311+58.88	HWY. 62 - LEVELING	58.88						VAR.	156.09	7.80	VAR.	156.09	26.54	34.34									VAR.	156.09	VAR.	26.30					26.30	
312+65.47	313+26.00	HWY. 62 - GRADE RAISE	60.53						66.00	443.89	22.19	22.00	147.96	25.15	47.34	22.00	147.96	VAR.	41.17	22.00	147.96	330.00	24.41	22.00	147.96	220.00	16.28					16.28	
313+26.00	314+05.00	HWY. 62 - LEVELING	79.00						44.00	386.22	19.31	22.00	193.11	32.83	52.14									22.00	193.11	VAR.	44.29					44.29	
320+49.86	320+74.55	N 3RD AVE. - LEVELING	24.69						20.00	54.87	2.74	20.00	54.87	9.33	12.07									20.00	54.87	VAR.	7.96					7.96	
330+42.23	330+70.46	W JACKSON ST. - LEVELING	28.23						20.00	62.73	3.14	20.00	62.73	10.66	13.80									20.00	62.73	VAR.	6.90					6.90	
401+56.00	405+92.00	HWY. 62 - LEVELING	436.00						30.00	1453.33	72.67	30.00	1453.33	247.07	319.74									30.00	1453.33	VAR.	128.69					128.69	
501+43.00	503+28.48	HWY. 1 - LEVELING	185.48						VAR.	471.50	23.58	VAR.	471.50	80.16	103.74									VAR.	471.50	VAR.	48.93					48.93	
503+70.83	504+80.00	N THORNTON AVE. - LEVELING	109.17						VAR.	309.54	15.48	VAR.	309.54	52.62	68.10									VAR.	309.54	VAR.	21.48					21.48	
TOTALS:					2015.04		1321.15			22468.46	1123.43		9832.01	1671.45	2794.88		6372.81		1677.56		5542.34		957.90		10022.28		1167.47		11357.30		1249.30	2416.77	1357.17

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.9% MIN. AGGR.....4.1% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.1% MIN. AGGR.....3.9% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

9/10/2020

R100941DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20		06-02-21		09-01-21	
02-01-21		07-07-21		09-15-21	
03-29-21		08-18-21		09-20-21	

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	52	129

(2) SUMMARY OF QUANTITIES AND REVISIONS

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

Sep 20 2021 10:43 AM

DocuSign

SUMMARY OF QUANTITIES (BOX 1 OF 2)

ITEM NUMBER	ITEM		QUANTITY	UNIT
201	CLEARING		1	STATION
201	GRUBBING		1	STATION
202	REMOVAL AND DISPOSAL OF CURB		1725	LIN. FT.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER		8	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT		888	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS		572	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS		1003	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS		4	EACH
202	REMOVAL AND DISPOSAL OF DROP INLETS		8	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS		15	EACH
202	REMOVAL AND DISPOSAL OF SIGNS		6	EACH
SS & 210	UNCLASSIFIED EXCAVATION		974	CU. YD.
210	COMPACTED EMBANKMENT		2706	CU. YD.
SP & 210	SOIL STABILIZATION		100	TON
SS & 303	AGGREGATE BASE COJRSE (CLASS 7)		535	TON
SS & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)		1321	SQ. YD.
SS & 309	PORTLAND CEMENT CONCRETE BASE (8" UNIFORM THICKNESS)		2015	SQ. YD.
SS & 401	TACK COAT		2809	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")		1613	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")		65	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")		919	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")		39	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		2361	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		130	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT		3711	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		7	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY		7	TON
SP & 501	PORTLAND CEMENT CONCRETE PAVEMENT (8" UNIFORM THICKNESS)		1357.17	SQ. YD.
SS & 505	PORTLAND CEMENT CONCRETE DRIVEWAY		1857.80	SQ. YD.
601	MOBILIZATION		1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	EACH
SS & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
SS & 604	SIGNS		532	SQ. FT.
SS & 604	TRAFFIC CONE		78	EACH
604	CONSTRUCTION PAVEMENT MARKINGS		24270	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		3486	LIN. FT.
SS & 604	VERTICAL PANELS		154	EACH
SP	CULVERT CLEAN OUT		4	EACH
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		182	LIN. FT.
* 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	1406	LIN. FT.
* 606	18" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	1406	LIN. FT.
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		310	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		76	LIN. FT.
* 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	592	LIN. FT.
* 606	24" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	592	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		102	LIN. FT.
* 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	290	LIN. FT.
* 606	30" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	290	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		66	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		36	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		10	LIN. FT.
* 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	280	LIN. FT.
* 606	36" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	280	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		98	LIN. FT.
SS & 606	12" SIDE DRAIN		164	LIN. FT.
606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		6	EACH
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		3	EACH
606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		1	EACH
606	SELECTED PIPE BEDDING		290	CU. YD.
SS & 609	DROP INLETS (TYPE C)		1	EACH
SS & 609	DROP INLETS (TYPE E)		5	EACH
SS & 609	DROP INLETS (TYPE MO)		37	EACH
SS & 609	DROP INLETS (TYPE ST)		3	EACH
SS & 609	JUNCTION BOXES (TYPE E)		11	EACH
SS & 609	JUNCTION BOXES (TYPE ST)		1	EACH
SS & 609	DROP INLET EXTENSIONS (4')		5	EACH
SS & 609	DROP INLET EXTENSIONS (8')		7	EACH
SS & 609	YARD DRAINS		7	EACH
SS & 611	4" PIPE UNDERDRAINS		750	LIN. FT.
615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)		299	TON
620	LIME		4	TON
620	SEEDING		1.94	ACRE
SS & 620	MULCH COVER		6.49	ACRE
620	WATER		296.6	M. GAL.
621	TEMPORARY SEEDING		4.55	ACRE
621	SILT FENCE		493	LIN. FT.
621	SAND BAG DITCH CHECKS		132	BAG
621	SEDIMENT REMOVAL AND DISPOSAL		91	CU. YD.
621	ROCK DITCH CHECKS		108	CU. YD.
SS & 621	FILTER SOCK (12")		563	LIN. FT.
621	WATTLE (20")		54	LIN. FT.
623	SECOND SEEDING APPLICATION		1.94	ACRE
624	SOLID SODDING		447	SQ. YD.

* DENOTES ALTERNATE BID ITEMS.

SUMMARY OF QUANTITIES (BOX 2 OF 2)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 632	CONCRETE ISLAND	420	SQ. YD.
SS & 633	CONCRETE WALKS	514	SQ. YD.
SS & 634	CONCRETE CURB (TYPE D)	272	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	3940	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
637	MAILBOXES	1	EACH
637	MAILBOX SUPPORTS (SINGLE)	1	EACH
641	WHEELCHAIR RAMPS (TYPE 2)	29	SQ. YD.
641	WHEELCHAIR RAMPS (TYPE 3)	50	SQ. YD.
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	20	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2541	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	891	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	500	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	656	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	245	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	75	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G., E.G.C.)	1934	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1632	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	2081	LIN. FT.
710	NON-METALLIC CONDUIT (2")	97	LIN. FT.
710	NON-METALLIC CONDUIT (3")	546	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2)	5	EACH
711	CONCRETE PULL BOX (TYPE 1 HD)	35	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	PEDESTAL TYPE SERVICE POINT (100 AMP)	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	1	EACH
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	2816	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")	93	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	854	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	6655	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	2	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	4	EACH
SP & 719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	121	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	44	EACH
SP	18" STREET NAME SIGN	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	17	EACH
733	VIDEO CABLE	2832	LIN. FT.
733	VIDEO MONITOR (CLR)	2	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	9	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	2	EACH
SP	STAINING CONCRETE SURFACES	12216	SQ. FT.
SP	LED ROADWAY ILLUMINATION POLE (4,000 LUMENS, COBRA HEAD, SHOE BASE, 15')	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (4,000 LUMENS, COBRA HEAD, SHOE BASE, 20')	14	EACH
SP	LED ROADWAY ILLUMINATION POLE (4,000 LUMENS, COBRA HEAD, SHOE BASE, 25')	4	EACH

REVISIONS

DATE	REVISION	SHEET NUMBER
12-30-2020	WIDENED DRIVEWAY AT STA. 402+67 RT, REDUCED RIGHT OF WAY IN THE SOUTHWEST AND NORTHEAST QUADRANTS OF SITE 4, RELOCATED DRIVEWAYS AT STA. 120+69 RT AND STA. 203+65 RT, REMOVED DRIVEWAY AT STA. 201+90 LT, UPDATED SUBSEQUENT DRAINAGE STRUCTURES, AND UPDATED THE ELECTRICAL CONDUCTORS-IN-CONDUIT SPECIAL PROVISION.	9, 10, 12, 13, 15-17, 19-21, 23-25, 28, 29, 31-33, 35-37, 39, 40, 42, 43, 45, 46-50, 52, 58-62, 67, 68, 73, 74, 77-80, 92-95, 98, 99, 101, 102, 106, 120-123, & 128
02-01-2021	REVISED RIGHT OF WAY ANNOTATION TO CORRELATE WITH RIGHT OF WAY PLANS, ADDED DRIVEWAY AT STA. 221+34 RT, REVISED ILLUMINATION DESIGN, AND REVISED QUANTITIES.	15,19, 23, 31, 35, 46, 48, 49, 50, 52, 67, 84, 85, 87
03-29-2021	REVISED THE MANDATORY ELECTRONIC DOCUMENT SUBMITTAL SPECIAL PROVISION.	52
06-02-2021	REVISED STANDARD DRAWINGS - TC-2, TC-3	2 , 52
07-07-2021	ADDED THE DELAY IN RIGHT OF WAY OCCUPANCY SPECIAL PROVISION AND REVISED THE UTILITY ADJUSTMENTS SPECIAL PROVISION.	3 , 52
08-18-2021	REVISED THE DELAY IN RIGHT OF WAY OCCUPANCY SPECIAL PROVISION. REVSED THE UTILITY ADJUSTMENTS SPECIAL PROVISION. REVISED STANDARD DRAWING TC-3.	2 & 52
09-01-2021	ADDED THE COLD MILLING - COUNTY PROPERTY SPECIAL PROVISION. ADDED NOTE TO COLD MILLING QUANTITY BOX.	3, 49, & 52
09-15-2021	REVISED THE DELAY IN RIGHT OF WAY OCCUPANCY SPECIAL PROVISION. REVSED THE UTILITY ADJUSTMENTS SPECIAL PROVISION.	52
09-20-2021	REVISED THE PAY ITEM NUMBER FOR COLD MILLING ASPHALT PAVEMENT. REVISED THE DATE ON THE COLD MILLING - COUNTY PROPERTY SPECIAL PROVISION.	52

12/30/2020

R100941.DGN

SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	53	129

(2) SURVEY CONTROL DETAILS

SURVEY CONTROL COORDINATES

Project Name: s100941
Date: 4/18/2017
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, 110013-JMA1003203 PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	750555.2208	1846950.1820	287.284	CTL	STD AHTD MON. STAMPED PN:1
2	750621.6990	1846403.1413	289.011	CTL	STD AHTD MON. STAMPED PN:2
3	750629.9993	1845821.3133	292.442	CTL	STD AHTD MON. STAMPED PN:3
4	750562.3153	1845177.6726	297.098	CTL	STD AHTD MON. STAMPED PN:4
5	750811.9535	1844541.3486	300.628	CTL	STD AHTD MON. STAMPED PN:5
6	750915.4466	1844330.9556	302.063	CTL	STD AHTD MON. STAMPED PN:6
7	751601.8208	1844593.3936	306.006	CTL	STD AHTD MON. STAMPED PN:7
8	751840.5687	1844151.2680	311.972	CTL	STD AHTD MON. STAMPED PN:8
9	751934.8779	1843871.1493	305.896	CTL	STD AHTD MON. STAMPED PN:9
10	752377.4636	1843806.1175	306.986	CTL	STD AHTD MON. STAMPED PN:10
11	752806.8788	1843803.4206	309.164	CTL	STD AHTD MON. STAMPED PN:11
12	753245.5995	1843805.0016	313.038	CTL	STD AHTD MON. STAMPED PN:12
13	753238.6224	1843400.3892	310.583	CTL	STD AHTD MON. STAMPED PN:13
14	753251.0948	1842892.7949	313.594	CTL	STD AHTD MON. STAMPED PN:14
15	749677.7417	1845867.7375	288.721	CTL	STD AHTD MON. STAMPED PN:15
16	750222.9997	1845871.9834	291.443	CTL	STD AHTD MON. STAMPED PN:16
17	750996.8163	1845836.5701	292.776	CTL	STD AHTD MON. STAMPED PN:17
18	750683.5547	1844216.0388	299.395	CTL	STD AHTD MON. STAMPED PN:18
19	751118.6639	1844092.6181	302.607	CTL	STD AHTD MON. STAMPED PN:19
20	751449.9871	1844992.2781	301.741	CTL	STD AHTD MON. STAMPED PN:20
21	751896.5285	1844788.6439	314.634	CTL	STD AHTD MON. STAMPED PN:21
22	751908.1297	1843557.1453	305.419	CTL	STD AHTD MON. STAMPED PN:22
23	753234.7244	1844156.1149	321.773	CTL	STD AHTD MON. STAMPED PN:23
24	753565.3958	1843847.4138	319.356	CTL	STD AHTD MON. STAMPED PN:24
100	753204.6854	1842951.3658	312.967	GPS	AHTD GPS MON 110013
101	750621.1840	1851315.4282	281.322	GPS	USGS MON JMA1003203
900	750610.4179	1851102.2502	281.990	TBM	AHTD CAP SW HDWL OF BR LOG 1.00
901	750592.6325	1847763.8145	284.386	TBM	SQ CUT IN CA AT 62&W TEMPLETON
902	750614.9830	1844969.1955	298.449	TBM	SQ CUT IN CB AT OLD TRAIN DEPOT
903	753208.8864	1842985.3881	315.881	TBM	AHTD CAP IN SW CORNER OF BR
990	751575.4994	1844602.7524	303.210	BM	NGS BM U183
991	751363.3515	1842937.9990	310.340	BM	NGS BM V183

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 1.0000189556 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME S100941GI.CTL
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

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

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 110013-JMA1003203
CONVERGENCE ANGLE: 01-03-03 RIGHT AT PN:10 LT:N 36-23-13 LG:W090-11-40
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

SITE 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	POB	110+00.00	753223.3108	1843495.7058
8001	POE	113+20.36	753220.6182	1843816.0584
8001	POB	113+20.36	753220.6182	1843816.0584
8002	POE	116+06.00	752934.9825	1843816.5447

W NORTH ST

POINT NO.	TYPE	STATION	NORTHING	EASTING
8003	POB	130+00.00	753223.4980	1843816.0535
8004	POE	132+07.00	753222.8689	1844023.0526

N 6TH AVE

POINT NO.	TYPE	STATION	NORTHING	EASTING
8003	POB	120+00.00	753223.4980	1843816.0535
8005	PC	120+63.78	753285.8805	1843829.3133
8007	PT	120+95.75	753317.6263	1843832.5902
8008	POE	122+30.00	753451.8742	1843832.0898

ROUNDABOUT 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8009	PC	100+00.00	753271.6558	1843826.2898
8011	PCC	101+57.08	753177.9257	1843791.4379
8009	PT	100+00.00	753271.6558	1843826.2898

SITE 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8012	POB	210+00.00	752218.7649	1843823.1266
8013	PI	212+74.31	751944.4660	1843825.8163
8014	PC	214+86.39	751901.0201	1844033.3940
8016	PT	215+97.09	751863.5578	1844137.1808
8017	POE	216+17.09	751854.2074	1844154.8605

ROUNDABOUT 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8018	PC	200+00.00	751995.6411	1843825.3145
8020	PCC	201+57.08	751896.1110	1843834.9973
8018	PT	200+00.00	751995.6411	1843825.3145

W JACKSON AVE

POINT NO.	TYPE	STATION	NORTHING	EASTING
8021	POB	219+00.00	751922.1110	1843525.6325
8022	PI	220+00.00	751919.4933	1843625.5982
8023	PC	221+00.00	751919.5802	1843725.5982
8025	PT	221+46.99	751926.9217	1843771.8204
8013	POE	222+03.77	751944.4660	1843825.8163

SITE 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8030	POB	310+00.00	751710.3207	1844438.1543
8031	POE	312+16.38	751616.4286	1844633.0972

N 3RD AVE

POINT NO.	TYPE	STATION	NORTHING	EASTING
8032	POB	320+00.00	751616.6230	1844632.6936
8033	POE	321+74.55	751772.9961	1844710.2426

SITE 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8031	POB	312+16.38	751616.4286	1844633.0972
8034	POE	315+80.00	751290.8937	1844471.0798

W JACKSON ST

POINT NO.	TYPE	STATION	NORTHING	EASTING
8037	POB	330+00.00	751614.3887	1844632.0820
8038	POE	331+70.46	751538.5734	1844784.7516

ROUNDABOUT 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8039	PC	300+00.00	751668.1152	1844612.6559
8041	PCC	301+57.08	751572.0439	1844640.4103
8039	PT	300+00.00	751668.1152	1844612.6559

THORNTON AVE

POINT NO.	TYPE	STATION	NORTHING	EASTING
8026	POB	500+00.00	750246.5186	1845853.9400
8027	POE	506+00.00	750846.5184	1845853.5532

SITE 4

POINT NO.	TYPE	STATION	NORTHING	EASTING
8028	POB	400+00.00	750595.2692	1845456.4439
8029	POE	407+00.00	750596.7197	1846156.4424

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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R100941.DGN

SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	54	129

(2) SURVEY CONTROL DETAILS

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

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ROUNDABOUT 1
P.I. = N.A.
Δ = 360°00'00" RT.
D = 114°35'29"
T = N.A.
L = 314.16'
P.C. = 100+00.00
P.T. = 103+14.16

PN:24
PD:STD AHTD MON. STAMPED PN:24

STA. 121+30.00
END N 6TH AVE.

SURVEY BASELINE S 07°33'17" W 322.60'

C.L. ROUNDABOUT 1 STA. 100+00.00 =
C.L. ROUNDABOUT 1 STA. 103+14.16 =
C.L. N 6TH AVE. STA. 120+49.24
Δ = 81°36'12"

P.O.E. 122+30.00

8008

SURVEY BASELINE N 42°30'35" W 165.37'

100

STA. 131+07.00
END W NORTH ST.

110

STA. 111+40.00
BEGIN JOB 100941
BEGIN SITE 1
LOG MILE 25.09

P.O.B. 110+00.00

N 0°12'49" W 134.25'

8007

P.T. 120+95.75

P.C. 120+63.78

N 0°12'49" W 16.05'

N 12°00'00" E 16.05'

P.I. 120+79.82

P.O.E. 132+07.00

8005

PN:12
PD:STD AHTD MON. STAMPED PN:12

PC 100+00.00
PT 103+14.16

8009

N 12°00'00" E 63.78'

SURVEY BASELINE N 88°35'33" W 507.75'

SURVEY BASELINE S 89°00'44" W 404.67'

121

P.O.B. 120+00.00

PN:13
PD:STD AHTD MON. STAMPED PN:13

8000

S 89°31'06" E 320.36'

8003

8004

PN:23
PD:STD AHTD MON. STAMPED PN:23

S 89°49'33" E 207.00'

1008

8011

P.O.B. 130+00.00

P.C.C. 101+57.08

N 6TH AVE.
P.I. = 120+79.82
Δ = 12°12'49" LT.
R = 150'
T = 16.04'
L = 31.97'
P.C. = 120+63.78
P.T. = 120+95.75
NO SUPER

P.O.E. 113+20.36
P.O.B. 113+20.36

C.L. ROUNDABOUT 1 STA. 102+14.12 =
C.L. SITE 1 STA. 112+63.30
Δ = 85°16'58"

S 0°05'51" E 285.64'

C.L. ROUNDABOUT 1 STA. 101+31.98 =
C.L. SITE 1 STA. 113+65.66
Δ = 81°44'06"

C.L. ROUNDABOUT 1 STA. 100+62.16 =
C.L. W NORTH ST. STA. 130+42.79
Δ = 88°32'36"

115

SURVEY BASELINE N 39°30'02" E 554.48'

STA. 115+06.00
END SITE 1

STA. 115+06.00
END SITE 1

P.O.E. 116+06.00

8002

PN:11
PD:STD AHTD MON. STAMPED PN:11

903
AHTD CAP
S MON 110013

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SITE 1
SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	55	129

(2) SURVEY CONTROL DETAILS

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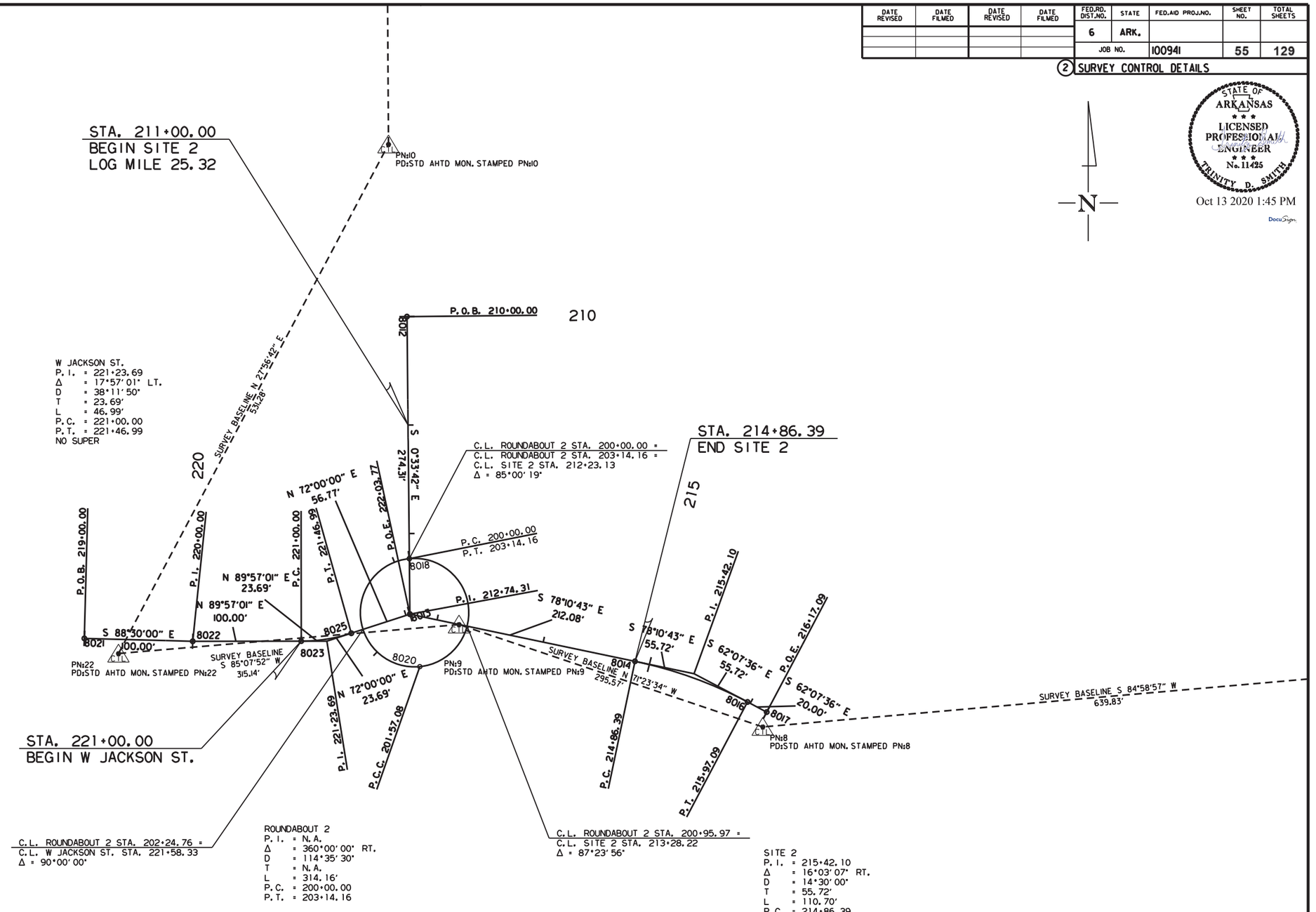

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SITE 2
SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	56	129

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
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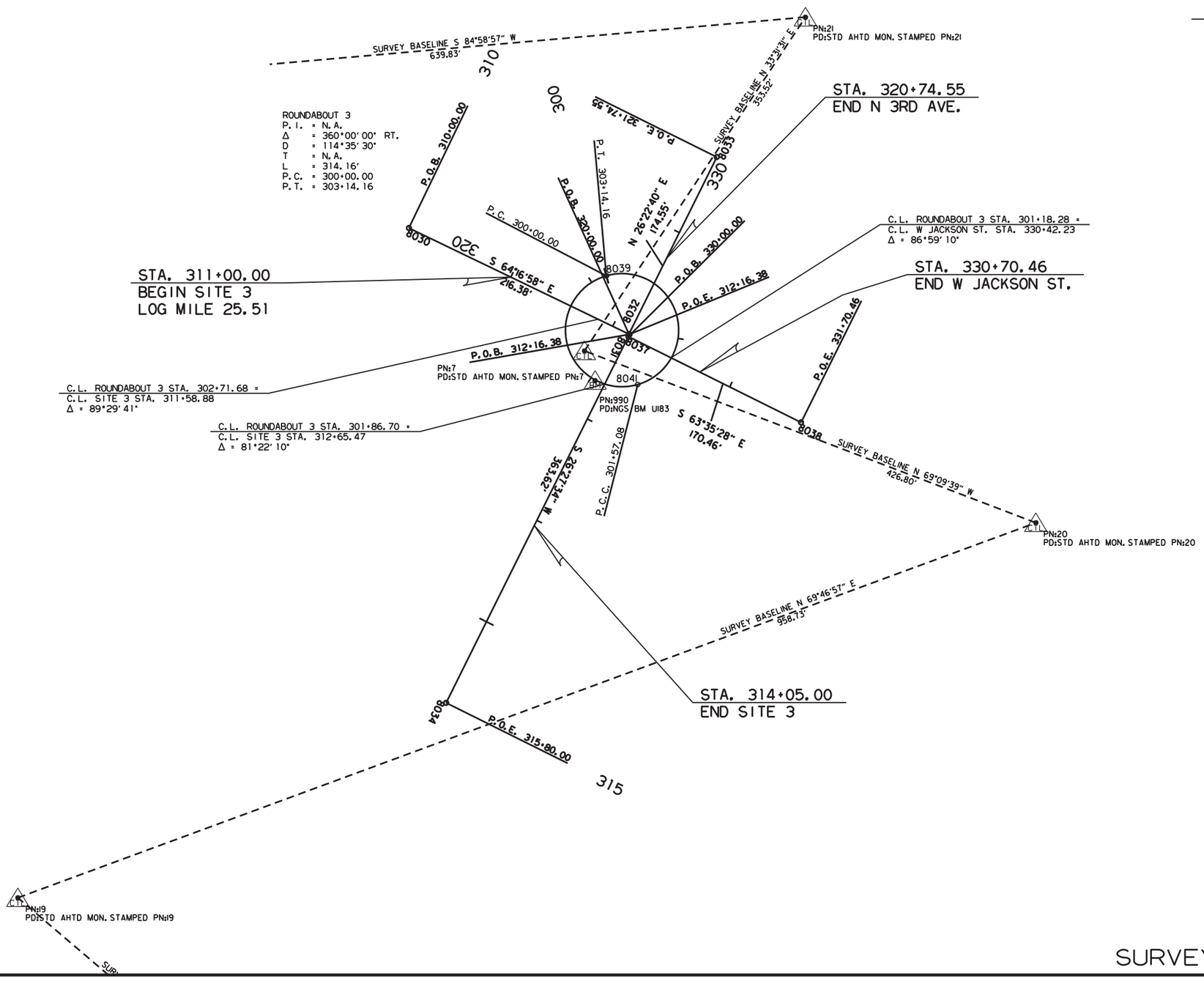

SITE 3
SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	57	129

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
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N

PN:17
PD:STD AHTD MON. STAMPED PN:17

SURVEY BASELINE N 02°22'54" E
367.13'

STA. 504+80.00
END N THORNTON AVE.

506

P.O.E. 506+00.00

8027

SURVEY BASELINE S 56°35'52" W
789.26'

600

505

405

P.O.B. 400+00.00

PN:3
PD:STD AHTD MON. STAMPED PN:3

N 89°52'53" E
700.00'

8028

8029

P.O.E. 407+00.00

PN:2
PD:STD AHTD MON. STAMPED PN:2

SURVEY

PN:4
PD:STD AHTD MON. STAMPED PN:4

N 0°07'13" W
600.00'

SURVEY BASELINE N 01°05'48" W
410.14'

STA. 405+92.00
END JOB 100941
END SITE 4

STA. 401+56.00
BEGIN SITE 4
LOG MILE 25.91

C.L. SITE 4 STA. 403+97.27 =
C.L. HWY. 1 STA. 503+49.57
Δ = 89°55'06"

STA. 501+43.00
BEGIN HWY. 1

500

P.O.B. 500+00.00

8026

PN:16
PD:STD AHTD MON. STAMPED PN:16

SURVEY BASELINE S 29°33'41" W
1085.22'

SITE 4
SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	58	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
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STA. 111+40.00
BEGIN JOB 100941
BEGIN SITE 1
LOG MILE 25.09

STA. 115+06.00
END SITE 1

STA. 120+67 CONSTRUCT
DROP INLET ON LT.
AND 24" X 120' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 112+10
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 120 LIN. FT.
24" SLPCCS PIPE = 120 LIN. FT.

STA. 120+97 IN PLACE
12" X 21' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

STA. 120+60 CONSTRUCT
DROP INLET ON RT.
AND 18" X 56' PIPE INLET WITH F.E.S.
AND 24" X 26' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 120+67
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III) = 56 LIN. FT.
24" R.C. PIPE (CLASS V) = 26 LIN. FT.
24" F.E.S. = 1 EACH

STA. 120+52 CONSTRUCT
DROP INLET ON RT.
AND 12" X 14' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 120+60
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 14 LIN. FT.

STA. 112+10 CONSTRUCT
DROP INLET ON LT.
AND 24" X 74' PIPE OUTLET WITH F.E.S.
DROP INLET H = 3'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 74 LIN. FT.
24" F.E.S. = 1 EACH

C.L. ROUNDABOUT 1 STA. 100+00.00 =
C.L. ROUNDABOUT 1 STA. 103+14.16 =
C.L. N 6TH AVE. STA. 120+49.24
Δ = 81°36'12"

ROUNDABOUT 1
P.I. = N.A.
Δ = 360°00'00" RT.
D = 114°35'29"
T = N.A.
L = 314.16'
P.C. = 100+00.00
P.T. = 103+14.16

STA. 100+33 IN PLACE
12" X 41' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 121+30.00
END N 6TH AVE.

STA. 131+07.00
END W NORTH ST.

STA. 130+62 CONSTRUCT
DROP INLET ON LT.
AND 12" X 36' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 131+00
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 36 LIN. FT.

N 6TH AVE.
P.I. = 120+79.82
Δ = 12°12'49" LT.
R = 150'
T = 16.04'
L = 31.97'
P.C. = 120+63.78
P.T. = 120+95.75
NO SUPER

P.O.B. 110+00.00
P.O.E. 122+30.00
P.O.B. 120+00.00
P.O.B. 130+00.00
P.I. 120+79.82
P.O.E. 132+07.00

100' TRANSITION

EXIST. R/W
PROP. R/W
CONST. LIMITS

S 89°31'06" E
S 89°49'33" E

STA. 131+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 24' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 130+95
DROP INLET H = 3'-9"
TYPE C DROP INLET = 4' X 5'
18" R.C. PIPE (CLASS V) = 24 LIN. FT.

STA. 131+50 IN PLACE
12" X 140' C.P. PIPE CULVERT
LT. SIDE DRAIN
STUB INTO DROP INLET @ STA. 131+00

STA. 111+39 IN PLACE
18" X 19' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 111+80 CONSTRUCT
DROP INLET ON RT.
AND 18" X 8' PIPE INLET WITH F.E.S.
AND 24" X 48' PIPE OUTLET WITH F.E.S.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 8 LIN. FT.
24" R.C. PIPE = 48 LIN. FT.
18" F.E.S. = 1 EACH
24" F.E.S. = 1 EACH

C.L. ROUNDABOUT 1 STA. 102+14.12 =
C.L. SITE 1 STA. 112+63.30
Δ = 85°16'58"

C.L. ROUNDABOUT 1 STA. 101+31.98 =
C.L. SITE 1 STA. 113+65.66
Δ = 81°44'06"

P.O.E. 113+20.36
P.O.B. 113+20.36

90' TAPER

STA. 101+80 CONSTRUCT
DROP INLET ON LT.
AND 24" X 92' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 111+80
DROP INLET H = 5'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 92 LIN. FT.
24" SLPCCS PIPE = 92 LIN. FT.

STA. 114+09 CONSTRUCT
APPROACH ON RT. = 85 CU. YD.

STA. 114+38 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 114+83 IN PLACE
12" X 33' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

P.O.E. 116+06.00

C.L. ROUNDABOUT 1 STA. 100+62.16 =
C.L. W NORTH ST. STA. 130+42.79
Δ = 88°32'36"

STA. 113+43 IN PLACE
18" X 73' R.C. PIPE CULVERT
PLUG AND ABANDON

STA. 113+75 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 24" X 62' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 101+80
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS V) = 62 LIN. FT.

100' TRANSITION

STA. 114+14 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 114+79 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 115+03 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 130+49 CONSTRUCT
JUNCTION BOX ON RT.
AND 18" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 113+75
JUNCTION BOX H = 4'-9"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 44 LIN. FT.
18" SLPCCS = 44 LIN. FT.

STA. 130+95 CONSTRUCT
DROP INLET ON RT.
AND 18" X 32' PIPE INLET WITH F.E.S.
AND 18" X 44' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 130+49
DROP INLET H = 4'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS III) = 32 LIN. FT.
18" R.C. PIPE = 76 LIN. FT.
18" R.C. SLPCCS PIPE = 76 LIN. FT.
18" F.E.S. = 1 EACH

9/10/2020

R100941.DGN

SITE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	59	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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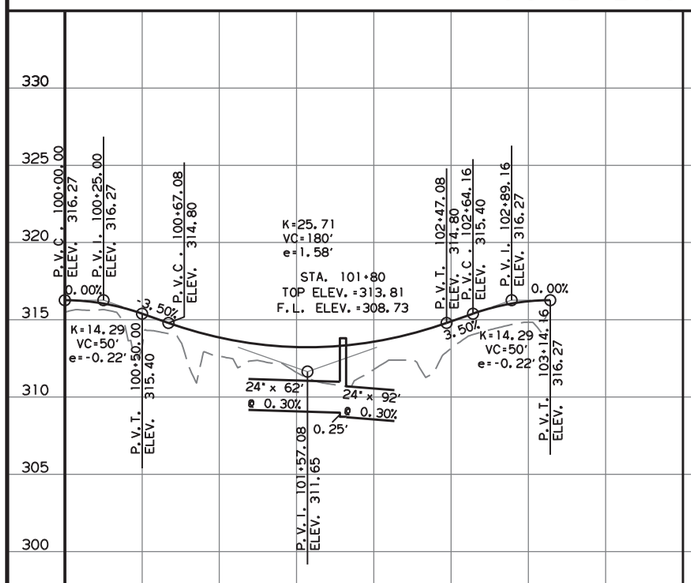
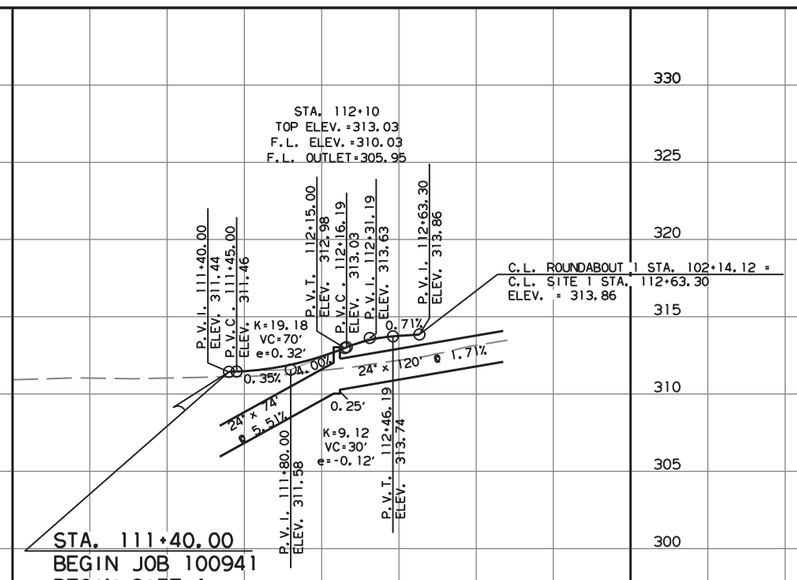
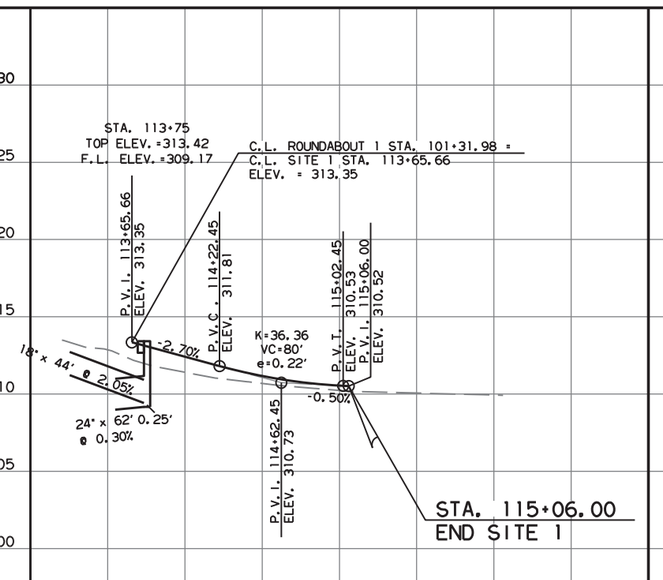
ROUNDABOUT 1



LEFT SIDE OF SITE 1

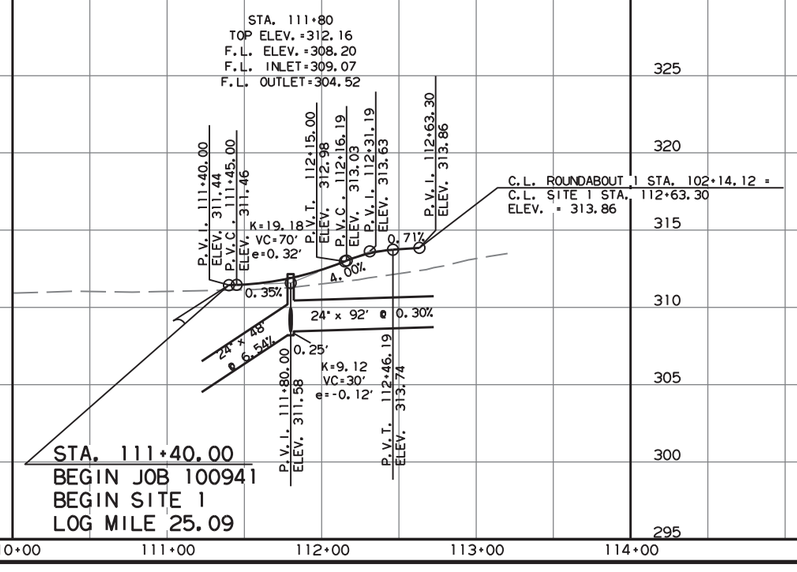


LEFT SIDE OF SITE 1

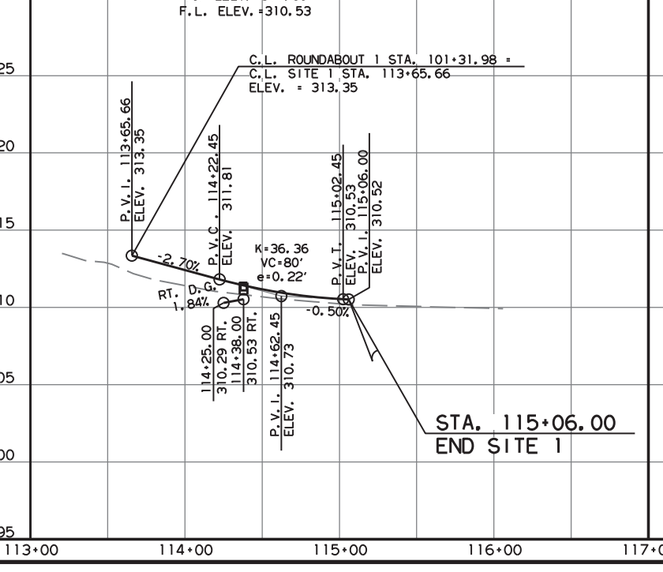


REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF SITE 1



RIGHT SIDE OF SITE 1



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	60	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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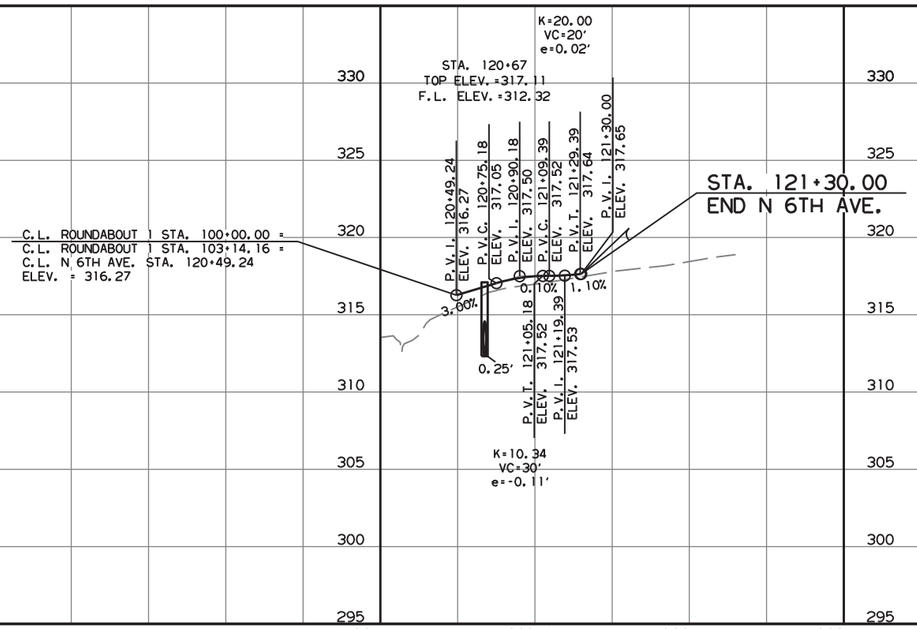
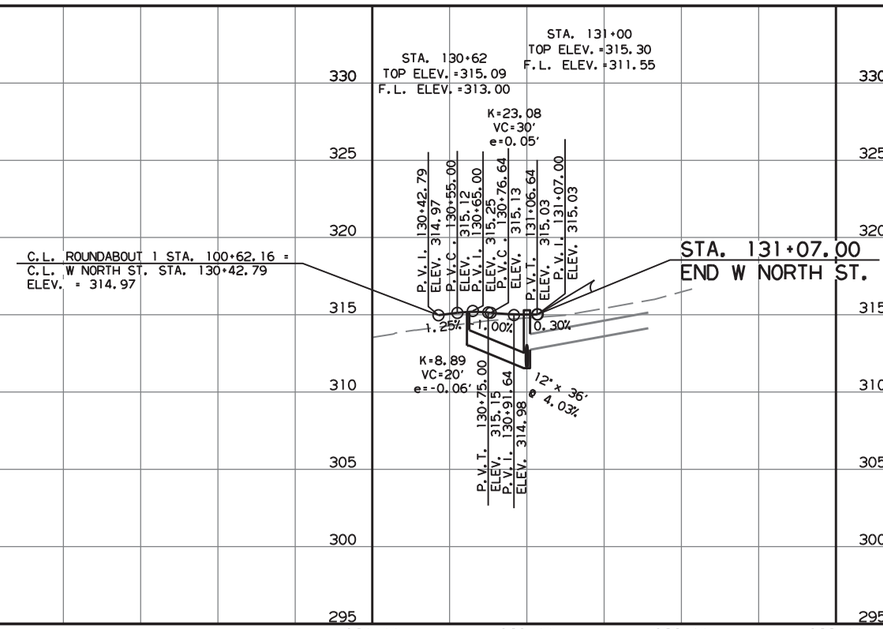
LEFT SIDE OF N 6TH AVE.

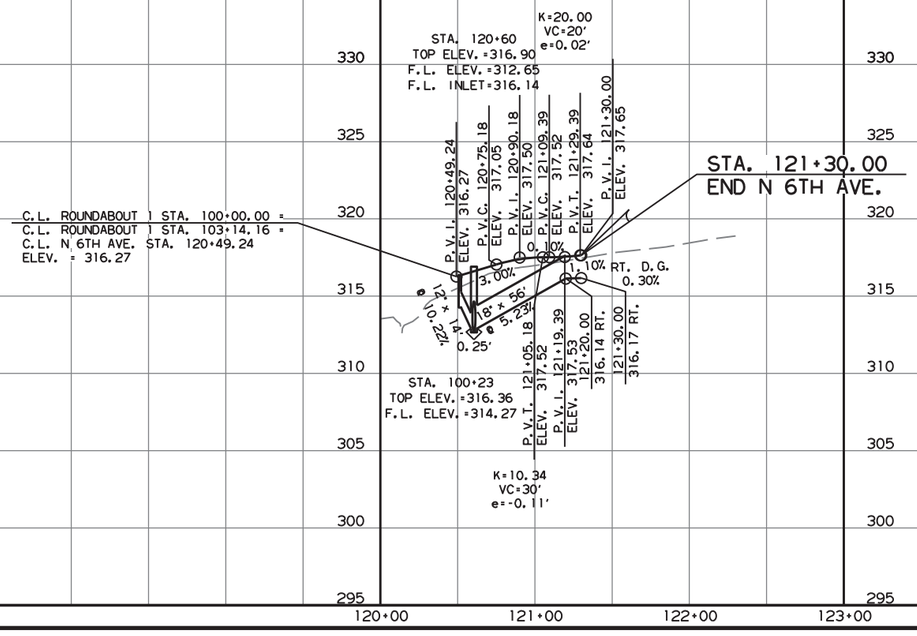


LEFT SIDE OF W NORTH ST.

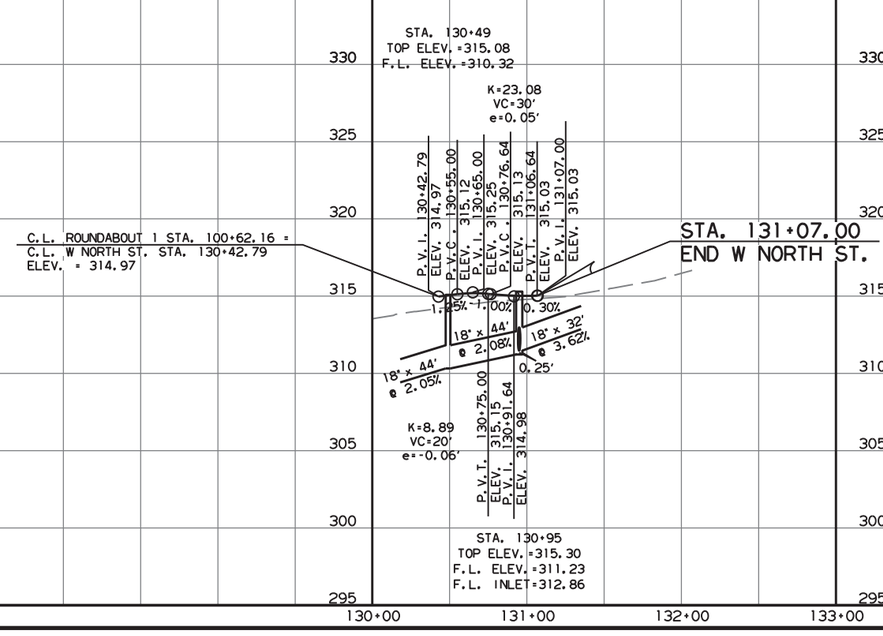


RIGHT SIDE OF N 6TH AVE.

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



RIGHT SIDE OF W NORTH ST.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	61	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STA. 221+25 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 30" X 94' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 220+25
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE = 94 LIN. FT.
30" SLPCCS PIPE = 94 LIN. FT.

STA. 220+99 CONSTRUCT
DROP INLET ON LT.
AND 12" X 22' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 221+25
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 22 LIN. FT.

STA. 220+25 CONSTRUCT
DROP INLET ON LT.
AND 30" X 40' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 219+85
DROP INLET H = 3'-6"
TYPE E DROP INLET = 2' X 4'
30" R.C. PIPE = 40 LIN. FT.
30" SLPCCS PIPE = 40 LIN. FT.

STA. 219+85 IN PLACE
DROP INLET ON LT.
AND 18" X 29' R.C. PIPE INLET
AND 18" X 24' R.C. PIPE OUTLET
REMOVE AND CONSTRUCT
DROP INLET ON LT.
AND 30" X 26' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 219+57
DROP INLET H = 4'-6"
TYPE E DROP INLET = 2' X 4'
30" R.C. PIPE = 26 LIN. FT.
30" SLPCCS PIPE = 26 LIN. FT.

STA. 219+57 IN PLACE
DROP INLET ON LT.
AND 18" X 24' R.C. PIPE OUTLET
REMOVE AND CONSTRUCT
DROP INLET ON LT.
AND 30" X 26' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 219+29
DROP INLET H = 4'-9"
TYPE E DROP INLET = 2' X 4'
30" R.C. PIPE = 26 LIN. FT.
30" SLPCCS PIPE = 26 LIN. FT.

STA. 219+29 IN PLACE
DROP INLET ON LT.
AND 24" X 37' R.C. PIPE OUTLET
REMOVE AND CONSTRUCT
DROP INLET ON LT.
AND 30" X 36' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 219+13 RT.
DROP INLET H = 4'-8"
TYPE E DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS V) = 36 LIN. FT.

STA. 219+13 CONSTRUCT
JUNCTION BOX ON RT.
AND 36" X 10' PIPE OUTLET WITH F.E.S.
JUNCTION BOX H = 4'-0"
TYPE E JUNCTION BOX = 4' X 5'
36" R.C. PIPE (CLASS III) = 10 LIN. FT.
36" F.E.S. = 1 EACH

STA. 219+47 IN PLACE
24" X 77' R.C. PIPE CULVERT
WITH HDWL.
RT. SIDE DRAIN
REMOVE

STA. 211+98 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 24" X 48' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 202+70
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 48 LIN. FT.
24" SLPCCS PIPE = 48 LIN. FT.

STA. 211+50 CONSTRUCT
DROP INLET ON RT.
AND 12" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 211+98
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 48 LIN. FT.

STA. 221+20 IN PLACE
18" X 5' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 220+60 IN PLACE
18" X 60' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 202+70 CONSTRUCT
JUNCTION BOX ON RT.
AND 24" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 221+25
JUNCTION BOX H = 5'-2"
TYPE E JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 50 LIN. FT.
24" SLPCCS = 50 LIN. FT.

STA. 202+70 IN PLACE
24" X 50' R.C. PIPE CULVERT
WITH HDWL.
RT. SIDE DRAIN
REMOVE

STA. 221+02.50 CONSTRUCT
DROP INLET ON RT.
AND 24" X 2' PIPE INLET WITH F.E.S.
AND 24" X 92' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 211+98
DROP INLET H = 3'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 92 LIN. FT.
24" SLPCCS = 92 LIN. FT.
24" F.E.S. = 1 EACH

STA. 211+27 IN PLACE
18" X 25' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 211+69 IN PLACE
18" X 30' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 211+00.00
BEGIN SITE 2
LOG MILE 25.32

W JACKSON ST.
P.I. = 221+23.69
Δ = 17°57'01" LT.
D = 38°11'50"
T = 23.69'
L = 46.99'
P.C. = 221+00.00
P.T. = 221+46.99
NO SUPER

C.L. ROUNDABOUT 2 STA. 200+00.00 =
C.L. ROUNDABOUT 2 STA. 203+14.16 =
C.L. SITE 2 STA. 212+23.13
Δ = 85°00'19"

P.C. 200+00.00
P.T. 203+14.16

P.O.B. 219+00.00

P.I. 220+00.00 LT.
Δ = 1°32'59"

STA. 221+00.00
BEGIN W JACKSON ST.

C.L. ROUNDABOUT 2 STA. 202+24.76 =
C.L. W JACKSON ST. STA. 221+58.33
Δ = 90°00'00"

P.I. 221+23.69

P.C.C. 221+57.09

STA. 201+65 CONSTRUCT
DROP INLET ON LT.
AND 36" X 66' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 221+30
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 66 LIN. FT.
36" SLPCCS PIPE = 66 LIN. FT.

ROUNDABOUT 2
P.I. = N.A.
Δ = 360°00'00" RT.
D = 114°35'30"
T = N.A.
L = 314.16'
P.C. = 200+00.00
P.T. = 203+14.16

STA. 221+30 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 36" X 216' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 219+13
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 216 LIN. FT.
36" SLPCCS PIPE = 216 LIN. FT.

STA. 201+90 IN PLACE
24" X 63' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 211+54 IN PLACE
24" X 20' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 211+90 IN PLACE
24" X 35' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 211+12 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 24" X 26' PIPE INLET WITH F.E.S.
AND 30" X 104' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 212+21
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
24" R.C. PIPE (CLASS III) = 26 LIN. FT.
30" R.C. PIPE = 104 LIN. FT.
30" SLPCCS = 104 LIN. FT.
24" F.E.S. = 1 EACH

STA. 211+70 CONSTRUCT
DROP INLET ON LT.
AND 12" X 48' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 212+21
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 48 LIN. FT.

STA. 213+44 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 36" X 32' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 213+53 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS V) = 32 LIN. FT.

STA. 212+46 IN PLACE
24" X 58' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

P.O.B. 210+00.00

STA. 212+21 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 30" X 66' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 213+44
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS IV) = 66 LIN. FT.

STA. 213+46 CONSTRUCT
DROP INLET ON LT.
AND 12" X 6' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 213+44
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 6 LIN. FT.

STA. 214+84 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 4' PIPE INLET WITH F.E.S.
AND 18" X 136' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 213+44
JUNCTION BOX H = 3'-6"
TYPE E JUNCTION BOX = 2' X 3'
18" R.C. PIPE (CLASS III) = 4 LIN. FT.
18" R.C. PIPE = 136 LIN. FT.
18" SLPCCS = 136 LIN. FT.
18" F.E.S. = 1 EACH

STA. 214+02
APPROACH ON LT. = 10 CU. YD.

STA. 214+51 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

P.I. 215+42.10

P.O.E. 216+17.09

P.C. 214+86.39

P.T. 215+97.09

C.L. ROUNDABOUT 2 STA. 200+95.97 =
C.L. SITE 2 STA. 213+28.22
Δ = 87°23'56"

STA. 214+86.39
END SITE 2

SITE 2
P.I. = 215+42.10
Δ = 16°03'07" RT.
D = 14°30'00"
T = 55.72'
L = 110.70'
P.C. = 214+86.39
P.T. = 215+97.09
e = 0.036'/'
Ls = 250'

STA. 213+53 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 36" X 70' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 201+65
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS IV) = 70 LIN. FT.

STA. 201+18 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

S 0°33'27" E
N 0°33'27" W
S 88°30'00" E
N 89°57'01" E
N 72°30'00" E
S 78°10'43" E
S 62°07'36" E

EXIST. R/W
PROP. R/W
CONST. LIMITS
100' TRANSITION
TAPER
RET/WALL
K/E VACANT
2S C
2SB PIGGOTT FAMILY MEDICAL
2S B PIGG FIRE
FIRST CHRISTIAN CHURCH
B VANTAGE MIDSOUTH

9/10/2020

R100941.DGN

SITE 2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	62	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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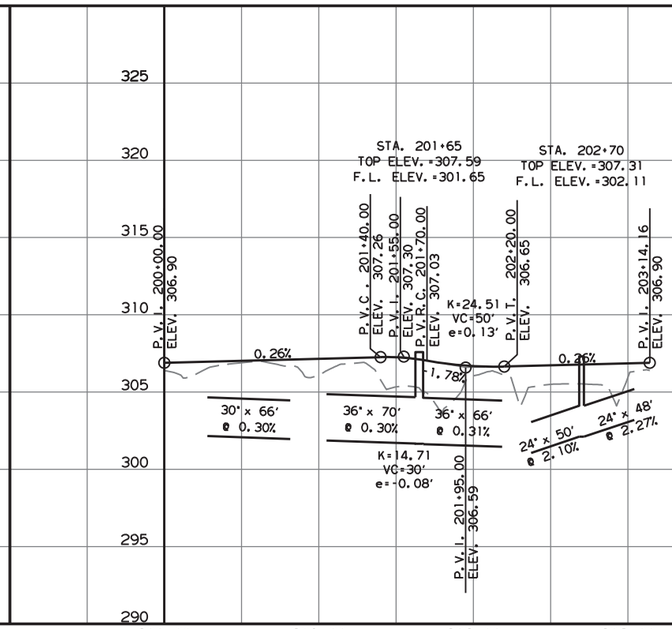
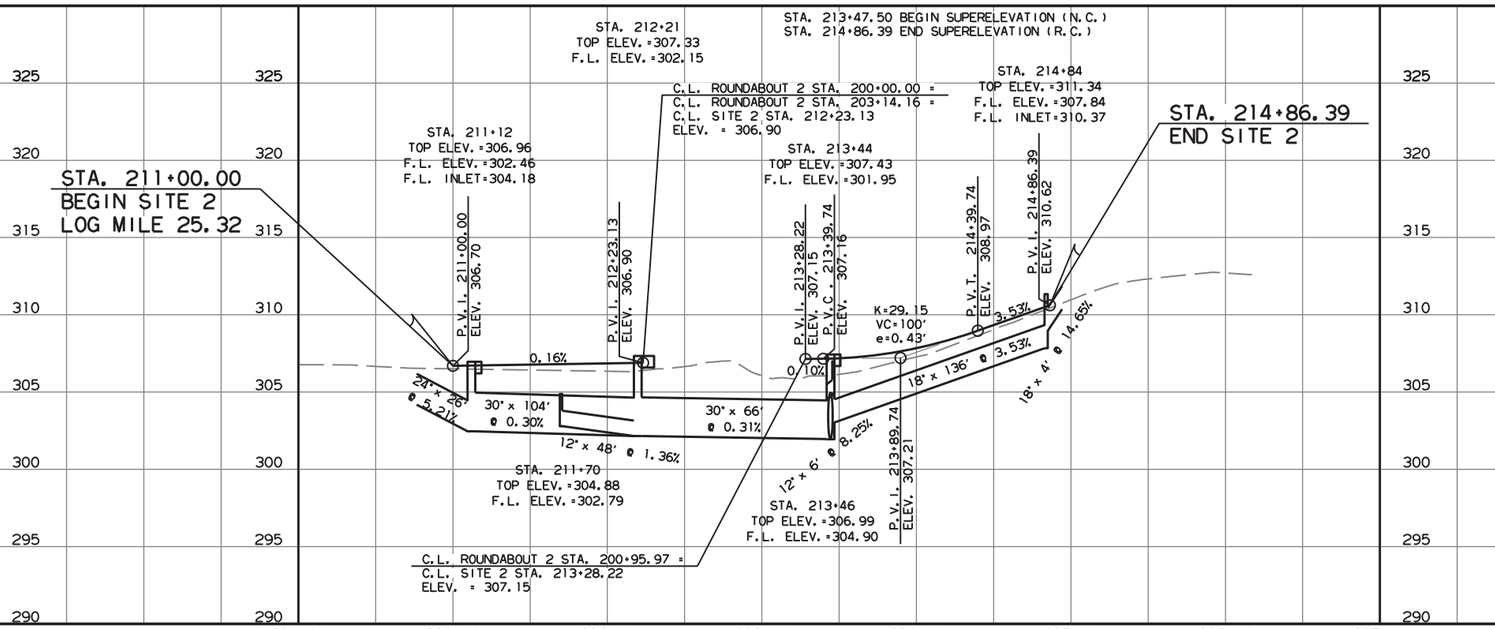
ROUNDABOUT 2



STA. 211+00.00
BEGIN SITE 2
LOG MILE 25.32

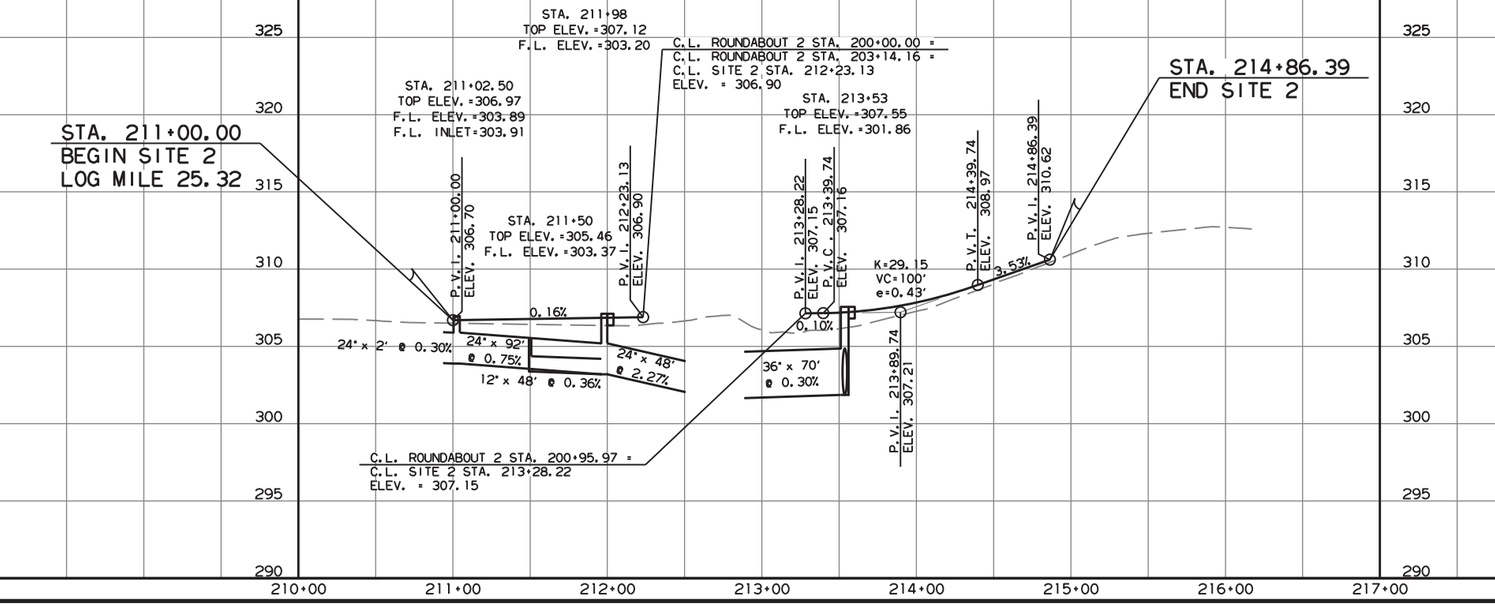
LEFT SIDE OF SITE 2



STA. 214+86.39
END SITE 2

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

RIGHT SIDE OF SITE 2



STA. 214+86.39
END SITE 2

STA. 211+00.00
BEGIN SITE 2
LOG MILE 25.32

9/10/2020

R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	63	129

(2) PLAN AND PROFILE SHEETS

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

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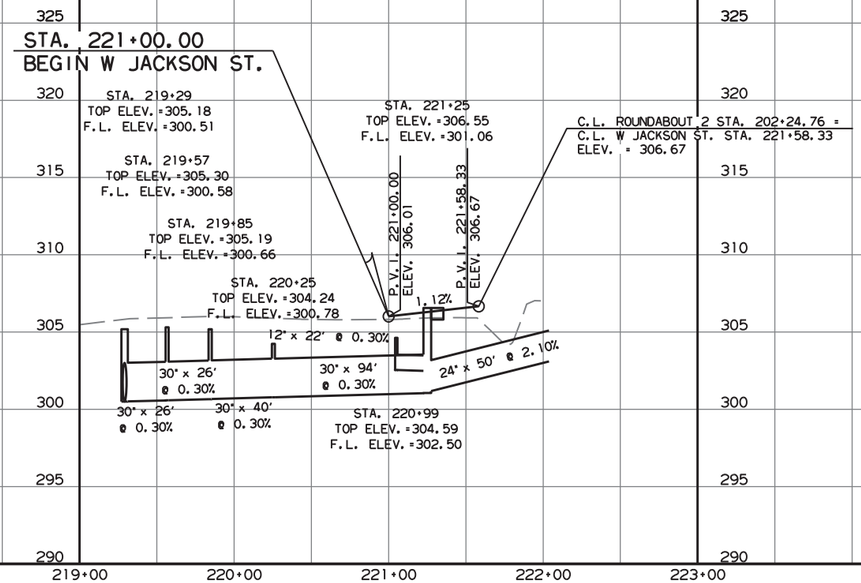
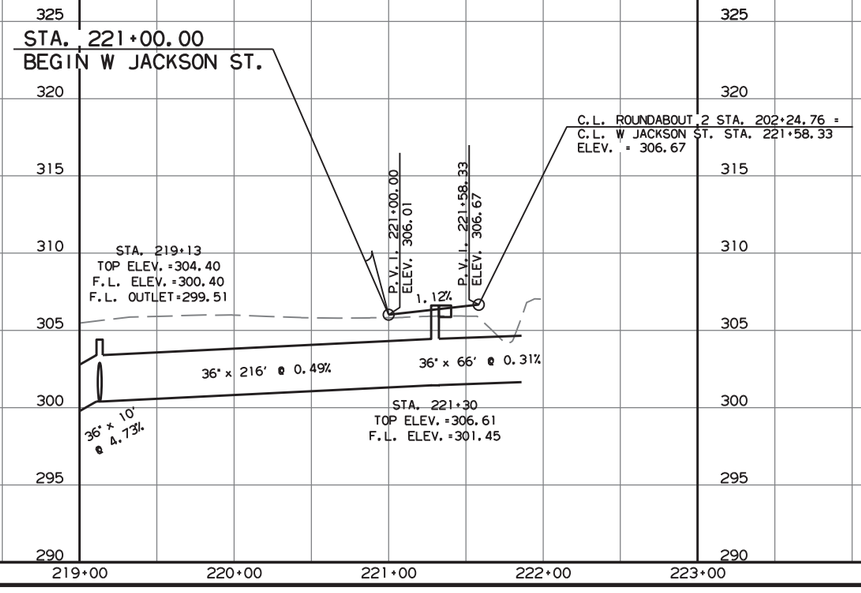
LEFT SIDE OF W JACKSON ST.



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

RIGHT SIDE OF W JACKSON ST.



9/10/2020

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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6	ARK.			
JOB NO.		100941	64	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STA. 311+14 CONSTRUCT
DROP INLET ON LT.
AND 18" X 28' PIPE INLET WITH F.E.S.
AND 18" X 44' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 311+58
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 72 LIN. FT.
18" SLPCCS = 44 LIN. FT.
18" F.E.S. = 1 EACH

STA. 311+34 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 2.9 SQ. YDS.

STA. 320+68 CONSTRUCT
DROP INLET ON LT.
AND 18" X 20' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 320+68 RT.
DROP INLET H = 3'-6"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 20 LIN. FT.
18" SLPCCS PIPE = 20 LIN. FT.

STA. 320+80 CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

STA. 321+73 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 18" X 102' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 320+68 LT.
DROP INLET H = 2'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 102 LIN. FT.
18" SLPCCS PIPE = 102 LIN. FT.

STA. 311+95 IN PLACE
DROP INLET ON LT.
3' X 1' X 6' BOX INLET
46' OUTLET
REMOVE

STA. 330+23 IN PLACE
DROP INLET ON LT.
12" X 5' R.C. PIPE OUTLET
REMOVE

STA. 311+58 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 58' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 320+68 LT.
JUNCTION BOX H = 4'-4"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 58 LIN. FT.
18" SLPCCS = 58 LIN. FT.

ROUNDABOUT 3
P.I. = N.A.
Δ = 360°00'00" RT.
D = 114°35'30"
T = N.A.
L = 314.16'
P.C. = 300+00.00
P.T. = 303+14.16

STA. 320+68 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 52' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 330+43
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 52 LIN. FT.
18" SLPCCS PIPE = 52 LIN. FT.

STA. 330+43 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 20' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 330+63
JUNCTION BOX H = 3'-1"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 20 LIN. FT.
18" SLPCCS = 20 LIN. FT.

STA. 320+74.55
END N 3RD AVE.

P.O.B. 320+00.00

C.L. ROUNDABOUT 3 STA. 300+44.16 =
C.L. N 3RD AVE. STA. 320+49.86
Δ = 81°53'20"

STA. 330+63 CONSTRUCT
DROP INLET ON LT.
AND 18" X 30' PIPE OUTLET WITH F.E.S.
DROP INLET H = 2'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 30 LIN. FT.
18" F.E.S. = 1 EACH

C.L. ROUNDABOUT 3 STA. 301+18.28 =
C.L. W JACKSON ST. STA. 330+42.23
Δ = 86°59'10"

STA. 330+70.46
END W JACKSON ST.

STA. 311+00.00
BEGIN SITE 3
LOG MILE 25.51

C.L. ROUNDABOUT 3 STA. 302+71.68 =
C.L. SITE 3 STA. 311+58.88
Δ = 89°29'41"

C.L. ROUNDABOUT 3 STA. 301+86.70 =
C.L. SITE 3 STA. 312+65.47
Δ = 81°22'10"

STA. 311+34 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON RT.
= 2.4 SQ. YDS.

STA. 312+90 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 2.9 SQ. YDS.

STA. 313+26 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 18" X 232' PIPE OUTLET
CONNECT TO EXIST. DROP INLET @ STA. 315+59
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 232 LIN. FT.
18" SLPCCS PIPE = 232 LIN. FT.

STA. 315+59 IN PLACE
DROP INLET ON RT.
RETAIN

STA. 312+90 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON RT.
= 2.7 SQ. YDS.

STA. 301+46 CONSTRUCT
DROP INLET ON LT.
WITH 8' EXTENSION
AND 18" X 24' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 312+68
DROP INLET H = 2'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 24 LIN. FT.
18" SLPCCS PIPE = 24 LIN. FT.

STA. 314+05.00
END SITE 3

STA. 312+68 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 56' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 313+26
JUNCTION BOX H = 3'-1"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 56 LIN. FT.
18" SLPCCS = 56 LIN. FT.

STA. 313+80 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 313+26 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 30' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 313+26 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 30 LIN. FT.
18" SLPCCS PIPE = 30 LIN. FT.

2S B/C PIGGOTT FIRE STATION #1
B VANTAGE MIDSOUTH
B PROGRESSIVE CARE CENTER
B REGIONS BANK
B CENTURY LINK
B PIGGOTT STATE BANK
2S B METHODIST CHURCH
2S F
3S B HOGGARD & SON'S FUNERAL HOME
B PIGGOTT LIBRARY
B MULTI BUSINESS
ROCK

EXIST. R/W
PROP. R/W
CONST. LIMITS
P.O.B. 310+00.00
P.O.E. 321+74.55
P.O.B. 320+00.00
P.O.E. 331+70.46
P.O.B. 312+16.38
P.O.E. 312+16.38
P.O.B. 330+00.00
P.O.E. 315+80.00
P.C. 300+00.00
P.T. 303+14.16
120' R
30' R
80' R
50' R
100' TRANSITION
90' TAPER
S 64°16'38" E
N 26°22'40" E
S 63°35'28" E
S 26°27'34" W
MH

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9/10/2020

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SITE 3

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

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	65	129

(2) PLAN AND PROFILE SHEETS

ROUNDABOUT 3

STA. 300+00.00 MAX SUPERELEVATION (-0.020'/')
STA. 301+65.00 END/BEGIN SUPERELEVATION (0.020'/')
STA. 303+14.16 MAX SUPERELEVATION (-0.020'/')

P.V.C. 300+00.00 ELEV. 308.75 0.00%
P.V.I. 300+15.00 ELEV. 308.75
-2.13%
P.V.T. 300+30.00 ELEV. 308.43
K=14.08 VC=30' e=-0.08'
P.V.C. 301+14.04 ELEV. 306.64
STA. 301+46 TOP ELEV. =306.65 F.L. ELEV. =304.40
K=24.24 VC=120' e=0.74'
18" x 24' @ 3.90%
P.V.I. 301+74.04 ELEV. 305.36
P.V.T. 302+34.04 ELEV. 307.05
2.82%
P.V.C. 302+74.16 ELEV. 308.18
P.V.I. 302+94.16 ELEV. 308.75
K=14.18 VC=40' e=-0.14'
P.V.T. 303+14.16 ELEV. 308.75

LEFT SIDE OF HWY. 62

STA. 311+00.00
BEGIN SITE 3
LOG MILE 25.51

P.V.I. 311+00.00 ELEV. 308.44
-0.55%
P.V.I. 311+58.88 ELEV. 308.12
C.L. ROUNDABOUT 3 STA. 302+71.68 = C.L. SITE 3 STA. 311+58.88 ELEV. = 308.12

STA. 311+58 TOP ELEV. =309.23 F.L. ELEV. =304.87
18" x 28' @ 2.03%
18" x 44' @ 0.30%
18" x 58' @ 0.32%
STA. 311+14 TOP ELEV. =308.67 F.L. ELEV. =305.00 F.L. INLET=305.70

C.L. ROUNDABOUT 3 STA. 301+86.70 = C.L. SITE 3 STA. 312+65.47 ELEV. = 306.18

LEFT SIDE OF SITE 3

STA. 312+68 TOP ELEV. =306.54 F.L. ELEV. =303.49
STA. 313+26 TOP ELEV. =305.06 F.L. ELEV. =301.06
P.V.I. 312+65.47 ELEV. 306.18
P.V.C. 312+80.00 ELEV. 306.00
P.V.I. 313+00.00 ELEV. 305.75
K=16.81 VC=40' e=-0.12'
0.25%
18" x 24' @ 3.90%
18" x 56' @ 3.97%
3.64%
P.V.C. 313+51.50 ELEV. 303.87
K=22.32 VC=50' e=0.14'
P.V.I. 313+76.50 ELEV. 302.96
P.V.T. 314+01.50 ELEV. 302.61
-1.40%
P.V.I. 314+05.00 ELEV. 302.56
P.V.T. 313+20.00 ELEV. 305.02
STA. 314+05.00
END SITE 3

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

RIGHT SIDE OF HWY. 62

STA. 311+00.00
BEGIN SITE 3
LOG MILE 25.51

P.V.I. 311+00.00 ELEV. 308.44
-0.55%
P.V.I. 311+58.88 ELEV. 308.12
C.L. ROUNDABOUT 3 STA. 302+71.68 = C.L. SITE 3 STA. 311+58.88 ELEV. = 308.12

C.L. ROUNDABOUT 3 STA. 301+86.70 = C.L. SITE 3 STA. 312+65.47 ELEV. = 306.18

RIGHT SIDE OF SITE 3

STA. 313+26
TOP ELEV. =304.95
F.L. ELEV. =299.59
F.L. OUTLET=298.90
P.V.I. 312+65.47 ELEV. 306.18
P.V.C. 312+80.00 ELEV. 306.00
P.V.I. 313+00.00 ELEV. 305.75
K=16.81 VC=40' e=-0.12'
1.26%
3.64%
P.V.C. 313+51.50 ELEV. 303.87
K=22.32 VC=50' e=0.14'
P.V.T. 314+01.50 ELEV. 302.61
-1.40%
P.V.I. 314+05.00 ELEV. 302.56
P.V.I. 313+76.50 ELEV. 302.96
P.V.T. 313+20.00 ELEV. 305.02
18" x 232' @ 0.30%
STA. 314+05.00
END SITE 3

9/10/2020
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	66	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Oct 13 2020 1:50 PM
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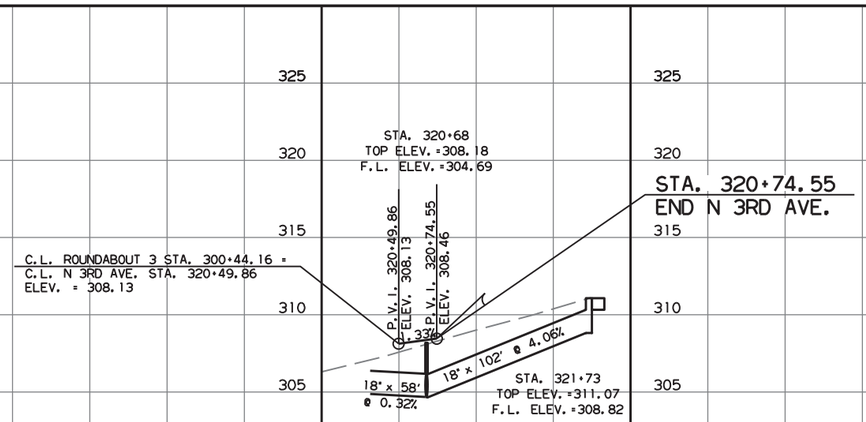
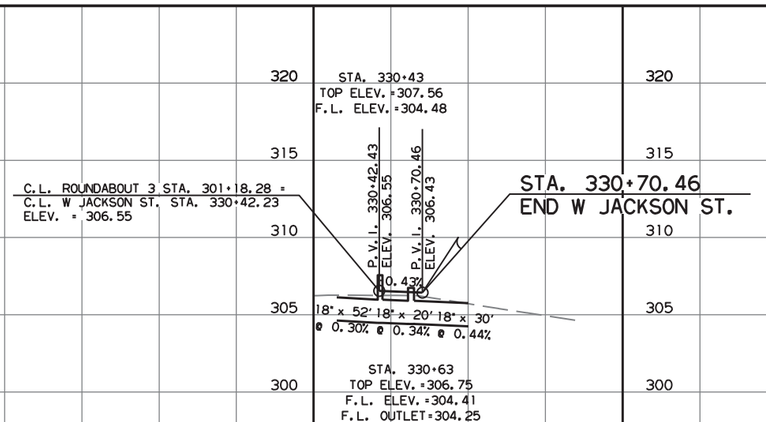
LEFT SIDE OF N 3RD AVE.

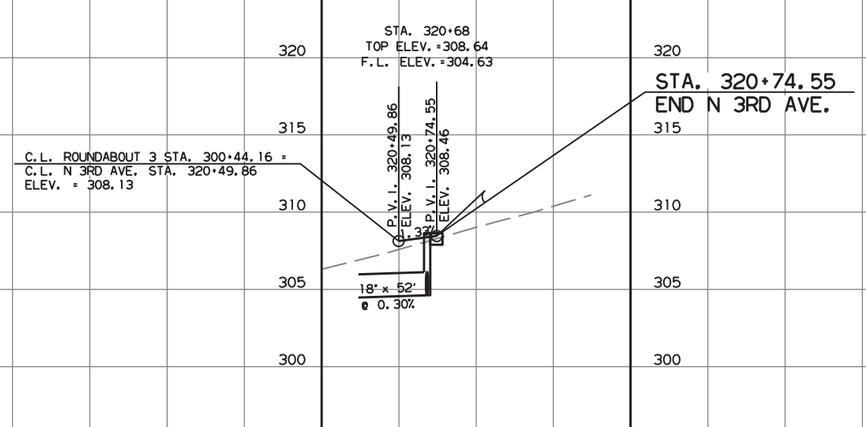


LEFT SIDE OF W JACKSON ST.

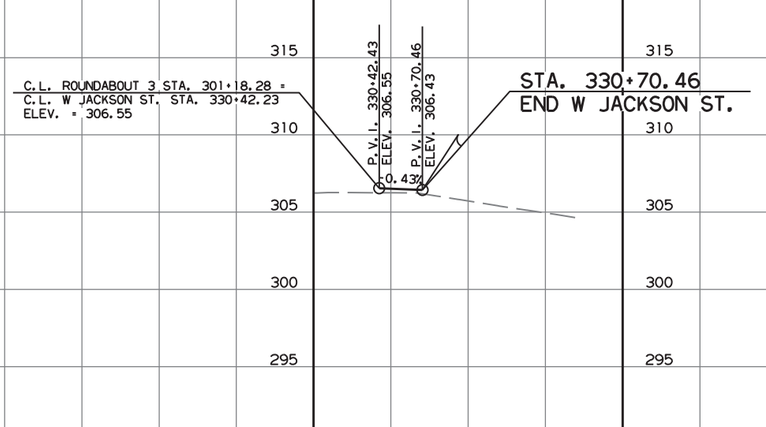


RIGHT SIDE OF N 3RD AVE.

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



RIGHT SIDE OF W JACKSON ST.



9/10/2020

R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-30-20				6	ARK.			
02-01-21				JOB NO.		100941	67	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Mar 9 2021 9:22 AM
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STA. 403+45 CONSTRUCT
DROP INLET ON LT.
AND 24" X 18' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 403+65
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 18 LIN. FT.
24" SLPCCS PIPE = 18 LIN. FT.

STA. 503+92 CONSTRUCT
DROP INLET ON LT.
AND 24" X 40' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 503+92 RT.
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 40 LIN. FT.

STA. 504+78 CONSTRUCT
JUNCTION BOX ON LT.
AND 18" X 6' PIPE INLET WITH F.E.S.
AND 18" X 70' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 504+06
JUNCTION BOX H = 3'-0"
TYPE E JUNCTION BOX = 2' X 3'
18" R.C. PIPE (CLASS III) = 6 LIN. FT.
18" R.C. PIPE = 70 LIN. FT.
18" SLPCCS = 70 LIN. FT.
18" F.E.S. = 1 EACH

STA. 504+75 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON RT.
= 3.9 SQ. YDS.

STA. 503+92 CONSTRUCT
DROP INLET ON RT.
AND 24" X 16' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 404+32
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 16 LIN. FT.
24" SLPCCS PIPE = 16 LIN. FT.

STA. 402+95 CONSTRUCT
DROP INLET ON LT.
AND 24" X 46' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 403+45
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 46 LIN. FT.
24" SLPCCS PIPE = 46 LIN. FT.

STA. 403+65 IN PLACE
DROP INLET ON LT.
18" X 11' PIPE OUTLET
REMOVE

STA. 504+51 IN PLACE
12" X 40' C.P. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 504+06 CONSTRUCT
DROP INLET ON LT.
AND 18" X 14' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 503+92 LT.
DROP INLET H = 2'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 14 LIN. FT.
18" SLPCCS PIPE = 14 LIN. FT.

STA. 404+60 CONSTRUCT
DROP INLET ON LT.
AND 24" X 36' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+00 LT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 36 LIN. FT.
24" SLPCCS PIPE = 36 LIN. FT.

STA. 405+00 CONSTRUCT
DROP INLET ON LT.
AND 12" X 8' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+00 LT.
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 8 LIN. FT.

STA. 403+56 IN PLACE
DROP INLET ON LT.
18" X 17' R.C. PIPE OUTLET
REMOVE

STA. 404+21 IN PLACE
DROP INLET ON LT.
18" X 146' R.C. PIPE OUTLET
REMOVE

STA. 405+35 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 504+80.00
END N THORNTON AVE.

STA. 405+00 CONSTRUCT
DROP INLET ON LT.
AND 24" X 66' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 405+69 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE = 66 LIN. FT.
24" SLPCCS PIPE = 66 LIN. FT.

STA. 401+80 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 18" X 8' PIPE INLET
AND 18" X 112' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 402+95
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE (CLASS V) = 8 LIN. FT.
18" SLPCCS PIPE = 112 LIN. FT.

STA. 402+16 IN PLACE
DROP INLET ON LT.
18" X 140' R.C. PIPE OUTLET
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 403+74 IN PLACE
DROP INLET ON LT.
18" X 14' R.C. PIPE INLET
18" X 44' R.C. PIPE OUTLET
REMOVE

STA. 503+78 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON RT.
= 3.6 SQ. YDS.

STA. 405+75 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 405+69 IN PLACE
DROP INLET ON LT.
REMOVE AND CONSTRUCT
JUNCTION BOX ON LT.
CONNECT TO EXIST. 18" X 164' PIPE OUTLET
JUNCTION BOX H = 3'-9"
TYPE ST JUNCTION BOX = 3' X 3'

STA. 401+51 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 3.9 SQ. YDS.

STA. 503+86 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON RT.
= 16.4 SQ. YDS.

STA. 503+87 CONSTRUCT
TYPE 2 WHEELCHAIR RAMP ON RT.
= 4.6 SQ. YDS.

STA. 403+65 CONSTRUCT
JUNCTION BOX ON LT.
AND 24" X 14' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 503+92 LT.
JUNCTION BOX H = 3'-10"
TYPE E JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 14 LIN. FT.
24" SLPCCS = 14 LIN. FT.

STA. 404+32 CONSTRUCT
JUNCTION BOX ON LT.
AND 24" X 26' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 404+60
JUNCTION BOX H = 4'-3"
TYPE E JUNCTION BOX = 3' X 3'
24" R.C. PIPE = 26 LIN. FT.
24" SLPCCS = 26 LIN. FT.

STA. 401+61 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON RT.
= 5.6 SQ. YDS.

STA. 402+67 CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 501+71 IN PLACE
DROP INLET ON LT.
40' PIPE INLET
18" X 194' C.M. PIPE OUTLET
REMOVE

STA. 401+95 CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 502+94 CONSTRUCT
TYPE 2 WHEELCHAIR RAMP ON LT.
= 12.3 SQ. YDS.

STA. 501+59 CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 401+56.00
BEGIN SITE 4
LOG MILE 25.91

STA. 502+94 CONSTRUCT
TYPE 2 WHEELCHAIR RAMP ON RT.
= 11.9 SQ. YDS.

STA. 405+92.00
END JOB 100941
END SITE 4

STA. 404+22 IN PLACE
DROP INLET ON RT.
18" X 40' R.C. PIPE OUTLET
REMOVE

STA. 401+58.50 CONSTRUCT
DROP INLET ON RT.
AND 18" X 134' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 402+95
DROP INLET H = 3'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 134 LIN. FT.

C.L. SITE 4 STA. 403+97.27 =
C.L. HWY. 1 STA. 503+49.57
Δ = 89°55'06"

STA. 402+95 CONSTRUCT
DROP INLET ON RT.
AND 12" X 16' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 402+95 RT.
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 16 LIN. FT.

STA. 501+43.00
BEGIN HWY. 1

STA. 405+37 CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 404+74 CONSTRUCT
DROP INLET ON RT.
AND 18" X 22' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+00 RT.
DROP INLET H = 3'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 22 LIN. FT.
18" SLPCCS PIPE = 22 LIN. FT.

STA. 405+00 CONSTRUCT
DROP INLET ON RT.
WITH 4' EXTENSION
AND 18" X 44' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 405+00 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 44 LIN. FT.
18" SLPCCS PIPE = 44 LIN. FT.

STA. 405+77 CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 402+95 CONSTRUCT
DROP INLET ON RT.
AND 18" X 40' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 402+95 LT.
DROP INLET H = 3'-3"
TYPE ST DROP INLET = 3' X 3'
18" R.C. PIPE = 40 LIN. FT.

STA. 501+70 CONSTRUCT
DROP INLET ON LT.
AND 12" X 16' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 501+86
DROP INLET H = 2'-1"
YARD DRAIN = 1'-6" DIA.
12" SIDE DRAIN = 16 LIN. FT.

STA. 502+60 CONSTRUCT
JUNCTION BOX ON RT.
AND 18" X 82' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 404+74
JUNCTION BOX H = 4'-4"
TYPE E JUNCTION BOX = 3' X 3'
18" R.C. PIPE = 82 LIN. FT.
18" SLPCCS = 82 LIN. FT.

STA. 501+86 CONSTRUCT
DROP INLET ON LT.
AND 18" X 30' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 501+86 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 30 LIN. FT.
18" SLPCCS PIPE = 30 LIN. FT.

STA. 501+86 CONSTRUCT
DROP INLET ON RT.
AND 18" X 72' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 502+60
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" R.C. PIPE = 72 LIN. FT.
18" SLPCCS PIPE = 72 LIN. FT.

P.O.B. 400+00.00
P.O.E. 407+00.00
P.O.E. 506+00.00
P.O.B. 500+00.00
N 89°52'53" E
N 0°02'13" W
EXIST. R/W
PROP. R/W
T.C.E.
100' TRANSITION
90' TAPER
60' TAPER
400
405
500
505
B/K USDA SERVICE CENTER
B/F CASEY'S
K/B
S HOMECARE MEDICAL SUPPLY
S CITGO
B DAN GOSSETT REAL ESTATE &INS.
F/B FARMERS INS.
K COX LUMBER CO.
K/C FRED'S
C PIGGOTT SCHOOL ADMIN BLDG.
B McELROY FLOOR SERVICE
B SHELTER INS.
B VICTORY FELLOWSHIP
B FARM BUREAU
CINDER BLOCK WALL OPEN ON SOUTH
SOUTH CENTER DOWNTOWN
1,200 GALLON DSL2 AS SHOWN
8,000 GALLON GAS SHOWN

N

1/26/2021

R100941.DGN

SITE 4

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	68	129

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Oct 13 2020 1:51 PM
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LEFT SIDE OF SITE 4

STA. 401+56.00
BEGIN SITE 4
LOG MILE 25.91

STA. 401+80
TOP ELEV. =293.80
F.L. ELEV. =289.92

P.V.I. 401+56.00
ELEV. 293.80

EXIST. 18" PIPE CULVERT

18" x 8' @ 0.30%
0.25'
18" x 112' @ 0.53%

STA. 402+95
TOP ELEV. =293.12
F.L. ELEV. =289.33

-0.51%

STA. 403+45
TOP ELEV. =292.84
F.L. ELEV. =289.19

STA. 403+65
TOP ELEV. =292.79
F.L. ELEV. =288.94

24" x 46' @ 0.30%
24" x 14' @ 1.52%
24" x 18' @ 1.50%

STA. 404+32
TOP ELEV. =292.55
F.L. ELEV. =288.32

STA. 404+60
TOP ELEV. =292.37
F.L. ELEV. =288.23

24" x 16' @ 0.30%
24" x 26' @ 0.34%

P.V.I. 404+81.43
ELEV. 292.14

STA. 405+00
TOP ELEV. =292.15
F.L. ELEV. =288.12

24" x 36' @ 0.30%

STA. 405+00
TOP ELEV. =291.45
F.L. ELEV. =289.36

-0.58%

STA. 405+69
TOP ELEV. =291.37
F.L. ELEV. =287.61

24" x 66' @ 0.78%

P.V.I. 405+92.00
ELEV. 291.50

EXIST. 18" PIPE CULVERT

STA. 405+92.00
END JOB 100941
END SITE 4

LEFT SIDE OF HWY. 1

STA. 501+43.00
BEGIN HWY. 1

STA. 501+86
TOP ELEV. =292.69
F.L. ELEV. =288.94

P.V.I. 501+43.00
ELEV. 292.36

0.30%

12" x 16' @ 5.30%
0.25'

STA. 501+70
TOP ELEV. =292.06
F.L. ELEV. =289.97

P.V.C. 502+74.11
ELEV. 292.75

P.V.I. 502+99.11
ELEV. 292.83

-0.32%

K=19.08
VC=50'
e=-0.16'

P.V.I. 503+24.11
ELEV. 292.25

P.V.I. 503+28.48
ELEV. 292.15

STA. 503+92
TOP ELEV. =292.73
F.L. ELEV. =288.48

P.V.I. 503+70.83
ELEV. 292.14

1.30%

24" x 14' @ 1.52%

0.25'

18" x 14' @ 8.65%

0.25'

P.V.C. 504+21.95
ELEV. 292.81

18" x 70' @ 0.30%

0.25'

P.V.I. 504+46.95
ELEV. 293.13

-0.10%

K=35.71
VC=50'
e=-0.09'

P.V.T. 504+71.95
ELEV. 293.11

P.V.I. 504+80.00
ELEV. 293.10

18" x 6' @ 2.41%

STA. 504+80.00
END N THORNTON AVE.

STA. 504+06
TOP ELEV. =292.69
F.L. ELEV. =289.81

STA. 504+78
TOP ELEV. =293.27
F.L. ELEV. =290.27
F.L. INLET=290.80

RIGHT SIDE OF SITE 4

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

STA. 401+56.00
BEGIN SITE 4
LOG MILE 25.91

P.V.I. 401+56.00
ELEV. 293.80

STA. 401+58.50
TOP ELEV. =293.91
F.L. ELEV. =290.49

18" x 134' @ 0.59%
0.25'

STA. 402+95
TOP ELEV. =293.21
F.L. ELEV. =289.46

-0.51%

STA. 402+95
TOP ELEV. =292.59
F.L. ELEV. =290.50

STA. 404+74
TOP ELEV. =292.20
F.L. ELEV. =288.40

STA. 405+00
TOP ELEV. =292.04
F.L. ELEV. =288.29

P.V.I. 404+81.43
ELEV. 292.14

18" x 82' @ 0.30%
18" x 22' @ 0.49%

-0.58%

P.V.I. 405+92.00
ELEV. 291.50

STA. 405+92.00
END JOB 100941
END SITE 4

RIGHT SIDE OF HWY. 1

STA. 501+43.00
BEGIN HWY. 1

STA. 501+86
TOP ELEV. =292.73
F.L. ELEV. =288.85

P.V.I. 501+43.00
ELEV. 292.36

0.30%

18" x 72' @ 0.30%

STA. 502+60
TOP ELEV. =292.97
F.L. ELEV. =288.64

P.V.C. 502+74.11
ELEV. 292.75

P.V.I. 502+99.11
ELEV. 292.83

-0.32%

18" x 82' @ 0.30%

K=19.08
VC=50'
e=-0.16'

P.V.T. 503+24.11
ELEV. 292.25

P.V.I. 503+28.48
ELEV. 292.15

STA. 503+92
TOP ELEV. =292.61
F.L. ELEV. =288.36

P.V.I. 503+70.83
ELEV. 292.14

1.30%

24" x 16' @ 0.30%

P.V.C. 504+21.95
ELEV. 292.81

P.V.I. 504+46.95
ELEV. 293.13

-0.10%

K=35.71
VC=50'
e=-0.09'

P.V.T. 504+71.95
ELEV. 293.11

P.V.I. 504+80.00
ELEV. 293.10

STA. 504+80.00
END N THORNTON AVE.

9/10/2020

R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	69	129

(2) SUMMARY OF TRAFFIC SIGNAL QUANTITIES

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

Oct 13 2020 1:51 PM

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SUMMARY OF TRAFFIC SIGNAL QUANTITIES

	ITEM NUMBER	ITEM	QUANTITY	UNIT
	SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	2	EACH
	SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	20	EACH
	SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
	708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2541	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	891	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	500	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	656	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	245	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	75	LIN. FT.
	SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	738	LIN. FT.
	709	GALVANIZED STEEL CONDUIT (2")	40	LIN. FT.
	709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
	710	NON-METALLIC CONDUIT (2")	97	LIN. FT.
	710	NON-METALLIC CONDUIT (3")	546	LIN. FT.
	711	CONCRETE PULL BOX (TYPE 2)	5	EACH
	711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
	711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
	SS & 713	SPAN WIRE ASSEMBLY	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
	SP	LED LUMINAIRE ASSEMBLY	4	EACH
	SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
	SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
	SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
	716	TREATED WOOD POLE (CLASS 2, 45')	1	EACH
	SP	18" STREET NAME SIGN	4	EACH
*	SP & 733	VIDEO DETECTOR (CLR)	17	EACH
	733	VIDEO CABLE	2832	LIN. FT.
	733	VIDEO MONITOR (CLR)	2	EACH
*	SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	9	EACH
	SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	2	EACH

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

DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

LOCATION HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	70	129

(2) TRAFFIC SIGNAL NOTES

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

Oct 13 2020 1:51 PM

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TRAFFIC SIGNAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

14. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

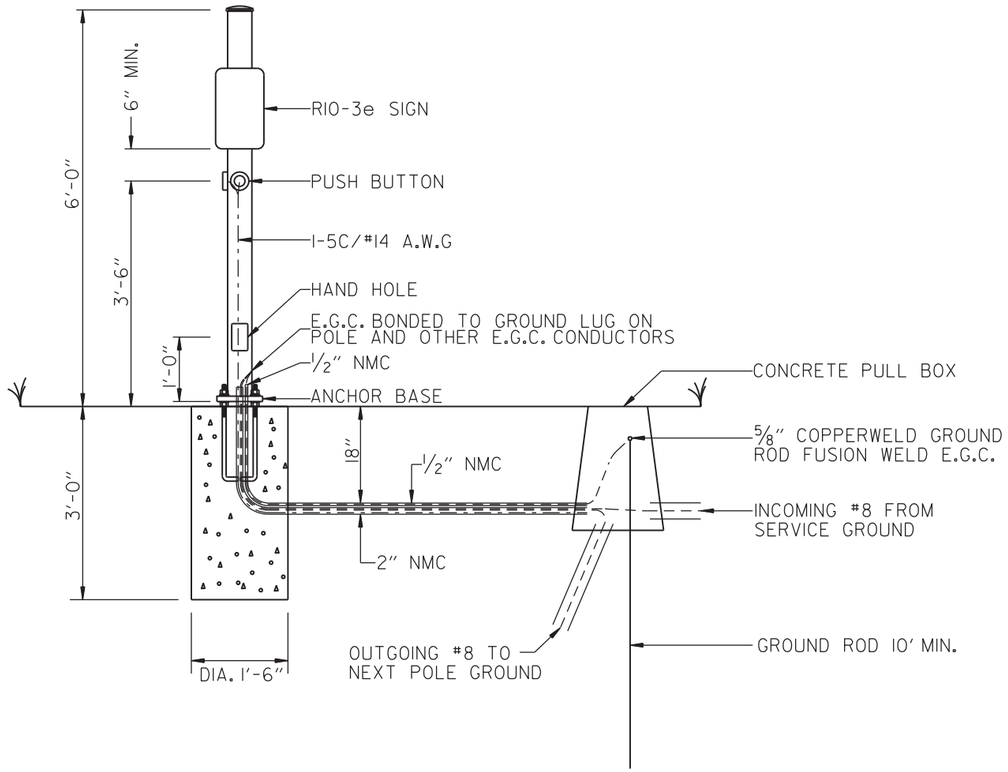
30. ALL CONCRETE PULL BOXES SHALL BE SET ON A GRAVEL OR CRUSHED STONE BEDDING AS SPECIFIED IN SECTION 711, CONCRETE PULL BOX, OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.

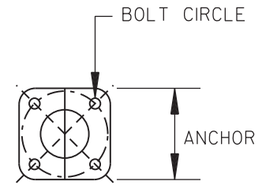
DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	71	129

(2) TRAFFIC SIGNALIZATION DETAIL





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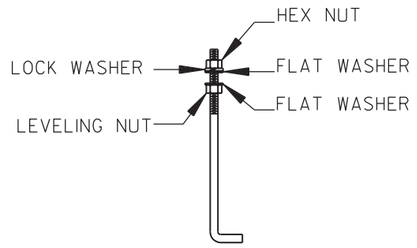

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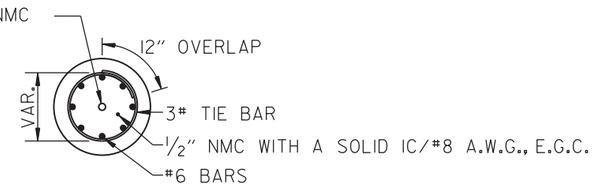

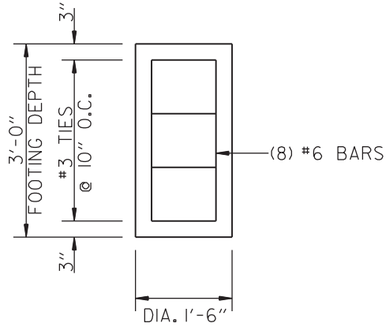

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL

NOTES:

EACH PEDESTRIAN PUSH BUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209. ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

POLE CAP - POLE CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.

GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.

POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 1/4" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

CONCRETE - ALL CONCRETE POLE FOUNDATION SHALL BE CLASS "S" OR GREATER.

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				JOB NO.		100941	72	129

(2) TRAFFIC SIGNAL QUANTITIES

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

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PERMANENT TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	10	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2168	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	152	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	500	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	621	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	245	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	738	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	62	LIN. FT.
710	NON-METALLIC CONDUIT (3")	546	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2)	5	EACH
711	CONCRETE PULL BOX (TYPE 1 HD)	1	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	LUMP SUM
SP	18" STREET NAME SIGN	4	EACH
* SP & 733	VIDEO DETECTOR (CLR)	9	EACH
733	VIDEO CABLE	1512	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
* SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	5	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

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

PERMANENT TRAFFIC SIGNAL:

TRAFFIC SIGNAL POLES A, C, F, AND H WITH LUMINAIRE ARMS ARE TO BE INSTALLED PROIR TO STAGE 1 MAITANENCE OF TRAFFIC. TRAFFIC SIGNAL POLES A, C, F, AND H MAST ARMS AND LUMINAIRE ASSEMBLIES SHALL NOT BE INSTALLED UNTIL THE END OF STAGE 2 MAINTENANCE OF TRAFFIC. THE STAGE 1 AND 2 TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION UNTIL THE PERMANENT TRAFFIC SIGNAL IS COMPLETED AND OPERATIONAL. INSTALL PERMANENT TRAFFIC SIGNAL AND REMOVE ALL STAGE 1 AND 2 TEMPORARY SIGNAL COMPONENTS.

(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

STAGE 1 AND 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	10	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	373	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	739	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	35	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	35	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	35	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	1	EACH
SP & 733	VIDEO DETECTOR (CLR)	8	EACH
733	VIDEO CABLE	1320	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

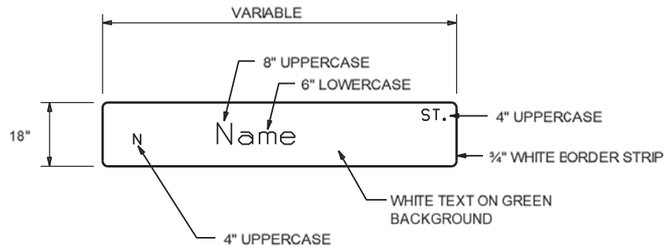
STAGE 1 AND 2:

INSTALL PERMANENT TRAFFIC SIGNAL POLES A, C, F, AND H WITH LUMINAIRE ARMS AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT. MAST ARMS AND LUMINAIRE ASSEMBLIES SHALL NOT BE INSTALL UNTIL THE END OF STAGE 2 MAINTENANCE OF TRAFFIC. INSTALL A SPAN WIRE TO THE TRAFFIC SIGNAL POLES A, C, F, H AND J, THE SPAN WIRE SHALL BE WITH TETHER (SEE STANDARD DRAWING SD-3). INSTALL POLE MOUNTED CONTROLLER CABINET ON POLE J, TREATED WOOD POLE (CLASS 2, 45') WITH 2 - 3" G.S. CONDUIT RUNNING UP THE WOOD POLE. INSTALL PERMANENT SERVICE POINT AND MAIN BREAKER WITH A 2" NMC RUNNING TO THE POLE MOUNTED CONTROLLER CABINET ON POLE J.

MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 1 AND 2 TRAFFIC SIGNAL PLANS.

(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED



NOTES:

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

DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

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CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	73	129

(2) SIGNALIZATION PLAN SHEET

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. PERMANENT TRAFFIC SIGNAL POLES A, C, F, AND G WITH LUMINAIRE ARMS TO BE INSTALLED.
3. MAST ARMS FOR POLES A, C, F, AND G ARE NOT TO BE INSTALLED UNTIL THE END OF STAGE 2.
4. INSTALL POLE MOUNTED CONTROLLER CABINET ON POLE H, TREATED WOOD POLE (CLASS 2, 45'), WITH 2 - 3" G.S. CONDUIT UP THE WOOD POLE.
5. INSTALL PERMANENT SERVICE POINT.
6. ALL SPAN WIRE SHALL BE WITH TETHER SEE STANDARD DRAWING SD-3.
7. LUMINAIRE ASSEMBLIES SHALL NOT BE INSTALLED ON LUMINAIRE ARMS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Mar 9 2021 9:22 AM
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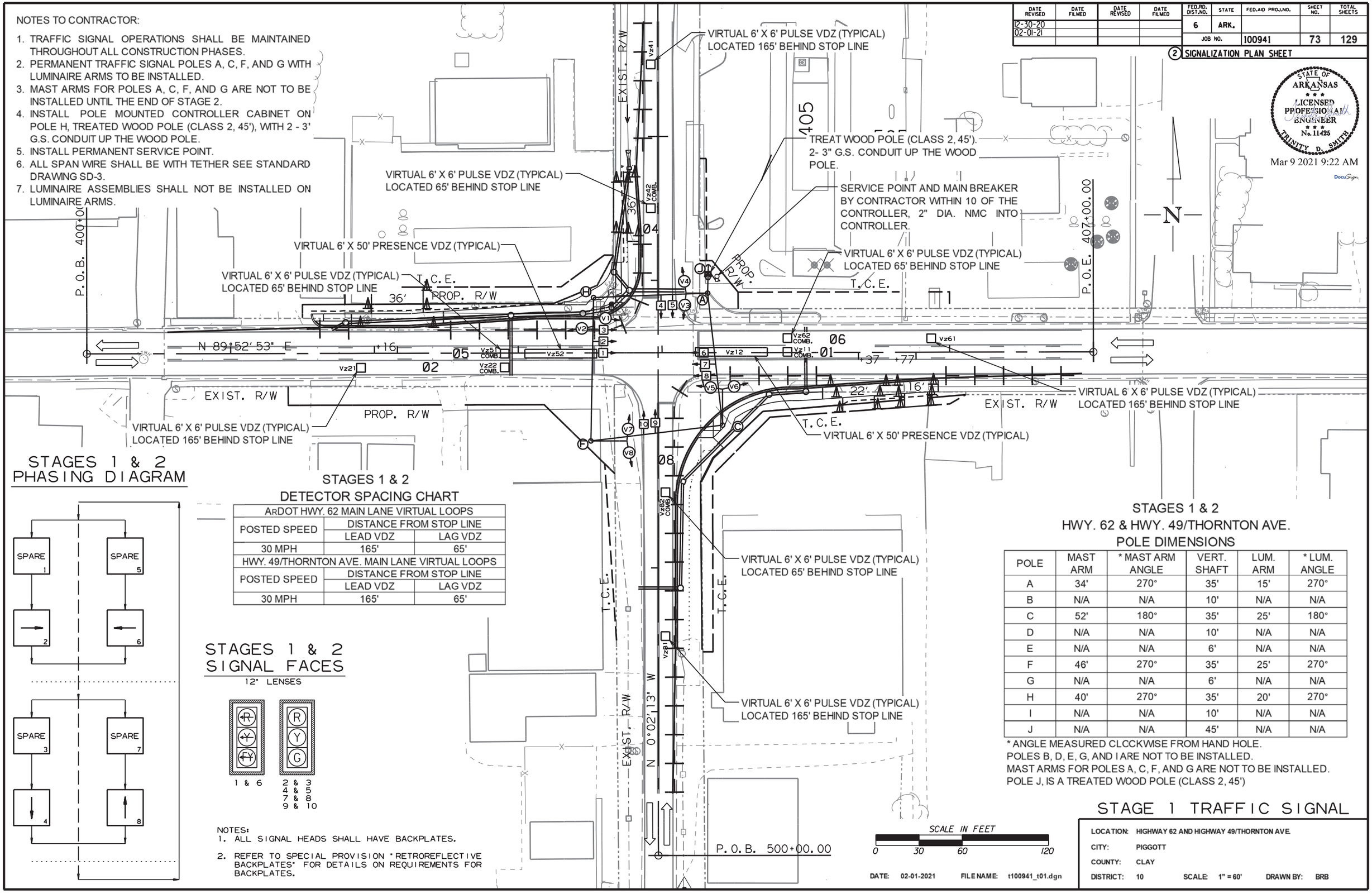


STAGES 1 & 2 PHASING DIAGRAM

STAGES 1 & 2 DETECTOR SPACING CHART

ARDOT HWY. 62 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'
HWY. 49/THORNTON AVE. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'

STAGES 1 & 2 SIGNAL FACES

12" LENSES

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGES 1 & 2 HWY. 62 & HWY. 49/THORNTON AVE. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	34'	270°	35'	15'	270°
B	N/A	N/A	10'	N/A	N/A
C	52'	180°	35'	25'	180°
D	N/A	N/A	10'	N/A	N/A
E	N/A	N/A	6'	N/A	N/A
F	46'	270°	35'	25'	270°
G	N/A	N/A	6'	N/A	N/A
H	40'	270°	35'	20'	270°
I	N/A	N/A	10'	N/A	N/A
J	N/A	N/A	45'	N/A	N/A

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.
POLES B, D, E, G, AND I ARE NOT TO BE INSTALLED.
MAST ARMS FOR POLES A, C, F, AND G ARE NOT TO BE INSTALLED.
POLE J, IS A TREATED WOOD POLE (CLASS 2, 45')

SCALE IN FEET
0 30 60 120

DATE: 02-01-2021 FILE NAME: t100941_t01.dgn

STAGE 1 TRAFFIC SIGNAL

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: 1" = 60' DRAWN BY: BRB

DESIGN PARAMETERS

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

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-30-20				6	ARK.			
02-01-21				JOB NO.		100941	74	129

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Mar 9 2021 9:22 AM
DocuSign

TREAT WOOD POLE (CLASS 2, 45'). 2- 3" G.S. CONDUIT UP THE WOOD POLE.

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITHIN 10 OF THE CONTROLLER, 2" DIA. NMC INTO CONTROLLER.

EXIS

405

505

N

P.O.E. 4C

T.C.E.

36'

PROP. R/W

Ø4

Ø5

Ø6

Ø2

Ø8

Vz42 COMB.

Vz51 COMB.

Vz52

Vz21

Vz22 COMB.

Vz62 COMB.

Vz11 COMB.

Vz12

Vz61

Vz82 COMB.

Vz81

N 89°52' 53" E

+16

+37

+77

22'

16'

EXIST. R/W

PROP. R/W

V1 V2 V3 V4 V5 V6 V7 V8

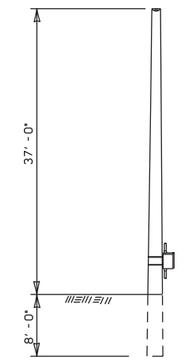
A B C D E F G H I J

1 2 3 4 5 6 7 8 9 10

STAGES 1 & 2
HWY. 62 & HWY. 49/THORNTON AVE.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 404+31.82	41.39' LT.	1845888.17, 750637.56
B	HWY. 62 - STA. 404+41.80	31.20' LT.	1845898.18, 750627.38
C	HWY. 62 - STA. 404+42.02	50.43' RT.	1845898.57, 750545.57
D	HWY. 62 - STA. 404+32.47	60.39' RT.	1845889.04, 750535.78
E	HWY. 62 - STA. 403+59.35	59.78' RT.	1845815.91, 750536.24
F	HWY. 62 - STA. 403+50.42	61.20' RT.	1845806.99, 750534.79
G	HWY. 62 - STA. 403+51.75	52.18' RT.	1845808.30, 750543.82
H	HWY. 62 - STA. 403+52.46	38.51' LT.	1845808.83, 750634.50
I	HWY. 62 - STA. 403+61.56	40.71' LT.	1845817.92, 750636.73
J	HWY. 62 - STA. 404+32.10	52.19' LT.	1845888.43, 750648.35

POLES B, D, E, G, AND I ARE NOT TO BE INSTALLED.
POLE J, IS A TREATED WOOD POLE (CLASS 2, 45')



TYPICAL WOOD POLE

NOTE TO CONTRACTOR:
FOR POLE J, SEE STANDARD DRAWING SD-7, SPAN WIRE ASSEMBLY WOOD POLE.

SCALE IN FEET
0 20 40 80

DATE: 02-01-2021 FILE NAME: t100941_t01.dgn

STAGE 1 TRAFFIC SIGNAL

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: 1" = 40' DRAWN BY: BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	75	129

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Oct 13 2020 1:52 PM
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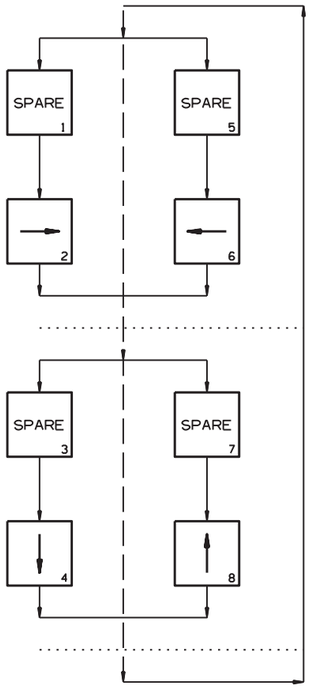
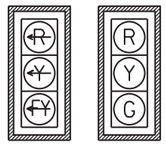
STAGES 1 & 2 PHASING DIAGRAM



STAGES 1 & 2 SIGNAL FACES

12" LENSES



1 & 6 — 2 & 3, 4 & 5, 7 & 8, 9 & 10

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGES 1 & 2 DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 100941											
HWY. 62 AND HWY. 49/THORNTON AVE. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS LOCAL		MASTER SYSTEM DETECTOR NUMBERS	COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	EB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	EB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22	WB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41	SB ADVANCE	LOCAL			13	V4	4			CAMERA V4	23"
Vz42	SB NEAR	COMB.			14	V12	4	4		CAMERA V7	23"
Vz51	WB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52	WB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62	EB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz81	NB ADVANCE	LOCAL			11	V8	8			CAMERA V8	23"
Vz82	NB NEAR	COMB.			12	V16	8	8		CAMERA V3	23"
					SPARE: 9, 10, 15 & 16						

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

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

STAGES 1 & 2 INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE. 2+6	CLR.	4+8	CLR.		FLASH SEQUENCE
1	~~← FY~~	~~←Y~~	~~←R~~	~~←R~~		~~←R~~
2 & 3	G	Y	R	R		R
4 & 5	R	R	G	Y		R
6	~~← FY~~	~~←Y~~	~~←R~~	~~←R~~		~~←R~~
7 & 8	G	Y	R	R		R
9 & 10	R	R	G	Y		R

DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	76	129

(2) SIGNALIZATION PLAN SHEET

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

Oct 13 2020 1:53 PM

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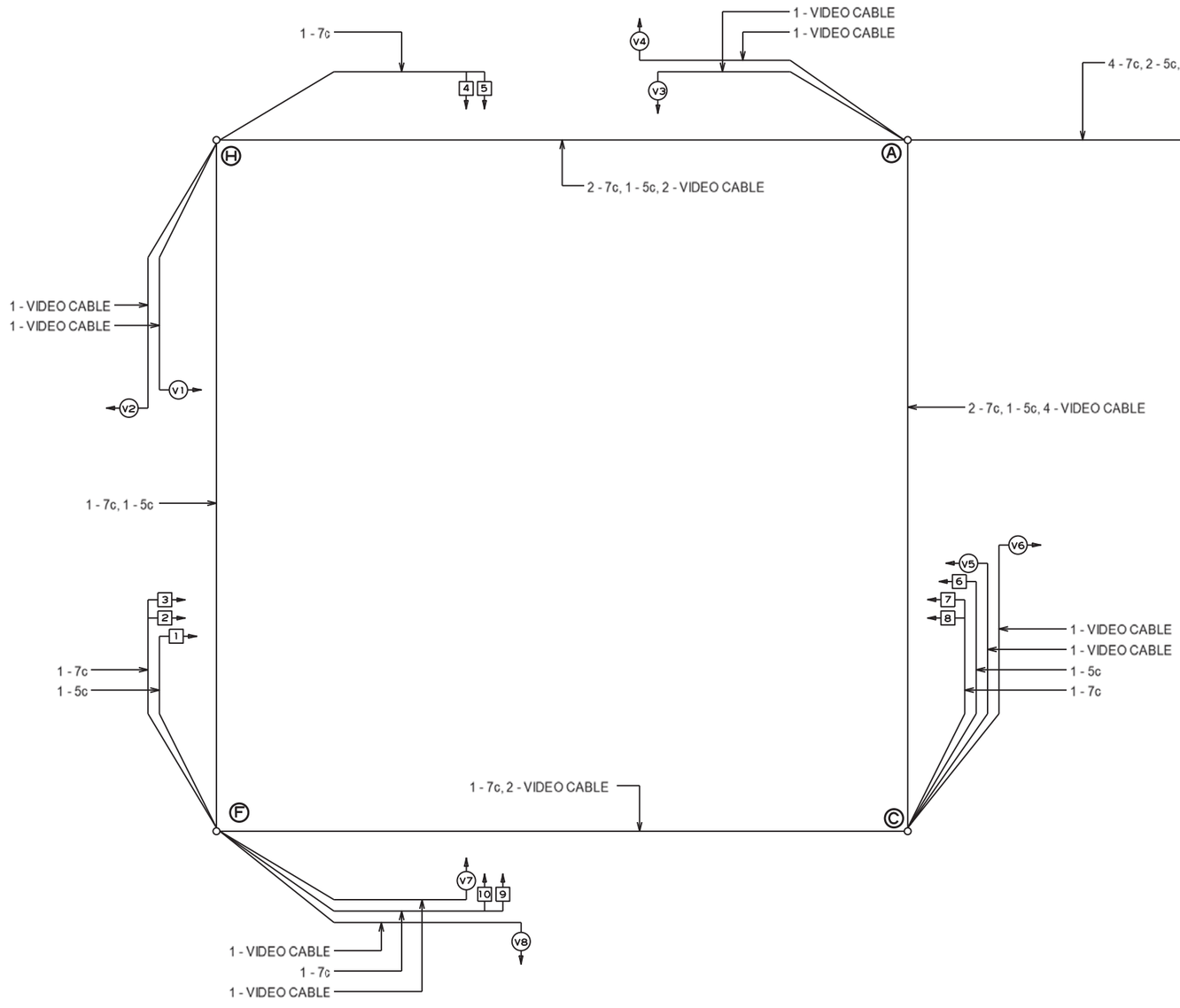

STAGES 1 & 2
TEMPORARY WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

LOCATION:	HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.				
CITY:	PIGGOTT				
COUNTY:	CLAY				
DISTRICT:	10	SCALE:	N/A	DRAWN BY:	BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	77	129

(2) SIGNALIZATION PLAN SHEET

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. MAST ARMS FOR POLES A, C, F, AND G ARE NOT TO BE INSTALLED UNTIL THE END OF STAGE 2.
3. ALL SPAN WIRE SHALL BE WITH TETHER SEE STANDARD DRAWING SD-3.

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

Mar 9 2021 9:22 AM
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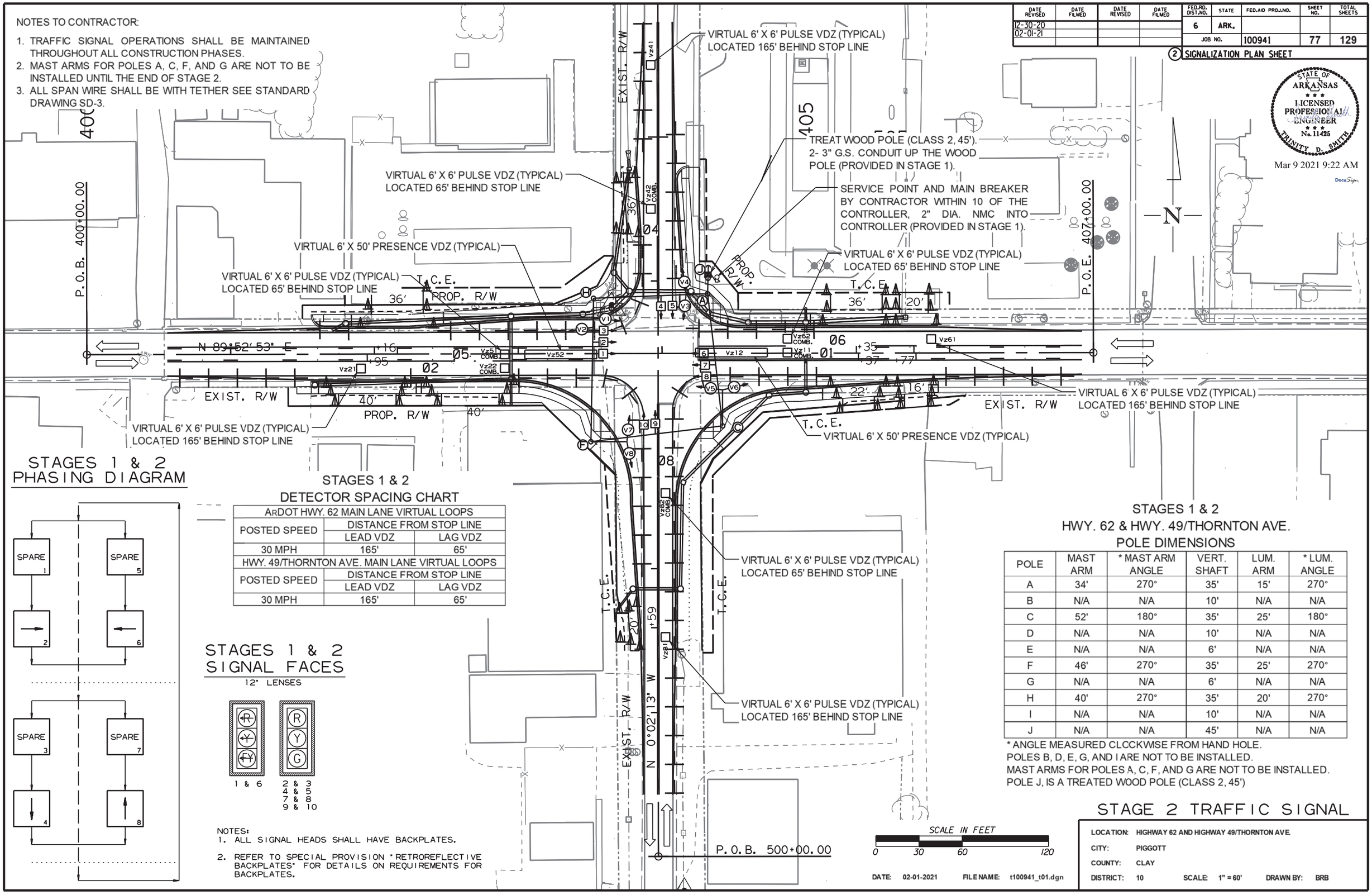

STAGES 1 & 2 PHASING DIAGRAM

STAGES 1 & 2 DETECTOR SPACING CHART

ARDOT HWY. 62 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'
HWY. 49/THORNTON AVE. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'

STAGES 1 & 2 SIGNAL FACES

12" LENSES

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGES 1 & 2 HWY. 62 & HWY. 49/THORNTON AVE. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	34'	270°	35'	15'	270°
B	N/A	N/A	10'	N/A	N/A
C	52'	180°	35'	25'	180°
D	N/A	N/A	10'	N/A	N/A
E	N/A	N/A	6'	N/A	N/A
F	46'	270°	35'	25'	270°
G	N/A	N/A	6'	N/A	N/A
H	40'	270°	35'	20'	270°
I	N/A	N/A	10'	N/A	N/A
J	N/A	N/A	45'	N/A	N/A

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.
POLES B, D, E, G, AND I ARE NOT TO BE INSTALLED.
MAST ARMS FOR POLES A, C, F, AND G ARE NOT TO BE INSTALLED.
POLE J, IS A TREATED WOOD POLE (CLASS 2, 45')

STAGE 2 TRAFFIC SIGNAL

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: 1" = 60' DRAWN BY: BRB
DATE: 02-01-2021 FILE NAME: t100941_t01.dgn

DESIGN PARAMETERS

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

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	78	129

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Mar 9 2021 9:22 AM
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TREAT WOOD POLE (CLASS 2, 45'). 2- 3" G.S. CONDUIT UP THE WOOD POLE (PROVIDED IN STAGE 1).

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITHIN 10 OF THE CONTROLLER, 2" DIA. NMC INTO CONTROLLER (PROVIDED IN STAGE 1).

EXIST. R/W
PROP. R/W
T.C.E.
36'
40'
20'
22'
16'
N 89°52' 53" E
Ø1
Ø2
Ø4
Ø5
Ø6
Ø8
405
505
P.O.E. 4C
Vz11 COMB.
Vz12
Vz21
Vz22 COMB.
Vz42 COMB.
Vz51 COMB.
Vz52
Vz61
Vz62 COMB.
Vz81
Vz82 COMB.
V1 V2 V3 V4 V5 V6 V7 V8
A B C D E F G H I J
1 2 3 4 5 6 7 8 9 10

STAGES 1 & 2
HWY. 62 & HWY. 49/THORNTON AVE.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 62 - STA. 404+31.82	41.39' LT.	1845888.17, 750637.56
B	HWY. 62 - STA. 404+41.80	31.20' LT.	1845898.18, 750627.38
C	HWY. 62 - STA. 404+42.02	50.43' RT.	1845898.57, 750545.57
D	HWY. 62 - STA. 404+32.47	60.39' RT.	1845889.04, 750535.78
E	HWY. 62 - STA. 403+59.35	59.78' RT.	1845815.91, 750536.24
F	HWY. 62 - STA. 403+50.42	61.20' RT.	1845806.99, 750534.79
G	HWY. 62 - STA. 403+51.75	52.18' RT.	1845808.30, 750543.82
H	HWY. 62 - STA. 403+52.46	38.51' LT.	1845808.83, 750634.50
I	HWY. 62 - STA. 403+61.56	40.71' LT.	1845817.92, 750636.73
J	HWY. 62 - STA. 404+32.10	52.19' LT.	1845888.43, 750648.35

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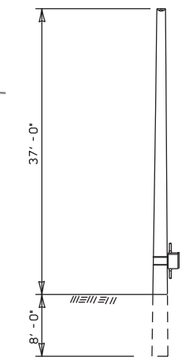
POLE J, IS A TREATED WOOD POLE (CLASS 2, 45')



TYPICAL WOOD POLE

NOTE TO CONTRACTOR:
FOR POLE J, SEE STANDARD DRAWING SD-7, SPAN WIRE ASSEMBLY WOOD POLE.

SCALE IN FEET
0 20 40 80

DATE: 02-01-2021 FILE NAME: t100941_t01.dgn

STAGE 2 TRAFFIC SIGNAL

LOCATION:	HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.				
CITY:	PIGGOTT				
COUNTY:	CLAY				
DISTRICT:	10	SCALE:	1" = 40'	DRAWN BY:	BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	79	129

(2) SIGNALIZATION PLAN SHEET

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

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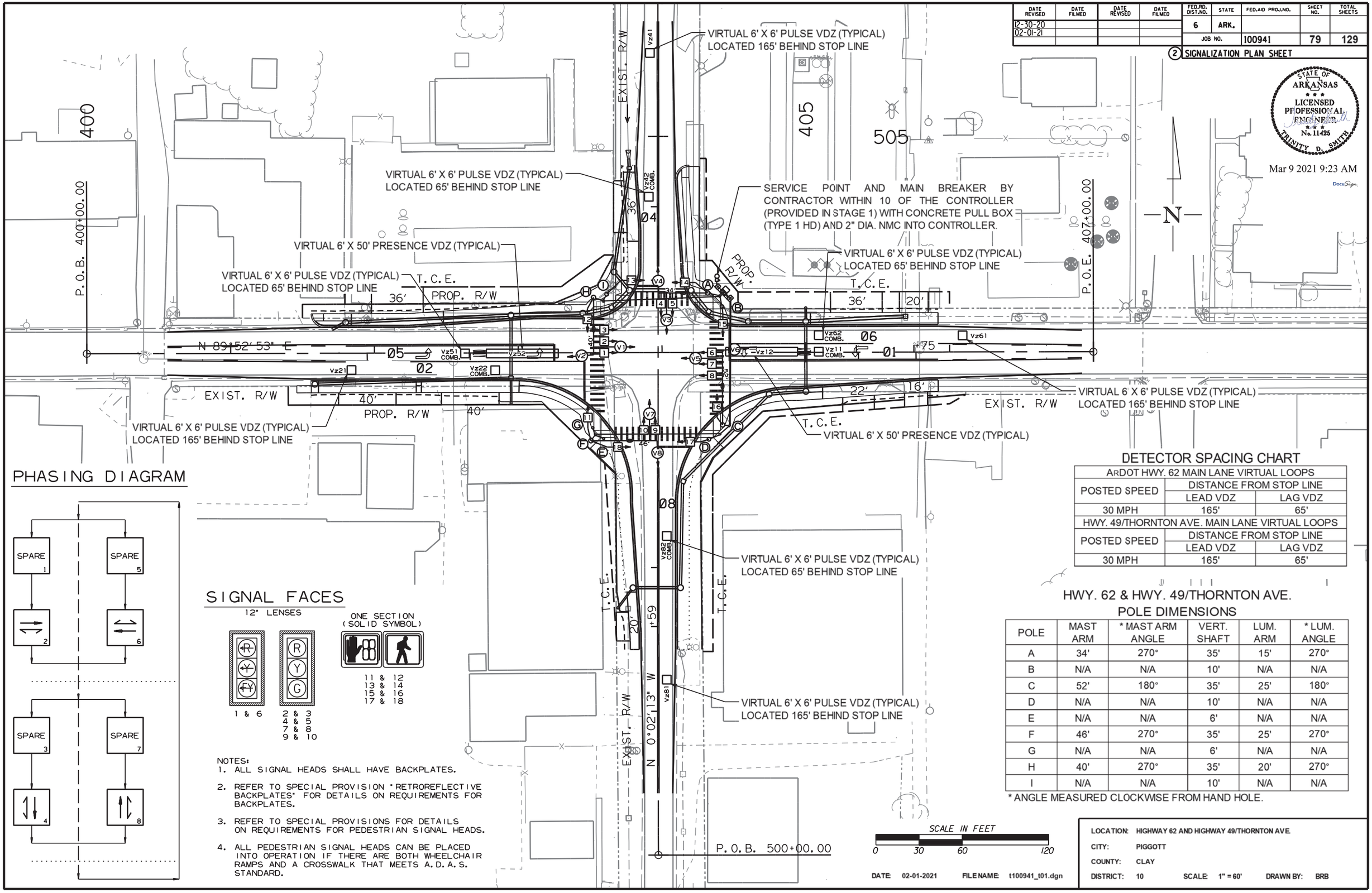

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

1 & 6 — 2 & 3, 4 & 5, 7 & 8, 9 & 10

ONE SECTION (SOLID SYMBOL)

11 & 12
13 & 14
15 & 16
17 & 18

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

DETECTOR SPACING CHART

ARDOT HWY. 62 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'
HWY. 49/THORNTON AVE. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'

HWY. 62 & HWY. 49/THORNTON AVE. POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
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B	N/A	N/A	10'	N/A	N/A
C	52'	180°	35'	25'	180°
D	N/A	N/A	10'	N/A	N/A
E	N/A	N/A	6'	N/A	N/A
F	46'	270°	35'	25'	270°
G	N/A	N/A	6'	N/A	N/A
H	40'	270°	35'	20'	270°
I	N/A	N/A	10'	N/A	N/A

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

SCALE IN FEET
0 30 60 120

DATE: 02-01-2021 FILE NAME: t100941_t01.dgn

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: 1" = 60' DRAWN BY: BRB

HWY. 62 & HWY. 49/THORNTON AVE.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
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D	HWY. 62 - STA. 404+32.47	60.39' RT.	1845889.04, 750535.78
E	HWY. 62 - STA. 403+59.35	59.78' RT.	1845815.91, 750536.24
F	HWY. 62 - STA. 403+50.42	61.20' RT.	1845806.99, 750534.79
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-30-20			
02-01-21			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	80	129

(2) SIGNALIZATION PLAN SHEET

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

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

Mar 9 2021 9:23 AM
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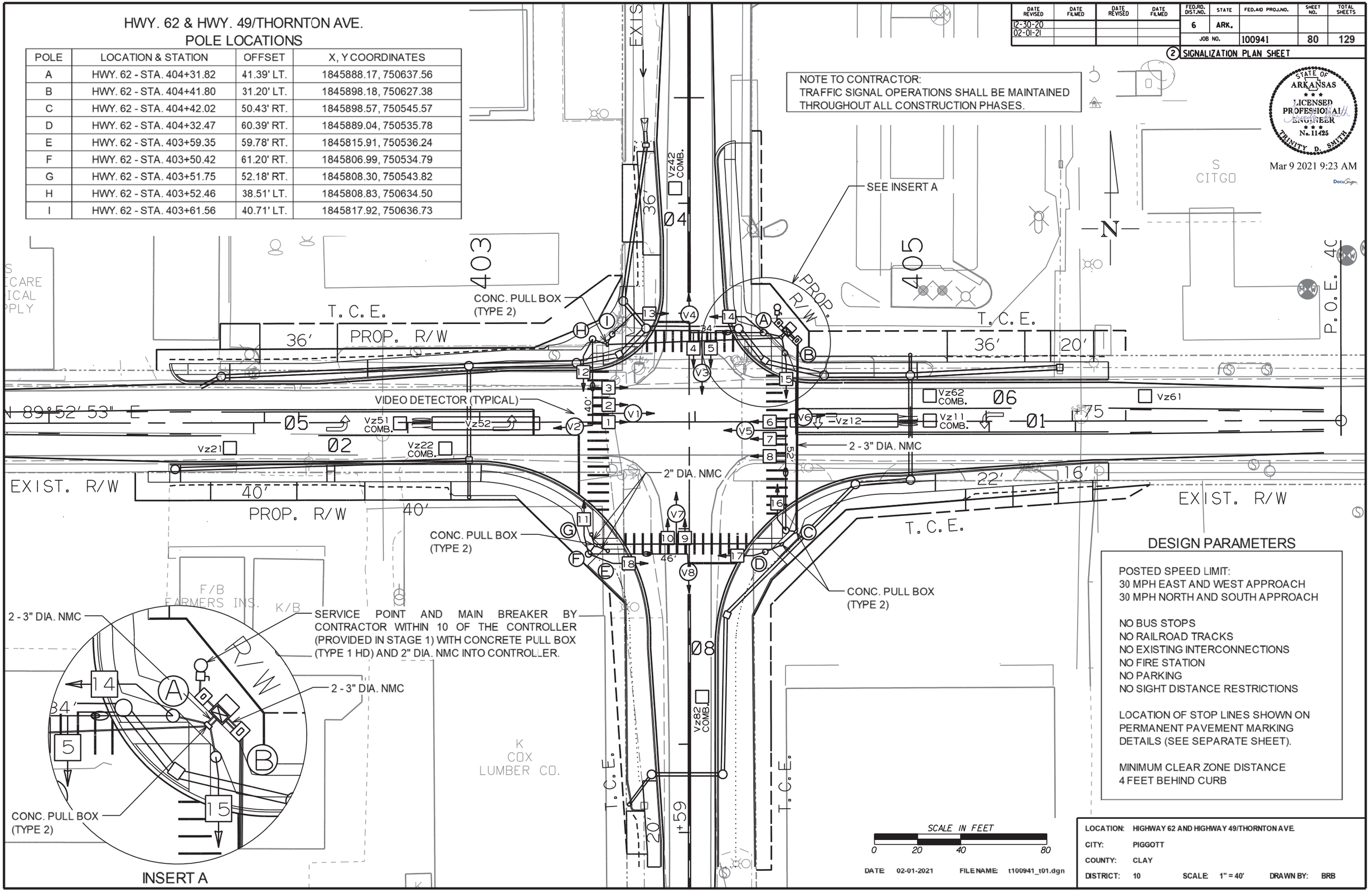


DESIGN PARAMETERS

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

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

SCALE IN FEET
0 20 40 80

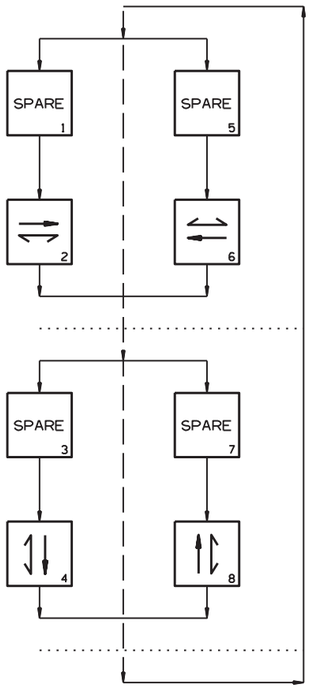
DATE: 02-01-2021 FILE NAME: t100941_t01.dgn

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: 1" = 40' DRAWN BY: BRB

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	81	129

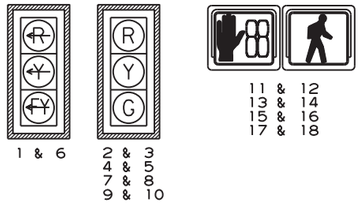
(2) SIGNALIZATION PLAN SHEET

PHASING DIAGRAM



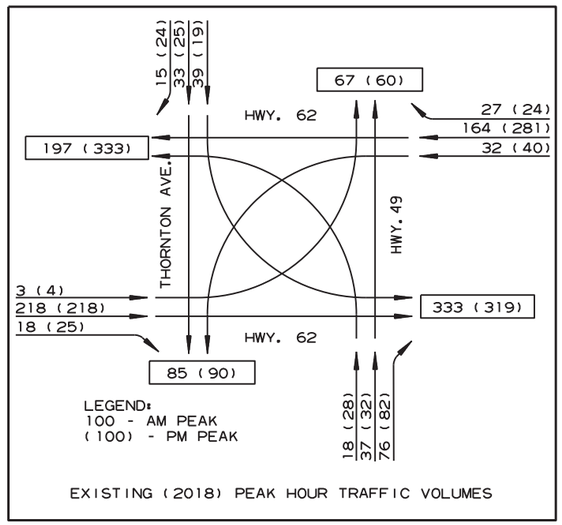
SIGNAL FACES

12" LENSES



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

TRAFFIC FLOW DIAGRAM



EXISTING (2018) PEAK HOUR TRAFFIC VOLUMES

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

Oct 13 2020 1:54 PM

DocuSign

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 100941											
HWY. 62 AND HWY. 49/THORNTON AVE. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	EB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	37"
Vz12	EB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	37"
Vz21	WB ADVANCE	LOCAL			5	V2	2			CAMERA V2	37"
Vz22	WB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz41	SB ADVANCE	LOCAL			13	V4	4			CAMERA V4	37"
Vz42	SB NEAR	COMB.			14	V12	4	4		CAMERA V7	37"
Vz51	WB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	37"
Vz52	WB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	37"
Vz61	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	37"
Vz62	EB NEAR	COMB.			4	V14	6	6		CAMERA V1	37"
Vz81	NB ADVANCE	LOCAL			11	V8	8			CAMERA V8	37"
Vz82	NB NEAR	COMB.			12	V16	8	8		CAMERA V3	37"
PB2 A&B	HWY. 49 S. LEG	PED.				P2	2				
PB4 A&B	HWY. 62 W. LEG	PED.				P4	4				
PB6 A&B	THORNTON AVE. N. LEG	PED.				P6	6				
PB8 A&B	HWY. 62 E. LEG	PED.				P8	8				
					SPARE: 9, 10, 15 & 16						

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

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE. 2+6	CLR.	4+8	CLR.	FLASH SEQUENCE
1	~~← FY~~	~~Y~~	~~R~~	~~R~~	~~R~~
2 & 3	G	Y	R	R	R
4 & 5	R	R	G	Y	R
6	~~← FY~~	~~Y~~	~~R~~	~~R~~	~~R~~
7 & 8	G	Y	R	R	R
9 & 10	R	R	G	Y	R
11 & 12	DW	DW	W	FDW	BLK
13 & 14	W	FDW	DW	DW	BLK
15 & 16	DW	DW	W	FDW	BLK
17 & 18	W	FDW	DW	DW	BLK

LOCATION: HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: BRB

DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	82	129

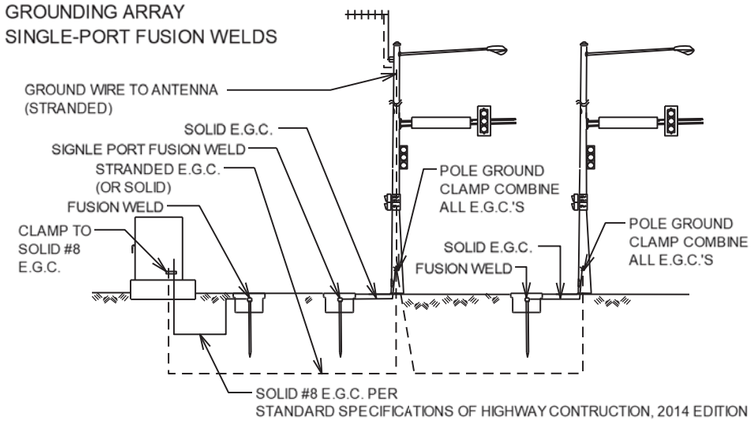
(2) SIGNALIZATION PLAN SHEET

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

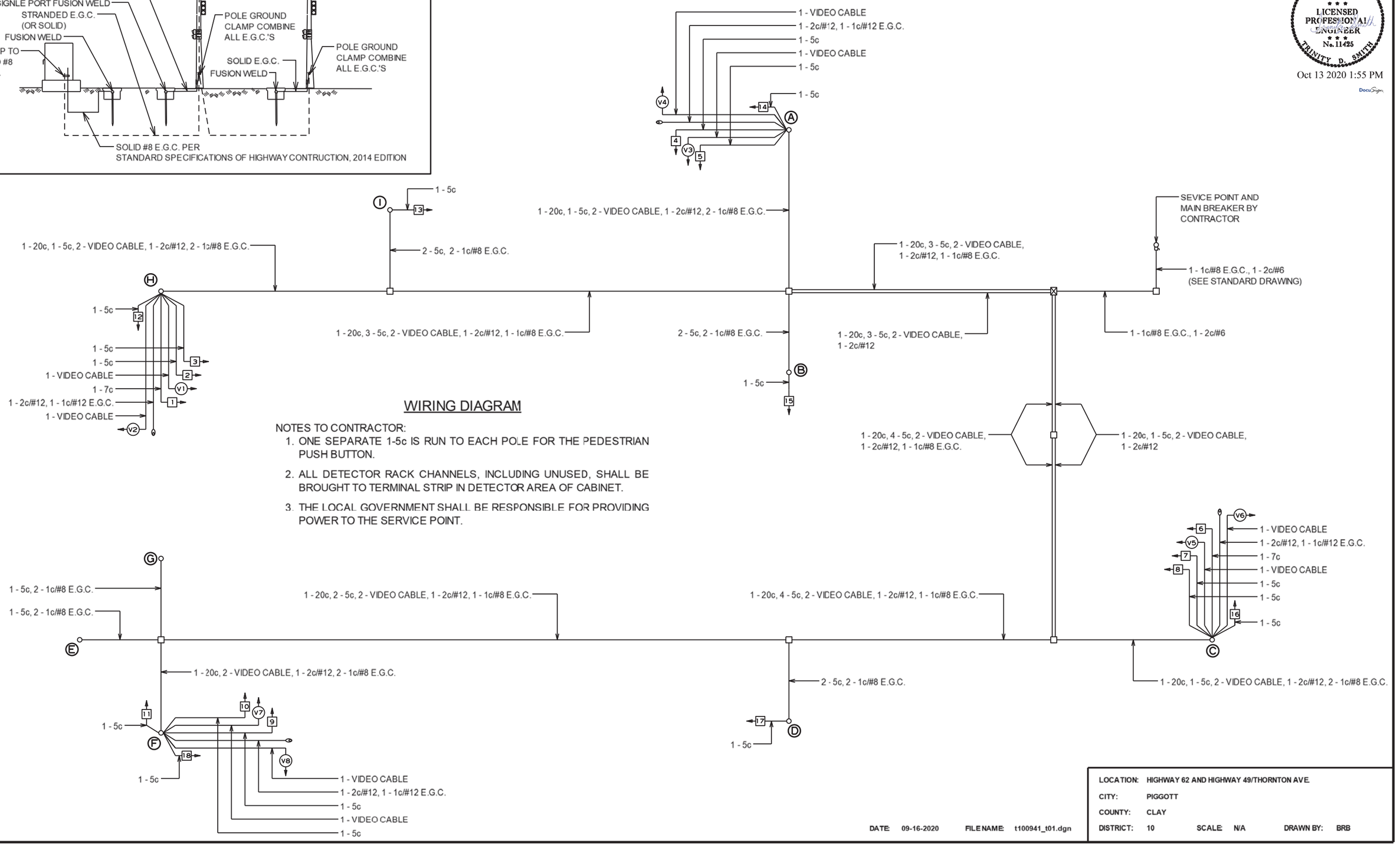
Oct 13 2020 1:55 PM

DocuSign

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



WIRING DIAGRAM



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

LOCATION:	HIGHWAY 62 AND HIGHWAY 49/THORNTON AVE.		
CITY:	PIGGOTT		
COUNTY:	CLAY		
DISTRICT:	10	SCALE: N/A	DRAWN BY: BRB

DATE: 09-16-2020 FILE NAME: t100941_t01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	83	129

(2) ILLUMINATION NOTES AND SUMMARY OF QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7637
9-27-20
JOSEPH A. SARTENO

GENERAL NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA 70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (§14-271-101 ET SEQ.), AND LOCAL ELECTRICAL CODE. IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER, TO ENSURE ARKANSAS STATE CODES (§17-28-101 ET SEQ. AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
   (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
   (2) THE RATIO OF LICENSED-ELECTRICIAN-TO-APPRENTICE-ELECTRICIANS.
   (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTORY (https://www.ark.org/labor/electrician/search.php)
   ALL LICENSES SHALL BE VALID AND CURRENT.

3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE ARKANSAS ONE CALL CENTER IN ACCORDANCE WITH 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.

4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME UTILITES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITES DAMAGED DURING THE CONSTRUCTION.

6. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAYBE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.

7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.

8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 600 VOLTS. ANY CONDUCTOR NOT MEETING THE MIMINUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTOR. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. SEE SPECIAL PROVISION ELECTRICAL CONDUCTORS-IN-CONDUIT.

9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT CONTRACTOR'S EXPENSE.

10. EACH ROADWAY ILLUMINATION POLE SHALL BE BONDED TO EQUIPMENT GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.

11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

12. ALL LUMINAIRE ASSEMBLIES SHALL HAVE BUG RATING OF U0.

13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE 2 SETS OF LEDGER SIZE (11" X 17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

14. PULL CABLE SHALL BE MINIMUM 1/4" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.

15. ALL CONCRETE PULL BOXES SHALL BE TYPE 2 HD UNLESS OTHERWISE INDICATED ON THE PLANS.

16. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET.

SUMMARY OF QUANTITIES

ITEM NO.	ITEM	HWY. 62 & N. 6TH AVE & W. NORTH ST. (SITE 1)	HWY. 62 & W. JACKSON ST. (SITE 2)	HWY. 62 & N. 3RD ST. & W. JACKSON ST. (SITE 3)	QUANTITIES TOTAL	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G., E.G.C.)	738	600	596	1934	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	286	215	393	894	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	801	634	646	2081	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2 HD)	14	8	12	34	EACH
SP	PEDESTAL TYPE SERVICE POINT (100 AMP)	1	1	1	3	LIN. FT.
SP	LED ROADWAY ILLUMINATION POLE (4,000 LUMENS, COBRA HEAD, SHOE BASE, 15')	0	0	7	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (4,000 LUMENS, COBRA HEAD, SHOE BASE, 20')	4	6	4	14	EACH
SP	LED ROADWAY ILLUMINATION POLE (4,000 LUMENS, COBRA HEAD, SHOE BASE, 25')	4	0	0	4	EACH

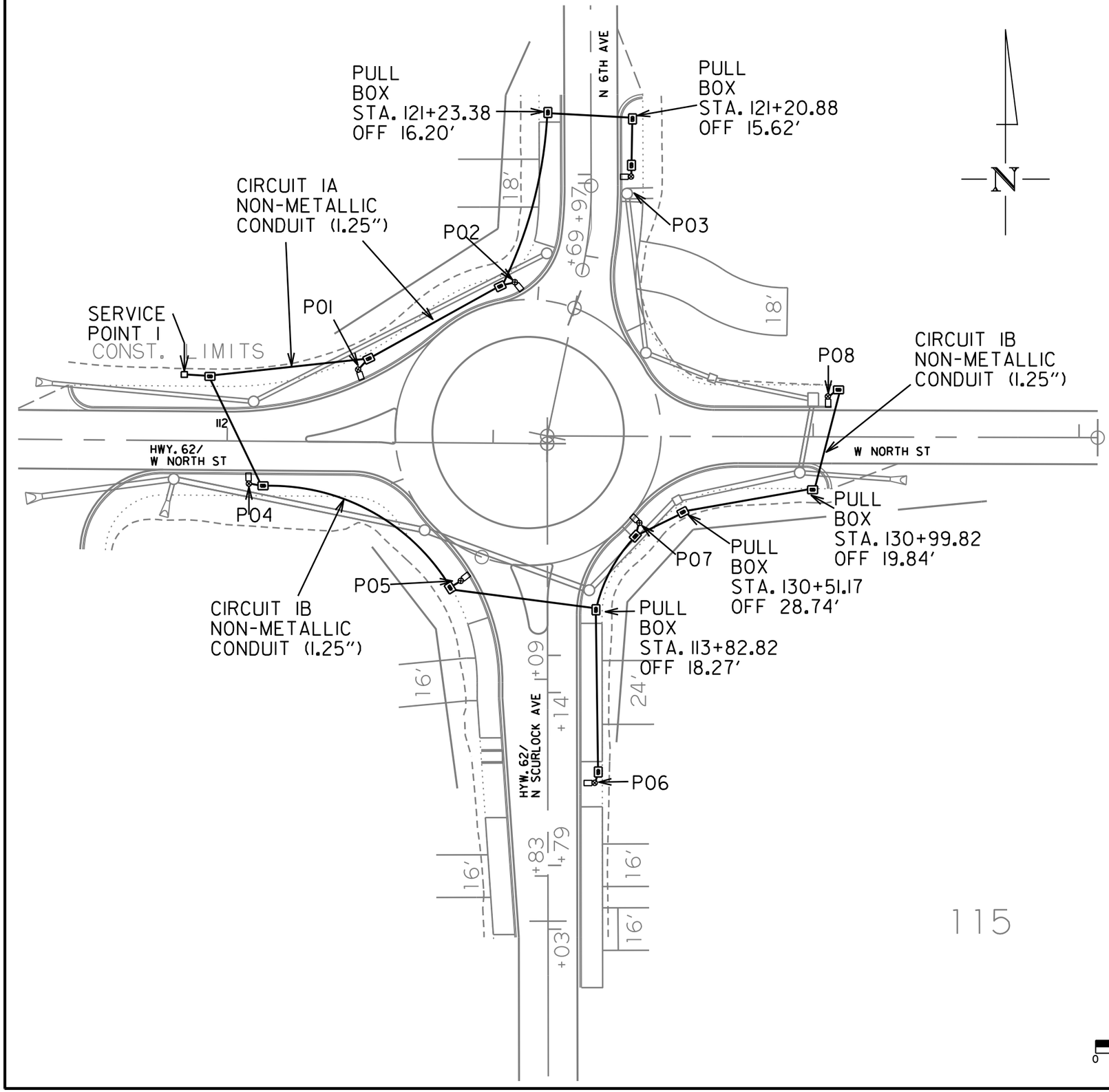
LOCATION: HYW. 62 INTERS.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: PC

MAINT_100941 LIGHTING.DGN 9/16/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
02-01-2021			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	84	129

(2) ILLUMINATION LAYOUT - SITE 1



LIGHTING NOTES:

1. FOR LUMINAIRE ORIENTATION AND X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.
2. UNLESS OTHERWISE INDICATED, PULL BOX (TYPE 2 HD) SHALL BE INSTALLED WITHIN 5' OF POLE FOUNDATION.
3. INSTALL 2#12 XHHW-2, 1#12 E.G.C. FROM PULL BOX TO LUMINAIRES.
4. INSTALL CONDUIT BELL END FITTINGS ON NON-METALLIC CONDUIT ENDS. THE COST OF FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM, "NON-METALLIC CONDUIT (1.25").
5. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.
6. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.
7. USE MINIMUM 1/4" PULL ROPE OR 1200 LBS. PULL TAPE WHEN PULLING CONDUCTORS.
8. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.
9. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
10. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.
11. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NEC 410 PART IV AND PART V.
12. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINTS.
13. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 7527 JOSEPH A. SARTINI
Feb 1 2021 11:08 PM
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SCALE IN FEET
0 20 40 80

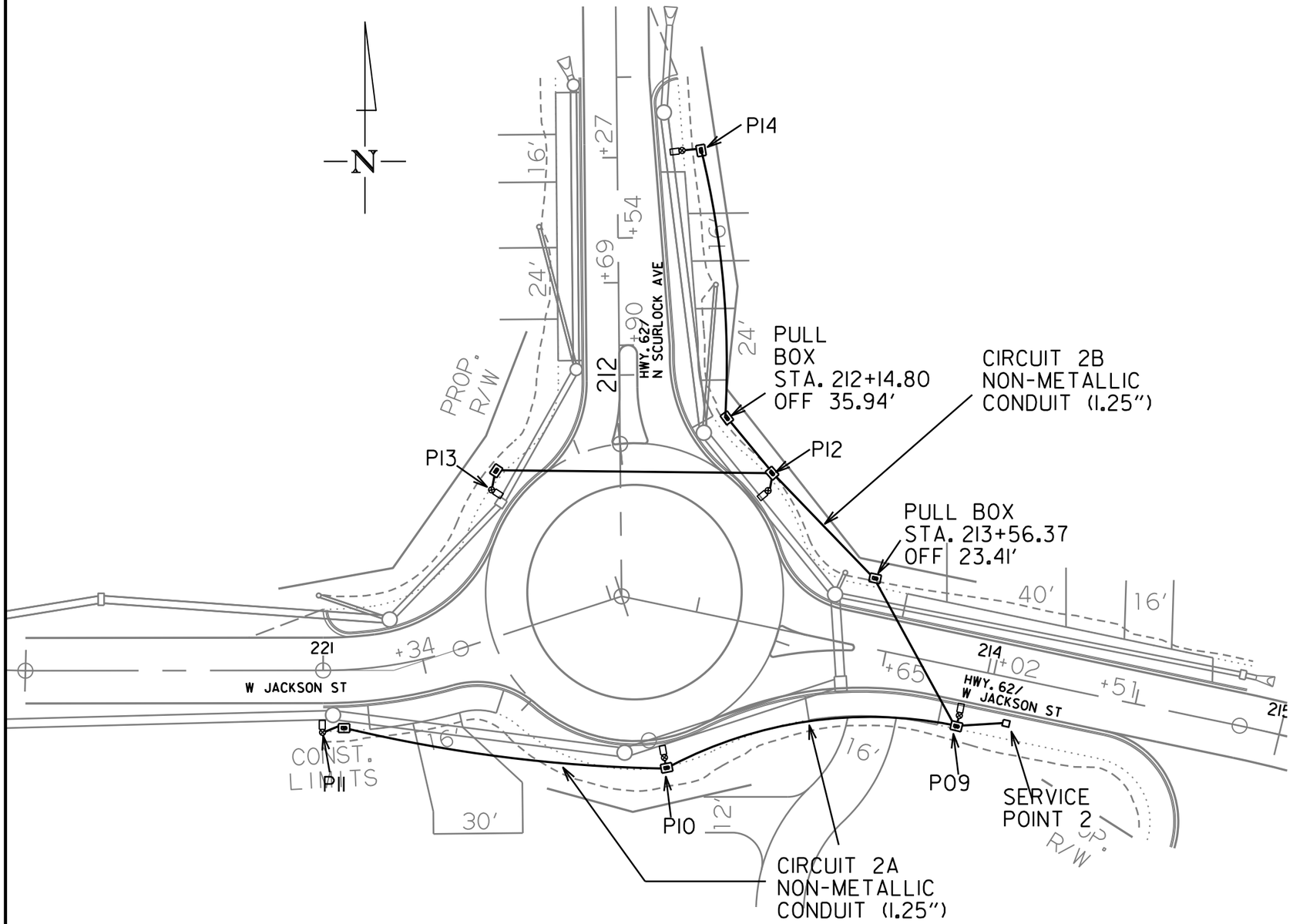
LOCATION:	HWY. 62 & N. 6TH AVE. & W. NORTH ST.
CITY:	PIGGOTT
COUNTY:	CLAY
DISTRICT:	10 SCALE: 40 DRAWN BY: PC

MAINT_100941 LIGHTING.DGN 9/16/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-01-2021				6	ARK.			
				JOB NO.		100941	85	129

(2) ILLUMINATION LAYOUT - SITE 2

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTINI
Feb 1 2021



LIGHTING NOTES:

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5. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.
6. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.
7. USE MINIMUM 1/4" PULL ROPE OR 1200 LBS. PULL TAPE WHEN PULLING CONDUCTORS.
8. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.
9. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
10. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.
11. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NEC 410 PART IV AND PART V.
12. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINTS.
13. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.

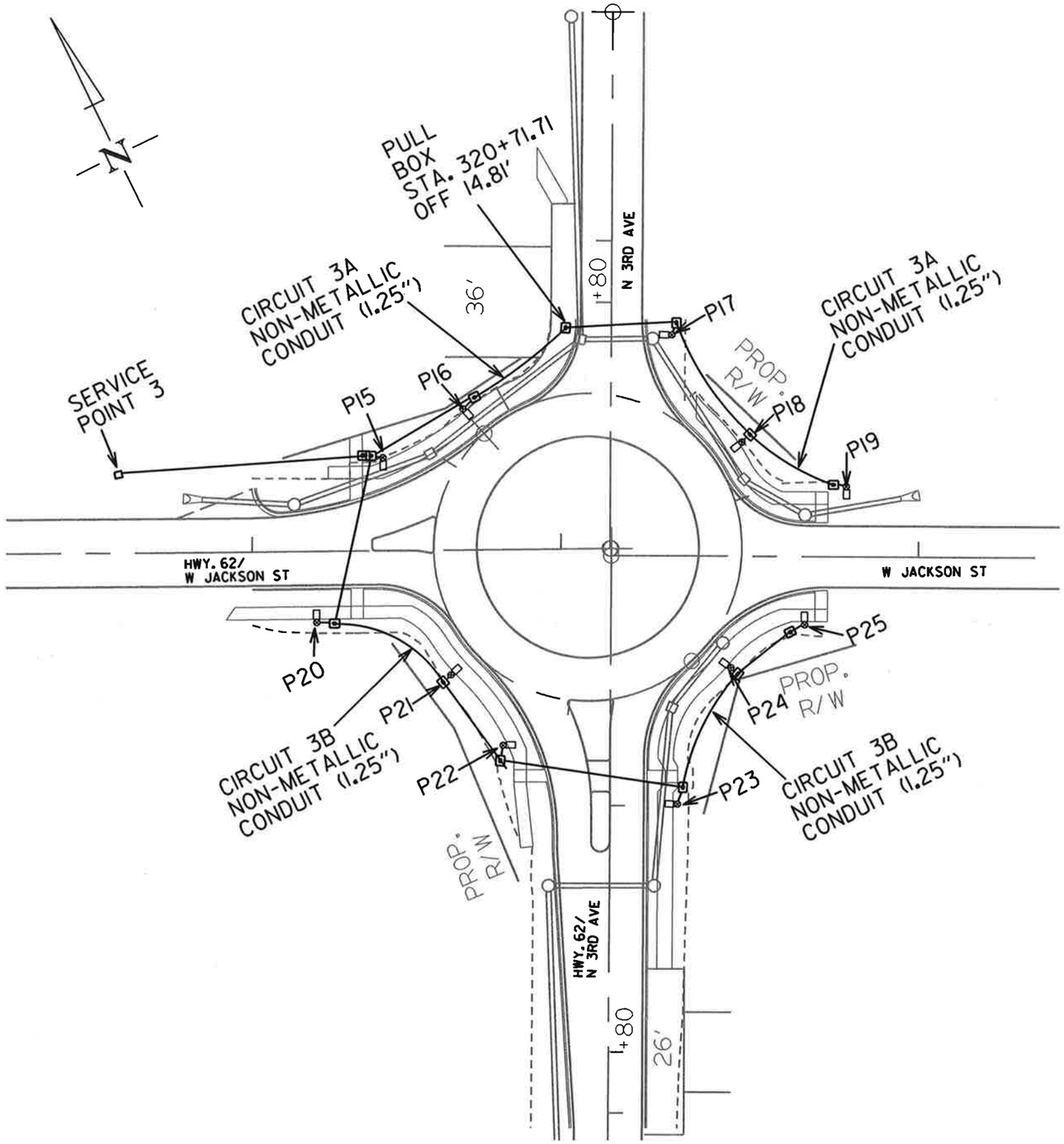
SCALE IN FEET
0 20 40 80

LOCATION: HYW. 62 & W. JACKSON ST.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: 40 DRAWN BY: PC

MAINT_100941 LIGHTING.DGN 9/16/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	86	129

(2) ILLUMINATION LAYOUT - SITE 3



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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARRING
9-11-2020

SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 62 & N. 3RD ST & W. JACKSON ST.			
CITY:	PIGGOTT			
COUNTY:	CLAY			
DISTRICT:	10	SCALE: 40	DRAWN BY:	PC

MAINT_100941 LIGHTING.DGN 9/16/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-01-2021				6	ARK.			
				JOB NO.		100941	87	129

(2) ILLUMINATION TABLES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTINI
Digitally signed by Joseph A. Sartini
DocuSign

LUMINAIRE SCHEDULE

POLE NO.	EASTING	NORTHING	STA.	OFFSET (FT)	CENTER LINE	POLE HT. (FT)	POLE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0°, CLOCKWISE ROTATION)
SERVICE POINT 1	1843679.53	753246.69	111+83.62	24.92	HWY. 62	N/A	N/A	N/A
POLE 01	1843744.95	753248.49	112+49.02	27.28		25	TENON	150°
POLE 02	1843803.39	753281.35	120+54.06	23.93	N. 6TH AVE.	25	TENON	135°
POLE 03	1843847.58	753321.09	120+99.16	15.00		20	TENON	270°
POLE 04	1843703.36	753205.57	112+08.29	15.99	HWY. 62	20	TENON	0°
POLE 05	1843783.53	753169.02	113+71.91	32.62		25	TENON	45°
POLE 06	1843833.91	753093.04	114+47.98	17.63		20	TENON	270°
POLE 07	1843850.72	753190.78	130+34.76	32.61	W. NORTH ST.	25	TENON	300°
POLE 08	1843921.50	753238.37	131+05.50	15.20		20	TENON	180°
SERVICE POINT 2	1843955.09	751901.80	214+09.59	15.28	HWY. 62	N/A	N/A	N/A
POLE 09	1843939.25	751904.45	213+93.54	15.93		20	TENON	15°
POLE 10	1843840.22	751890.33	212+99.50	50.03		20	TENON	350°
POLE 11	1843725.39	751898.79	220+99.78	20.79	W. JACKSON ST.	20	TENON	0°
POLE 12	1843875.04	751979.96	213+15.22	44.82	HWY. 62	20	TENON	230°
POLE 13	1843782.17	751980.20	212+38.15	43.30		20	TENON	120°
POLE 14	1843846.15	752094.15	211+24.83	21.80		20	TENON	270°
SERVICE POINT 3	1844500.31	751708.67	310+56.71	25.48	HWY. 62	N/A	N/A	N/A
POLE 15	1844579.72	751675.71	311+42.56	30.25		15	TENON	15°
POLE 16	1844609.97	751678.39	311+68.65	45.79		20	TENON	20°
POLE 17	1844681.14	751670.19	320+69.51	19.61	N. 3RD AVE.	15	TENON	290°
POLE 18	1844686.43	751628.81	330+42.26	37.09	W. JACKSON ST.	20	TENON	260°
POLE 19	1844710.53	751600.89	330+76.27	22.81		15	TENON	200°
POLE 20	1844536.39	751637.10	311+20.82	23.08	HWY. 62	15	TENON	30°
POLE 21	1844568.39	751602.47	311+64.14	40.66		20	TENON	70°
POLE 22	1844573.51	751574.44	312+80.51	34.64		15	TENON	110°
POLE 23	1844615.74	751532.29	312+99.44	21.95		15	TENON	290°
POLE 24	1844650.97	751564.48	312+54.92	39.15		20	TENON	330°
POLE 25	1844678.71	751566.46	330+63.08	22.19	W. JACKSON ST.	15	TENON	30°

ILLUMINATION STATISTICS
HWY. 62 & N. 6TH AVE. & W. NORTH SET. (SITE 1)

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
ROUNDABOUT	0.9	1.7	0.2	4.5:1
EAST APPROACH	0.9	1.8	0.2	4.5:1
WEST APPROACH	1.1	2.6	0.2	5.5:1
SOUTH APPROACH	0.8	2.2	0.2	4.0:1
NORTH APPROACH	1.4	2.5	0.6	2.3:1

NOTE:
1. ALL CALCULATIONS WERE BASED ON 0.87 LIGHT LOSS FACTOR.
2. ILLUMINATION VALUES FOR ROUNDABOUT AND HIGHWAYS REPRESENT HORIZONTAL ILLUMINANCE.

ILLUMINATION STATISTICS
HWY. 62 & W. JACKSON ST. (SITE 2)

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
ROUNDABOUT[1]	0.7	2.3	0.1	7.0:1
EAST APPROACH	0.9	2.4	0.2	4.5:1
WEST APPROACH	0.8	2.1	0.2	4.0:1
NORTH APPROACH[2]	0.6	1.8	0.1	6.0:1

NOTE:
1. 7.0:1 RATIO WAS DUE TO ONE CALCUATION SPOT THAT PRODUCED 0.1 FC.
2. 6.0:1 RATIO WAS DUE TO A FEW CALCULATION SPOTS THAT PRODUCED 0.1FC DUE TO ROAD GEOMETRY AND PROPERTY ROW.

ILLUMINATION STATISTICS
HWY. 62 & N. 3RD ST & W. JACKSON ST. (SITE 3)

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
ROUNDABOUT	1.6	3.5	0.4	4.0:1
EAST APPROACH	1.2	3.0	0.3	4.0:1
WEST APPROACH	1.1	3.2	0.2	5.5:1
SOUTH APPROACH	0.4	1.4	0.1	4.0:1
NORTH APPROACH	0.5	1.7	0.1	5.0:1
CROSSWALK EAST	1.1	1.7	0.7	1.6:1
CROSSWALK WEST	1.5	2.2	0.9	1.7:1
CROSSWALK SOUTH	1.1	1.8	0.7	1.6:1

NOTE: ILLUMINATION VALUES FOR CROSSWALKS REPRESENT VERTICAL ILLUMINANCE.

ILLUMINATION DESIGN CRITERIA

DESCRIPTION	AVG. (FC)	AVG/MIN
ROUNDABOUT	0.7	6:1
ROADWAY	0.7	4:1

NOTE:
1. DESIGN BASIS FOR ROADWAY LIGHTING WERE AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED.
2. DESIGN BASIS FOR ROUNDABOUT WERE IESNA RP-8-18, LOCAL/LOCAL FOR A ROUNDABOUT ON NON-CONTINUOUSLY LIGHTED ROADWAYS.

MAINT_100941 LIGHTING.DGN 9/16/2020

LOCATION: HWY. 62 INTERS. IMPVTS.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: PC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	88	129

(2) ILLUMINATION TABLES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7837
JOSEPH A. SARTIN
9-21-2020

ELECTRICAL SERVICE DATA

CIRCUIT ID		LOCATION	SERVICE VOLTAGE	SERVICE CONDUIT SIZE	CONDCUTORS	MAIN CIRCUIT BREAKER	BRANCH CIRCUIT BREAKER	BRANCH CIRCUIT (AMPS)	KVA LOAD
1	A	EASTING 1843679.53 NORTHING 753246.69	240V, SINGLE PHASE	1.25" NMC	2C/10 A.W.G., E.G.C.	2P/100A	2P/10A	0.48	0.12
	B							0.80	0.19
2	A	EASTING 1843955.09 NORTHING 751901.80	240V, SINGLE PHASE	1.25" NMC	2C/10 A.W.G., E.G.C.		2P/10A	0.49	0.12
	B							0.32	0.08
3	A	EASTING 1844500.31 NORTHING 751708.67	240V, SINGLE PHASE	1.25" NMC	2C/10 A.W.G., E.G.C.		2P/10A	0.80	0.19
	B							0.96	0.23

HWY. 62 & N. 6TH AVE. & W. NORTH SET. (SITE 1)
VOLTAGE DROP, SITE 1, CIRCUIT A

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	SEG AMP	Z/1000ft	LENGTH	VD	%VD
SP 1	P01	240	1	1	#10	0.16	0.48	1.2	71	0.08	0.03
P01	P02	240	1	1	#10	0.16	0.32	1.2	57	0.04	0.02
P02	P03	240	1	1	#10	0.16	0.16	1.2	130	0.05	0.02
										TOTAL	0.07

HWY. 62 & N. 6TH AVE. & W. NORTH SET. (SITE 1)
VOLTAGE DROP, SITE 1, CIRCUIT B

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	SEG AMP	Z/1000ft	LENGTH	VD	%VD
SP 1	P04	240	1	1	#10	0.16	0.80	1.2	56	0.11	0.04
P04	P05	240	1	1	#10	0.16	0.64	1.2	85	0.13	0.05
P05	P06	240	1	1	#10	0.16	0.48	1.2	118	0.14	0.06
P06	P07	240	1	1	#10	0.16	0.32	1.2	95	0.07	0.03
P07	P08	240	1	1	#10	0.16	0.16	1.2	112	0.04	0.02
										TOTAL	0.20

HWY. 62 & W. JACKSON ST. (SITE 2)
VOLTAGE DROP, SITE 2, CIRCUIT A

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	SEG AMP	Z/1000ft	LENGTH	VD	%VD
SP 2	P09	240	1	1	#10	0.16	0.49	1.2	18	0.02	0.01
P09	P10	240	1	1	#10	0.16	0.32	1.2	102	0.08	0.03
P10	P11	240	1	1	#10	0.16	0.16	1.2	110	0.04	0.02
										TOTAL	0.06

HWY. 62 & W. JACKSON ST. (SITE 2)
VOLTAGE DROP, SITE 2, CIRCUIT B

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	SEG AMP	Z/1000ft	LENGTH	VD	%VD
SP 2	P12+P13	120	1	1	#10	0.32	0.49	1.2	126	0.15	0.12
P12	P14	120	1	1	#10	0.16	0.16	1.2	300	0.12	0.10
										TOTAL	0.22

HWY. 62 & N. 3RD ST & W. JACKSON ST. (SITE 3)
VOLTAGE DROP, SITE 3, CIRCUIT A

SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	SEG AMP	Z/1000ft	LENGTH	VD	%VD
SP 3	P15	240	1	1	#10	0.16	0.80	1.2	83	0.16	0.07
P15	P16	240	1	1	#10	0.16	0.64	1.2	39	0.06	0.02
P16	P17	240	1	1	#10	0.16	0.48	1.2	74	0.09	0.04
P17	P18	240	1	1	#10	0.16	0.32	1.2	44	0.03	0.01
P18	P19	240	1	1	#10	0.16	0.16	1.2	32	0.01	0.01
										TOTAL	0.15

HWY. 62 & N. 3RD ST & W. JACKSON ST. (SITE 3)
VOLTAGE DROP, SITE 3, CIRCUIT B

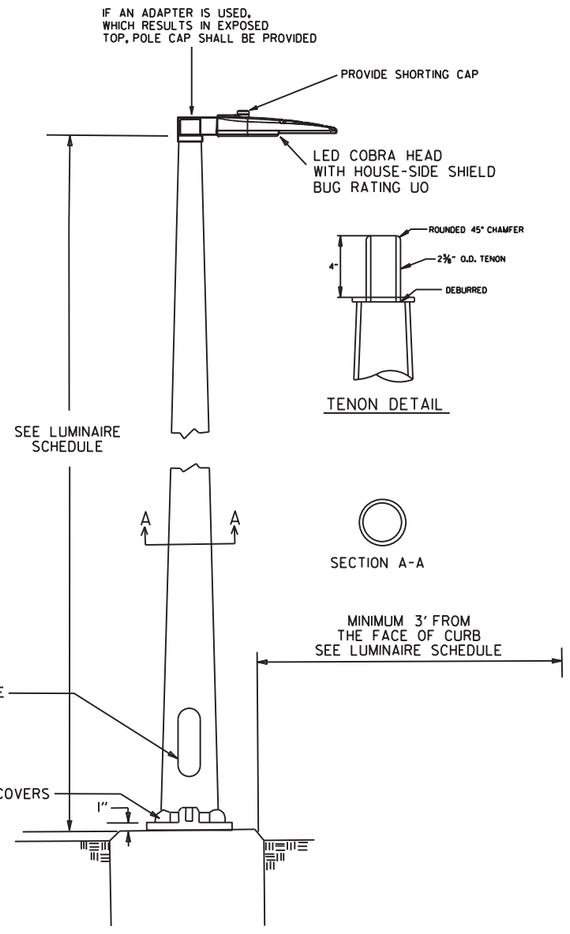
SEGMENT		VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	SEG AMP	Z/1000ft	LENGTH	VD	%VD
SP 3	P20	240	1	1	#10	0.16	0.96	1.2	140	0.32	0.13
P20	P21	240	1	1	#10	0.16	0.80	1.2	43	0.08	0.03
P21	P22	240	1	1	#10	0.16	0.64	1.2	33	0.05	0.02
P22	P23	240	1	1	#10	0.16	0.48	1.2	61	0.07	0.03
P23	P24	240	1	1	#10	0.16	0.32	1.2	42	0.03	0.01
P24	P25	240	1	1	#10	0.16	0.16	1.2	23	0.01	0.00
										TOTAL	0.24

LOCATION: HWY. 62 INTERS. IMPVTS.
CITY: PIGGOTT
COUNTY: CLAY
DISTRICT: 10 SCALE: N/A DRAWN BY: PC

MAINT_100941 LIGHTING.DGN 9/16/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	89	129

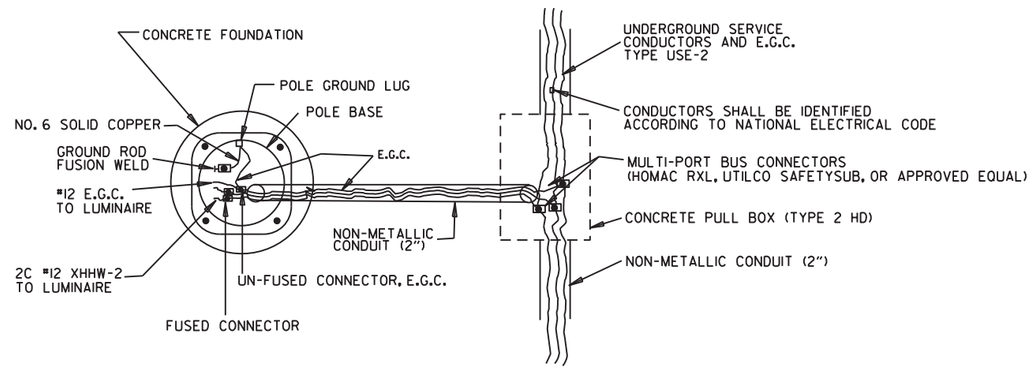
(2) ILLUMINATION DETAILS



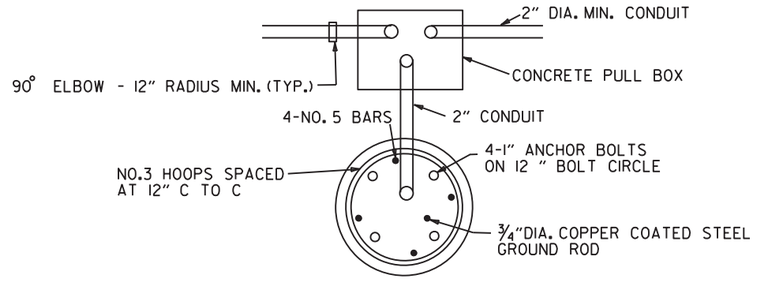
COBRA HEAD LUMINAIRE WITH SHOE BASE

NOTES:

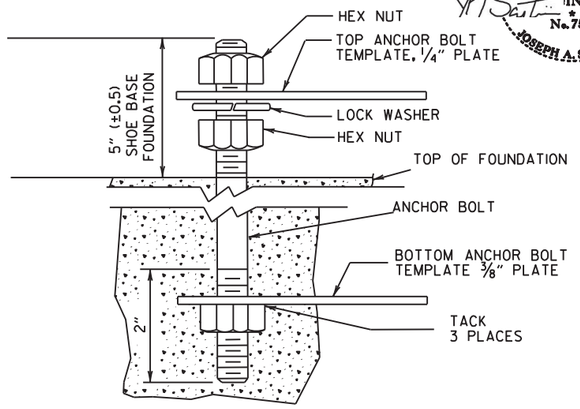
1. LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH A 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES AND TRAFFIC SIGNALS, 2001 EDITION WITH 2003 AND 2006 INTERIMS.
2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.
3. LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.
4. POLE CAP OR TENON CAP SHALL BE PROVIDED.
5. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE.
6. CONDUCTORS IN LIGHT POLES SHALL BE SUPPORTED BY A J-HOOK.



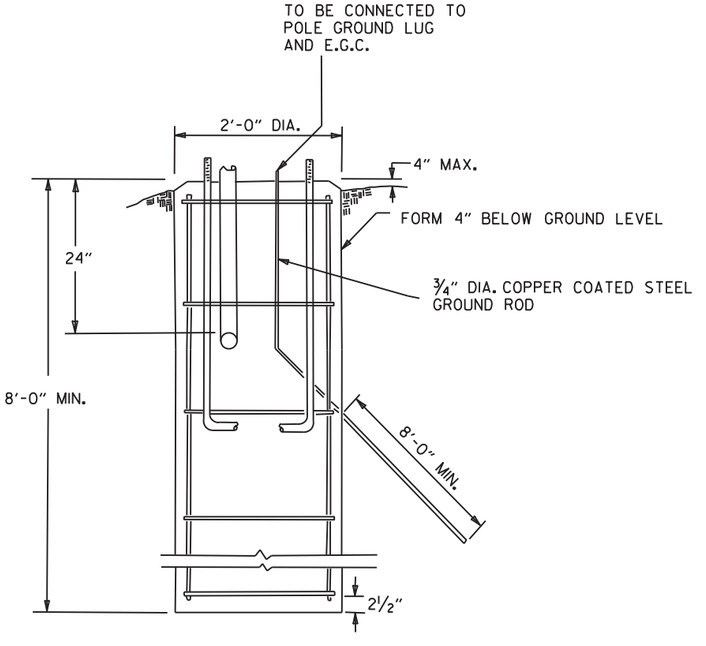
POLE FOUNDATION/PULL BOX WIRING DETAIL



PLAN



ANCHOR BOLT DETAIL



ROADWAY LUMINAIRE POLE FOUNDATION

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No. 7527 JOSEPH A. SARTIN

Joseph A. Sartin 9/16/2020 3:19 PM DocuSigned by:

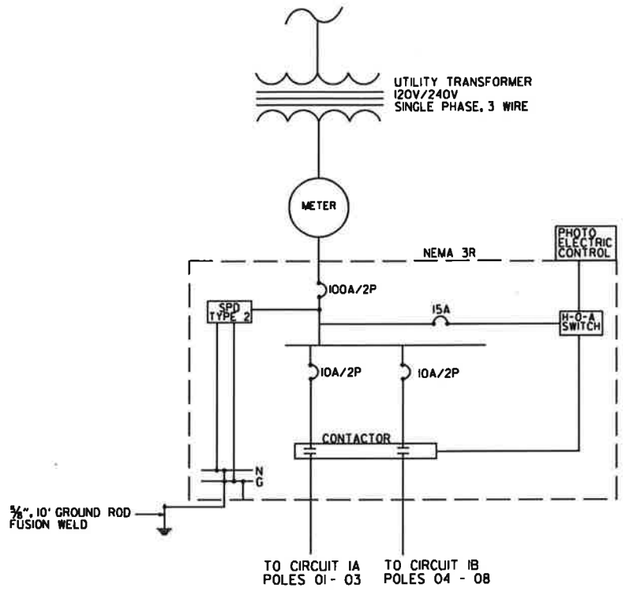
MAINT_100941 LIGHTING.DGN 9/16/2020

ILLUMINATION DETAILS
HWY. 62 INTERS. IMPVTS.

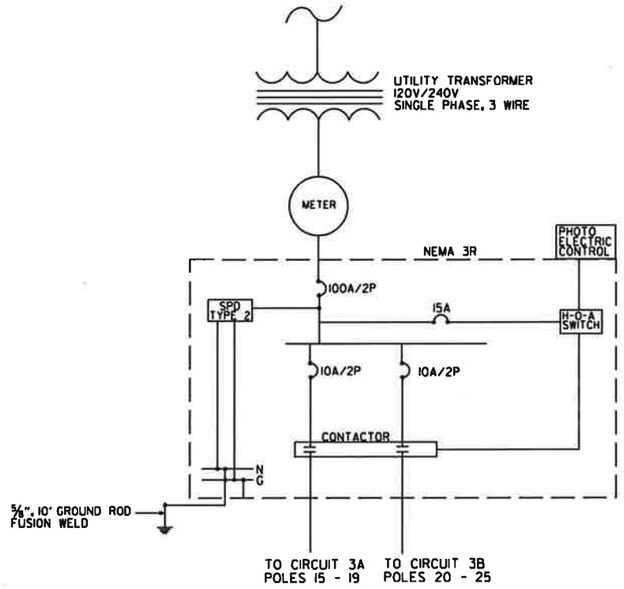
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	90	129

(2) ILLUMINATION DETAILS

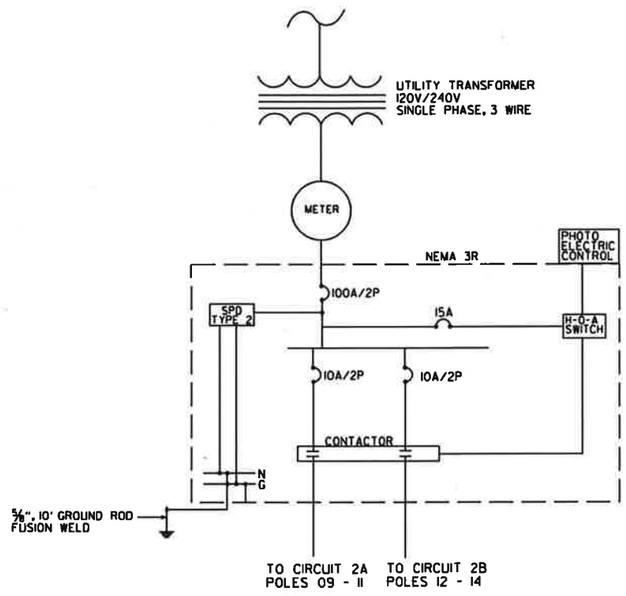
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7437
JOSEPH A. SARTINO



ONE-LINE DIAGRAM - SITE 1



ONE-LINE DIAGRAM SITE 3



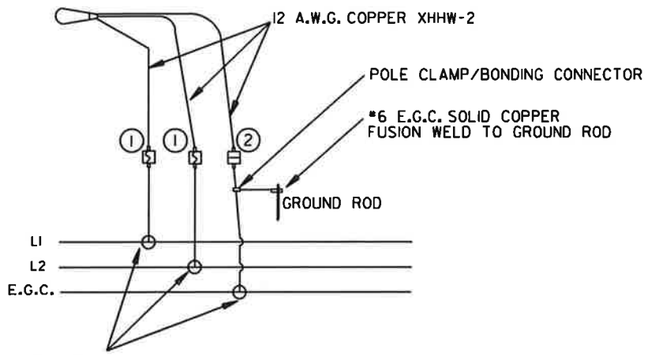
ONE-LINE DIAGRAM SITE 2

ILLUMINATION DETAILS
HWY. 62 INTERS. IMPVTS.

MAINT_100941 LIGHTING.DGN 9/16/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	91	129

(2) ILLUMINATION DETAILS



TYPICAL WIRING FOR LUMINAIRES
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINIARES SERVED AT 240 VAC.

(120/240 VOLT SERVICE)

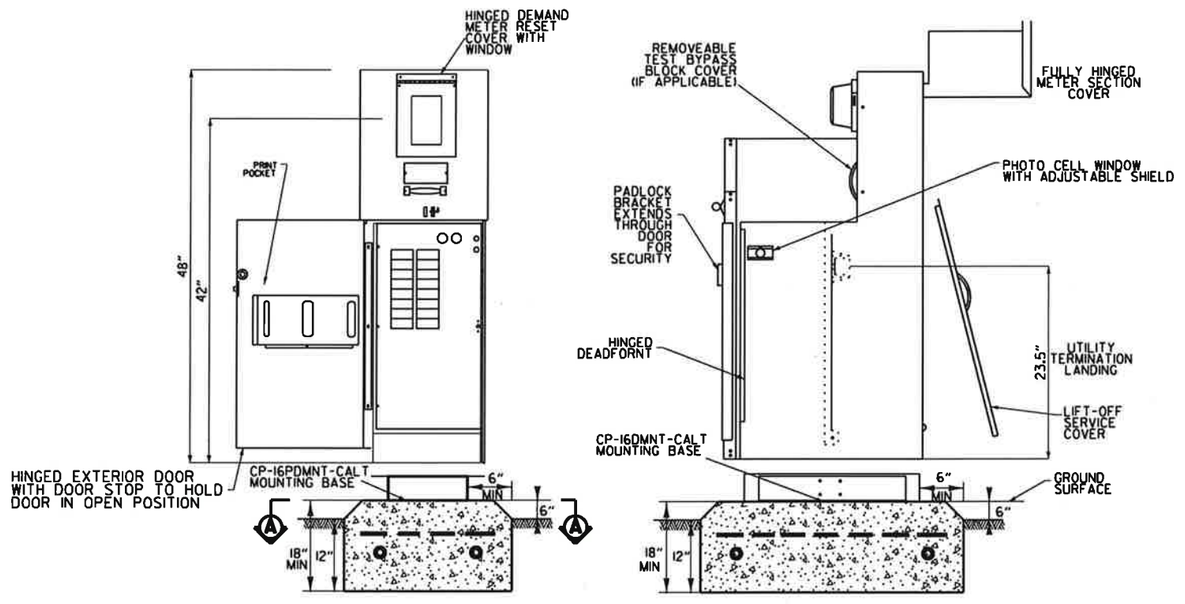
LUMINAIRE WIRING SCHEMATICS

KEYED NOTES:

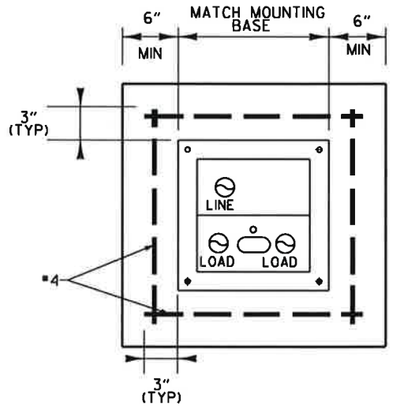
1. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.
2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN, OR EQUAL).

NOTES:

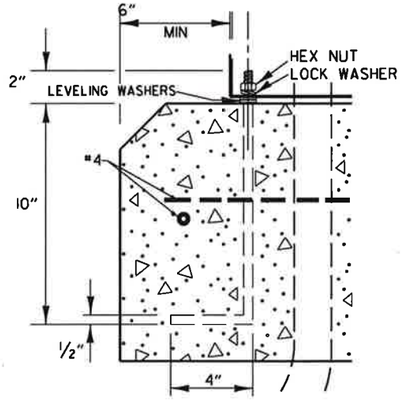
1. ALL ENCLOSURE FRONT DOORS SHALL BE PERMANENTLY LABELED "DANGER HIGH VOLTAGE." LABEL SHALL BE A SELF STICKING TYPE INTENDED FOR OUTDOOR INSTALLATION. LETTERING STYLE, LAYOUT, AND COLORS OF RED, BLACK AND WHITE SHALL BE AS REQUIRED BY OSHA. LABEL LETTERS SHALL BE ONE TO ONE AND A HALF INCHES HIGH OR AS HIGH AS THE ENCLOSURE DOOR WIDTH WILL PERMIT. ENCLSURES SHALL ALSO BE LABELED TO INDICATE THE LOAD SERVED. THESE LABELS SHALL BE DUO-COLORED PLASTIC ENGRAVED LABELS. THE LABEL SHALL INDICATE THE SERVICE NUMBER AND THE LOAD (I.E. LIGHTING).
2. ALL SPLICES SHALL BE SEALED AND INSULATED.
3. A SUFFICIENT LENGTH OF CONDUCTOR FOR MAKING UP CONNECTIONS SHALL BE LEFT IN GROUND BOXES (2 FEET MINIMUM, 3 FEET MAXIMUM, TO POINT OF SPLICE, 3 FEET MINIMUM, 4 FEET MAXIMUM, WHEN CONDUCTOR IS PULLED THROUGH WITHOUT SPLICE), ENCLOSURES, WEATHERHEADS, AND POLE BASES (1 FOOT MINIMUM, 1.5 FEET MAXIMUM).
4. CONDUCTORS CONNECTED TO BREAKAWAY IN-LINE FUSE HOLDERS MUST BE INSTALLED IN ACCORDANCE WITH THE SPECIFIC MANUFACTURER'S INSTALLATION INSTRUCTIONS. WHERE THREADED CONNECTIONS ARE MADE, THEY SHALL BE PROPERLY TORQUED. WHERE CRIMP TYPE CONNECTIONS ARE MADE, CRIMPS SHALL BE MADE USING PROPERLY SIZED CRIMPING PLIERS. PROPER CONDUCTOR TERMINATIONS ARE CRITICAL TO THE SAFE OPERATION OF BREAKAWAY DEVICES. WATERPROOFING BOOTS SHALL BE PROPERLY TRIMMED TO FIT SNUGLY AROUND THE CONDUCTOR SO AS TO PROVIDED A WATER PROOF SEAL. NO MORE THAN ONE WIRE MAY ENTER A SINGLE OPENING IN ANY ONE BOOT. WATER PROOFING BOOTS MUST PROVIDE THE CORRECT NUMBER OF OPENINGS. WHERE ONLY ONE WIRE IS TO BE CONNECTED TO A BOOT, THE BOOT MAY NOT BE A TWO WIRE TYPE.
5. SPLICES IN CONDUIT SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL REPLACE THE FULL RUN OF CONDUCTORS AT NO COST TO THE DEPARTMENT IN THE CASE OF ANY SPLICES IN CONDUIT.



METERED COMMERCIAL PEDESTAL
100 AMP (N.T.S)



SECTION A-A



ANCHOR BOLT

NOTES:

1. CONCRETE FOR CAST-IN-PLACE FOUNDATION SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI.
2. ALL REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO AASHTO M31 OR M53.

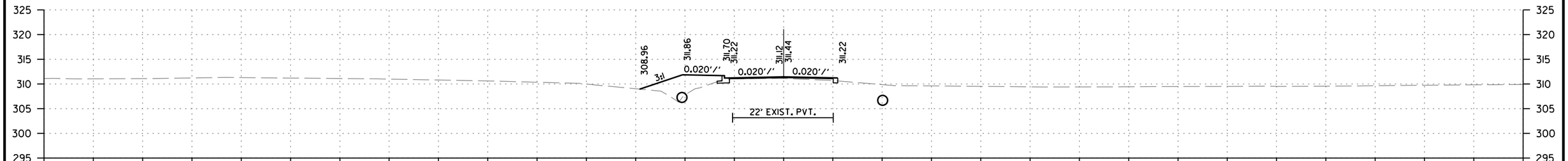
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
N-7637
JOSEPH A. MARTINEZ
9-16-2020

MAINT_100941 LIGHTING.DGN 9/16/2020

ILLUMINATION DETAILS
HWY. 62 INTERS. IMPVTS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	92	129

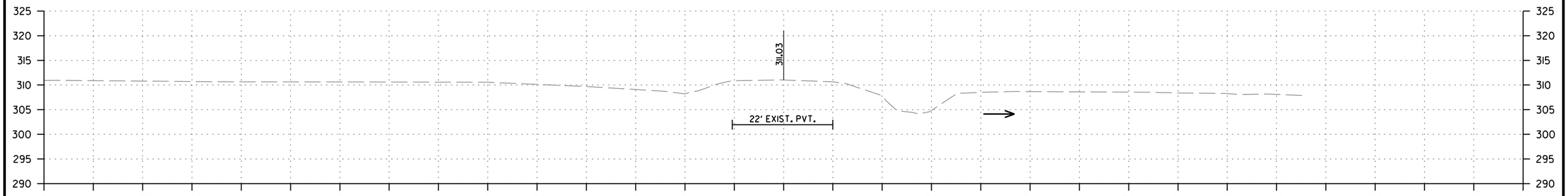
(2) CROSS SECTIONS



STAGE 1 CUT AREA 2 SQ. FT. FILL AREA 40 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

111+40.00
END 100' TRANSITION
BEGIN JOB 100941
BEGIN SITE 1

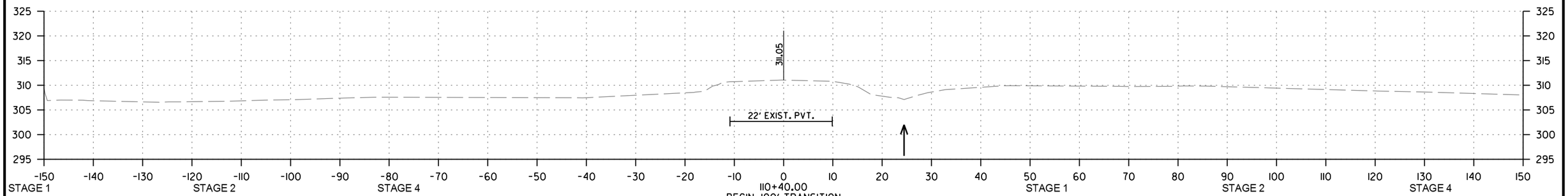
STAGE 1 CUT VOLUME 1 CU. YD. FILL VOLUME 30 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

111+00

STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

110+40.00
BEGIN 100' TRANSITION

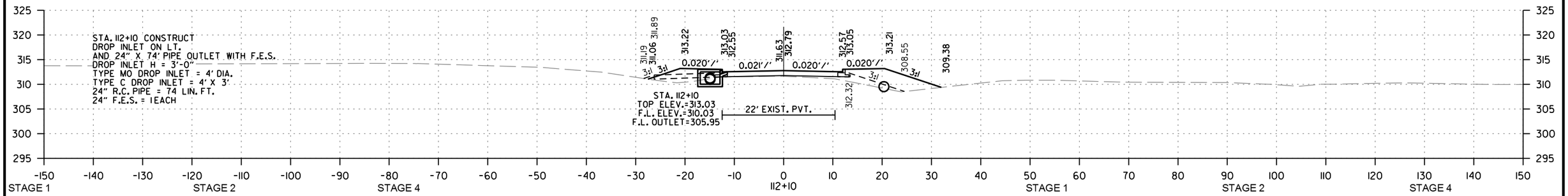
STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.

SITE 1
STA. 110+40 TO STA. 111+40

9/10/2020
eh40219
R100941.DGN

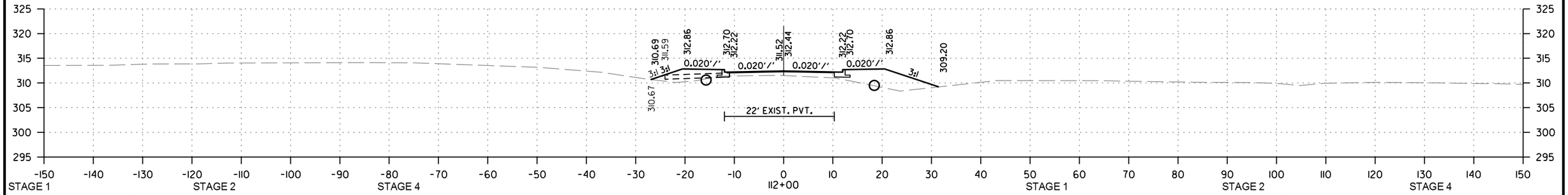
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	93	129

(2) CROSS SECTIONS



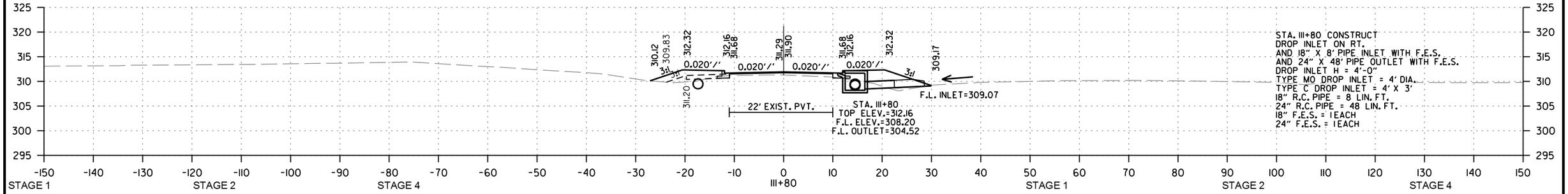
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	8 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	51 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	49 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	33 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	4 SQ. FT.	FILL AREA	40 SQ. FT.	FILL AREA	14 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	33 CU. YD.	FILL VOLUME	30 CU. YD.	FILL VOLUME	10 CU. YD.

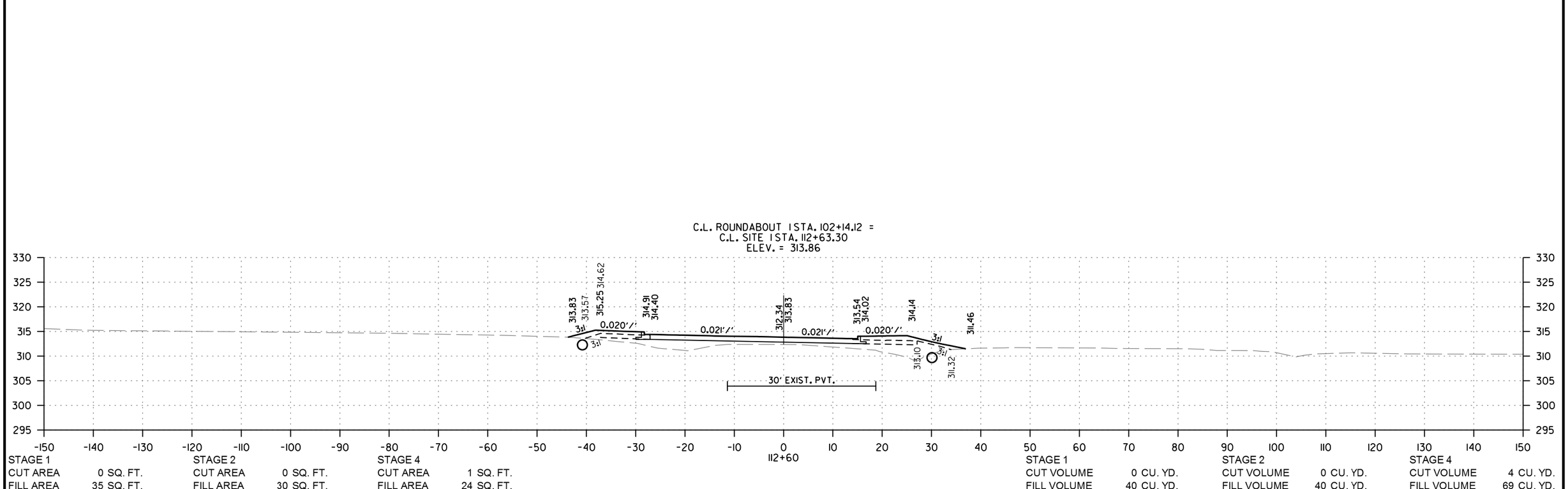
SITE 1
STA. 111+80 TO STA. 112+10

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	94	129

(2) CROSS SECTIONS



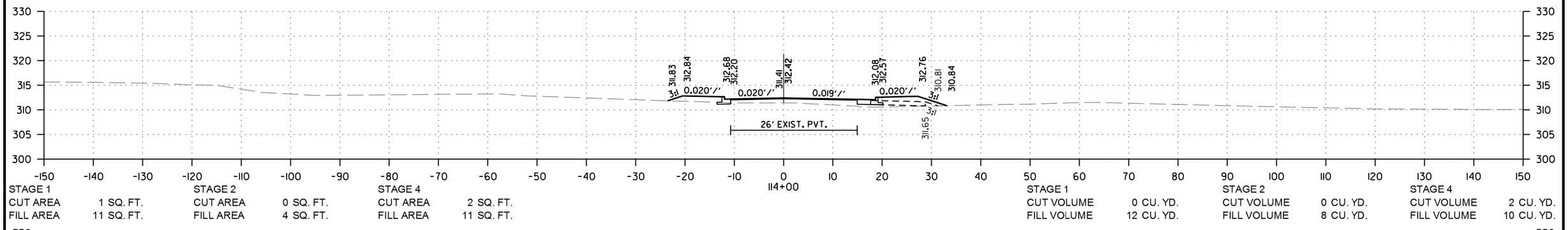
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	4 CU. YD.
FILL AREA	35 SQ. FT.	FILL AREA	30 SQ. FT.	FILL AREA	24 SQ. FT.	FILL VOLUME	40 CU. YD.	FILL VOLUME	40 CU. YD.	FILL VOLUME	69 CU. YD.

SITE 1
STA. 112+60 TO STA. 112+60

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	95	129

(2) CROSS SECTIONS

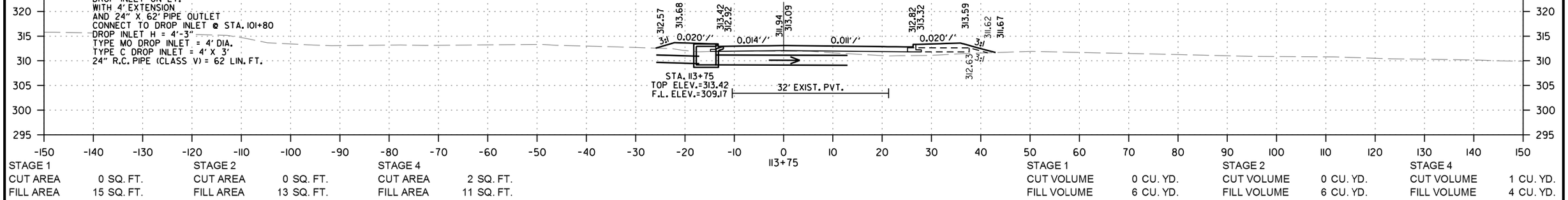


STAGE 1 CUT AREA 1 SQ. FT. FILL AREA 11 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 4 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 11 SQ. FT.

114+00

STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 12 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 8 CU. YD.
STAGE 4 CUT VOLUME 2 CU. YD. FILL VOLUME 10 CU. YD.

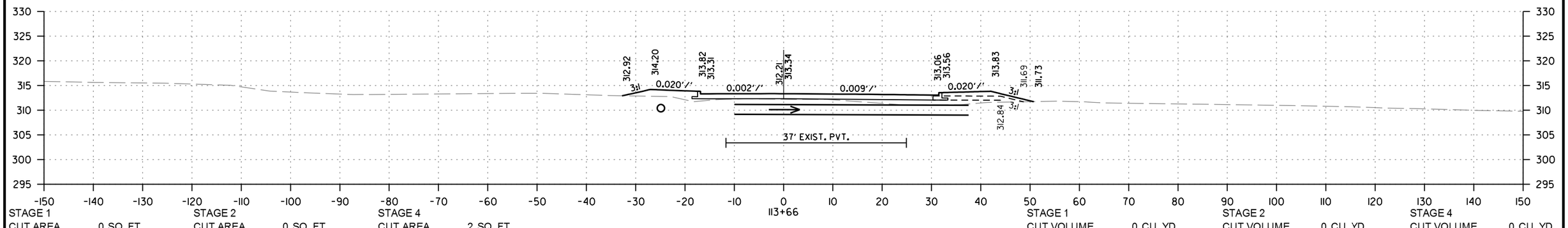
STA. 113+75 CONSTRUCT
DROP INLET ON LT.
WITH 4' EXTENSION
AND 24" X 62' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 101+80
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS V) = 62 LIN. FT.



STAGE 1 CUT AREA 0 SQ. FT. FILL AREA 15 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 13 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 11 SQ. FT.

113+75

STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 6 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 6 CU. YD.
STAGE 4 CUT VOLUME 1 CU. YD. FILL VOLUME 4 CU. YD.



STAGE 1 CUT AREA 0 SQ. FT. FILL AREA 20 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 19 SQ. FT.
STAGE 4 CUT AREA 2 SQ. FT. FILL AREA 13 SQ. FT.

113+66

STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.

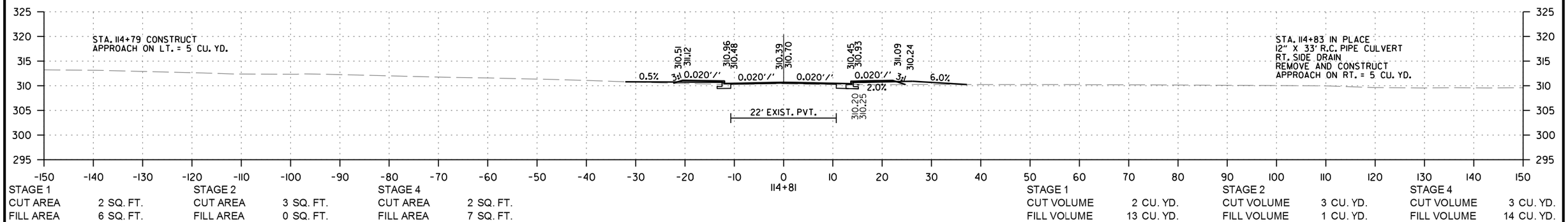
C.L. ROUNDABOUT 1 STA. 101+31.98 =
C.L. SITE 1 STA. 113+65.66
ELEV. = 313.35

SITE 1
STA. 113+66 TO STA. 114+00

9/10/2020
ah40219
R100941.DGN

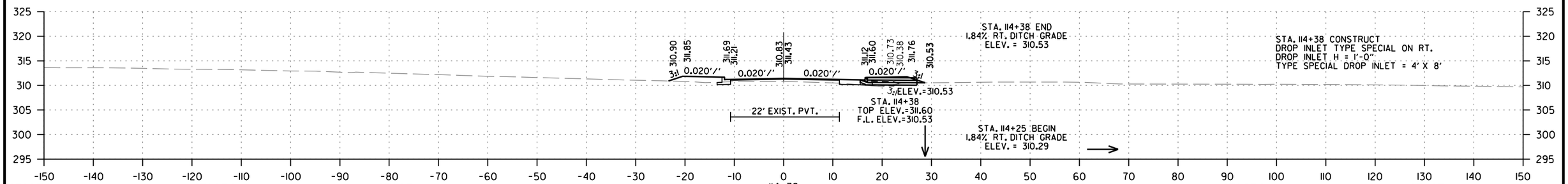
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	96	129

(2) CROSS SECTIONS



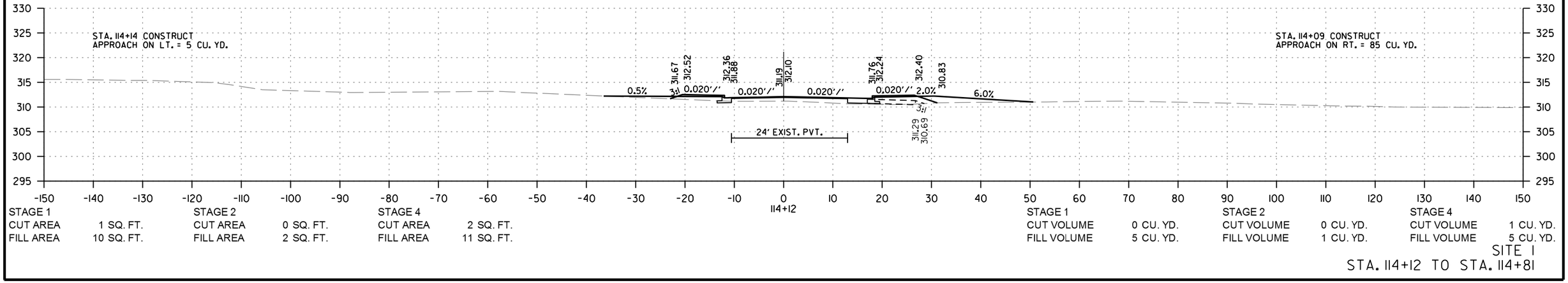
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	13 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	14 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	10 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	10 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	10 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	10 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	11 SQ. FT.

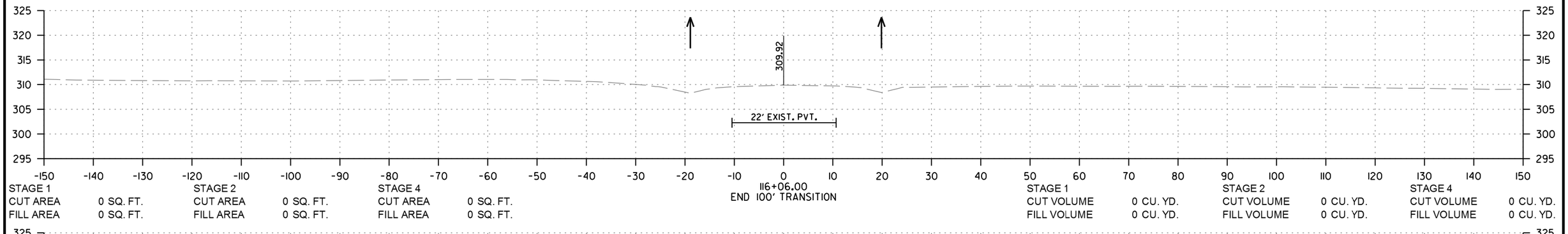
STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	5 CU. YD.

SITE 1
STA. 114+12 TO STA. 114+81

ah40219 9/10/2020
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	97	129

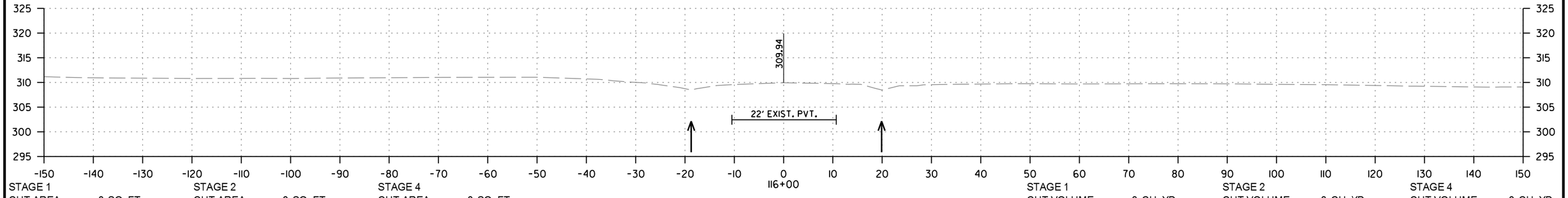
(2) CROSS SECTIONS



STAGE 1 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

116+06.00
END 100' TRANSITION

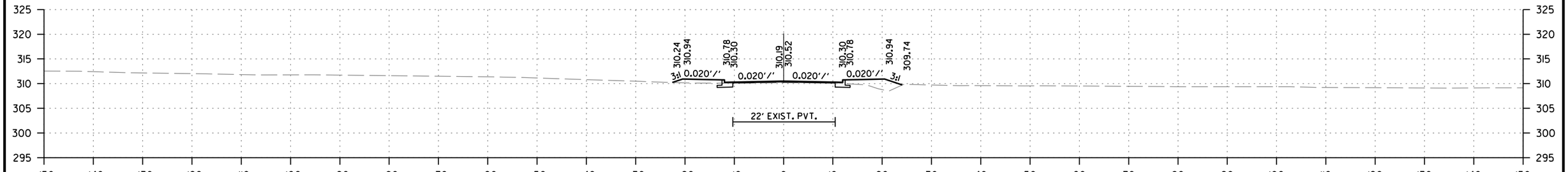
STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 2 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

116+00

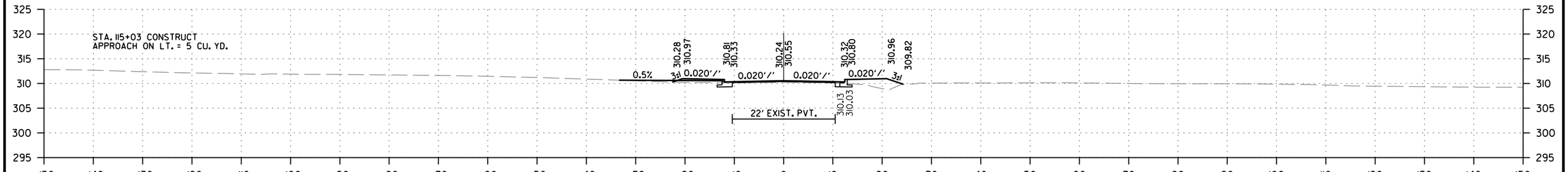
STAGE 1 CUT VOLUME 3 CU. YD. FILL VOLUME 12 CU. YD.
STAGE 2 CUT VOLUME 3 CU. YD. FILL VOLUME 26 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1 CUT AREA 2 SQ. FT. FILL AREA 7 SQ. FT.
STAGE 2 CUT AREA 2 SQ. FT. FILL AREA 15 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

115+06.00
END SITE I
BEGIN 100' TRANSITION

STAGE 1 CUT VOLUME 0 CU. YD. FILL VOLUME 2 CU. YD.
STAGE 2 CUT VOLUME 0 CU. YD. FILL VOLUME 3 CU. YD.
STAGE 4 CUT VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



STAGE 1 CUT AREA 2 SQ. FT. FILL AREA 7 SQ. FT.
STAGE 2 CUT AREA 2 SQ. FT. FILL AREA 15 SQ. FT.
STAGE 4 CUT AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

115+00

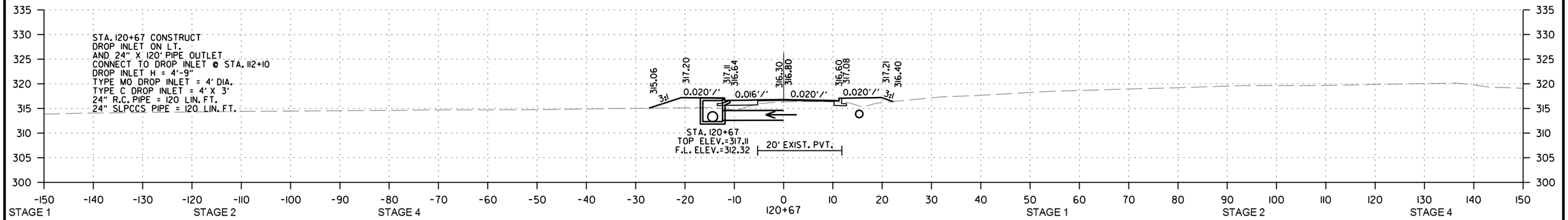
STAGE 1 CUT VOLUME 1 CU. YD. FILL VOLUME 5 CU. YD.
STAGE 2 CUT VOLUME 2 CU. YD. FILL VOLUME 5 CU. YD.
STAGE 4 CUT VOLUME 1 CU. YD. FILL VOLUME 2 CU. YD.

SITE I
STA. 115+00 TO STA. 116+06

ah40219 9/10/2020
R100941.DGN

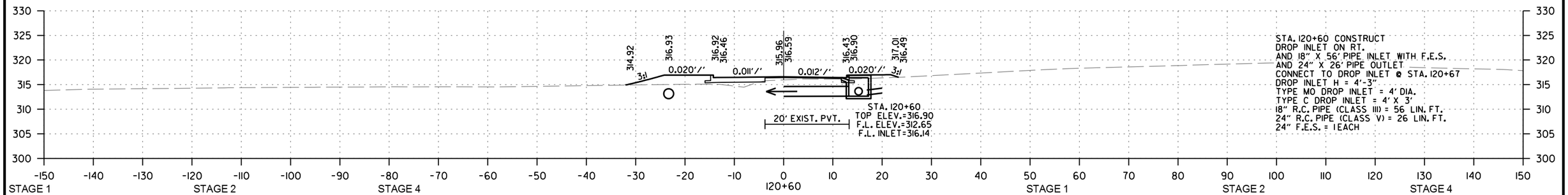
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	98	129

(2) CROSS SECTIONS



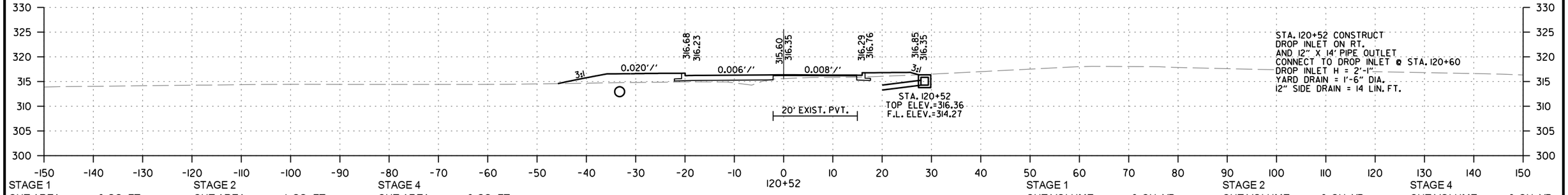
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	27 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	7 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	30 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	15 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	44 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

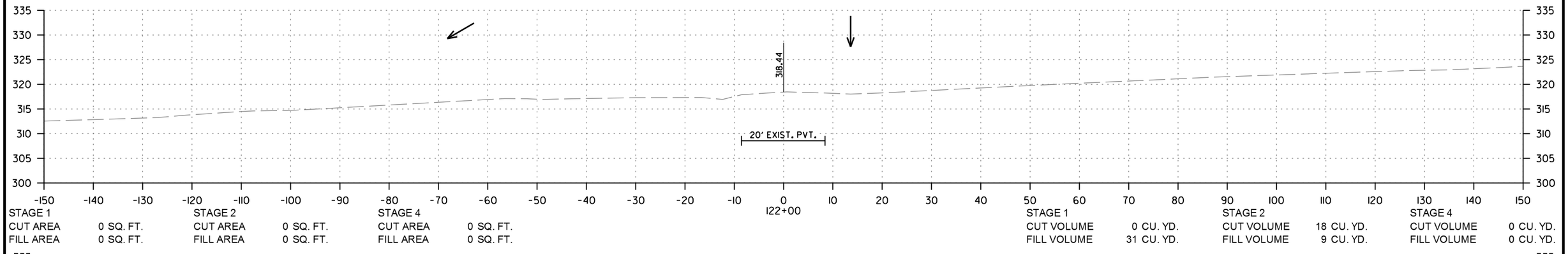
C.L. ROUNDABOUT 1 STA. 100+00.00 =
C.L. ROUNDABOUT 1 STA. 103+14.16 =
C.L. N 6TH AVE. STA. 120+49.24
ELEV. = 316.27

N 6TH AVE.
STA. 120+52 TO STA. 120+67

ah40219 9/10/2020
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	99	129

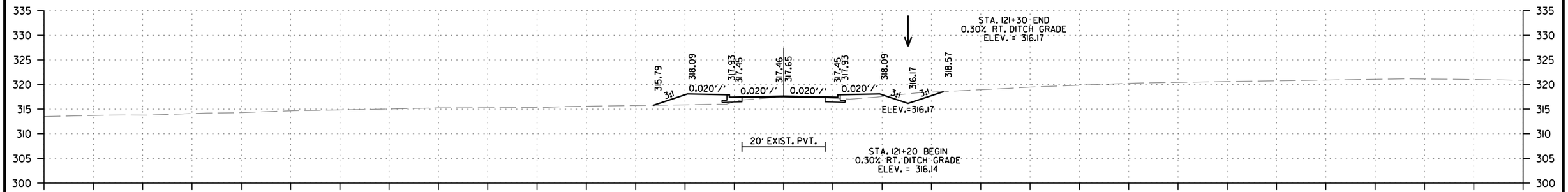
(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

122+00

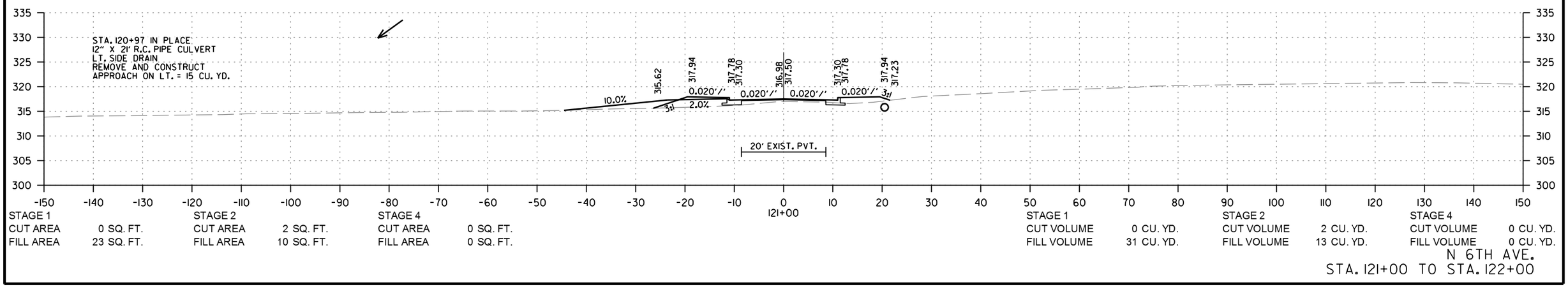
STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	18 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	31 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	14 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	24 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.

121+30.00
END N 6TH AVE.
BEGIN 100' TRANSITION

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	9 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	26 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	23 SQ. FT.	FILL AREA	10 SQ. FT.	FILL AREA	0 SQ. FT.

121+00

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	31 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.

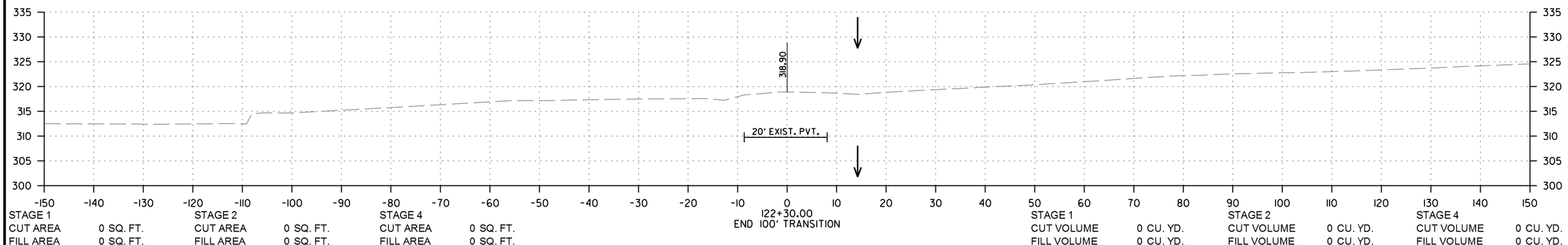
N 6TH AVE.
STA. 121+00 TO STA. 122+00

9/10/2020
eh40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	100	129

(2) CROSS SECTIONS



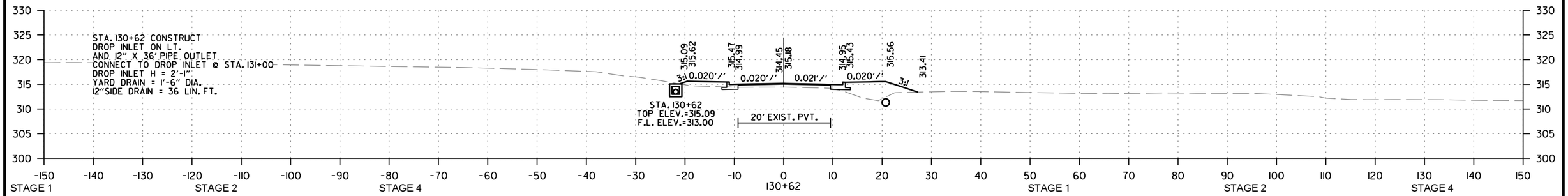
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

N 6TH AVE.
STA. 122+30 TO STA. 122+30

9/10/2020
ah40219
R100941.DGN

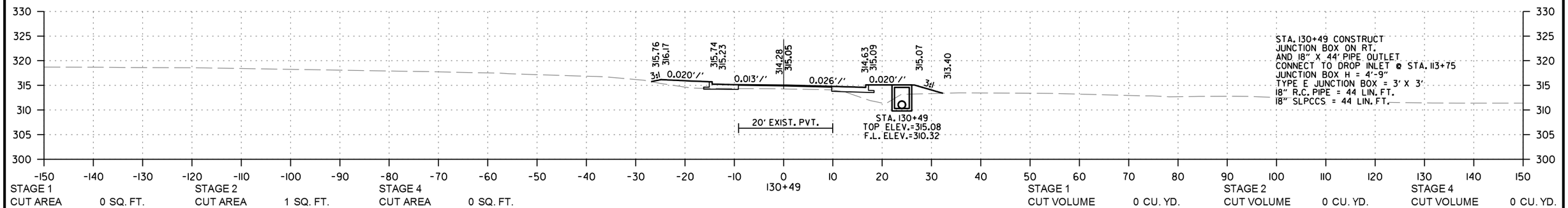
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	101	129

(2) CROSS SECTIONS



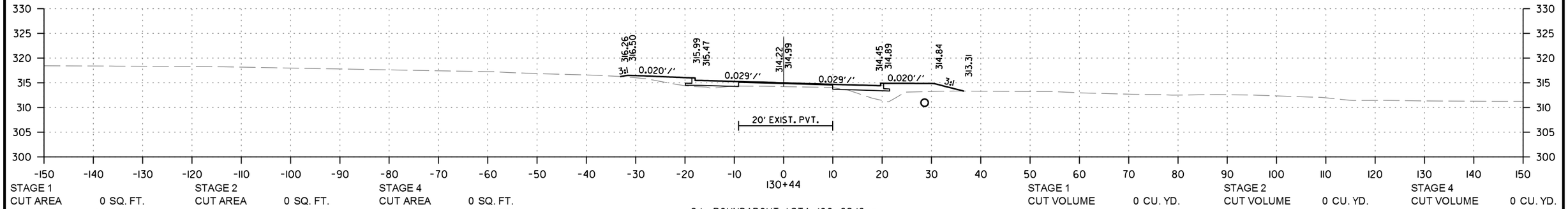
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	34 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	17 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	35 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	8 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	35 SQ. FT.	FILL AREA	15 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

C.L. ROUNDABOUT 1 STA. 100+62.16 =
C.L. W NORTH ST. STA. 130+42.79
ELEV. = 314.97

W NORTH ST.
STA. 130+44 TO STA. 130+62

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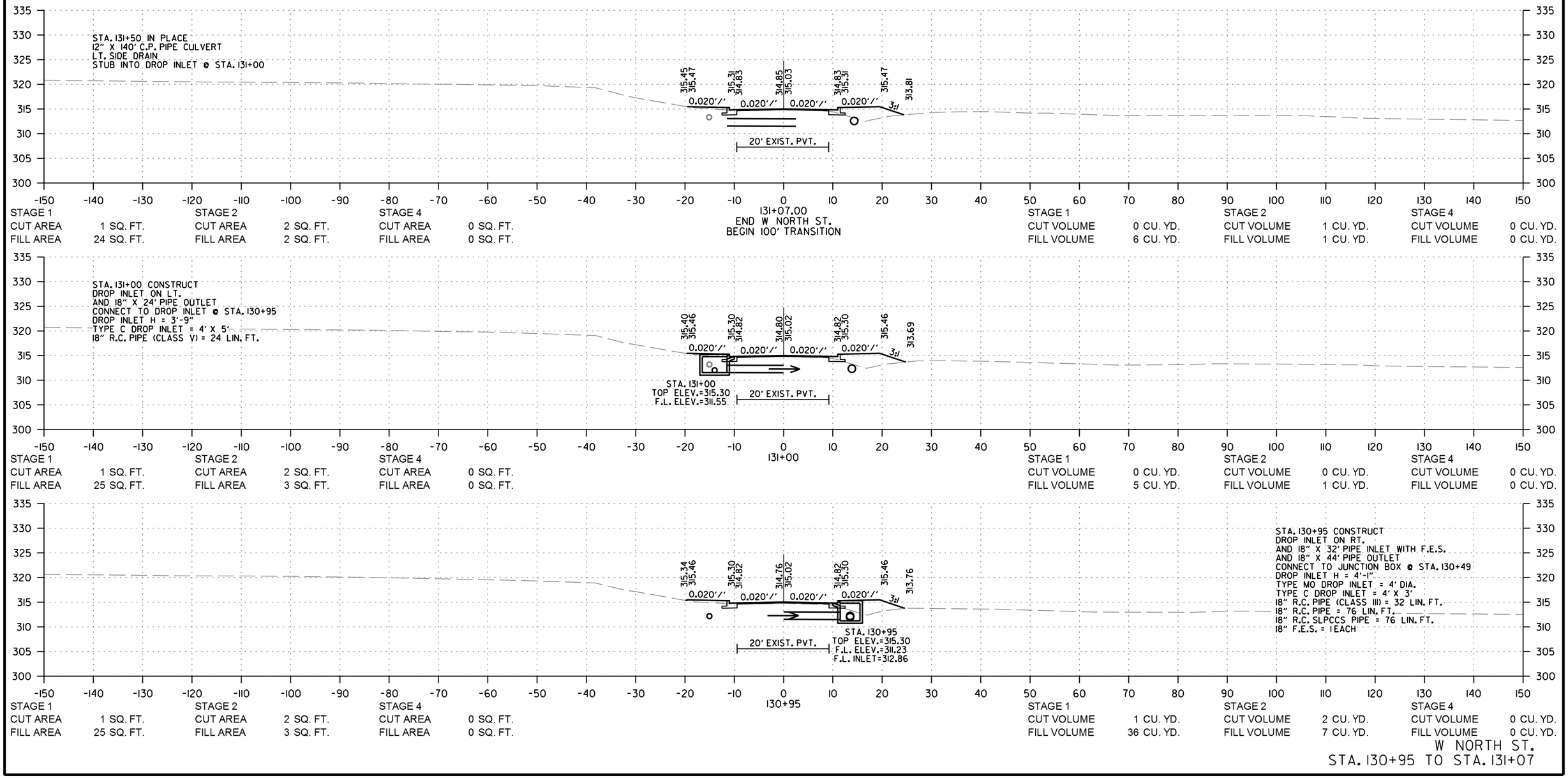
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	102	129

(2) CROSS SECTIONS



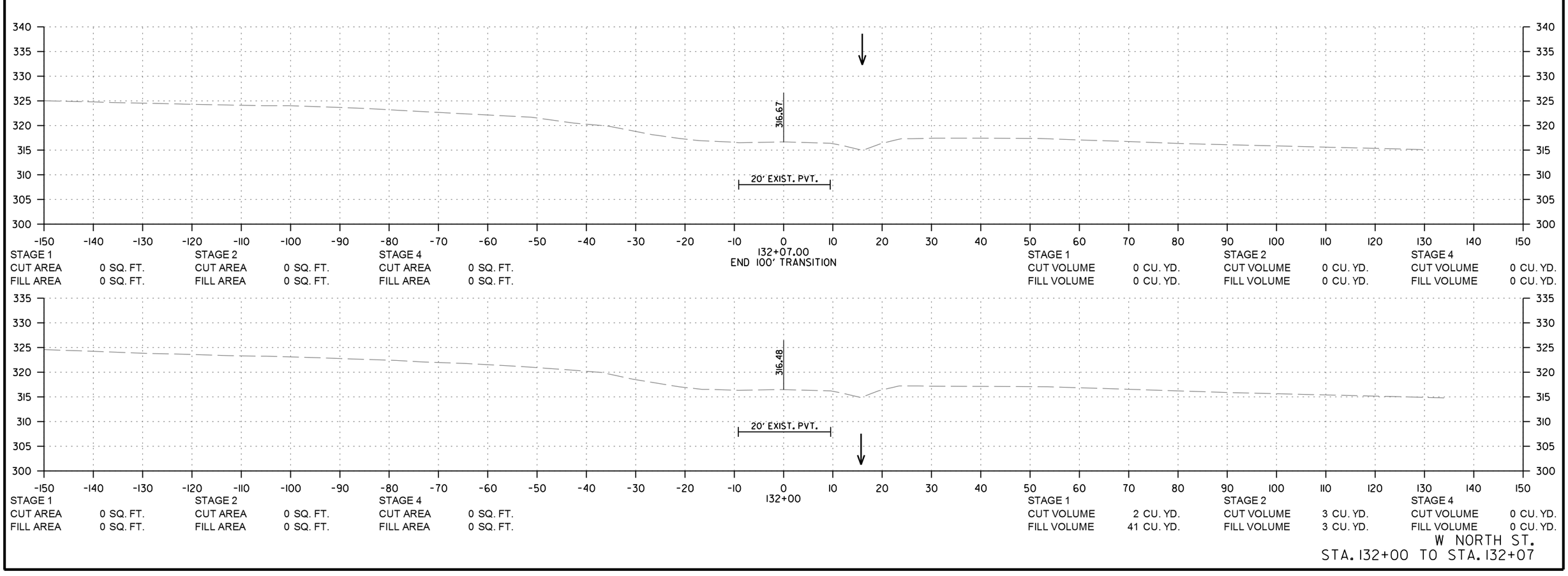
W NORTH ST.
STA. 130+95 TO STA. 131+07

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	103	129

(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	41 CU. YD.	FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.

W NORTH ST.
STA. 132+00 TO STA. 132+07

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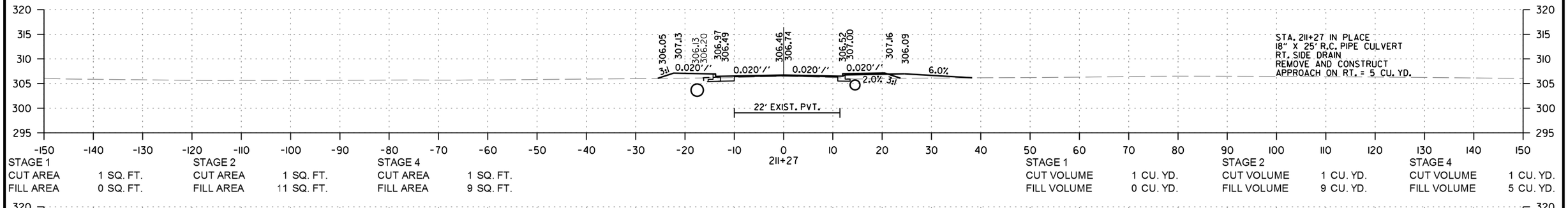
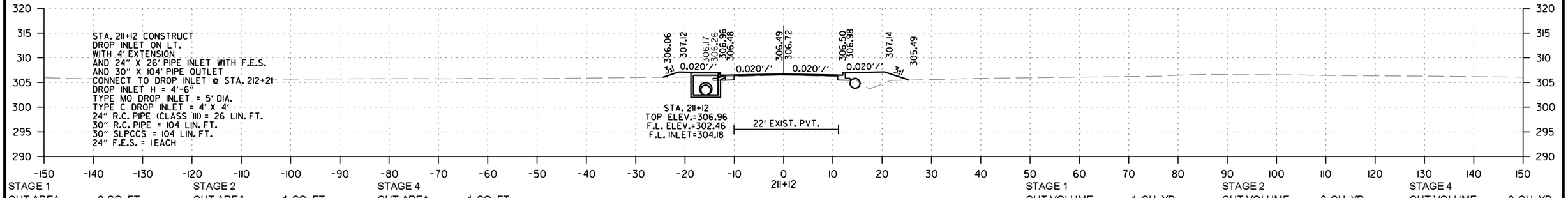
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	104	129

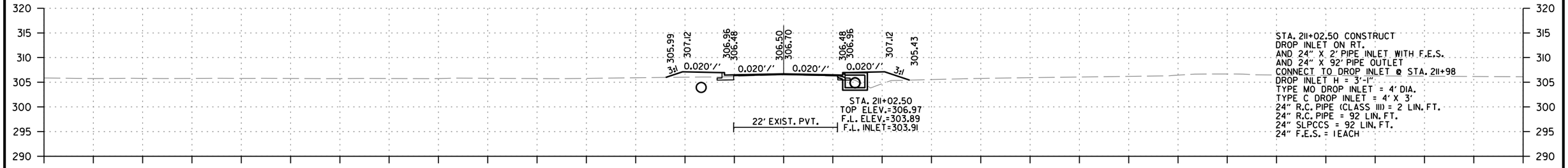
(2) CROSS SECTIONS



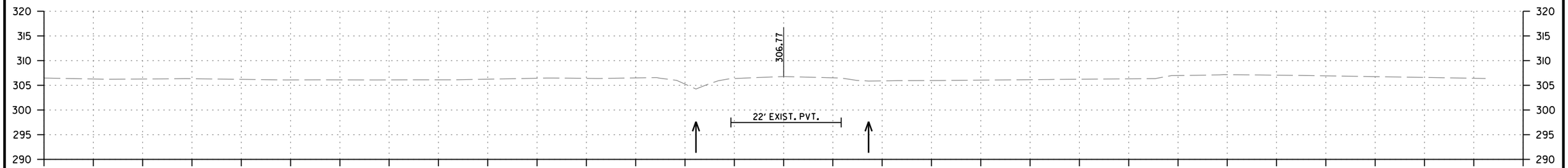
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	11 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	9 CU. YD.	FILL VOLUME	5 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	23 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	2 CU. YD.	FILL VOLUME	10 CU. YD.	FILL VOLUME	2 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	4 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	10 SQ. FT.	FILL AREA	23 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	19 CU. YD.	FILL VOLUME	43 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

SITE 2
STA. 210+00 TO STA. 211+27

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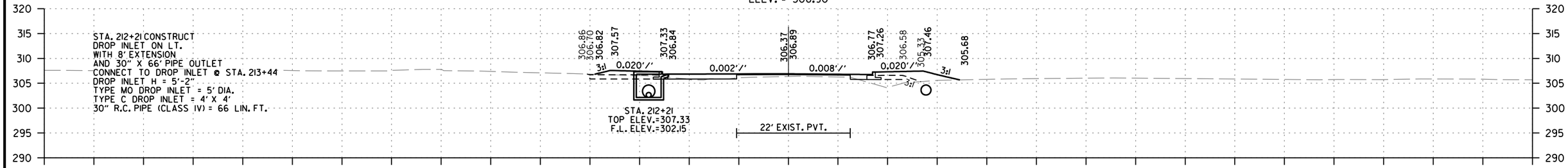
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	105	129

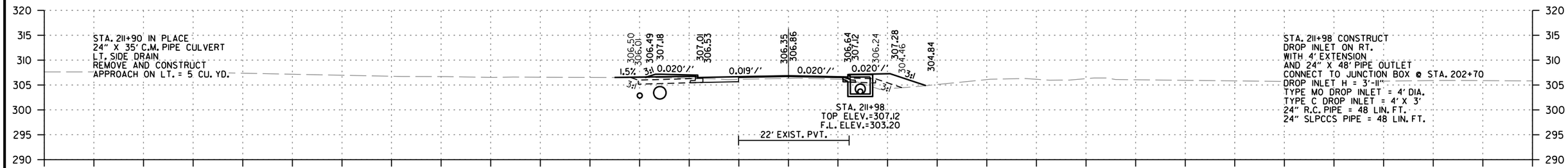
(2) CROSS SECTIONS

C.L. ROUNDABOUT 2 STA. 200+00.00 =
C.L. ROUNDABOUT 2 STA. 203+14.16 =
C.L. SITE 2 STA. 212+23.13
ELEV. = 306.90



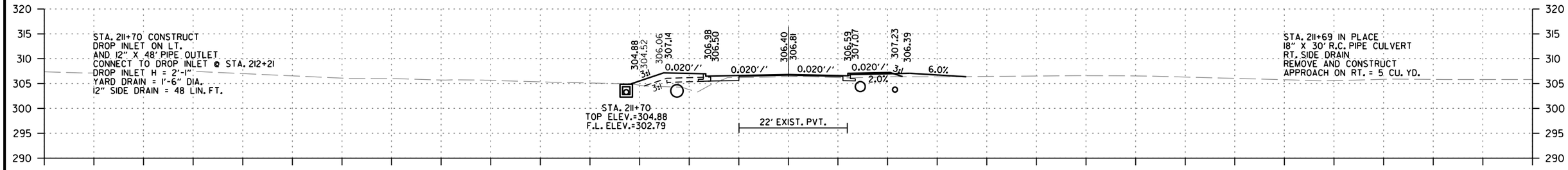
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	13 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	1 SQ. FT.	FILL AREA	11 SQ. FT.	FILL AREA	27 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	12 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	7 CU. YD.	FILL VOLUME	21 CU. YD.



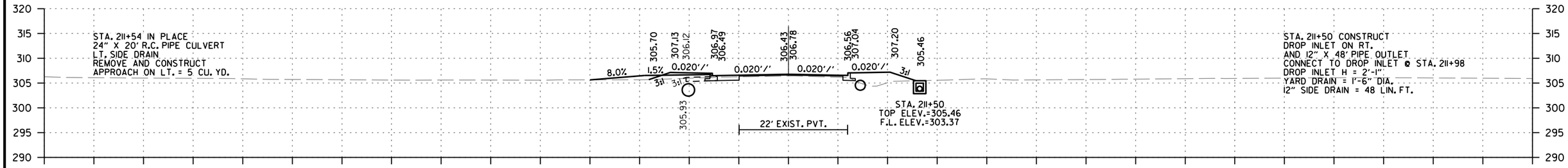
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	18 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	28 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	11 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	9 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	23 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	16 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	14 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	2 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	6 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	4 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	23 SQ. FT.	FILL AREA	11 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	2 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	9 CU. YD.

SITE 2
STA. 211+50 TO STA. 212+21

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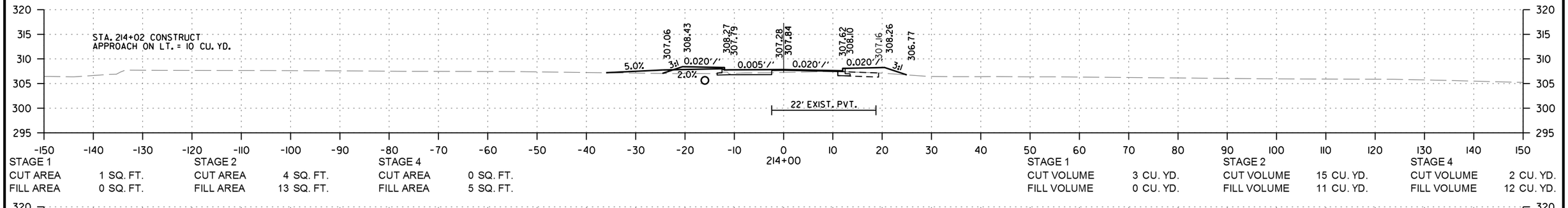
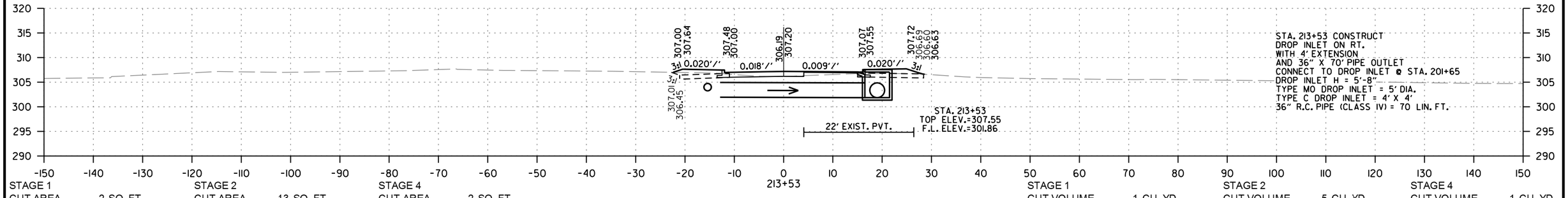
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	106	129

(2) CROSS SECTIONS



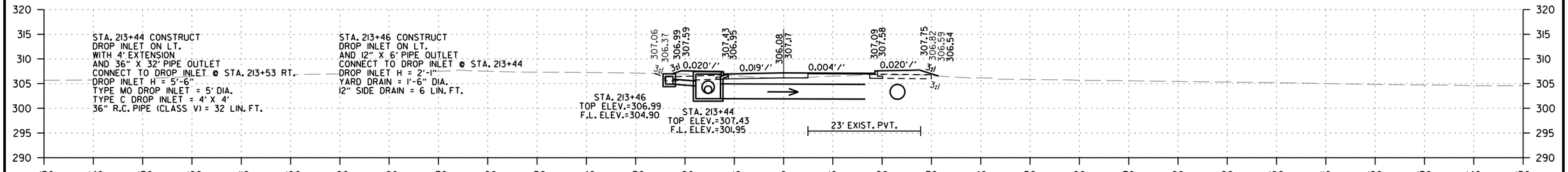
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	3 CU. YD.	CUT VOLUME	15 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	12 CU. YD.



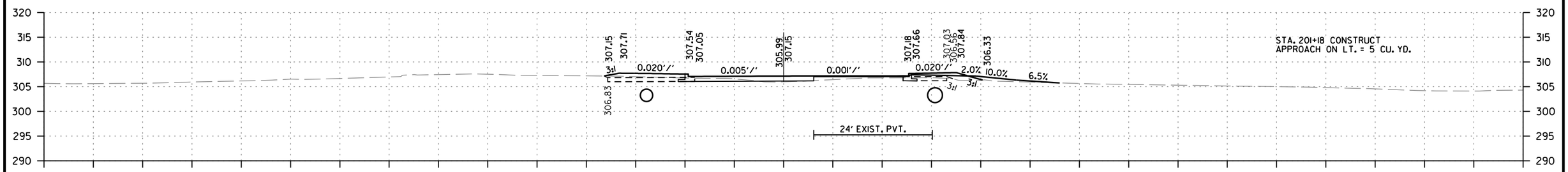
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	13 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	1 CU. YD.	CUT VOLUME	5 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	4 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	19 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	15 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	1 CU. YD.	CUT VOLUME	13 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	3 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	22 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	9 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	21 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

C.L. ROUNDABOUT 2 STA. 200+95.97 =
C.L. SITE 2 STA. 213+28.22
ELEV. = 307.15

SITE 2
STA. 213+29 TO STA. 214+00

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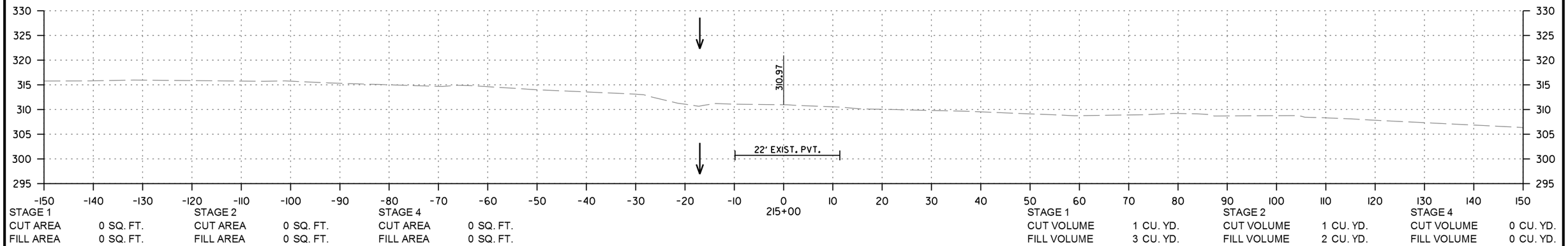
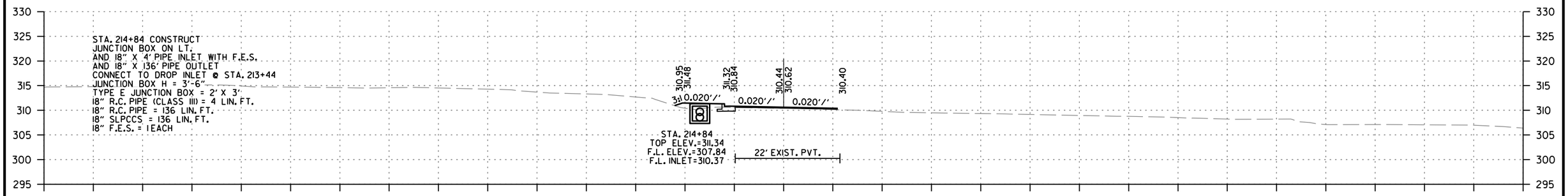
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	107	129

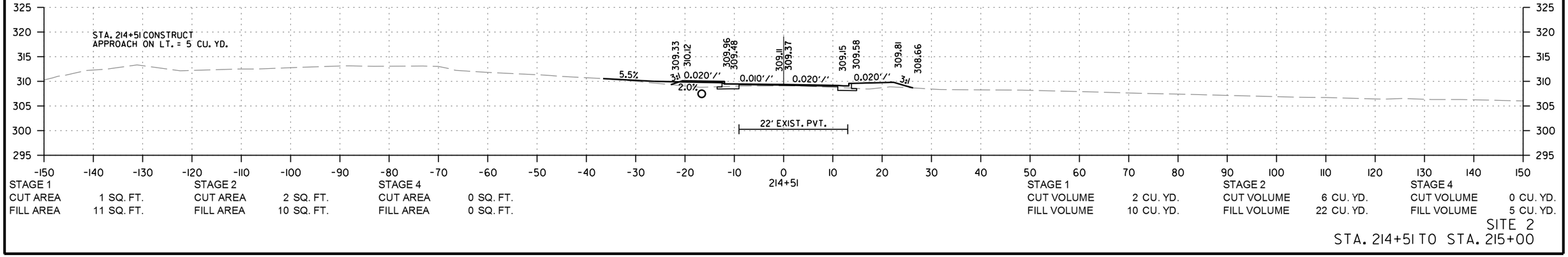
(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	3 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	10 SQ. FT.	FILL AREA	8 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	14 CU. YD.	FILL VOLUME	12 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	2 CU. YD.	CUT VOLUME	6 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	11 SQ. FT.	FILL AREA	10 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	10 CU. YD.	FILL VOLUME	22 CU. YD.	FILL VOLUME	5 CU. YD.

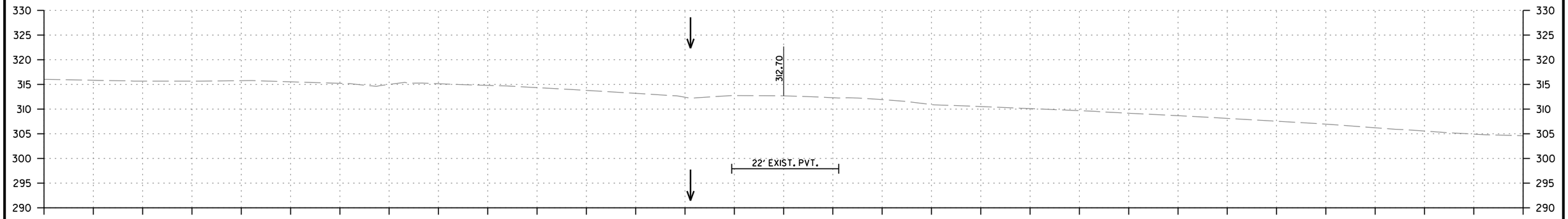
SITE 2
STA. 214+51 TO STA. 215+00

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	108	129

(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

SITE 2
STA. 215+86.39 TO STA. 215+86.39

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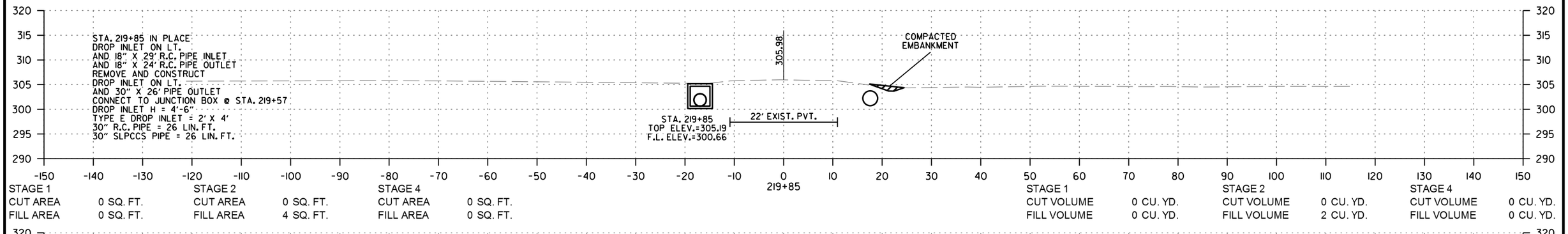
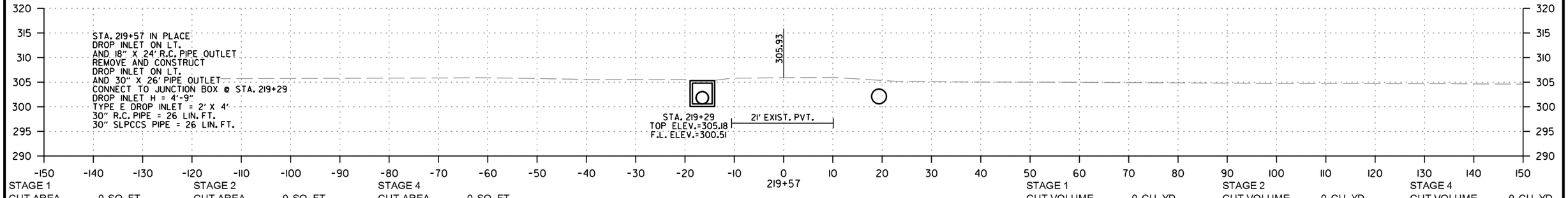
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	109	129

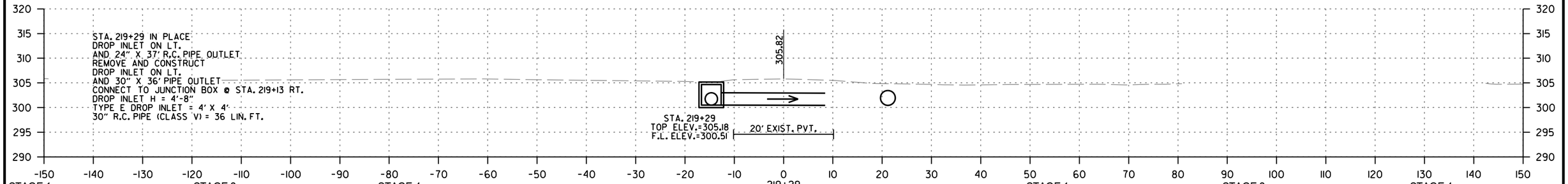
(2) CROSS SECTIONS



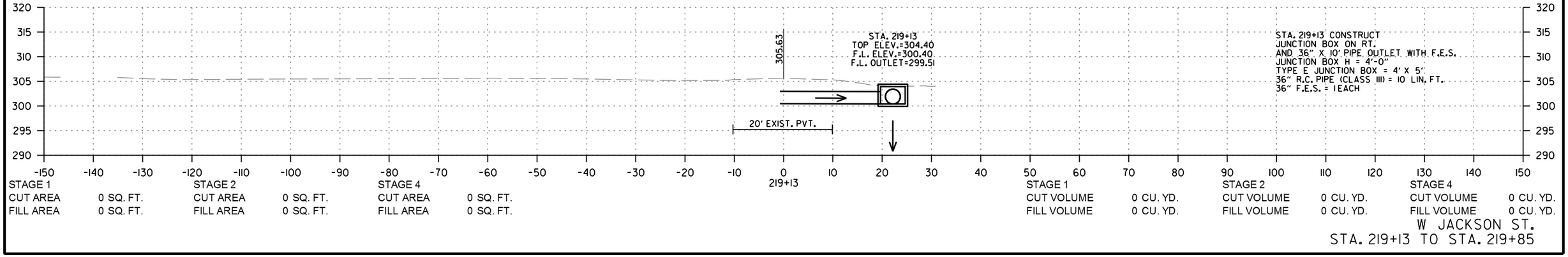
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	4 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



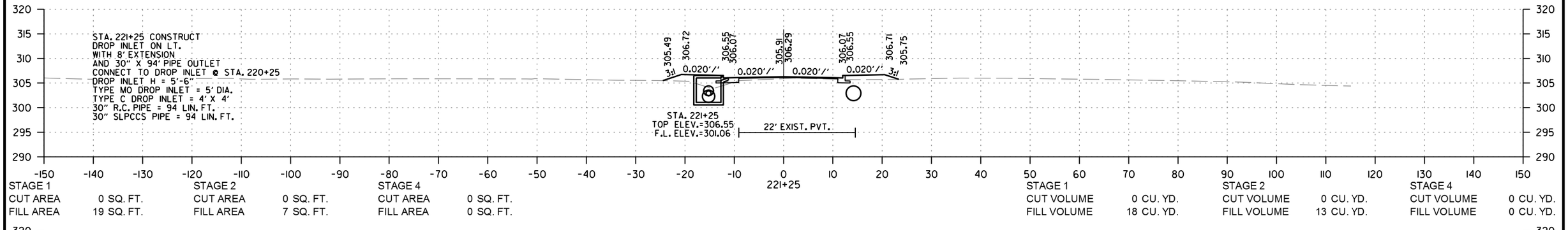
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

W JACKSON ST.
STA. 219+13 TO STA. 219+85

9/10/2020
ah40219
R100941.DGN

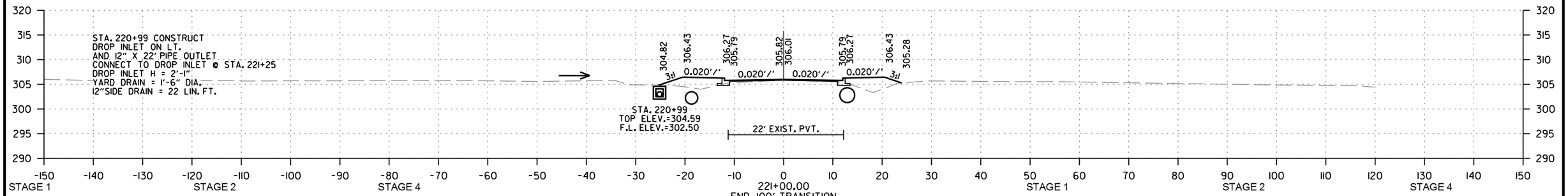
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	110	129

(2) CROSS SECTIONS



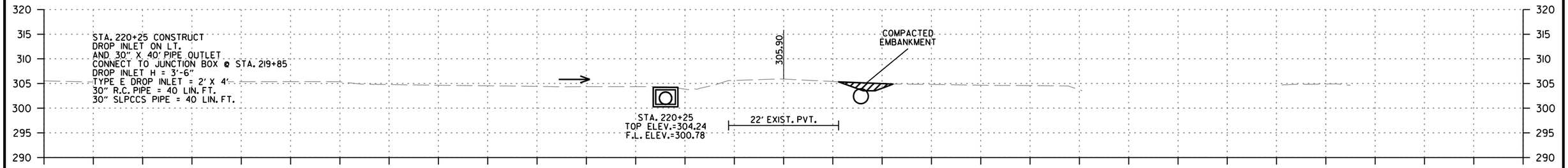
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	19 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	18 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	0 CU. YD.



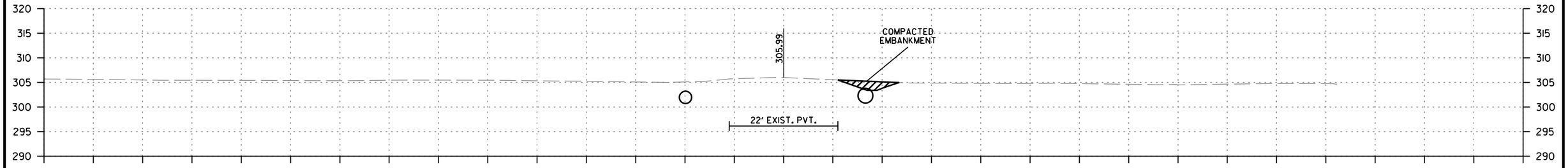
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	20 SQ. FT.	FILL AREA	21 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	28 CU. YD.	FILL VOLUME	44 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	11 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	13 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.	FILL VOLUME	0 CU. YD.

W JACKSON ST.
STA. 220+00 TO STA. 221+25

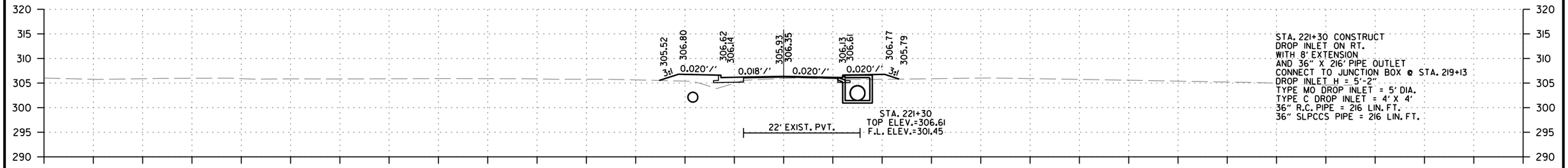
9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	111	129

(2) CROSS SECTIONS

C.L. ROUNDABOUT 2 STA. 202+24.76 =
C.L. W JACKSON ST. STA. 221+58.33
ELEV. = 306.67

STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	34 SQ. FT.	FILL AREA	21 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	27 CU. YD.	FILL VOLUME	14 CU. YD.	FILL VOLUME	0 CU. YD.



STA. 221+30 CONSTRUCT
DROP INLET ON RT.
WITH 8' EXTENSION
AND 36" X 216' PIPE OUTLET
CONNECT TO JUNCTION BOX @ STA. 219+13
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE = 216 LIN. FT.
36" SLPCCS PIPE = 216 LIN. FT.

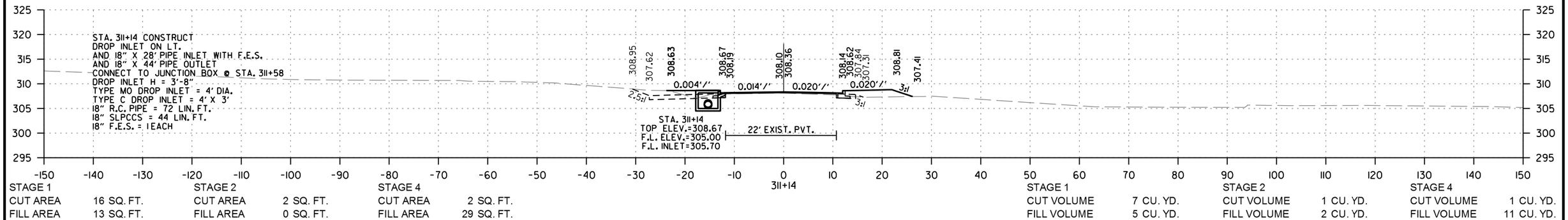
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	19 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	4 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.

W JACKSON ST.
STA. 221+30 TO STA. 221+58

9/10/2020
ah40219
R100941.DGN

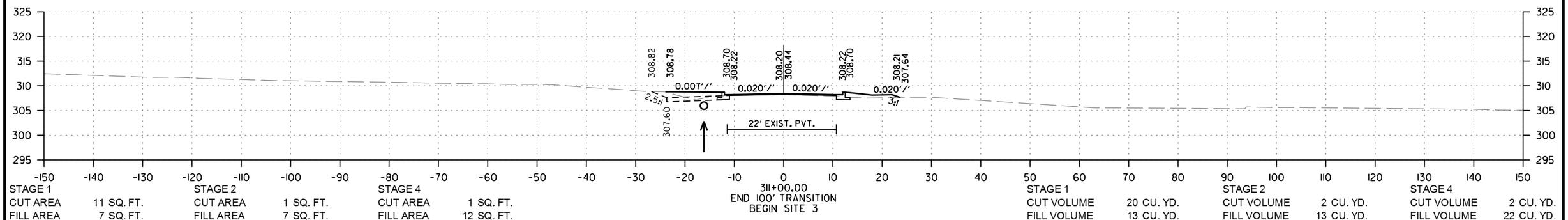
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	112	129

(2) CROSS SECTIONS



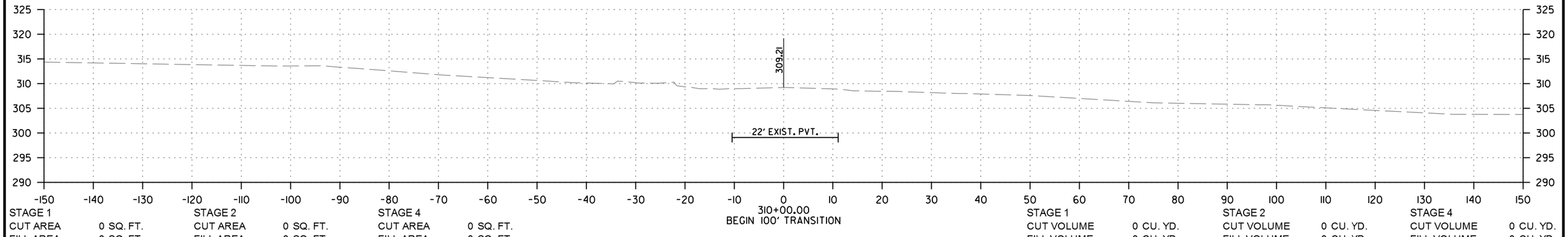
STAGE 1		STAGE 2		STAGE 4	
CUT AREA	16 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.
FILL AREA	13 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	29 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	7 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	11 SQ. FT.	CUT AREA	1 SQ. FT.	CUT AREA	1 SQ. FT.
FILL AREA	7 SQ. FT.	FILL AREA	7 SQ. FT.	FILL AREA	12 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	20 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	13 CU. YD.	FILL VOLUME	13 CU. YD.	FILL VOLUME	22 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

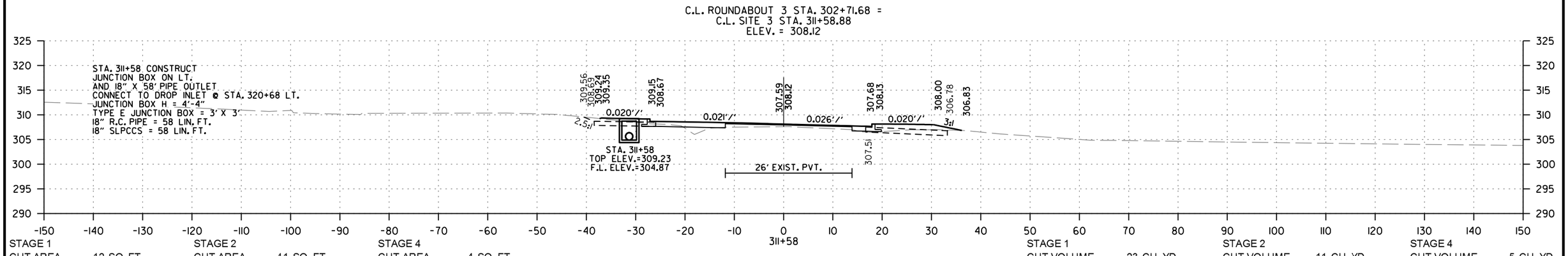
SITE 3
STA. 310+00 TO STA. 311+14

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	113	129

(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	12 SQ. FT.	CUT AREA	11 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	28 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	22 SQ. FT.

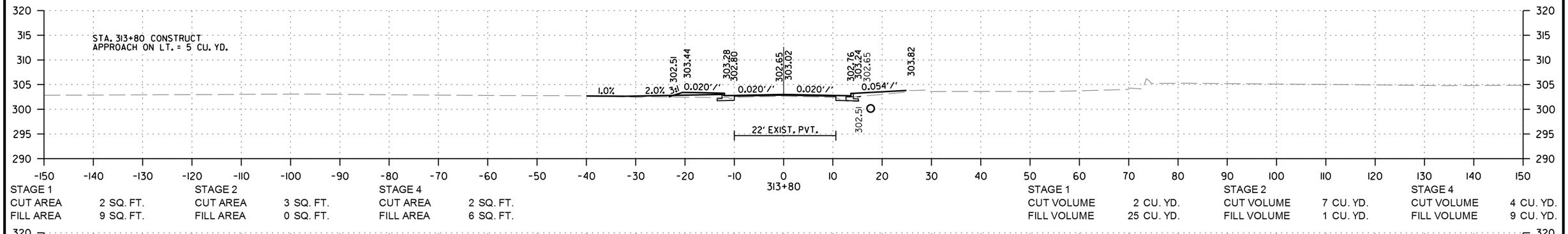
STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	23 CU. YD.	CUT VOLUME	11 CU. YD.	CUT VOLUME	5 CU. YD.
FILL VOLUME	33 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	42 CU. YD.

SITE 3
STA. 311+58 TO STA. 311+58

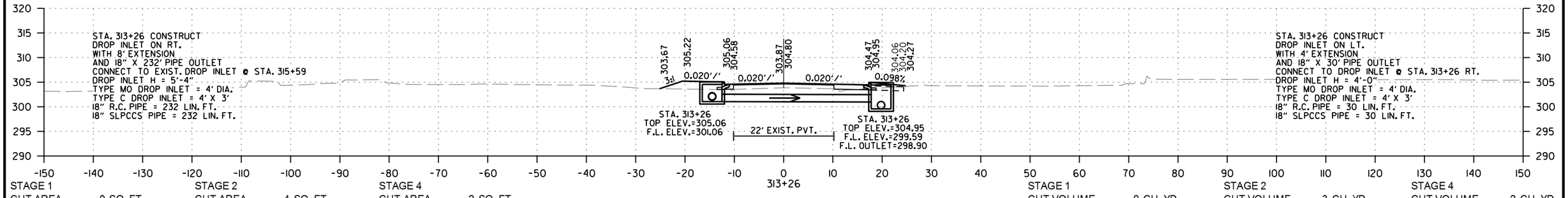
9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	114	129

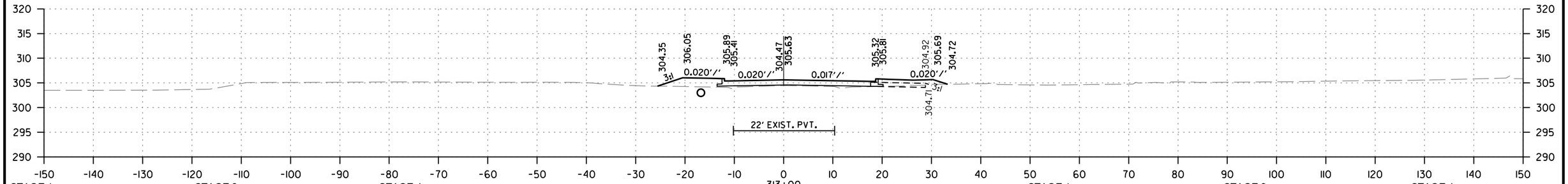
(2) CROSS SECTIONS



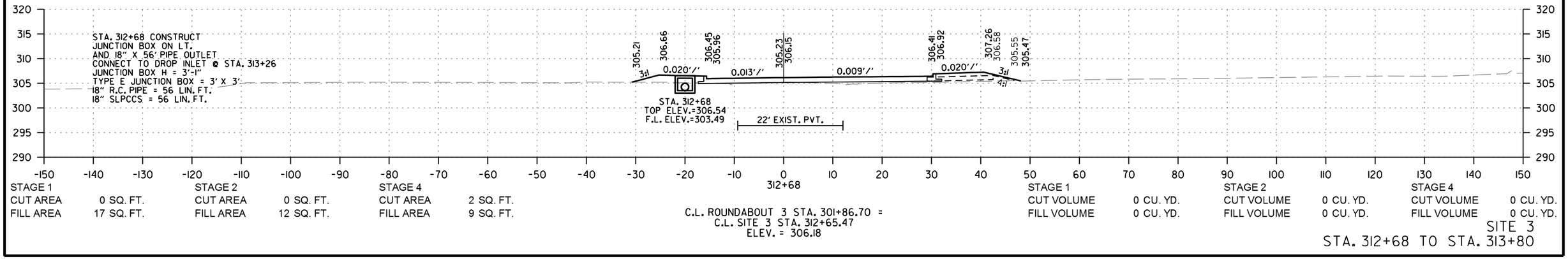
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	3 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	2 CU. YD.	CUT VOLUME	7 CU. YD.	CUT VOLUME	4 CU. YD.
FILL AREA	9 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	6 SQ. FT.	FILL VOLUME	25 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	9 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	4 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	3 CU. YD.	CUT VOLUME	2 CU. YD.
FILL AREA	16 SQ. FT.	FILL AREA	1 SQ. FT.	FILL AREA	3 SQ. FT.	FILL VOLUME	17 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	6 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	3 CU. YD.
FILL AREA	19 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	23 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	12 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	2 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	17 SQ. FT.	FILL AREA	12 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

C.L. ROUNDABOUT 3 STA. 301+86.70 =
C.L. SITE 3 STA. 312+65.47
ELEV. = 306.18

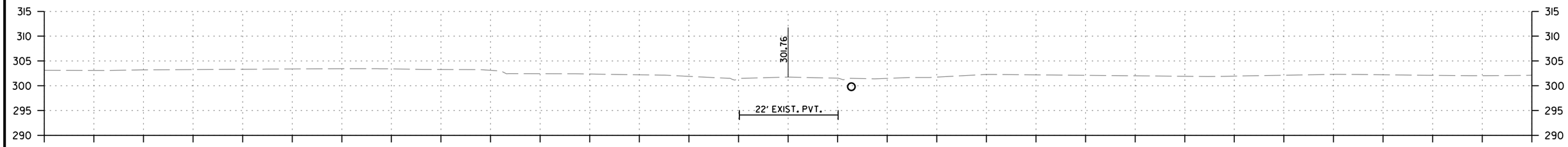
SITE 3
STA. 312+68 TO STA. 313+80

9/10/2020

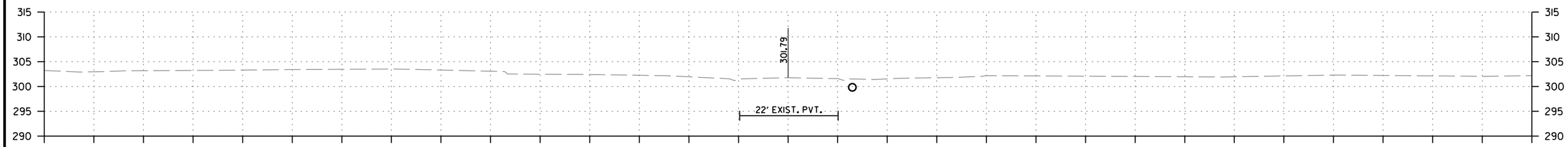
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	115	129

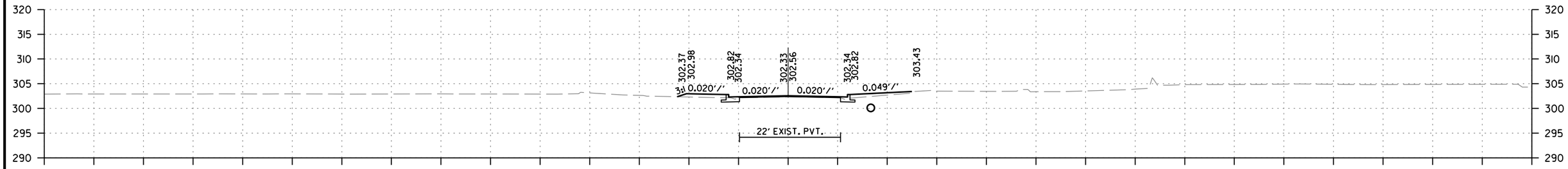
(2) CROSS SECTIONS



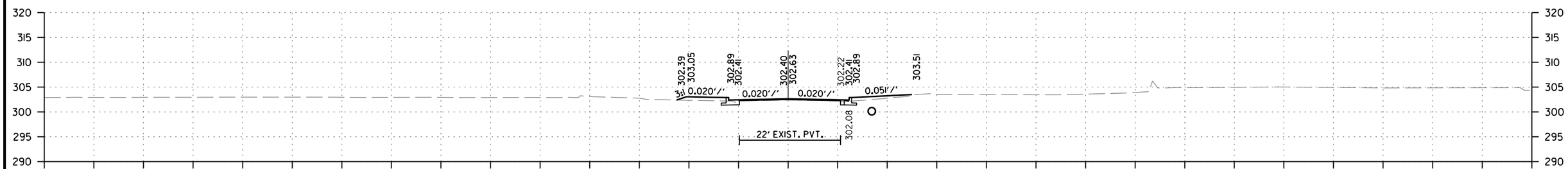
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	4 CU. YD.	CUT VOLUME	4 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	11 CU. YD.	FILL VOLUME	11 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	6 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.



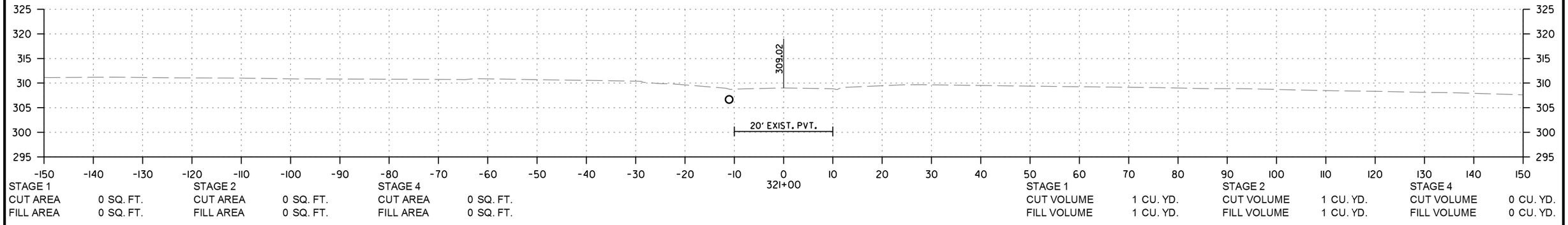
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	1 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	1 CU. YD.
FILL AREA	6 SQ. FT.	FILL AREA	6 SQ. FT.	FILL AREA	6 SQ. FT.	FILL VOLUME	6 CU. YD.	FILL VOLUME	2 CU. YD.	FILL VOLUME	4 CU. YD.

SITE 3
STA. 314+00 TO STA. 315+05

ah40219 9/10/2020
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	116	129

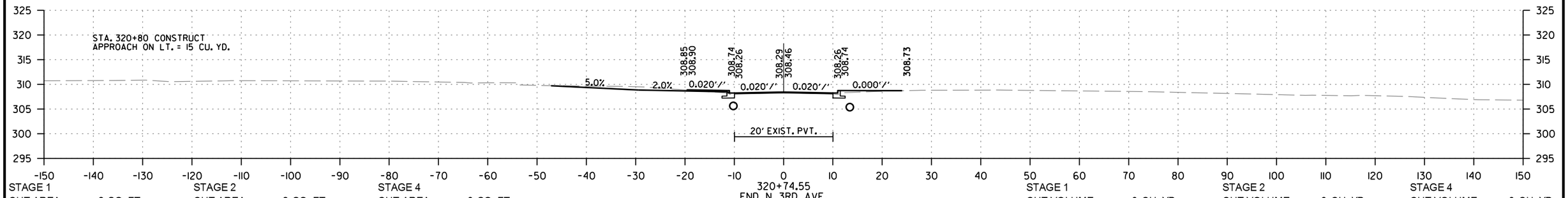
(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

321+00

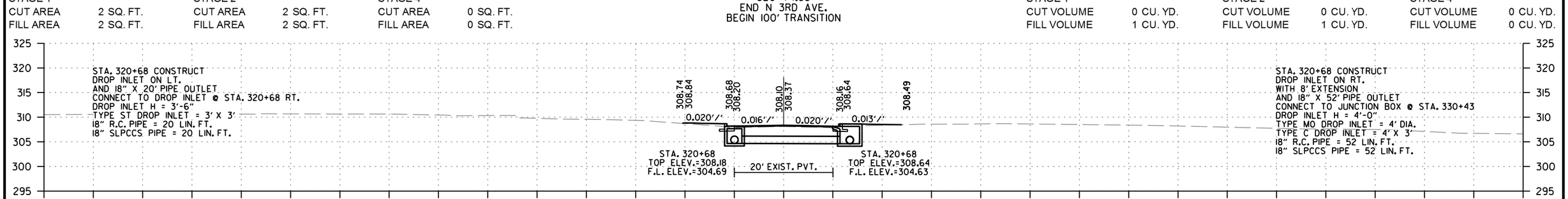
STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

320+74.55
END N 3RD AVE.
BEGIN 100' TRANSITION

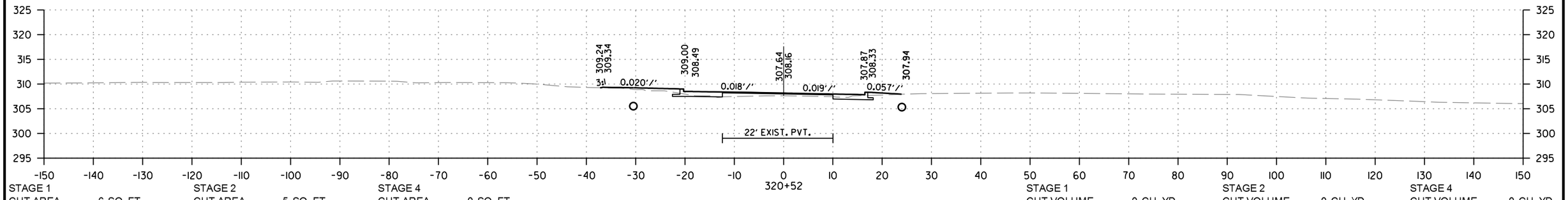
STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	2 SQ. FT.	CUT AREA	2 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	3 SQ. FT.	FILL AREA	0 SQ. FT.

320+68

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	6 SQ. FT.	CUT AREA	5 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	2 SQ. FT.	FILL AREA	2 SQ. FT.	FILL AREA	0 SQ. FT.

320+52

C.L. ROUNDABOUT 3 STA. 300+44.16 =
C.L. N 3RD AVE. STA. 320+49.86
ELEV. = 308.13

STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

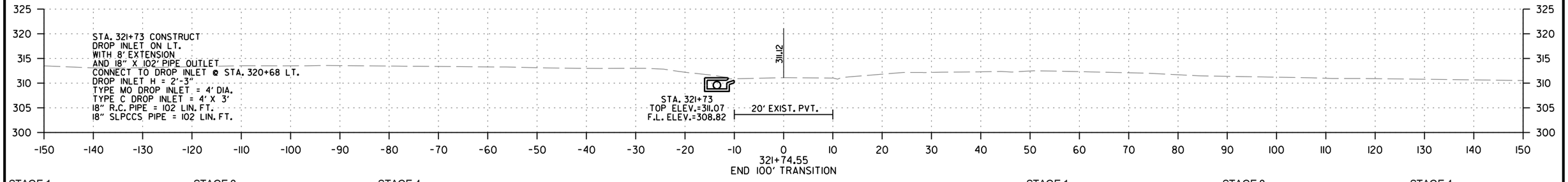
N 3RD AVE.
STA. 320+52 TO STA. 321+00

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	117	129

(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

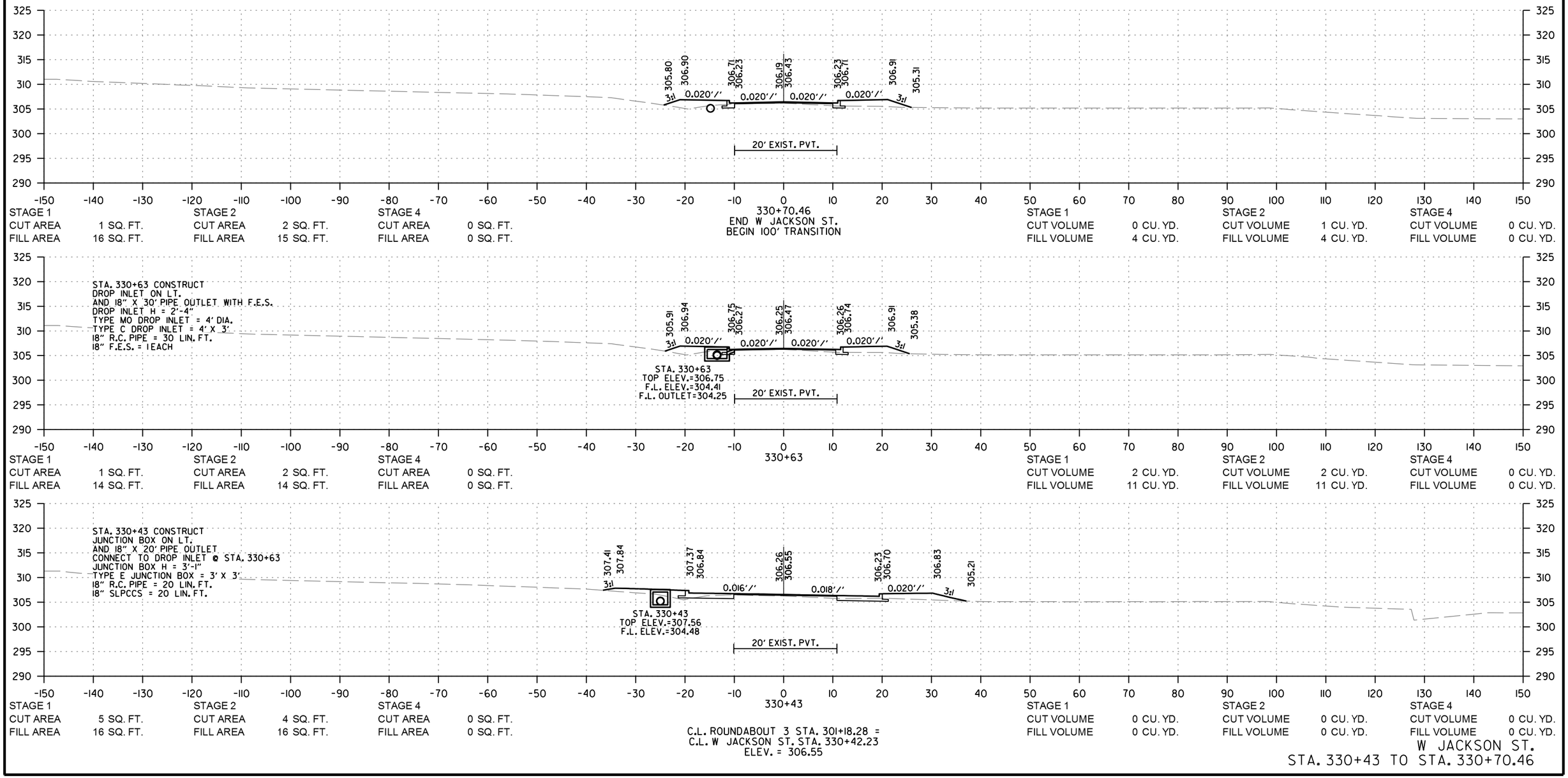
STAGE 1		STAGE 2		STAGE 4	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

N 3RD AVE
STA. 321+75 TO STA. 321+74.55

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	118	129

(2) CROSS SECTIONS

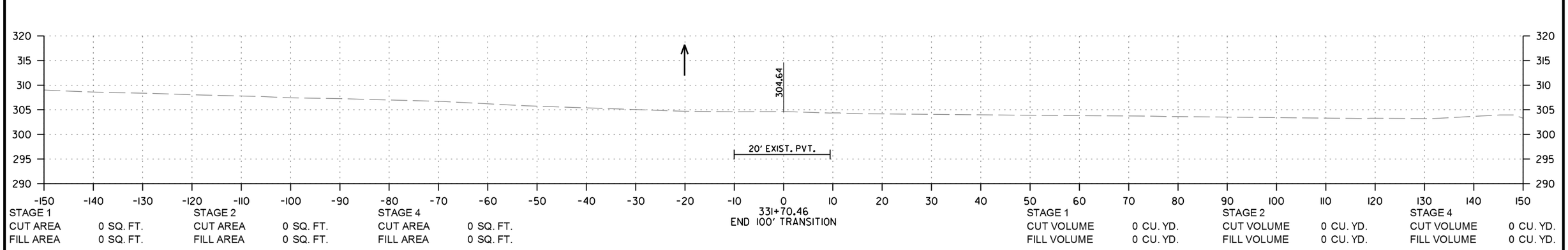


W JACKSON ST.
STA. 330+43 TO STA. 330+70.46

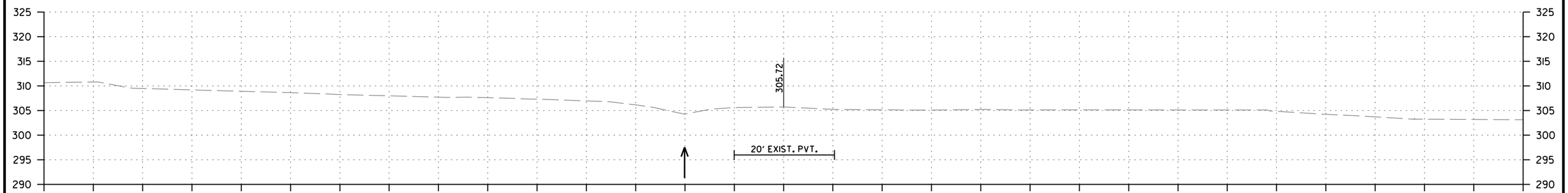
9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	119	129

(2) CROSS SECTIONS



STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



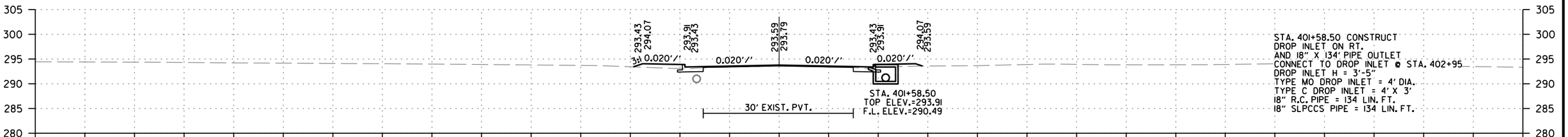
STAGE 1		STAGE 2		STAGE 4		STAGE 1		STAGE 2		STAGE 4	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.	CUT VOLUME	0 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.	FILL VOLUME	9 CU. YD.	FILL VOLUME	8 CU. YD.	FILL VOLUME	0 CU. YD.

W JACKSON ST.
STA. 331+00 TO STA. 331+70.46

9/10/2020
ah40219
R100941.DGN

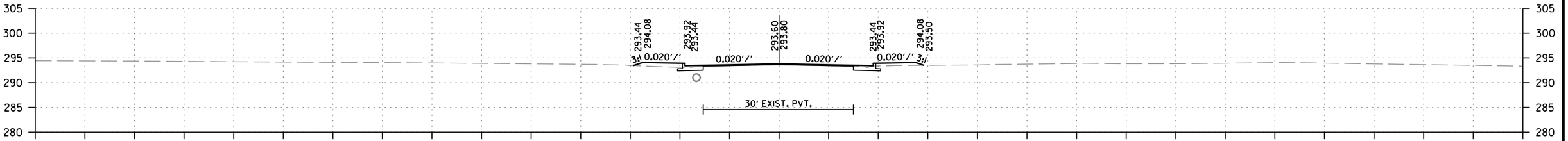
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	120	129

(2) CROSS SECTIONS



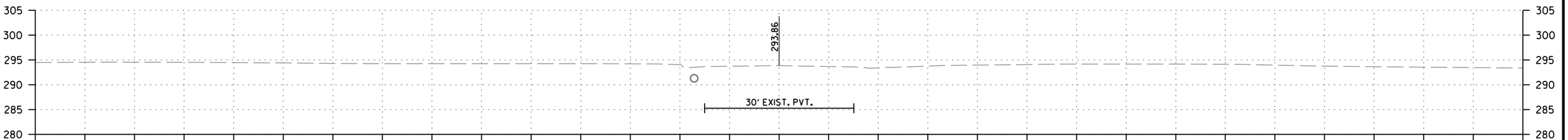
STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	7 SQ. FT.	FILL AREA	6 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	1 CU. YD.	FILL VOLUME	1 CU. YD.



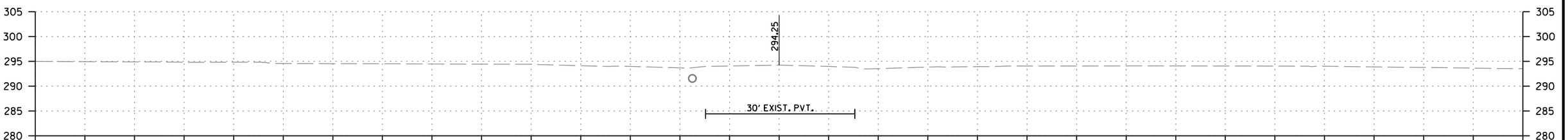
STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	7 SQ. FT.	FILL AREA	5 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	3 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	7 CU. YD.	FILL VOLUME	5 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

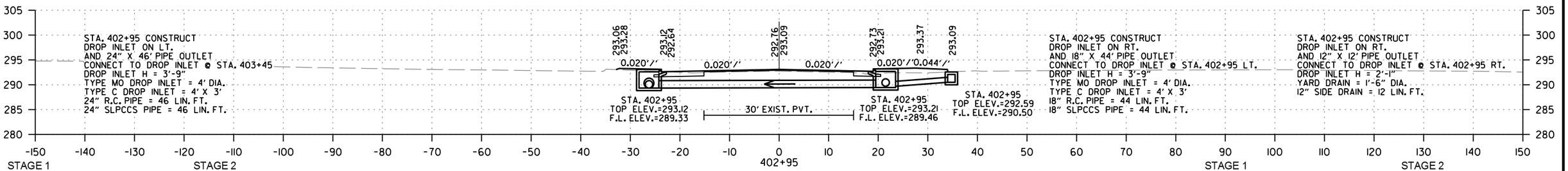
STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

SITE 4
STA. 400+56.00 TO STA. 401+58.50

9/10/2020
ah40219
R100941.DGN

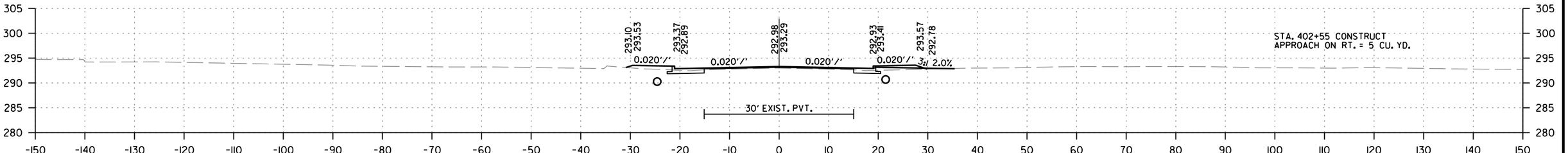
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	121	129

(2) CROSS SECTIONS



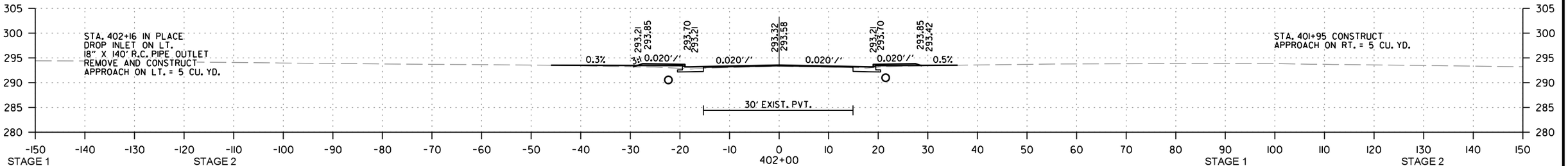
STAGE 1		STAGE 2	
CUT AREA	8 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	3 SQ. FT.	FILL AREA	12 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	9 CU. YD.	CUT VOLUME	4 CU. YD.
FILL VOLUME	7 CU. YD.	FILL VOLUME	15 CU. YD.



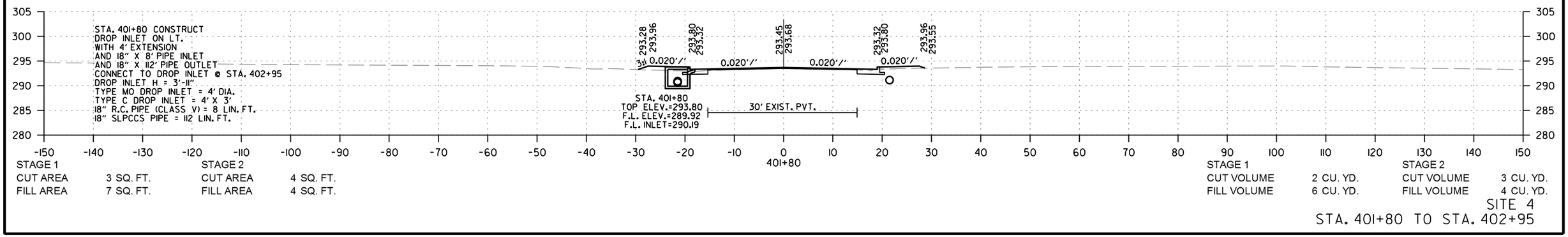
STAGE 1		STAGE 2	
CUT AREA	4 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	8 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	7 CU. YD.	CUT VOLUME	7 CU. YD.
FILL VOLUME	12 CU. YD.	FILL VOLUME	12 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	6 SQ. FT.	FILL AREA	4 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	3 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	7 SQ. FT.	FILL AREA	4 SQ. FT.

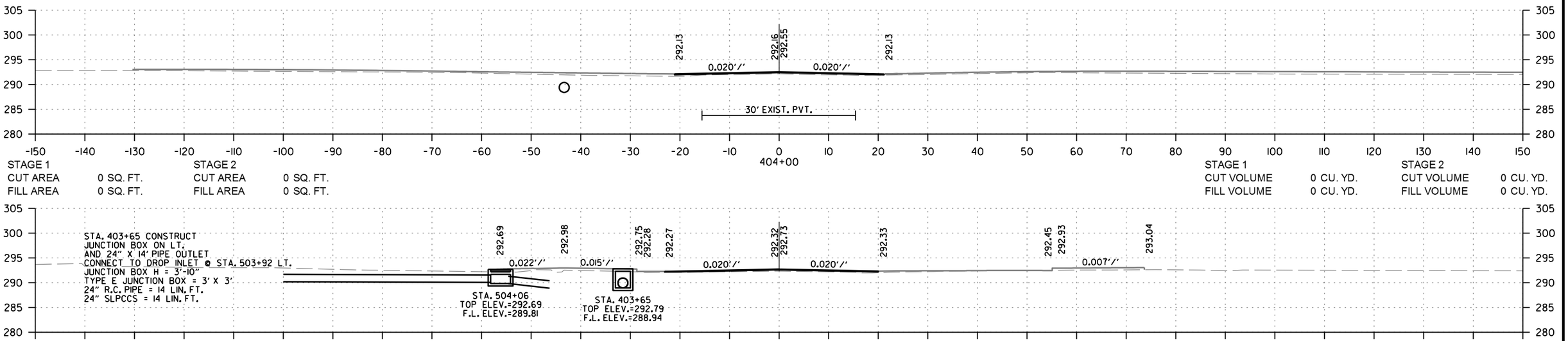
STAGE 1		STAGE 2	
CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	6 CU. YD.	FILL VOLUME	4 CU. YD.

SITE 4
STA. 401+80 TO STA. 402+95

9/10/2020
eh40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	122	129

(2) CROSS SECTIONS



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

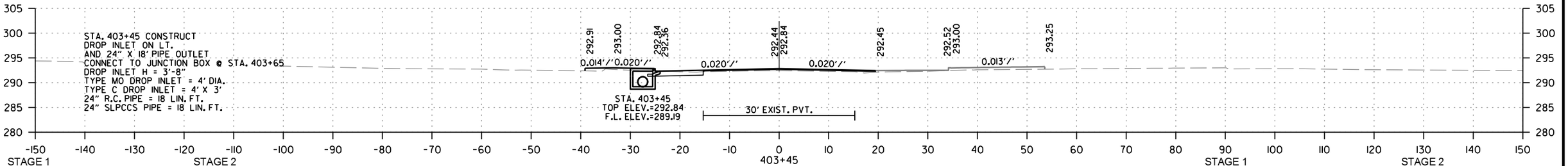
STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 3 CU. YD.
FILL VOLUME 2 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

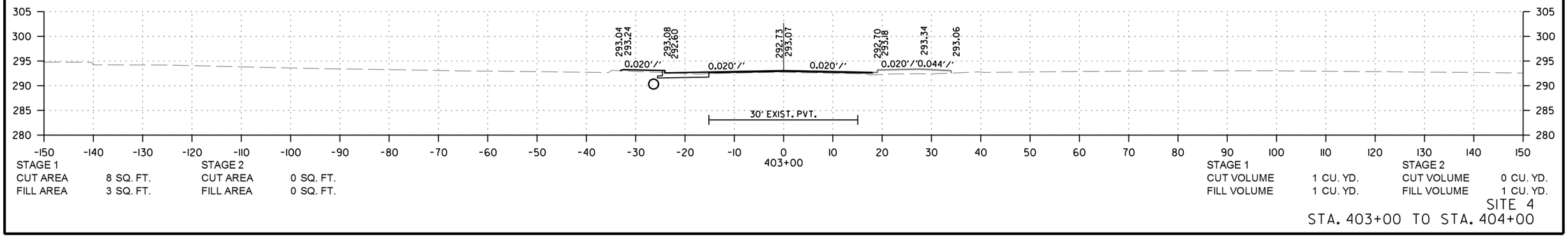


STAGE 1
CUT AREA 9 SQ. FT.
FILL AREA 6 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 14 CU. YD.
FILL VOLUME 8 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.



STAGE 1
CUT AREA 8 SQ. FT.
FILL AREA 3 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 1 CU. YD.
FILL VOLUME 1 CU. YD.

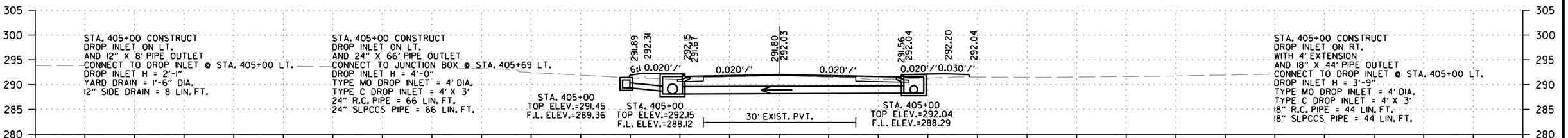
STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 1 CU. YD.

SITE 4
STA. 403+00 TO STA. 404+00

9/10/2020
ah40219
R100941.DGN

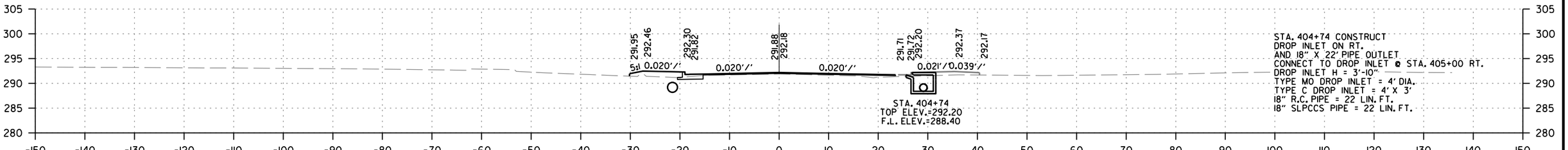
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	123	129

(2) CROSS SECTIONS



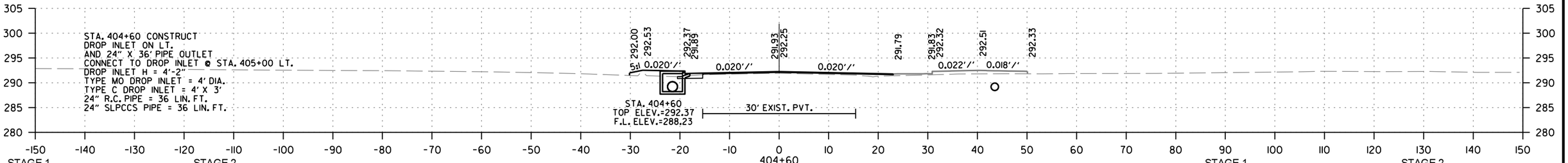
STAGE 1		STAGE 2	
CUT AREA	5 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	10 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	2 CU. YD.	CUT VOLUME	3 CU. YD.
FILL VOLUME	5 CU. YD.	FILL VOLUME	10 CU. YD.



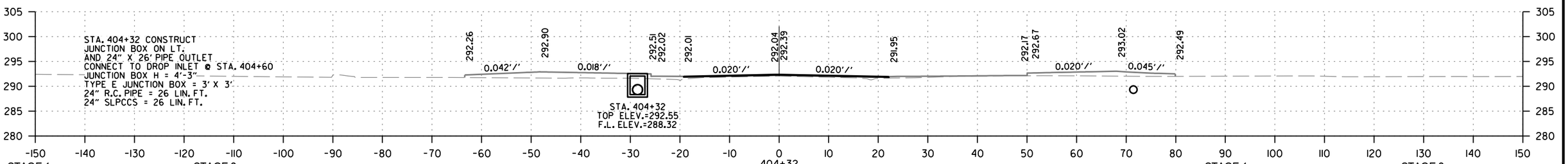
STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	3 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	10 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	2 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	5 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

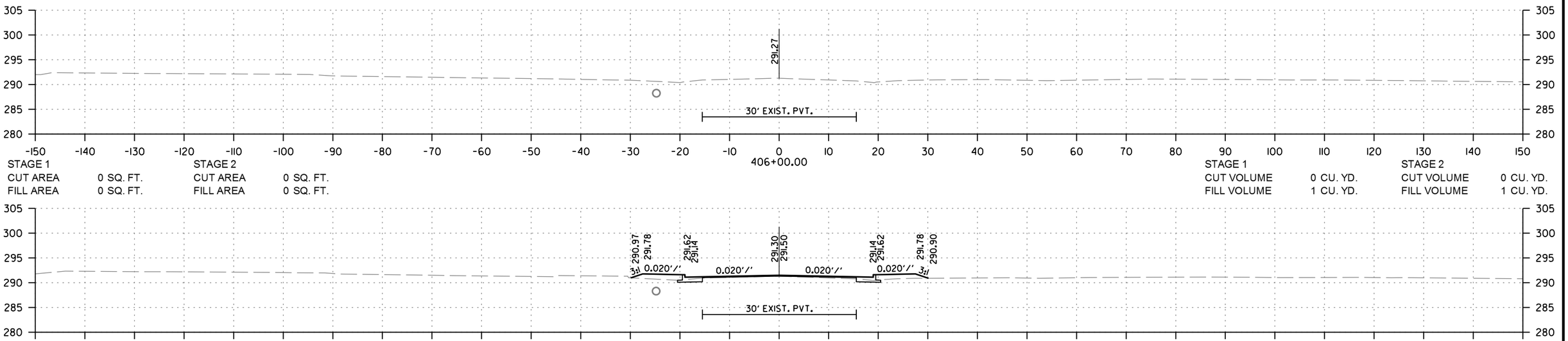
STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

SITE 4
STA. 404+32 TO STA. 405+00

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	124	129

(2) CROSS SECTIONS



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 1 CU. YD.

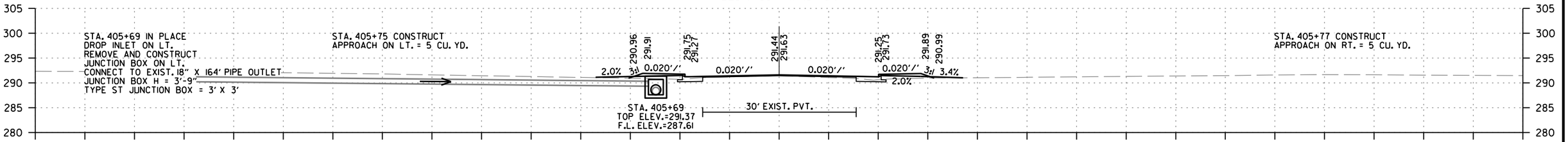
STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 1 CU. YD.

STAGE 1
CUT AREA 2 SQ. FT.
FILL AREA 9 SQ. FT.

STAGE 2
CUT AREA 3 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 1
CUT VOLUME 2 CU. YD.
FILL VOLUME 8 CU. YD.

STAGE 2
CUT VOLUME 3 CU. YD.
FILL VOLUME 9 CU. YD.

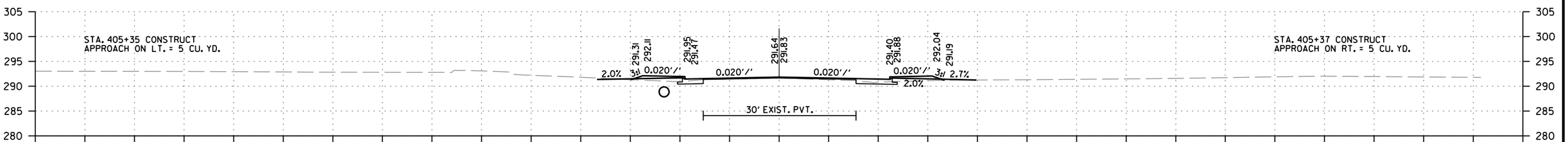


STAGE 1
CUT AREA 3 SQ. FT.
FILL AREA 9 SQ. FT.

STAGE 2
CUT AREA 3 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 1
CUT VOLUME 4 CU. YD.
FILL VOLUME 11 CU. YD.

STAGE 2
CUT VOLUME 4 CU. YD.
FILL VOLUME 12 CU. YD.



STAGE 1
CUT AREA 4 SQ. FT.
FILL AREA 9 SQ. FT.

STAGE 2
CUT AREA 3 SQ. FT.
FILL AREA 9 SQ. FT.

STAGE 1
CUT VOLUME 6 CU. YD.
FILL VOLUME 12 CU. YD.

STAGE 2
CUT VOLUME 4 CU. YD.
FILL VOLUME 12 CU. YD.

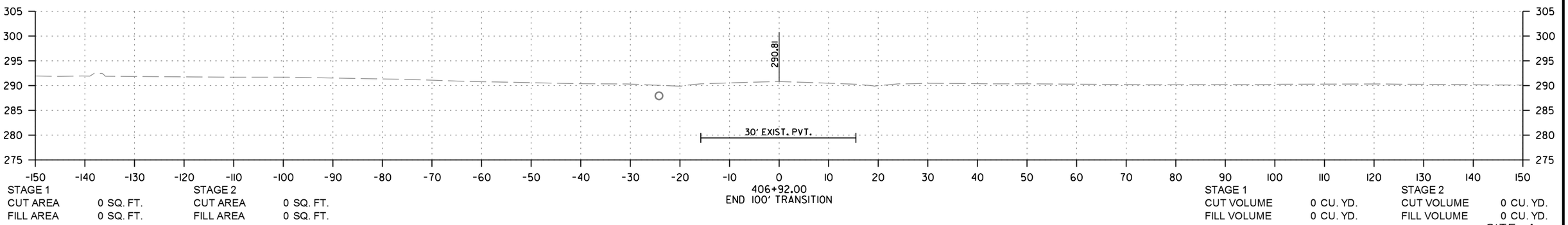
SITE 4
STA. 405+35.00 TO STA. 406+00.00

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100941	125	129

(2) CROSS SECTIONS



STAGE 1		STAGE 2	
CUT AREA	0 SQ. FT.	CUT AREA	0 SQ. FT.
FILL AREA	0 SQ. FT.	FILL AREA	0 SQ. FT.

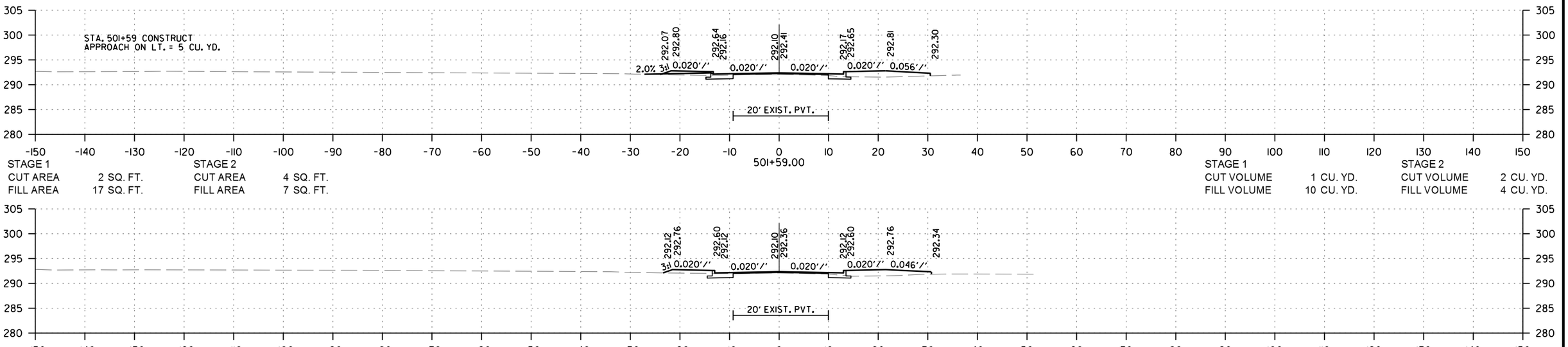
STAGE 1		STAGE 2	
CUT VOLUME	0 CU. YD.	CUT VOLUME	0 CU. YD.
FILL VOLUME	0 CU. YD.	FILL VOLUME	0 CU. YD.

SITE 4
STA. 406+92.00 TO STA. 406+92.00

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	126	129

(2) CROSS SECTIONS

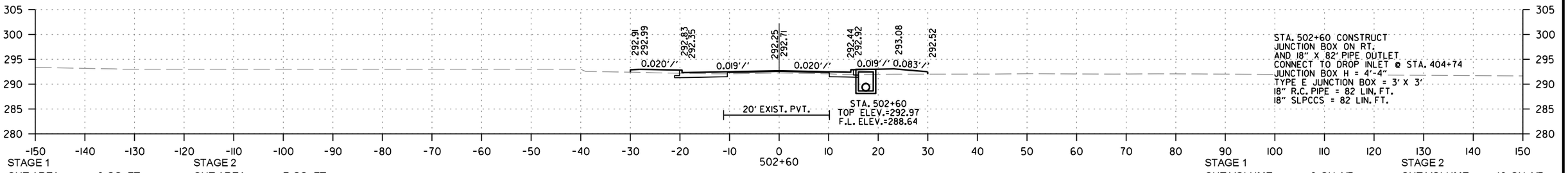


HWY. I
STA. 500+43.00 TO STA. 501+59.00

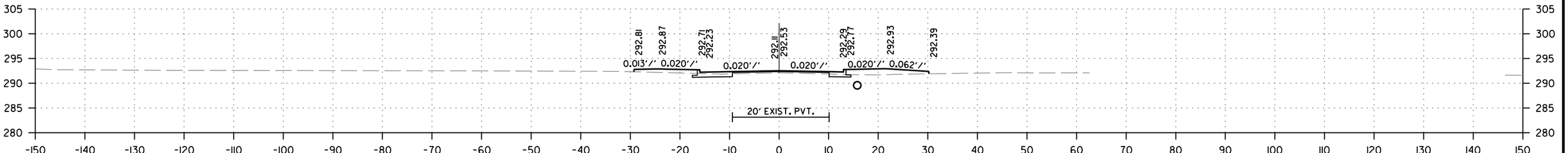
9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	127	129

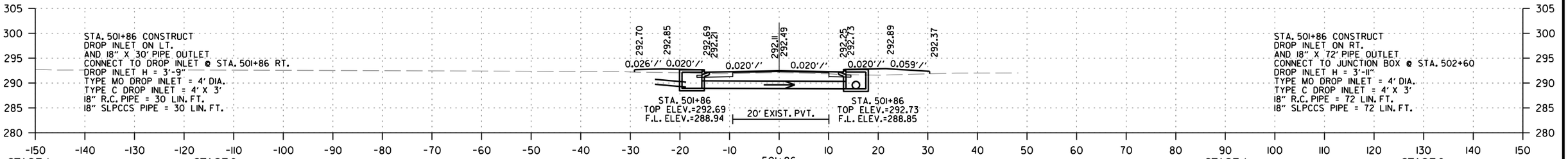
(2) CROSS SECTIONS



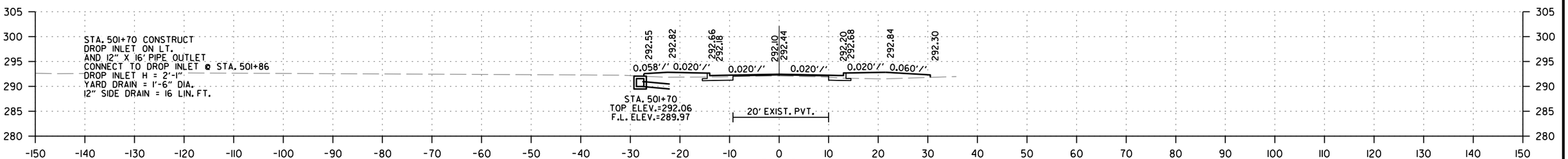
STAGE 1		STAGE 2		STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	6 CU. YD.	CUT VOLUME	13 CU. YD.
FILL AREA	14 SQ. FT.	FILL AREA	6 SQ. FT.	FILL VOLUME	34 CU. YD.	FILL VOLUME	17 CU. YD.



STAGE 1		STAGE 2		STAGE 1		STAGE 2	
CUT AREA	2 SQ. FT.	CUT AREA	5 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	3 CU. YD.
FILL AREA	17 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	9 CU. YD.	FILL VOLUME	5 CU. YD.



STAGE 1		STAGE 2		STAGE 1		STAGE 2	
CUT AREA	2 SQ. FT.	CUT AREA	5 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	3 CU. YD.
FILL AREA	17 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	10 CU. YD.	FILL VOLUME	6 CU. YD.



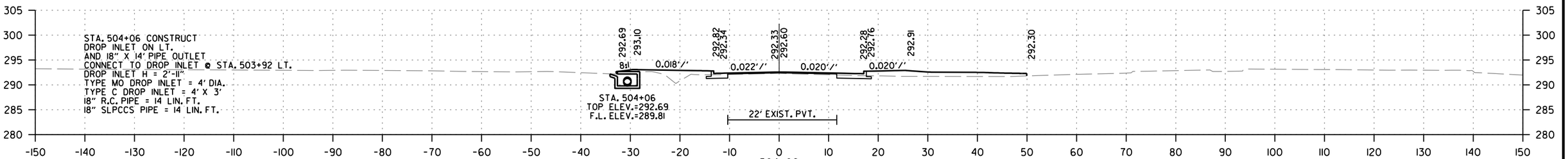
STAGE 1		STAGE 2		STAGE 1		STAGE 2	
CUT AREA	2 SQ. FT.	CUT AREA	4 SQ. FT.	CUT VOLUME	1 CU. YD.	CUT VOLUME	2 CU. YD.
FILL AREA	18 SQ. FT.	FILL AREA	11 SQ. FT.	FILL VOLUME	7 CU. YD.	FILL VOLUME	4 CU. YD.

HWY. I
STA. 501+70 TO STA. 502+60

9/10/2020
ah40219
R100941.DGN

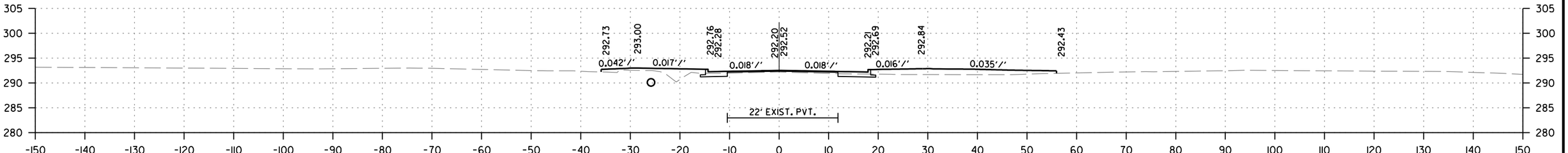
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	128	129

(2) CROSS SECTIONS



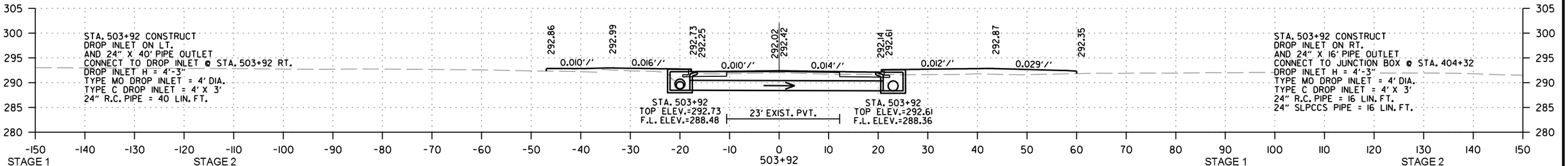
STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	17 SQ. FT.	FILL AREA	28 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	4 CU. YD.	FILL VOLUME	7 CU. YD.



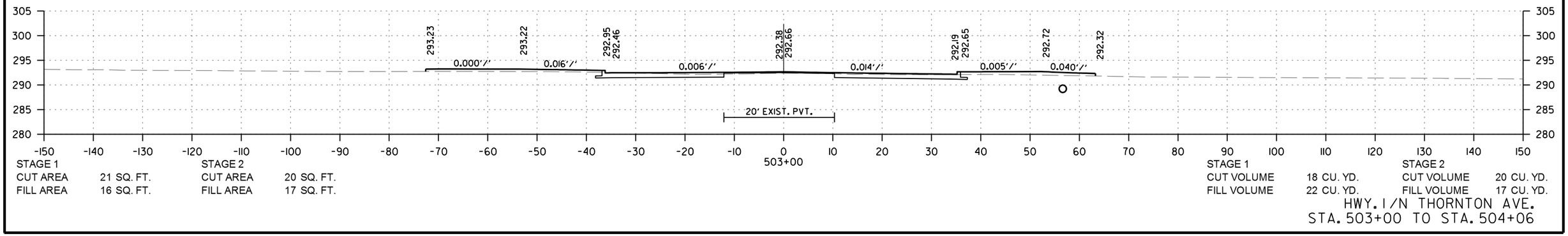
STAGE 1		STAGE 2	
CUT AREA	3 SQ. FT.	CUT AREA	4 SQ. FT.
FILL AREA	18 SQ. FT.	FILL AREA	37 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	1 CU. YD.	CUT VOLUME	1 CU. YD.
FILL VOLUME	6 CU. YD.	FILL VOLUME	11 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	5 SQ. FT.	CUT AREA	5 SQ. FT.
FILL AREA	22 SQ. FT.	FILL AREA	39 SQ. FT.

STAGE 1		STAGE 2	
CUT VOLUME	44 CU. YD.	CUT VOLUME	43 CU. YD.
FILL VOLUME	65 CU. YD.	FILL VOLUME	95 CU. YD.



STAGE 1		STAGE 2	
CUT AREA	21 SQ. FT.	CUT AREA	20 SQ. FT.
FILL AREA	16 SQ. FT.	FILL AREA	17 SQ. FT.

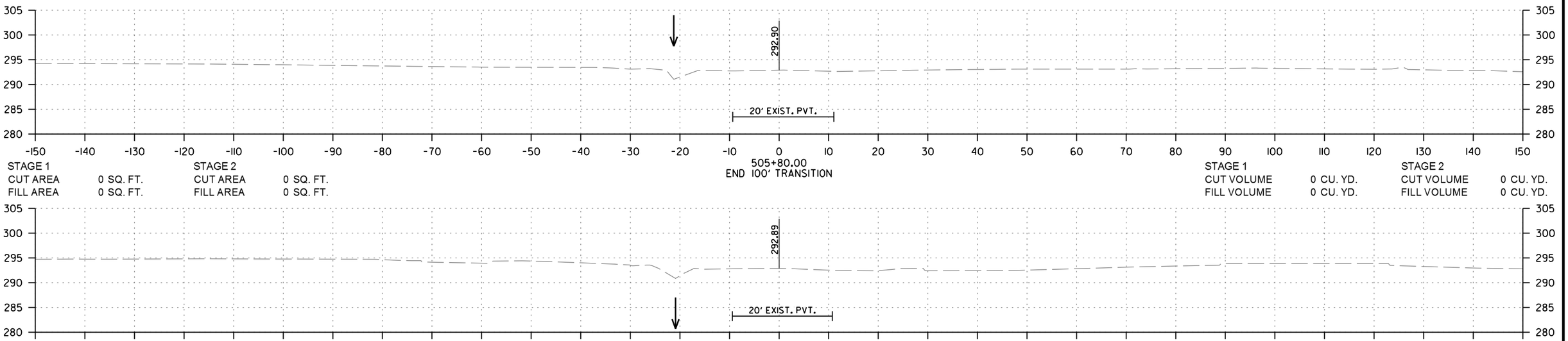
STAGE 1		STAGE 2	
CUT VOLUME	18 CU. YD.	CUT VOLUME	20 CU. YD.
FILL VOLUME	22 CU. YD.	FILL VOLUME	17 CU. YD.

HWY. I/N THORNTON AVE.
STA. 503+00 TO STA. 504+06

9/10/2020
ah40219
R100941.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100941	129	129

(2) CROSS SECTIONS



STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 2
CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD.

STAGE 1
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 2
CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT.

STAGE 1
CUT VOLUME 2 CU. YD.
FILL VOLUME 4 CU. YD.

STAGE 2
CUT VOLUME 1 CU. YD.
FILL VOLUME 4 CU. YD.

STAGE 1
CUT AREA 6 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 2
CUT AREA 2 SQ. FT.
FILL AREA 10 SQ. FT.

STAGE 1
CUT VOLUME 5 CU. YD.
FILL VOLUME 9 CU. YD.

STAGE 2
CUT VOLUME 2 CU. YD.
FILL VOLUME 12 CU. YD.

STAGE 1
CUT AREA 4 SQ. FT.
FILL AREA 7 SQ. FT.

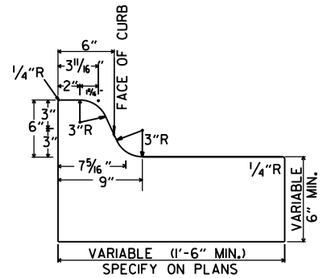
STAGE 2
CUT AREA 2 SQ. FT.
FILL AREA 13 SQ. FT.

STAGE 1
CUT VOLUME 6 CU. YD.
FILL VOLUME 20 CU. YD.

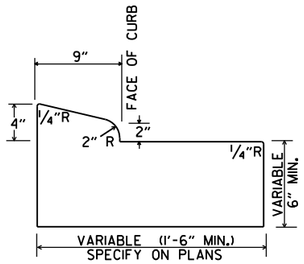
STAGE 2
CUT VOLUME 5 CU. YD.
FILL VOLUME 34 CU. YD.

N THORNTON AVE.
STA. 504+51.00 TO STA. 505+80.00

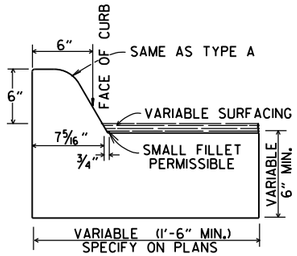
9/10/2020
ah40219
R100941.DGN



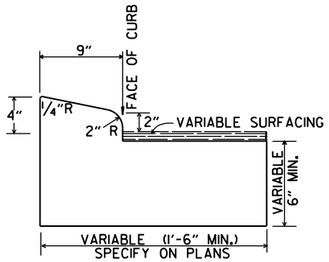
TYPE A



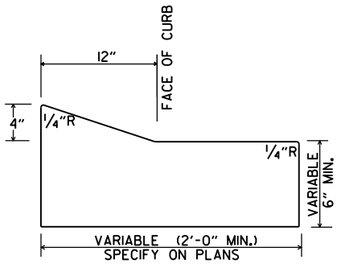
TYPE B-1



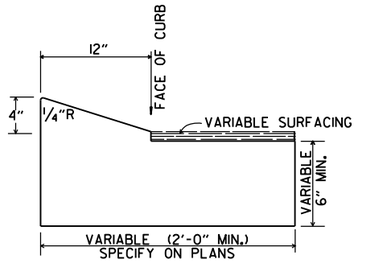
TYPE C



TYPE B-2

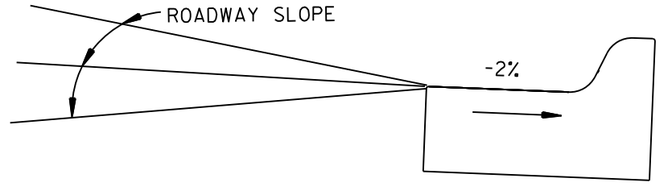


TYPE E-1



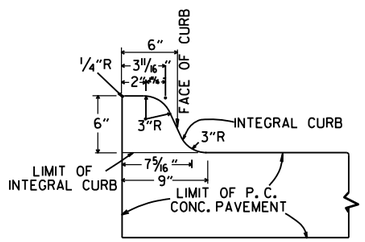
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

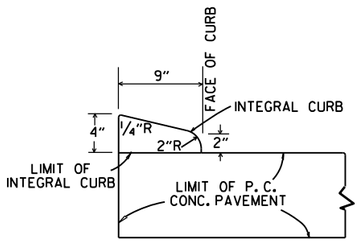


DETAIL OF GUTTER SLOPE

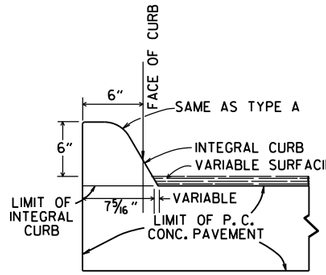
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

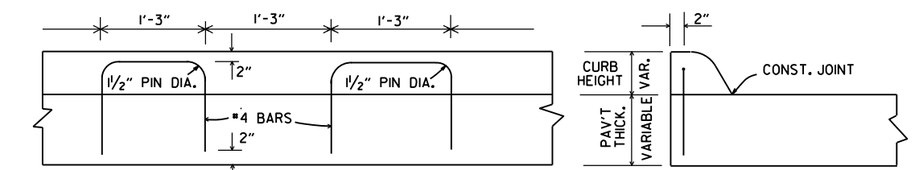


TYPE B



TYPE C

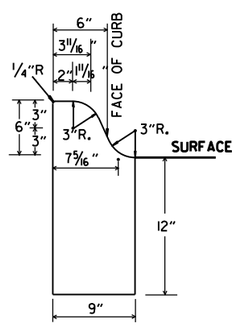
INTEGRAL CURB



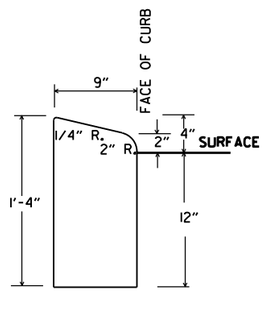
LONGITUDINAL SECTION

ELEVATION

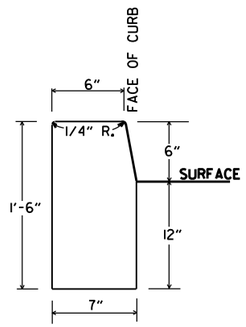
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



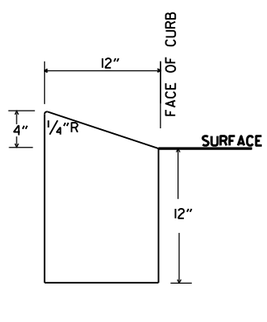
TYPE A



TYPE B

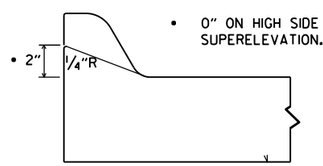


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

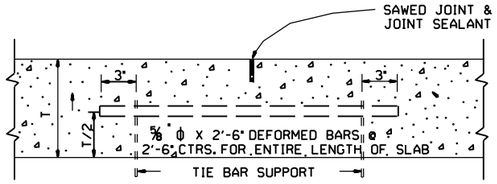
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIBLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

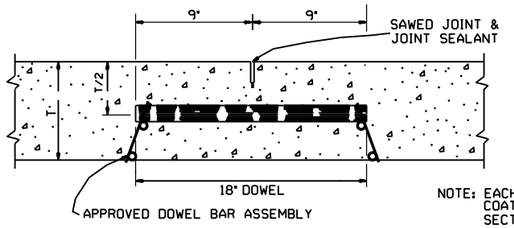
STANDARD DRAWING CG-1



LONGITUDINAL JOINT

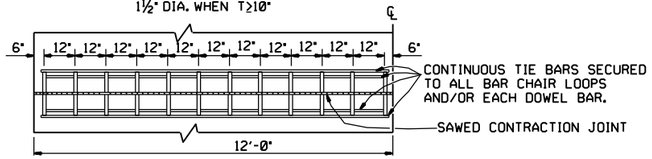
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

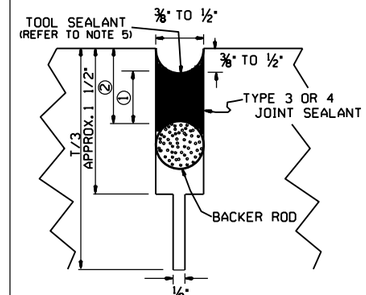
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



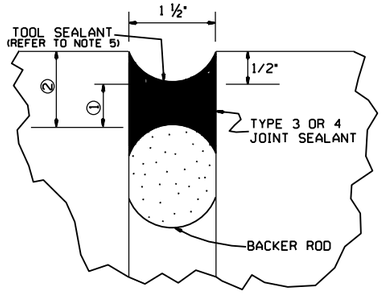
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

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



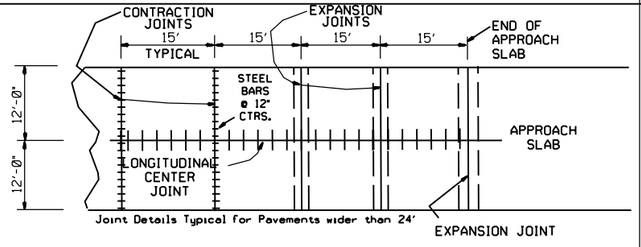
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

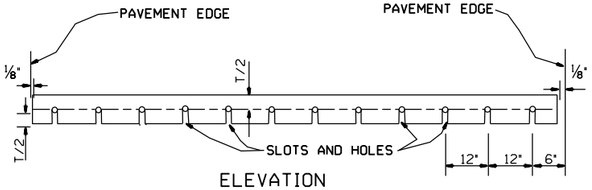
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	⅜	¾	⅝
¾	⅜	⅞	⅝
1 ½	¾	2	1 ¼

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

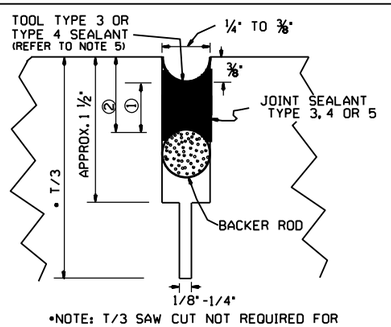


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



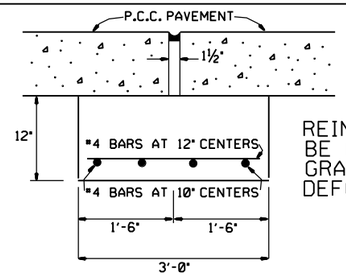
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



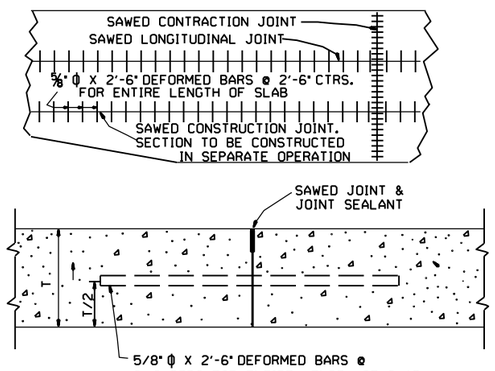
•NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT



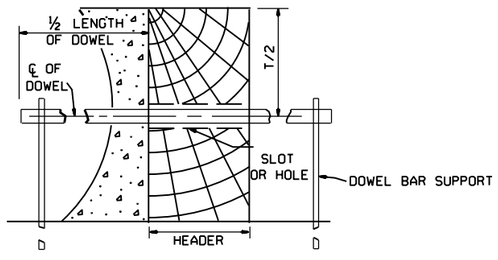
REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS



NOTE: TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

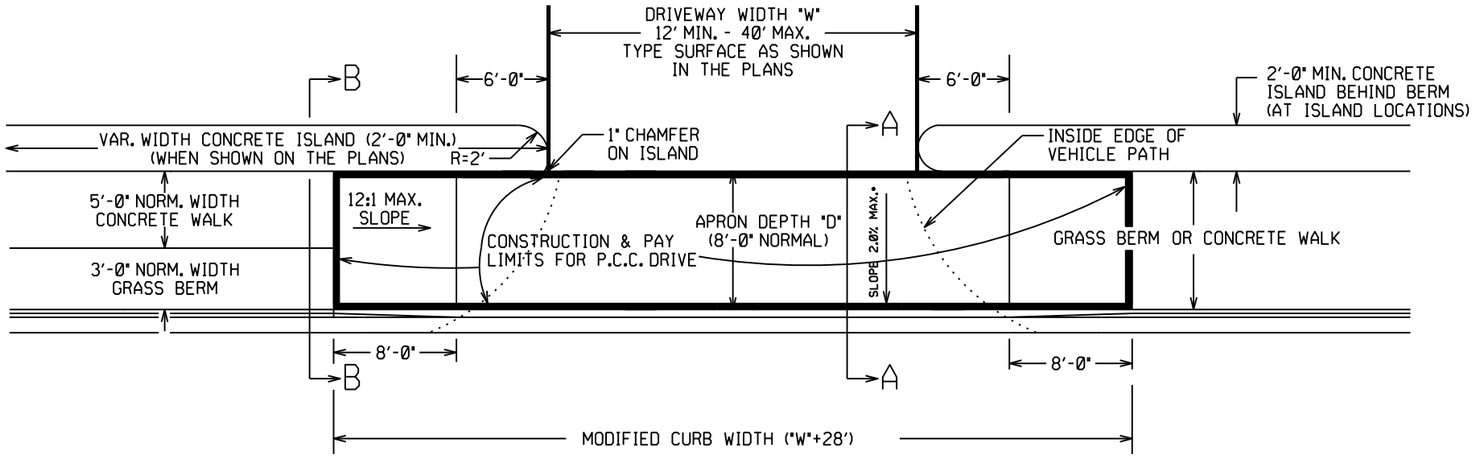
1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED 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.

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

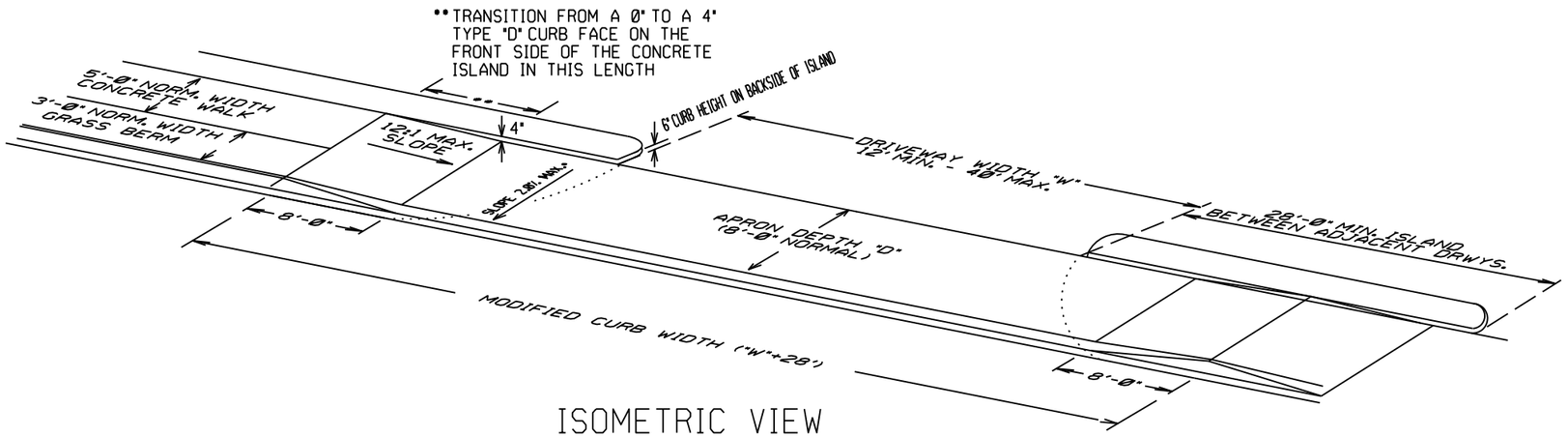
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A

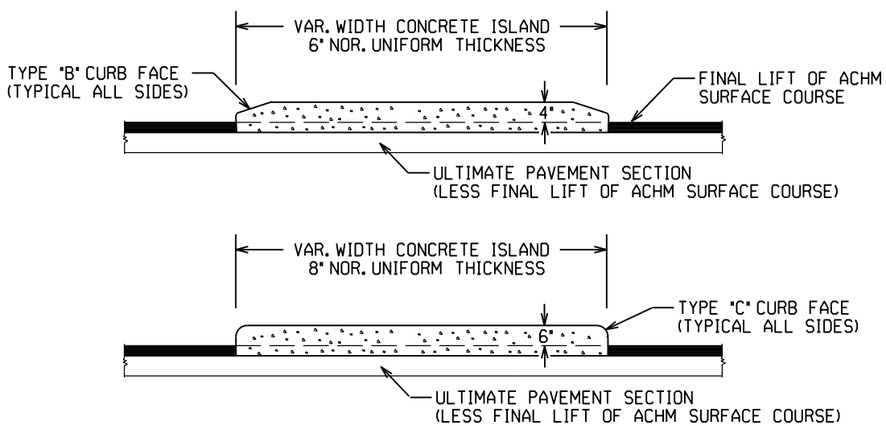


PLAN VIEW

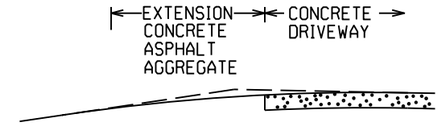


ISOMETRIC VIEW

REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".



CURBED ISLANDS FOR CHANNELIZATION



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

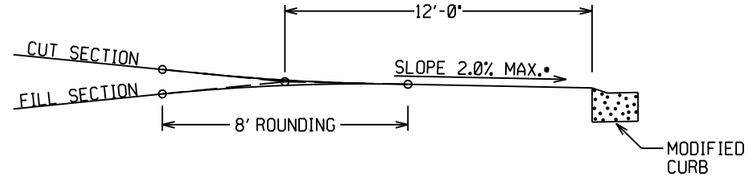
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

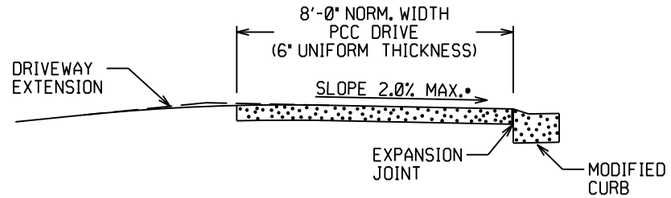
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

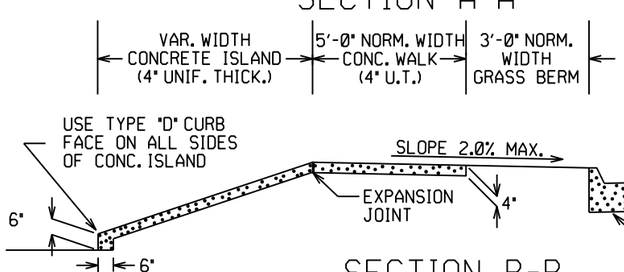


DRIVEWAY VERTICAL ALIGNMENT DETAILS

• NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A



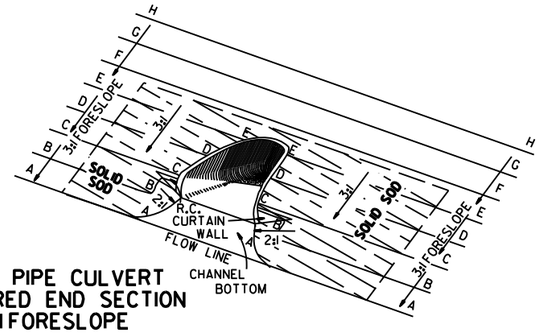
SECTION B-B
CURBED ISLAND BEHIND WALK

DATE REV	DATE FILMED	DESCRIPTION
11-07-19		REVISED WALK DETAILS
2-27-14		REVISED PLAN & ISOMETRIC VIEW
11-29-07		ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05		REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02		ADDED ISLAND DETAILS & NOTES
3-30-00		REV. MOD. CURB WIDTH & TRANS. NOTE
11-19-98		REVISED NOTES
11-18-98		REDRAWN AND REISSUED

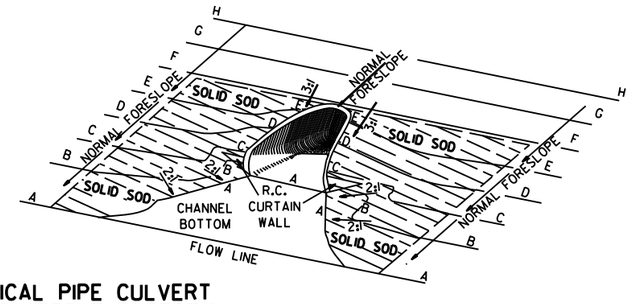
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

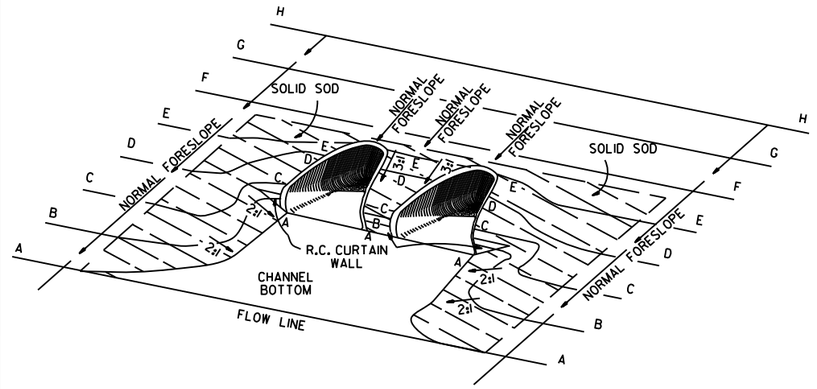
STANDARD DRAWING DR-1



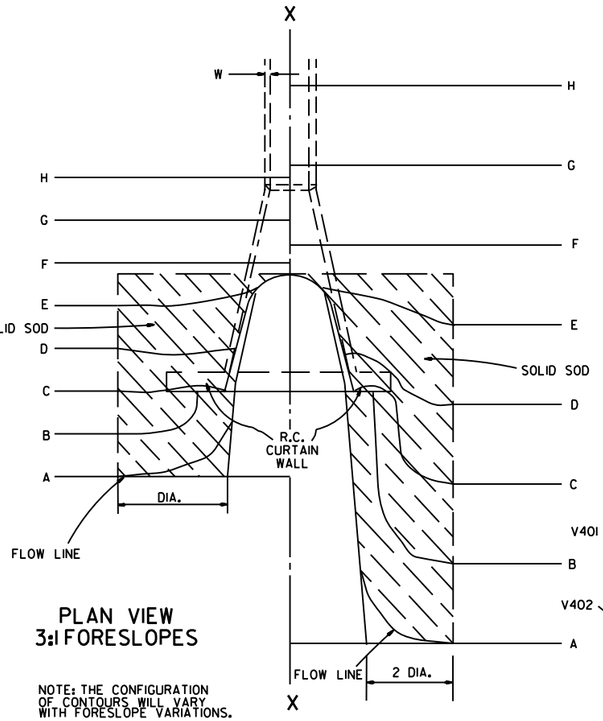
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



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

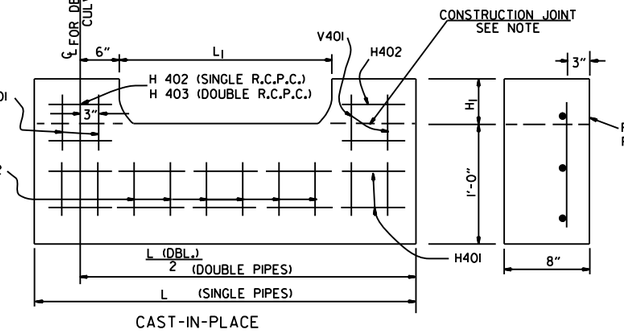
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

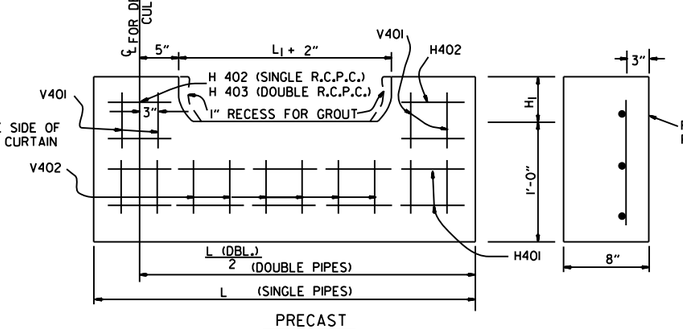
PIPE DIA.	H_1	L_1	L	L (DBL.)/2	SINGLE R.C.P.C. CONC. CU. YDS.	SINGLE R.C.P.C. REINF. STEEL LBS.	DOUBLE R.C.P.C. CONC. CU. YDS.	DOUBLE R.C.P.C. REINF. STEEL LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	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

REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	NO.	H402 L	NO.	V401 L	NO.	V402 L	NO.	DOUBLE R.C. PIPE CULVERT H401 L	NO.	H402 L	NO.	H403 L	NO.	V401 L	NO.	V402 L	NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

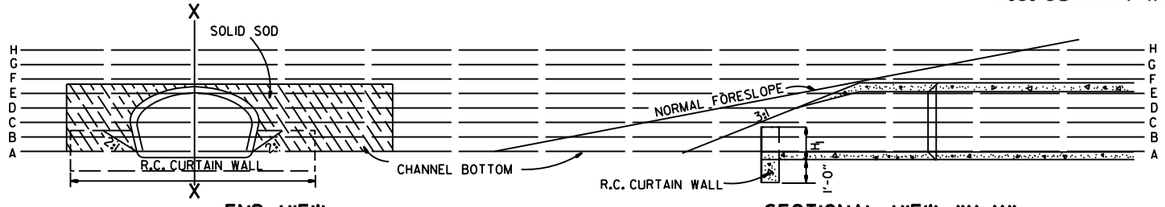
SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 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.



END VIEW

SECTIONAL VIEW "X-X"

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	
10-12-95	CORRECTED SPELLING	
11- 3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

STANDARD DRAWING FES-1

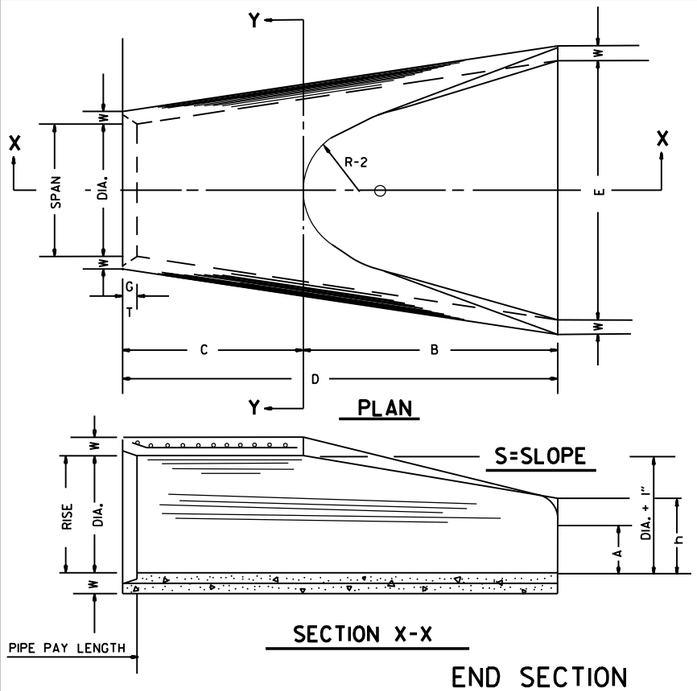
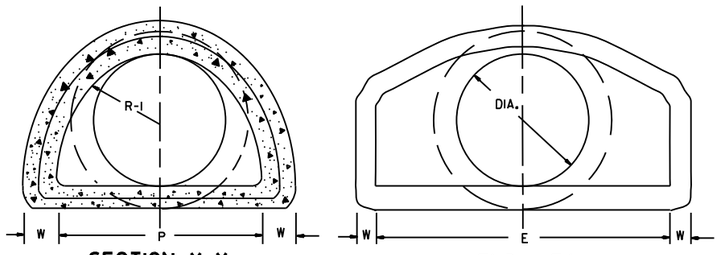


TABLE OF DIMENSIONS

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"

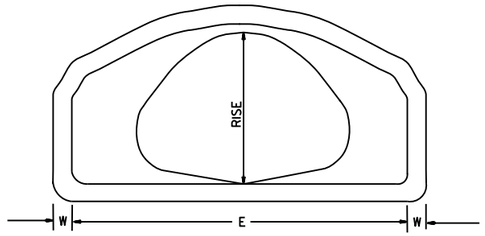


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

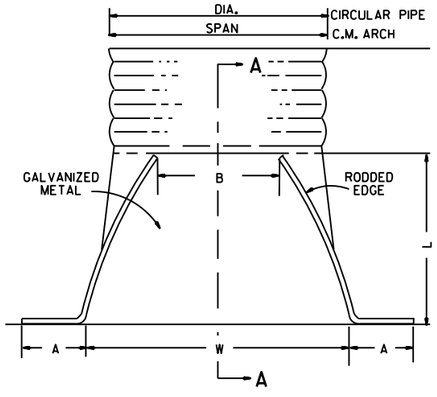
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	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'-1½"	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

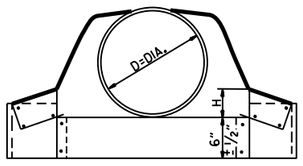
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

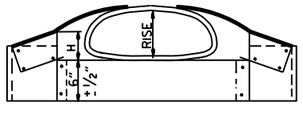


END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS







CIRCULAR PIPE

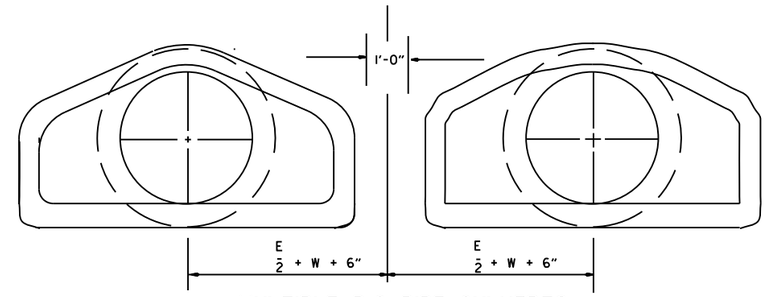
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	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

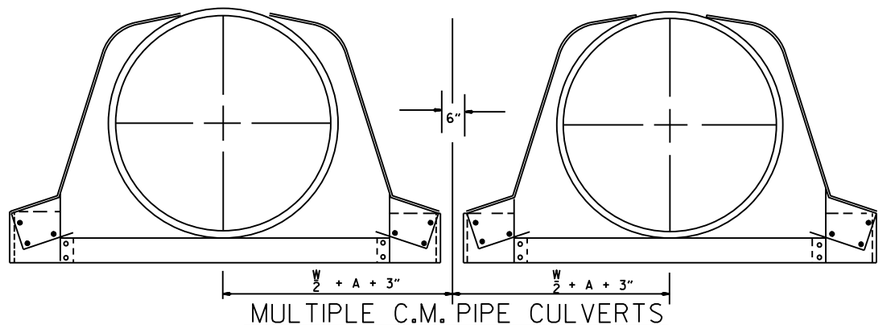
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
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



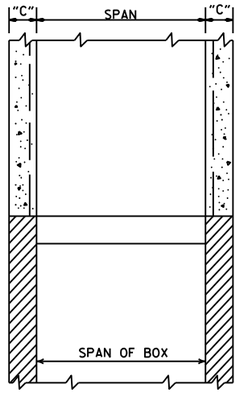
MULTIPLE C.M. PIPE CULVERTS

DATE	REVISION	BY	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

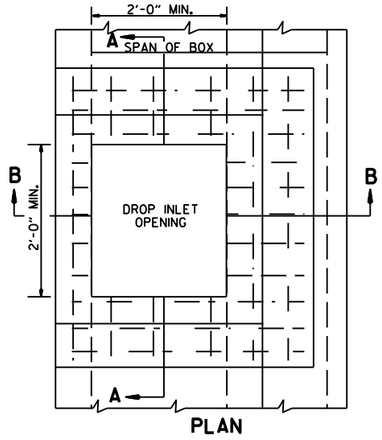
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

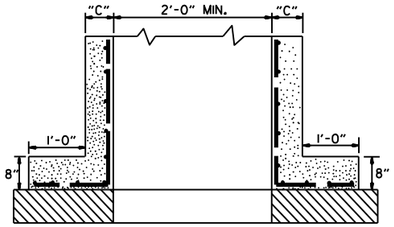
STANDARD DRAWING FES-2



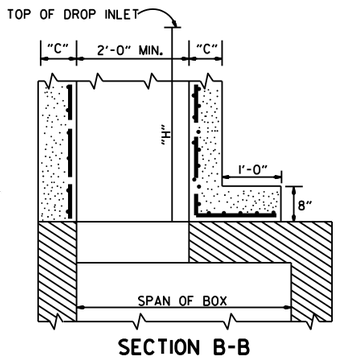
SECTION B-B



PLAN

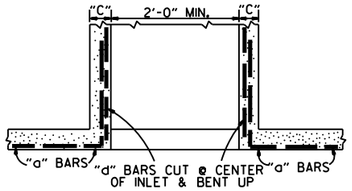


SECTION A-A

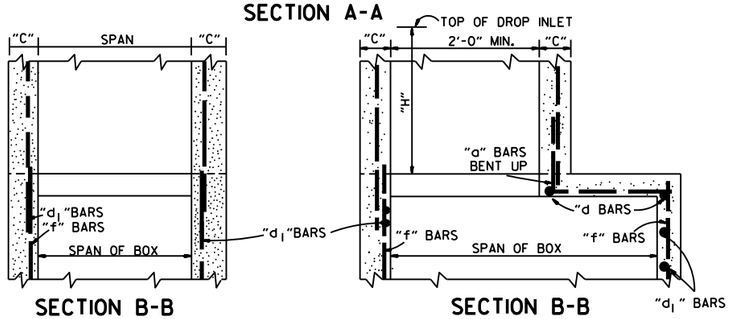


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



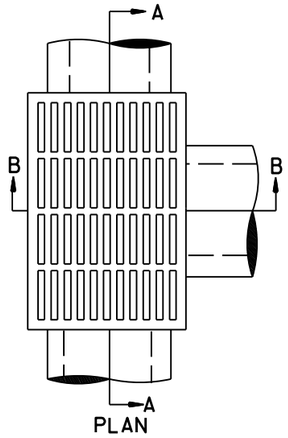
SECTION A-A



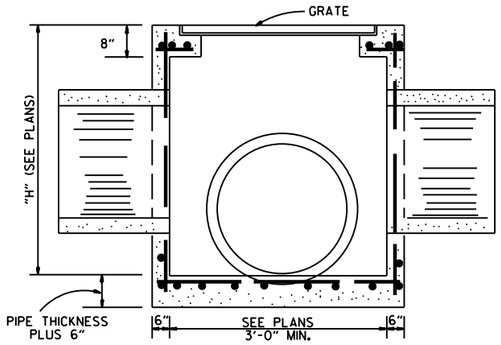
SECTION B-B SECTION B-B

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.

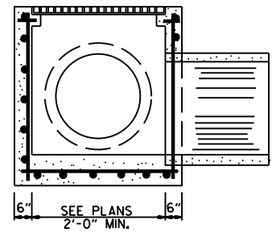


PLAN



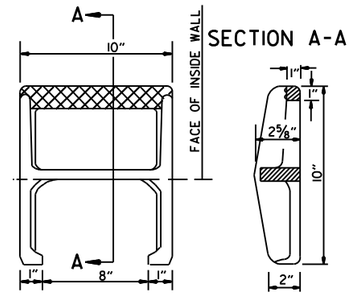
SECTION A-A

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)



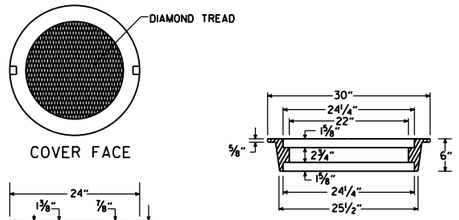
SECTION A-A

APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

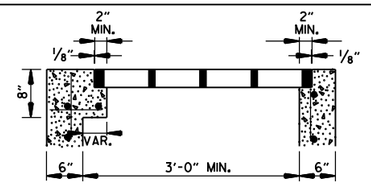
DETAIL OF STEP FOR DROP INLET



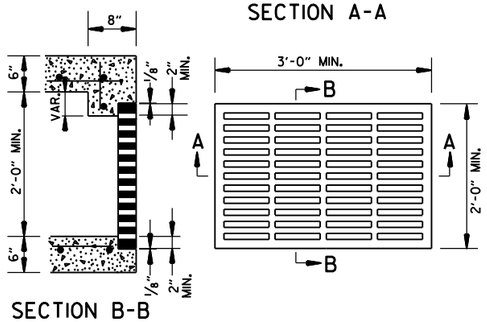
COVER SECTION RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



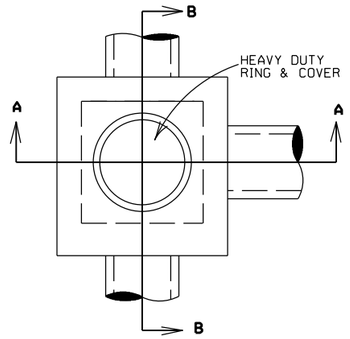
SECTION A-A



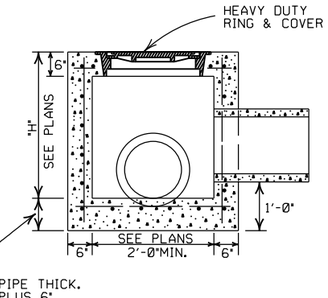
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

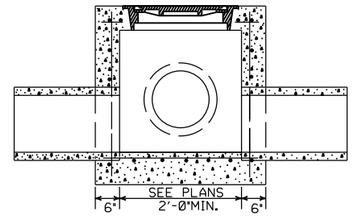


PLAN



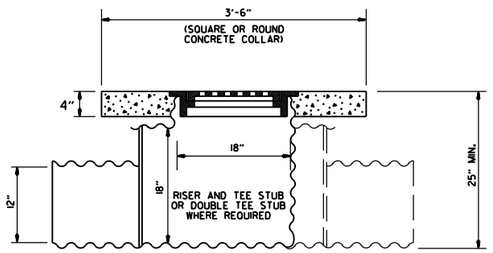
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE JUNCTION BOX TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.

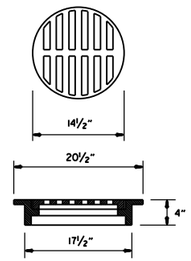


SECTION B-B

JUNCTION BOX (TYPE E)



NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".



USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

DETAIL OF YARD DRAIN

GENERAL NOTES:

1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
11-16-01	ADDED NOTE 10	
1-12-00	REVISED HEAVY DUTY RING & COVER	
7-02-98	CHANGED GRATE DETAIL. DELETED DI(TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E)	
6-26-97	ADDED DIMENSION TO TYPE IV-A	
10-18-96	ADDED DETAIL OF YARD DRAIN	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

STANDARD DRAWING FPC-9

4'-0" LENGTH DROP INLET

PIPE SIZE	MIN. WIDTH	HEIGHT 5'-0" CLASS A CONC.	HEIGHT 5'-0" REINF. STEEL	PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC.	PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL
		CU. YDS.	POUNDS	CU. YDS.	POUNDS
18"	2'-6"	1.77	156	0.28	22
24"	2'-6"	1.79	156	0.28	22
30"	3'-2"	2.39	205	0.30	26
36"	3'-8"	2.63	236	0.32	28
42"	4'-4"	2.95	250	0.34	30
48"	4'-10"	3.21	265	0.36	32

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.

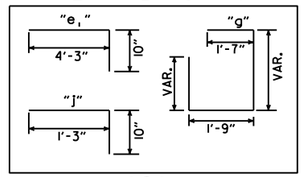
DROP INLET EXTENSION

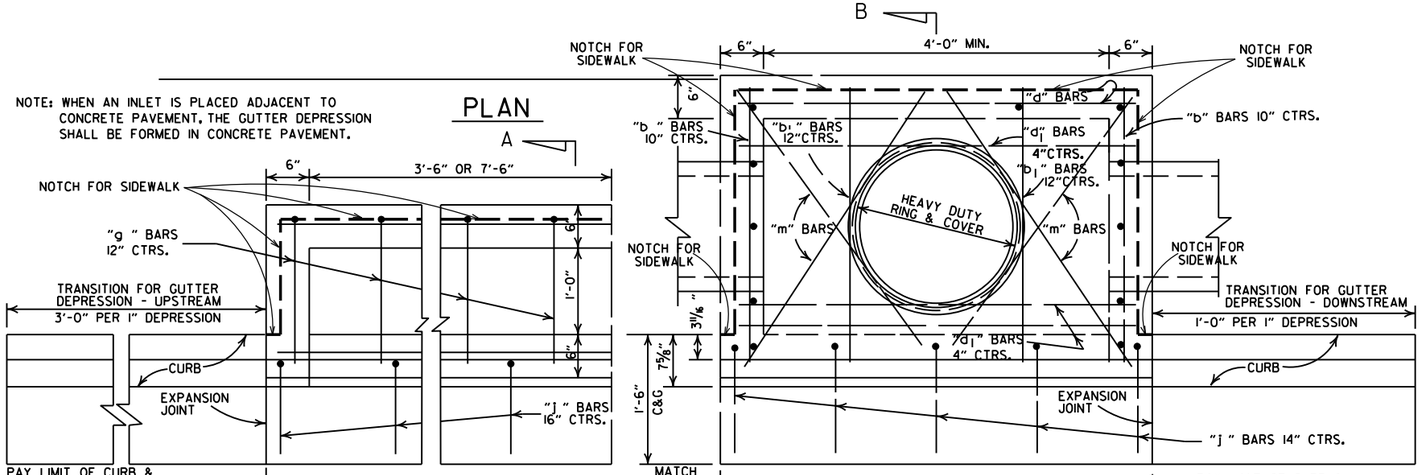
4'-0" CLASS A CONC.	4'-0" REINF. STEEL	8'-0" CLASS A CONC.	8'-0" REINF. STEEL
CU. YDS.	POUNDS	CU. YDS.	POUNDS
0.58	38	0.87	72
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
0.04	3		

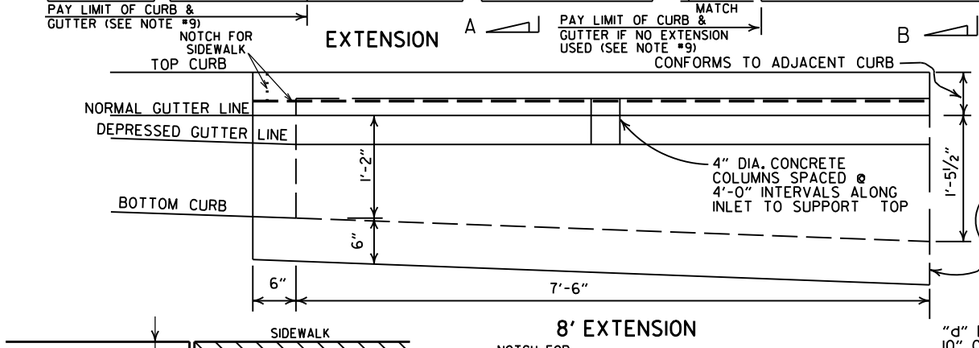
DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET

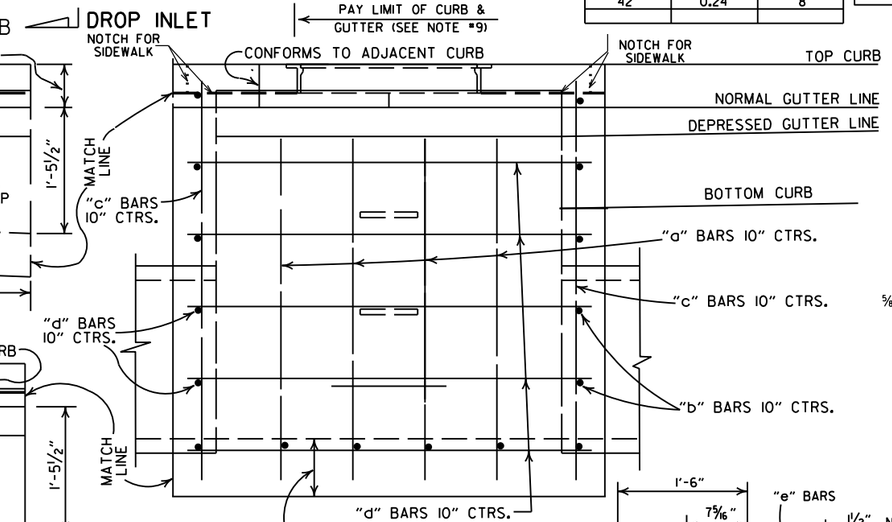
INSIDE DIA. PIPE	CLASS A CONC.	REINF. STEEL
INCHES	CU. YDS.	POUNDS
18	0.05	2
24	0.09	3
30	0.13	4
42	0.24	8

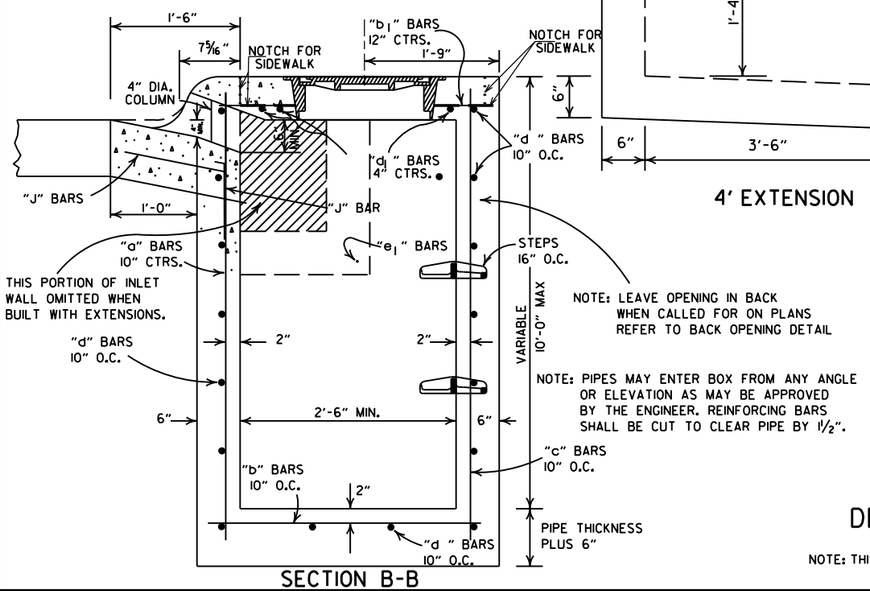
BAR DIAMETER

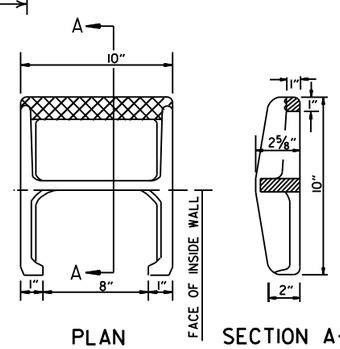


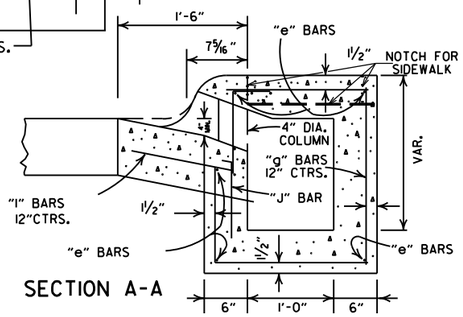


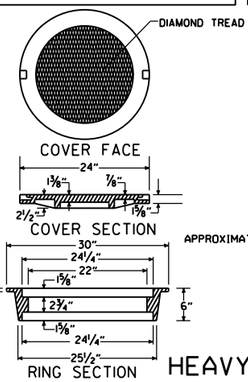






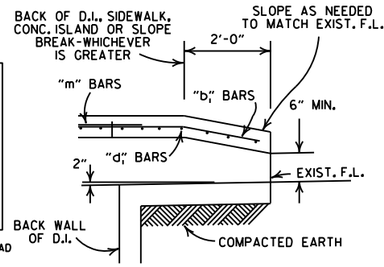






APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).

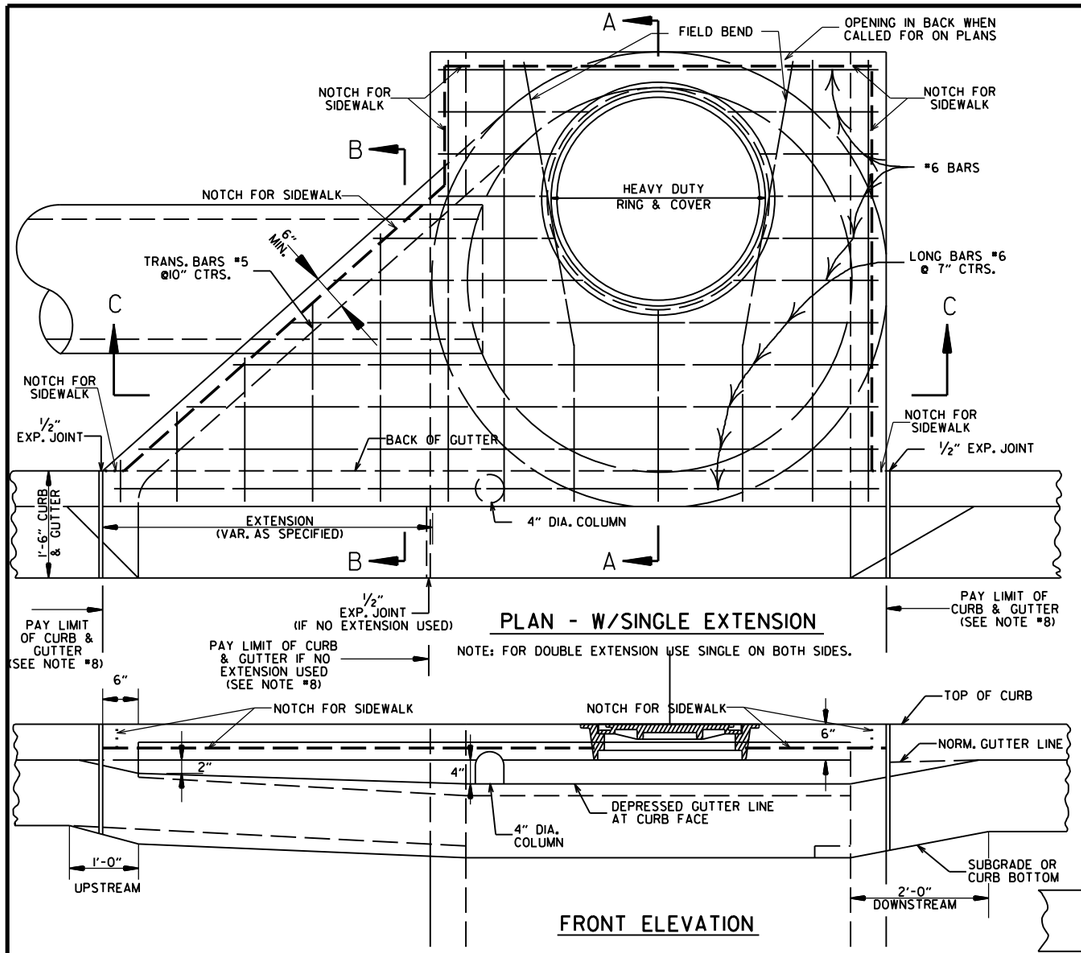
GENERAL NOTES:
1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
6. WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (FPC-9D).
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
9. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
10. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
11. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
12. 4"×2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13; REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER ADDED NOTES 9,10,&11	
10-18-96	CORRECTED SPELLING	
4-26-96	ADDED NOTE 8 & REVISED (4')(8') EXTENSION TITLES	10-18-96
4-1-93	REVISED BACK OPENING & NOTE	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

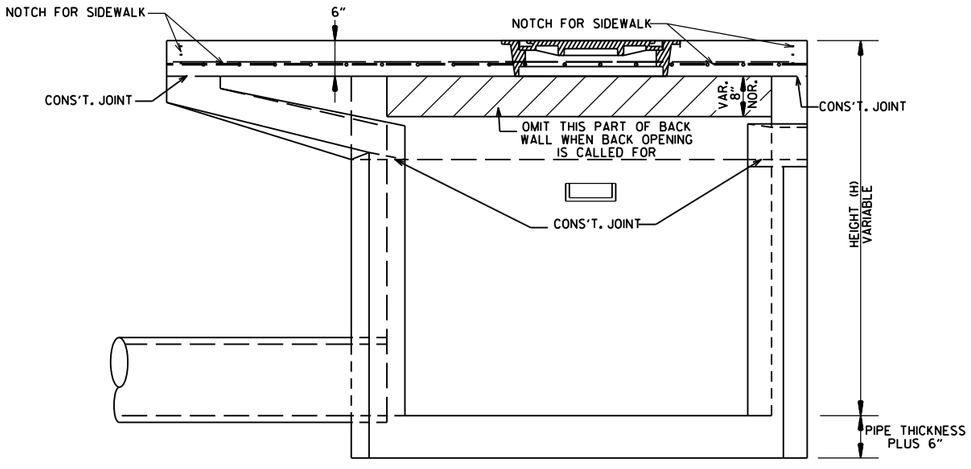
DETAILS OF DROP INLETS (TYPE C)

STANDARD DRAWING FPC-9E

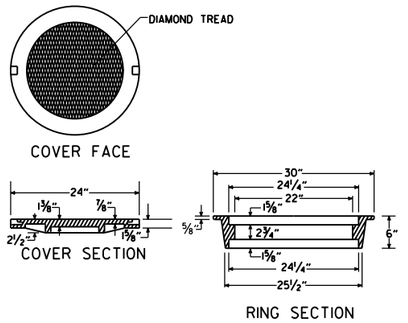


PLAN - W/SINGLE EXTENSION

FRONT ELEVATION



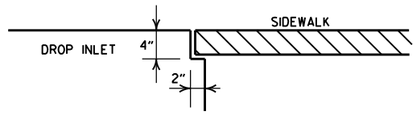
SECTION C-C



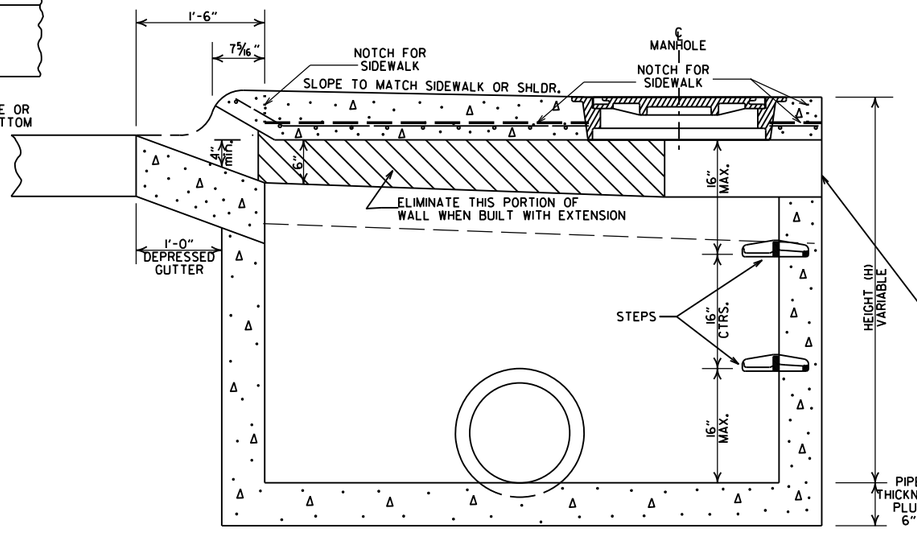
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

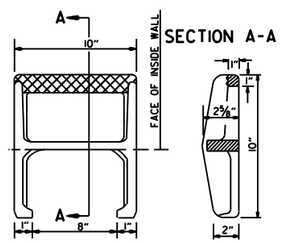
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



SECTION A-A

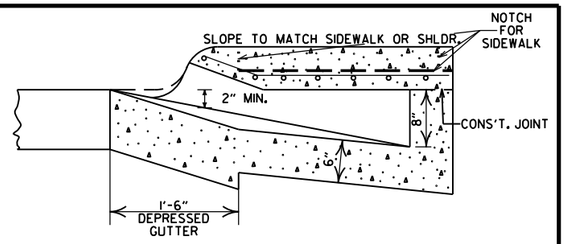


APPROX. WEIGHT = 11LBS. (CAST IRON)

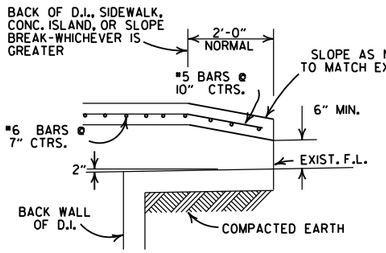
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



SECTION B-B



BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

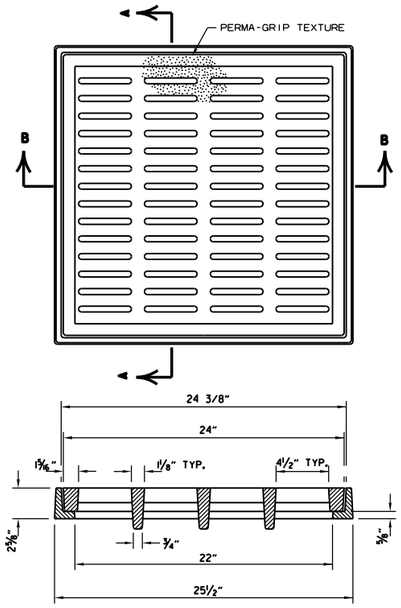
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
1-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE 8, REM. PLAN DET., REV. PICTURE FOR NEW RING & COVER, ADDED HEAVY DUTY RING & COVER AND DETAIL OF STEP FOR DROP INLET	
4-26-96	ADDED NOTE 11, ADJ. OPENING DIMENSION	
10-12-95	CORRECTED #6 BAR SPACING	
7-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
4-27-95	TYPE C TO MO (OPEN, BACK DETAIL)	
11-3-94	REVISED GENERAL NOTES	11-3-94
4-1-93	REV. BACK OPEN. DETAIL & NOTE	4-1-93
8-16-91	REVISED NOTES 11,12 & ADDED BK.OPEN DETAIL	8-15-91
11-30-89	ADDED NOTE NO. 12	11-30-89
5-23-89	ADDED NOTE & MINIMUM WALL THICKNESS	513-5-23-89
7-15-88	ADDED EXTEND NOTE TO SECTION A-A	628-7-15-88
1-14-87	MODIFIED WALL THICKNESS	783-1-14-87
6-12-87	ISSUED	4-6-12-87

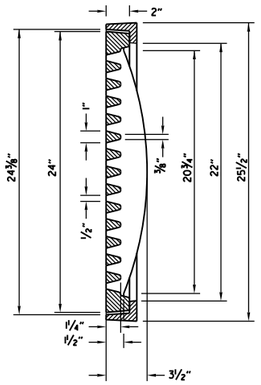
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



SECTION B-B

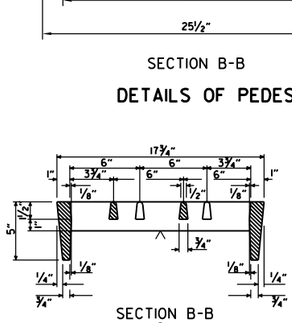


SECTION A-A

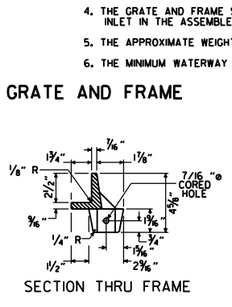
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 218 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

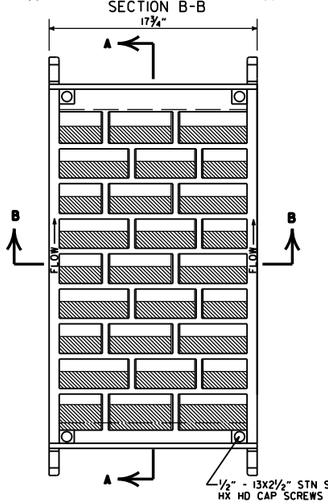
DETAILS OF PEDESTRIAN GRATE AND FRAME

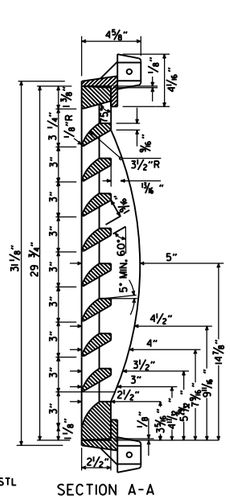


SECTION B-B



SECTION THRU FRAME



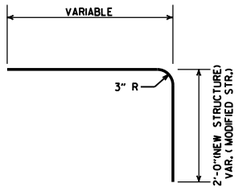


SECTION A-A

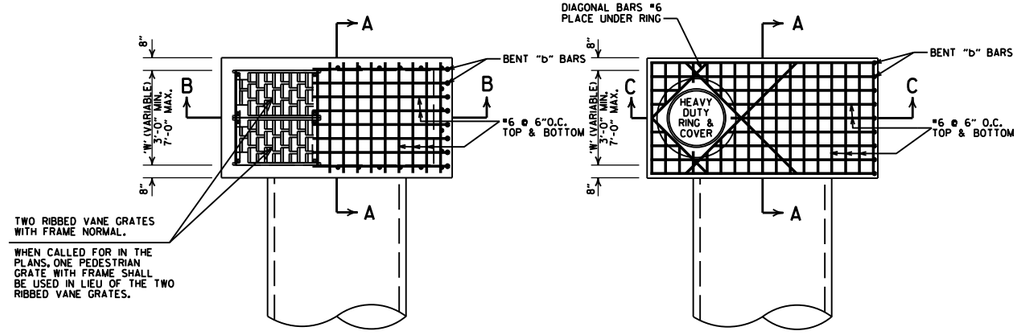
DETAILS OF RIBBED VANE GRATE AND FRAME

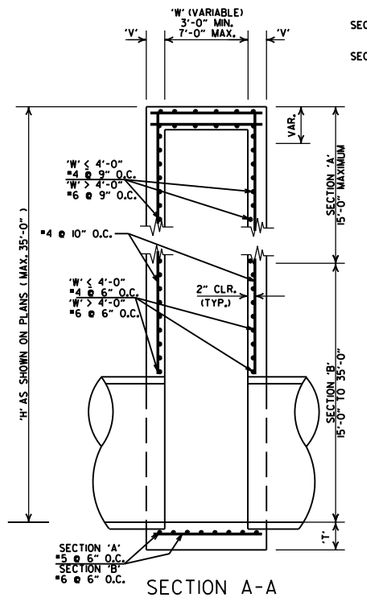
GENERAL NOTES (RIBBED VANE GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.



DETAIL OF BENT "b" BAR



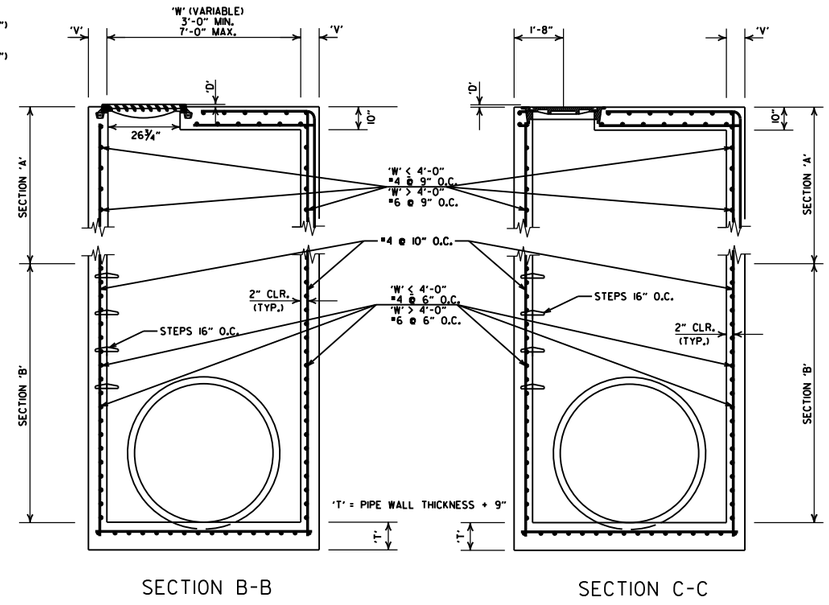


SECTION A-A

SECTION 'A'
'V' = 8"

SECTION 'B' (W≤4'-0")
'V' = 8"

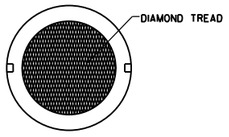
SECTION 'B' (W>4'-0")
'V' = 10"



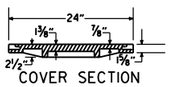
SECTION B-B

SECTION C-C

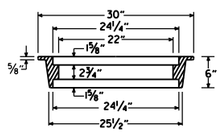
DETAILS OF DROP INLET (TYPE ST)



COVER FACE



COVER SECTION



RING SECTION

HEAVY DUTY RING & COVER

APPROXIMATE TOTAL WEIGHT = 333 LBS.

DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

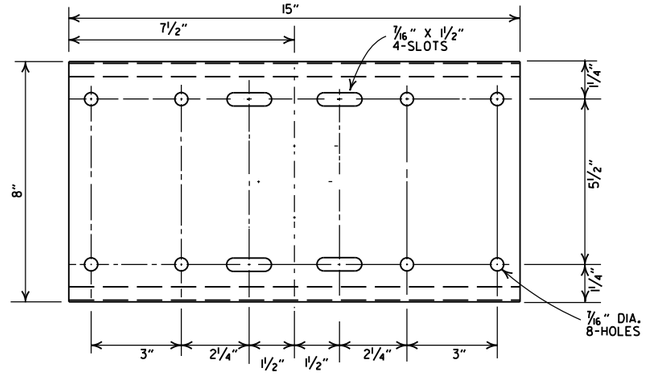
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

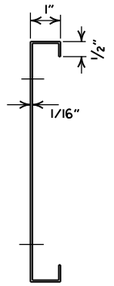
ARKANSAS STATE HIGHWAY COMMISSION

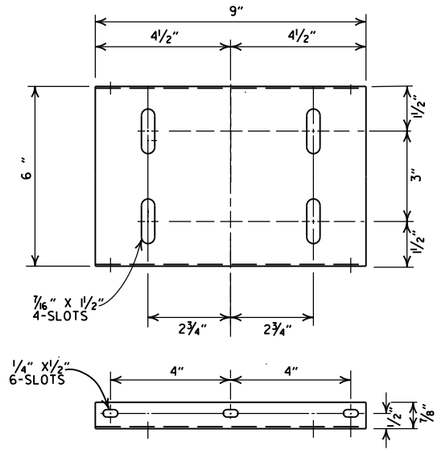
DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

STANDARD DRAWING FPC-9S

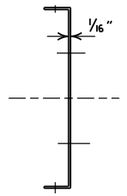


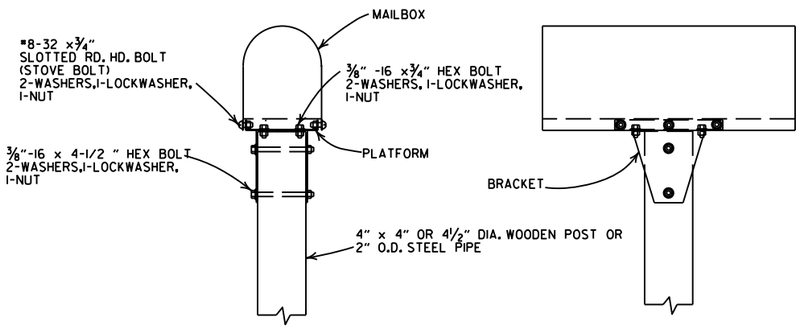
SHELF



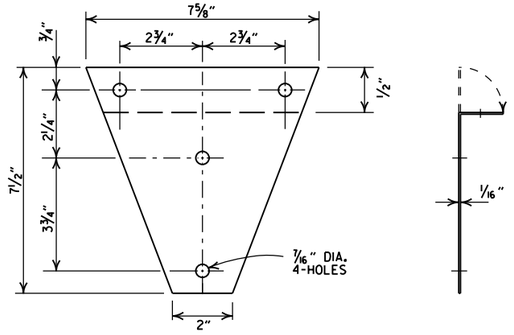


PLATFORM





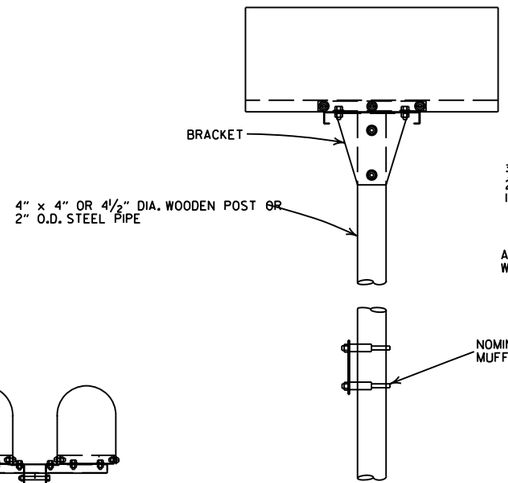
SINGLE INSTALLATION



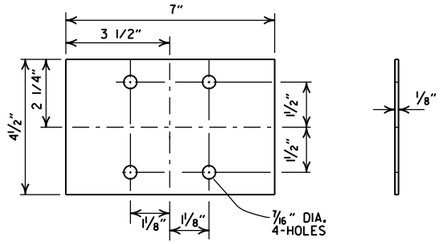
BRACKET

GENERAL NOTES

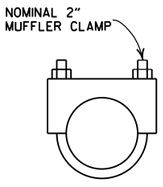
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF ¾" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X¾" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



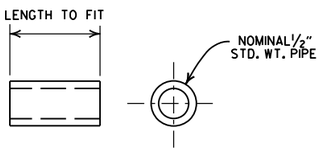
DOUBLE INSTALLATION



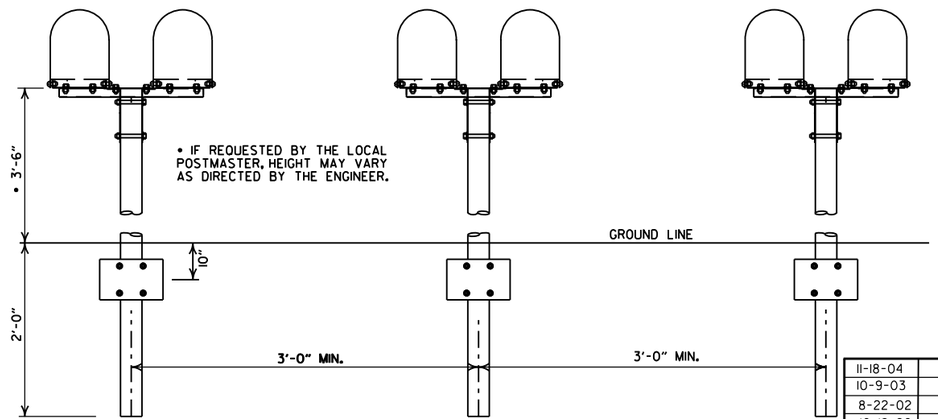
ANTI-TWIST PLATE



CLAMP



SPACER



SPACING FOR MULTIPLE POST INSTALLATION

DATE	FILMED	REVISION
11-18-04		REVISED NOTES
10-9-03		REVISED NOTE 6
8-22-02		REVISED NOTE 6
10-18-96		CORRECTED AASHTO
10-1-92		CORRECTED SPELLING
9-26-91		NEW PHONE NUMBER
8-15-91		ADDED NOTE
11-30-89		ADJUSTED HEIGHT & ADDED NOTE
2-16-89		DELETED SLOTS FROM SHELF & PLTF
11-17-88	10-1-92	ADJUSTED DIMENSIONS OF STEEL POSTS
7-15-88	20-7-15-88	ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS

STANDARD DRAWING MB-1

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.

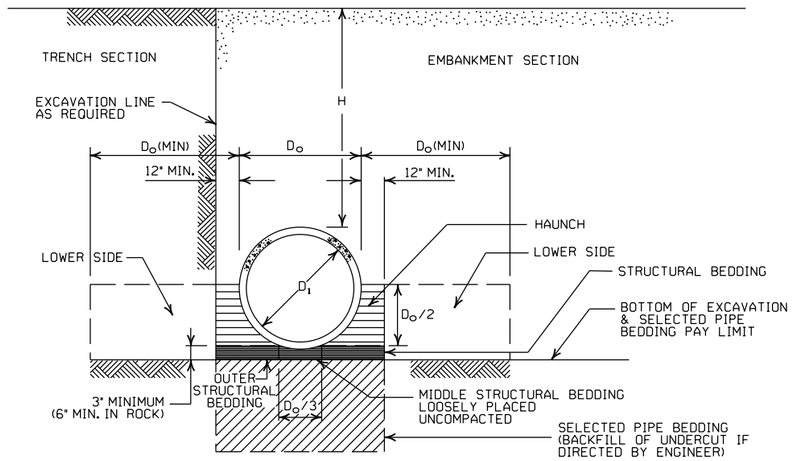
- LEGEND -

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

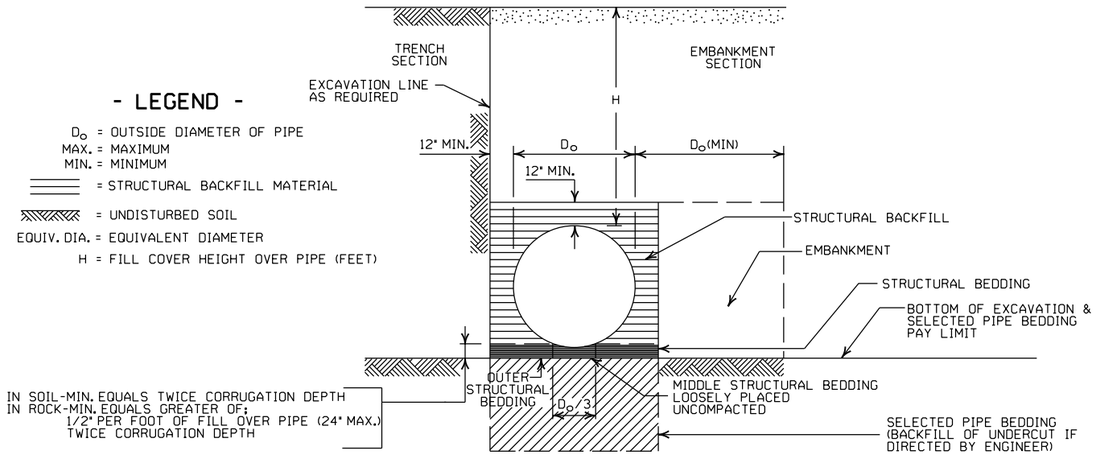
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL			ALUMINUM		
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)
				INSTALLATION TYPE 1	INSTALLATION TYPE 1		INSTALLATION TYPE 1	INSTALLATION 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 TYPE 2	INSTALLATION TYPE 1		INSTALLATION TYPE 2	INSTALLATION 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."

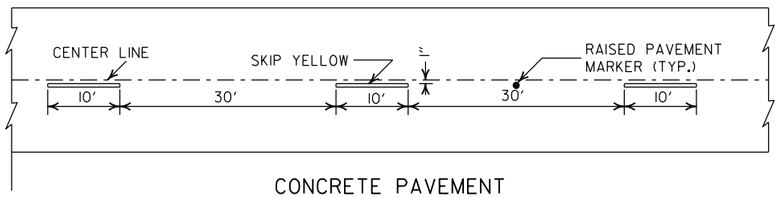
DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

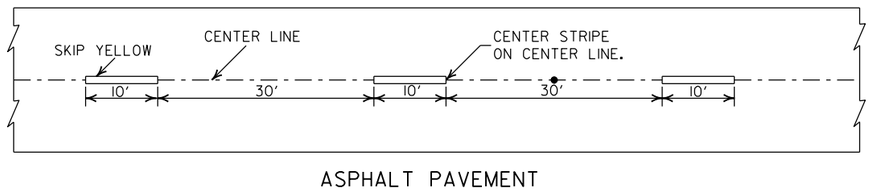
METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

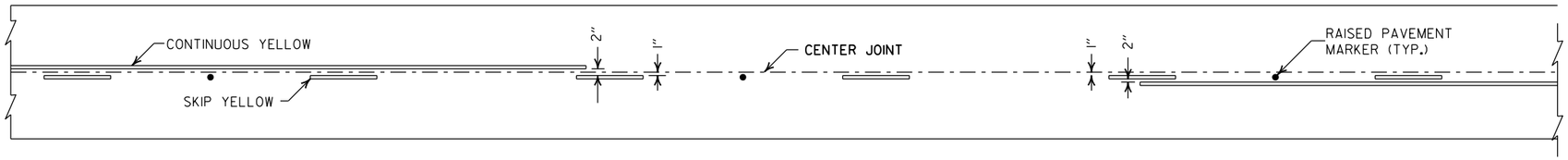


CONCRETE PAVEMENT

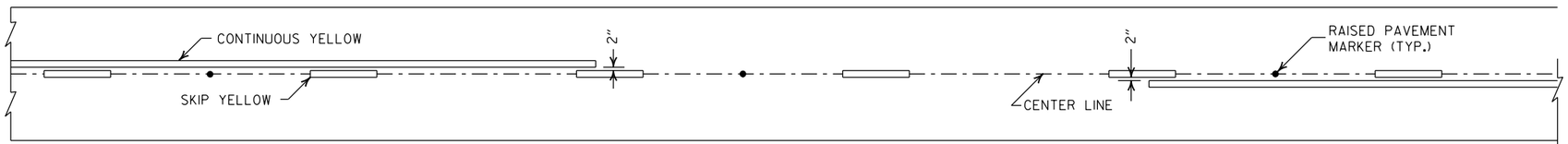


ASPHALT PAVEMENT

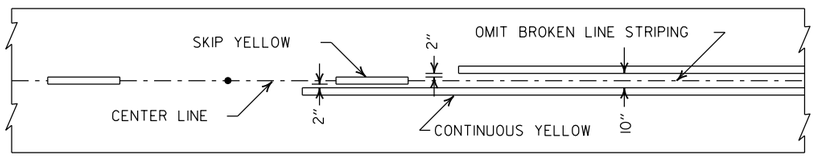
BROKEN LINE STRIPING



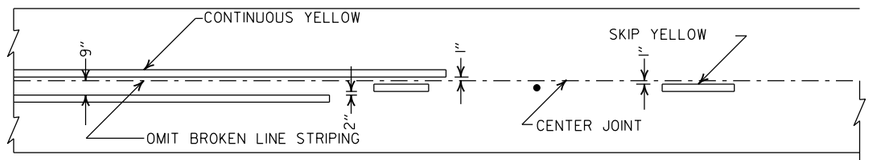
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

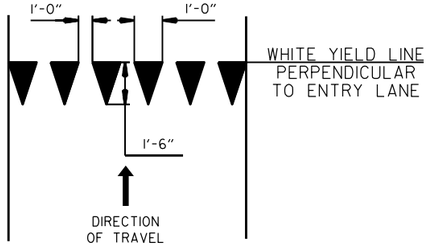


ASPHALT PAVEMENT

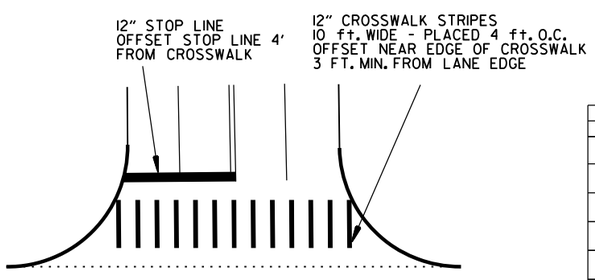


CONCRETE PAVEMENT

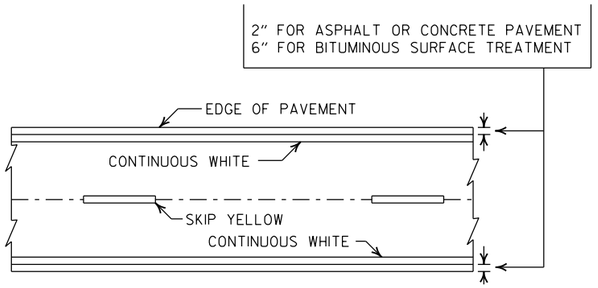
STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL



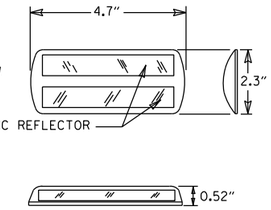
CROSSWALK AND STOP LINE DETAILS



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

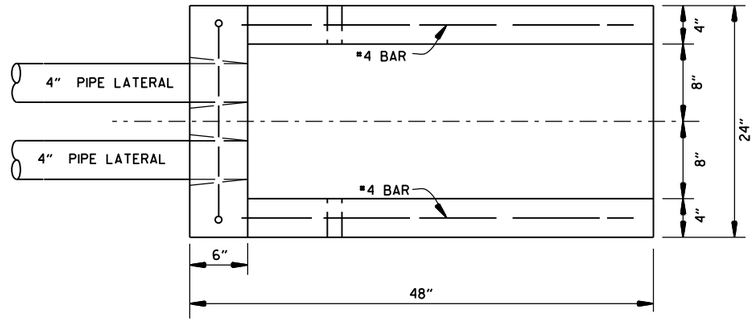
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

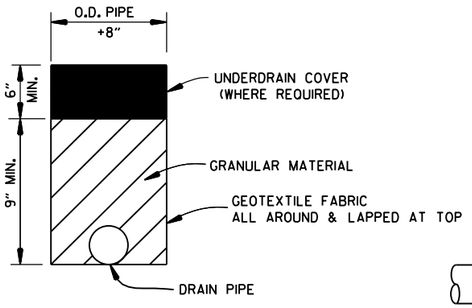
NOTE:

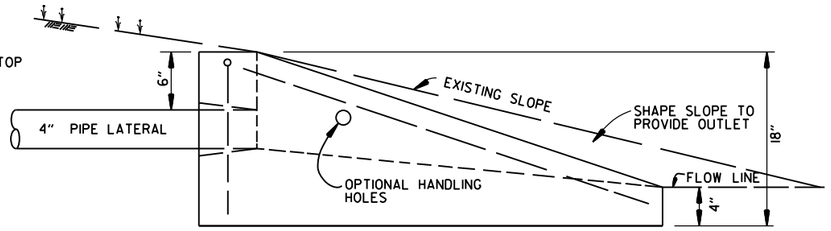
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

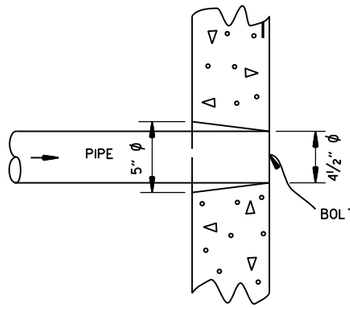


PLAN VIEW

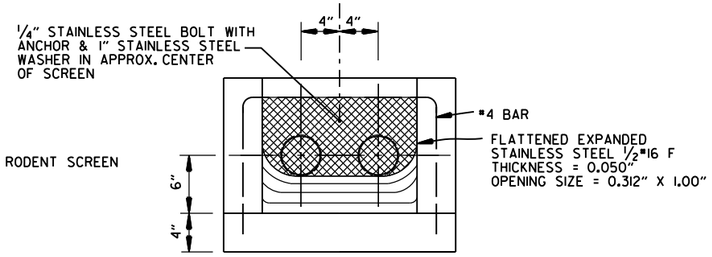




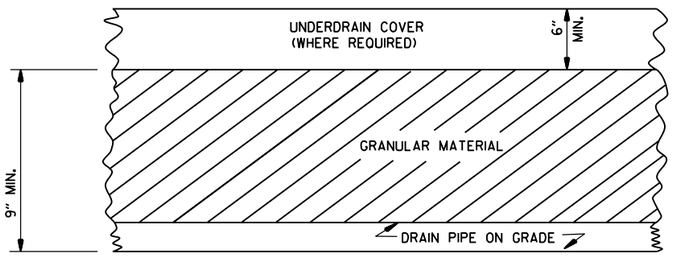
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE

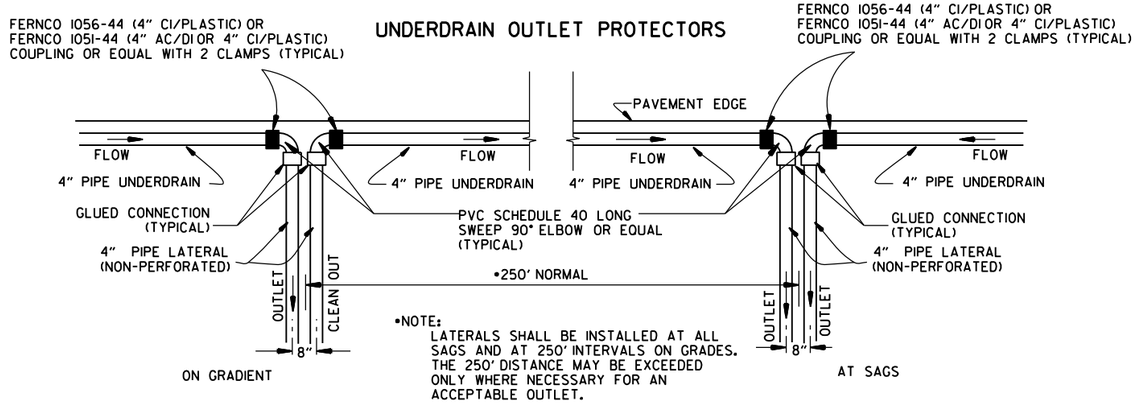


FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

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.

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. 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."

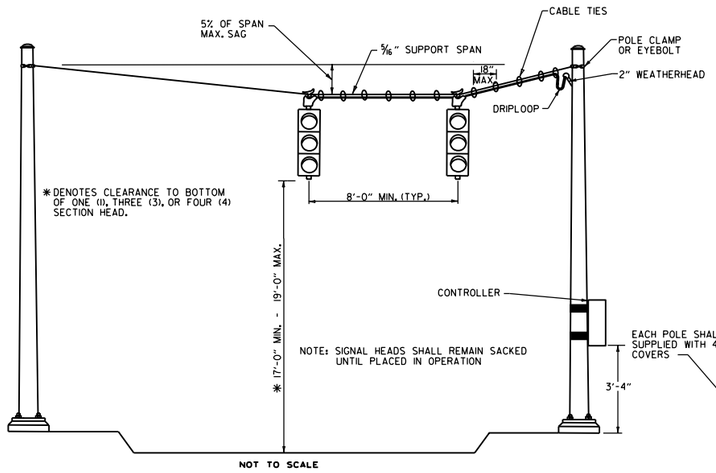
7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

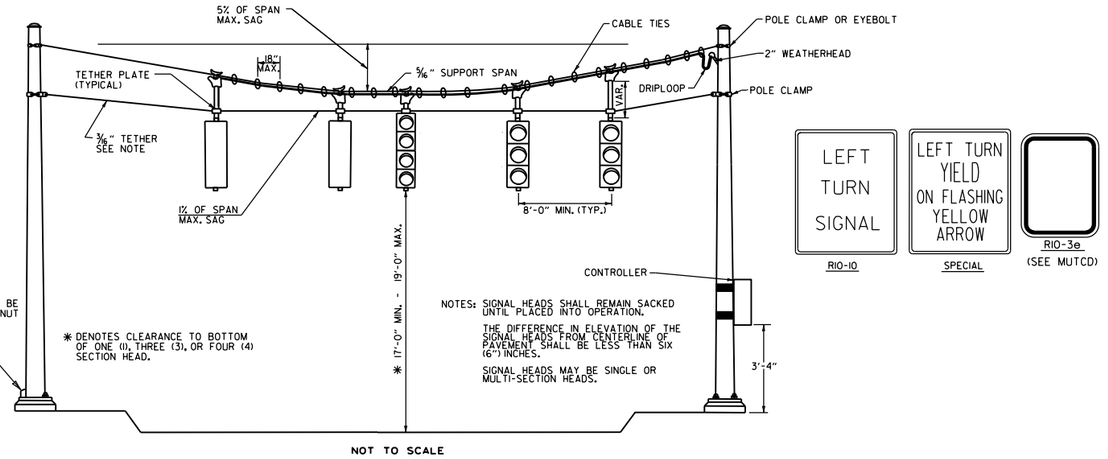
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1



TYPICAL SPAN WIRE ASSEMBLY



TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)", TO BE USED AS A LEFT TURN INDICATION ONLY, SHALL INCLUDE A SIGN (RIO-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

ALL SIGN BLANK SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH A THICKNESS OF 0.100 INCH.

ALL SIGN FACE SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

TETHER STRAND SHALL BE EITHER 5*32" OR 3*16" HIGH FATIGUE STAINLESS STEEL AIRCRAFT CABLE IN 7/19 CONFIGURATION, MIL-W-83420 CERTIFIED, WITH A MINIMUM STRENGTH OF 2400 LB.

SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

FOUNDATION NOTES:

ALL REINFORCING STEEL SHALL BE GRADE 40 MINIMUM.

SPAN WIRE POLES WITH A 9" OR 10" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 9'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 102". HORIZONTAL REINFORCING STEEL SHALL BE 13-#4 @ 8.333" O.C.

SPAN WIRE POLES WITH AN 11", 12", OR 13" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 12'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 138". HORIZONTAL REINFORCING STEEL SHALL BE 17-#4 @ 8.5" O.C.

ALL PED POLES SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 7'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 78". HORIZONTAL REINFORCING STEEL SHALL BE 10-#4 @ 8.44" O.C.

NOTES: SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

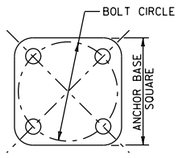
OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE IN STALLED IN LIEU OF ROUND POLES AND ARMS. ALL POLES AND ARMS IN A JOB MUST BE OF THE SAME SHAPE.

SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

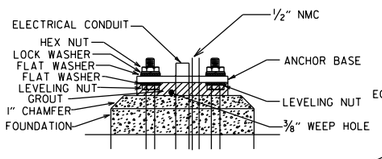
CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

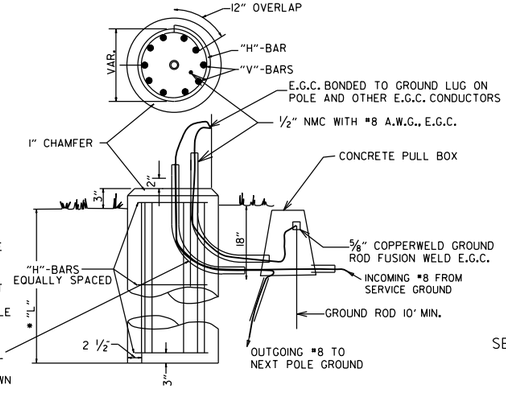
THE ANCHOR BOLTS AND SWEEPING "L" CONDUIT SHALL BE PLACED IN THE FOUNDATION IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE GROUND ROD SHALL EXTEND A MINIMUM OF 10' BELOW CABINET FOUNDATION.

THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X ⅝" COPPERWELD GROUND ROD.



ANCHOR BASE



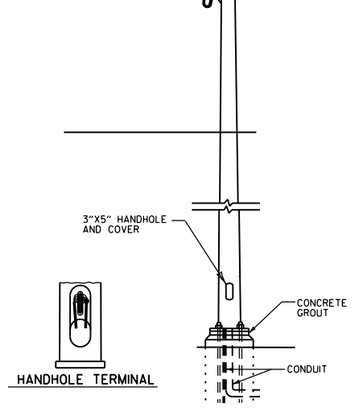


TYPICAL FOUNDATION DETAILS

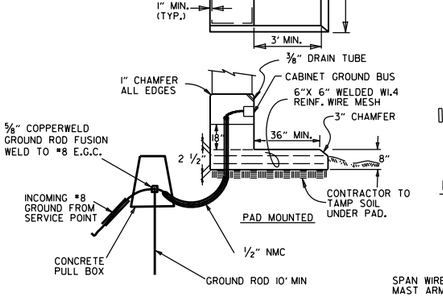
GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 713 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND E.G.C. CONDUCTOR SHALL BE PAID FOR SEPARATELY.

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).



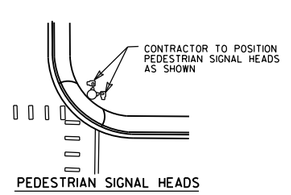
SPAN WIRE ASSEMBLY WITH SPAN WIRE SUPPORT POLE



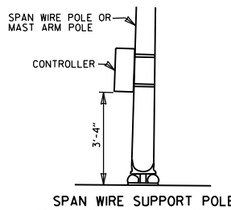
CONCRETE BASE MOUNTED CABINET DETAILS

CABINET NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.



PEDESTRIAN SIGNAL HEADS



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED

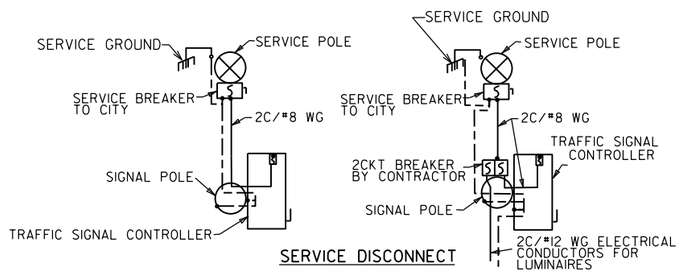
MINIMUM STRUCTURAL REQUIREMENTS:

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY II.
CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.



NO LUMINAIRE — SERVICE DISCONNECT — WITH LUMINAIRE

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

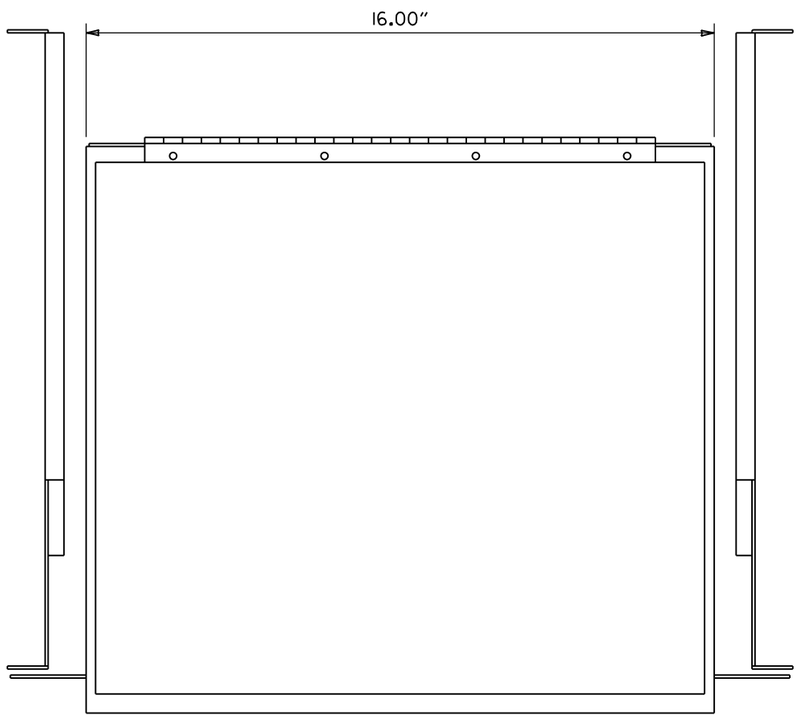
DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL AND HANDHOLE TERMINAL DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
05-21-09	REVISED GROUNDING	
09-10-08	REV. STEEL AIRCRAFT CABLE CONFIGURATION NOTE	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REVISED	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

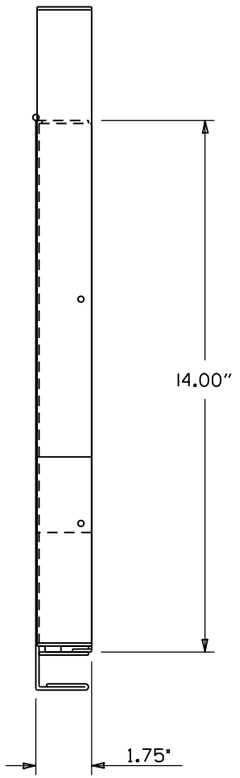
ARKANSAS STATE HIGHWAY COMMISSION

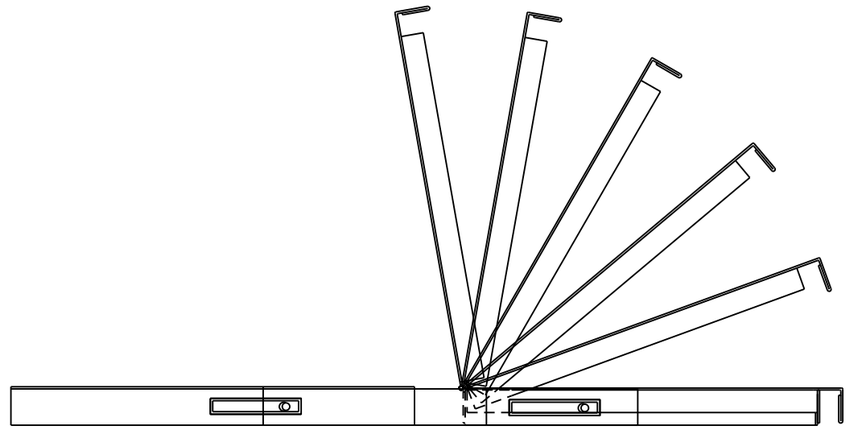
SPAN WIRE ASSEMBLY STEEL POLE

STANDARD DRAWING SD-3

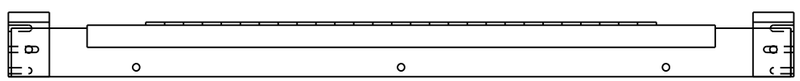
DRAWER PLAN VIEW



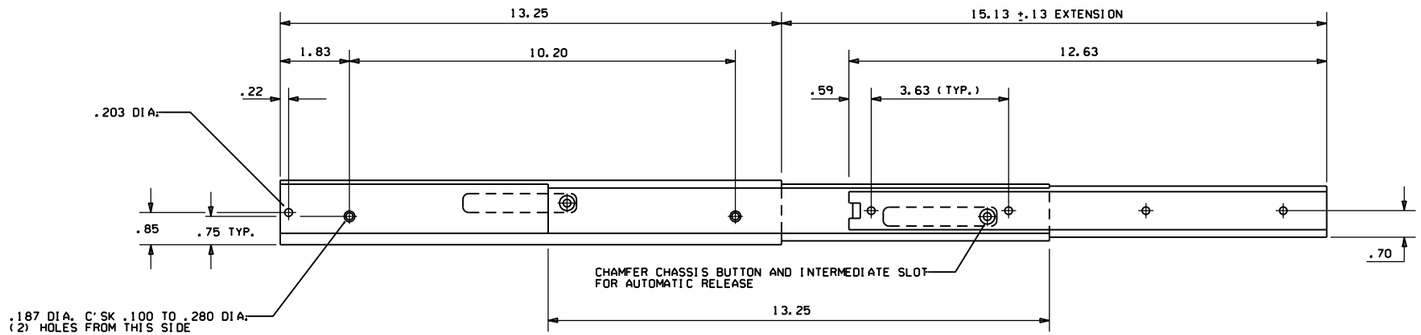




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

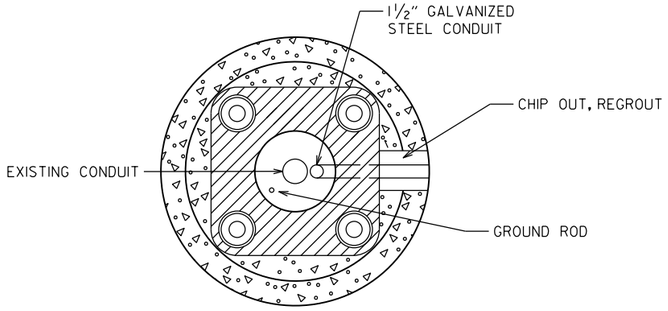
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

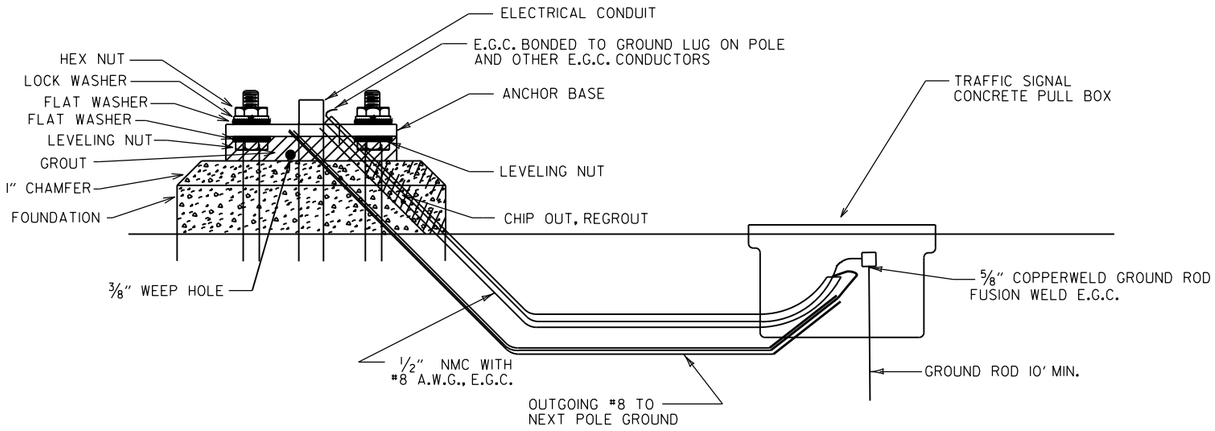
CONTROLLER CABINET UTILITY DRAWER

STANDARD DRAWING SD-5

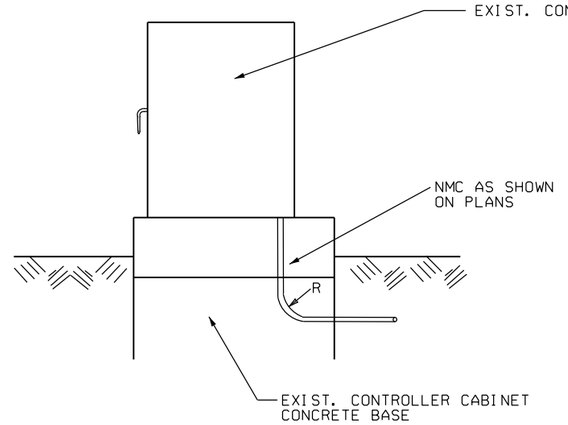
CONDUIT ENTRY TO EXISTING POLE BASE



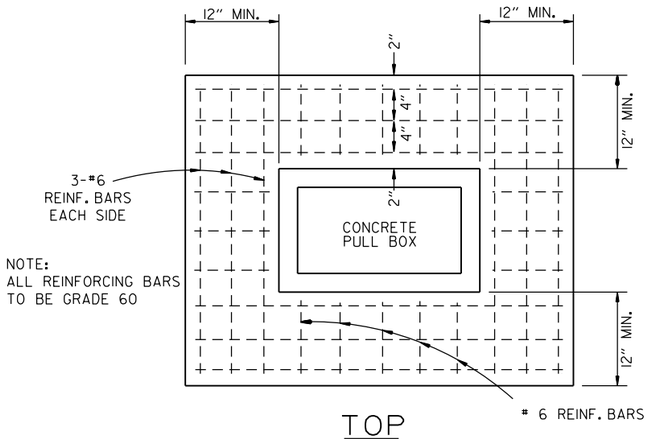
ANCHOR BASE



CONDUIT ENTRY TO EXISTING CONTROLLER CABINET

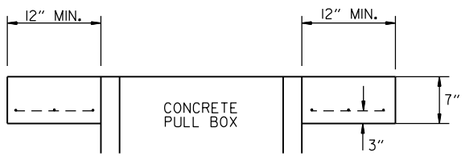


NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



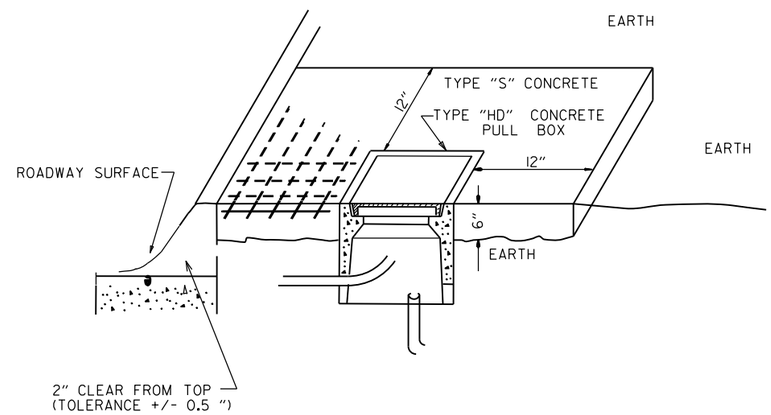
NOTE:
ALL REINFORCING BARS TO BE GRADE 60

TOP



ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



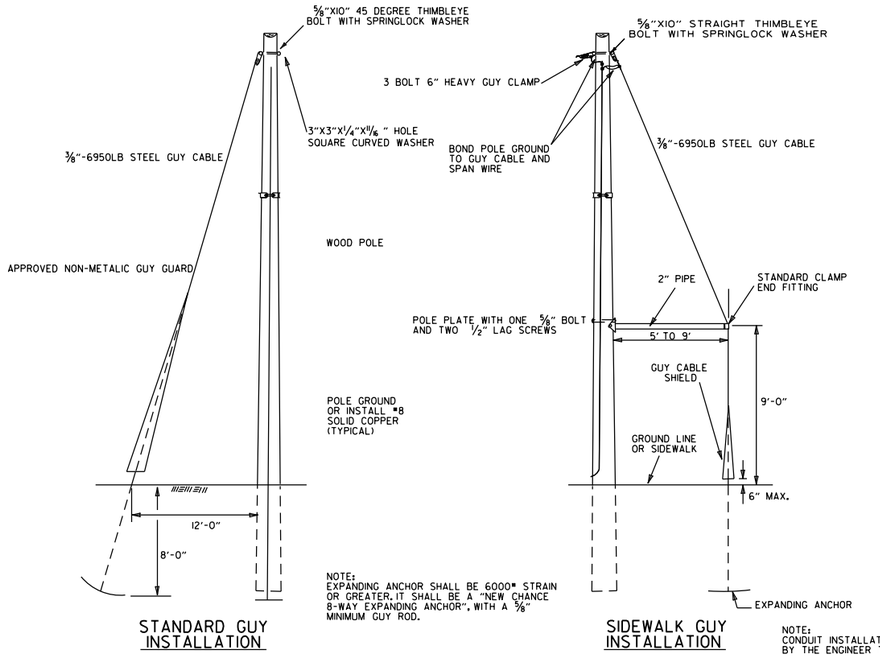
NOTE:
ALL TYPE 1AND TYPE 2 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 7" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S". THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

HEAVY DUTY PULL BOX

STANDARD DRAWING SD-6

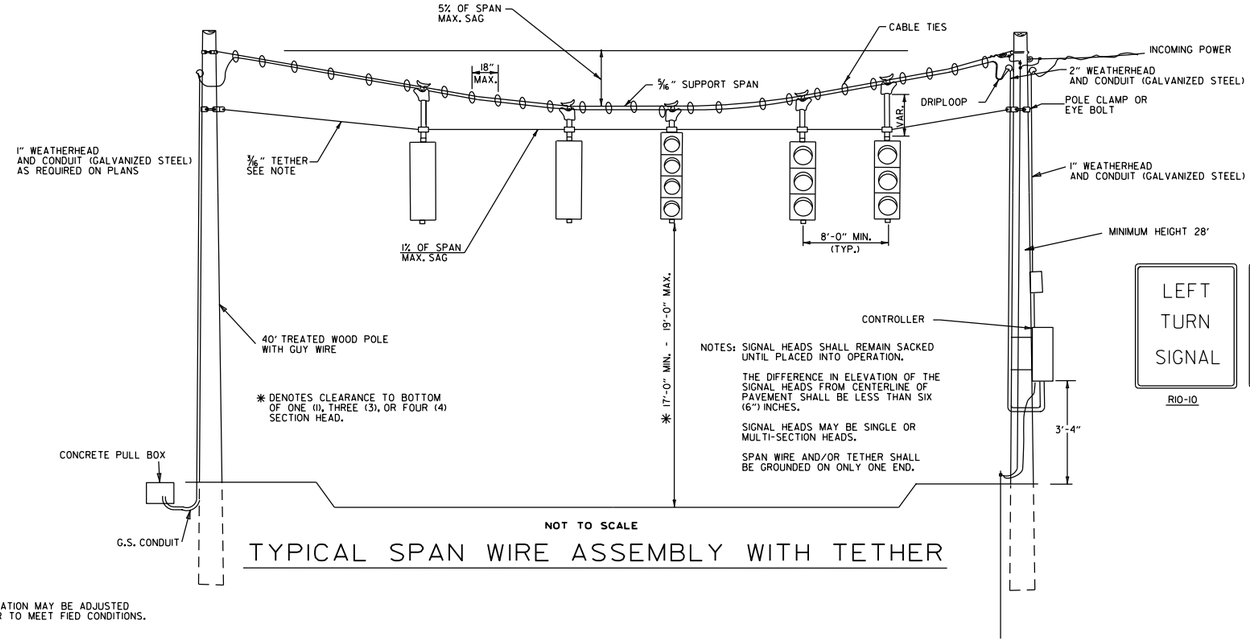


STANDARD GUY INSTALLATION

NOTE:
EXPANDING ANCHOR SHALL BE 6000# STRAIN OR GREATER. IT SHALL BE A "NEW CHANCE 8-WAY EXPANDING ANCHOR", WITH A ⅝" MINIMUM GUY ROD.

SIDEWALK GUY INSTALLATION

NOTE:
CONDUIT INSTALLATION MAY BE ADJUSTED BY THE ENGINEER TO MEET FIED CONDITIONS.



* DENOTES CLEARANCE TO BOTTOM OF ONE (1), THREE (3), OR FOUR (4) SECTION HEAD.

NOTES: SIGNAL HEADS SHALL REMAIN SACKED UNTIL PLACED INTO OPERATION.

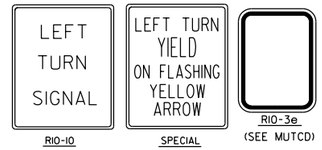
THE DIFFERENCE IN ELEVATION OF THE SIGNAL HEADS FROM CENTERLINE OF PAVEMENT SHALL BE LESS THAN SIX (6") INCHES.

SIGNAL HEADS MAY BE SINGLE OR MULTI-SECTION HEADS.

SPAN WIRE AND/OR TETHER SHALL BE GROUNDED ON ONLY ONE END.

NOT TO SCALE

TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

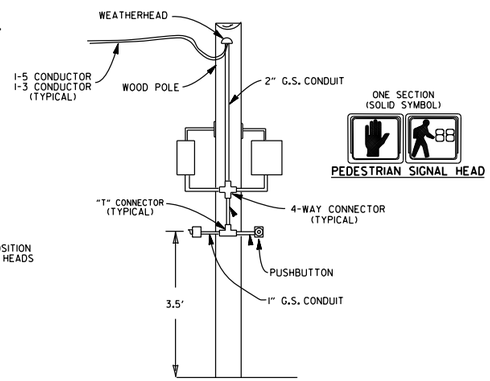


NOTES:
SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

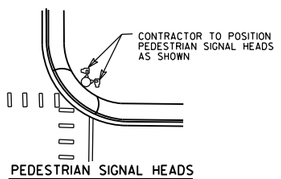
CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X ⅝" COPPERWELD GROUND ROD.

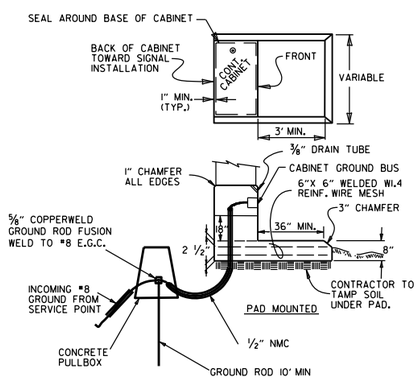


WOODEN POLE INSTALLATION OF PED HEADS

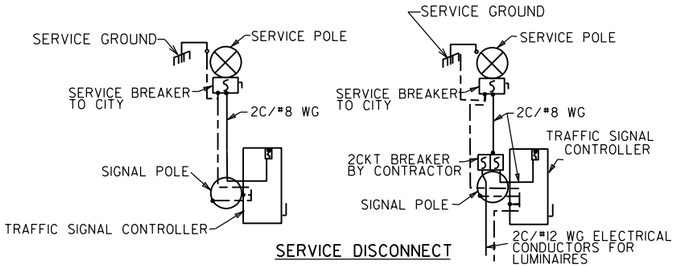
PEDESTRIAN SIGNAL HEAD



PEDESTRIAN SIGNAL HEADS



CONCRETE BASE MOUNTED CABINET DETAILS



SERVICE DISCONNECT

NO LUMINAIRE WITH LUMINAIRE

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)", TO BE USED AS A LEFT TURN INDICATION ONLY, SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

ALL SIGN BLANK SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH A THICKNESS OF 0.100 INCH.

ALL SIGN FACE SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

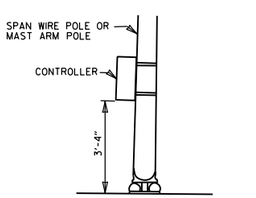
SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

CABINET NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED

MINIMUM STRUCTURAL REQUIREMENTS:

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

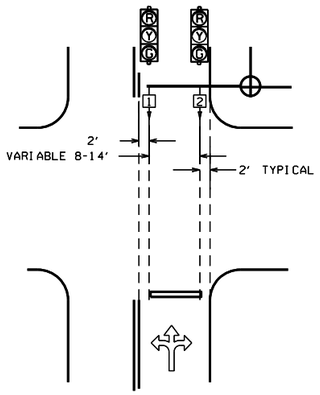
DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL, ADDED PEDESTRIAN SIGNAL HEAD DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REV. TYP. SPAN WIRE ASSEMBLY	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

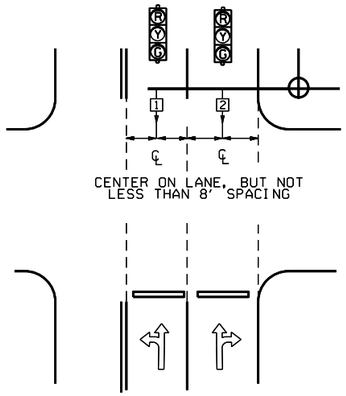
SPAN WIRE ASSEMBLY WOOD POLE

STANDARD DRAWING SD-7

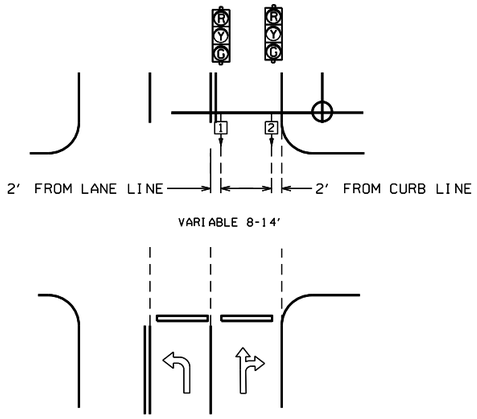
(A)



(B)



(C)



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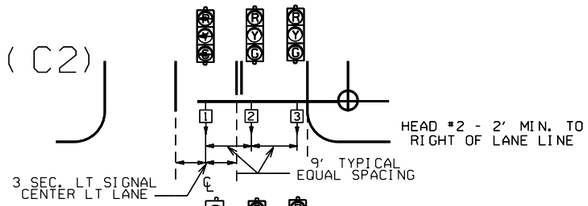
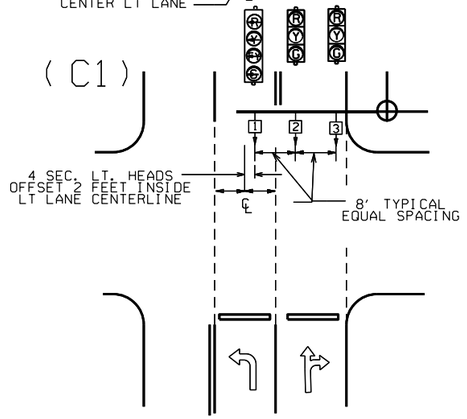


(C1)



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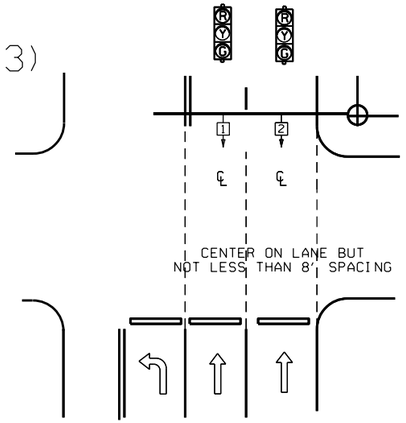
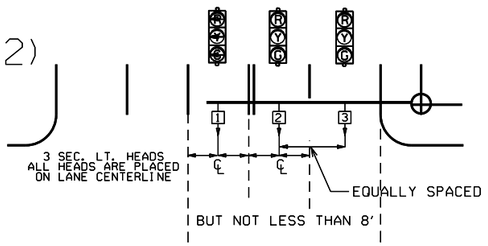


(D2)



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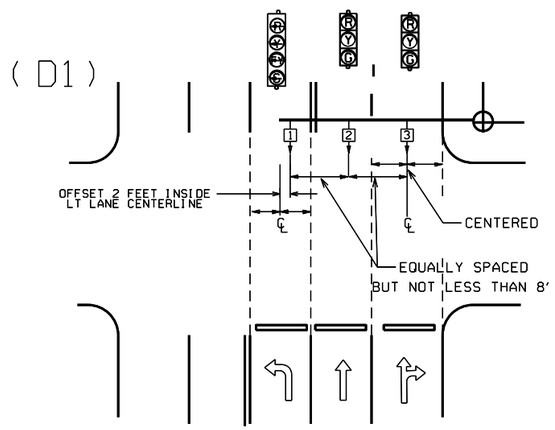
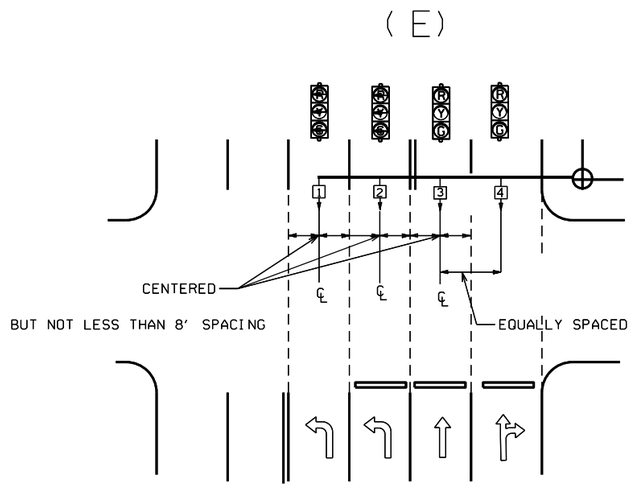


NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.

(E)



℄ = CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

2. THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.

5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.

12-8-16	REVISED NOTE 6	
9-12-13	ISSUED AS STANDARD DRAWING	
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM

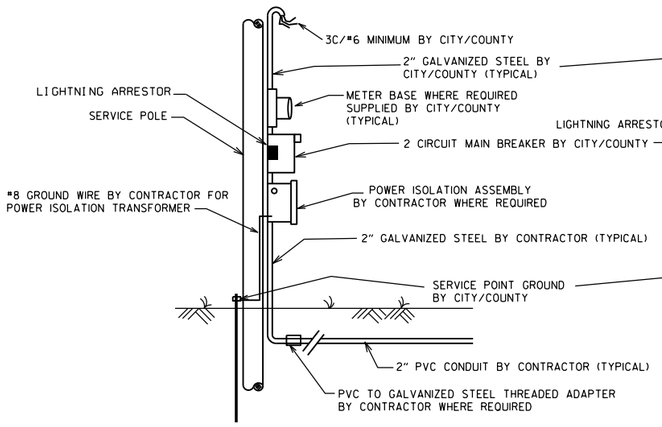
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

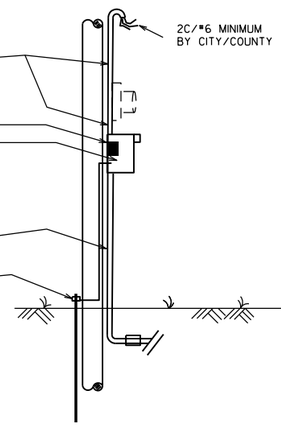
STANDARD DRAWING SD-8

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

WITH POWER ISOLATION ASSEMBLY



WITHOUT POWER ISOLATION ASSEMBLY



NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES:
MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

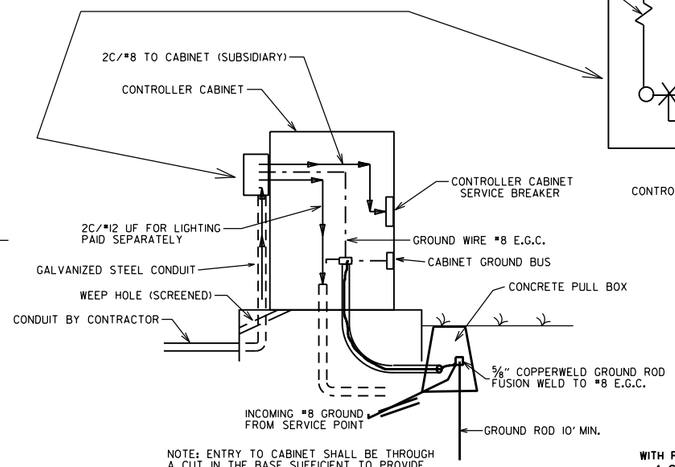
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

MAIN BREAKER NOT NEAR CONTROLLER CABINET:
THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT. WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

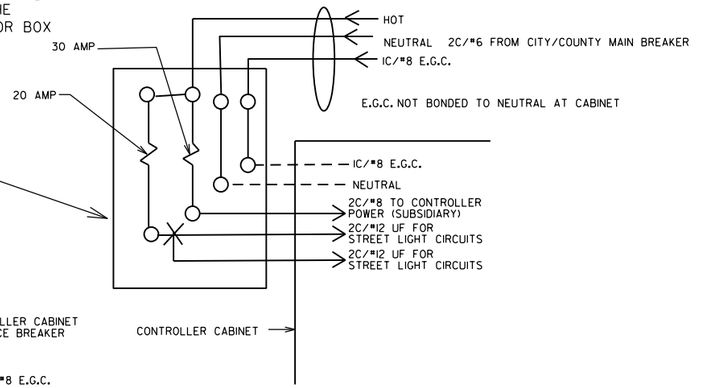
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



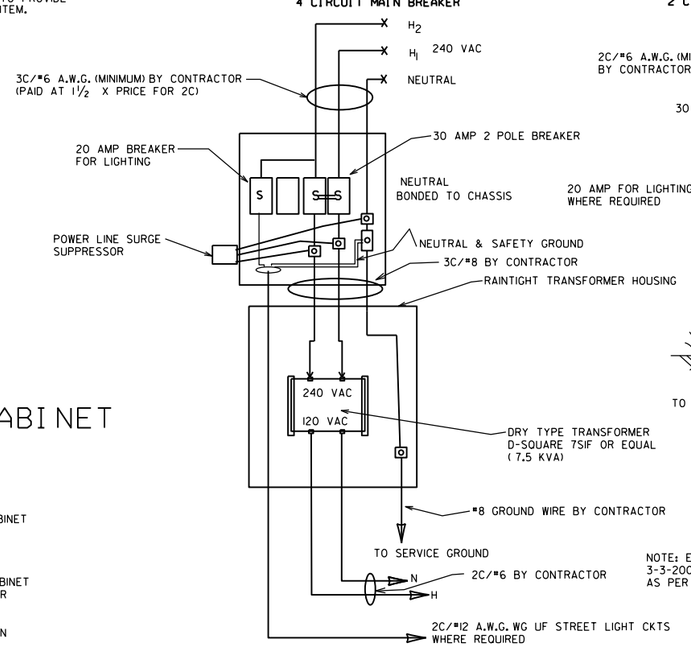
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



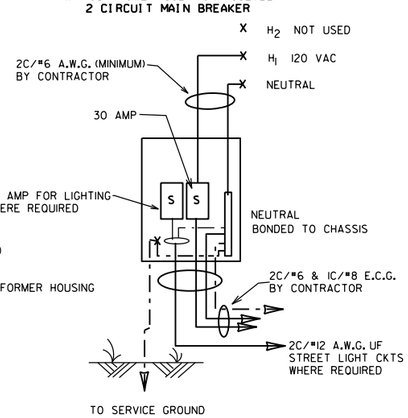
MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

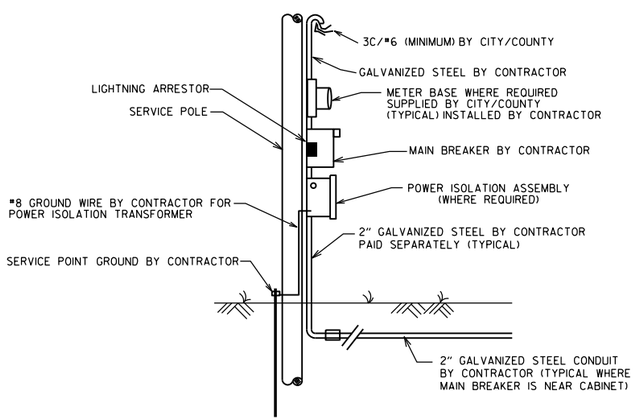


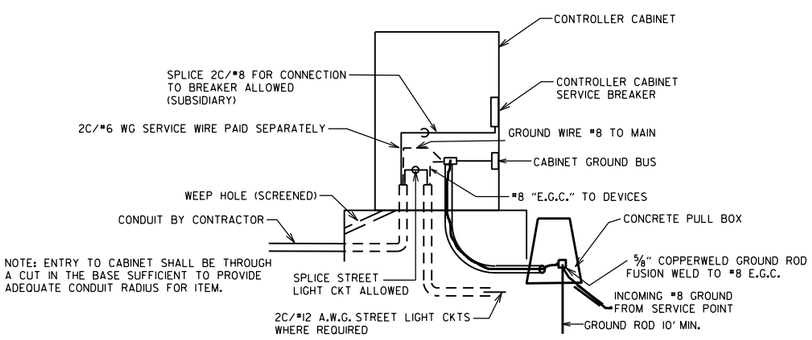
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



NOTE: ELECTRICAL GROUND CONDUCTOR (E.C.G.) ADDED 3-3-2003, CONSISTING OF A IC/#8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED





NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

DATE	REVISION	FILMED
11-07-19	REVISED	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9

NOTES:
PEDESTRIAN AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)" TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209. ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

3. MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY II FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH MAST ARMS LESS THAN 60' AND ON ROUTES WHERE THE SPEED LIMITS OF 45 MPH AND LESS WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE THE SPEED LIMIT IS 45 MPH AND LESS AND MAST ARMS LESS THAN 60'.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, TWELVE (12") INCH AND HAVE FIVE (5") INCH BACK PLATES:

SIGNAL HEADS AT THE END OF MAST ARM - ONE 4 SEC., 85 LB., 14.5 SQ. FT., ONE SIGN MOUNTED 3 FEET FROM SIGNAL HEAD (2'-0" X 2'-6"; 20 LB.) REMAINING SIGNAL HEADS SPACED AT 8 FT. (3 SEC., 56 LB., 8.3 SQ. FT.):
DESIGN TO ACCOMMODATE:
2 SIGNAL HEADS FOR MAST ARMS 10 FT. TO 16 FT.
3 SIGNAL HEADS FOR MAST ARMS 18 FT. TO 24 FT.
4 SIGNAL HEADS FOR MAST ARMS OVER 26 FT.

STREET NAME SIGN - 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAT 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT.
ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) - VARIABLE ARM LENGTH (MAX. WT. 75 LB., 3.3 SQ. FT.)
PEDESTRIAN SIGNALS - TWO 1 SEC., 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

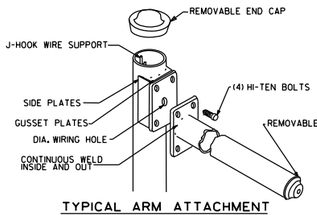
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE - HAND HOLES SHALL BE 4 IN. X 6 IN. FOR STANDARD, AND 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACCUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDED A HAND HOLE WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

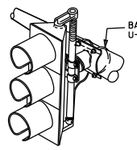
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE MAST ARM SHALL MAINTAIN A POSITIVE SLOPE AFTER IT IS PLACED UNDER LOAD.

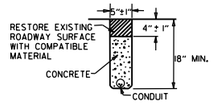
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



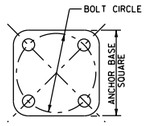
TYPICAL ARM ATTACHMENT



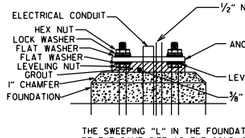
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

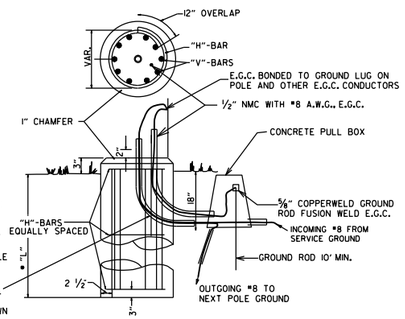


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





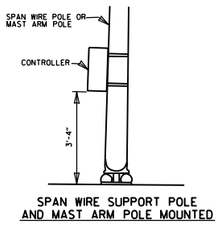
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX.

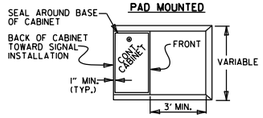
TYPICAL FOUNDATION DETAILS

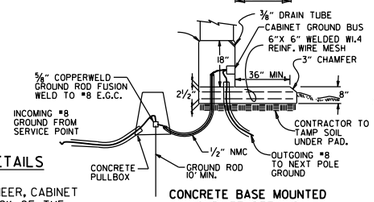
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FOUNDATION DIAMETER	DEPTH "L"*	STEEL		
			VERTICAL	HORIZONTAL	O.C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44"
2' TO 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42"
OVER 12' TO 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66"
OVER 20' TO 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88"
OVER 35' TO 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56"
OVER 50' TO 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74"
TWINS TO 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76"
TWINS OVER 20' TO 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76"
TWINS OVER 44' TO 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76"
TWINS OVER 50' TO 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64"



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED





CONCRETE BASE MOUNTED CABINET DETAILS

CONTROLLER CABINET MOUNTING DETAILS

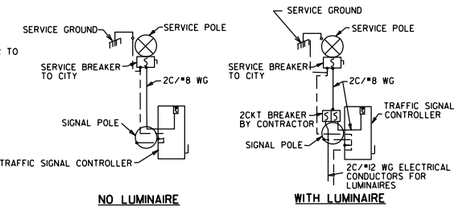
NOTE:
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

8. GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPERATELY.

9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A ¼" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.



SERVICE DISCONNECT
NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

* WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6", DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS.

** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANUFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60" X 16" X 0.125" SIGN BLANK MOUNTED NEAR THE END OF THE MAST ARM NOT TO EXCEED ONE QUARTER OF THE LENGTH OF THE MAST ARM FROM THE END OF THE MAST ARM WITH THE LONG AXIS OF THE PANEL COLLINEAR WITH THE LONG AXIS OF THE MAST ARM. THE PANEL SHOULD BE MOUNTED AT SUCH THE HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OF SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.

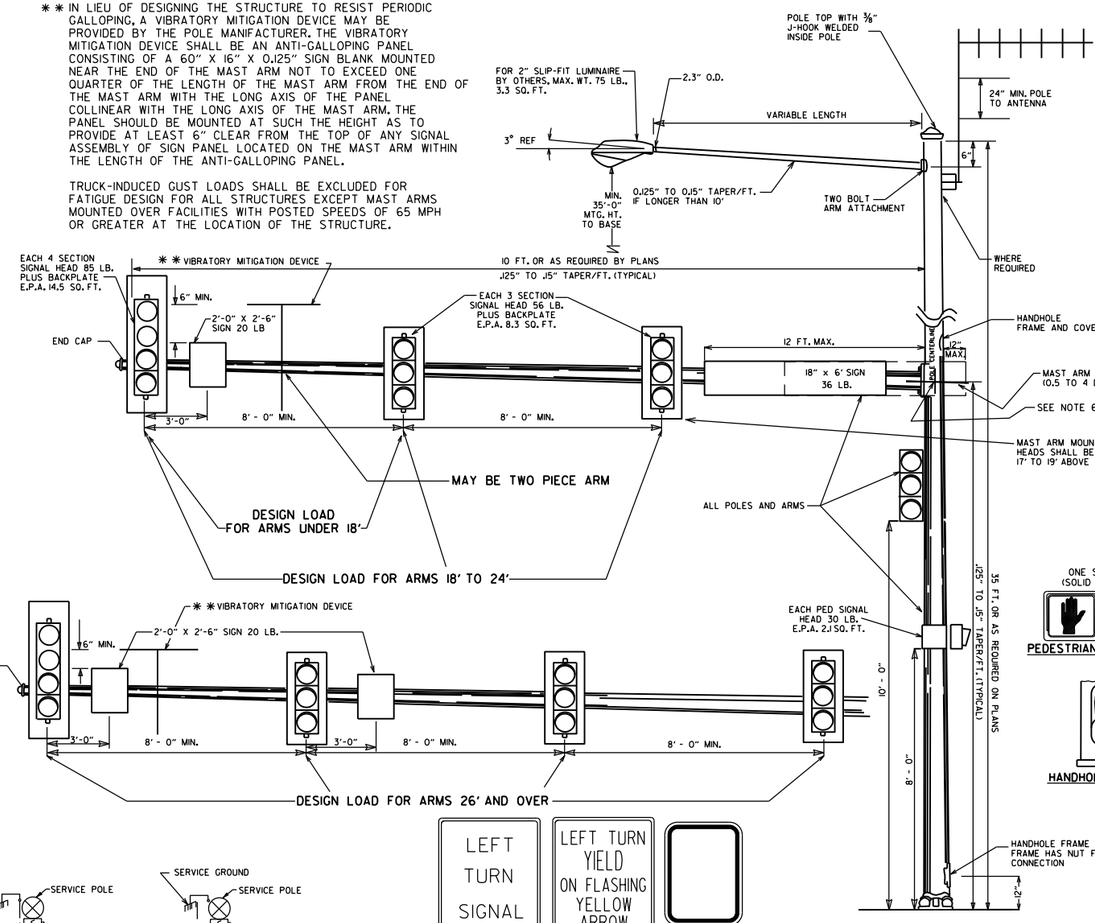
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.

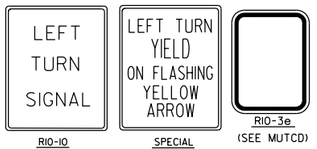
SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

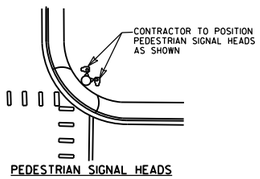
THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATION IN FLASH SEQUENCE.

SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.





R10-10 SPECIAL R10-3e (SEE MUTCD)



PEDESTRIAN SIGNAL HEADS

DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED PEDESTRIAN SIGNAL HEAD DETAIL, ADDED HANDHOLE TERMINAL DETAIL, ADDED TRENCHING DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
12-08-16	REVISED NOTES	
02-27-14	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED VMD, SIGNAL HEADS	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
06-23-04	REVISED	
05-11-04	REV. NOTE 3/AASHTO REQUIREMENTS	
06-11-01	REV. NOTES & POLE MAST ARM SLOPE	
04-11-01	REVISED POLE TAPERS	
04-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
11-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

STEEL POLE WITH MAST ARM

STANDARD DRAWING SD-11

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

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	200	0.046	129		0.056	160		0.068	198		0.078	235		0.090	264		0.098	283										
4° 45'	0.038	104		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	300	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	250	0.086	239		0.096	278		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	300	0.100	288																
8° 00'	0.058	140		0.070	176		0.084	219		0.094	257		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																					
14° 00'	0.080	180		0.094	222		D MAX = 13° 45'																							
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'

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%

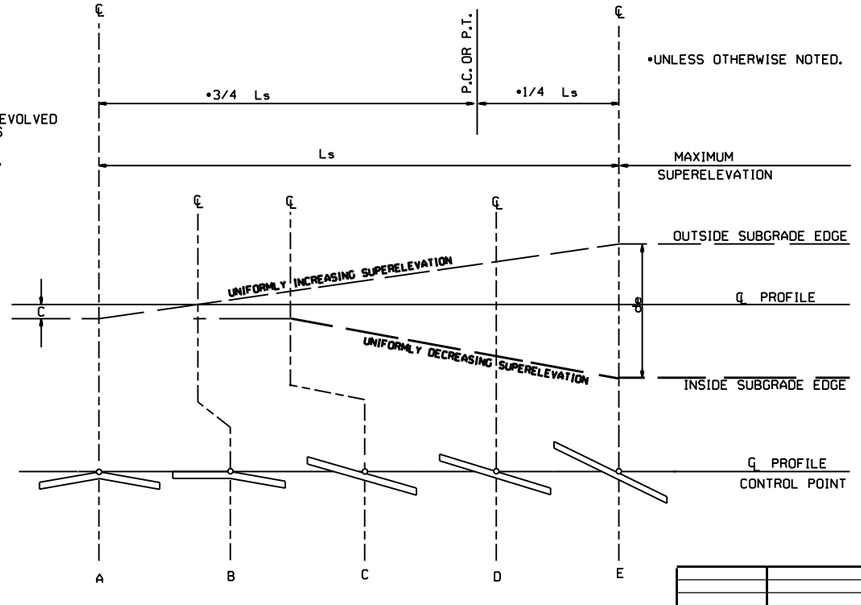
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.

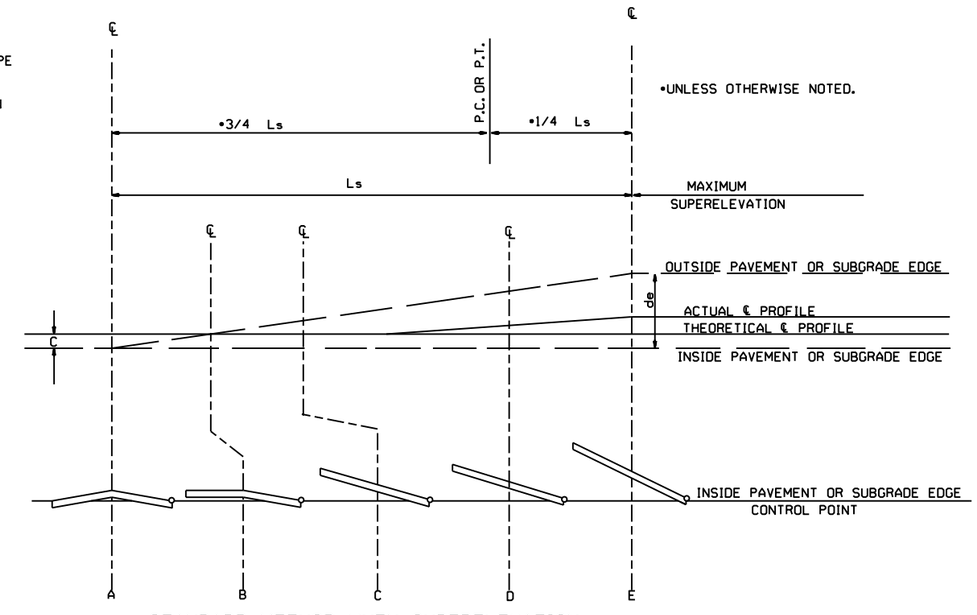
SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

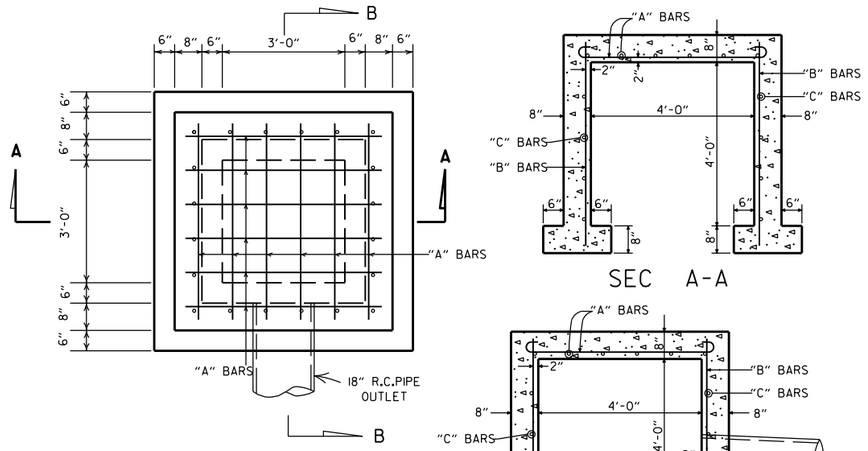
NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

DATE	REVISION	DATE FILMED
11-07-19	REVISED SUPERELEVATION TABLE	
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87

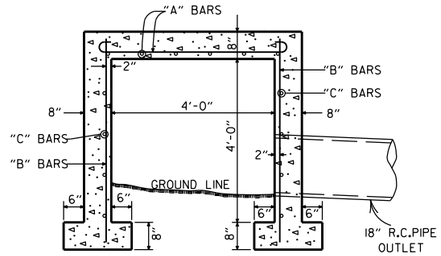
ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

STANDARD DRAWING SE-2



SEC A-A



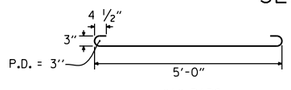
SEC B-B

NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".

STEEL SCHEDULE

BARS	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 ½"
"C"	16	5'-0"	12"

ALL STEEL TO BE #4 BARS



"A" BARS

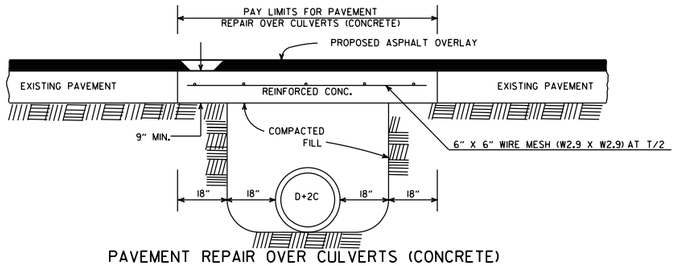
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

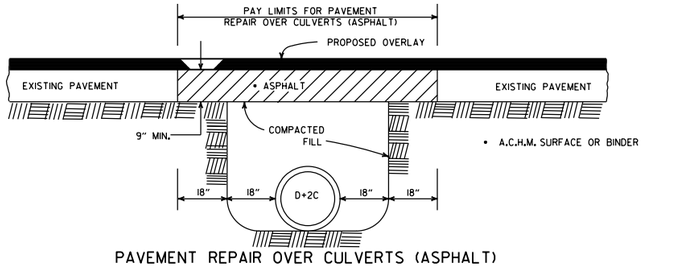
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX



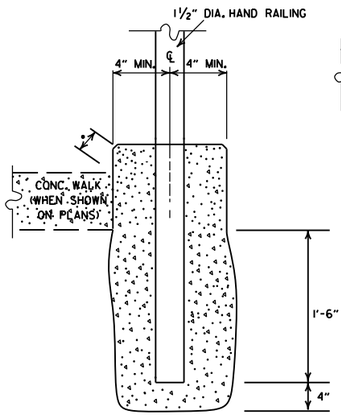
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



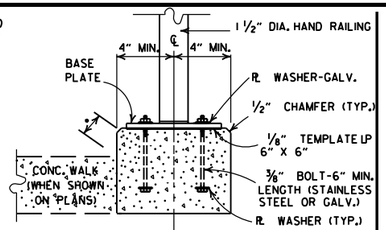
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

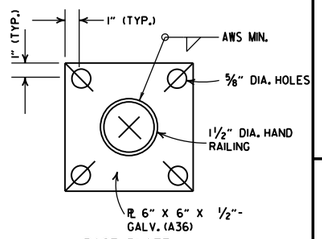
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

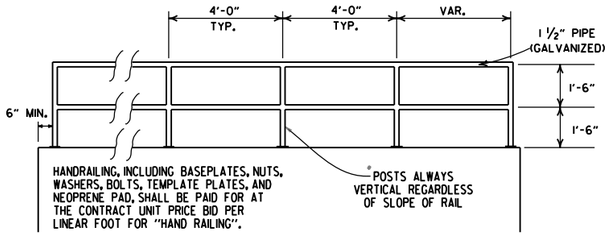


POST CONNECTION TO WALL

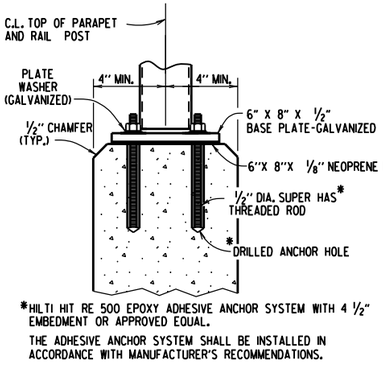


BASE PLATE

POST CONNECTION DETAILS



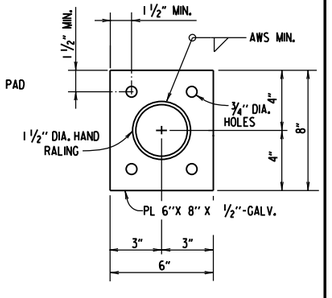
HAND RAILING SHALL CONFORM TO SECTION 633.



*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 ½" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

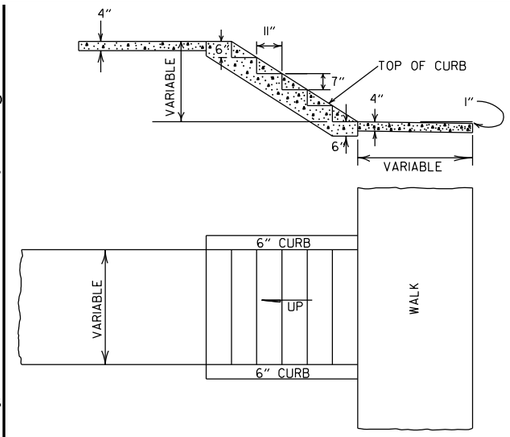
POST CONNECTION TO WALL



BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

HAND RAILING DETAILS



GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

DETAILS OF CONCRETE STEPS & WALKS

DATE	REVISION	DATE FILMED
10-25-18	REVISED DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS	
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-94	ADD WEEP HOLE;REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS	649-7-15-88
11-1-84	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
1-4-83	ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET& PAVEMENT REPAIR	674-4-20-79
2-2-76	12"MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

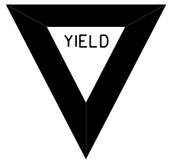
DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI - 1

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

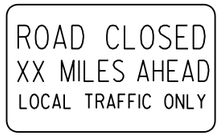
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

48"X30"

RII-3A



60"X30"

RII-4

60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

WI-1

STD. 36"X36"
FWY. 48"X48"

WI-2

STD. 36"X36"
FWY. 48"X48"

WI-3

STD. 48"X48"

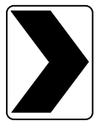
WI-4

STD. 48"X48"

WI-6

STD. 48"X24"
SPECIAL 60"X30"

WI-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

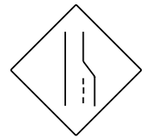
W3-1

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"

WI3-1

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"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

STD. 36"X36"
FWY. 48"X48"

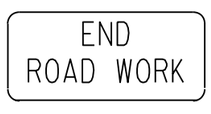
W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

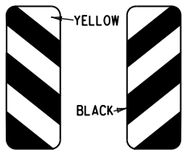
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

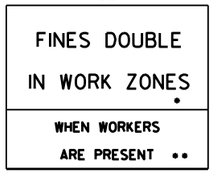
M4-9

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.

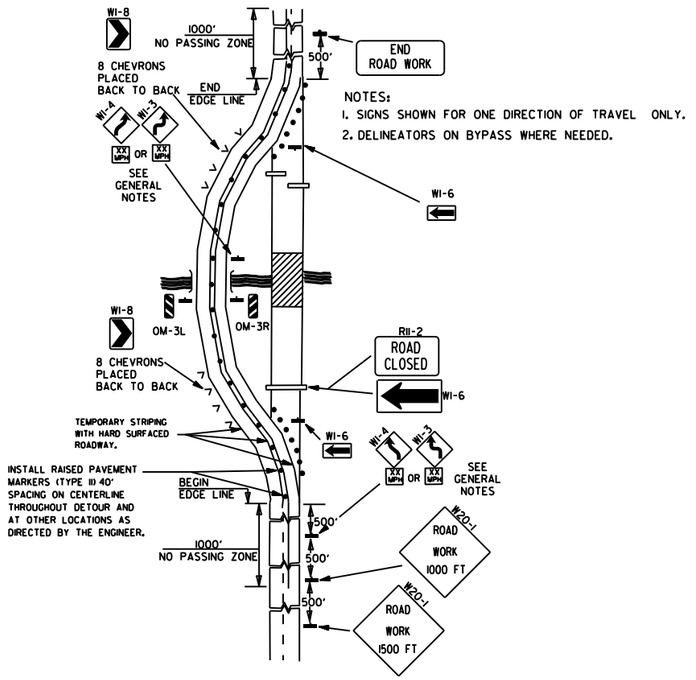
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED 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

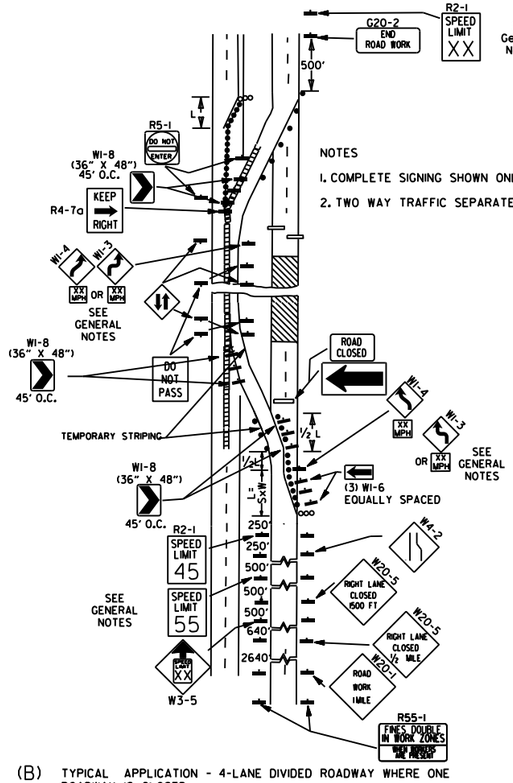
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



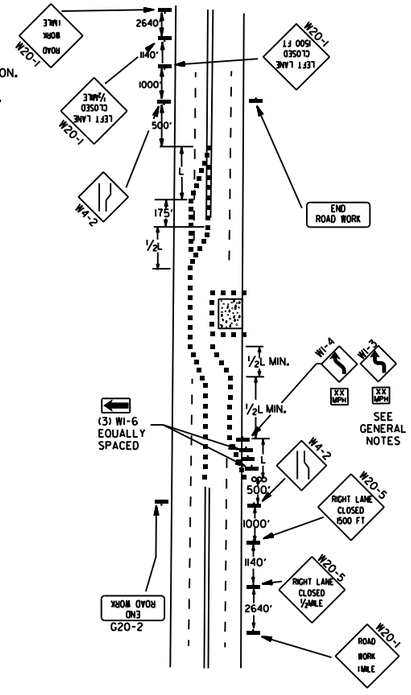
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

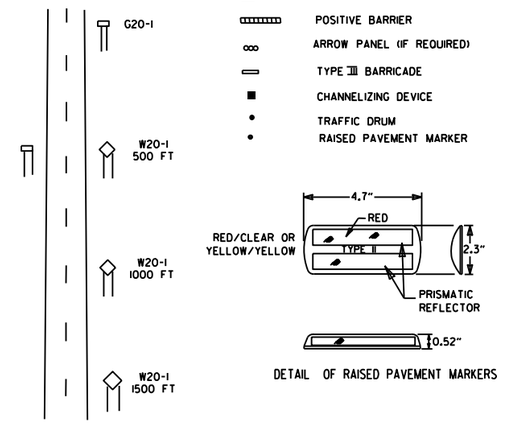


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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:

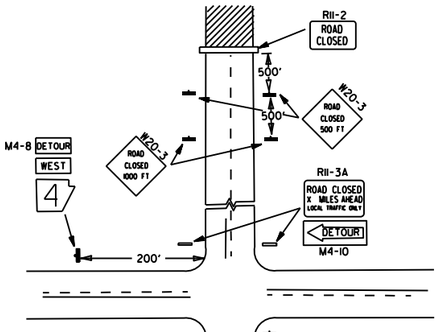
L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

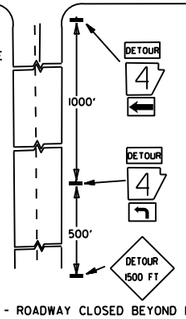
WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

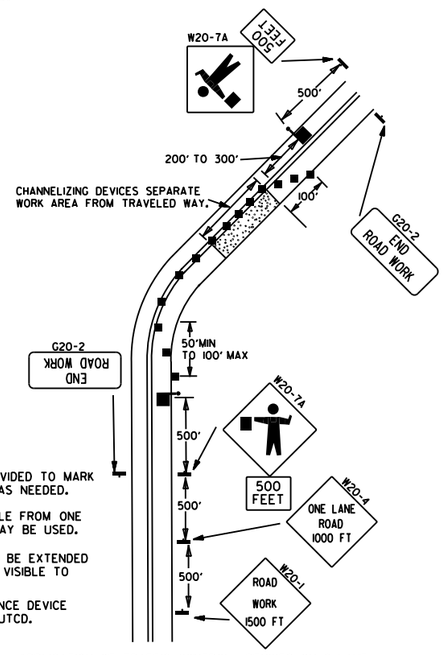
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



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.

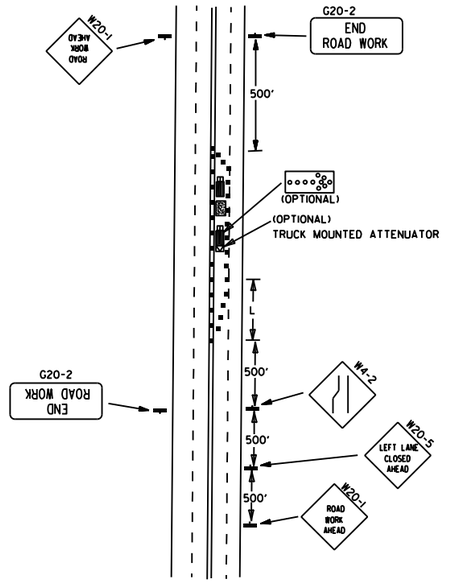


(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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.



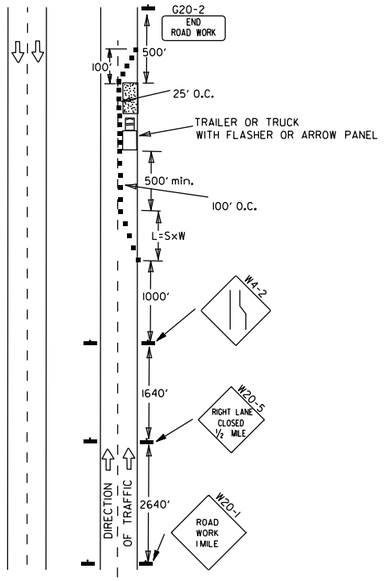
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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	

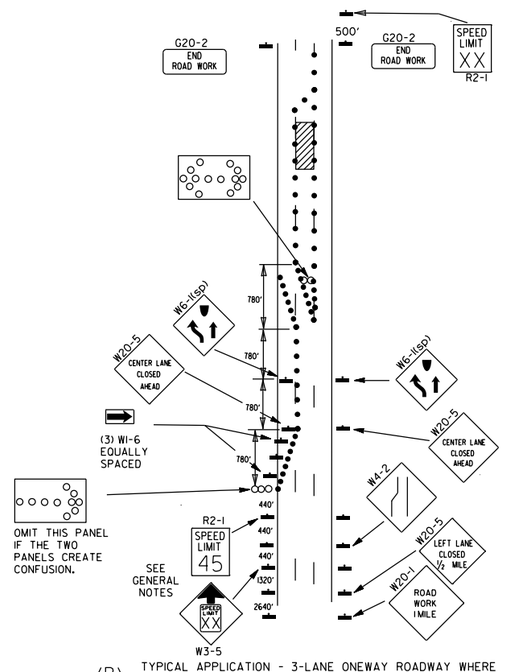
ARKANSAS STATE HIGHWAY COMMISSION

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.



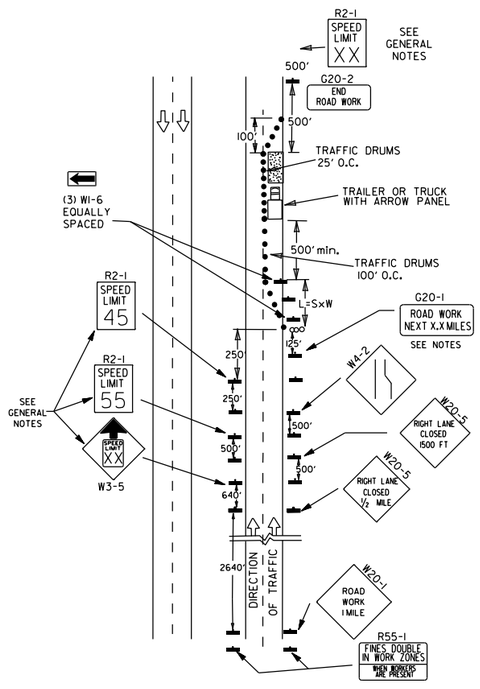
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

- ARROW PANEL (IF REQUIRED)
- ■ CHANNELIZING DEVICE
- ● TRAFFIC DRUM

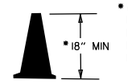
GENERAL NOTES:

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).



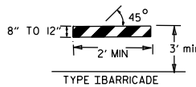
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

CHANNELIZING DEVICES



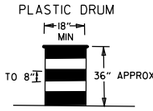
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

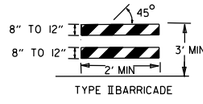
CONES



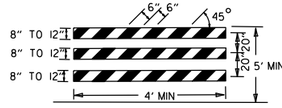
TYPE I BARRICADE

PLASTIC DRUM



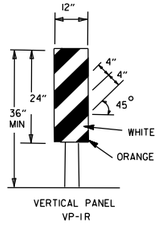


TYPE II BARRICADE



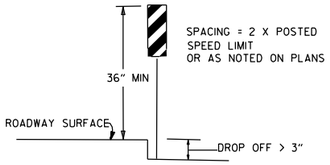
TYPE III BARRICADE

NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.

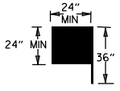


VERTICAL PANEL VP-1R

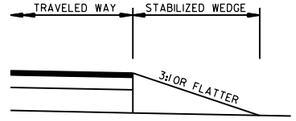
VERTICAL PANEL PLACEMENT



FLAG



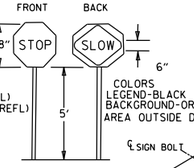
FLAG SHALL BE OF GOOD GRADE RED MATERIAL

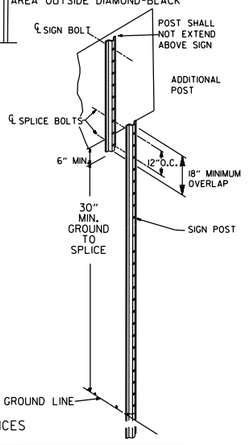


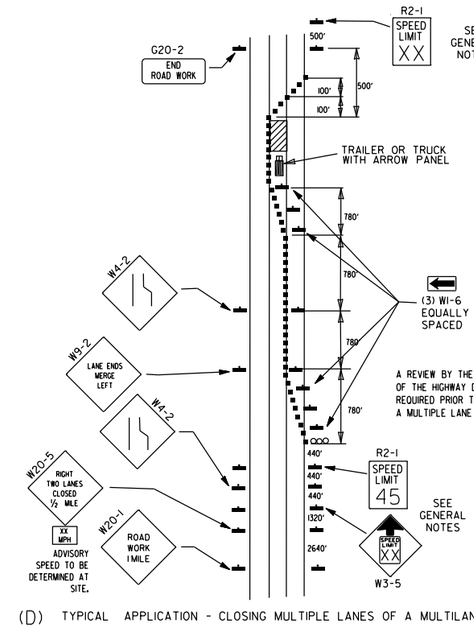
STABILIZED WEDGE

NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

STOP SLOW PADDLE







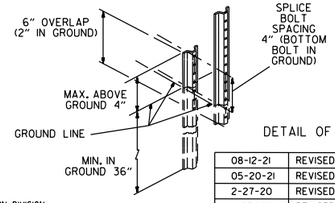
A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

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

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).

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	

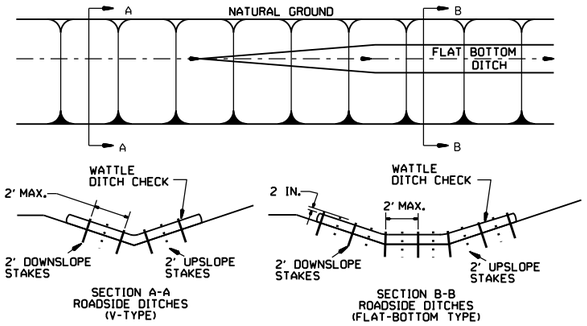
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

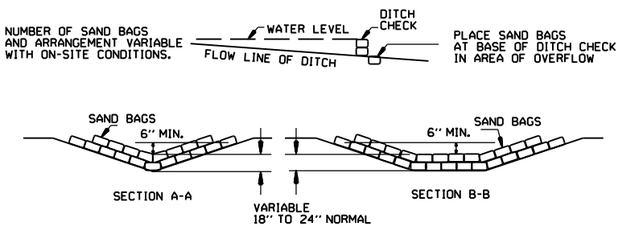
STANDARD DRAWING TC-3

GENERAL NOTES

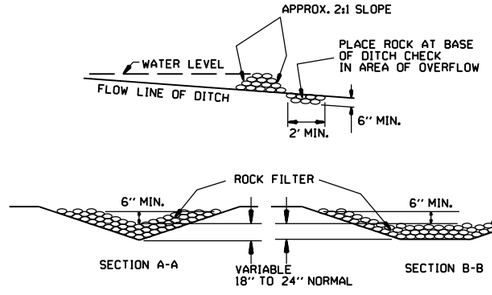
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

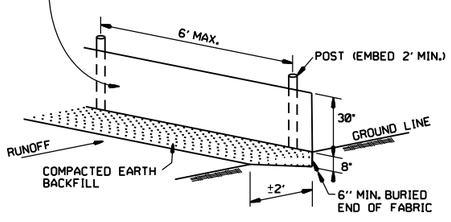


ROCK DITCH CHECK (E-6)

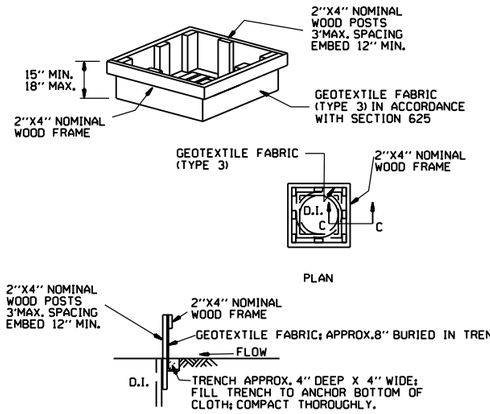
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

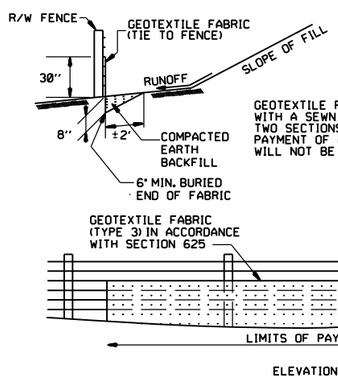
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)

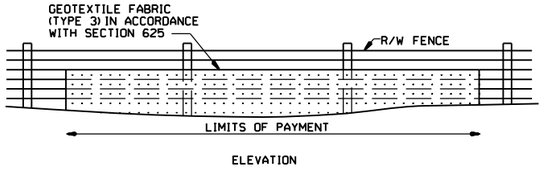


DROP INLET SILT FENCE (E-7)



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.



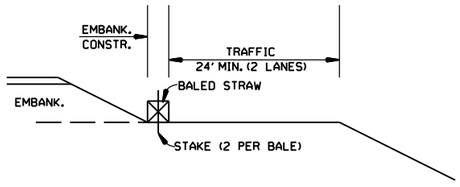
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

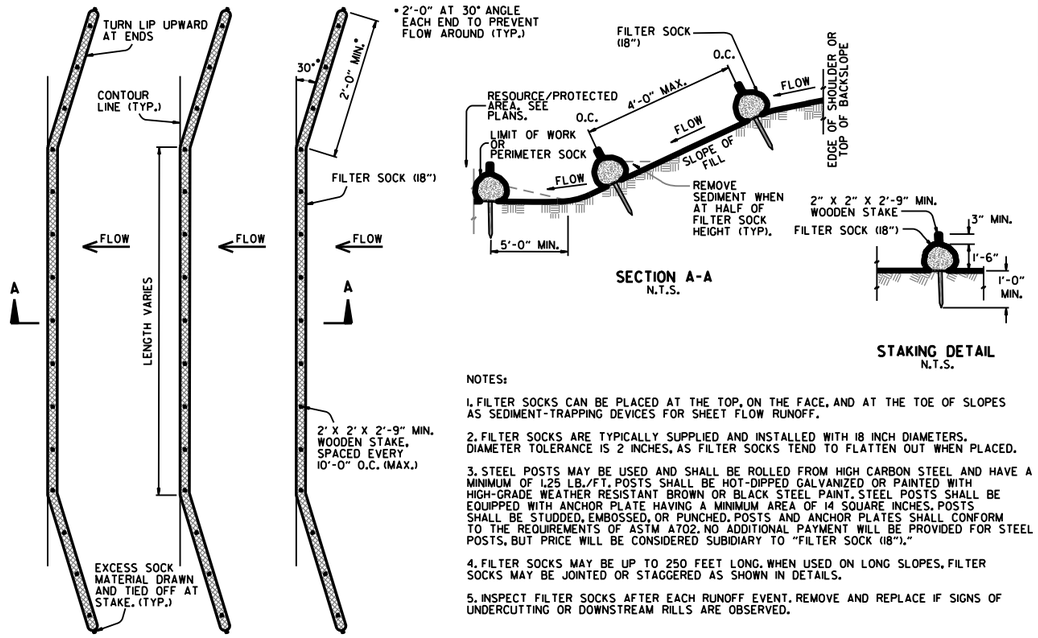
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

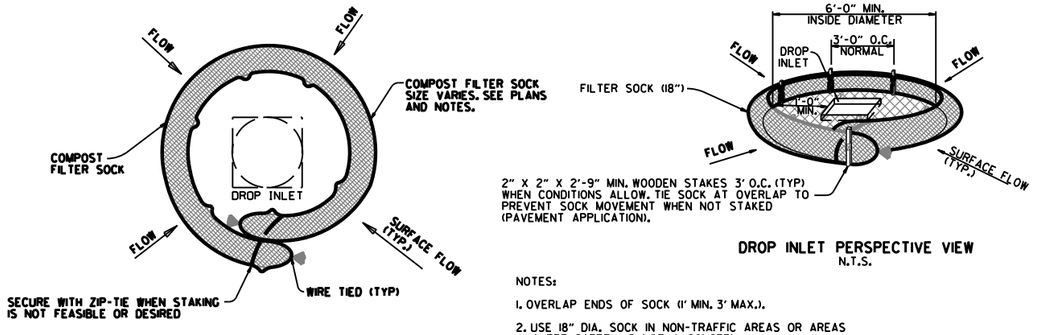
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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)



NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

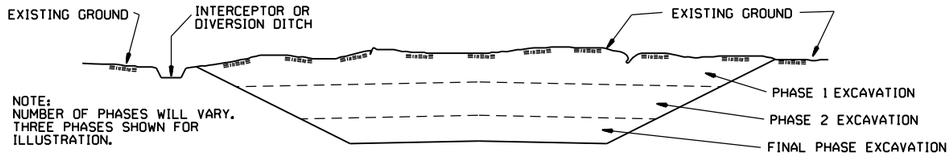
STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



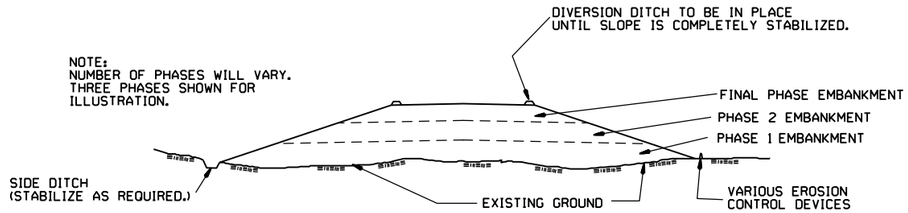
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

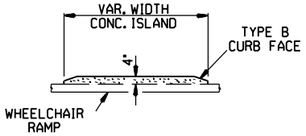
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

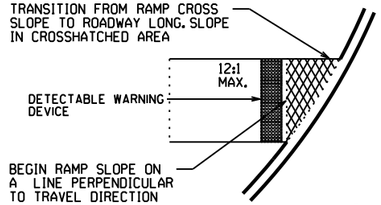
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

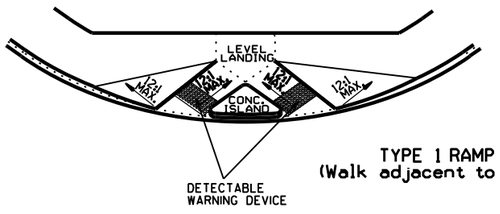
STANDARD DRAWING TEC-3



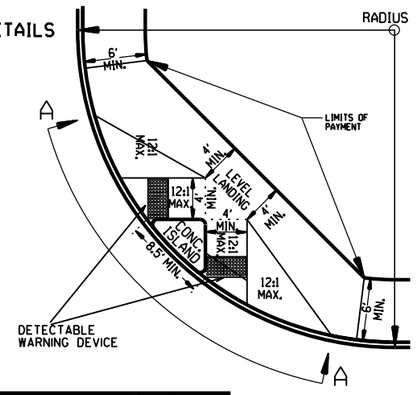
CONCRETE ISLAND DETAIL

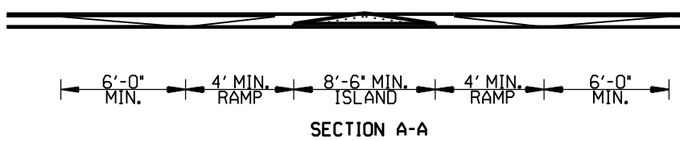


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

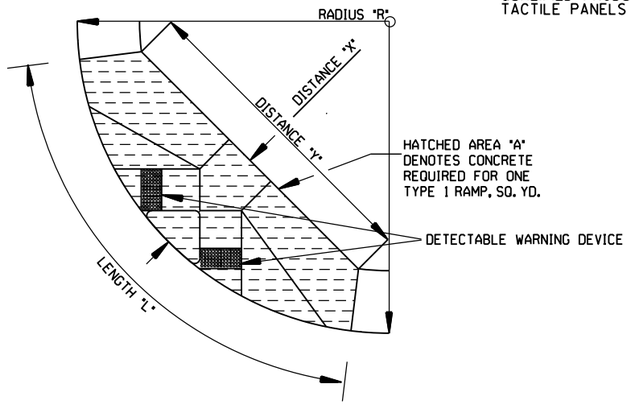




SECTION A-A

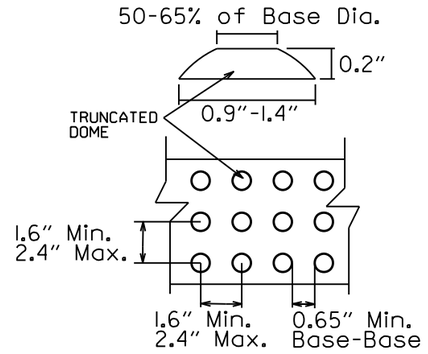
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

RADIUS "R" FEET	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

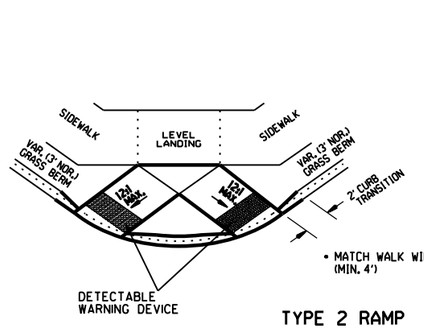
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



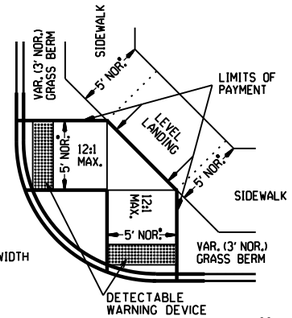
DETECTABLE WARNING DEVICE DETAIL

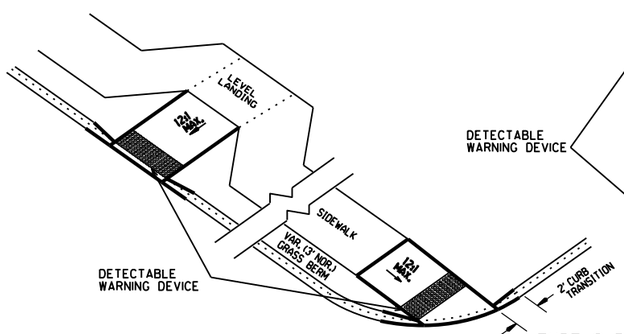
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

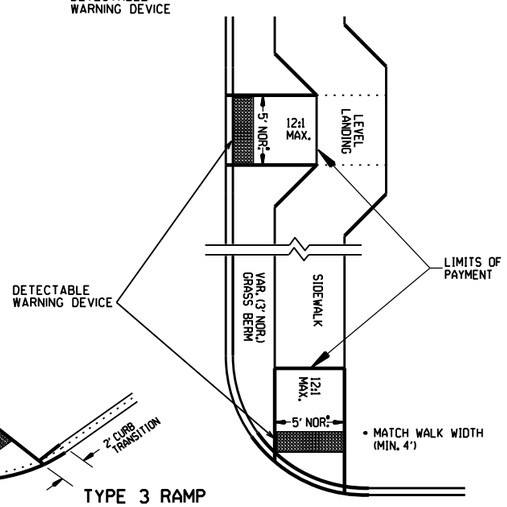


TYPE 2 RAMP

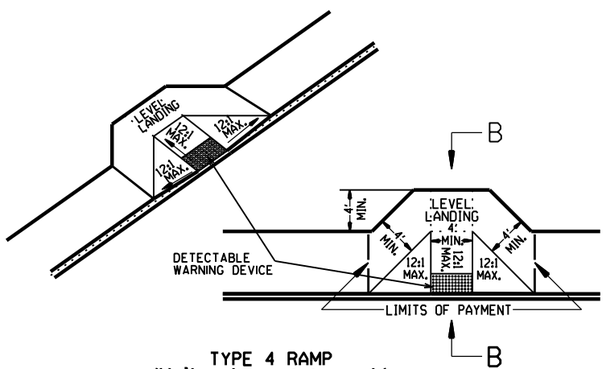




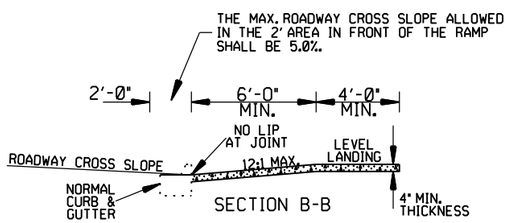
TYPE 3 RAMP



NOTE:
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGTITUDINAL GRADE.



TYPE 4 RAMP
(Walk adjacent to curb)



SECTION B-B

RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD.SLOPE TRANS. & REV. ISL. DIMS.	
11-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM8#TO12#MAX.SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD."CONC. ISLD."IN PAY ITEM	------
6-02-76	ISSUED-P.M.D.	299-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1