DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	1	373
				(2) LOUISIANA STATE LINE - HWY. 82 (WIDENING) (S)				

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

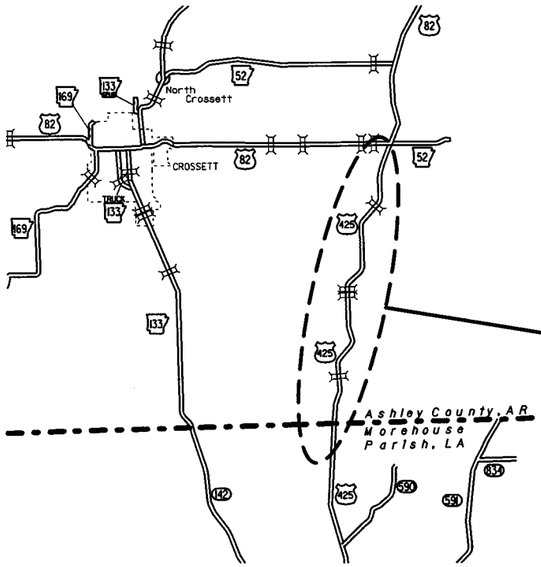
LOUISIANA STATE LINE - HWY. 82 (WIDENING) (S)

PROJECT LOCATION MOREHOUSE PARISH, LA & ASHLEY COUNTY, AR
ROUTE 425 SECTION 1

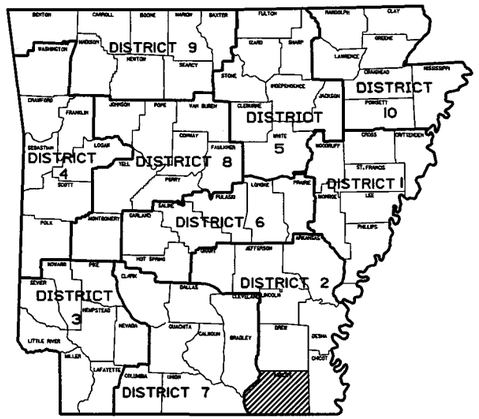
FED. AID PROJ. ACNHPP-0002(32) & STPR-0002(42)

JOB CA0201

STA. 503+26.48
END JOB CA0201
AR. LOG MILE 9.34

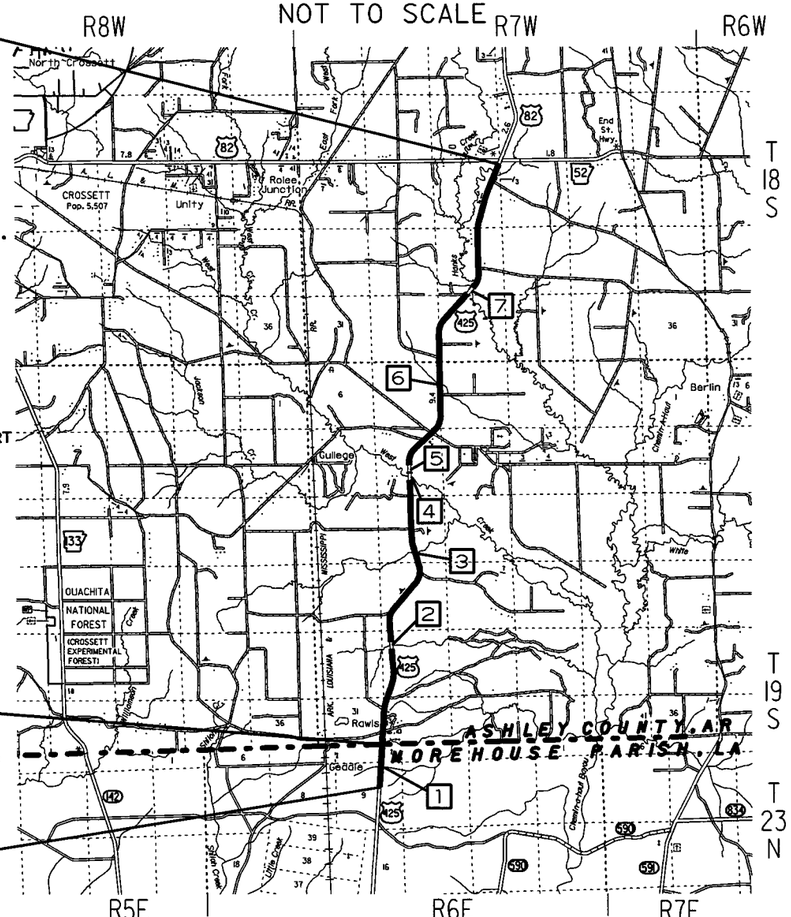


VICINITY MAP



ARK. HWY. DIST. NO. 2

NOT TO SCALE



STRUCTURES OVER 20'-0" SPAN

[1] STA. 619+85 CONSTRUCT
QUADRUPLE 6' X 3' X 176' R.C. BOX CULVERT
WITH 4:1 WINGS LT. & RT.
WITH TYPE TM DROP INLET IN MEDIAN
AT NORTH BARREL (2'6" X 3' X H= 0'7")
Q50=422 CFS D.A.=262 AC.
SPAN = 27'-0"
L.M. = 6.69

[2] STA. 89+32 IN PLACE
DBL. 10' X 4' X 44' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 39' LT. & 39' RT.
TO A COMPLETED LENGTH OF 122'
AND CONSTRUCT
DBL. 10' X 4' X 122' R.C. BOX CULVERT
Q50=967 CFS D.A.=2.3 SQ.MI.
SPAN = 42'-11"
L.M. = 1.50

[3] STA. 170+86 IN PLACE
DBL. 8' X 7' X 50' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 37' LT. & 34' RT.
TO A COMPLETED LENGTH OF 121'
AND CONSTRUCT 8' X 7' X 121' R.C. BOX CULVERT
DESIGN DISCHARGE Q50=1325 CFS
TOTAL DISCHARGE Q50=1392 D.A.=6.6 SQ.MI.
TOTAL DISCHARGE INCLUDES WATER THROUGH
STRUCTURES AT STA. 192+99, STA. 193+12,
AND STA. 197+31
SPAN = 27'-4"
L.M. = 3.05

[4] STA. 232+35 CONSTRUCT
SEXTUPLE 12' X 9' X 130' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
DESIGN DISCHARGE Q50=3,215 CFS
TOTAL DISCHARGE Q50=3650 CFS D.A.=34.6 SQ.MI.
TOTAL DISCHARGE INCLUDES WATER THROUGH
STRUCTURES AT STA. 243+68 & STA. 249+52
SPAN = 77'-0"
L.M. = 4.21

[5] STA. 243+68 IN PLACE
DBL. 10' X 5' X 56' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 35' RT.
TO A COMPLETED LENGTH OF 130'
DESIGN DISCHARGE Q50=358 CFS
TOTAL DISCHARGE Q50=3650 CFS D.A.=34.6 SQ.MI.
TOTAL DISCHARGE INCLUDES WATER
THROUGH STRUCTURES AT STA. 232+35 &
STA. 249+52
SPAN = 21'-11 1/2"
L.M. = 4.43

[6] STA. 315+51 IN PLACE
DBL. 8' X 4' X 44' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 37' RT.
TO A COMPLETED LENGTH OF 121'
AND CONSTRUCT 8' X 4' X 121' R.C. BOX CULVERT
Q50=645 CFS D.A.=1032.7 AC.
SPAN = 26'-8"
L.M. = 5.79

[7] STA. 398+26.70 CONSTRUCT
SEXTUPLE 12' X 10' X 124' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q50=2790 CFS D.A.=32.6 SQ.MI.
SPAN = 76'-11"
L.M. = 7.35

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

STA. 602+50.00
BEGIN JOB CA0201
LA. LOG MILE 6.36

DESIGN TRAFFIC DATA

DESIGN YEAR	2037
2018 ADT	1,500
2038 ADT	1,800
2038 DHV	200
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	33%
DESIGN SPEED	60 MPH

BEGINNING OF PROJECT		MID-POINT OF PROJECT		END OF PROJECT				
LAT. = N 32°59'54"		LAT. = N 33°04'04"		LAT. = N 33°07'59"				
LONG. = W 91°51'26"		LONG. = W 91°50'47"		LONG. = W 91°49'15"				
LENGTH OF PROJECT CALCULATED ALONG C.L.								
GROSS LENGTH OF PROJECT	52678.36	FEET	OR	9.977	MILES			
NET " " ROADWAY	52378.56	"	"	9.920	"			
NET " " BRIDGES	299.80	"	"	0.057	"			
NET " " PROJECT	52678.36	"	"	9.977	"			

P.E. CA0201

CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
7-12-18
HUBERT BURKS

JOB CA0201

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08-23-18				6	ARK.			
09-06-18				JOB NO.		CA0201	2	373

(2) INDEX OF SHEETS, STANDARD DRAWINGS, GOV. SPECS., & GEN. NOTES

INDEX OF SHEETS

SHEET NO.		TITLE
1		TITLE SHEET
2		INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES
3 - 9		TYPICAL SECTIONS OF IMPROVEMENT
10 - 30		SPECIAL DETAILS
31 - 90		TEMPORARY EROSION CONTROL DETAILS
91 - 137		MAINTENANCE OF TRAFFIC DETAILS
138 - 156		PERMANENT PAVEMENT MARKING DETAILS
157 - 169		QUANTITIES
170		SUMMARY OF QUANTITIES AND REVISIONS
171 - 190		SURVEY CONTROL DETAILS
191 - 227		PLAN AND PROFILE SHEETS
228 - 373		CROSS SECTIONS

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-6-18
HUBERT BURNS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9D	DETAILS OF DROP INLETS	08-22-02
MB-1	MAILBOX DETAILS	11-18-04
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PM-1	PAVEMENT MARKING DETAILS	06-01-17
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
RCB-3	METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS	10-12-95
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	01-09-87
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	10-18-96
SES-1	SAFETY END SECTION FOR CIRCULAR AND ARCH PIPES	10-18-96
SI-1	DETAILS OF SPECIAL ITEMS	09-12-13
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	02-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	10-15-09
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WF-2	WIRE FENCE WATER GAPS	04-20-79
WF-4	WIRE FENCE TYPE C AND D	08-22-02
R-100X-0	DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	02-08-63
R-200X-0	DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	02-15-63
W-X003-1	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	05-10-66

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 INSURE 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. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
9. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
10. THIS PROJECT IS COVERED UNDER A NATIONWIDE 23 SECTION 404 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

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 - TRAINING PROGRAM - JOB CA0201
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
303-1	AGGREGATE BASE COURSE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1	RETROFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
606-1	PIPE CULVERTS FOR SIDE DRAINS
620-1	MULCH COVER
JOB CA0201	ADDITIONAL PROJECT REQUIREMENTS
JOB CA0201	BIDDING REQUIREMENTS AND CONDITIONS
JOB CA0201	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB CA0201	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB CA0201	CARGO PREFERENCE ACT REQUIREMENTS
JOB CA0201	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB CA0201	CONSTRUCTION PROJECT INFORMATION SIGN
JOB CA0201	COORDINATION OF WORK
JOB CA0201	DELAY IN RIGHT OF WAY OCCUPANCY
JOB CA0201	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB CA0201	ELECTRONIC DOCUMENT MANAGEMENT - CONNECTING ARKANSAS PROGRAM
JOB CA0201	EMPLOYMENT REPORTING
JOB CA0201	EXTENSION FOR PIPE CULVERTS
JOB CA0201	FLEXIBLE BEGINNING OF WORK-CALENDAR DAY CONTRACT
JOB CA0201	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB CA0201	LIQUID ANTI-STRIPPING ADDITIVE
JOB CA0201	MANDATORY ELECTRONIC CONTRACT
JOB CA0201	NESTING SITES OF MIGRATORY BIRDS
JOB CA0201	PARTNERING REQUIREMENTS
JOB CA0201	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS
JOB CA0201	PLASTIC PIPE
JOB CA0201	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB CA0201	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB CA0201	PROTECTION OF WATER QUALITY AND WETLANDS
JOB CA0201	REMOVING AND REPLACING TOPSOIL
JOB CA0201	RESTRAINING CONDITIONS
JOB CA0201	SHORING FOR CULVERTS
JOB CA0201	SITE USE (A + C METHOD) - CALENDAR DAY CONTRACT
JOB CA0201	SOIL STABILIZATION
JOB CA0201	STORM WATER POLLUTION PREVENTION PLAN
JOB CA0201	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB CA0201	UTILITY ADJUSTMENTS
JOB CA0201	VALUE ENGINEERING
JOB CA0201	WARM MIX ASPHALT
JOB CA0201	WELLHEAD PROTECTION

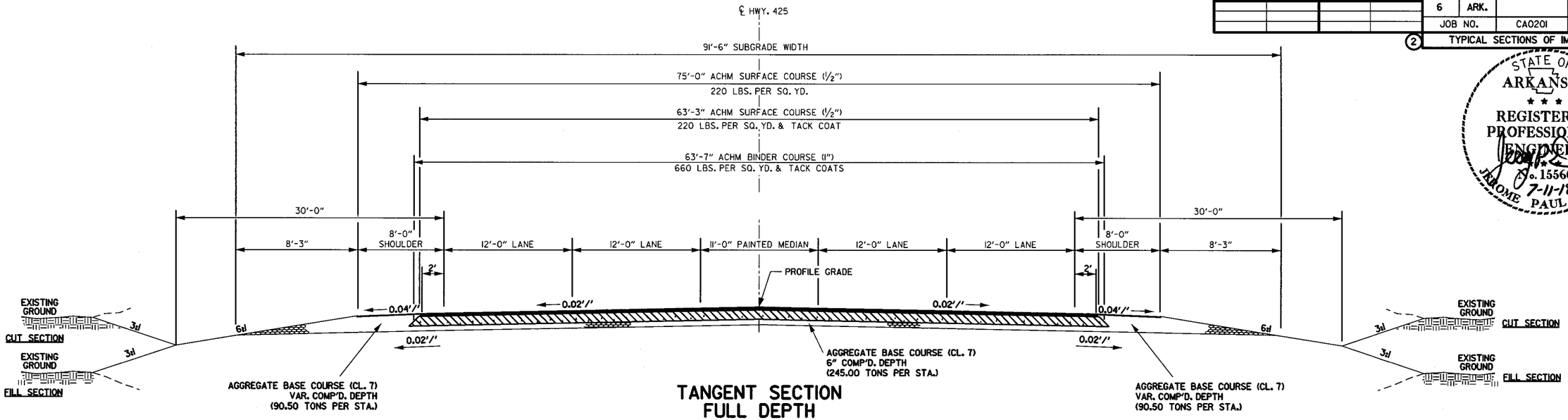
INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS & GENERAL NOTES

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				6	ARK.			
				JOB NO.		CA0201	3	373

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



TANGENT SECTION
FULL DEPTH

STA. 231+80.00 TO STA. 232+90.00, STA. 293+87.04 TO STA. 297+90.00,
STA. 397+71.70 TO STA. 397+83.84, STA. 461+00.00 TO STA. 477+00.00

NOTES:

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

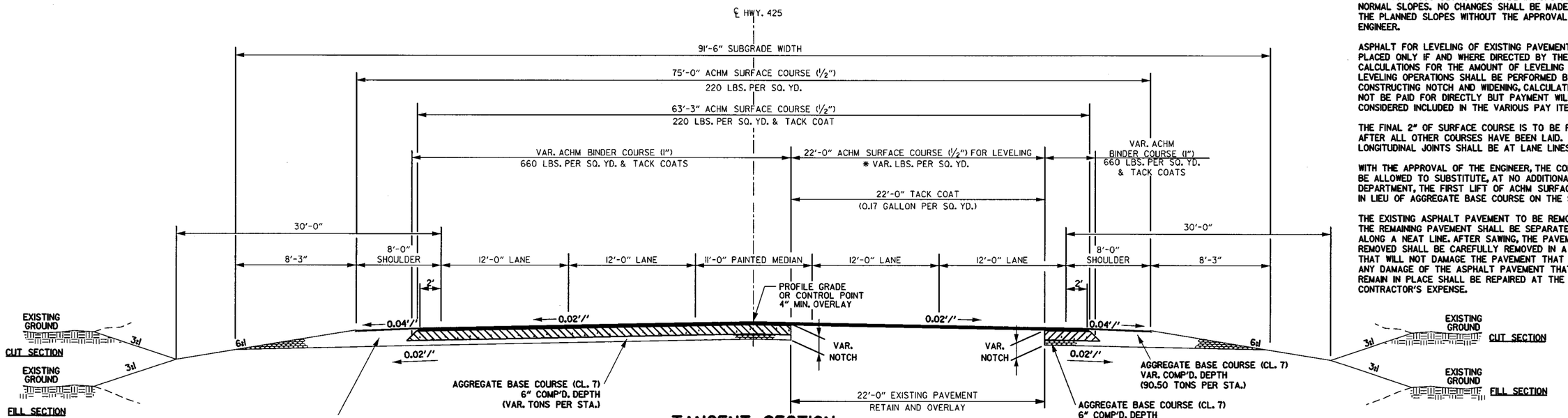
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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.

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

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

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.



TANGENT SECTION
NOTCH AND WIDEN

STA. 9+98.38 TO STA. 19+30.92 (PROFILE GRADE)
STA. 297+90.00 TO STA. 302+90.00 (PROFILE GRADE)
STA. 302+90.00 TO STA. 307+89.32 (OVERLAY)

* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

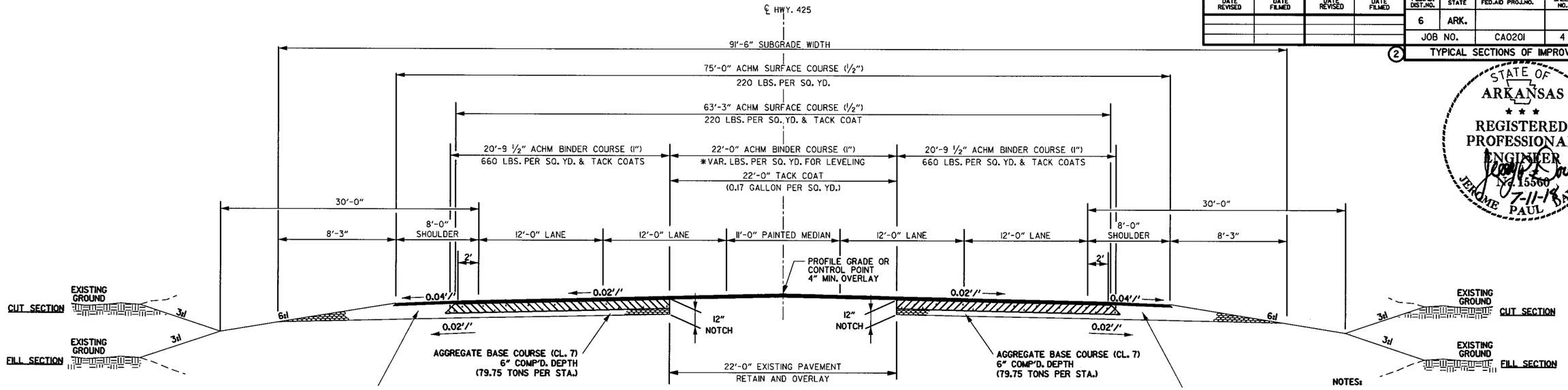
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				6	ARK.			
				JOB NO.		CA0201	4	373

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



TANGENT SECTION NOTCH AND WIDEN

* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STA. 19+30.92 TO STA. 32+46.66 (OVERLAY), STA. 48+30.80 TO STA. 55+48.94 (OVERLAY),
STA. 72+95.74 TO STA. 103+28.96 (OVERLAY), STA. 123+86.56 TO STA. 141+72.19 (OVERLAY),
STA. 165+37.86 TO STA. 173+75.35 (OVERLAY), STA. 186+87.69 TO STA. 231+80.00 (OVERLAY),
STA. 232+90.00 TO STA. 238+97.87 (OVERLAY), STA. 260+54.69 TO STA. 272+47.51 (OVERLAY),
STA. 307+89.32 TO STA. 350+40.17 (OVERLAY), STA. 371+24.58 TO STA. 397+71.70 (OVERLAY),
STA. 418+38.74 TO STA. 421+79.53 (OVERLAY), STA. 432+59.53 TO STA. 441+56.78 (OVERLAY),
STA. 481+50.00 TO STA. 484+00.00 (PROFILE GRADE), STA. 484+00.00 TO STA. 503+26.48 (OVERLAY)

NOTES:

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

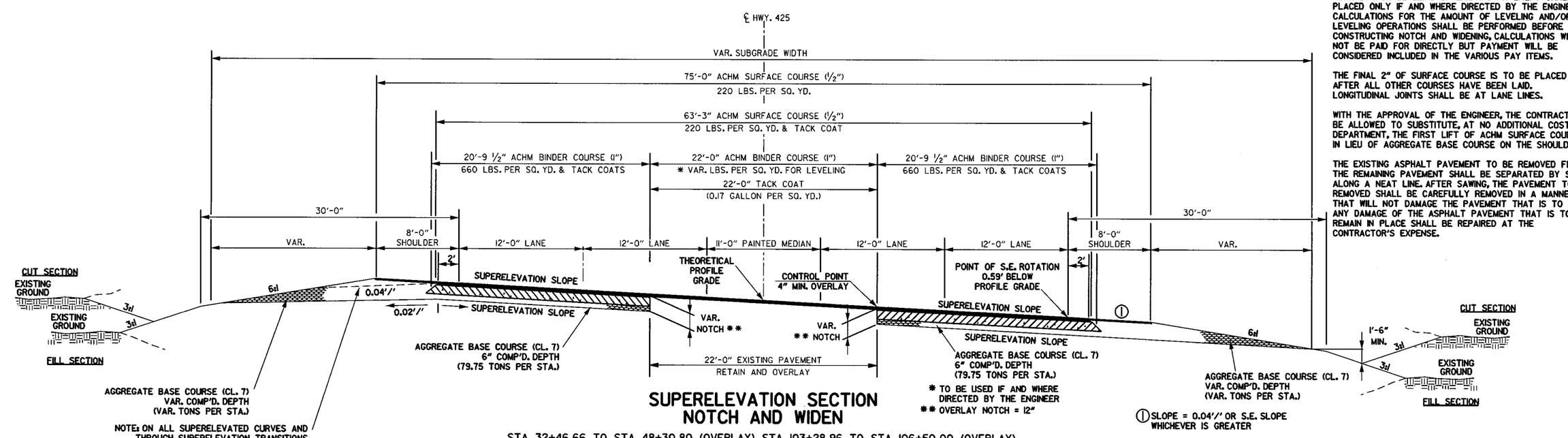
REFER TO CROSS SECTIONS FOR DEVIATIONS FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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.

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

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

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.



SUPERELEVATION SECTION NOTCH AND WIDEN

* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
** OVERLAY NOTCH = 12"
(1) SLOPE = 0.04'/' OR S.E. SLOPE WHICHEVER IS GREATER

STA. 32+46.66 TO STA. 48+30.80 (OVERLAY), STA. 103+28.96 TO STA. 106+50.00 (OVERLAY),
STA. 113+50.00 TO STA. 123+86.56 (OVERLAY), STA. 173+75.35 TO STA. 186+87.69 (OVERLAY),
STA. 238+97.87 TO STA. 260+54.69 (OVERLAY), STA. 350+40.17 TO STA. 354+50.00 (OVERLAY),
STA. 354+50.00 TO STA. 356+60 (PROFILE GRADE), STA. 364+50 TO STA. 367+00 (PROFILE GRADE),
STA. 367+00.00 TO STA. 371+24.58 (OVERLAY), STA. 421+79.53 TO STA. 432+59.53 (OVERLAY),
STA. 441+56.78 TO STA. 455+50.00 (OVERLAY), STA. 455+50.00 TO STA. 457+86.57 (PROFILE GRADE)

TYPICAL SECTIONS OF IMPROVEMENT

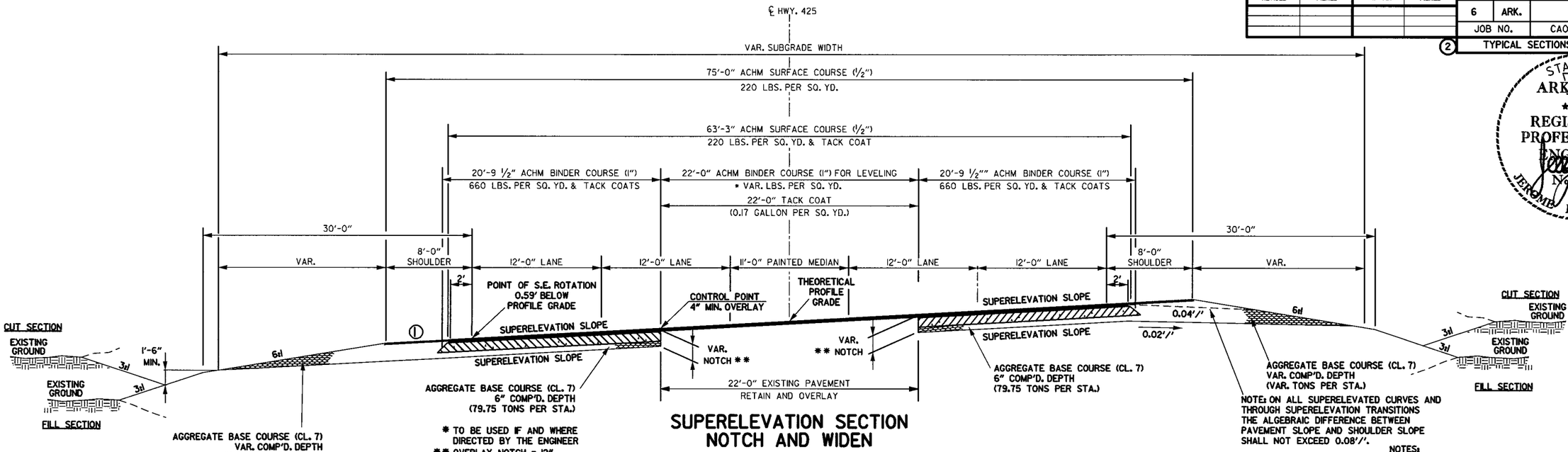
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MODEL: TYPICAL SECTIONS OF IMPROVMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	5	373

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



SUPERELEVATION SECTION NOTCH AND WIDEN

STA. 55+48.94 TO STA. 72+95.74 (OVERLAY),
STA. 141+72.19 TO STA. 165+37.86 (OVERLAY),
STA. 272+47.51 TO STA. 277+20.00 (OVERLAY),
STA. 277+20.00 TO STA. 278+50.00 (PROFILE GRADE),
STA. 398+81.70 TO STA. 418+38.74 (OVERLAY)

NOTES:

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

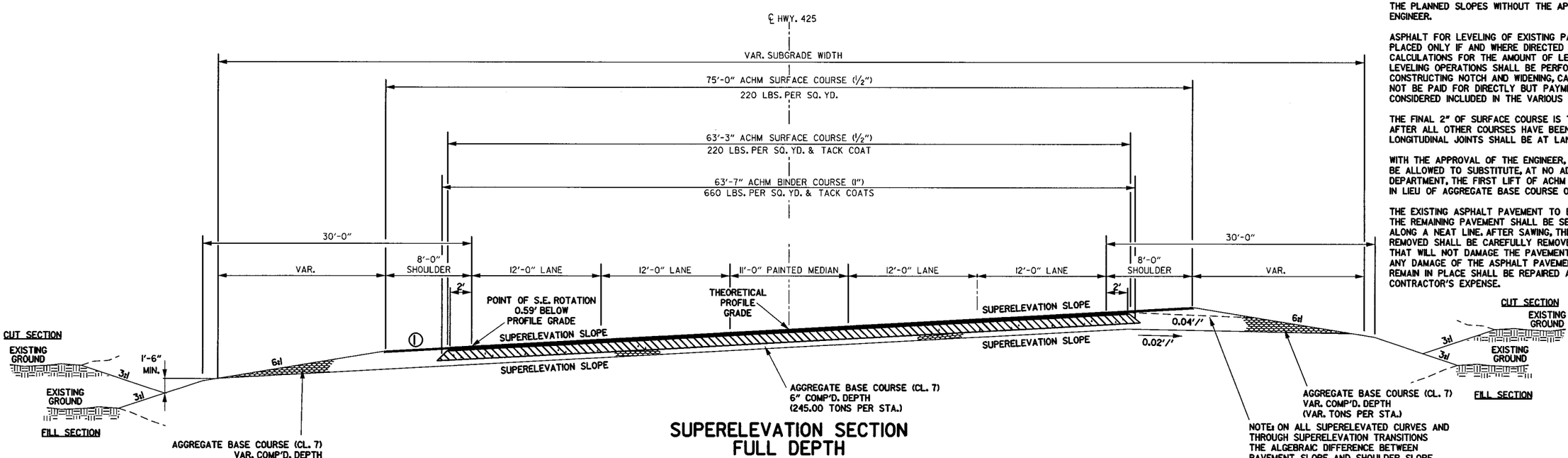
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WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

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SUPERELEVATION SECTION FULL DEPTH

STA. 278+50.00 TO STA. 293+87.04, STA. 397+83.84 TO STA. 398+81.70

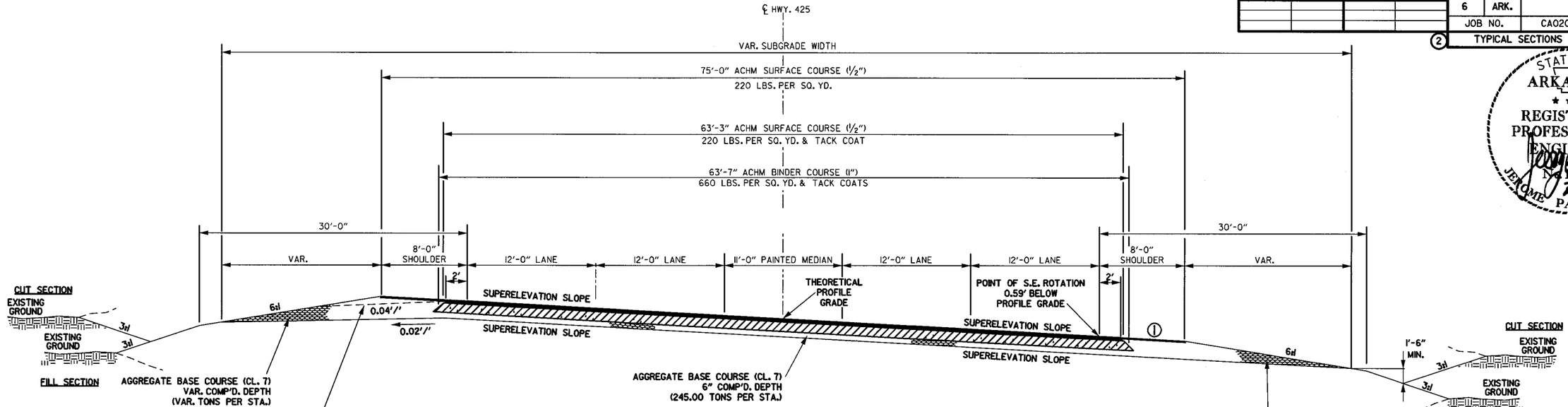
TYPICAL SECTIONS OF IMPROVEMENT

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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.		CA0201	6	373

(2) TYPICAL SECTIONS OF IMPROVEMENT

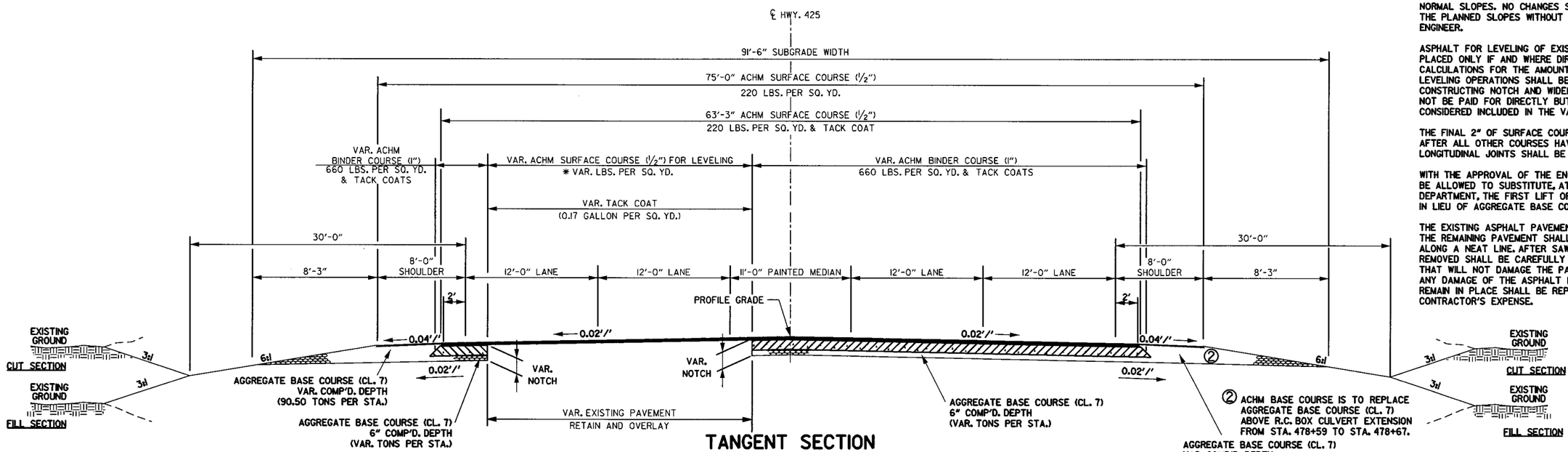
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
10-6-2006
7-11-18



SUPERELEVATION SECTION FULL DEPTH

STA. 106+50.00 TO STA. 113+50.00, STA. 356+60.00 TO STA. 364+50.00

SLOPE = 0.04'/' OR S.E. SLOPE (1) WHICHEVER IS GREATER



TANGENT SECTION NOTCH AND WIDEN

* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

STA. 457+86.57 TO STA. 461+00.00, STA. 477+00.00 TO STA. 481+50.00

NOTES:

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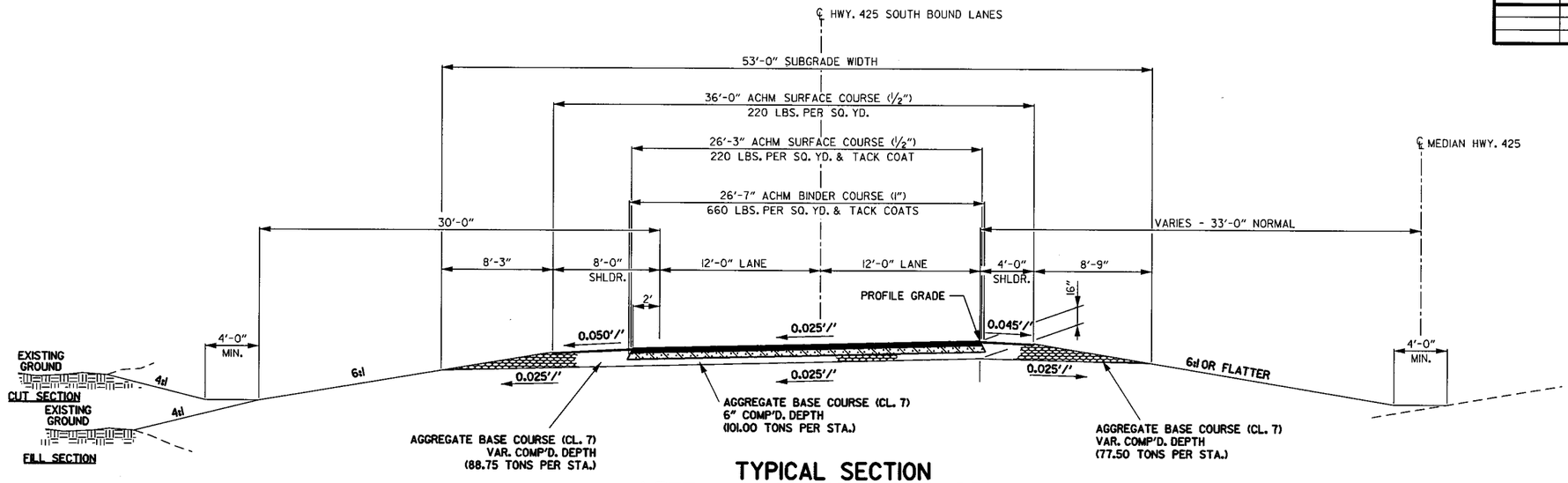
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	CA0201		7	373

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



TYPICAL SECTION
LEFT MAIN LANES - FULL DEPTH

STA. 602+50.00 TO STA. 620+05.98 (NORMAL MEDIAN)
STA. 620+05.98 TO STA. 635+94.06 (MEDIAN VARIES)

NOTES:

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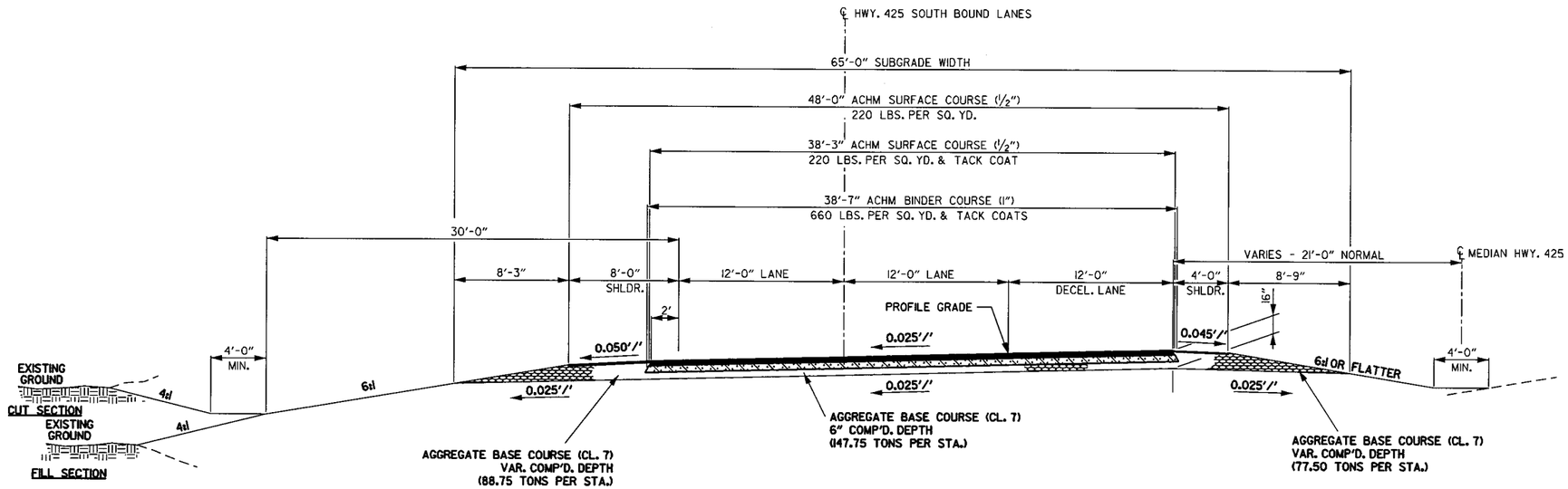
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TYPICAL SECTION
LEFT MAIN LANES WITH DECEL. LANE - FULL DEPTH

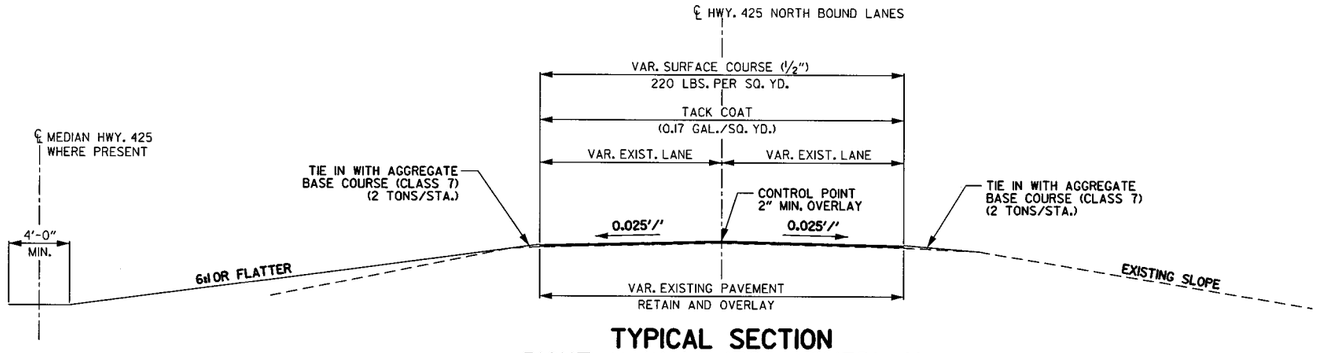
STA. 621+41.60 TO STA. 623+75.60
(STA. 623+75.60 TO STA. 625+75.60 DECEL. LANE TAPER FROM 12'-0" TO 0' WIDTH)

TYPICAL SECTIONS OF IMPROVEMENT

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DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\typical\Louisiana\rCA020L_TS_LAHWY-425_05.dgn
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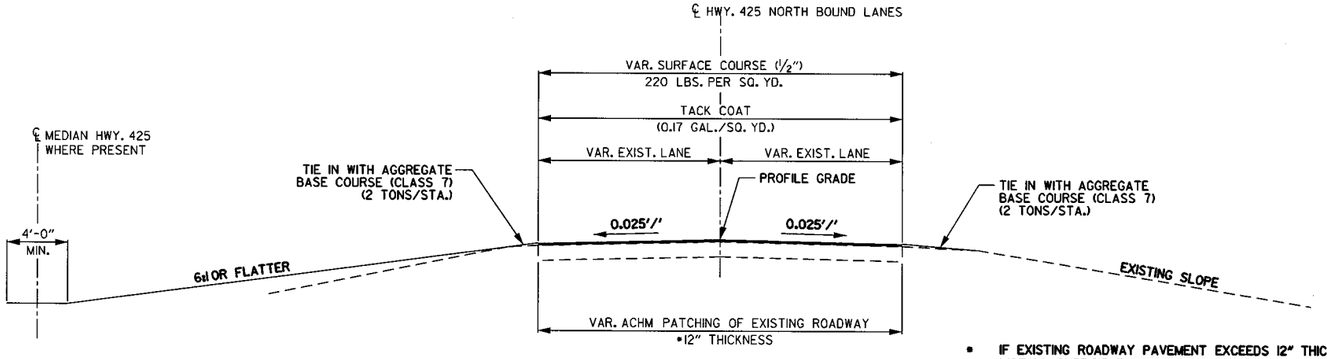
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				6	ARK.			
				JOB NO.		CA0201	8	373

(2) TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION
RIGHT MAIN LANES - OVERLAY

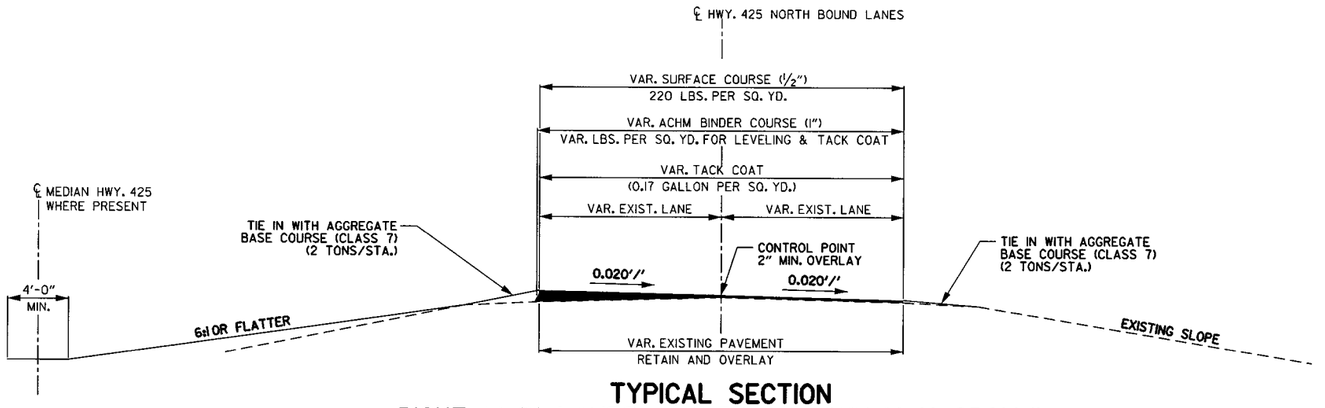
STA. 602+50.00 TO STA. 619+50.00
STA. 620+25.00 TO STA. 629+00.00
(STA. 629+00.00 TO 632+00.00 TRANSITION TO ONE-WAY CROWN)



TYPICAL SECTION
RIGHT MAIN LANES - PAVEMENT PATCHING

STA. 619+50.00 TO STA. 620+25.00

• IF EXISTING ROADWAY PAVEMENT EXCEEDS 12" THICKNESS, CONTRACTOR SHALL INSTALL SUFFICIENT DEPTH OF PAVING TO MATCH EXISTING ROADWAY PAVEMENT.



TYPICAL SECTION
RIGHT MAIN LANES - OVERLAY (ONE-WAY CROWN)

STA. 632+00.00 TO STA. 635+92.79

NOTES:

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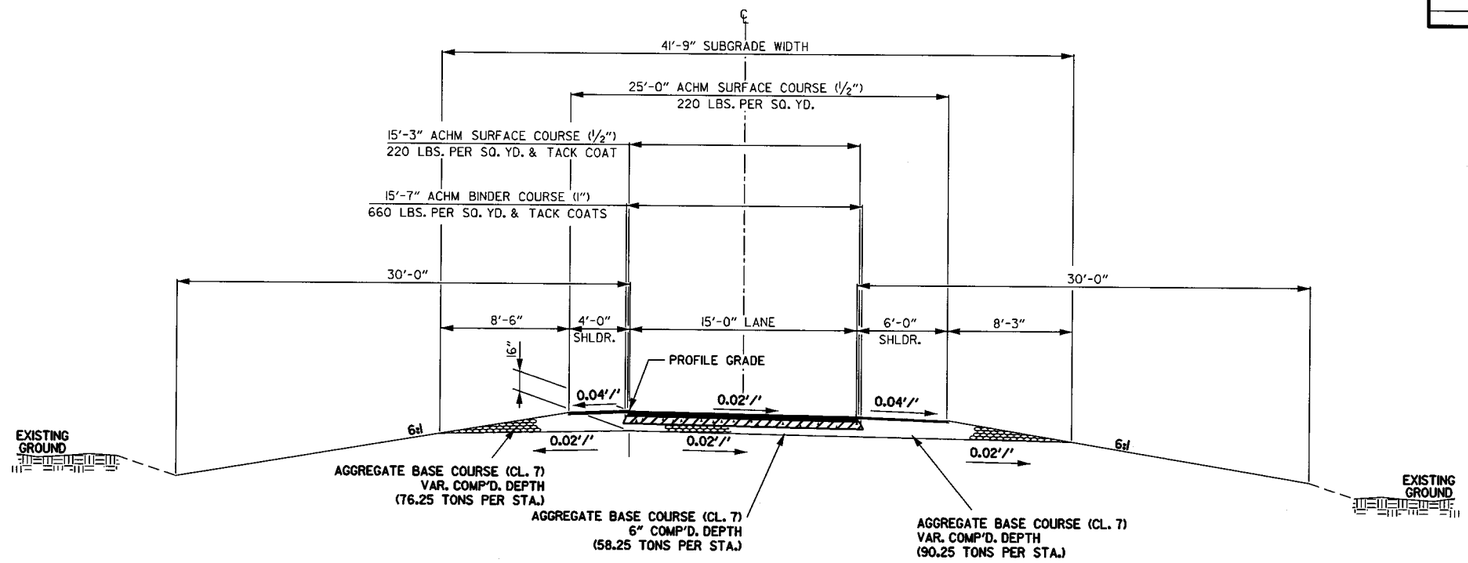
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

USER: fs513
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TYPICAL SECTIONS OF IMPROVEMENT

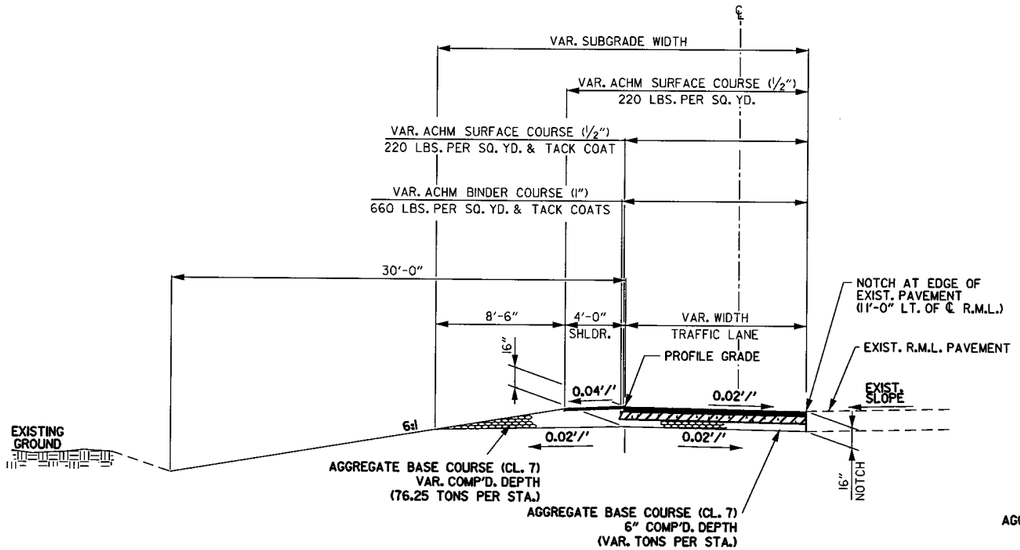
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				6	ARK.			
				JOB NO.		CA0201	9	373

(2) TYPICAL SECTIONS OF IMPROVEMENT



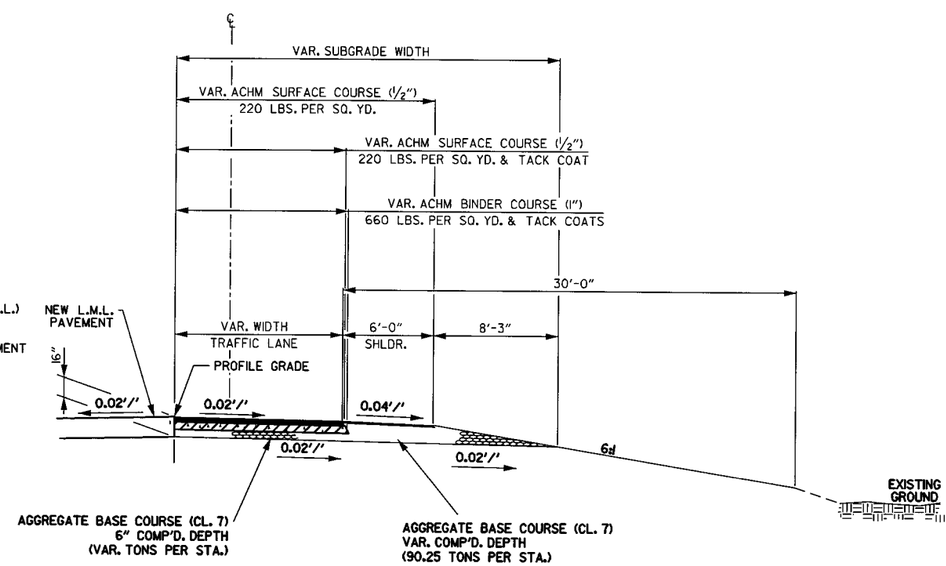
TYPICAL SECTION
ONE-LANE TEMPORARY CROSSOVER

SHOWN IN DIRECTION OF TRAFFIC
STA. 610+07.70 TO STA. 613+38.98



TYPICAL SECTION
ONE-LANE TEMPORARY CROSSOVER - NOTCH & WIDEN

SHOWN IN DIRECTION OF TRAFFIC
STA. 607+90.00 TO STA. 610+07.70



TYPICAL SECTION
ONE-LANE TEMPORARY CROSSOVER

SHOWN IN DIRECTION OF TRAFFIC
STA. 613+38.98 TO STA. 615+78.03

NOTES:

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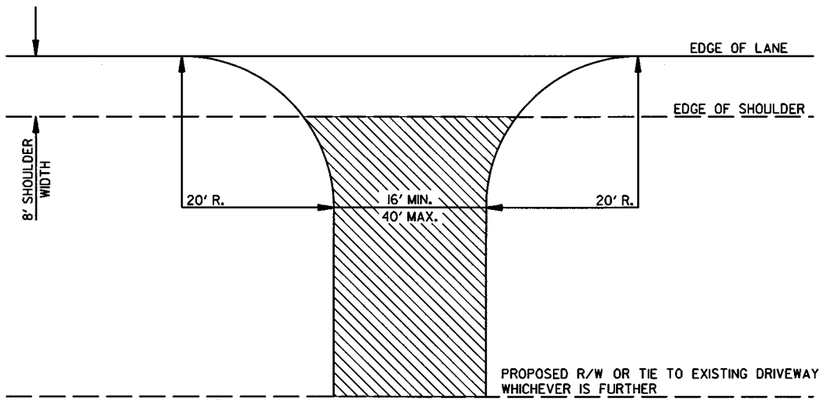
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\typical\Louisiana\rCA0201_TS_LAHWY-425_07.dgn
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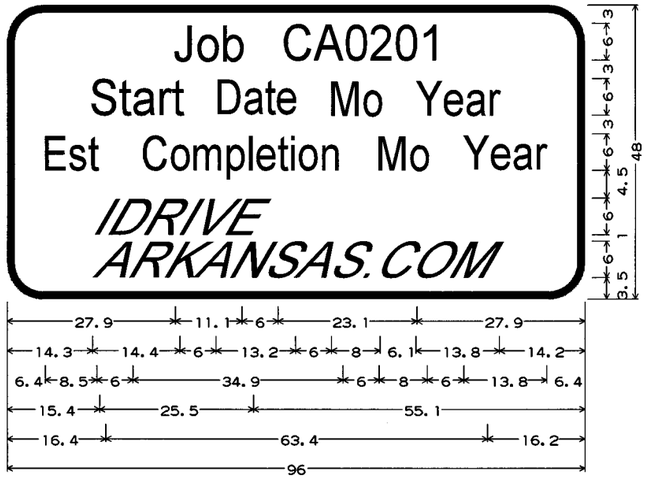
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				6	ARK.			
				JOB NO.		CA0201	10	373

(2) SPECIAL DETAILS



DETAIL FOR DRIVEWAY TURNOUTS
OPEN SHOULDER SECTION

NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

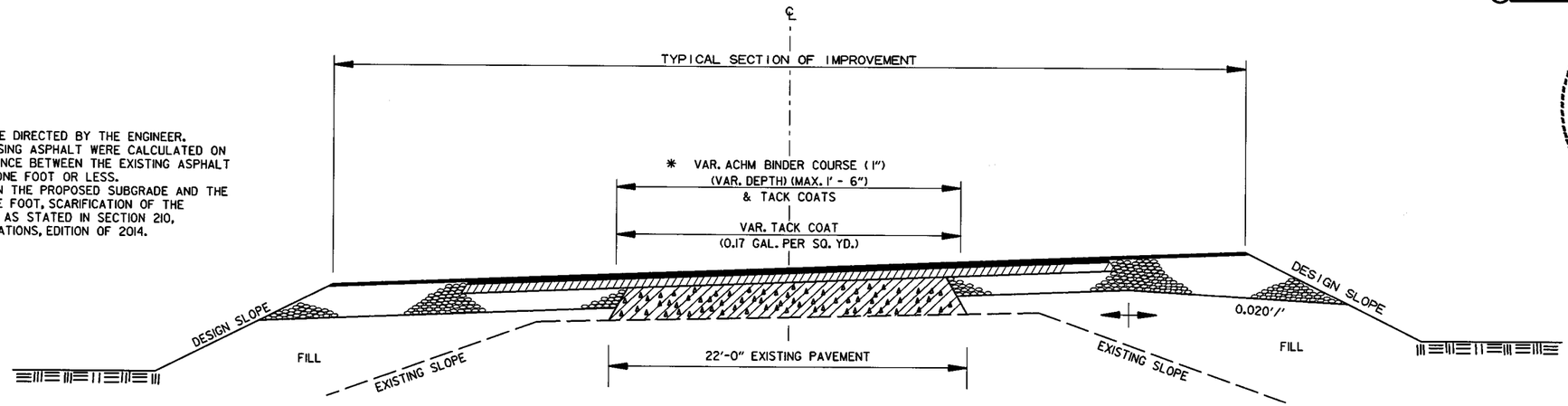

Job CA0201
Start Date Mo Year
Est Completion Mo Year
IDRIVE
ARKANSAS.COM
3
6.5
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	11	373
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
* * *
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

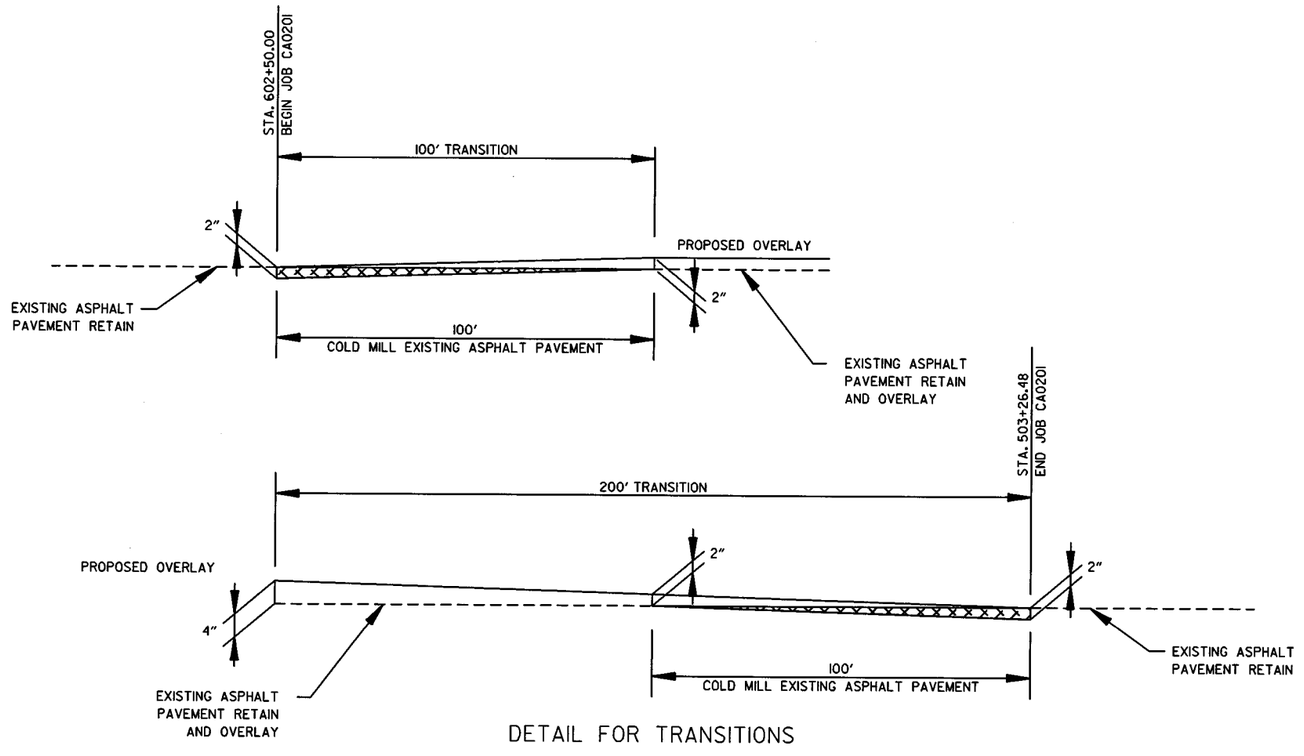
NOTES:

(1) THIS DETAIL TO BE USED ONLY IF AND 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, EDITION OF 2014.



* 6" AGGREGATE BASE COURSE (CLASS 7) TO BE REPLACED WITH ACHM BINDER COURSE (1")

METHOD OF RAISING GRADE
NOT TO SCALE

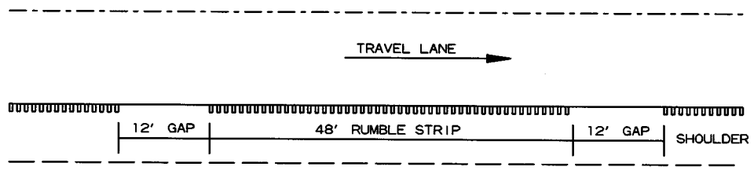


DETAIL FOR TRANSITIONS

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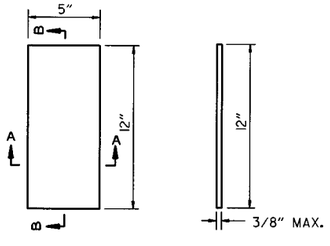
SPECIAL DETAILS

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.		CA0201	12	373
				(2)	SPECIAL DETAILS			

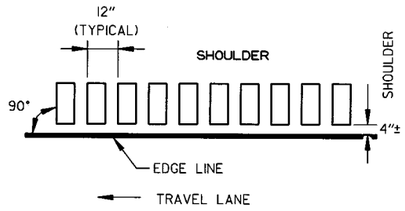


NOTE: GAP PATTERN SHALL BE ADJUSTED BY THE ENGINEER IN THE FIELD ALLOWING FOR DRIVEWAYS TO SERVE AS THE GAP.

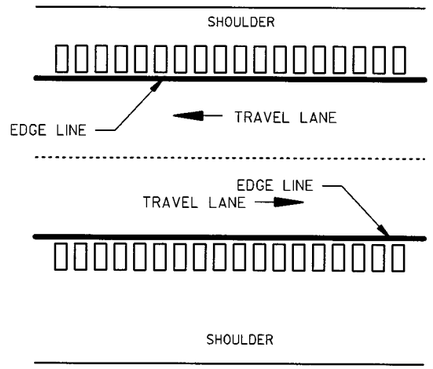
DETAIL FOR GAP PATTERN RUMBLE STRIP



SECTION A-A



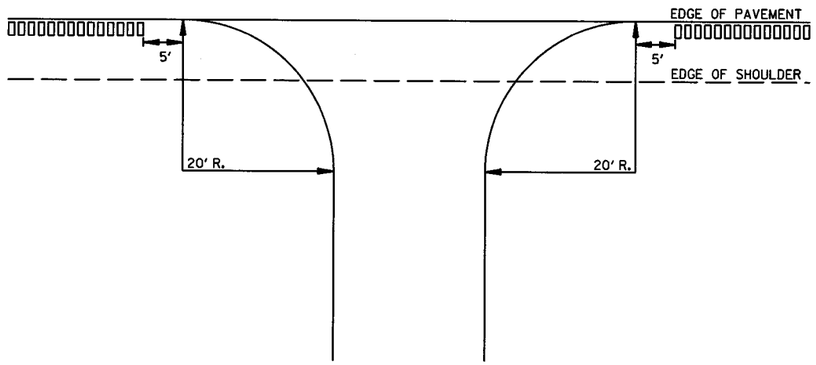
LOCATION PLAN OF RUMBLE STRIPS LEFT OR RIGHT SHOULDER



PLAN VIEW

GENERAL NOTES

1. RUMBLE STRIPS SHALL NOT BE INSTALLED ON CURB SECTIONS, BRIDGE DECKS, APPROACH SLABS, INTERSECTING STREETS OR ROADWAYS, RESIDENTIAL OR COMMERCIAL DRIVEWAYS OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.
2. RUMBLE STRIPS SHALL NOT BE INSTALLED ON A PAVED SHOULDER THAT IS USED AS A DECELERATION LANE FOR THE LENGTH DEEMED APPROPRIATE BY THE ENGINEER.
3. THE 4" OFFSET FROM THE EDGE LINE MAY BE INCREASED TO AVOID LONGITUDINAL JOINTS. IN ALL CASES, THE LATERAL DEVIATION FROM THE PLANNED OFFSET SHOULD BE KEPT TO A MINIMUM.
4. RUMBLE STRIPS SHALL BE MEASURED BY THE LINEAR FOOT LONGITUDINALLY ALONG THE SHOULDER. PAYMENT SHALL ONLY INCLUDE THAT PORTION OF THE SHOULDER ON WHICH RUMBLE STRIPS HAVE BEEN CONSTRUCTED. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR GAPS, DRIVEWAYS, TURNOUTS, OR OTHER PUBLIC ROAD INTERSECTIONS WHERE RUMBLE STRIPS HAVE NOT BEEN CONSTRUCTED.
5. THE ⅜" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 12" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.



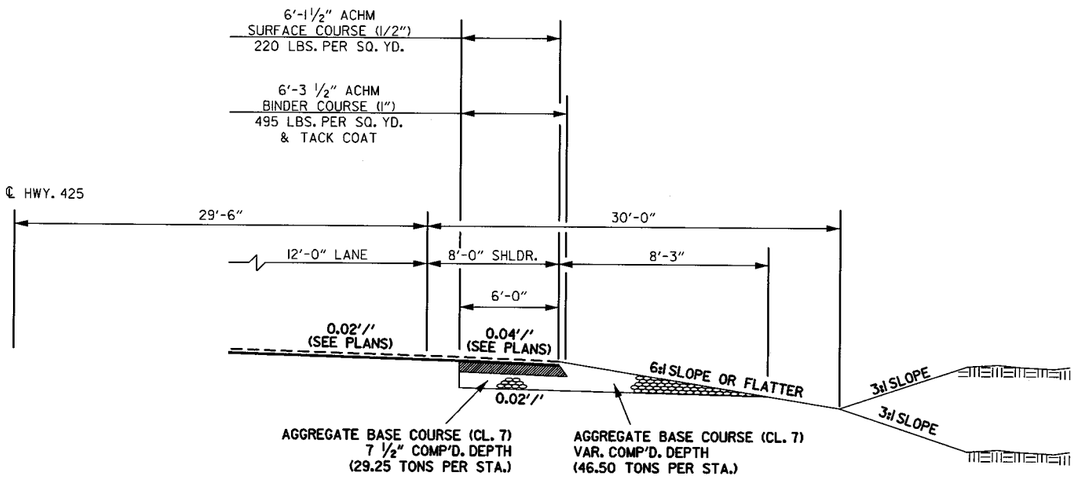
DETAIL FOR RUMBLE STRIP GAP AT DRIVEWAY TURNOUTS

DETAILS OF RUMBLE STRIPS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 15560
JEROME PAUL DAVIS
7-11-18

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	13	373
				(2)	SPECIAL DETAILS			

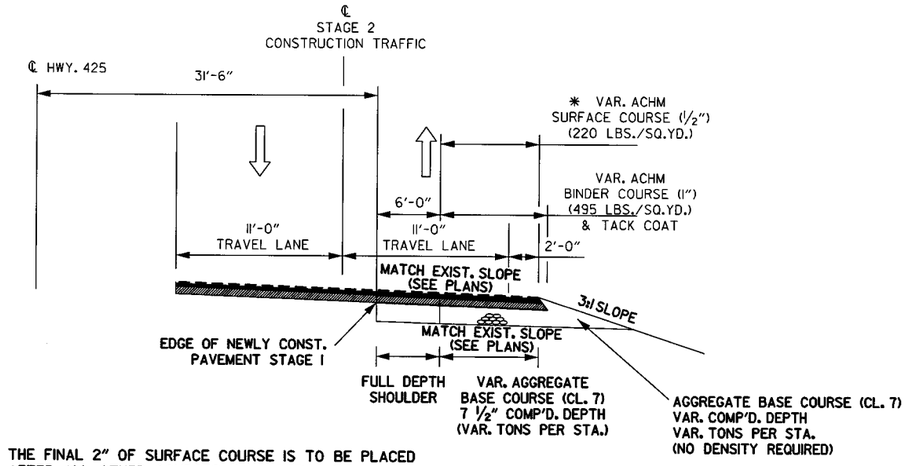
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



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

FULL DEPTH SHOULDER FOR MAINTENANCE OF TRAFFIC (SHOWN IN THE DIRECTION OF TRAFFIC)

STA. 84+20 TO STA. 94+80 RT.
STA. 100+60 TO STA. 119+00 RT.
STA. 129+20 TO STA. 139+30 RT.
STA. 165+80 TO STA. 176+00 RT.
STA. 192+15 TO STA. 202+35 RT.
STA. 220+40 TO STA. 258+70 RT.
STA. 276+58 TO STA. 288+46 LT.
STA. 310+40 TO STA. 320+60 RT.
STA. 349+31 TO STA. 372+71 RT.
STA. 386+30 TO STA. 410+30 RT.
STA. 438+70 TO STA. 448+80 RT.



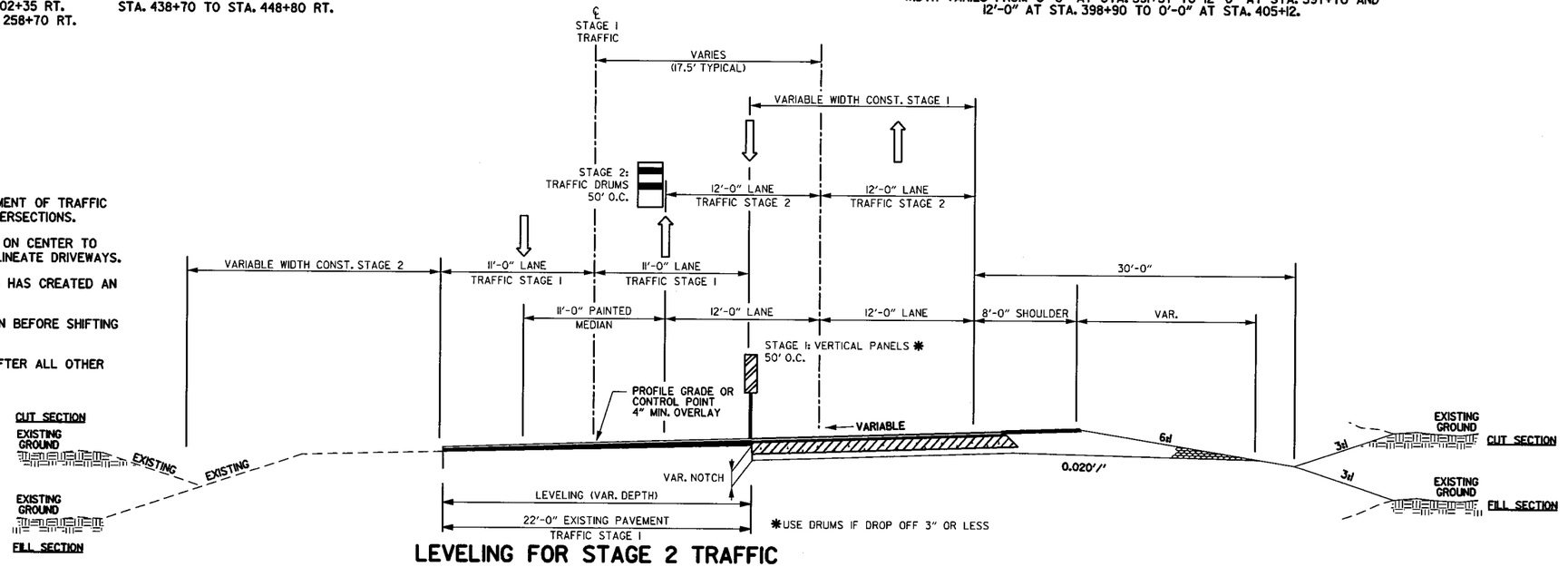
THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

WIDENING FOR MAINTENANCE OF TRAFFIC (STAGE I)

* WIDTH VARIES FROM 0'-0" AT STA. 225+47 TO 12'-0" AT STA. 231+80 AND 12'-0" AT STA. 233+00 TO 0'-0" AT STA. 239+00.
WIDTH VARIES FROM 0'-0" AT STA. 391+37 TO 12'-0" AT STA. 397+70 AND 12'-0" AT STA. 398+90 TO 0'-0" AT STA. 405+12.

NOTES:

1. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR PLACEMENT OF TRAFFIC DRUMS. SPACING WILL VARY AT DRIVEWAYS AND HWY. INTERSECTIONS.
2. USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS.
3. LEVELING SHALL BE PLACED ANYWHERE STAGE I WIDENING HAS CREATED AN ELEVATION DIFFERENTIAL AT EXISTING PAVEMENT EDGE.
4. LEVELING SHALL BE PERFORMED AS A MOVING OPERATION BEFORE SHIFTING TO STAGE 2 TRAFFIC.
5. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID.



LEVELING FOR STAGE 2 TRAFFIC

STA. 9+98.38 TO 89+00, STA. 90+00 TO 106+00, STA. 113+60 TO 134+00, STA. 134+50 TO 170+60, STA. 171+20 TO 225+47, STA. 256+00 TO 277+20, STA. 300+00 TO 315+20, STA. 315+80 TO 355+02, STA. 367+00 TO 391+37, STA. 402+56 TO 443+50, STA. 444+00 TO 461+30, STA. 438+03 TO 503+26.48

SPECIAL DETAILS

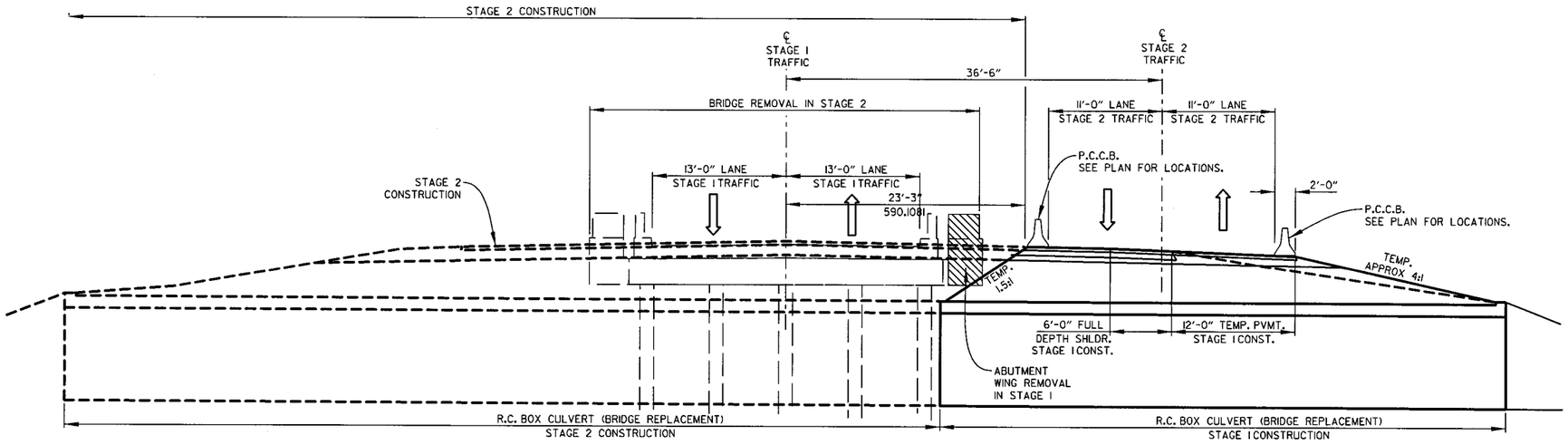
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	14	373

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



CONSTRUCTION AT BRIDGE REMOVAL

STA. 231+80.16 TO STA. 233+00.16
STA. 397+70.16 TO STA. 398+90.16

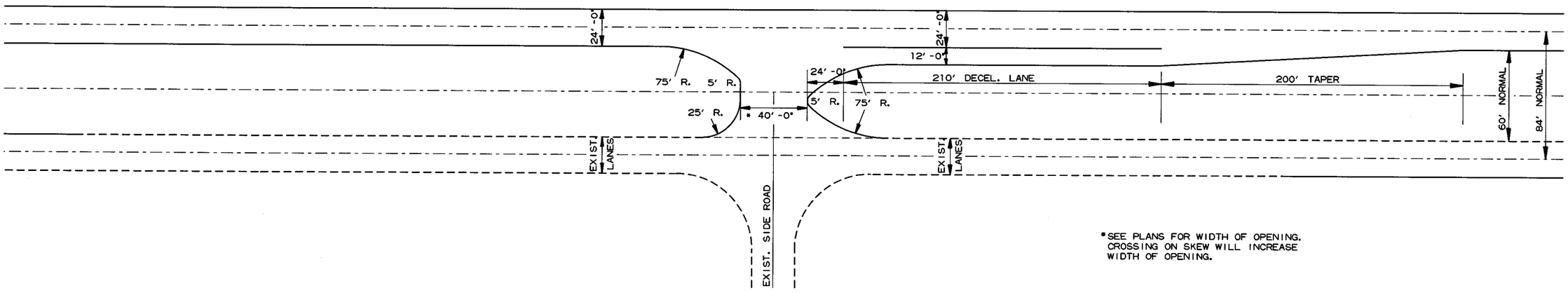
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	15	373

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



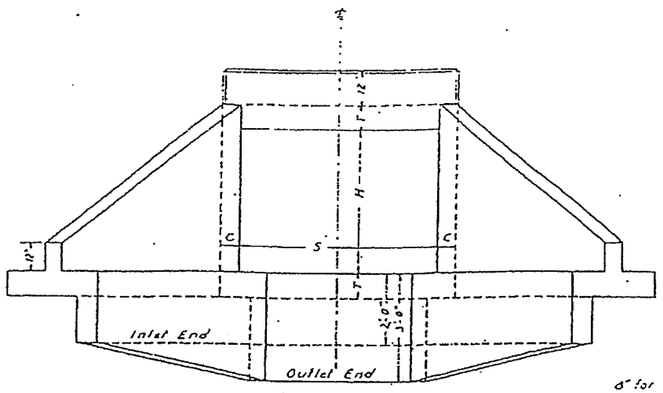
*SEE PLANS FOR WIDTH OF OPENING. CROSSING ON SKEW WILL INCREASE WIDTH OF OPENING.

DETAIL OF COUNTY ROAD CROSSING

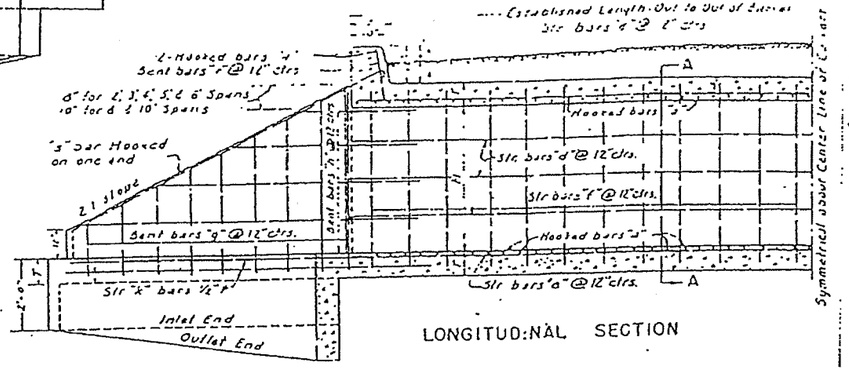
SPECIAL DETAILS

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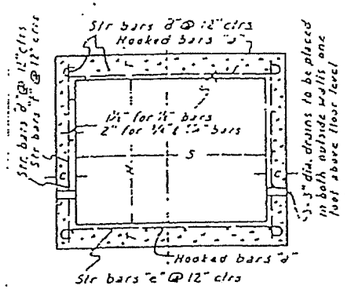
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	16	373
				(2)	SPECIAL DETAILS			



END ELEVATION



LONGITUDINAL SECTION



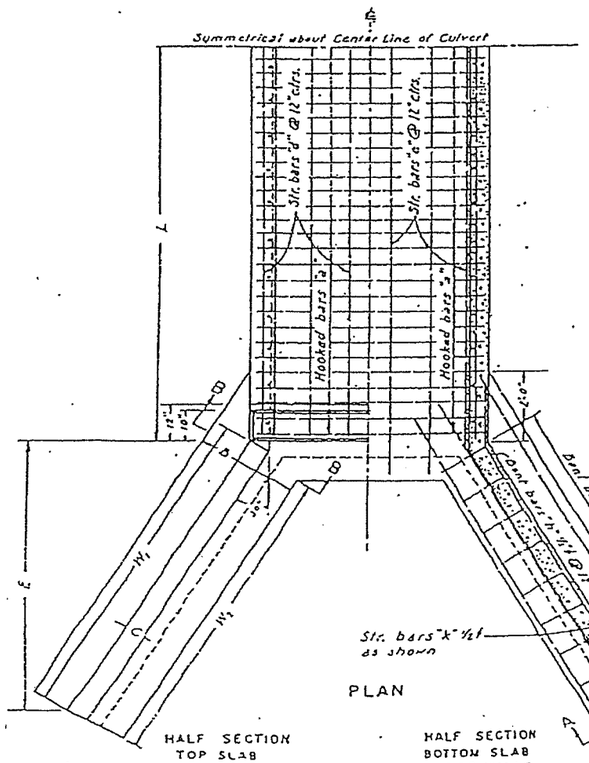
SECTION A - A

DIMENSIONS & QUANTITIES

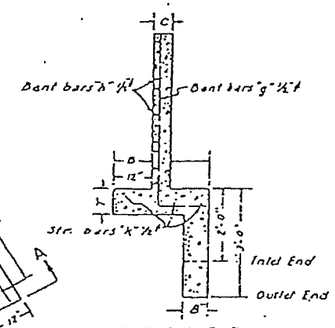
SPAN	HEIGHT	ANGLE OF WINGS WITH CENTER LINE OF CULVERT	METHOD OF SKEW	THICKNESS OF TOP SLAB & BOTTOM SLAB	THICKNESS OF SIDE WALLS & WINGS	WIDTH OF FOOTING	LENGTH OF FOOTING	LENGTH OF WING WALLS	LENGTH OF HEADWALL BACK TO BACK	CONCRETE CU YD HEADWALLS & WINGWALLS	CONCRETE CU YD PER LINEAL FT. BARREL	STEEL LB. HEADWALLS & WINGWALLS	STEEL LB. PER LINEAL FT. BARREL	STEEL LBS. PER LAP
S	H	X	D	T	C	B	W_1	W_2	E					
2	2	4	0°-0"	6½	6"	2'-6"	3'-2½	3'-10"	3'-4"	2.34	1.941	155	17.91	6.5
3	2	6	10°-0"	7"	6"	2'-6"	3'-4½	3'-10"	3'-6"	2.65	2.47	164	22.77	11.1
	3	9			6"		5'-10½	6'-2"	5'-2"	4.10	3.84	243	25.43	13.7
4	2	8	16°-18"	7½	6"	2'-6"	3'-6½	3'-10"	3'-8"	2.90	.306	173	28.28	13.4
	3	12			6"		5'-10½	6'-2"	5'-4"	4.36	3.43	251	30.92	15.6
	4	16			6"		8'-2"	8'-5½	7'-4"	5.84	5.30	334	33.60	17.8
5	2	10	10°-0"	8"	6"	2'-6"	3'-5½	3'-10"	3'-6"	3.15	.370	189	34.56	15.6
	3	15			6"		5'-10½	6'-2"	5'-4"	4.60	.307	261	37.32	17.8
	4	20			6"		8'-2"	8'-5½	7'-2"	6.89	5.41	370	35.69	20.0
	5	25			7"	2'-9"	10'-8"	10'-5½	9'-2"	8.34	5.11	478	42.55	22.3
6	3	18	21°-6"	8½"	6"	2'-6"	5'-10½	6'-2"	5'-4"	4.941	.378	278	41.68	20.0
	4	24			6"		8'-2"	8'-5½	7'-4"	6.61	.505	383	44.54	22.3
	5	30			7"	2'-9"	10'-0"	10'-5½	9'-4"	9.14	.582	432	47.20	24.5
	6	36			7"	3'-0"	13'-3"	13'-1"	11'-4"	11.51	.635	611	49.36	26.7
8	3	24	30°-0"	10½"	7"	2'-9"	5'-3½	6'-6½	5'-4"	4.58	.714	336	60.81	24.5
	4	32			7"	2'-9"	6'-7½	6'-10½	7'-0"	6.45	.763	439	63.49	26.7
	5	40			7"	2'-9"	11'-0½	11'-2"	9'-8"	10.51	.810	536	64.13	28.9
	6	48			7"	3'-0"	13'-3½	13'-5½	11'-8"	13.96	.853	673	64.80	31.2
	7	56			7"	3'-4"	16'-0"	15'-8½	13'-8"	16.07	.897	976	71.46	33.4
	8	64			8"	3'-10"	16'-8"	16'-1"	15'-8"	20.69	1.060	1166	74.81	35.6
10	4	40	45°-0"	11½"	7"	2'-7"	6'-7½	6'-10½	7'-8"	8.91	.943	505	50.62	31.2
	5	50			7"	2'-9"	11'-0½	11'-2"	9'-8"	11.33	1.016	611	53.28	33.4
	6	60			7"	3'-0"	13'-3½	13'-5½	11'-8"	13.99	1.067	748	55.34	35.6
	7	70			7"	3'-4"	16'-0"	15'-9½	13'-8"	17.27	1.112	1060	58.60	37.9
	8	80			8"	3'-10"	16'-8"	16'-1"	15'-8"	21.88	1.217	1253	101.26	40.1
	9	90			9"	4'-3"	21'-2"	20'-8½	17'-8"	27.55	1.334	1740	111.86	42.3
	10	100			10"	4'-5"	23'-5½	22'-8½	19'-8"	34.76	1.443	2181	115.27	44.5

LAP NOTE:

In computing quantities of steel from the above table, add one lap for culverts up to 50' in length and one lap for each additional 25' in length.



NOTE:-
Angle of Wingwalls may be varied to conform to the natural or proposed inlet or outlet channel.



SECTION B-B

SECTION A-A

STEEL SCHEDULE

For Culvert 32' in Length Out to Out of Barrel

LENGTH OF SPAN	HEIGHT	"a" bars (3 bars each @ 6" for 10" Span; 2 in each headwall Balance in top and bottom slab of barrel) Size	Spacing	Number	Length	X	"d" bars ½" ø bars spaced at 12" Centers STRAIGHT Top slab and Sidewalls Number	Length	"e" bars Top of Bottom Slab Number	Length	"f" bars STRAIGHT Vertical bars in Sidewalls Size	Spacing	Number	Length	"g" bars Vertical bars in Wingwalls Size	Spacing	Number	X Length	X Min.	X Max.	Y Min.	Y Max.	"h" bars ½" ø bars @ 12" Ctrs. Horizontal bars in Wingwalls Size	Length	"k" bars ½" ø Bars STRAIGHT Top of Wing Footings Number	Length	"r" bars ½" ø BENT Dowel Bar to Headwall Number	Length	"s" bars ½" ø bars in Top of Each Wingwall Number	Length
S	H	Size	Spacing	Number	Length	X	Number	Length	Number	Length	Size	Spacing	Number	Length	Size	Spacing	Number	Length	Min.	Max.	Min.	Max.	Size	Length	Number	Length	Number	Length	Number	Length	Number	Length
2	2	½" ø	12"	122	3'-2"	2'-3"	5		3		½" ø	12"	64	2'-10"	⅜" ø	12"	16	3'-4"	1'-6"	2'-9"	1'-3"	1'-3"	12	4'-7"	12	1'-6"	12	3'-8"	6	3'-8"	4	3'-3"
3	3	⅝" ø	6"	132	4'-7"	3'-9"	5		4		½" ø	12"	64	3'-11"	⅜" ø	12"	18	3'-6½	1'-6"	2'-9½	1'-3"	1'-3"	12	4'-7"	12	1'-6"	12	3'-8"	6	3'-8"	4	3'-3"
	5			132	4'-7"	3'-9"	7		5				64	3'-11"			24	3'-10½	1'-6"	3'-6½	1'-3"	1'-3"	16	5'-11"	12	1'-6"	12	3'-8"	8	3'-8"	4	3'-3"
4	3	¾" ø	5½"	144	5'-2"	4'-5"	7		5		½" ø	12"	64	4'-0"	⅜" ø	12"	16	3'-5½	1'-6"	2'-10"	1'-3"	1'-3"	12	4'-7"	12	1'-6"	12	3'-8"	10	3'-8"	4	3'-3"
	5			144	5'-2"	4'-5"	9		5				64	4'-0"			24	3'-11"	1'-6"	3'-10"	1'-3"	1'-3"	16	5'-11"	12	1'-6"	12	3'-8"	10	3'-8"	4	3'-3"
	6			144	5'-2"	4'-5"	11		5				64	3'-10"			36	4'-5½	1'-6"	4'-10"	1'-3"	1'-3"	20	7'-2"	12"	8'-4"	12	10'-0"	10	3'-8"	4	3'-3"
5	2	½" ø	5"	158	6'-7"	5'-8"	6		6		½" ø	12"	64	3'-6"	⅜" ø	12"	16	3'-6"	1'-6"	2'-11"	1'-3"	1'-3"	12	4'-7"	12	1'-6"	12	3'-8"	14	3'-8"	4	3'-3"
	3			158	6'-7"	5'-8"	10		6				64	4'-2"			24	3'-11"	1'-6"	3'-11"	1'-3"	1'-3"	16	5'-11"	12"	6'-0"	12	7'-6"	14	3'-8"	4	3'-3"
	4			158	6'-7"	5'-8"	12		6				64	3'-11"			36	4'-6"	1'-6"	4'-11"	1'-3"	1'-3"	20	7'-2"	12"	8'-4"	12	13'-6"	14	3'-8"	4	3'-3"
	5			158	6'-7"	5'-8"	14		6				64	4'-1"			44	5'-2"	1'-6"	5'-11"	1'-3"	1'-3"	24	8'-3"	12"	10'-8"	12	17'-4"	14	3'-8"	4	3'-3"
6	3	⅞" ø	5"	158	7'-2"	6'-5"	11		7		½" ø	12"	64	4'-1"	⅝" ø	12"	24	4'-1"	1'-6"	4'-3"	1'-3"	1'-3"	16	5'-11"	12"	6'-0"	12	7'-6"	16	3'-8"	4	3'-3"
	4			158	7'-2"	6'-5"	13		7				64	4'-2"			36	4'-6"	1'-6"	5'-3"	1'-3"	1'-3"	20	7'-2"	12"	8'-4"	12	10'-0"	16	3'-8"	4	3'-3"
	5			158	7'-2"	6'-5"	15		7				64	4'-2"			44	5'-2"	1'-6"	6'-3"	1'-3"	1'-3"	24	8'-3"	12"	10'-8"	12	12'-6"	16	3'-8"	4	3'-3"
	6			158	7'-2"	6'-5"	17		7				64	4'-2"			52	5'-11"	1'-6"	7'-3"	1'-3"	1'-3"	28	9'-8"	12"	13'-0"	12	14'-7"	16	3'-8"	4	3'-3"
8	3	⅞" ø	6"	132	9'-4"	8'-10"	13		9		½" ø	12"	64	4'-3"	⅝" ø	12"	24	4'-2"	1'-6"	4'-4"	1'-6"	1'-6"	16	6'-4"	12"	8'-5"	12	9'-6"	20	3'-8"	4	3'-3"
	4			132	9'-4"	8'-10"	15		9				64	4'-3"			36	4'-10"	1'-6"	5'-2"	1'-6"	1'-6"	20	7'-1"	12"	10'-0"	12	11'-6"	20	3'-8"	4	3'-3"
	5			132	9'-4"	8'-10"	17		9				64	4'-3"			44	5'-2"	1'-6"	6'-2"	1'-6"	1'-6"	24	8'-3"	12"	11'-8"	12	13'-6"	20	3'-8"	4	3'-3"
	6			132	9'-4"	8'-10"	19		9				64	4'-3"			52	5'-11"	1'-6"	7'-1"	1'-6"	1'-6"	28	9'-9"	12"	13'-4"	12	15'-6"	20	3'-8"	4	3'-3"
	7			132	9'-4"	8'-10"	21		9				64	4'-3"			56	6'-0"	1'-6"	7'-11"	1'-6"	1'-6"	32	11'-2"	12"	15'-0"	12	17'-6"	20	3'-8"	4	3'-3"
	8			132	9'-4"	8'-10"	23		9				64	4'-3"			64	6'-9"	1'-6"	8'-9"	1'-6"	1'-6"	36	12'-7"	12"	16'-8"	12	19'-6"	20	3'-8"	4	3'-3"
10	4	⅞" ø	9½"	66	12'-4"	10'-10"	17		11		½" ø	12"	64	5'-3"	⅝" ø	12"	36	5'-4"	1'-6"	5'-10"	1'-6"	1'-6"	24	8'-3"	12"	10'-8"	12	12'-0"	24	3'-8"	4	3'-3"
	5			66	12'-4"	10'-10"	19		11				64	5'-3"			44	5'-11"	1'-6"	7'-0"	1'-6"	1'-6"	28	9'-9"	12"	12'-8"	12	14'-6"	24	3'-8"	4	3'-3"
	6			66	12'-4"	10'-10"	21		11				64	5'-3"			56	6'-7"	1'-6"	7'-10"	1'-6"	1'-6"	32	11'-2"	12"	14'-8"	12	17'-0"	24	3'-8"	4	3'-3"
	7			66	12'-4"	10'-10"	23		11				64	5'-3"			64	7'-5"	1'-6"	8'-9"	1'-6"	1'-6"	36	12'-7"	12"	16'-8"	12	19'-6"	24	3'-8"	4	3'-3"
	8			66	12'-4"	11'-0"	25		11				64	5'-3"			72	8'-1"	1'-6"	9'-8"	1'-6"	1'-6"	40	13'-7"	12"	18'-4"	12	21'-6"	24	3'-8"	4	3'-3"
	9			66	12'-8"	11'-2"	27		11		½" ø	12"	64	10'-11"	⅝" ø	12"	3'-100	6'-7"	1'-6"	10'-6"	1'-6"	3'-10"	48	15'-7"	12"	20'-0"	12	23'-6"	24	3'-8"	4	3'-3"
	10			66	12'-10"	11'-4"	29		11				64	11'-7"			8'-1036	3'-3"	1'-10"	11'-6"	1'-7"	3'-6"	44	14'-5"	12"	22'-0"	12	25'-6"	24	3'-8"	4	3'-3"

NOTE: Lengths given above do not include lap.

SPECIFICATIONS:- Arkansas Standard Road and Bridge Specifications.

REINFORCING STEEL:- To be deformed bars of structural or intermediate grade.

CHAMFER:- All exposed corners to have ¾" Chamfer

CONCRETE:- All Concrete to be Class "S"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

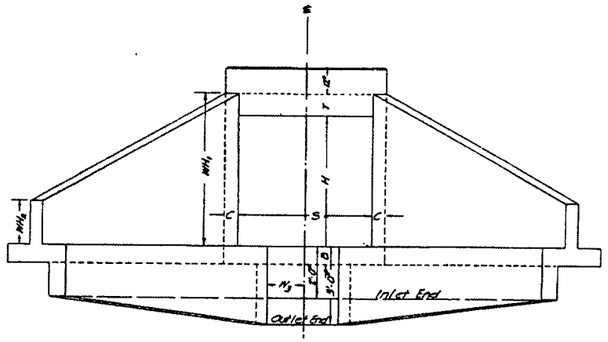
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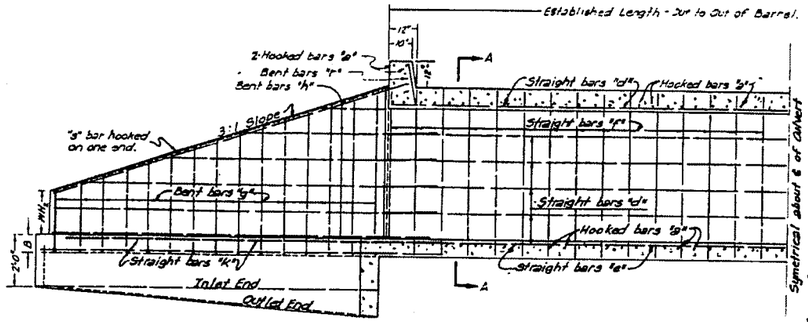
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JOB NO.		CA0201	17	373

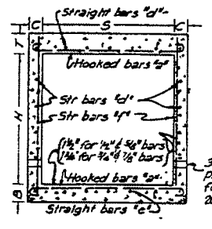
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END ELEVATION



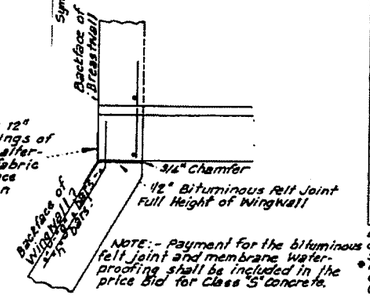
LONGITUDINAL SECTION



3" diameter drains to be placed in both walls one foot above floor level at 20' centers.

SECTION A-A

A membrane waterproofing 12" wide, consisting of three mopings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the backface of abutment to cover expansion joint.



NOTE:- Payment for the bituminous felt joint and membrane waterproofing shall be included in the price bid for Class 'S' concrete.

DETAIL OF EXPANSION JOINT

FOR CULVERTS WHEN HEIGHT "H" = 8' OR MORE

SCALE: 3/4" = 1'-0"

DIMENSIONS AND QUANTITIES

SPAN	HEIGHT	AREA OF OPENING SQ. FT.	MAXIMUM DEPTH OF COVER	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS & INTERMEDIATE WALLS	THICKNESS OF BOTTOM SLAB	WINGWALL HEIGHTS AT HEADWALL	WINGWALL HEIGHTS AT WING END	MINIMUM WIDTH OF WING FOOTING	PERPENDICULAR DIST. FROM FACE OF HDWALL TO END OF WING	FOOTING DIMENSION FROM ℄ OF BOX	LENGTH OF WINGWALLS	INSIDE LENGTH OF WING FOOTING	CONCRETE CU.YD. HEADWALLS, WINGWALLS & FOOTINGS	CONCRETE CU.YD. PER LINEAR FT. OF BARREL	STEEL LB. HEADWALLS, WINGWALLS & FOOTINGS	STEEL LB. PER LINEAR FT. OF BARREL	STEEL LB. ADD'L STEEL FOR LAPS
S	H	A	D	T	C	B	W_1	W_2	W	F	n	W_3	W_4					
3	2	6	3'-6"	8"	6"	6"	2'-0"	1'-0"	2'-6"	5'-3"	6-0⅞"	5'-5⅜"	0'-10⅜"	3.65	0.253	236	25.26	13.4
	3	9					3'-0"	1'-0"	2'-6"	8'-3"	3'-6⅞"	9'-2⅜"	0'-10⅜"	5.86	0.290	352	27.97	15.6
	4	12					4'-0"	1'-0"	2'-6"	10'-3"	11'-6"	11'-6⅞"	0'-10⅜"	7.71	0.347	461	30.67	17.8
4	2	8	3'-6"	9"	6"	7½"	2'-0"	1'-0"	2'-6"	5'-3"	6-0⅝"	5'-5⅜"	1'-4⅜"	4.02	0.329	246	31.22	15.6
	3	12					3'-0"	1'-0"	2'-6"	8'-3"	9'-6⅜"	9'-2⅜"	1'-4⅜"	6.30	0.366	363	33.93	17.8
	4	16					4'-0"	1'-0"	2'-6"	10'-3"	11'-10"	11'-6⅜"	1'-4⅜"	8.20	0.403	472	36.63	20.0
	6	24					6'-0"	2'-0"	3'-0½"	14'-3"	16'-5⅝"	16'-5⅜"	0'-5"	13.57	0.512	777	48.58	24.5
5	2	10	3'-6"	9½"	6"	8"	2'-0"	1'-0"	2'-6"	5'-6"	5'-4⅜"	6'-0⅜"	1'-10⅜"	4.56	0.398	289	40.36	17.8
	3	15					3'-0"	1'-0"	2'-6"	8'-6"	9'-3⅜"	9'-4⅜"	1'-10⅜"	6.82	0.495	407	43.06	20.0
	4	20					4'-0"	1'-0"	2'-6"	10'-6"	12'-1⅜"	11'-10"	1'-10⅜"	8.78	0.672	513	45.75	22.3
	5	25					5'-0"	1'-0"	2'-11"	12'-6"	14'-8⅜"	14'-4⅜"	1'-10⅜"	11.20	0.509	650	48.45	24.5
	7	35					7'-0"	2'-0"	3'-0"	16'-6"	19'-0⅜"	19'-7⅜"	0'-8"	13.17	0.662	1231	54.86	28.9
6	3	18	3'-6"	10½"	6"	9"	3'-0"	1'-0"	2'-6"	8'-6"	9'-3⅜"	9'-4⅜"	2'-4⅜"	7.28	0.532	403	50.68	22.3
	4	24					4'-0"	1'-0"	2'-6"	10'-6"	12'-1⅜"	11'-10"	2'-4⅜"	9.28	0.569	527	53.28	24.5
	5	30					5'-0"	1'-0"	2'-11"	12'-6"	14'-8⅜"	14'-4⅜"	2'-4⅜"	11.80	0.606	664	55.99	26.7
	6	36					6'-0"	2'-0"	3'-5"	14'-6"	16'-3⅜"	17'-0"	2'-4⅜"	15.76	0.691	825	59.39	28.9
	8	48					8'-0"	2'-0"	4'-5"	18'-6"	21'-0⅜"	22'-3"	0'-3⅜"	24.98	0.836	1500	72.76	33.4
8	7	56	3'-6"	11½"	7½"	11"	7'-0"	2'-0"	4'-2"	17'-0"	19'-2⅜"	20'-3"	1'-8⅞"	22.58	0.966	1337	74.21	40.1
	8	64			8"		8'-0"	2'-0"	4'-6"	19'-0"	21'-1⅜"	22'-0⅜"	1'-8⅞"	27.97	1.063	1538	100.21	42.3
	10	80			10"		10'-0"	3'-0"	5'-6"	23'-0"	26'-5⅜"	28'-1⅞"	0'-2⅜"	43.93	1.289	2449	109.51	46.8
10	8	80		12½"	8"		8'-0"	2'-0"	3'-6"	19'-0"	21'-1⅜"	22'-0⅜"	2'-2⅜"	29.64	1.870	1628	108.38	64.5
	10	100			10"		10'-0"	3'-0"	5'-6"	23'-0"	26'-5⅜"	28'-1⅞"	1'-2⅜"	46.15	1.517	2430	119.76	69.0
	12	120			12"		12'-0"	4'-0"	6'-6"	27'-0"	31'-5⅜"	33'-4⅞"	0'-2⅜"	68.41	1.815	3811	154.53	73.4

LAP NOTE - In computing quantities of Steel from the above table, add one Lap for culverts up to 50'-0" in length and one Lap for each additional 25'-0" in length.

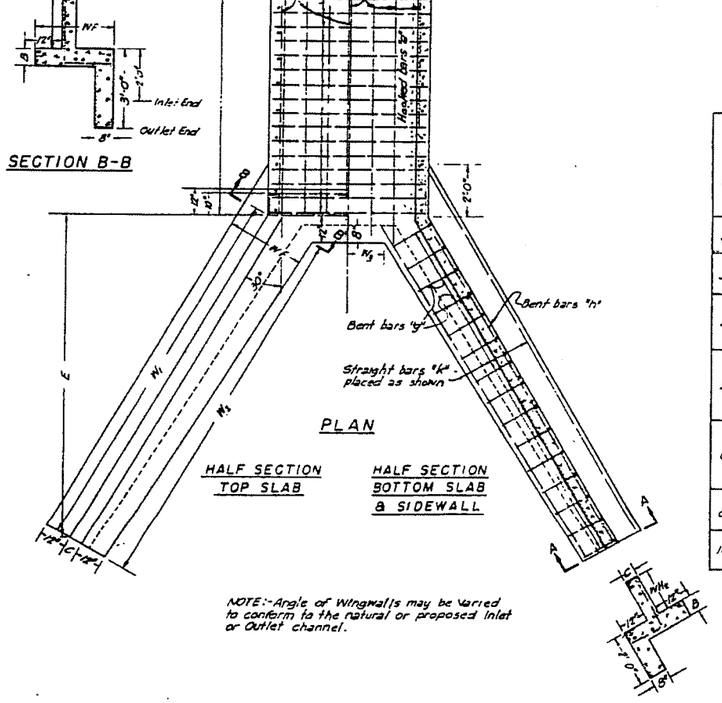
SPECIFICATIONS :- Arkansas Standard Road and Bridge Specifications.

REINFORCING STEEL :- To be deformed bars of structural or intermediate grade.

CHAMFER :- All exposed corners to have ¾" Chamfer.

CONCRETE :- All Concrete to be Class "S"

* Reinforcing Steel to be Deformed Bars of Intermediate or Rail Grade on all Interstate Highways.



SECTION B-B

SECTION A-A

STEEL SCHEDULE

For Culverts 30'-0" in Length - Out to Out of Barrel

SPAN	HEIGHT	"a" bars (6" for 12'0" & 10'0" spans; 2" for 16'0" & 14'0" spans)	"g" bars STRAIGHT In Bottom of Top Slab	"g" bars STRAIGHT In Sidewalls	"g" bars STRAIGHT In Top of Bottom Slab	"c" bars STRAIGHT Vertical bars in Sidewalls	"f" bars	"g" bars Vertical bars in back face of Wingwall bent into Bottom of footing X Min	"g" bars Vertical bars in back face of Wingwall bent into Bottom of footing X Max	"g" bars Vertical bars in back face of Wingwall bent into Bottom of footing Y Min	"g" bars Vertical bars in back face of Wingwall bent into Bottom of footing Y Max	"h" bars ½"ø bars @ 12" Ctrs. Horizontal bars in Wingwalls Z Min	"h" bars ½"ø bars @ 12" Ctrs. Horizontal bars in Wingwalls Z Max	"k" bars STRAIGHT in Wing footings	"r" bars ½"ø bars 12"Ctrs Dowels in Headwalls	"s" bars ½"ø bars Hooked in Top of each Wingwall Z
S	H	Size Spacing Number Length "X"	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length	Size Spacing Number Length
3	2	#6 5½" 136 6'-6" 3'-3"	#6 12" 10" 5 5'-3"	#4 12" 10" 5 5'-3"	#4 10" 5 5'-3"	#4 12" 10" 5 5'-3"	#4 12" 10" 5 5'-3"	#6 12" GC 2'-11½"	#6 12" GC 3'-6"	1'-3"	1'-3"	1'-5⅜"	3'-0⅜"	12	6'-3⅜"	12	7'-8"	10	3'-1"	4	7'-7⅛"	7'-1⅜"
	3	136						GC 3'-11⅞"	GC 4'-7"	1'-3"	1'-3"	1'-5⅜"	4'-0⅜"	12	8'-4"	12	9'-3⅜"	12	11'-2⅜"	4	10'-2⅜"	9'-6⅜"
	4	136						GC 4'-11⅞"	GC 5'-8"	1'-3"	1'-3"	1'-5⅜"	5'-0⅜"	12	9'-4⅜"	12	11'-7⅜"	12	13'-6⅜"	4	13'-2⅜"	12'-6⅜"
4	2	#6 5" 148 5'-6" 4'-9"	#6 12" 10" 6 5'-6"	#4 12" 10" 6 5'-6"	#4 12" 10" 6 5'-6"	#4 12" 10" 6 5'-6"	#4 12" 10" 6 5'-6"	#6 12" GC 3'-4"	#6 12" GC 4'-0"	1'-3"	1'-2"	1'-4⅜"	3'-1⅜"	12	5'-9⅞"	12	5'-9⅞"	12	7'-7⅜"	4	7'-7⅛"	7'-1⅜"
	3	148						GC 4'-5"	GC 5'-2"	1'-3"	1'-3"	1'-4⅜"	3'-11⅜"	12	8'-4"	12	8'-3⅜"	12	11'-2⅜"	4	10'-2⅜"	9'-6⅜"
	4	148						GC 5'-1⅞"	GC 5'-10"	1'-3"	1'-3"	1'-4⅜"	4'-5⅜"	12	9'-4⅜"	12	11'-7⅜"	12	13'-6⅜"	4	13'-2⅜"	12'-6⅜"
5	2	#6 6½" 116 6'-6" 5'-9"	#6 12" 10" 7 5'-6"	#4 12" 10" 7 5'-6"	#4 12" 10" 7 5'-6"	#4 12" 10" 7 5'-6"	#4 12" 10" 7 5'-6"	#6 12" GC 3'-2⅜"	#6 12" GC 3'-7"	1'-3"	1'-3"	1'-6"	3'-2⅜"	12	6'-1⅛"	12	5'-2⅞"	12	7'-7⅜"	4	7'-7⅛"	7'-1⅜"
	3	116						GC 4'-2⅜"	GC 4'-9"	1'-3"	1'-3"	1'-6½"	4'-1½"	12	8'-3⅜"	12	8'-3⅜"	12	11'-2⅜"	4	10'-2⅜"	9'-6⅜"
	4	116						GC 5'-2⅜"	GC 5'-9"	1'-3"	1'-3"	1'-6½"	5'-1½"	12	9'-3⅜"	12	11'-7⅜"	12	13'-6⅜"	4	13'-2⅜"	12'-6⅜"
	5	116						GC 6'-2⅜"	GC 6'-9"	1'-3"	1'-3"	1'-6½"	6'-1½"	12	10'-3⅜"	12	13'-11⅜"	12	15'-10⅜"	4	16'-3⅜"	15'-9⅜"
	7	116						GC 8'-2⅜"	GC 8'-9"	1'-3"	1'-3"	1'-6½"	8'-1½"	12	12'-3⅜"	12	18'-8⅜"	12	20'-6"	4	21'-1⅞"	20'-1⅜"
6	3	#6 6½" 124 7'-6" 6'-9"	#6 12" 10" 8 5'-6"	#4 12" 10" 8 5'-6"	#4 12" 10" 8 5'-6"	#4 12" 10" 8 5'-6"	#4 12" 10" 8 5'-6"	#6 12" GC 4'-2⅜"	#6 12" GC 4'-9"	1'-3"	1'-1½"	1'-6½"	4'-1½"	12	8'-3⅜"	12	8'-3⅜"	12	11'-2⅜"	4	10'-2⅜"	9'-6⅜"
	4	124						GC 5'-2⅜"	GC 5'-9"	1'-3"	1'-3"	1'-6½"	5'-1½"	12	9'-3⅜"	12	11'-7⅜"	12	13'-6⅜"	4	13'-2⅜"	12'-6⅜"
	5	124						GC 6'-2⅜"	GC 6'-9"	1'-3"	1'-3"	1'-6½"	6'-1½"	12	10'-3⅜"	12	13'-11⅜"	12	15'-10⅜"	4	16'-3⅜"	15'-9⅜"
	6	124						GC 7'-2⅜"	GC 7'-9"	1'-3"	1'-3"	1'-6½"	7'-1½"	12	11'-3⅜"	12	16'-4⅜"	12	18'-2⅜"	4	18'-7⅞"	17'-7⅜"
	8	124						GC 9'-2⅜"	GC 9'-9"	1'-3"	1'-3"	1'-6½"	9'-1½"	12	13'-3⅜"	12	21'-0⅜"	12	23'-10⅜"	4	24'-4⅞"	23'-4⅜"
8	7	#6 6" 108 10'-5½" 9'-11½"	#6 12" 10" 12 5'-6"	#4 12" 10" 12 5'-6"	#4 12" 10" 12 5'-6"	#4 12" 10" 12 5'-6"	#4 12" 10" 12 5'-6"	#6 12" GC 5'-7½"	#6 12" GC 6'-3"	1'-3"	1'-1½"	1'-6½"	5'-1½"	12	9'-3⅜"	12	13'-3⅜"	12	15'-10⅜"	4	16'-3⅜"	15'-9⅜"
	8	108 10'-5½" 9'-0⅜"						GC 7'-1⅞"	GC 7'-9"	1'-3"	1'-3"	1'-6½"	7'-1½"	12	11'-3⅜"	12	16'-4⅜"	12	18'-2⅜"	4	18'-7⅞"	17'-7⅜"
	10	108 10'-10½" 9'-4⅞"						GC 9'-1⅞"	GC 9'-9"	1'-3"	1'-3"	1'-6½"	9'-1½"	12	13'-3⅜"	12	21'-0⅜"	12	23'-10⅜"	4	24'-4⅞"	23'-4⅜"
10	8	#6 5½" 136 12'-10½" 11'-0⅜"	#6 12" 10" 13 5'-6"	#4 12" 10" 13 5'-6"	#4 12" 10" 13 5'-6"	#4 12" 10" 13 5'-6"	#4 12" 10" 13 5'-6"	#6 12" GC 5'-7½"	#6 12" GC 6'-3"	1'-3"	1'-1½"	1'-6½"	5'-1½"	12	9'-3⅜"	12	13'-3⅜"	12	15'-10⅜"	4	16'-3⅜"	15'-9⅜"
	10	136 12'-10½" 11'-0⅜"						GC 7'-1⅞"	GC 7'-9"	1'-3"	1'-3"	1'-6½"	7'-1½"	12	11'-3⅜"	12	16'-4⅜"	12	18'-2⅜"	4	18'-7⅞"	17'-7⅜"
	12	136 13'-2½" 11'-4⅞"						GC 9'-1⅞"	GC 9'-9"	1'-3"	1'-3"	1'-6½"	9'-1½"	12	13'-3⅜"	12	21'-0⅜"	12	23'-10⅜"	4	24'-4⅞"	23'-4⅜"

NOTE - Lengths given above do not include Lap.

A.A.S.H.O. DESIGN LIVE LOADING H20-S16

UNIT STRESSES

Concrete (n-15) - 840 Lb. per Sq. In.
Reinforcing Steel - 18000 Lb. per Sq. In.

SPECIAL MILITARY LOADING

Add'l. Loading For Interstate Highways
2-24,000 Lb. Axles @ 4'-0" Ctrs.
Concrete (n-15) - 840 Lbs. per Sq. In.
Reinf. Steel (Int. or Rail) - 20,000 Lbs. per Sq. In.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

SPECIAL DETAIL FOR REINFORCED CONCRETE BOX CULVERTS

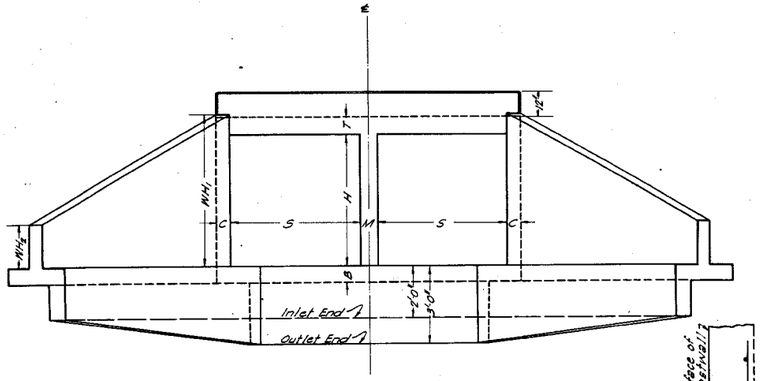
3' TO 10' SPAN — 3:1 SLOPES

SINGLE — UNDER 3'-6" COVER

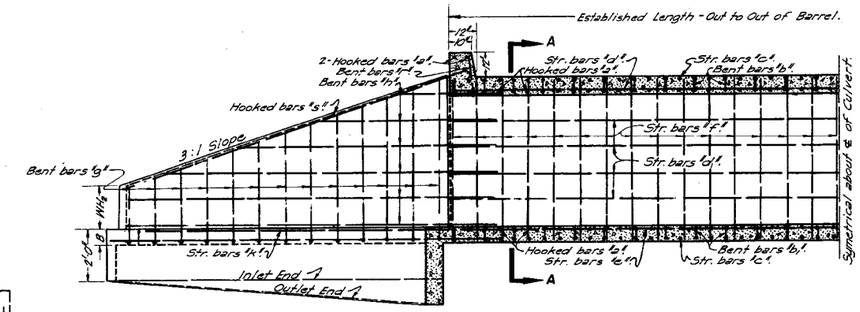
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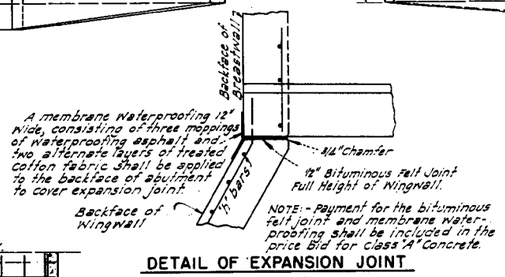
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				JOB NO.		CA0201	18	373
				(2)	SPECIAL DETAILS			



END ELEVATION

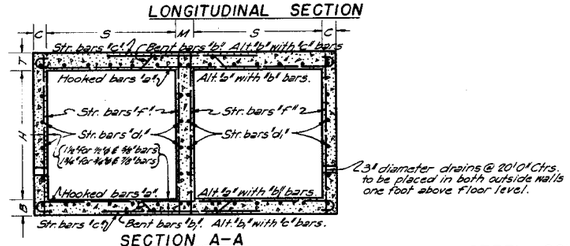


LONGITUDINAL SECTION

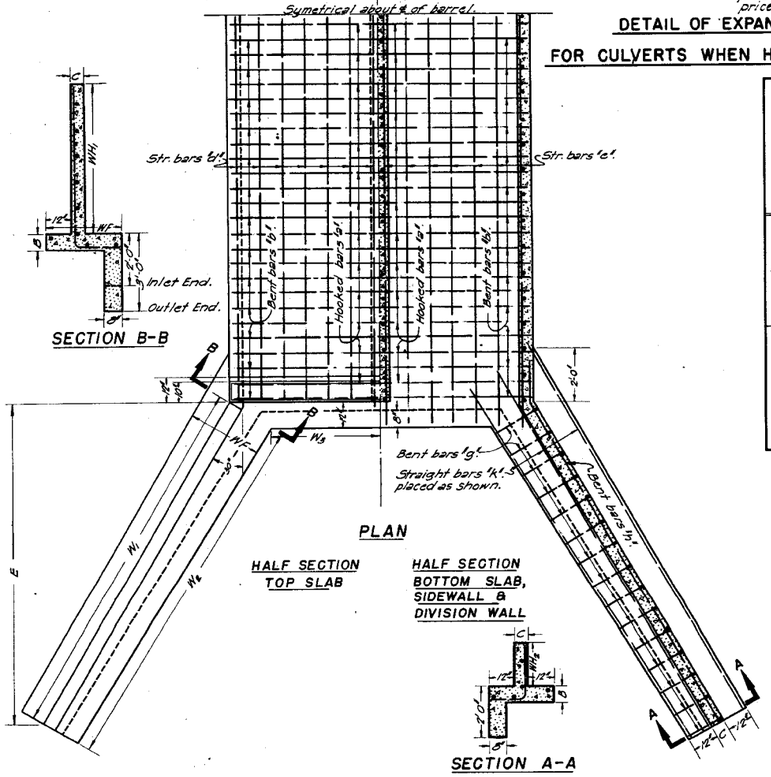


DETAIL OF EXPANSION JOINT

FOR CULVERTS WHEN HEIGHT "H"= 8' OR MORE



SECTION A-A



SECTION B-B

HALF SECTION TOP SLAB

HALF SECTION BOTTOM SLAB, SIDEWALL & DIVISION WALL

SECTION A-A

DIMENSIONS AND QUANTITIES

NUMBER OF SPANS	SPAN	HEIGHT	AREA OF OPENING SQ. FT.	MAXIMUM DEPTH OF WATER	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS, HEADWALLS & DIVISION WALL	THICKNESS OF BOTTOM SLAB	WINGWALL HEIGHTS AT HEADWALL	WINGWALL HEIGHTS AT WING END	MAXIMUM WIDTH OF WING FOOTING	DEPTH OF WING FOOTING AT POINT OF SMALL RADIUS TO END OF WING	LENGTH OF WINGWALLS	INSIDE LENGTH OF WING FOOTING	FOOTING DIMENSION FROM ℄ OF BOX	CONCRETE CU.YD. HEADWALLS, WINGWALLS & FOOTINGS	CONCRETE CU.YD. PER LINEAR FOOT OF BARREL	STEEL LBS. HEADWALLS, WINGWALLS & FOOTINGS	STEEL LBS. PER LINEAR FOOT OF BARREL	STEEL LBS. ADD'L STEEL FOR LAPS
	S	H	A	D	T	C	M	B	WH1	WH2	WF	E	W1	W2	W3				
2	10'	4	80	6'	12"	7⅞"	10"	12"	5'-0"	1'-0"	2'-7⅝"	11'-0"	12'-8⅝"	9'-9"	14.92	1.944	762	260.14	80.2
		5	100						6'-0"	1'-8"	3'-0"	13'-0"	15'-0"	15'-10⅝"	9'-3⅝"	18.09	2.022	918	265.55	84.6
		6	120						7'-0"	2'-0"	3'-4"	15'-0"	17'-3⅜"	17'-11⅞"	8'-8⅜"	21.23	2.099	1082	270.26	89.1
		7	140						8'-0"	2'-8"	4'-0"	17'-0"	19'-7⅝"	20'-3"	8'-1⅞"	24.02	2.174	1243	276.37	93.5
		8	160			8"	11"		9'-0"	2'-8"	4'-6"	19'-0"	21'-11⅝"	22'-10⅝"	7'-7⅞"	31.57	2.284	1758	297.48	98.0
		9	180			9"			10'-0"	3'-0"	5'-0"	21'-0"	24'-3"	25'-6"	7'-2"	33.08	2.466	2165	315.44	102.6
		10	200			10"	12"		11'-0"	3'-4"	5'-6"	23'-0"	26'-6⅜"	28'-1⅛"	6'-8⅛"	41.73	2.667	2619	325.26	106.9
		12	280			12"			13'-0"	4'-0"	6'-6"	27'-0"	31'-2"	33'-4⅛"	5'-8⅜"	69.97	3.037	3945	360.42	115.8
2	12'	4	96	6'	14"	8"	12"	14"	5'-0"	1'-4"	2'-8"	11'-0"	12'-8⅝"	12'-6"	11'-8⅞"	16.89	2.582	826	317.78	93.5
		5	120						6'-0"	1'-8"	3'-0"	13'-0"	15'-0"	15'-10⅝"	11'-6¼"	20.32	2.663	983	333.19	98.0
		6	144						7'-0"	2'-0"	3'-6"	15'-0"	17'-3⅜"	17'-11⅞"	10'-3⅛"	24.43	2.743	1148	338.61	102.4
		7	168						8'-0"	2'-4"	4'-0"	17'-0"	19'-7⅝"	20'-3"	10'-0⅜"	29.04	2.829	1329	358.10	106.9
		8	192			9"	11"		9'-0"	2'-8"	4'-6"	19'-0"	21'-11⅝"	22'-10⅝"	9'-7⅛"	34.15	2.903	1829	363.26	111.3
		9	216						10'-0"	3'-0"	5'-0"	21'-0"	24'-3"	25'-6"	9'-2"	42.01	3.089	2041	383.49	115.8
		10	240			10"	12"		11'-0"	3'-4"	5'-6"	23'-0"	26'-6⅜"	28'-1⅛"	8'-8⅛"	51.24	3.252	2698	393.51	120.2
		11	264			11"			12'-0"	3'-8"	6'-0"	25'-0"	28'-10⅝"	30'-0"	8'-2⅝"	61.92	3.473	3303	418.98	124.7
		12	288			12"	12"		13'-0"	4'-0"	6'-6"	27'-0"	31'-2"	33'-4⅛"	7'-8⅜"	74.14	3.667	4032	429.33	129.2

LAP NOTE:- In computing quantities of Steel from the above table, add one Lap for culverts up to 30'-0" in length and one Lap for each additional 25'-0" in length.
SPECIFICATIONS:- Arkansas Standard Road and Bridge Specifications.
* REINFORCING STEEL:- To be deformed bars of structural or intermediate grade.
CHAMFER:- All exposed corners to have ¾" Chamfer.
CONCRETE:- All concrete to be Class "A".
* REINFORCING STEEL:- To be deformed bars of intermediate or rail grade on all Interstate Highways.

STEEL SCHEDULE

For Culvert 30'-0" in Length - Out to Out of Barrel.

NUMBER OF SPANS	SPAN	HEIGHT	'a' bars: 4 for ½"ø & ⅝"ø bars; 4 for ¾"ø & ⅞"ø bars. 2 in each Headwall balance in top and bottom slab of barrel. SIZE	SPACING	NUMBER	LENGTH	X
2	10'	4	⅝"	12"	66	29'-9⅜"	21'-9⅜"
		5			66	29'-9⅜"	21'-9⅜"
		6			66	29'-9⅜"	21'-9⅜"
		7			66	29'-9⅜"	21'-9⅜"
		8	¾"		66	27'-10⅜"	21'-10⅜"
		9			66	28'-1⅛"	22'-1⅛"
		10			66	28'-3⅞"	22'-4⅛"
		12			66	29'-8⅛"	22'-8⅝"
2	12'	4	⅝"	12"	70	26'-10⅛"	25'-10⅛"
		5			70	26'-10⅛"	25'-10⅛"
		6			70	26'-10⅛"	25'-10⅛"
		7			70	26'-10⅛"	25'-10⅛"
		8	¾"	11"	70	26'-10⅞"	25'-10⅞"
		9			70	27'-1⅛"	26'-1⅛"
		10			70	27'-4⅜"	26'-4⅜"
		11			70	27'-6¾"	26'-6¾"
		12			70	27'-8⅝"	26'-8⅝"

NUMBER OF SPANS	SPAN	HEIGHT	'b' bars: 3 for ½"ø & ⅝"ø bars; 4 for ¾"ø & ⅞"ø bars. In top slab of barrel - Alt. with 'a' bars. SIZE	SPACING	NUMBER	LENGTH	X	Y	Z
2	10'	4	⅝"	12"	30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		5			30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		6			30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		7			30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		8	¾"		30	23'-5⅛"	0'-8⅛"	4'-5"	8'-0⅛"
		9			30	23'-5⅝"	0'-8⅛"	4'-6"	8'-1⅛"
		10			30	23'-11⅜"	0'-8⅛"	4'-7"	8'-2⅛"
		12			30	24'-3⅞"	0'-8⅛"	4'-7"	8'-4⅛"
2	12'	4	⅝"	12"	33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		5			33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		6			33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		7			33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		8	¾"	11"	33	27'-7⅞"	0'-10⅛"	5'-1"	9'-6⅛"
		9			33	27'-10⅛"	0'-10⅛"	5'-2"	9'-7⅛"
		10			33	28'-1⅜"	0'-10⅛"	5'-3"	9'-8⅛"
		11			33	28'-3¾"	0'-10⅛"	5'-3"	9'-9⅛"
		12			33	28'-5⅝"	0'-10⅛"	5'-3"	9'-10⅛"

NUMBER OF SPANS	SPAN	HEIGHT	'b' bars: 3 for ½"ø & ⅝"ø bars; 4 for ¾"ø & ⅞"ø bars. In bottom slab of barrel - Alt. with 'a' bars. SIZE	SPACING	NUMBER	LENGTH	X	Y	Z
2	10'	4	⅝"	12"	30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		5			30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		6			30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		7			30	23'-4⅞"	0'-8⅛"	4'-5"	7'-11⅜"
		8	¾"		30	23'-5⅛"	0'-8⅛"	4'-5"	8'-0⅛"
		9			30	23'-5⅝"	0'-8⅛"	4'-6"	8'-1⅛"
		10			30	23'-11⅜"	0'-8⅛"	4'-7"	8'-2⅛"
		12			30	24'-3⅞"	0'-8⅛"	4'-7"	8'-4⅛"
2	12'	4	⅝"	12"	33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		5			33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		6			33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		7			33	27'-7⅜"	0'-10⅛"	5'-1"	9'-6⅛"
		8	¾"	11"	33	27'-7⅞"	0'-10⅛"	5'-1"	9'-6⅛"
		9			33	27'-10⅛"	0'-10⅛"	5'-2"	9'-7⅛"
		10			33	28'-1⅜"	0'-10⅛"	5'-3"	9'-8⅛"
		11			33	28'-3¾"	0'-10⅛"	5'-3"	9'-9⅛"
		12			33	28'-5⅝"	0'-10⅛"	5'-3"	9'-10⅛"

NUMBER OF SPANS	SPAN	HEIGHT	'c' bars: STRAIGHT. In top & bottom slab of barrel A/t with 'a' & 'b' bars. SIZE	SPACING	NUMBER	LENGTH
2	10'	4	⅝"	12"	60	10'-10"
		5			60	10'-10"
		6			60	10'-10"
		7			60	10'-10"
		8	¾"		60	10'-10"
		9			60	10'-11"
		10			60	11'-0"
		12			60	11'-0"
2	12'	4	⅝"	12"	66	12'-10"
		5			66	12'-10"
		6			66	12'-10"
		7			66	12'-10"
		8	¾"	11"	66	12'-10"
		9			66	12'-11"
		10			66	13'-0"
		11			66	13'-0"
		12			66	13'-0"

NUMBER OF SPANS	SPAN	HEIGHT	'd' bars: STRAIGHT. In top slab of barrel. SPACING	NUMBER	LENGTH	'e' bars: STRAIGHT. In Sidewalls & Division Wall. SPACING	NUMBER	LENGTH	'e' bars: STRAIGHT. In bottom slab of barrel. SPACING	NUMBER	LENGTH
2	10'	4	30"	30		12"	12		12"	30	
		5		30			16			30	
		6		30			20			30	
		7		30			24			30	
		8		30			28			30	
		9		30			32			30	
		10		30			36			30	
		12		30			44			30	
2	12'	4	30"	36		12"	12		12"	36	
		5		36			16			36	
		6		36			20			36	
		7		36			24			36	
		8		36			28			36	
		9		36			32			36	
		10		36			36			36	
		11		36			40			36	
		12		36			44			36	

NUMBER OF SPANS	SPAN	HEIGHT	'f' bars: STRAIGHT. Vertical bars in Sidewalls and Division Wall. SIZE	SPACING	NUMBER	LENGTH
2	10'	4	½"ø	12"	30	
		5			30	
		6			30	
		7	⅝"ø		30	
		8			30	
		9		10"	30	
		10	¾"ø		30	
		12		8"	30	
2	12'	4	½"ø	12"	36	
		5			36	
		6			36	
		7	⅝"ø		36	
		8			36	
		9		10"	36	
		10	¾"ø		36	
		11			36	
		12		8"	36	

NUMBER OF SPANS	SPAN	HEIGHT	'g' bars: Vertical bars in back face of Wing-wall, bent into bottom of footing. SIZE	SPACING	NUMBER	LENGTH	X Min.	X Max.	Y Min.	Y Max.
2	10'	4	½"ø	12"	124	5'-9"				
		5			124	6'-9"				
		6			124	7'-9"				
		7	⅝"ø		124	8'-9"				
		8			124	9'-9"				
		9		10"	149	10'-9"				
		10	¾"ø		149	11'-9"				
		12		8"	182	13'-9"				
2	12'	4	½"ø	12"	124	6'-1"				
		5			124	7'-1"				
		6			124	8'-1"				
		7	⅝"ø		124	9'-1"				
		8			124	10'-1"				
		9		10"	149	11'-1"				
		10	¾"ø		149	12'-1"				
		12		8"	182	13'-1"				

NUMBER OF SPANS	SPAN	HEIGHT	'h' bars: ½"ø bars @ 12" Ctrs. Horizontal bars in Wingwalls. SIZE	SPACING	NUMBER	LENGTH	Z Min.	Z Max.
2	10'	4	½"ø	12"	20	10'-7⅜"	3'-2¼"	10'-5⅜"
		5			24	12'-2⅜"	3'-2¼"	12'-9"
		6			28	13'-9⅜"	3'-2¼"	14'-4"
		7			32	15'-4⅜"	3'-2¼"	15'-11⅞"
		8			36	16'-9⅜"	3'-2¼"	17'-6⅞"
		9			40	18'-4⅜"	3'-2¼"	19'-1⅞"
		10			44	19'-10⅜"	3'-2¼"	20'-9⅞"
		12			52	22'-11⅜"	3'-2"	23'-8"
2	12'	4	½"ø	12"	20	10'-7⅜"	3'-2¼"	10'-5⅜"
		5			24	12'-2⅜"	3'-2¼"	12'-9"
		6			28	13'-9⅜"	3'-2¼"	14'-4"
		7			32	15'-4⅜"	3'-2¼"	15'-11⅞"
		8			36	16'-9⅜"	3'-2¼"	17'-6⅞"
		9			40	18'-4⅜"	3'-2¼"	19'-1⅞"
		10			44	19'-10⅜"	3'-2¼"	20'-9⅞"
		12			52	22'-11⅜"	3'-2"	23'-8"

NUMBER OF SPANS	SPAN	HEIGHT	'i' bars: ½"ø bars @ 12" Ctrs. STRAIGHT. In Wing Footings. SIZE	SPACING	NUMBER	LENGTH
2	10'	4	½"ø	12"	12	4'-5"
		5			12	4'-5"
		6			12	4'-5"
		7			12	4'-5"
		8			12	4'-5"
		9			12	4'-5"
		10			12	4'-5"
		12			12	4'-5"
2	12'	4	½"ø	12"	12	4'-5"
		5			12	4'-5"
		6			12	4'-5"
		7			12	4'-5"
		8			12	4'-5"
		9			12	4'-5"
		10			12	4'-5"
		12			12	4'-5"

NUMBER OF SPANS	SPAN	HEIGHT	'j' bars: ½"ø bars @ 12" Ctrs. Dowels in Headwalls. SIZE	SPACING	NUMBER	LENGTH
2	10'	4	½"ø	12"	12	4'-6"
		5			12	4'-6"
		6			12	4'-6"
		7			12	4'-6"
		8			12	4'-6"
		9			12	4'-6"
		10			12	4'-6"
		12			12	4'-6"
2	12'	4	½"ø	12"	12	4'-6"
		5			12	4'-6"
		6			12	4'-6"
		7			12	4'-6"
		8			12	4'-6"
		9			12	4'-6"
		10			12	4'-6"
		12			12	4'-6"

NUMBER OF SPANS	SPAN	HEIGHT	'k' bars: ½"ø bars @ 12" Ctrs. In top of each Wingwall. SIZE	SPACING	NUMBER	LENGTH	Z Min.	Z Max.
2	10'	4	½"ø	12"	4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		5			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		6			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		7			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		8			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		9			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		10			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		12			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
2	12'	4	½"ø	12"	4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		5			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		6			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		7			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		8			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		9			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		10			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		12			4	4'-4⅜"	1'-4⅛"	2'-1⅝"

NUMBER OF SPANS	SPAN	HEIGHT	'l' bars: ½"ø bars @ 12" Ctrs. In top of each Wingwall. SIZE	SPACING	NUMBER	LENGTH	Z Min.	Z Max.
2	10'	4	½"ø	12"	4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		5			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		6			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		7			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		8			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		9			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		10			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		12			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
2	12'	4	½"ø	12"	4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		5			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		6			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		7			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		8			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		9			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		10			4	4'-4⅜"	1'-4⅛"	2'-1⅝"
		12			4	4'-4⅜"	1'-4⅛"	2'-1⅝"

NOTE:- Lengths given above do not include Lap.

REVISIONS	
Jan. 1946	drawn.
Apr. 1952	Revise steel.
Nov. 1952	Expansion Joint
March 1955	"h" & "s" bars.
March 1955	Design Live Loading
Nov. 1957	Military Loading

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

A.A.S.H.O. DESIGN LIVE LOADING H20-S16

UNIT STRESSES

Concrete (n-15) - 840 Lbs. per. Sq. In.
Reinf. Steel (Sn 6n) - 18000 Lbs. per. Sq. In.

SPECIAL MILITARY LOADING

Add'l Loading For Interstate Highways
2-24,000 Lb. Axles @ 4'-0" centers
Concrete (n-15) - 840 Lbs. per Sq. In.
Reinf. Steel (int. on Rail) - 24000 Lbs. per Sq. In.

ARKANSAS STATE HIGHWAY COMMISSION
REINFORCED CONCRETE BOX CULVERTS
10' TO 12' SPAN
DOUBLE
3:1 SLOPES
OVER 3'-6" COVER
DRAWING NO. R-2003-C

SPECIAL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\special_details\rCA0201_SD_HWY-425_3.dgn
PLOTTED: 7/11/2018 10:36 SCALE: 1:40 MODEL: PROPOSED DESIGN

G:\15103800_Hwy425\TRANSP\dgn\special_details\rCA0201_SD_HWY-425_3.dgn 7/11/2018 10:36

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	19	373

SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
27'-0"	3'-0"	0'-9"	0'-8"	0	4:1	26'-0"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	13'-0"	13'-0"	14'-10 5/8"	14'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
5.43	444

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	12	13	L	Min	2'-1"	-	-	-	-	-	-	-	-	4	18	2	Min	4	18	2	12'-8"
					Max	4'-8"												7'-6"				
				X	Min	0'-9"												Max				
					Max	0'-9"												7'-6"				
				Y	Min	1'-5"																
					Max	4'-0"																
WING B	4	12	13	L	Min	2'-1"	-	-	-	-	-	-	-	-	4	18	2	Min	4	18	2	12'-8"
					Max	4'-8"												7'-6"				
				X	Min	0'-9"												Max				
					Max	0'-9"												7'-6"				
				Y	Min	1'-5"																
					Max	4'-0"																

WING	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	9	L	Min	2'-8"	4	6	15'-9"	4	18	9	Min	-	-	-	Min	4	2	12'-10"	4	2	14'-1"	6	12	3	L	3'-4"	222
					Max	5'-3"							1'-8"				-												
				X	Min	1'-4"							Max				Max										X	1'-8"	
					Max	1'-4"							1'-8"				-												
				Y	Min	1'-5"																							
					Max	4'-0"																							
WING B	4	18	9	L	Min	2'-8"	4	6	15'-9"	4	18	9	Min	-	-	-	Min	4	2	12'-10"	4	2	14'-1"	6	12	3	L	3'-4"	222
					Max	5'-3"							1'-8"				-												
				X	Min	1'-4"							Max				Max										X	1'-8"	
					Max	1'-4"							1'-8"				-												
				Y	Min	1'-5"																							
					Max	4'-0"																							

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

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

MID-SECTION BAR LAP TABLE

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/9/18

TABULAR DATA BY: CAW DATE: 10/03/17
CHECKED BY: BWC DATE: 10/04/17

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

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINF. STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINF. STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINF. STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINF. STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																									
															Max				Max					Max				Max										Max				Max			LONG				LONG
															Min				Min					Min				Min										Min				Min			SHORT				MID
																																																			SHORT

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS			
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D

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

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

INLET SLOPE SECTION(S)

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

HDWL DEPTH.	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D
3"	36	4	0'-7"	1'-7"	28

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	
0.25	65

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

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

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D	BOTTOM SLAB REINF. STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D	SIDE WALL REINF. STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINF. STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
D	S	H	T	B	C	W	OW	OH	SL																																									
A	5	6	3	8.5	9	6	8	27'-0"	4'-5 1/2"	176	4	26'-8"	6	27'-2"	6	26'-8"	15	140	4	26'-8"	4	27'-2"	4	26'-8"	17	124	4	9	468	4'-2"	4	12	1056	4'-2"	4	12	55	4	12	55	4	12	6	4	12	18

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
315.33	41200

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
QUADRUPLE BARREL BOX CULVERT
Sta. 619+85.00

SPECIAL DETAILS

USER: fe513
DESIGN FILE: G:\51603900_Hwy425\TRANSP\dgn\special_details\Louisiana\bCA0201_c4.dgn
PLOTTED: 7/10/2018 09:44 SCALE: 1:2.0096
Ver. 1.14

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	20	373

① SPECIAL DETAILS

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
27'-0"	3'-0"	0'-9"	0'-8"	0	4:1	26'-0"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	13'-0"	13'-0"	14'-10 5/8"	14'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
6.37	444

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1	F1	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	12	13	L	Min	2'-1"	-	-	-	-	-	-	-	L	-	4	18	2	Min	4	18	2	12'-8"
					Max	4'-8"													7'-6"				
				X	Min	0'-9"				X				X					Max				
					Max	0'-9"													7'-6"				
				Y	Min	1'-5"				Y				Y									
					Max	4'-0"																	
WING B	4	12	13	L	Min	2'-1"	-	-	-	-	-	-	-	L	-	4	18	2	Min	4	18	2	12'-8"
					Max	4'-8"													7'-6"				
				X	Min	0'-9"				X				X					Max				
					Max	0'-9"													7'-6"				
				Y	Min	1'-5"				Y				Y									
					Max	4'-0"																	

WING	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6	F6	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	9	L	Min	2'-8"	4	6	15'-9"	4	18	9	Min	-	-	-	Min	4	2	12'-10"	4	2	14'-1"	6	12	3	L	3'-4"	222
					Max	5'-3"							1'-8"				-												
				X	Min	1'-4"							Max				Max											X	1'-8"	
					Max	1'-4"							1'-8"				-												
				Y	Min	1'-5"																							
					Max	4'-0"																							
WING B	4	18	9	L	Min	2'-8"	4	6	15'-9"	4	18	9	Min	-	-	-	Min	4	2	12'-10"	4	2	14'-1"	6	12	3	L	3'-4"	222
					Max	5'-3"							1'-8"				-												
				X	Min	1'-4"							Max				Max											X	1'-8"	
					Max	1'-4"							1'-8"				-												
				Y	Min	1'-5"																							
					Max	4'-0"																							

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

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

TABULAR DATA BY: CAW DATE: 10/03/17
CHECKED BY: BWC DATE: 10/04/17

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

OUTLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINF. "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" NO. REQ'D | "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" NO. REQ'D | BOTTOM SLAB REINF. "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" NO. REQ'D | "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" NO. REQ'D | SIDE WALL REINF. "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINF. "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DISTRIB. REINF. "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | BOTTOM SLAB DISTRIB. REINF. "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | SIDE WALL DISTRIB. REINF. "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | INTERIOR WALL DISTRIB. REINF. "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	21	373
				①	SPECIAL DETAILS			

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
77'-0"	9'-0"	0'-10"	0'-9"	0	3:1	75'-4"	2'-0"	9'-10"	3'-0"	30	30	3'-3"	4'-10"	4'-10"	1'-10"	1'-10"	23'-6"	23'-6"	26'-7 1/8"	26'-7 1/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
20.09	1582

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS VARY			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	12	24	L	Min	4'-2"	4	12	11	L	6'-3"					L	-		4	18	8	Min	4	18	4	23'-2"
					Max	12'-5"																5'-7"				
				X	Min	0'-10"				X	1'-9"		-	-	-	X	-				Max				
					Max	2'-5"																21'-0"				
				Y	Min	3'-5"				Y	4'-7"					Y	-									
					Max	10'-1"																				
WING B	4	12	24	L	Min	4'-2"	4	12	11	L	6'-3"					L	-		4	18	8	Min	4	18	4	23'-2"
					Max	12'-5"																5'-7"				
				X	Min	0'-10"				X	1'-9"		-	-	-	X	-				Max				
					Max	2'-5"																21'-0"				
				Y	Min	3'-5"				Y	4'-7"					Y	-									
					Max	10'-1"																				

WING	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY			F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS			F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS			REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	16	L	Min	5'-11"	4	8	27'-5"	4	18	16	Min			4	18	2	Min			4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"		791
					Max	12'-5"							2'-9"						24'-3"															
				X	Min	2'-5"							Max						Max												X	1'-8"		
					Max	2'-5"							4'-3"						24'-3"														
				Y	Min	3'-7"																											
					Max	10'-1"																											
WING B	4	18	16	L	Min	5'-11"	4	8	27'-5"	4	18	16	Min			4	18	2	Min			4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"		791
					Max	12'-5"							2'-9"						24'-3"														
				X	Min	2'-5"							Max						Max												X	1'-8"		
					Max	2'-5"							4'-3"						24'-3"														
				Y	Min	3'-7"																											
					Max	10'-1"																											

MID-SECTION BAR LAP TABLE

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

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

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/9/18

TABULAR DATA BY: KRM DATE: 03/06/17
CHECKED BY: CAW DATE: 03/10/17

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

INLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINFORCING STEEL "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" NO. REQ'D | TOP SLAB REINFORCING STEEL "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" NO. REQ'D | SIDE WALL REINFORCING STEEL "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINFORCING STEEL "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTHS VARY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	22	373

① SPECIAL DETAILS

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
77'-0"	9'-0"	0'-10"	0'-9"	0	3:1	75'-4"	2'-0"	9'-10"	3'-0"	30	30	3'-3"	4'-10"	4'-10"	1'-10"	1'-10"	23'-6"	23'-6"	26'-7 1/8"	26'-7 1/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
22.45	1582

	F1					F2				F3				F4				F5				F6					F7		F8				F9			F10		F11		F12			
WING	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY		BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY		BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	24	L	Min	4'-2"	4	12	11	L	6'-3"	-	-	-	L	-	4	18	8	Min	4	18	4	23'-2"	L	Min	5'-11"	4	8	27'-5"	4	18	16	Min	4	18	2	Min	4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"	791
					Max	12'-5"											5'-7"									X	Max	12'-5"						2'-9"				24'-3"									
				X	Min	0'-10"				X	1'-9"						Max										Min	2'-5"						Max				Max							X	1'-8"	
					Max	2'-5"											21'-0"									X	Max	2'-5"						4'-3"				24'-3"									
				Y	Min	3'-5"				Y	4'-7"						Min									Y	Min	3'-7"						Min													
					Max	10'-1"																				Y	Max	10'-1"																	
WING B	4	12	24	L	Min	4'-2"	4	12	11	L	6'-3"	-	-	-	L	-	4	18	8	Min	4	18	4	23'-2"	L	Min	5'-11"	4	8	27'-5"	4	18	16	Min	4	18	2	Min	4	2	24'-0"	4	2	25'-8"	6	12	9	L	3'-4"	791
					Max	12'-5"											5'-7"									X	Max	12'-5"						2'-9"				24'-3"									
				X	Min	0'-10"				X	1'-9"						Max										Min	2'-5"						Max				Max							X	1'-8"	
					Max	2'-5"											21'-0"									X	Max	2'-5"						4'-3"				24'-3"									
				Y	Min	3'-5"				Y	4'-7"						Min									Y	Min	3'-7"						Min													
					Max	10'-1"																				Y	Max	10'-1"																	

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

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/9/18

TABULAR DATA BY: KRM DATE: 03/06/17
CHECKED BY: CAW DATE: 03/10/17

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

OUTLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINF. "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" NO. REQ'D | TOP SLAB REINF. "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" NO. REQ'D | BOTTOM SLAB REINF. "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" NO. REQ'D | BOTTOM SLAB REINF. "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" NO. REQ'D | SIDE WALL REINF. "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINF. "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DIST. REINF. "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | BOTTOM SLAB DIST. REINF. "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | SIDE WALL DIST. REINF. "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | INTERIOR WALL DIST. REINF. "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTHS VARY | CLASS "S" CONCRETE (Includes HDWL) CU. YDS. | ②REINFORCING STEEL (GR 60) (Includes HDWL) LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	23	373

SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
13'-8"	3'-0"	0'-9"	0'-8"	0	3:1	12'-8"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
3.59	334

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F8 LENGTHS	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	10	L Min	2'-0"				L -				L -	4	18	2	Min	4	18	2	9'-2"	4	18	7	L Min	2'-7"	4	6	12'-3"	4	18	6	Min	1'-8"				Min -	4	2	9'-5"	4	2	10'-7"	6	12	3	L 3'-4"	167
				L Max	4'-8"												5'-5"								Max 5'-3"								Max				Max -								X 1'-8"	
				X Min	0'-9"				X -				X -				Min								X Min 1'-4"																					
				X Max	0'-9"												5'-5"								Max 1'-4"								1'-8"				-									
				Y Min	1'-4"				Y -				Y -				Max								Y Min 1'-4"								Max				Max -									
				Y Max	4'-0"																				Max 4'-0"																					
WING B	4	12	10	L Min	2'-0"				L -				L -	4	18	2	Min	4	18	2	9'-2"	4	18	7	L Min	2'-7"	4	6	12'-3"	4	18	6	Min	1'-8"				Min -	4	2	9'-5"	4	2	10'-7"	6	12	3	L 3'-4"	167
				L Max	4'-8"												5'-5"								Max 5'-3"								Max				Max -								X 1'-8"	
				X Min	0'-9"				X -				X -				Min								X Min 1'-4"																					
				X Max	0'-9"												5'-5"								Max 1'-4"								1'-8"				-									
				Y Min	1'-4"				Y -				Y -				Max								Y Min 1'-4"								Max				Max -									
				Y Max	4'-0"																				Max 4'-0"																					

MID-SECTION

BAR LAP TABLE

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

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

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/9/18

TABULAR DATA BY: KRM DATE: 03/06/17
CHECKED BY: CAW DATE: 03/10/17

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

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

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINF. STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINF. STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIB. REINF. STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIB. REINF. STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIB. REINF. STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIB. REINF. STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH			Max / Min				Max / Min				Max / Min																Max / Min				Max / Min			LONG / SHORT				

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	24	373

① SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/5/17

TABULAR DATA BY: KRM DATE: 03/06/17
CHECKED BY: CAW DATE: 03/10/17

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
13'-8"	3'-0"	0'-9"	0'-8"	0	3:1	12'-8"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"

CLASS "S" CONCRETE (Includes apron) OUTLET	REINFORCING STEEL (Includes apron and laps if required) OUTLET
CU.YD	LBS.
4.12	334

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	10	L Min	2'-0"	-	-	-	L -	-	-	-	L -	4	18	2	Min	4	18	2	9'-2"	4	18	7	L Min 2'-7"		4	6	12'-3"	4	18	6	Min	-	-	-	Min	4	2	9'-5"	4	2	10'-7"	6	12	3	L 3'-4"	167
				L Max	4'-8"												5'-5"								Max 5'-3"								1'-8"				Max								X 1'-8"	
				X Min	0'-9"			X	-				X -				Max								L Min 1'-4"								Max				-								
				X Max	0'-9"																				X Max 1'-4"								1'-8"												
				Y Min	1'-4"			L	-				L -												Y Min 1'-4"																				
				Y Max	4'-0"																				Y Max 4'-0"																				
WING B	4	12	10	L Min	2'-0"	-	-	-	L -	-	-	-	L -	4	18	2	Min	4	18	2	9'-2"	4	18	7	L Min 2'-7"		4	6	12'-3"	4	18	6	Min	-	-	-	Min	4	2	9'-5"	4	2	10'-7"	6	12	3	L 3'-4"	167
				L Max	4'-8"												5'-5"								Max 5'-3"								1'-8"				Max								X 1'-8"	
				X Min	0'-9"			X	-				X -				Max								L Min 1'-4"								Max				-								
				X Max	0'-9"																				X Max 1'-4"								1'-8"												
				Y Min	1'-4"			L	-				L -												Y Min 1'-4"																				
				Y Max	4'-0"																				Y Max 4'-0"																				

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

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

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

OUTLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINFORCING STEEL "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" NO. REQ'D | TOP SLAB REINFORCING STEEL "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" NO. REQ'D | SIDE WALL REINFORCING STEEL "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINFORCING STEEL "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTH | CLASS "S" CONCRETE (Includes HDWL) CU. YDS. | ① REINFORCING STEEL (GR.60) (Includes HDWL) LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	25	373

(1) SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
76'-11"	10'-0"	0'-11"	0'-10"	0	3:1	75'-4"	2'-0"	10'-10"	3'-4"	30	30	3'-4"	5'-4 1/4"	5'-4 1/4"	2'-4"	2'-4"	25'-6"	25'-6"	28'-9 7/8"	28'-9 7/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
24.64	1806

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS		F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS		F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY
WING A	4	12	26	L	Min	4'-8"	5	12	4	L	7'-6"	4	12	7	L	5'-8"	4	18	10	Min
					Max	14'-0"														3'-10"
				X	Min	0'-11"				X	2'-8"				X	2'-1"				Max
					Max	2'-11"														24'-2"
				Y	Min	3'-10"				Y	4'-11"				Y	3'-8"				Min
					Max	11'-2"														3'-10"
WING B	4	12	26	L	Min	4'-8"	5	12	4	L	7'-6"	4	12	7	L	5'-8"	4	18	10	Max
					Max	14'-0"														24'-2"
				X	Min	0'-11"				X	2'-8"				X	2'-1"				
					Max	2'-11"														
				Y	Min	3'-10"				Y	4'-11"				Y	3'-8"				
					Max	11'-2"														

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY			F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS			F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A					4	18	17	L	Min	6'-6"	4	8	29'-8"	4	18	18	Min			4	18	2	Min			4	2	26'-1"	4	2	27'-11"	6	12	10	L	3'-4"	903
									Max	13'-7"							2'-10"						21'-1"														
								X	Min	2'-6"							Max						Max												X	1'-8"	
									Max	2'-6"							4'-10"						21'-1"													
								Y	Min	4'-1"																											
									Max	11'-2"																											
WING B					4	18	17	L	Min	6'-6"	4	8	29'-8"	4	18	18	Min			4	18	2	Min			4	2	26'-1"	4	2	27'-11"	6	12	10	L	3'-4"	903
									Max	13'-7"							2'-10"						21'-1"														
								X	Min	2'-6"							Max						Max												X	1'-8"	
									Max	2'-6"							4'-10"						21'-1"													
								Y	Min	4'-1"																											
									Max	11'-2"																											

INLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINFORCING STEEL "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" NO. REQ'D | TOP SLAB REINFORCING STEEL "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" NO. REQ'D | SIDE WALL REINFORCING STEEL "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINFORCING STEEL "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTHS VARY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	26	373

① SPECIAL DETAILS

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
76'-11"	10'-0"	0'-11"	0'-10"	0	3:1	75'-4"	2'-0"	10'-10"	3'-4"	30	30	3'-4"	5'-4 1/4"	5'-4 1/4"	2'-4"	2'-4"	25'-6"	25'-6"	28'-9 7/8"	28'-9 7/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
27.02	1806

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	26	L	Min	4'-8"	5	12	4	L	7'-6"	4	12	7	L	5'-8"	4	18	10	Min	4	18	4	25'-2"	4	18	17	L	Min	6'-6"	4	8	29'-8"	4	18	18	Min	4	18	2	Min	4	2	26'-1"	4	2	27'-11"	6	12	10	L	3'-4"	903
					Max	14'-0"									X	Min	0'-11"				3'-10"																		21'-1"														
				X	Min	0'-11"				X	2'-8"					Max	2'-11"				Max							X	Min	2'-6"																					X	1'-8"	
					Max	2'-11"																						Max	2'-6"																						
				Y	Min	3'-10"				Y	4'-11"				Y	Min	3'-8"				24'-2"						Y	Min	4'-1"									4'-10"														
					Max	11'-2"										Max													Max	11'-2"																						
WING B	4	12	26	L	Min	4'-8"	5	12	4	L	7'-6"	4	12	7	L	5'-8"	4	18	10	Min	4	18	4	25'-2"	4	18	17	L	Min	6'-6"	4	8	29'-8"	4	18	18	Min	4	18	2	Min	4	2	26'-1"	4	2	27'-11"	6	12	10	L	3'-4"	903
					Max	14'-0"									X	Min	0'-11"				3'-10"																		21'-1"														
				X	Min	0'-11"				X	2'-8"					Max	2'-11"				Max							X	Min	2'-6"																					X	1'-8"	
					Max	2'-11"																						Max	2'-6"																						
				Y	Min	3'-10"				Y	4'-11"				Y	Min	3'-8"				24'-2"						Y	Min	4'-1"									4'-10"														
					Max	11'-2"																							Max	11'-2"																						

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

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/6/16

TABULAR DATA BY: KRM DATE: 03/06/16
CHECKED BY: CAW DATE: 03/10/16

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

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTHS VARY	CLASS "S" CONCRETE (Includes HDWL.) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL.) LBS.
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																																									
															Max			Max				Max														Max			Max			LONG			LONG				
															Min			Min				Min														Min			Min			SHORT			MID				
																																														SHORT				

"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS				
SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	Y	NO. REQ'D	

OUTLET SLOPE SECTION(S)

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

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D
3"	102	4	1'-1"	2'-1"	78

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
TOTAL	
0.71	211

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

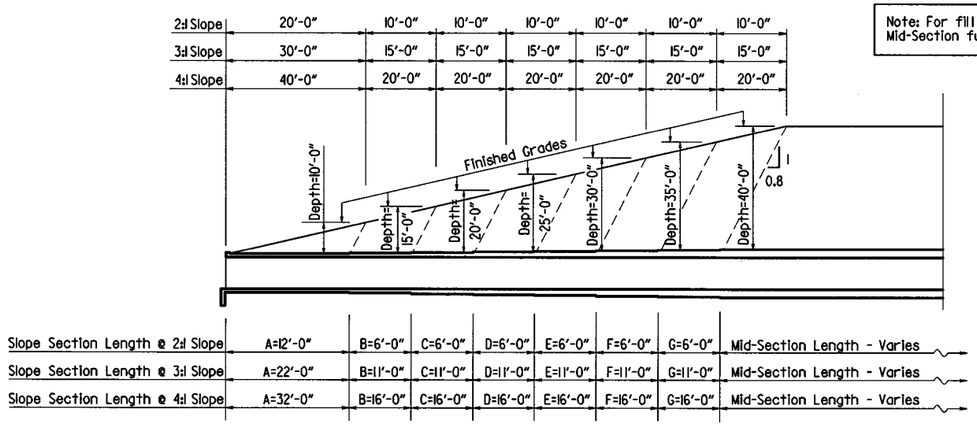
Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
SEXTUPLE BARREL BOX CULVERT
Sta. 398+26.70

SPECIAL DETAILS

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Ver. 1.14

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	27	373
				①		SPECIAL DETAILS		

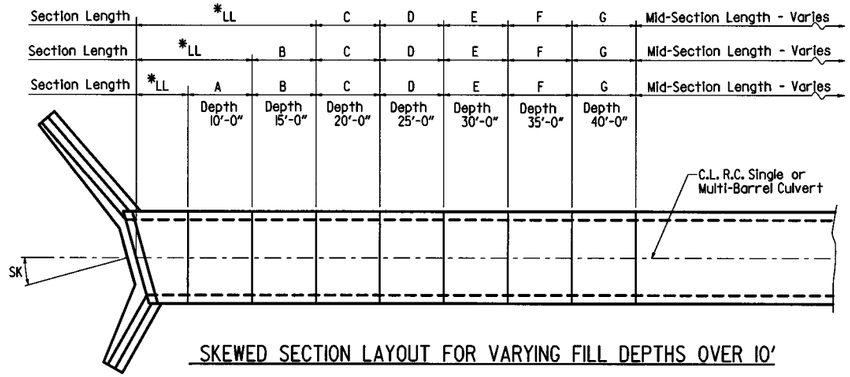


Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

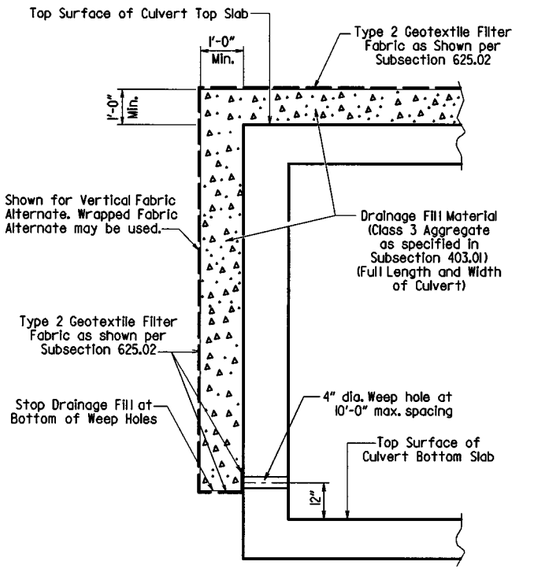
LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

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

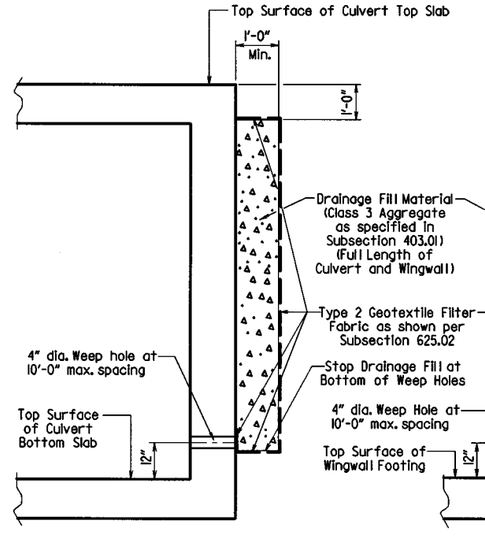


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

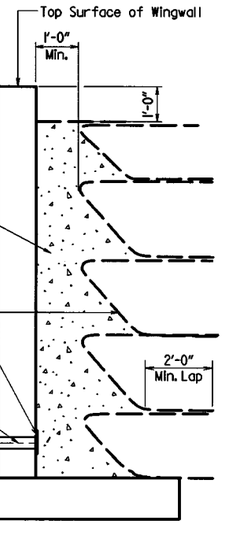


CULVERT DRAINAGE DETAIL FOR ROCK FILL

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



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



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

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

WINGWALL & CULVERT DRAINAGE DETAIL

GENERAL NOTES:

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

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

LIVE LOADING: HL-93

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

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

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

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

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

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

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

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

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

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

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
KENNETH RANDALL MILLER
No. 16720
7/6/18

SHEET 1 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE

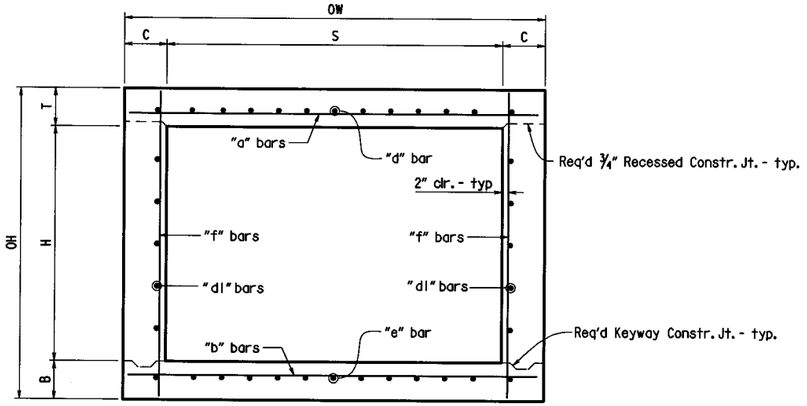
SPECIAL DETAILS

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Ver. 1.1.14

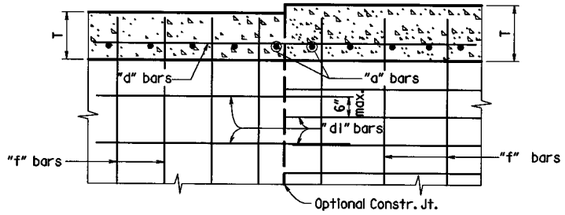
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	28	373

SPECIAL DETAILS

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



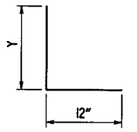
TYPICAL SECTION M-M



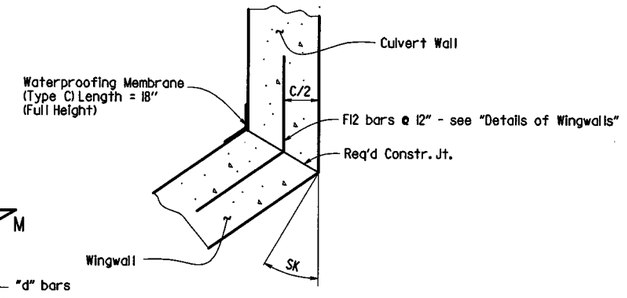
Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

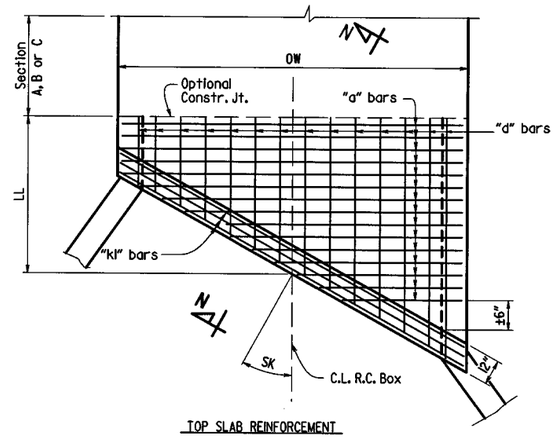


"h" bars sketch

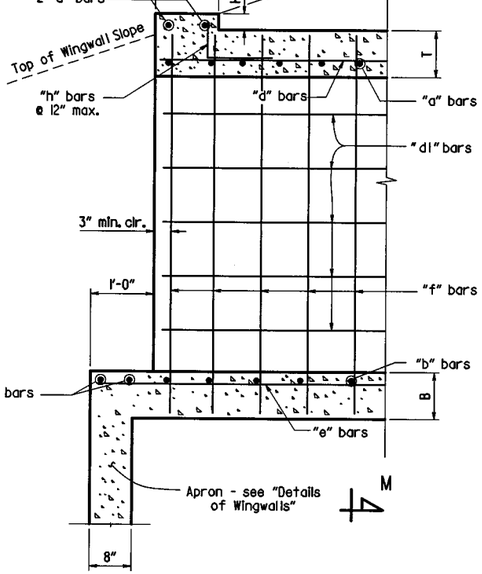


WINGWALL ATTACHMENT

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

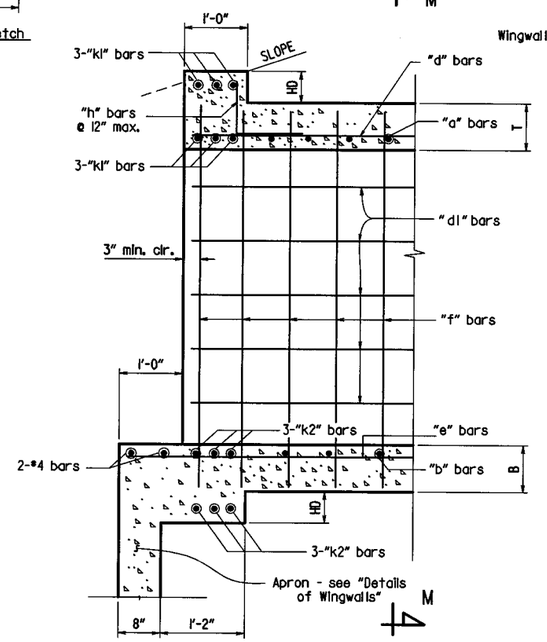


TOP SLAB REINFORCEMENT



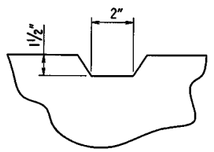
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



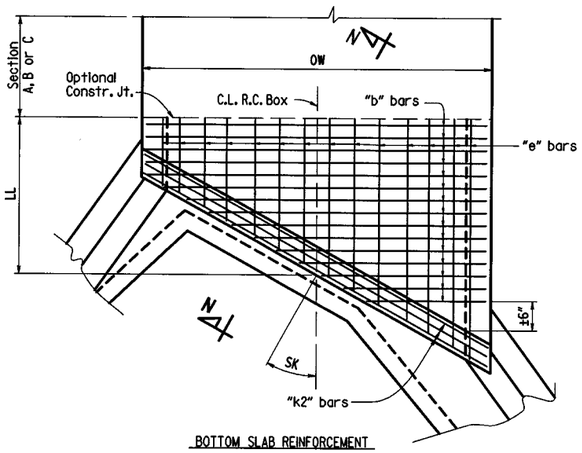
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
7/9/18

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

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

SPECIAL DETAILS

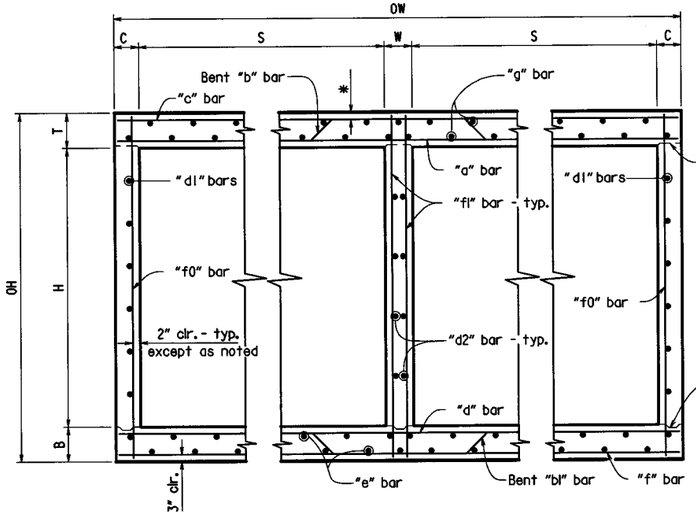
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Ver. 1.1.4

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				6	ARK.			
				JOB NO.		CA0201	29	373

SPECIAL DETAILS

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

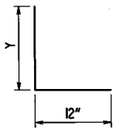
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



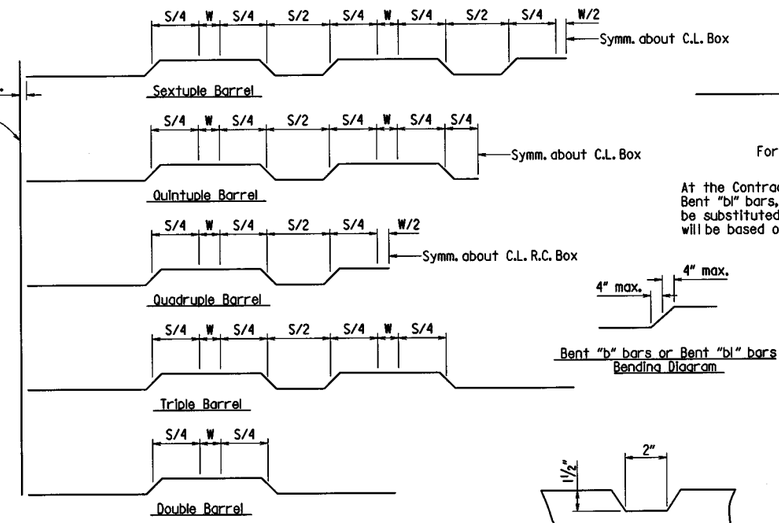
TYPICAL SECTION M-M

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

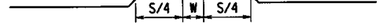
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



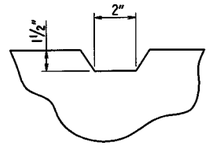
Bent "b" bars or Bent "b1" bars sketch



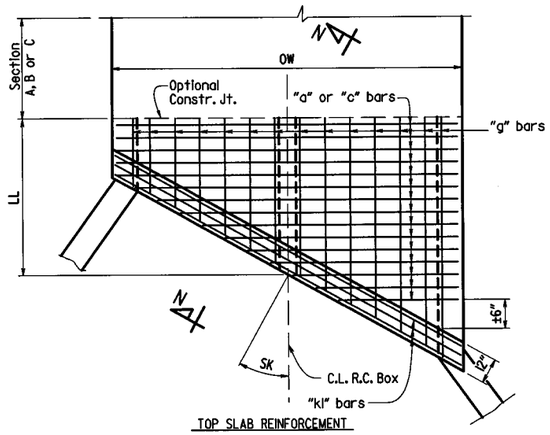
Lap Detail
For Bent "b" bars and Bent "b1" bars

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

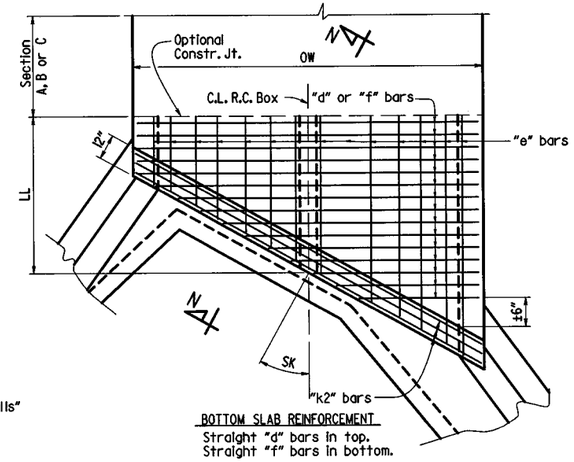
Bent "b" bars or Bent "b1" bars Bending Diagram



TYPICAL KEYWAY DETAIL
(All Construction Joints)

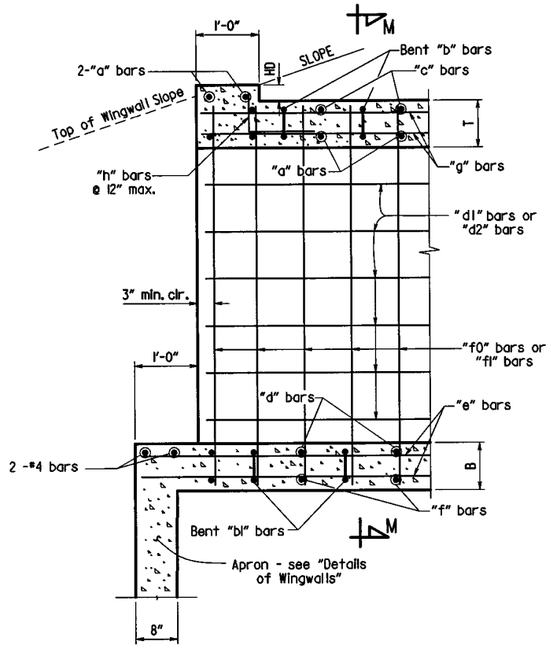


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.

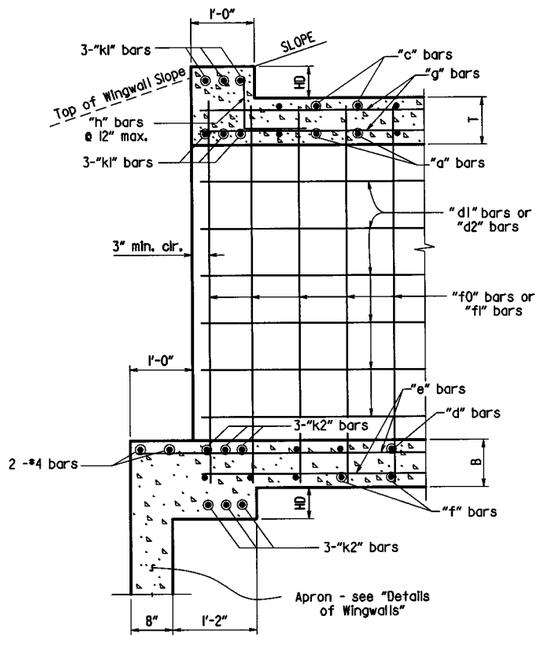


BOTTOM SLAB REINFORCEMENT
Straight "d" bars in top.
Straight "f" bars in bottom.

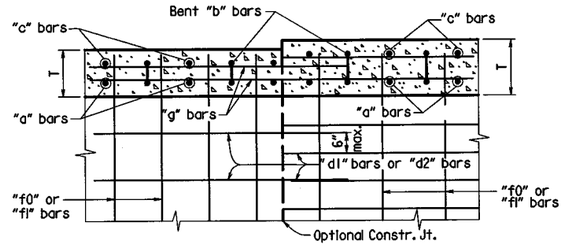
SKEWED END SECTION DETAILS



PART LONGITUDINAL SECTION
(Non-Skewed Ends)

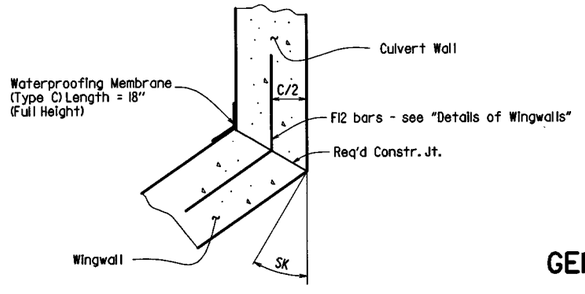


PART LONGITUDINAL SECTION N-N
(Skewed Ends)



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

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



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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
KENNETH RANDALL MILLER
No. 16720
7/6/18

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

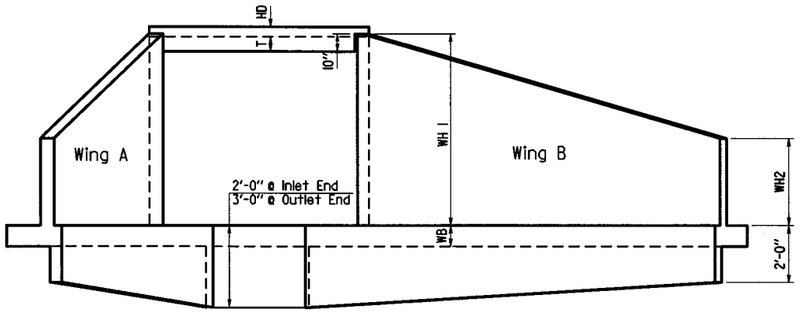
DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

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Ver. 1.1.4

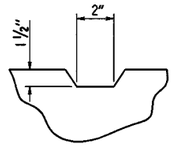
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				6	ARK.			
				JOB NO.		CA0201	30	373

SPECIAL DETAILS



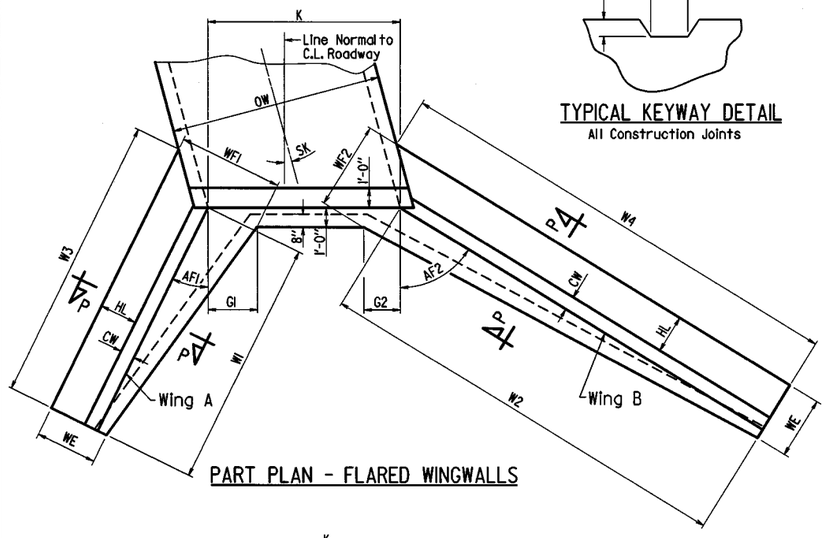
END ELEVATION

Flared Wingwalls Shown

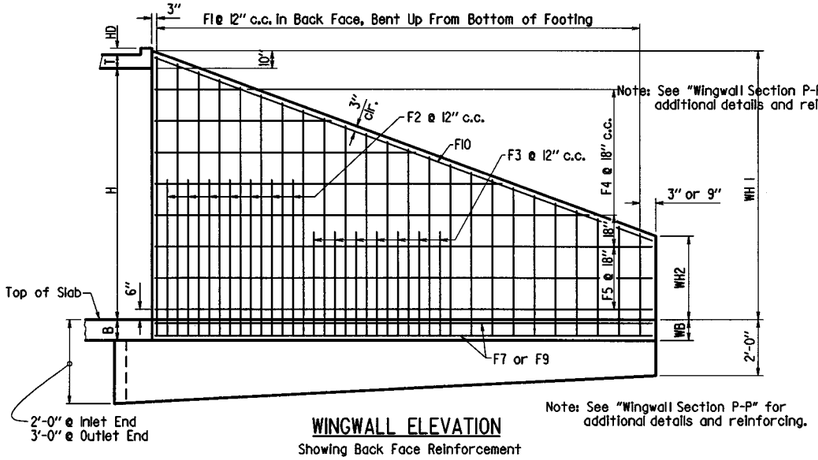


TYPICAL KEYWAY DETAIL

All Construction Joints



PART PLAN - FLARED WINGWALLS

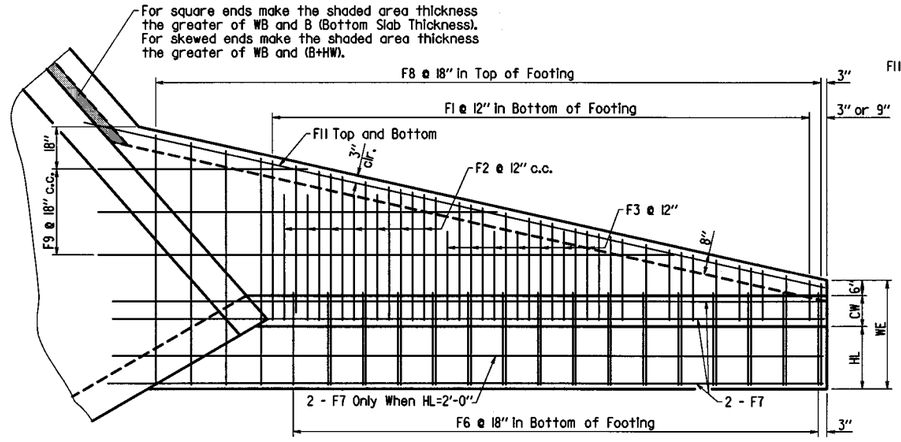


Note: See "Wingwall Section P-P" for additional details and reinforcing.

WINGWALL ELEVATION

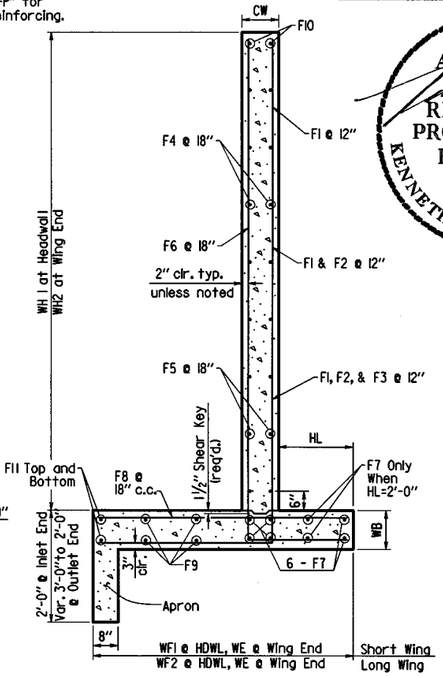
Showing Back Face Reinforcement

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

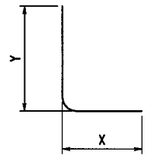


PLAN - FLARED WINGWALLS

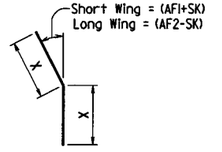
Showing Footing Reinforcement



WINGWALL SECTION P-P



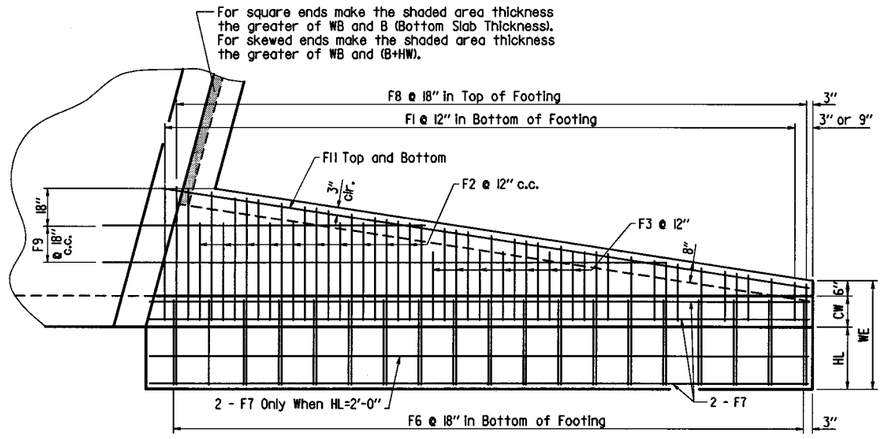
F1, F2, F3, & F6 BARS



*F12 BAR

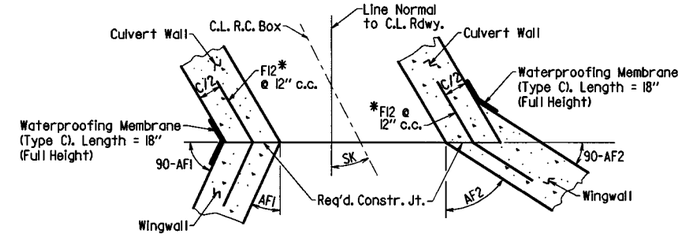
*F12 is a straight bar for parallel wingwalls

PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement



CONSTRUCTION JOINTS

Flared Wingwalls Shown

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
KENNETH RANDALL MILLER
No. 16720
7/6/18

SHEET 4 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF WINGWALLS

SPECIAL DETAILS

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Ver. 1.1.14

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				JOB NO.		CA0201	31	373
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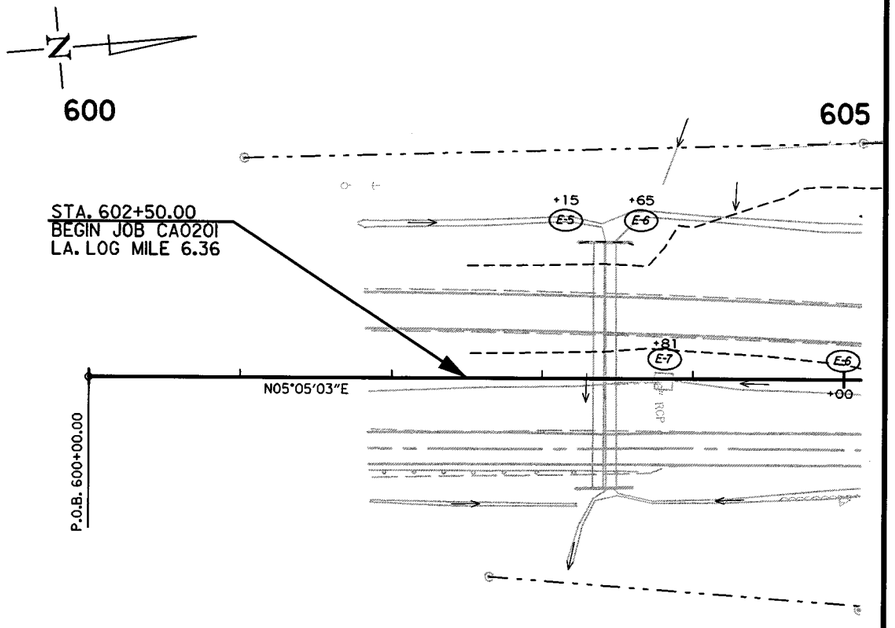
STATE OF ARKANSAS
* * *
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
15550
7-11-18

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE



CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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				6	ARK.			
				JOB NO.		CA0201	32	373

(2) TEMPORARY EROSION CONTROL DETAILS

605 610 615 620

STA. 614+75 - STA. 619+65
SILT FENCE = 515 LIN. FT.

STA. 619+28 - STA. 619+58
SILT FENCE = 90 LIN. FT.

N05°05'03"E

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

625 630

STA. 620+35 - STA. 621+35
SILT FENCE = 240 LIN. FT.

STA. 626+50 - STA. 629+00
SILT FENCE = 250 LIN. FT.

STA. 629+50 - STA. 632+00
SILT FENCE = 250 LIN. FT.

P.I. 624+03.16

P.R.C. 628+09.02

N09°03'16"E

N05°05'03"E

P.I. 631+97.20

STA. 620+05.98 C.L. MED. HWY. 425 45.00' LT. = STA. 620+05.98 C.L. HWY. 425 S.B. LANES

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	33	373

(2) TEMPORARY EROSION CONTROL DETAILS

ASHLEY CO., AR. — MOREHOUSE PARISH, LA.

635

STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

STA. 635+40 - STA. 635+80
SILT FENCE = 40 LIN. FT.

STA. 10+05 - STA. 10+79
SILT FENCE = 74 LIN. FT.

STA. 11+31 - STA. 18+06
SILT FENCE = 675 LIN. FT.

STA. 18+47 - STA. 20+20
SILT FENCE = 173 LIN. FT.

STA. 24+48 - STA. 25+28
SILT FENCE = 80 LIN. FT.

STA. 25+46 - STA. 26+27
SILT FENCE = 81 LIN. FT.

STA. 31+61 - STA. 33+21
SILT FENCE = 160 LIN. FT.

STA. 33+48 - STA. 45+00
SILT FENCE = 1152 LIN. FT.

P.O.E. 12+50.00
N15°26'49"E 107.51'
P.C. 10+14.59
P.T. 10+60.96
P.I. 10+37.79
N80°50'03"E
P.I. 9+39.62
N07°23'11"E
P.I. 12+40.26
P.R.C. 14+70.46
P.I. 17+00.72
P.T. 19+30.92
P.C. 8+85.57
N17°40'44"E
P.I. 9+12.62
STA. 19+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"
STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"
P.I. 33.24
T.C.E.
ASHLEY WEST 2
ASHLEY 2 EAST
C.L. HWY. 425
N05°05'03"E
N07°23'11"E

10 15 20 25 30 35

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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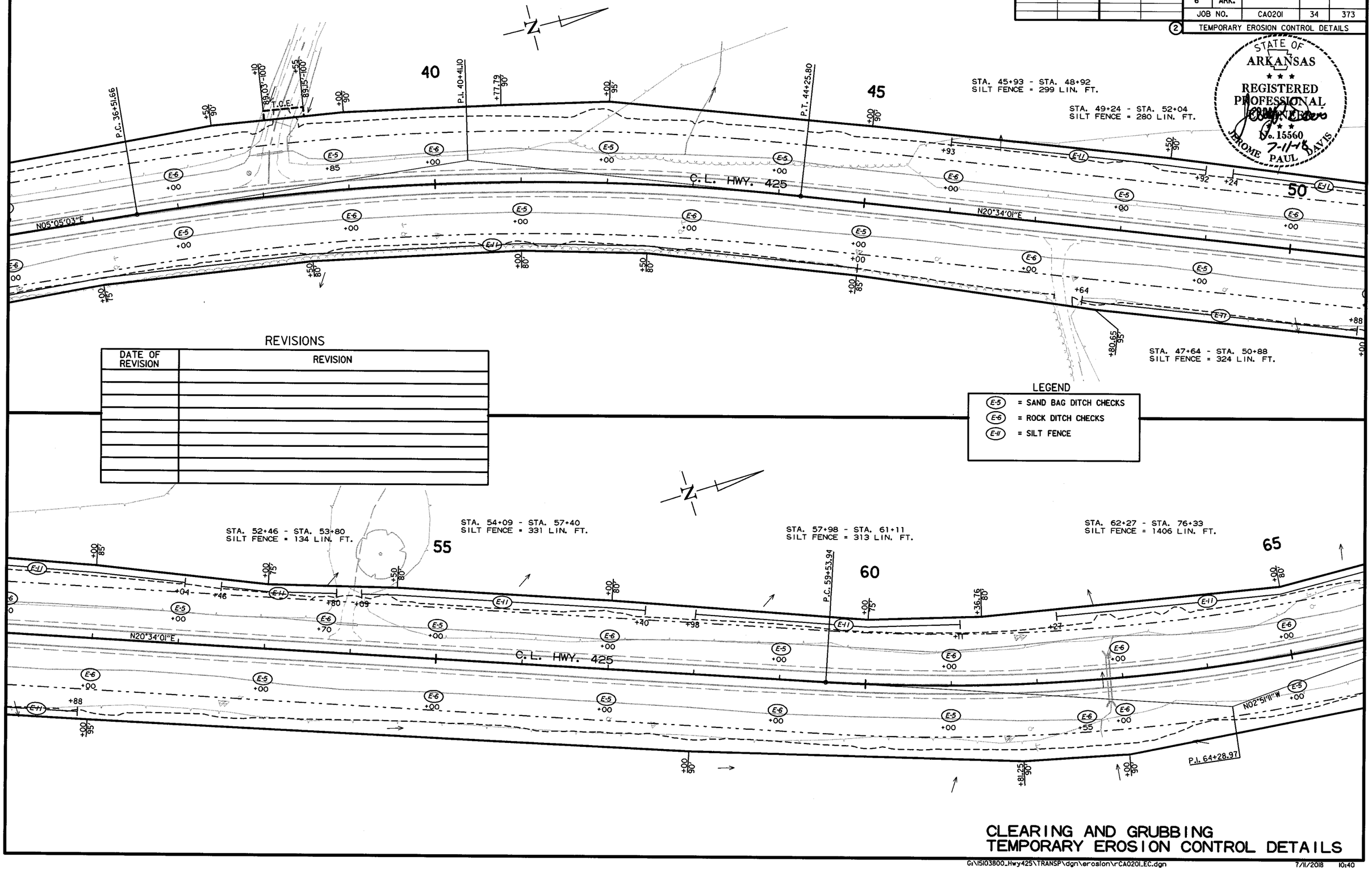
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	34	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	35	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

65 70 75 80

+00 80' | +00 85' | P.T. 68+90.74 | +50 90' | +00 75' | +02.20 80' | +33

E-11 | E-5 +00 | E-6 +00 | C.L. HWY. 425 | N02°51'11"W | +84 | +70 | +50 80' | +65 85' | +91.88 80' | +00 80'

REVISIONS

DATE OF REVISION	REVISION

STA. 71+84 - STA. 72+70
SILT FENCE = 86 LIN. FT.

LEGEND

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

0 85 90 95

85' | +00 75' | +08 | +00 | +00 | +00 | +90 | +00 | +40 90' | +20 90' | +00 80' | +37 | +50 | +80 | +50 | +50 | +50 | +85 | E-11

C.L. HWY. 425 | N02°51'11"W | +30 80' | +25.68 85' | 1.75 100' | NATURAL BUFFER | NATURAL BUFFER

STA. 94+85 - STA. 96+08
SILT FENCE = 123 LIN. FT.

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
MODEL: Erosion Control Clearing
SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	36	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15360
JEROME PAUL DAVIS
7-11-18

STA. 96+38 - STA. 98+70
SILT FENCE = 232 LIN. FT.

STA. 101+54 - STA. 103+76
SILT FENCE = 222 LIN. FT.

STA. 105+00 - STA. 107+00
SILT FENCE = 200 LIN. FT.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STA. 115+45.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 262
Δ = 75°12'00"

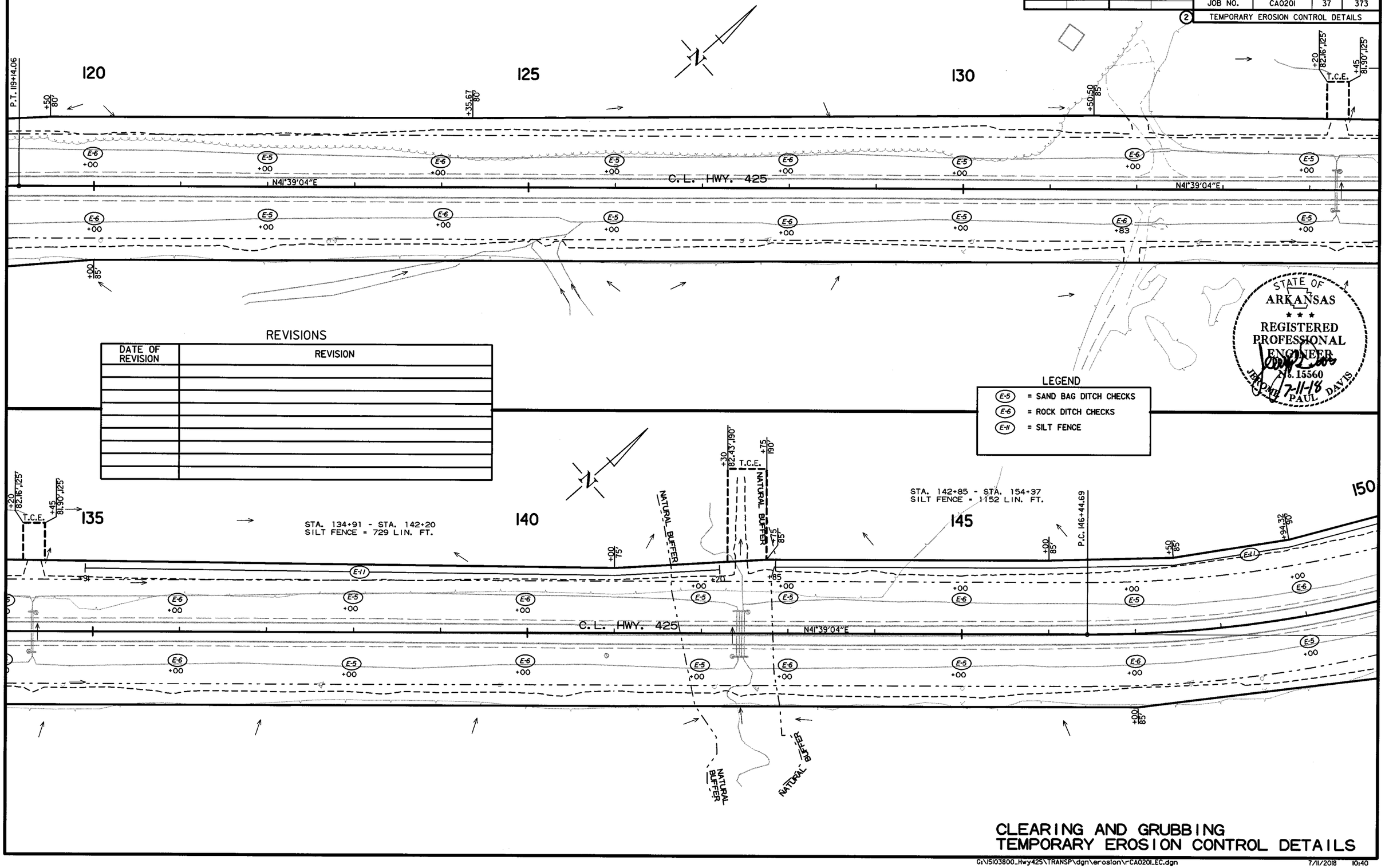
CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

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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.		CA0201	37	373

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

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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.		CA0201	38	373

TEMPORARY EROSION CONTROL DETAILS

STA. 155+70.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 280
Δ = 75°00'00"

P.C. 146+44.69

P.C. 10+12.76

P.I. 10+63.83

P.T. 11+13.63

P.I. 154+19.62

P.O.E. 12+50.00

ASHLEY 280

C.L. HWY. 425

S70°12'40"E

S48°10'12"E

N15°10'33"W

N74°49'27"E

S69°02'18"E

P.C.E. 8+28.3

P.I. 8+76.87

P.T. 9+22.18

P.T. 160+65.36

STA. 159+08 - STA. 164+72
SILT FENCE = 564 LIN. FT.

NATURAL BUFFER

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fs503
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	39	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 15560
JEROME PAUL DAVIS
7-11-18

STA. 180+95 - STA. 186+57
SILT FENCE = 562 LIN. FT.

STA. 174+97 - STA. 179+50
SILT FENCE = 453 LIN. FT.

STA. 180+11 - STA. 188+73
SILT FENCE = 862 LIN. FT.

STA. 189+92 - STA. 190+54
SILT FENCE = 62 LIN. FT.

STA. 189+26 - STA. 196+52
SILT FENCE = 726 LIN. FT.

STA. 197+53 - STA. 205+66
SILT FENCE = 813 LIN. FT.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

C.L. HWY. 425

N15°10'33"W

N00°06'20"W

ASHLEY 26-1

NATURAL BUFFER

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	40	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

205 210 215

STA. 217+08.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 710
Δ = 85°00'00"

ASHLEY 710

P.O.B. 8+50.00

C. L. HWY. 425 N00°00'12"E

N85°00'12"E

P.I. 204+91.02
Δ = 00°06'32" RT.

STA. 205+95 - STA. 206+59
SILT FENCE = 64 LIN. FT.

STA. 208+56 - STA. 212+33
SILT FENCE = 377 LIN. FT.

STA. 217+53 - STA. 221+14
SILT FENCE = 361 LIN. FT.

*ENVIRONMENTALLY SENSITIVE AREA

REVISIONS

DATE OF REVISION	REVISION

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

LEGEND

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

220 225 230

C. L. HWY. 425 N00°00'12"E

STA. 221+46 - STA. 223+43
SILT FENCE = 197 LIN. FT.

*ENVIRONMENTALLY SENSITIVE AREA

NATURAL BUFFER

CREEK

NATURAL BUFFER

NATURAL BUFFER

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	41	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 235+00 - STA. 236+73
SILT FENCE = 173 LIN. FT.

STA. 239+32 - STA. 241+40
SILT FENCE = 208 LIN. FT.

STA. 235+15 - STA. 240+91
SILT FENCE = 576 LIN. FT.

STA. 242+05 - STA. 243+37
SILT FENCE = 132 LIN. FT.

STA. 243+82 - STA. 246+41
SILT FENCE = 259 LIN. FT.

STA. 254+62 - STA. 263+90
SILT FENCE = 928 LIN. FT.

STA. 256+23 - STA. 257+56
SILT FENCE = 133 LIN. FT.

C.L. HWY. 425

N00°00'12"E

N48°28'34"E

P.I. 250+15.21

P.C. 243+70.37

P.T. 255+82.19

235 240 245 250 255

NATURAL BUFFER

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

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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.		CA0201	42	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

REVISIONS

DATE OF REVISION	REVISION

STA. 260+42 - STA. 263+88
SILT FENCE = 346 LIN. FT.

STA. 265+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"

LEGEND

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

STA. 274+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"

STA. 274+87 - STA. 277+69
SILT FENCE = 282 LIN. FT.

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	43	373

(2) TEMPORARY EROSION CONTROL DETAILS

N

285

290

295

NATURAL BUFFER

NATURAL BUFFER

STA. 292+33 - STA. 293+84
SILT FENCE = 151 LIN. FT.

STA. 296+47 - STA. 298+75
SILT FENCE = 228 LIN. FT.

P.C. 297+18.75

P.T. 289+14.54

C.L. HWY. 425

N00°41'42"E

NIMMONS CEMETERY

STA. 285+97 - STA. 287+13
SILT FENCE = 116 LIN. FT.

N00°41'42"E

L. 283+54.48

T.C.E.

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

LEGEND

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

N

300

305

310

P.C. 297+18.75

P.I. 299+86.44

P.R.C. 302+54.03

P.T. 307+89.32

C.L. HWY. 425

N03°22'17"E

N00°4

P.I. 305+21.72

ASHLEY 279

STA. 303+09 - STA. 305+87
SILT FENCE = 278 LIN. FT.

STA. 306+44 - STA. 314+11
SILT FENCE = 767 LIN. FT.

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fs83
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
MODEL: Erosion Control Clearing
SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	44	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 313+59 - STA. 314+92
SILT FENCE = 133 LIN. FT.

STA. 315+80 - STA. 321+11
SILT FENCE = 531 LIN. FT.

STA. 322+74 - STA. 334+41
SILT FENCE = 1167 LIN. FT.

315 320 325

NATURAL BUFFER

NATURAL BUFFER

+29.44
80'

N00°41'42"E

C. L. HWY. 425

N00°41'42"E

STA. 315+42 - STA. 320+14
SILT FENCE = 472 LIN. FT.

STA. 322+11 - STA. 326+31
SILT FENCE = 420 LIN. FT.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

P.O.B. 7+50.00

ASHLEY 24

S35°54'01"E

STA. 338+35 - STA. 340+35
SILT FENCE = 200 LIN. FT.

STA. 335+91 - STA. 337+27
SILT FENCE = 136 LIN. FT.

330 335 340

P.I. 9+44.93

P.C. 9+01.97

P.T. 9+86.98

S74°18'18"E

C. L. HWY. 425

STA. 329+51 - STA. 332+44
SILT FENCE = 293 LIN. FT.

STA. 334+10 - STA. 337+89
SILT FENCE = 379 LIN. FT.

STA. 340+15 - STA. 340+60
SILT FENCE = 45 LIN. FT.

STA. 334+80.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 24
Δ = 105°00'00"

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
MODEL: Erosion Control Clearing
SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	45	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
7-11-18

345 350 355

STA. 351+26 - STA. 355+45
SILT FENCE = 419 LIN. FT.

P.C. 355+12.67

C. L. HWY. 425

N00°41'42"E

NATURAL BUFFER

STA. 347+86 - STA. 349+30
SILT FENCE = 144 LIN. FT.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

360 355 365

P.I. 361+10.34

N43°25'23"E

N00°41'42"E

P.C. 355+12.67

P.T. 366+52.08

C. L. HWY., 425

T.C.E.

NATURAL BUFFER

STA. 359+72 - STA. 365+54
SILT FENCE = 554 LIN. FT.

NATURAL BUFFER

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
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SCALE: 1:100
MODEL: Erosion Control Clearing

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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.		CA0201	46	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13560
7-11-18
JEROME PAUL DAVIS

STA. 378+07 - STA. 379+83
SILT FENCE = 176 LIN. FT.

370 375 380

P.T. 366+52.08

+87.96 85'

+99.23 85'

+50 95'

E-11 +01 +83

E-6 +00 | E-5 +78 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00

C.L. HWY. 425

N43°25'23"E

E-5 +15 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00

+77 E-11 +50 +19 E-11

+00 85' +50 80'

STA. 368+77 - STA. 377+50
SILT FENCE = 873 LIN. FT.

STA. 379+19 - STA. 382+04
SILT FENCE = 285 LIN. FT.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

385 390 395

+50 95' +50 95' +75 100.43'-130' +30 102.34'-130' +50 110'

+62.65 100'

T.C.E.

NATURAL BUFFER

E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +62 | E-6 +42

N43°25'23"E C.L. HWY. 425 N43°25'23"E

E-5 +00 | E-6 +00 | E-5 +00 | +00 E-6 +95 | +00 E-5 | +00 E-6 | E-5 +00 | E-6 +54

E-11 +04 +50 80' +50 75' E-11 +30 +00 110'

+74.11 115'

STA. 387+95 - STA. 393+30
SILT FENCE = 535 LIN. FT.

NATURAL BUFFER

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:40

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	47	373

(2) TEMPORARY EROSION CONTROL DETAILS

NATURAL BUFFER

CREEK

400

405

410

C.L. HWY. 425

N43°25'23"E

N00°58'23"W

P.C. 402+56.34

P.I. 408+40.83

STA. 402+65 - STA. 407+90
SILT FENCE = 525 LIN. FT.

STA. 408+59 - STA. 410+70
SILT FENCE = 211 LIN. FT.

STA. 400+60 - STA. 402+95
SILT FENCE = 235 LIN. FT.

STA. 405+40 - STA. 406+81
SILT FENCE = 141 LIN. FT.

HANKS

T.C.E.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 415+00 - STA. 416+90
SILT FENCE = 190 LIN. FT.

STA. 417+67.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 99
Δ = 81°58'17"

STA. 417+50 - STA. 434+00
SILT FENCE = 1650 LIN. FT.

415

420

425

P.T. 413+66.24

P.C. 426+04.68

ASHLEY 99

STA. 411+08 - STA. 413+71
SILT FENCE = 263 LIN. FT.

*ENVIRONMENTALLY SENSITIVE AREA

STA. 421+53 - STA. 423+27
SILT FENCE = 174 LIN. FT.

STA. 423+61 - STA. 425+16
SILT FENCE = 155 LIN. FT.

STA. 426+31 - STA. 428+27
SILT FENCE = 196 LIN. FT.

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	48	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

430 435 440

P.I. 427+19.54 P.T. 428+34.37

C.L. HWY. 425 N01°19'26"E

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

445 450 455

P.C. 445+61.7 P.I. 449+74.50 P.T. 453+81.57

C.L. HWY. 425 N17°43'11"E N01°19'26"E

STA. 447+14 - STA. 448+79
SILT FENCE = 165 LIN. FT.

NATURAL BUFFER NATURAL BUFFER

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	49	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

460 465 470 475 480 485

C. L. HWY. 425 N17°43'11"E N23°57'42"E

NATURAL BUFFER

STA. 479+00 - STA. 480+50
SILT FENCE = 150 LIN. FT.

STA. 486+50 - STA. 487+50
SILT FENCE = 100 LIN. FT.

STA. 476+75 - STA. 484+00
SILT FENCE = 725 LIN. FT.

P.C. 473+46.13
P.I. 479+70.94
P.T. 485+94.52

CLEARING AND GRUBBING TEMPORARY EROSION CONTROL DETAILS

USER: fs53
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn 7/11/2018 10:40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	50	373
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 489+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

490 495 50

STA. 497+00 - STA. 498+00
SILT FENCE = 100 LIN. FT.

C.L. HWY. 425 N23°57'42"E

S65°02'18"E
P.C. 10+37.93
P.I. 10+57.42
P.T. 10+76.83
ASHLEY 98
S41°28'48"E

STA. 491+00 - STA. 491+90
SILT FENCE = 90 LIN. FT.

HWY. 82

REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

505 510 515

P.I. 509+28.76
Δ = 00°41'54" LT.

N23°57'42"E

HWY. 82

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

HWY. 52

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Clearing

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	51	373
				(2)	TEMPORARY EROSION CONTROL DETAILS			

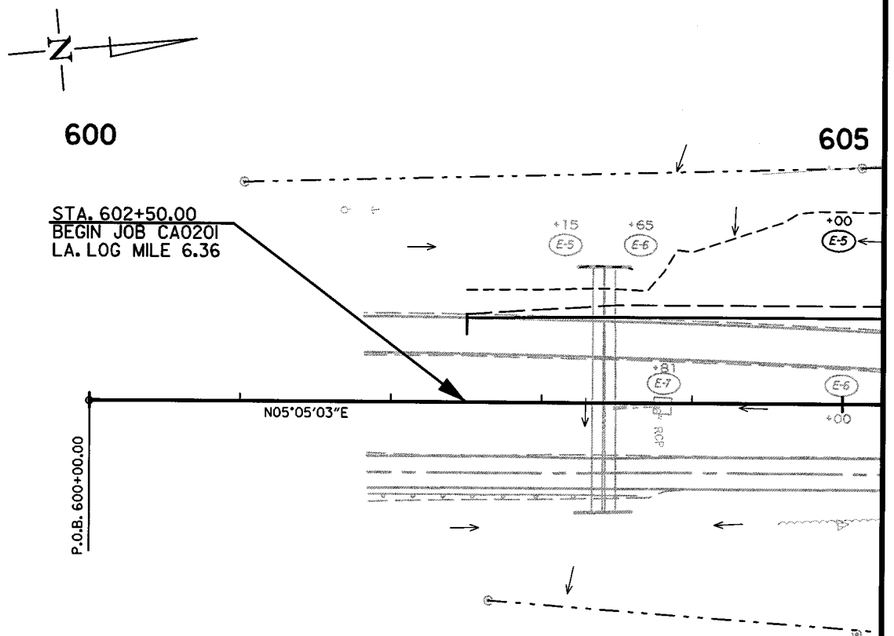
STATE OF ARKANSAS
* * *
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- [E-14] XXXX CU FT = SEDIMENT BASIN



STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	52	373

(2) TEMPORARY EROSION CONTROL DETAILS

605 610 615 620

+00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5

16'

+47

+75 E-11

+00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6

13600 CU FT E-14

BUFFER

NATURAL

E-6 +00 +50 E-5 +50 E-6 E-5 +50

+50 E-6 +50 E-5 +50 N05°05'03"E +50 E-6 +50 E-5 +50 E-6 +50 E-5 E-7 +97

REVISIONS

DATE OF REVISION	REVISION

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- [E-14] = SEDIMENT BASIN XXXX CU FT

STATE OF ARKANSAS ★ ★ ★ REGISTERED PROFESSIONAL ENGINEER No. 15560 7-11-18 JEROME PAUL DAVIS

625 630

STA. 620+05.98 C.L. MED. HWY. 425 45.00' LT. = STA. 620+05.98 C.L. HWY. 425 S.B. LANES

P.I. 624+03.16

+35 E-11 +35 +50 E-11 +50 E-11 +00 16' +50 E-11 +00

E-14 BUFFER NATURAL +6 7200 CU FT E-14 7200 CU FT E-14

+00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5

P.R.C. 628+00.02

+90 E-6 +20

+50 E-5 E-7 +97 +00 E-7 +00 +00 E-6 +00 E-5

N05°05'03"E N09°03'16"E N05°05'03"E N05°05'03"E

NATURAL BUFFER

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

P.I. 631+97.20

STAGE 1 TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	53	373

(2) TEMPORARY EROSION CONTROL DETAILS

635

STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

ASHLEY CO., AR
MOREHOUSE PARISH, LA.

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

C.L. HWY. 425

N05°05'03"E

N07°23'11"E

P.C. 10+10.00

P.I. 12+40.26

P.R.C. 14+70.46

P.I. 17+00.72

P.I. 19+30.92

P.C. 8+85.57

P.I. 9+39.62

P.T. 9+79.18

P.C. 10+14.59

P.T. 10+60.96

P.I. 10+37.79

P.O.E. 12+50.00

N12°26'49"E 107.51'

N77°33'11"W 107.51'

N12°26'49"E 107.51'

ASHLEY WEST 2

ASHLEY 2 EAST

STA. 19+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"

STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

E-14 1656 CU FT

E-14 1440 CU FT

T.C.E.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
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7-11-18
JEROME PAUL DAVIS

25 30 35

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
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MODEL: Erosion Control Stage 1
SCALE: 1:100

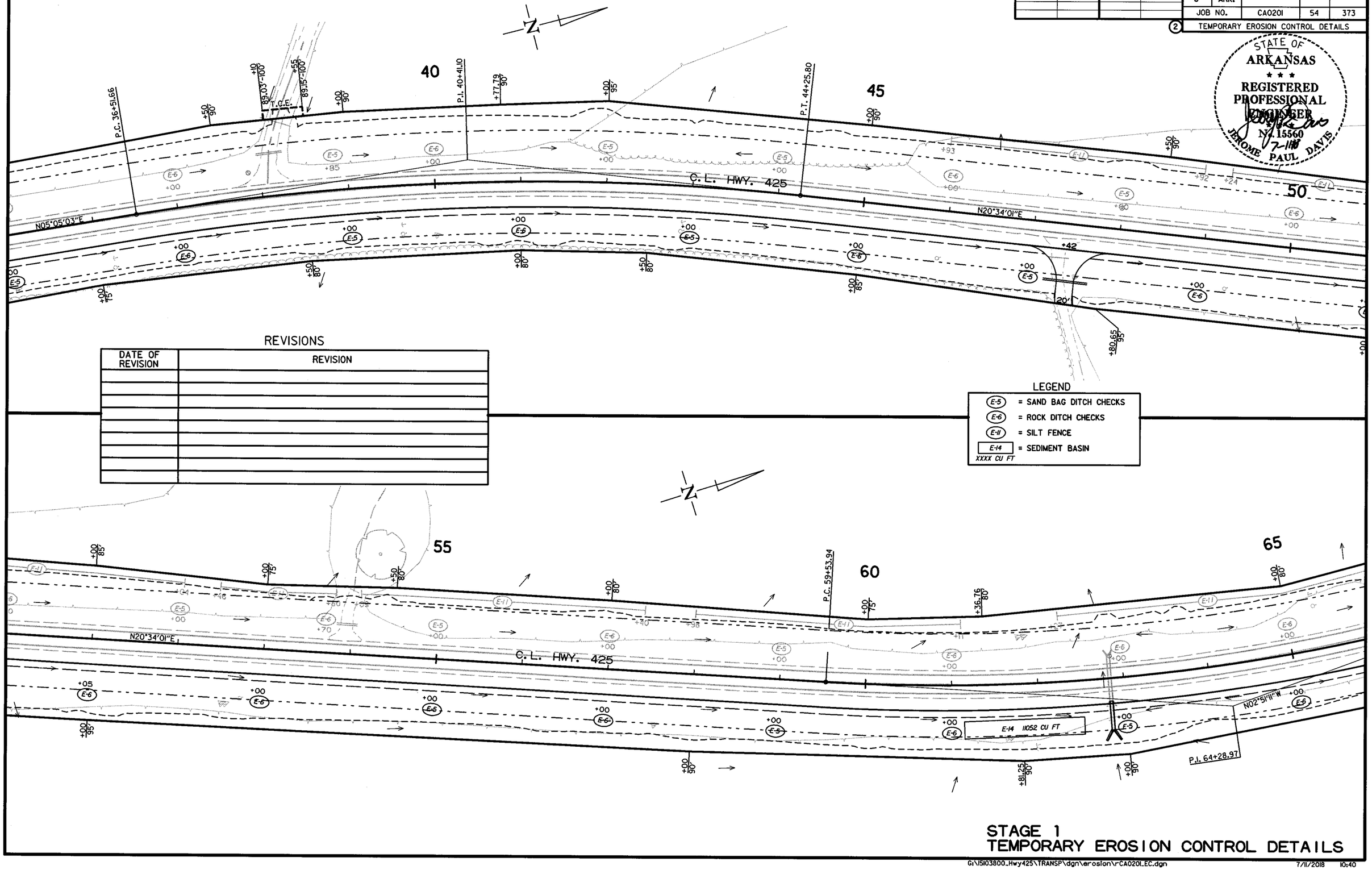
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	54	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	55	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
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No. 15560
JEROME PAUL DAVIS
7-11-18

65 70 75 80

P.T. 68+90.74

C. L. HWY. 425 N02°51'11"W

+53 16'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

85 90 95

NATURAL BUFFER

C. L. HWY. 425 N02°51'11"W

+59 16'

E-14 9720 CU FT

E-14 5040 CU FT

NATURAL BUFFER

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
MODEL: Erosion ControlStage 1
SCALE: 1:100

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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.		CA0201	56	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 = SEDIMENT BASIN XXXX CU FT

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

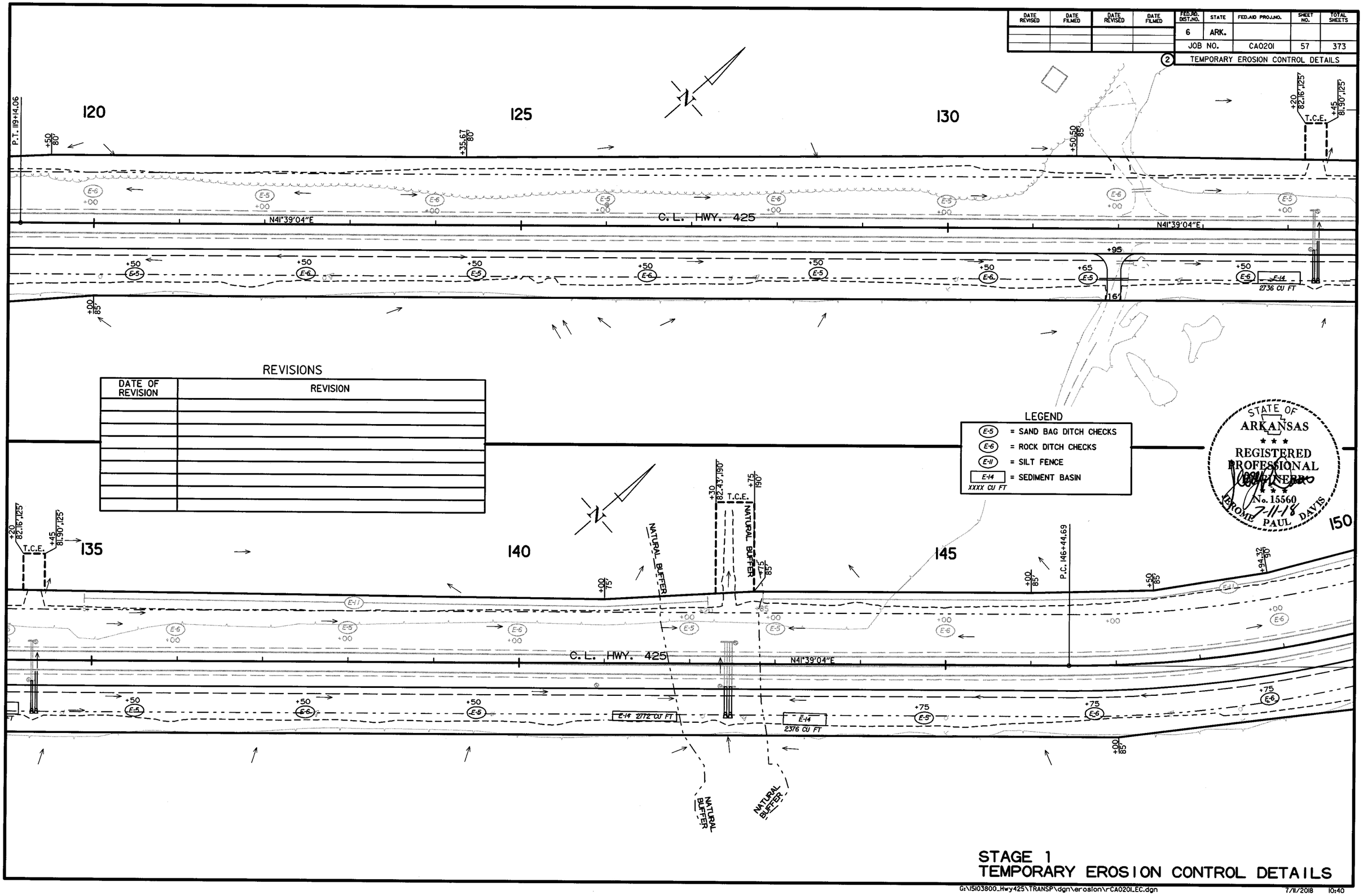
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SCALE: 1:100
MODEL: Erosion Control Stage 1

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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.		CA0201	57	373

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
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SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	58	373

TEMPORARY EROSION CONTROL DETAILS

STA. 155+70.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 280
Δ = 75°00'00"

C.L. HWY. 425

P.C. 10+12.76

P.I. 10+63.83

P.T. 11+13.63

P.O.E. 12+50.00

P.I. 154+19.62

ASHLEY 280

S70°02'40"E

S48°10'12"E

N15°10'33"W

N74°49'27"E

S69°02'18"E

P.C.E. 8+28.3

P.I. 8+76.87

P.T. 9+22.18

NATURAL BUFFER

E-14 4212 CU FT

P.T. 160+65.36

150 155 160 165 170

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 = SEDIMENT BASIN
  XXXX CU FT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

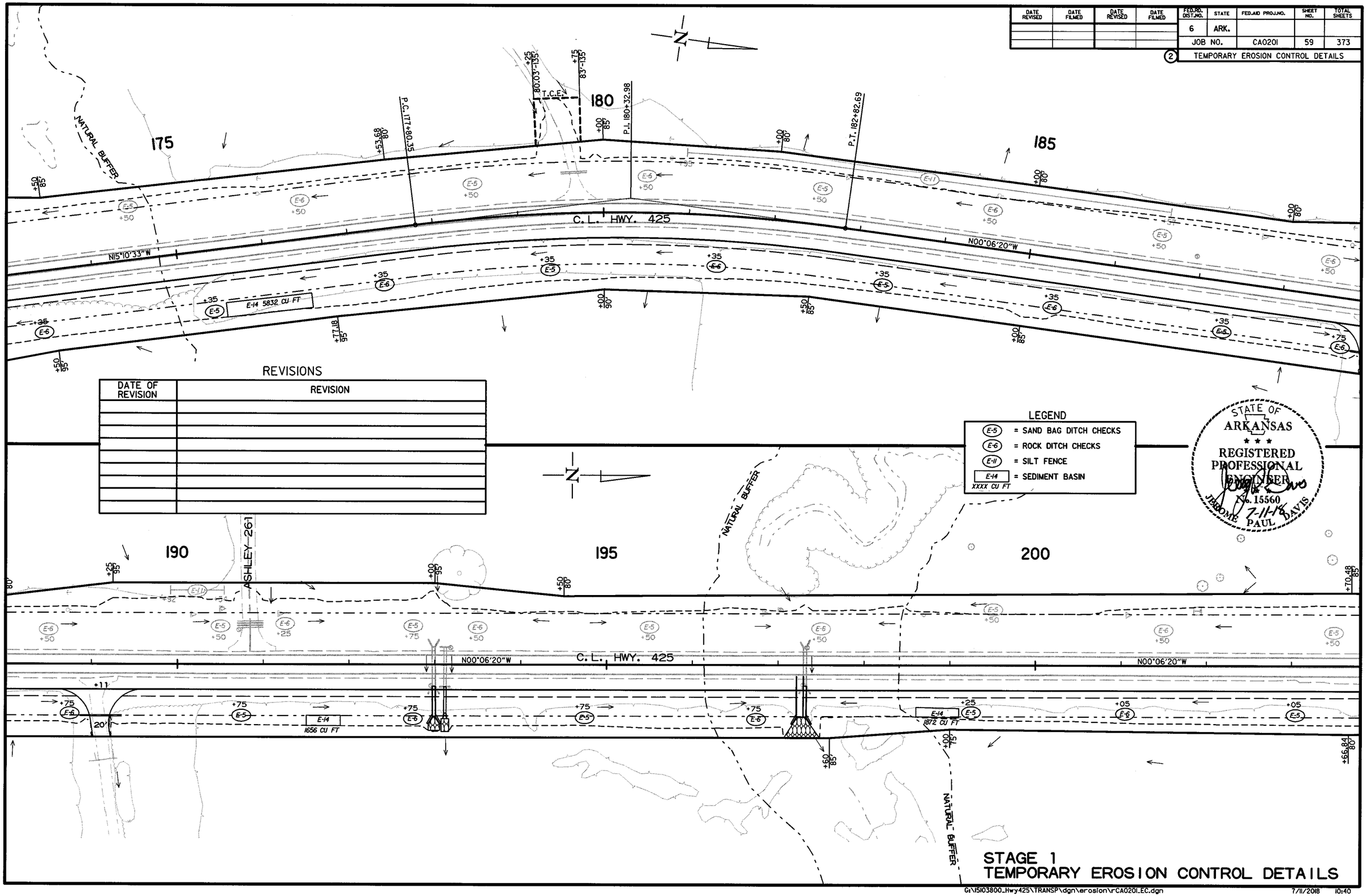
STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
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PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	59	373

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
MODEL: Erosion Control Stage 1
SCALE: 1:100

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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.		CA0201	60	373

(2) TEMPORARY EROSION CONTROL DETAILS

STA. 217+08.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 710
Δ = 85°00'00"

ASHLEY 710

P.O.B. 8+50.00

N85°00'12"E

205 210 215

C. L. HWY. 425 N00°00'12"E

P.I. 204+91.02
Δ = 00°06'32" RT.

*ENVIRONMENTALLY SENSITIVE AREA

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

220 225 230

E-14 7092 CU FT

NATURAL BUFFER

CREEK

*ENVIRONMENTALLY SENSITIVE AREA

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	61	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 = SEDIMENT BASIN
  XXXX CU FT

235 240 245 250 255

C. L. HWY. 425

N00°00'12"E

N48°28'34"E

1224 CU FT

7812 CU FT

P.I. 250+15.21

P.C. 243+70.37

P.T. 255+82.19

NATURAL BUFFER

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	62	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

REVISIONS

DATE OF REVISION	REVISION

260 265 275 280 285

ASHLEY 4

P.O.B. 7+50.00

S76°54'50"E

P.C. 9+02.03

P.I. 9+44.96

S56°31'26"E

P.T. 9+86.99

P.T. 255+82.19

N48°28'34"E

C.L. HWY. 425

STA. 265+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"

ASHLEY 23

S57°31'26"E

STA. 274+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"

P.C. 277+20.01

CAMP RD

N00°41'42"E

P.I. 283+54.48

N48°28'34"E

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14	= SEDIMENT BASIN
XXXX CU FT	

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: tes13
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion ControlStage 1

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn 7/11/2018 10:40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	63	373

(2) TEMPORARY EROSION CONTROL DETAILS

285 290 295

NATURAL BUFFER NATURAL BUFFER

C.L. HWY. 425

P.T. 289+14.54 P.C. 297+18.75

E-14 2124 CU FT E-14 2340 CU FT

N00°41'42"E N00°41'42"E

NIMMONS CEMETERY

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 = SEDIMENT BASIN XXXX CU FT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

300 305 310

P.C. 297+18.75 P.I. 299+86.44 P.R.C. 302+54.03 P.I. 305+21.72 P.T. 307+89.32

C.L. HWY. 425 N03°22'17"E

ASHLEY 279

STAGE 1 TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 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.	CA0201		64	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

NATURAL BUFFER

NATURAL BUFFER

315

320

325

+29.44
80'

E-11

+59 +52 +80

E-6 +00

E-5 +00

E-5 +80

E-6 +25

E-6 +25

E-6 +25

E-5 +25

E-6 +25

N00°41'42"E

C.L. HWY. 425

N00°41'42"E

+90 E-5

+83 E-6

E-14 1572 CU FT

E-14 7452 CU FT

+00 E-5

+00 E-6

+00 E-5

+00 E-6

+00 E-5

+00 E-6

+00 E-5

+20 100'

+80 80'

+00 80'

+00 95'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

330

335

340

P.O.B. 7+50.00

ASHLEY 24

S53°54'01"E

+10 120'

+80 80'

+65 80'

P.I. 9+44.93

P.C. 9+01.97

Δ 41°18'04"

P.T. 9+86.98

E-11

E-5 +25

E-6 +25

E-5 +25

E-6 +25

C.L. HWY. 425

E-6 +60

E-5 +00

E-6 +00

+58

+00 E-6

+00 E-6

+00 E-6

+87 E-5

+50 E-6

+50 E-5

+50 E-6

+50 E-5

+54.57 80'

90°

STA. 334+80.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 24
Δ = 105°00'00"

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:40
SCALE: 1:100
MODEL: Erosion Control Stage 1

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	65	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

345 350 355

P.C. 355+12.67

C.L. HWY. 425

N00°41'42"E

E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-11 E-6 +00 E-5 +00 E-6 +00

NATURAL BUFFER

+50 E-6 +50 E-5 +90 E-6 +22 20' +50 E-5 +50 E-6 +50 E-5 +50 E-6 +50 E-6

E-14 3980 CU FT

+50 85'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

360 365

P.I. 361+10.34

+85 93.35 +50 90

N00°41'42"E N43°25'23"E

P.C. 355+12.67

355

C.L. HWY. 425

P.T. 366+52.08

E-11 E-5 +00 E-6 +00 E-5 +92 E-6 +00 E-4 +00 E-6 +00 E-5 +00 E-6 +00

E-14 3980 CU FT

+50 E-6 +50 E-6 +50 E-6 +50 E-6 +50 E-6 +50 E-6 +50 E-6 +50 E-6

+50 80' +50 85' +60 79.52 +28.19 T.C.E. +00 110' +57.24 110'

NATURAL BUFFER

1692 CU FT E-14 +85 E-5 +00 80' +80 +50 E-6 +50 85' +00 85' +50 E-5

16'

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 1

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	66	373

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

P.T. 366+52.08

370 375 380

C. L. HWY. 425 N43°25'23"E

+87.96 85'

+99.23 85'

+50 95'

E-11 +01 +83

E-6 +00 | E-5 +78 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00

+50 E-5 | +50 E-6 | +50 E-5 | +50 E-6 | +50 E-5 | +40 E-6 | +40 E-5 | +40 E-6

+65 16'

+00 85' | +50 80'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 = SEDIMENT BASIN
  XXXX CU FT

385 390 395

+50 95' | +50 95' | +62.65 100' | +75 100.43'-130' | +30 102.34'-130' | +50 110'

T.C.E. NATURAL BUFFER

E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +00 | E-6 +00 | E-5 +62 | E-6 +42

C. L. HWY. 425 N43°25'23"E N43°25'23"E

+40 E-6 | +40 E-5 | +40 E-6 | E-14 7740 CU FT | +00 E-5 | +50 E-6 | +00 E-5

+50 80' | +50 75' | +00 110' | +74.11 115'

NATURAL BUFFER

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\r-CA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 1

G:\15103800_Hwy425\TRANSP\dgn\erosion\r-CA0201_EC.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	67	373

(2) TEMPORARY EROSION CONTROL DETAILS

NATURAL BUFFER

CREEK

400

405

410

N43°25'23"E

P.C. 402+56.34

+55.31 85'

+83.53 95'

C.L. HWY. 425

NATURAL BUFFER

NATURAL BUFFER

NATURAL BUFFER

HANKS

E-14 7920 CU FT

N43°25'23"E

P.I. 408+40.83

N00°58'23"W

T.C.E.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-14) XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 417+67.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY '99
Δ = 81°58'17"

415

420

425

P.T. 413+66.24

+73.57 85'

+14.95 80'

+35.74 80'

P.C. 426+04.68

C.L. HWY. 425

N00°58'23"W

N00°58'23"W

ASHLEY 99

S82°56'40"E

T.C.E.

*ENVIRONMENTALLY SENSITIVE AREA

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion ControlStage 1

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	68	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

430 435 440

+00 80' P.I. 427+19.54 | P.T. 428+34.37 | +00 80'

C.L. HWY. 425 N01°19'26"E N01°19'26"E

+43 | +75 E-6 | +75 E-5 | +75 E-6 | +75 E-5 | +75 E-6 | +75 E-5 | 1584 CU FT E-14 | 1296 CU FT E-14 | +75 E-5

16' | +00 80' | +42.77 80'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 = SEDIMENT BASIN
- XXXX CU FT

445 450 455

P.C. 445+61.71 | +13.60 80' | +83.29 85' | +73.71 85' | +80 84.79'-100' | T.C.E. | +50 85' | +30 75.95'-125' | +75 73.36'-130' | T.C.E. | P.I. 449+74.50 | +62.87 72.91' | +75 84.30'-125' | +25 86.10'-125' | T.C.E. | P.T. 453+81.57 | +92.85 89.89'

+10 | +50 E-6 | +50 E-5 | +00 E-5 | +50 E-5 | +00 E-5 | +00 E-5 | +50 E-6 | +00 E-5

C.L. HWY. 425 N17°43'11"E

N01°19'26"E

+30 | +75 E-6 | 2376 CU FT E-14 | +75 E-5 | +75 E-6 | +75 E-5 | +75 E-6 | +75 E-5 | +75 E-6 | +75 E-5 | +75 E-6

16' | +50 80' | +00 80' | +86.57 85' | +50 85' | +75 E-6 | +75 E-5

NATURAL BUFFER NATURAL BUFFER

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	69	373

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

460 465 470 475 480 485

C. L. HWY. 425 N17°43'11"E

N23°57'42"E

NATURAL BUFFER

1836 CU FT E-14

2412 CU FT E-14

E-14 5292 CU FT

P.C. 473+46.13

P.I. 479+70.94

T.C.C.E. +45 182.22'-150'

+75 150'

+82.94 89.95'

+25 74.24'

+18.76 81.36'

P.T. 485+94.52

+86.77 85'

+75.64 85'

+29.44 80'

+88 +17 +62 +10 +95 +57

16'

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.	CA0201		70	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 489+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

490 495 50

C. L. HWY. 425 N23°57'42"E

+70.14 80
+40.32 75
+67.73 85
+06.28 80
+25.36 90

S56°02'18"E
S47°28'48"E

P.C. 10+37.93
P.I. 10+57.42
P.T. 10+76.83

20'
16'

ASHLEY 98

HWY. 82

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

505 510 515

P.I. 509+28.76
Δ = 00°41'54" LT.

HWY. 82

N23°57'42"E

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

HWY. 82

STAGE 1
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.	CA0201		71	373

(2) TEMPORARY EROSION CONTROL DETAILS

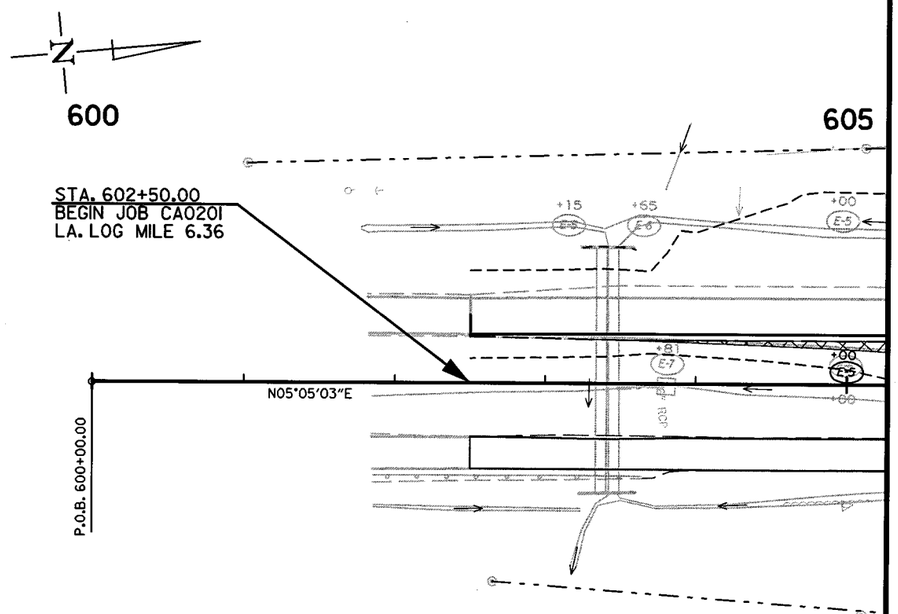
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- [E-14] XXXX CU FT = SEDIMENT BASIN



STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41 SCALE: 1:100 MODEL: Erosion Control Stage 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.		CA0201	72	373

(2) TEMPORARY EROSION CONTROL DETAILS

605 610 615 620

+00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5

+75 E-11

+00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6

10600 CU FT E-14

NATURAL BUFFER

+00 E-5 +50 E-6 +50 E-5 +50 E-6 +50 E-5

N05°05'03"E

+50 E-6 +50 E-5 +50 E-6 +50 E-5

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-7	= DROP INLET SILT FENCE
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

625 630

STA. 620+05.98 C.L. MED. HWY. 425 45.00' LT. = STA. 620+05.98 C.L. HWY. 425 S.B. LANES

+35 E-11 +50 E-11 +00 E-11

7200 CU FT E-14 7200 CU FT E-14

P.I. 624+03.16

P.R.C. 628+00.02

NATURAL BUFFER

+50 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-5

N05°05'03"E N09°03'16"E N05°05'03"E

+00 E-7

STA. 619+50 TO STA. 620+25 N.B. LANES FULL DEPTH PAVEMENT PATCHING

NATURAL BUFFER

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

P.I. 631+97.20

STAGE 2 TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 2

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	73	373

(2) TEMPORARY EROSION CONTROL DETAILS

635

STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

ASHLEY CO., AR
MOREHOUSE PARISH, LA

N05°05'03"E

P.C. 10+10.00

P.I. 12+40.26

P.R.C. 14+70.46

N07°23'11"E

C.L. HWY. 425

P.C. 8+85.57

N74°40'44"E

ASHLEY 2 WEST

P.I. 9+12.62

STA. 19+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"

STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

E-14 3708 CU FT

2304 CU FT E-14

P.T. 9+39.62

N80°05'03"E

P.C. 10+14.59

P.T. 10+60.96

P.I. 10+37.79

E-14 1656 CU FT

E-14 1440 CU FT

P.I. 17+00.72

P.T. 19+30.92

T.C.E.

ASHLEY 2 EAST

N15°26'49"E

P.O.E. 12+50.00

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 = SEDIMENT BASIN
  XXXX CU FT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

25 30 35

P.C. 10+14.59

P.T. 10+60.96

C.L. HWY. 425

N05°05'03"E

N15°26'49"E

P.O.E. 12+50.00

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

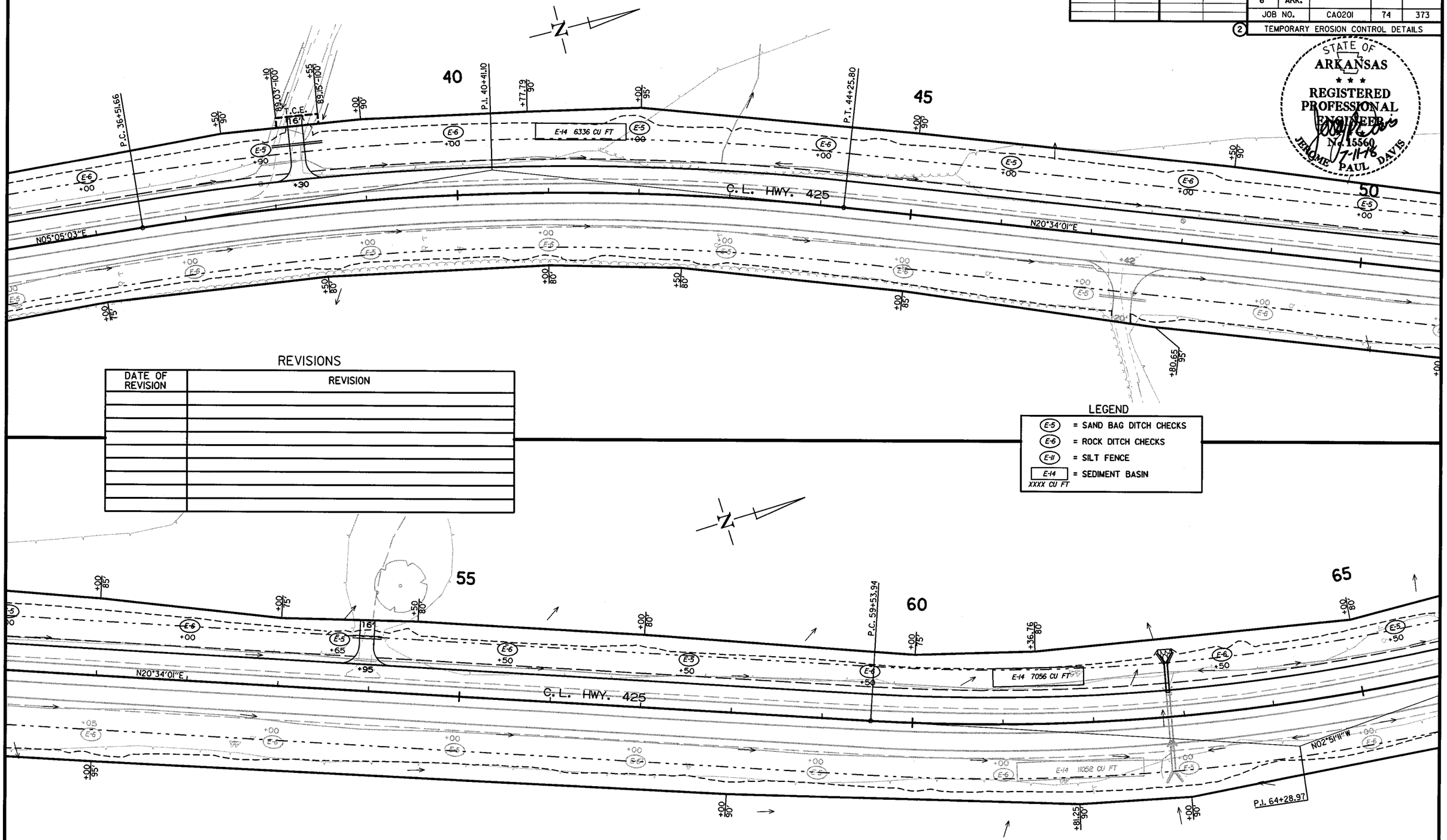
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PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 2

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	74	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	75	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

65 70 75 80

P.T. 68+90.74

C. L. HWY. 425
N02°51'11"W

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

85 90 95

NATURAL BUFFER

E-14 9720 CU FT

E-14 3996 CU FT

E-14 9720 CU FT

E-14 5040 CU FT

NATURAL BUFFER

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 2

G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	76	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 13560
JEROME PAUL DAVIS
7-11-18

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

C.L. HWY. 425

N02°51'11"W

P.C. 108+01.46

P.I. 113+87.53

P.C. 8+45.00

P.I. 9+16.66

P.T. 9+85.97

P.T. 119+14.06

ASHLEY 262

N42°53'11"E

N41°39'04"E

E-14 4752 CU FT

E-14 2988 CU FT

NATURAL BUFFER

STA. 115+45.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 262
Δ = 75°12'00"

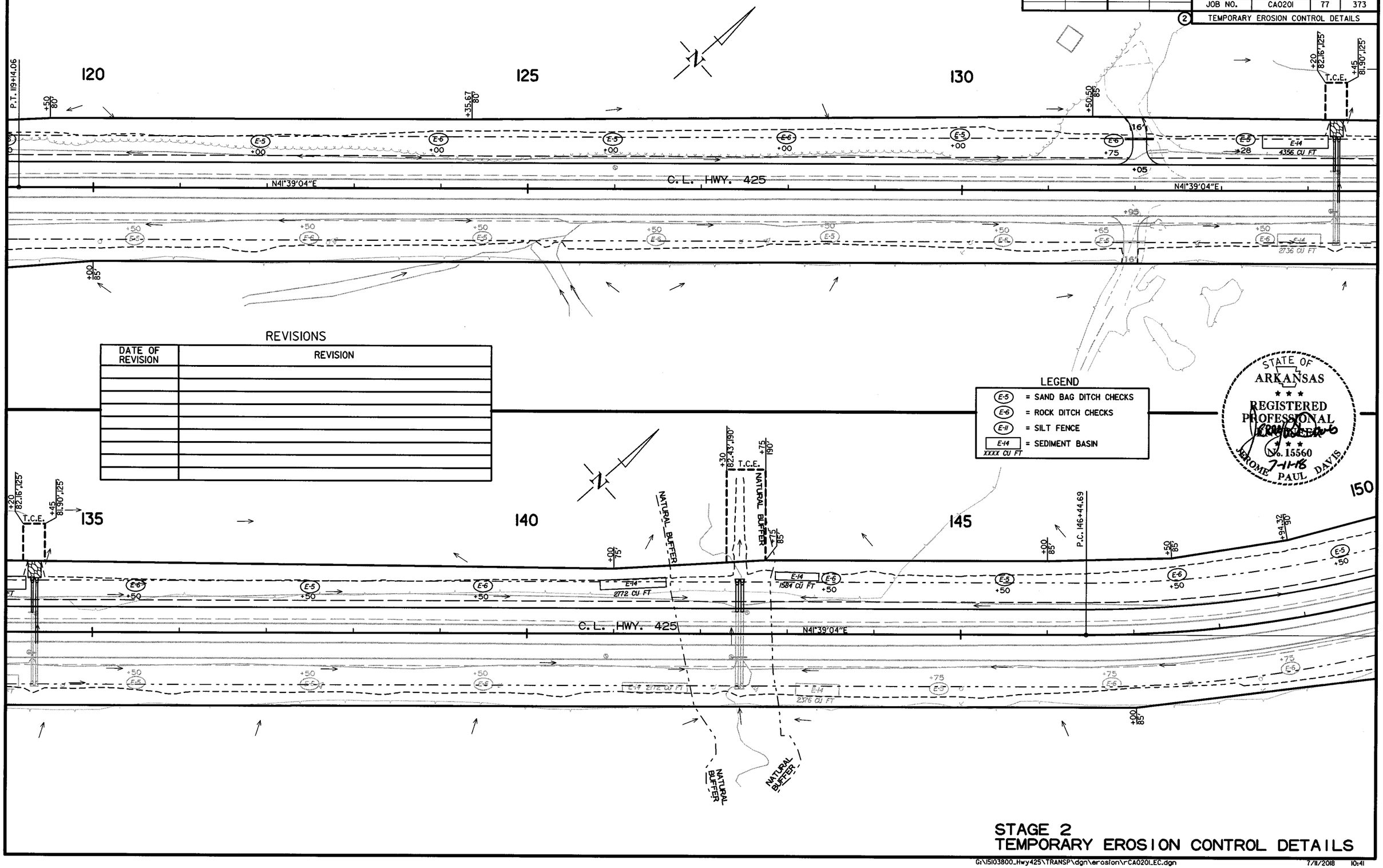
STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
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PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	77	373

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs913
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	78	373

TEMPORARY EROSION CONTROL DETAILS

STA. 155+70.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 280
Δ = 75°00'00"

C.L. HWY. 425

P.C. 10+12.76

P.I. 10+63.83

P.T. 11+13.63

P.I. 154+19.62

ASHLEY 280

P.O.E. 12+50.00

NATURAL BUFFER

P.T. 160+65.36

P.I. 8+76.87

P.C.E. 8+28.31

P.T. 9+22.18

E-14 4212 CU FT

N15°10'33"W

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion ControlStage 2

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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.		CA0201	79	373

(2) TEMPORARY EROSION CONTROL DETAILS

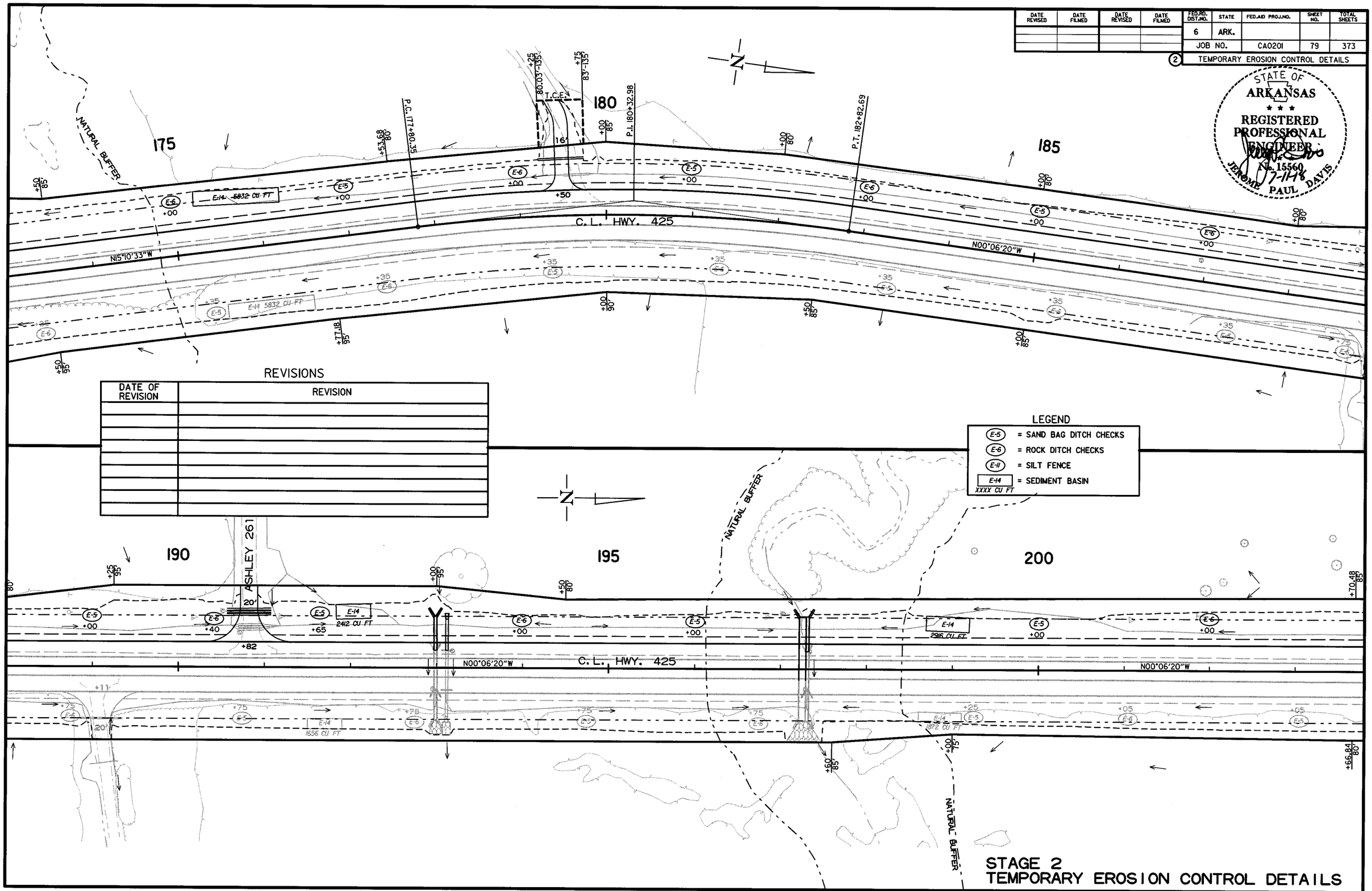
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN



STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
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SCALE: 1:100
MODEL: Erosion Control Stage 2

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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.	CA0201		80	373

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-1-18
JEROME PAUL DAVIS

205 210 215

STA. 217+08.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 710
Δ = 85°00'00"

ASHLEY 710

P.O.B. 8+50.00

C. L. HWY. 425 N00°00'12"E

P.I. 204+91.02
Δ = 00°06'32" RT.

*ENVIRONMENTALLY SENSITIVE AREA

REVISIONS

DATE OF REVISION	REVISION

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 = SEDIMENT BASIN XXXX CU FT

220 225 230

E-14 9720 CU FT

E-14 7092 CU FT

NATURAL BUFFER

CREEK

WEST

*ENVIRONMENTALLY SENSITIVE AREA

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
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MODEL: Erosion Control Stage 2

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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.		CA0201	81	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

235 240 245 250 255

C.L. HWY. 425

N00°00'12"E

N48°28'34"E

P.I. 250+15.21

P.I. 255+82.19

P.C. 243+70.37

P.C. 243+10.37

E-14 3168 CU FT

1224 CU FT

E-14 7812 CU FT

E-14 12600 CU FT

NATURAL BUFFER

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 2

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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.		CA0201	82	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
7-11-18

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-14) XXXX CU FT = SEDIMENT BASIN

260 265 275 280 285

C. L. HWY. 425

ASHLEY 4

P.O.B. 7+50.00

L S16°54'50"E

P.C. 9+02.03

P.I. 9+44.96

S56°31'26"E

P.I. 9+86.99

N48°28'34"E

STA. 265+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"

ASHLEY 23

S57°31'26"E

STA. 274+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"

P.C. 277+20.01

CAMP RD.

N00°41'42"E

P.I. 283+54.48

N48°28'34"E

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion ControlStage 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.		CA0201	83	373

(2) TEMPORARY EROSION CONTROL DETAILS

285 290 295

NATURAL BUFFER NATURAL BUFFER

P.C. 297+18.75

P.I. 289+14.54

C.L. HWY. 425

N00°41'42"E

NIMMONS CEMETERY

DO NOT DISTURB

1728 CU FT E-14

2124 CU FT E-14

2340 CU FT E-14

1908 CU FT E-14

16' T.C.E.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

300 305 310

P.C. 297+18.75

P.I. 299+86.44

P.R.C. 302+54.03

P.I. 305+21.72

P.T. 307+89.32

C.L. HWY. 425

N03°22'17"E

ASHLEY 279

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 2

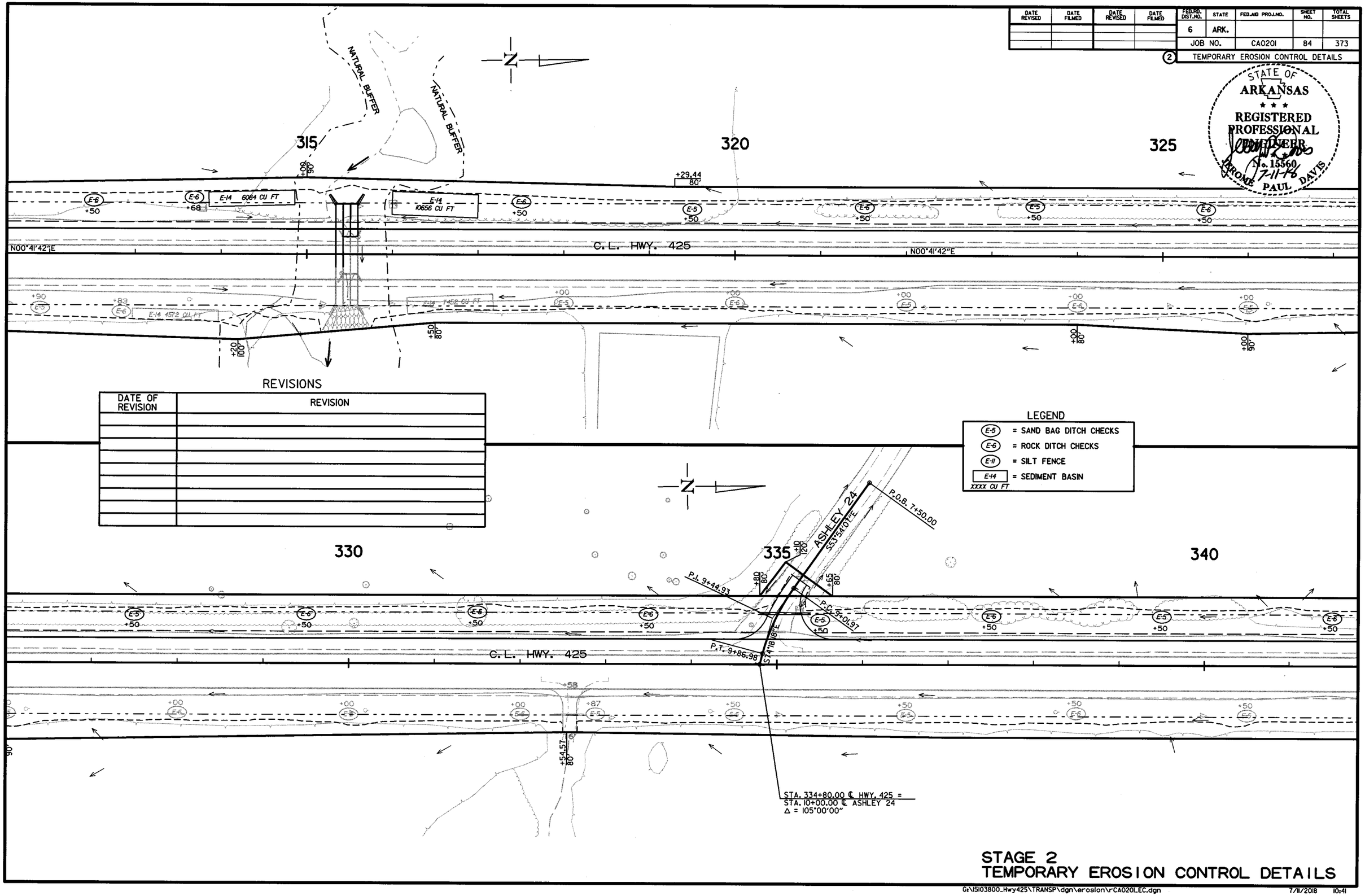
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	84	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\IS103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 2

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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.		CA0201	85	373

(2) TEMPORARY EROSION CONTROL DETAILS

345 350 355

P.C. 355+12.67

C. L. HWY. 425

N00°41'42"E

E-14 3960 CU FT

20'

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
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No. 15560
7-11-18
JEROME PAUL DAVIS

360 365

P.I. 361+10.34

N43°25'23"E

2232 CU FT E-14

1692 CU FT E-14

P.I. 366+52.08

T.C.E.

NATURAL BUFFER

NATURAL BUFFER

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

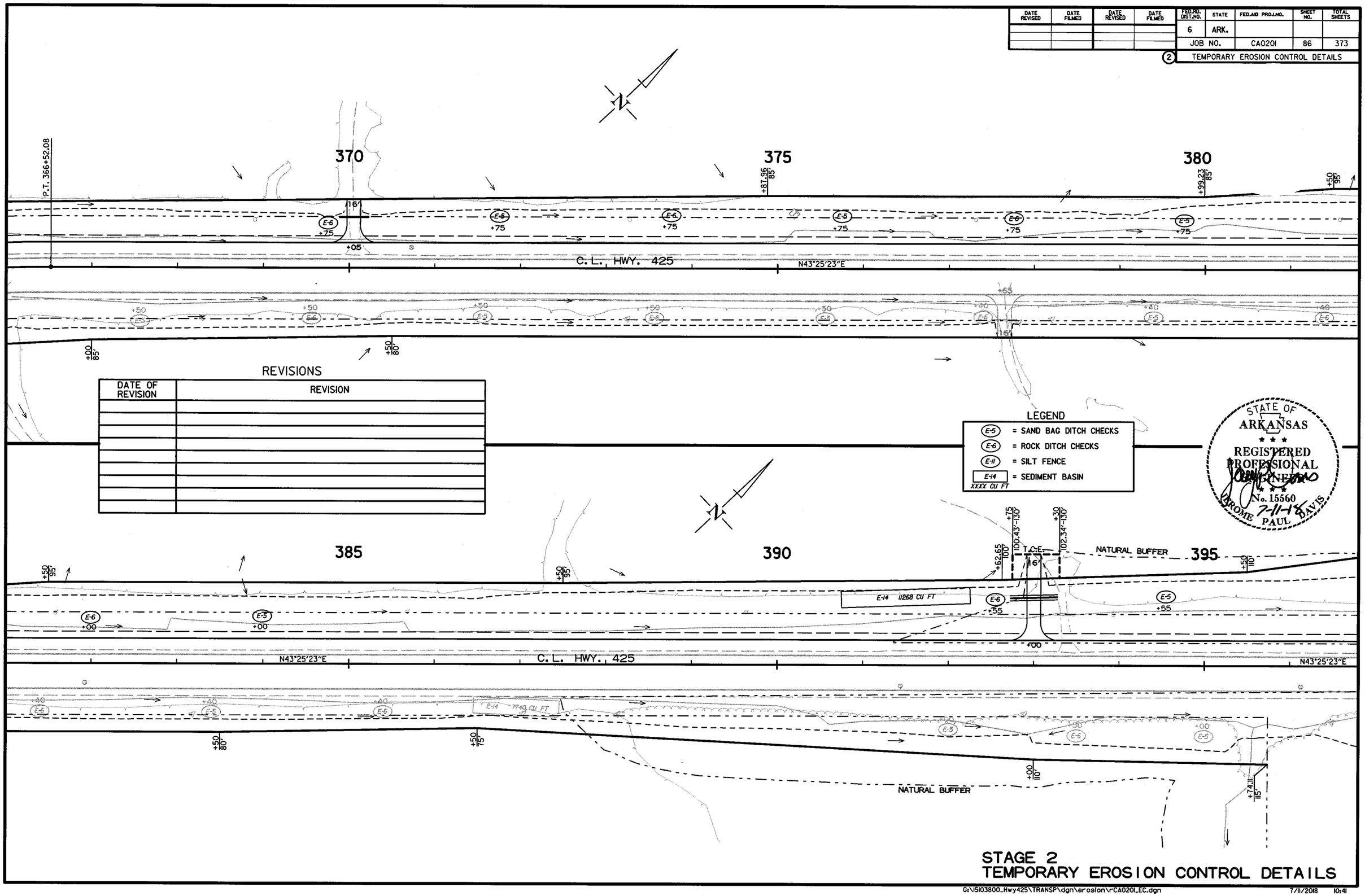
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SCALE: 1:100
MODEL: Erosion Control Stage 2

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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.		CA0201	86	373

(2) TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-14 XXXX CU FT	= SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	87	373

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 417+67.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 99
Δ = 81°58'17"

*ENVIRONMENTALLY SENSITIVE AREA

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
MODEL: Erosion ControlStage 2
SCALE: 1:100

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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.		CA0201	88	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

430 435 440

P.I. 427+19.54 P.T. 428+34.37

C.L. HWY. 425 N01°19'26"E

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

445 450 455

P.C. 445+61.18 P.I. 449+74.50 P.T. 453+81.57

C.L. HWY. 425 N01°19'26"E N17°43'11"E

NATURAL BUFFER NATURAL BUFFER

E-14 2376 CU FT E-14 3168 CU FT E-14 1296 CU FT E-14 1584 CU FT E-14 1296 CU FT E-14 2376 CU FT

STAGE 2 TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	89	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

460 465 470 475 480 485

C.L. HWY. 425 N17°43'11"E N23°57'42"E

NATURAL BUFFER

E-14 1836 CU FT E-14 2376 CU FT E-14 1836 CU FT E-14 2412 CU FT E-14 5292 CU FT E-14 5292 CU FT

P.C. 473+46.13 P.I. 479+70.94 P.T. 485+94.52

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201EC.dgn
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SCALE: 1:100
MODEL: Erosion Control Stage 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.		CA0201	90	373

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 489+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

490 495 50

+70.14 80
+40.32 75
24'
E-5 +60
E-6 +27
E-5 +00
E-6 +00
E-5 +00
E-6 +00
E-5 +00
E-6 +00
+55
C. L. HWY. 425 N23°57'42"E
S56°02'18"E
P.C. 10+37.93
P.I. 10+57.43
P.T. 10+76.83
+67.73 85
16"
+06.28 80
+25.36 90
ASHLEY 98
S41°28'48"E
+50 E-5
+00
+80 E-6 +80 E-5 +80 E-6 +80 E-5 +80 E-6

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECKS
- E-6 = ROCK DITCH CHECKS
- E-11 = SILT FENCE
- E-14 XXXX CU FT = SEDIMENT BASIN

HWY. 82

505 510 515

E-5 +00
E-6 +00
N23°57'42"E
P.I. 509+28.76
Δ = 00°41'54" L.T.
HWY. 82
+80 E-5
STA. 503+26.48
END JOB CA0201
LOG MILE 9.34
HWY. 52

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\erosion\rCA0201_EC.dgn
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SCALE: 1:100
MODEL: Erosion Control Stage 2

STAGE I CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AS SHOWN ON MAINTENANCE OF TRAFFIC ADVANCE WARNING SHEET.

APPLY CONSTRUCTION PAVEMENT MARKINGS AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS. INSTALL P.C.C.B. AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT PORTIONS OF HWY. 425 AND CROSS DRAINS AS SHOWN:
L.M.L. LT. FROM STA. 602+50 TO 606+50 & L.M.L. LT. & RT. FROM STA. 606+50 TO 635+94.07 (L.A. PORTION)
RT. OF C.L. FROM STA. 9+90.91 TO 288+46 & STA. 293+00 TO 503+26.48,
LT. OF C.L. FROM STA. 9+90.91 TO 16+50, STA. 288+46 TO 293+00.
PLACE LEVELING (AS DIRECTED BY THE ENGINEER) LT. OF C.L. UNDER TRAFFIC IN AREAS NEEDED TO MATCH STAGE I PAVING.

CONSTRUCT FULL DEPTH ASPHALT SHOULDERS AND TEMPORARY WIDENING AT LOCATIONS SHOWN IN SPECIAL DETAILS. CONSTRUCT TEMPORARY CROSSOVER IN EXISTING MEDIAN STA. 607+90.00 TO STA. 615+87.03.

STAGE 2 CONSTRUCTION SEQUENCE:

MAINTAIN ADVANCE WARNING SIGNS & END ROAD WORK SIGNS FROM STAGE I.

APPLY LEVEL COURSE TO EXISTING LANES IF AND WHERE DIRECTED BY THE ENGINEER IN ORDER TO MATCH STAGE I WIDENING CROSS SLOPE.

REMOVE CONFLICTING PAVEMENT MARKING.

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

USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS. INSTALL & RELOCATE P.C.C.B. AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT PORTION OF HWY. 425 AND CROSS DRAINS FROM
L.M.L. RT. FROM STA. 602+50 TO 606+50 (L.A. PORTION)
R.M.L. FROM STA. 602+50 TO 635+92.79 (L.A. PORTION)
LT. OF C.L. FROM STA. 16+50 TO 288+46 & STA. 293+00 TO 503+26.48,
RT. OF C.L. FROM STA. 288+46 TO 293+00.

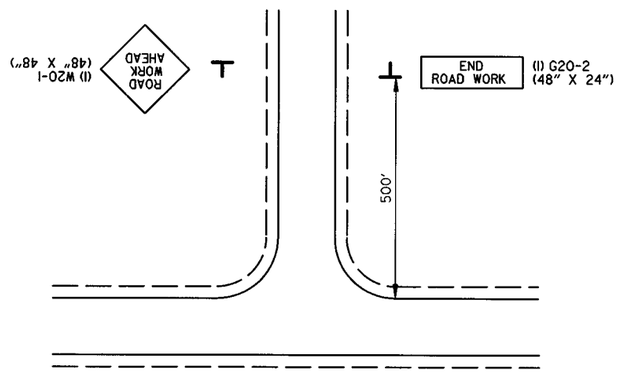
STAGE 3 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS & DEVICES.

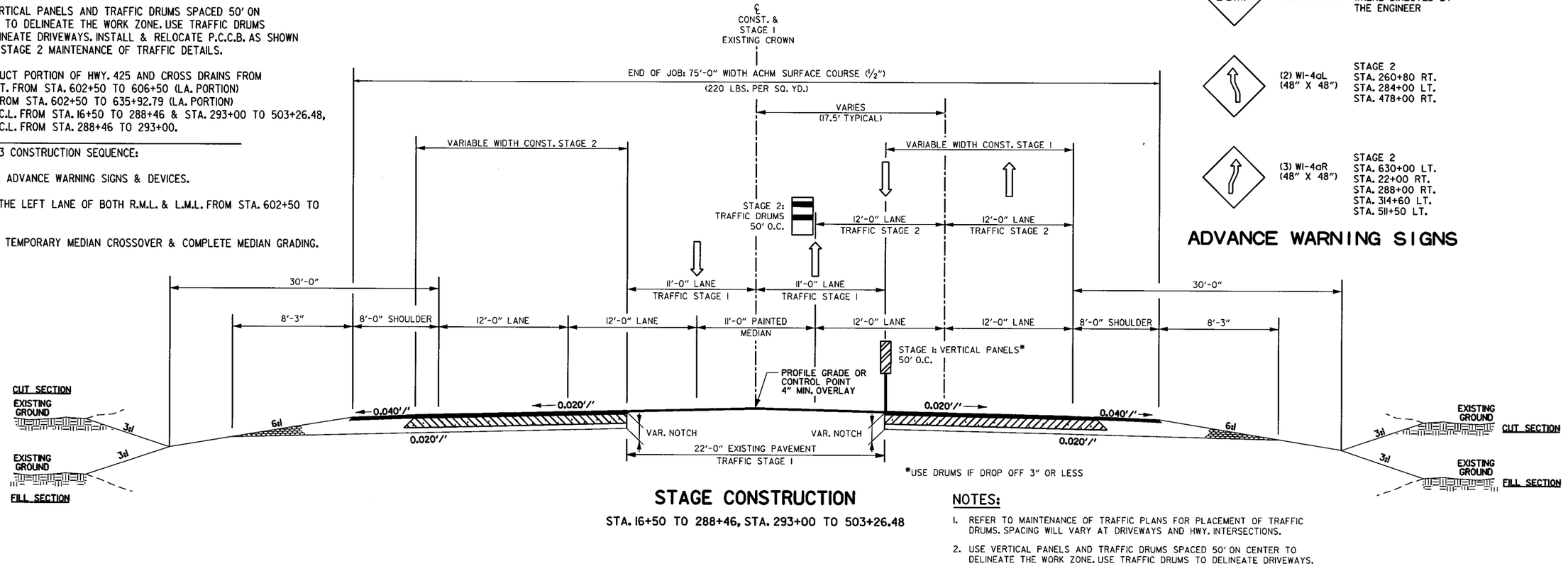
CLOSE THE LEFT LANE OF BOTH R.M.L. & L.M.L. FROM STA. 602+50 TO 615+75.

REMOVE TEMPORARY MEDIAN CROSSOVER & COMPLETE MEDIAN GRADING.

STA. 621+21 PIPPENS RD.
STA. 19+90 ASHLEY 2 WEST
STA. 20+20 ASHLEY 2 EAST
STA. 47+42 ASHLEY 230
STA. 115+45 ASHLEY 262
STA. 155+70 ASHLEY 280
STA. 189+11 JAMES HAMMOND RD.
STA. 190+82 ASHLEY 261
STA. 217+08 ASHLEY 710
STA. 265+90 ASHLEY 4
STA. 274+28.75 ASHLEY 23
STA. 274+28.75 CAMP RD.
STA. 306+20 ASHLEY 279
STA. 334+80 ASHLEY 24
STA. 346+22 JAMES HAMMOND RD.
STA. 417+67 ASHLEY 99
STA. 489+25 ASHLEY 98



ADVANCE WARNING - SIDE ROADS (ALL ROADS)



*USE DRUMS IF DROP OFF 3" OR LESS

STAGE CONSTRUCTION

STA. 16+50 TO 288+46, STA. 293+00 TO 503+26.48

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	91	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

SHOULDER DROP-OFF	(10) W8-9A (36" X 36")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
RIGHT SHOULDER CLOSED	(10) W21-5a (48" X 48")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
DO NOT PASS	(20) R4-1 (24" X 30")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
BUMP	(4) W8-1 (30" X 30")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
	(2) W1-4aL (48" X 48")	STAGE 2 STA. 260+80 RT. STA. 284+00 LT. STA. 478+00 RT.
	(3) W1-4aR (48" X 48")	STAGE 2 STA. 630+00 LT. STA. 22+00 RT. STA. 288+00 RT. STA. 314+60 LT. STA. 511+50 LT.

ADVANCE WARNING SIGNS

NOTES:

1. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR PLACEMENT OF TRAFFIC DRUMS. SPACING WILL VARY AT DRIVEWAYS AND HWY. INTERSECTIONS.
2. USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS.

MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Notes

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

BEGIN JOB CA0201
STA. 602+50.00
LA. LOG MILE 6.36

500′

(1) G20-2 (48″ X 24″) END ROAD WORK

BEGIN JOB CA0201
STA. 602+50.00
LA. LOG MILE 6.36

100′ 400′ 500′ 500′ 500′

ROAD WORK NEXT 9 MILES (1) G20-1 (60″ X 24″)
ROAD WORK 500 FT (1) W20-1 (48″ X 48″)
ROAD WORK 1000 FT (1) W20-1 (48″ X 48″)
ROAD WORK 1500 FT (1) W20-1 (48″ X 48″)

Job CA0201 Start Date Mo Year Est Completion Mo Year IDRIVEARKANSAS.COM
(1) SPECIAL (96″ X 48″)

(1) SPECIAL (96″ X 48″) Job CA0201 Start Date Mo Year Est Completion Mo Year IDRIVEARKANSAS.COM

(1) G20-1 (60″ X 24″) ROAD WORK NEXT 9 MILES
(1) G20-2 (48″ X 24″) END ROAD WORK
(1) W20-1 (48″ X 48″) ROAD WORK 500 FT
(1) W20-1 (48″ X 48″) ROAD WORK 1000 FT
(1) W20-1 (48″ X 48″) ROAD WORK 1500 FT

500′ 500′ 500′ 400′ 100′

HWY. 425

END JOB CA0201
STA. 503+26.48
LOG MILE 9.34

℄ CONST. & STAGE 1 EXISTING CROWN

HWY. 82

(1) SPECIAL (96″ X 48″) Job CA0201 Start Date Mo Year Est Completion Mo Year IDRIVEARKANSAS.COM

(1) W20-1 (48″ X 48″) ROAD WORK 500 FT
(1) W20-1 (48″ X 48″) ROAD WORK 1000 FT
(1) W20-1 (48″ X 48″) ROAD WORK 1500 FT
(1) G20-2 (48″ X 24″) END ROAD WORK

500′ 500′ 500′ 500′ 400′

HWY. 82

HWY. 52

(1) G20-2 (48″ X 24″) END ROAD WORK
(1) W20-1 (48″ X 48″) ROAD WORK 500 FT
(1) W20-1 (48″ X 48″) ROAD WORK 1000 FT
(1) W20-1 (48″ X 48″) ROAD WORK 1500 FT
Job CA0201 Start Date Mo Year Est Completion Mo Year IDRIVEARKANSAS.COM
(1) SPECIAL (96″ X 48″)

400′ 500′ 500′ 500′

END JOB CA0201
STA. 503+26.48
LOG MILE 9.34

END OF JOB: 75′-0″ WIDTH ACHM SURFACE COURSE (½″)
(220 LBS. PER SQ. YD.)

VARIES

VARIABLE WIDTH CONST. STAGE 1

VARIABLE WIDTH CONST. STAGE 2

12′-0″ LANE TRAFFIC STAGE 2
12′-0″ LANE TRAFFIC STAGE 2
STAGE 2: TRAFFIC DRUMS 50′ O.C.

11′-0″ LANE TRAFFIC STAGE 1
11′-0″ LANE TRAFFIC STAGE 1

30′-0″ 8′-3″ 8′-0″ SHOULDER 12′-0″ LANE 12′-0″ LANE 11′-0″ PAINTED MEDIAN 12′-0″ LANE 12′-0″ LANE 8′-0″ SHOULDER 8′-3″ 30′-0″

*STAGE 1: VERTICAL PANELS 50′ O.C.

PROFILE GRADE OR CONTROL POINT 4″ MIN. OVERLAY

0.040′/′ 0.020′/′ 0.020′/′ 0.020′/′ 0.040′/′

VAR. NOTCH VAR. NOTCH
22′-0″ EXISTING PAVEMENT
TRAFFIC STAGE 1

CUT SECTION EXISTING GROUND 3:1 6:1
FILL SECTION EXISTING GROUND 3:1

*USE DRUMS IF DROP OFF 3″ OR LESS

STAGE CONSTRUCTION
STA. 288+46 TO 293+00

NOTES:

1. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR PLACEMENT OF TRAFFIC DRUMS. SPACING WILL VARY AT DRIVEWAYS AND HWY. INTERSECTIONS.
2. USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50′ ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS.

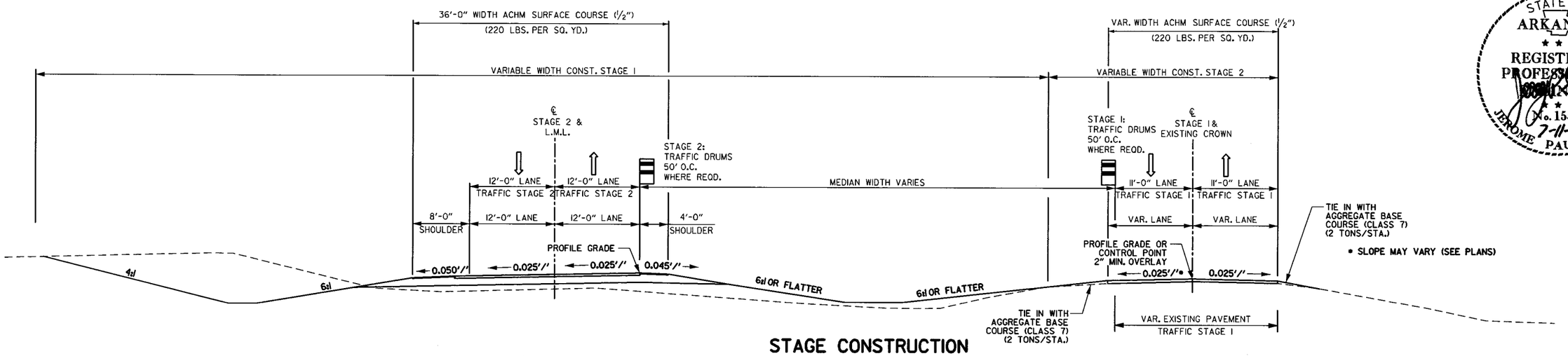
ADVANCE WARNING (ALL STAGES) MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		CA0201	93	373

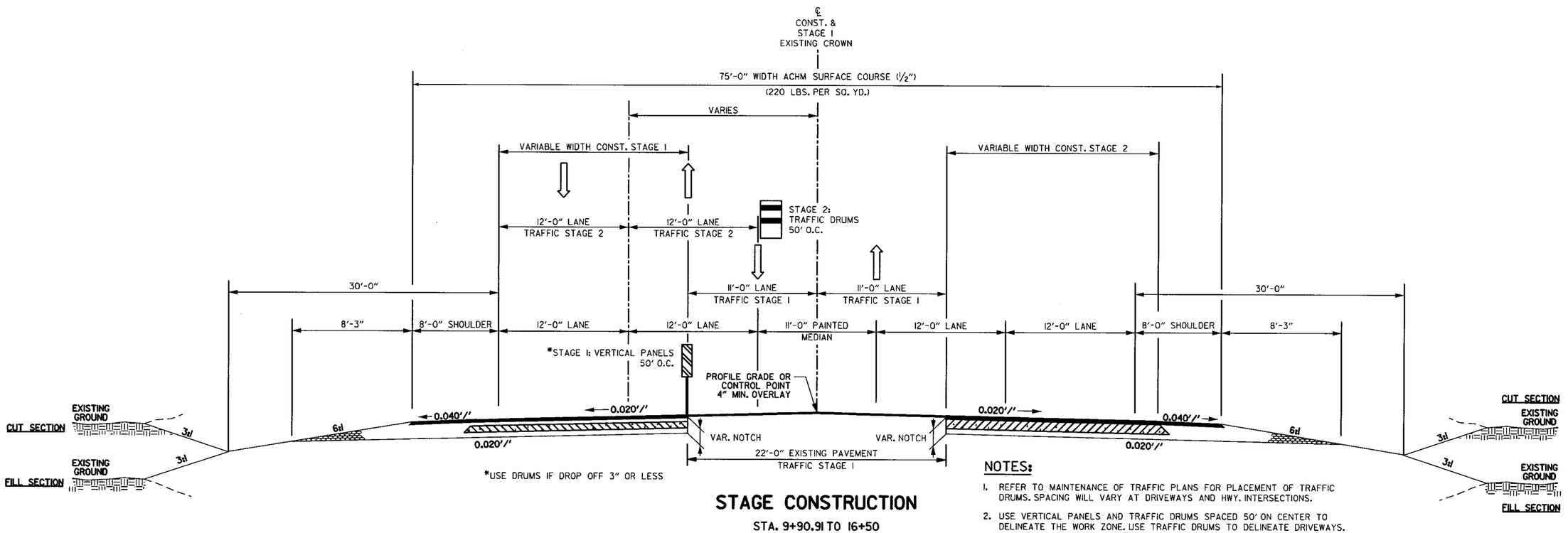
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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7-11-18
JEROME PAUL DAVIS



STAGE CONSTRUCTION

STA. 602+50 TO 635+94.07 (LA. PORTION)



*USE DRUMS IF DROP OFF 3" OR LESS

STAGE CONSTRUCTION

STA. 9+90.91 TO 16+50

NOTES:

1. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR PLACEMENT OF TRAFFIC DRUMS. SPACING WILL VARY AT DRIVEWAYS AND HWY. INTERSECTIONS.
2. USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS.

MAINTENANCE OF TRAFFIC DETAILS

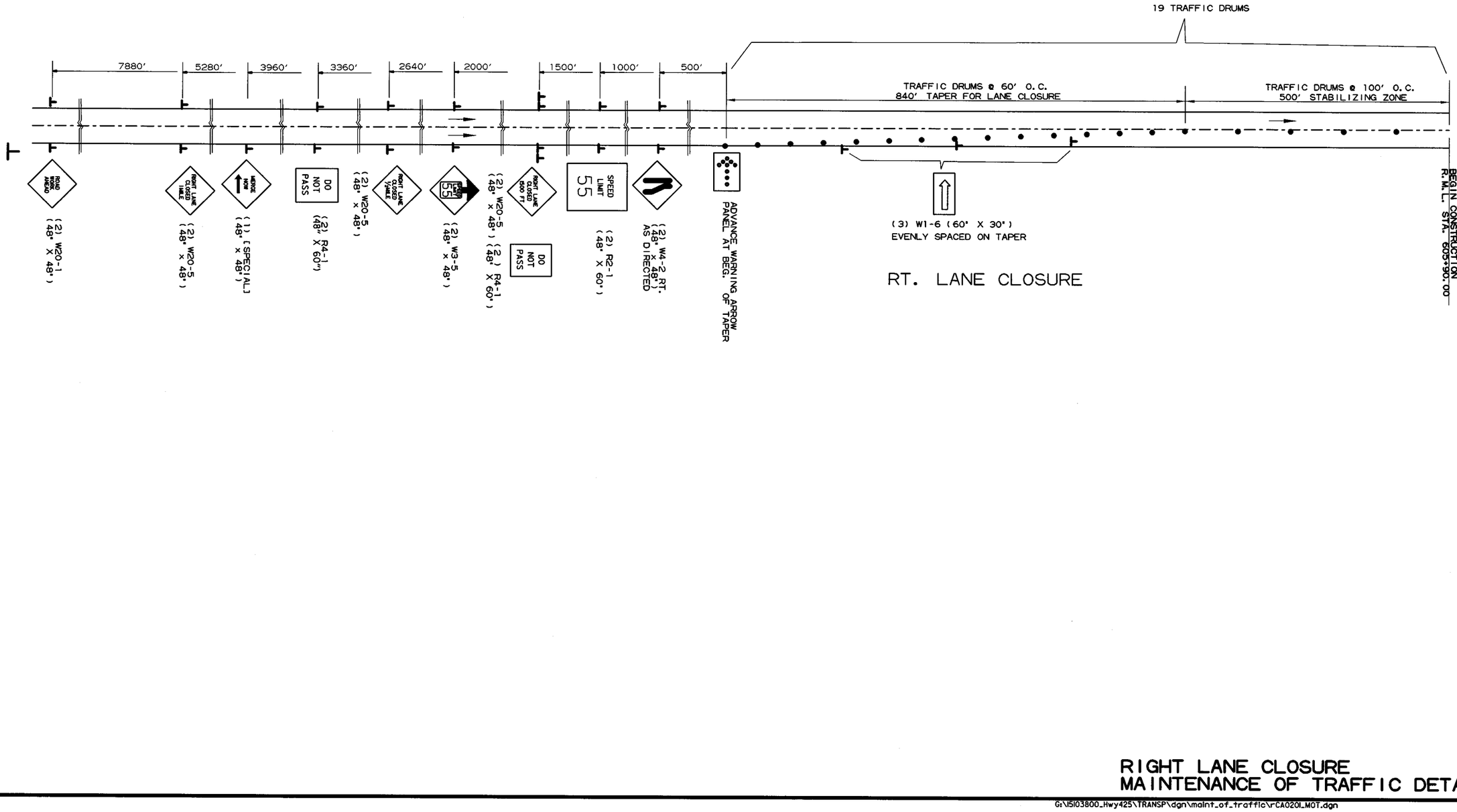
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MODEL: MOT Notes

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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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7-11-18
JEROME PAUL DAVIS



RIGHT LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

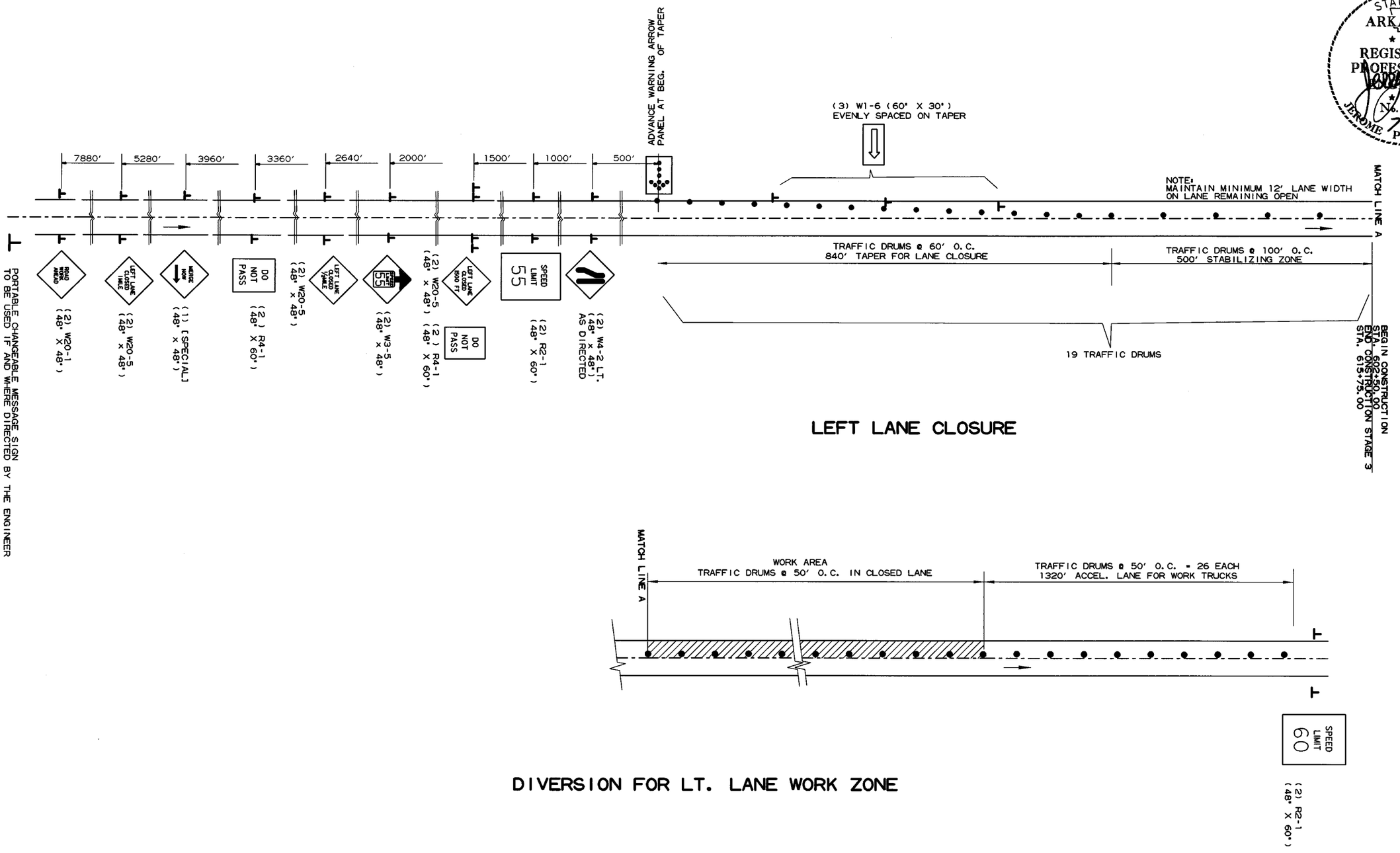
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JOB NO.		CA0201	95	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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LEFT LANE CLOSURE

DIVERSION FOR LT. LANE WORK ZONE

LEFT LANE CLOSURE MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		CA0201	96	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE I CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AS SHOWN ON MAINTENANCE OF TRAFFIC ADVANCE WARNING SHEET.

APPLY CONSTRUCTION PAVEMENT MARKINGS AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS.

USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS. INSTALL P.C.C.B. AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT PORTIONS OF HWY. 425 AND CROSS DRAINS AS SHOWN:
L.M.L. LT. FROM STA. 602+50 TO 606+50 & L.M.L. LT. & RT. FROM STA. 606+50 TO 635+94.07 (LA. PORTION)
RT. OF C.L. FROM STA. 9+90.91 TO 288+46 & STA. 293+00 TO 503+26.48,
LT. OF C.L. FROM STA. 9+90.91 TO 16+50, STA. 288+46 TO 293+00.
PLACE LEVELING (AS DIRECTED BY THE ENGINEER) LT. OF C.L. UNDER TRAFFIC IN AREAS NEEDED TO MATCH STAGE I PAVING.

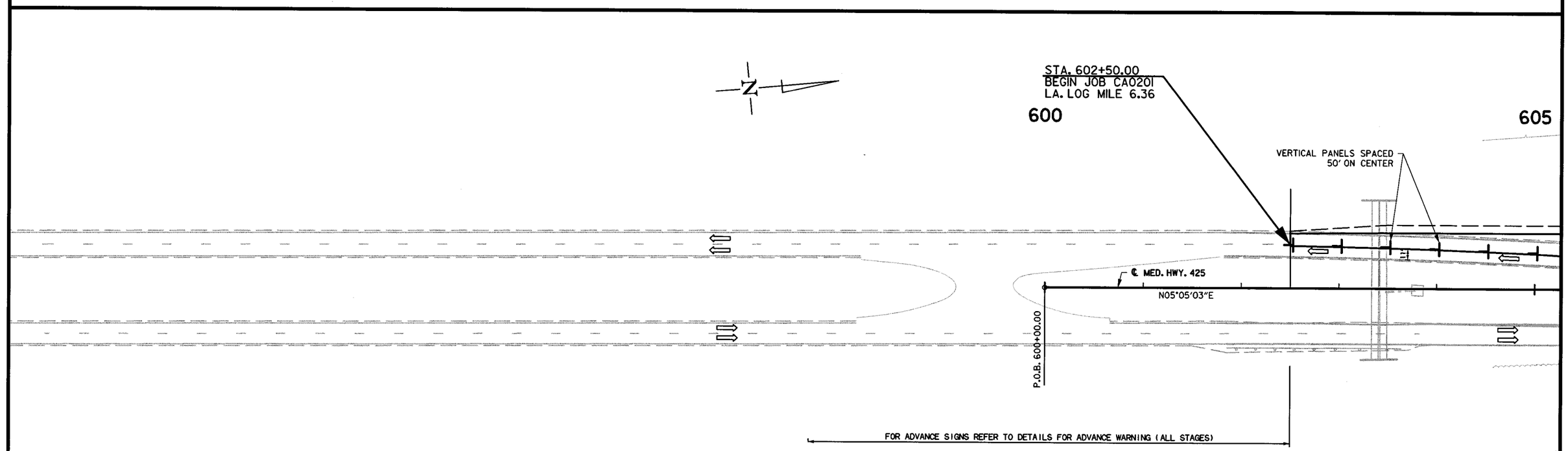
CONSTRUCT FULL DEPTH ASPHALT SHOULDERS AND TEMPORARY WIDENING AT LOCATIONS SHOWN IN SPECIAL DETAILS. CONSTRUCT TEMPORARY CROSSOVER IN EXISTING MEDIAN STA. 607+90.00 TO STA. 615+87.03.

STAGE I QUANTITIES

SIGNS:
LOUISIANA = 76.0 SQ. FT.
ARKANSAS = 1039.5 SQ. FT.
TRAFFIC DRUMS:
LOUISIANA = 21 EACH
ARKANSAS = 1,055 EACH
TOTAL = 1,076 EACH
VERTICAL PANELS:
LOUISIANA = 22 EACH
ARKANSAS = 211 EACH
TOTAL = 233 EACH
FURNISHING AND INSTALLING P.C.C.B.:
LOUISIANA = 0 LIN. FT.
ARKANSAS = 2,136 LIN. FT.
TOTAL = 2,136 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS:
LOUISIANA = 1,900 LIN. FT.
ARKANSAS = 147,854 LIN. FT.
TOTAL = 149,754 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS:
LOUISIANA = 3,342 LIN. FT.
ARKANSAS = 196,700 LIN. FT.
TOTAL = 200,042 LIN. FT.

NOTE: THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR 2 MILES. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 3" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

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STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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(2) MAINTENANCE OF TRAFFIC DETAILS

605 610 615 620

VERTICAL PANELS SPACED 50' ON CENTER

4" WHITE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

P.C. 607+90.00

P.R.C. 611+84.02

P.I. 613+81.73

℄ TEMP. MED. CROSSOVER

P.T. 615+78.04

℄ MED. HWY. 425

N05°05'03"E

VERTICAL PANELS SPACED 50' ON CENTER

P.I. 609+87.71

TEMP. MED. CROSSOVER
PI = 609+87.71
Δ = 11°49'14" LT.
D = 03°00'00"
T = 197.71'
L = 394.02'
PC = 607+90.00
PRC = 611+84.02
NO SUPER

TEMP. MED. CROSSOVER
PI = 613+81.73
Δ = 11°49'14" RT.
D = 03°00'00"
T = 197.71'
L = 394.02'
PRC = 611+84.02
PT = 615+78.03
NO SUPER

TEMPORARY PAVEMENT

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

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620 625 630

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 S.B. LANES

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

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

P.I. 624+03.16

℄ S.B. LANES HWY. 425

P.R.C. 628+00.02

TRAFFIC DRUMS SPACED 20' ON CENTER

N09°03'16"E

N05°05'03"E

VERTICAL PANELS SPACED 50' ON CENTER

℄ N.B. LANES HWY. 425

P.I. 631+97.20

PIPPENS ROAD

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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(2) MAINTENANCE OF TRAFFIC DETAILS

ASHLEY CO., AR
MOREHOUSE PARISH, LA

635
STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46
NO SUPER

P.C. 10+10.00
P.I. 12+40.26
P.R.C. 14+70.46
℄ CONST. HWY. 425

VERTICAL PANELS SPACED
50' ON CENTER

(1) W1-6
(60" X 30")
(1) 16' BARR.
TYP. III L.T.

4" WHITE CONSTRUCTION
PAVEMENT MARKING

C.L. ASHLEY 2 WEST
PI = 9+12.62
Δ = 05°24'19" RT.
D = 10°00'00"
T = 27.05'
L = 54.05'
PC = 8+85.57
PT = 9+39.62
NO SUPER

ASHLEY 2 WEST
N42°40'44"E
P.C. 8+85.57
P.I. 9+12.62
P.T. 9+39.62
N80°05'03"E

STA. 19+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"
STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

N05°05'03"E
+05
40'
CONST. LIMITS

4" DOUBLE YELLOW
CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 425
PI = 17+00.72
Δ = 02°18'08" LT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PRC = 14+70.46
PT = 19+30.92
NO SUPER

P.I. 17+00.72
P.T. 19+30.92

VERTICAL PANELS SPACED
50' ON CENTER

C.L. ASHLEY 2 EAST
PI = 10+37.79
Δ = 04°38'14" LT.
D = 10°00'00"
T = 23.20'
L = 46.37'
PC = 10+14.59
PT = 10+60.96
NO SUPER

P.C. 10+14.59
P.T. 10+60.96
P.I. 10+37.79

TRAFFIC DRUMS SPACED
20' ON CENTER

ASHLEY 2 EAST
N75°26'49"E
P.O.E. 12+50.00

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25 30 35

℄ CONST. HWY. 425

P.C. 10+14.59
P.T. 10+60.96
N05°05'03"E

+28 +26 +00 +33 +35
16' 16' 16' 16' 16'

CONST. LIMITS

4" DOUBLE YELLOW
CONSTRUCTION PAVEMENT MARKING

VERTICAL PANELS SPACED
50' ON CENTER

TRAFFIC DRUMS SPACED
20' ON CENTER

4" WHITE CONSTRUCTION
PAVEMENT MARKING

ASHLEY 2 EAST
N75°26'49"E
P.O.E. 12+50.00

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

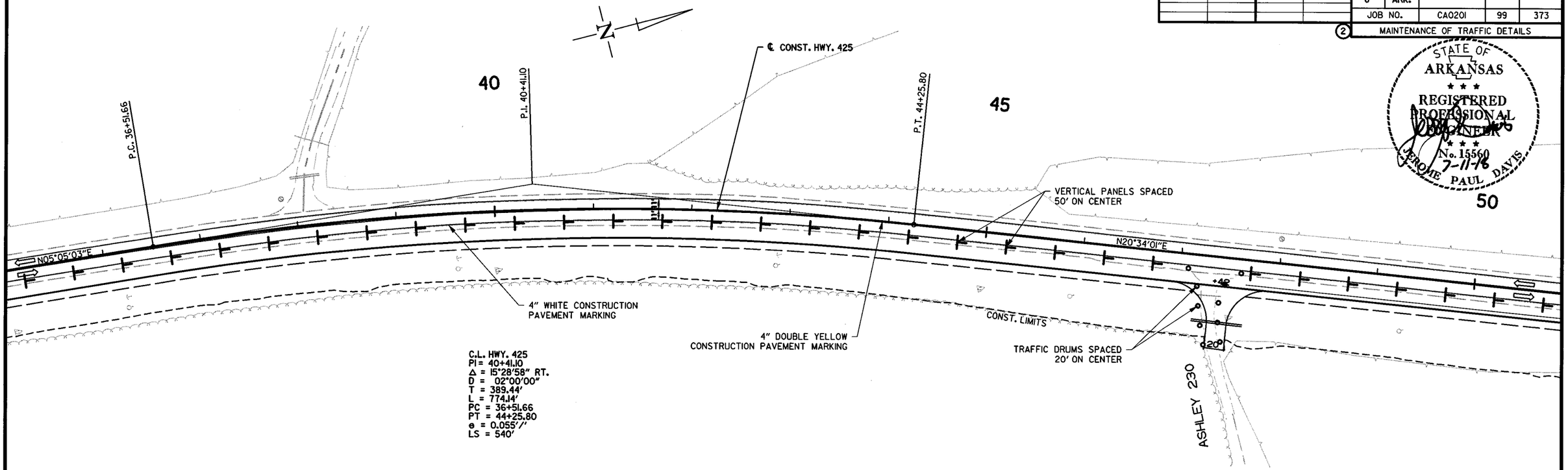
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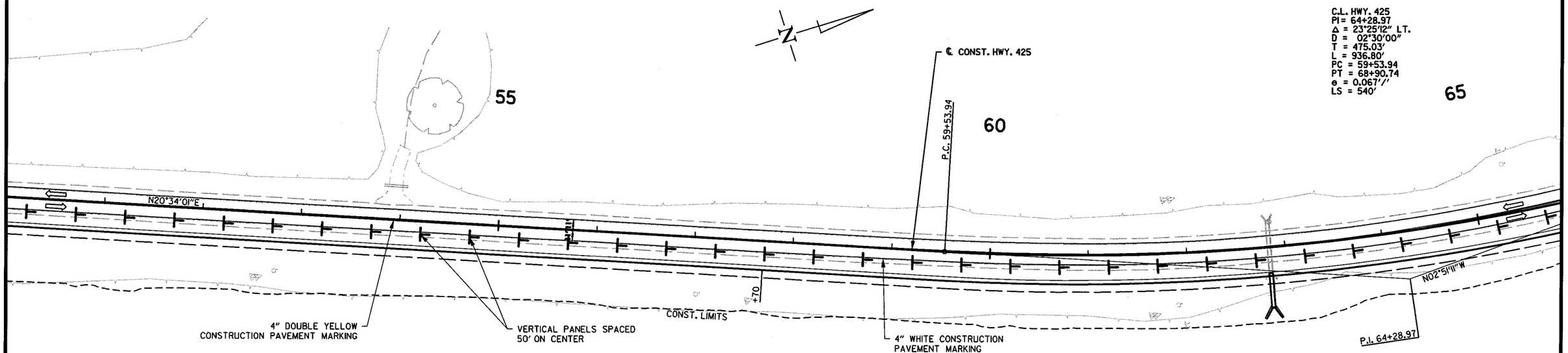
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 15560
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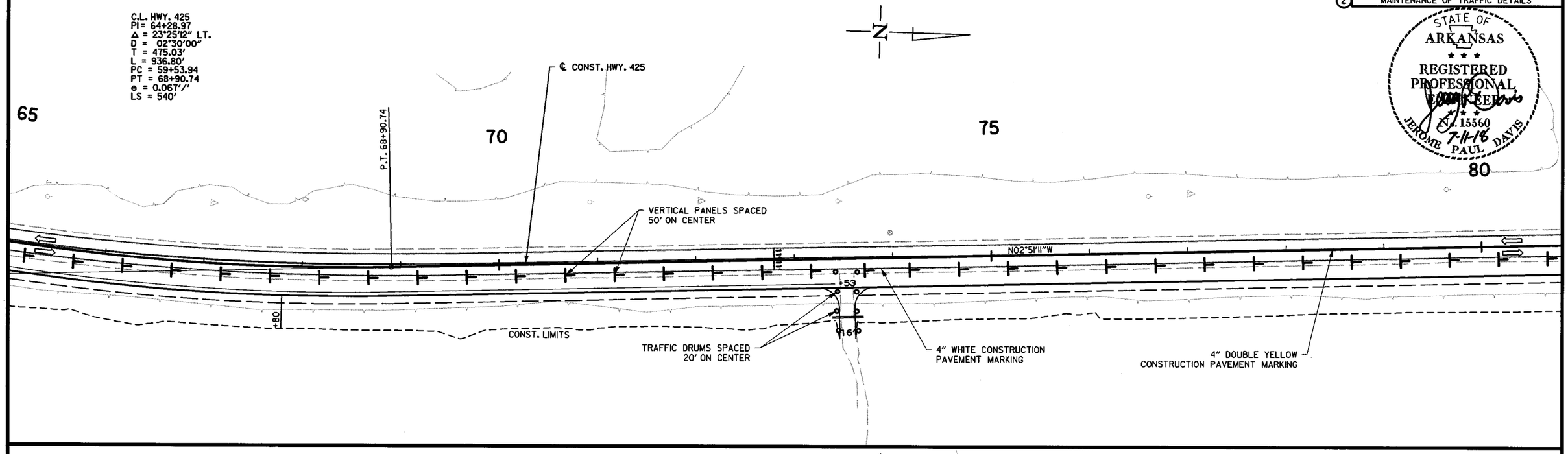
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

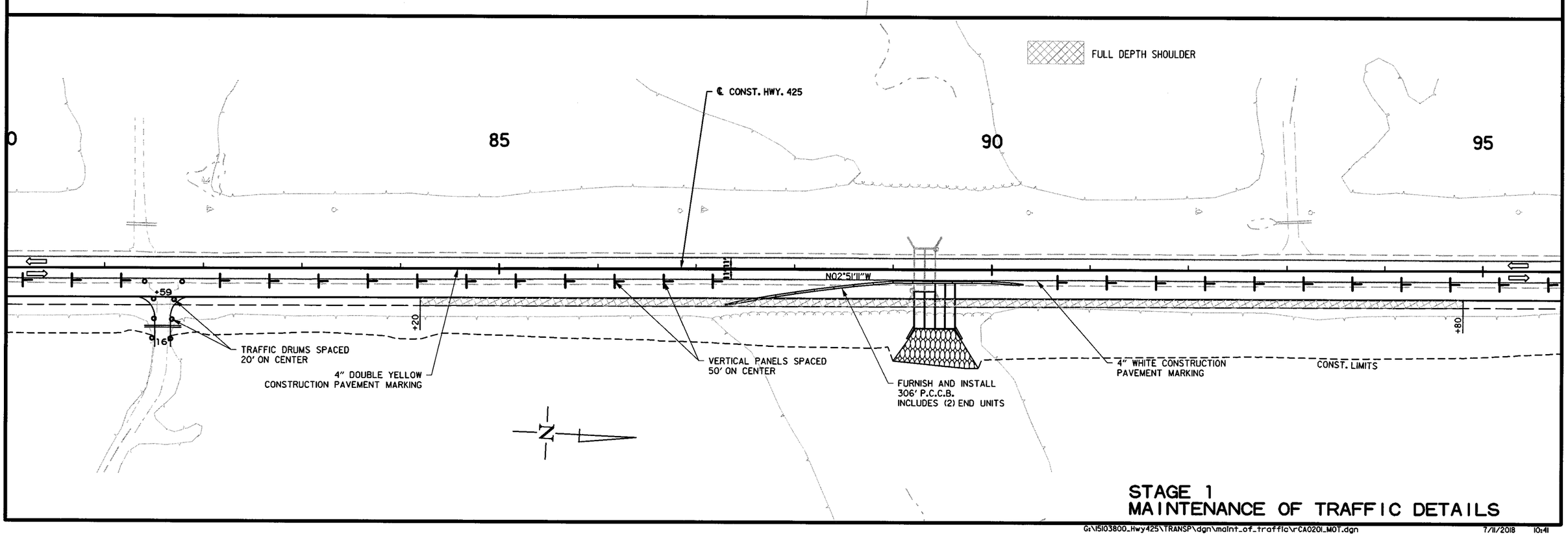
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MODEL: MOT Stage 1

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(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. HWY. 425
PI= 64+28.97
Δ = 23°25'12" LT.
D = 02°30'00"
T = 475.03'
L = 936.80'
PC = 59+53.94
PT = 68+90.74
e = 0.067'/'
LS = 540'





STATE OF ARKANSAS
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No. 15560
JEROME PAUL DAVIS
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STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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SCALE: 1:100
MODEL: MOT Stage 1

G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn 7/11/2018 10:41

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	101	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

5

100

105

℄ CONST. HWY. 425

P.C. 108+01.46

N02°51'11"W

111.11'

+25

16'

+60

CONST. LIMITS

TRAFFIC DRUMS SPACED 20' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

VERTICAL PANELS SPACED 50' ON CENTER

4" WHITE CONSTRUCTION PAVEMENT MARKING

FULL DEPTH SHOULDER

C.L. HWY. 425
PI = 113+87.53
Δ = 44°30'15" RT.
D = 04°00'00"
T = 586.07'
L = 1112.60'
PC = 108+01.46
PT = 119+14.06
e = 0.093'/'
LS = 630'

110

VERTICAL PANELS SPACED 50' ON CENTER

℄ CONST. HWY. 425

P.I. 113+87.53

N02°51'11"W

P.C. 108+01.46

CONST. LIMITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

FURNISH AND INSTALL 226' P.C.C.B. INCLUDES (2) END UNITS

STA. 115+45.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 262
Δ = 75°12'00"

C.L. ASHLEY 262
PI = 9+16.66
Δ = 25°22'26" RT.
D = 18°00'00"
T = 71.66'
L = 140.97'
PC = 8+45.00
PT = 9+85.97
NO SUPER

P.C. 8+45.00

N16°42'53"E

ASHLEY 262

115

P.I. 9+16.66

P.T. 9+85.97

TRAFFIC DRUMS SPACED 50' ON CENTER

P.T. 119+14.06

120

+00

N41°39'04"E

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

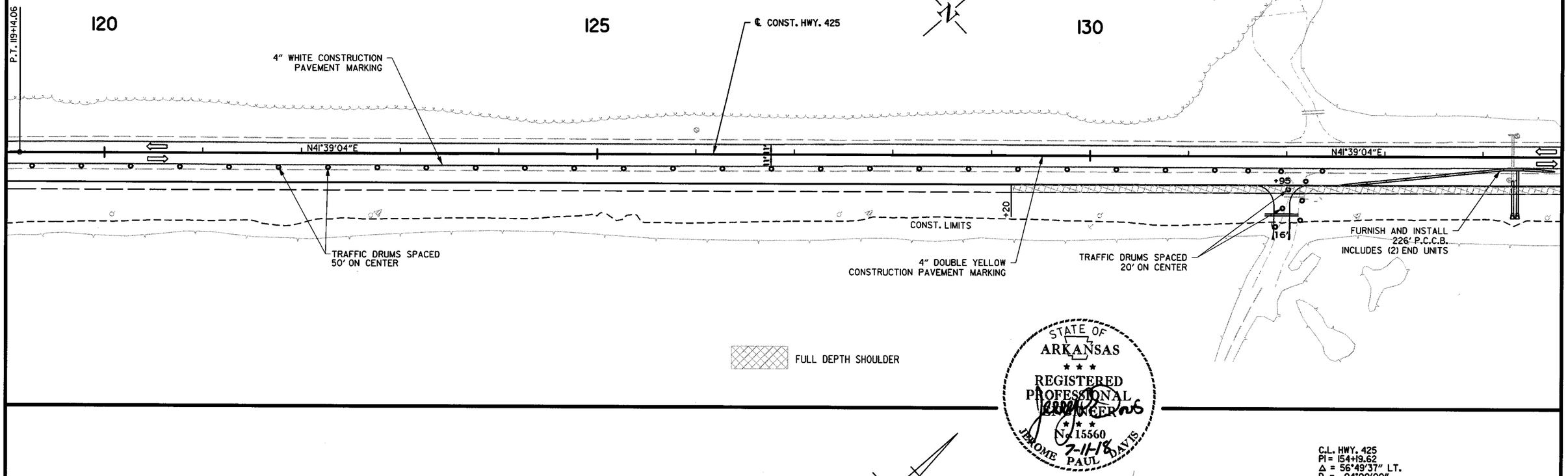
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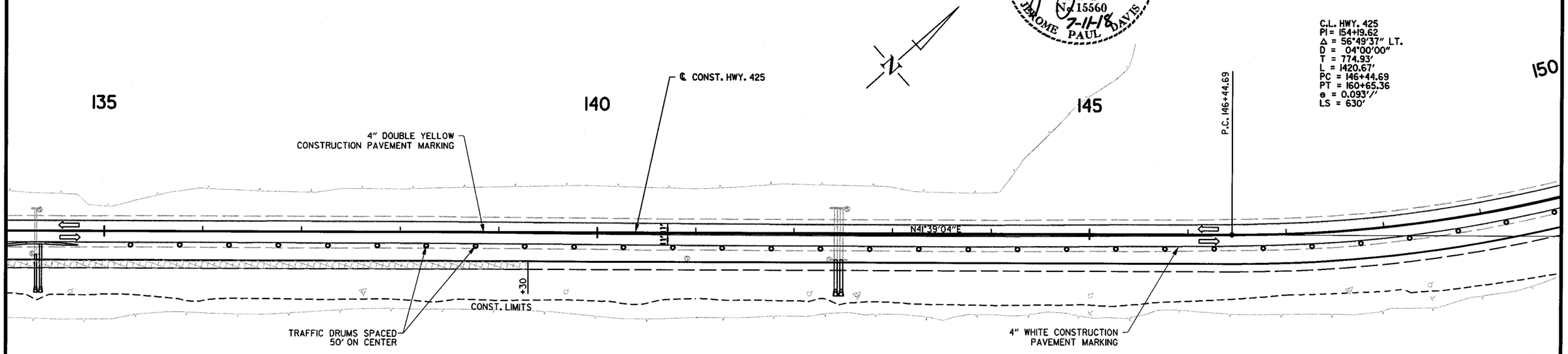
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	102	373

(2) MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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PLOTTED: 7/11/2018 10:41
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MODEL: MOT Stage 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.		CA0201	103	373

(2) MAINTENANCE OF TRAFFIC DETAILS

TRAFFIC DRUMS SPACED 50' ON CENTER

150

℄ CONST. HWY. 425

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

155

STA. 155+70.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 280
Δ = 75°00'00"

P.C. 10+12.76

570'

40'

TRAFFIC DRUMS SPACED 20' ON CENTER

P.I. 10+63.83

CONST. LIMITS

C.L. HWY. 425
PI = 154+19.62
Δ = 56°49'37" LT.
D = 04°00'00"
T = 774.93'
L = 1420.67'
PC = 146+44.69
PT = 160+65.36
e = 0.093'/'
LS = 630'

4" WHITE CONSTRUCTION PAVEMENT MARKING

C.L. ASHLEY 280
PI = 10+63.83
Δ = 22°11'28" RT.
D = 22°00'00"
T = 51.07'
L = 100.87'
PC = 10+12.76
PT = 11+13.63
NO SUPER

P.T. 11+13.63

548'10" 12"E

ASHLEY 280

P.O.E. 12+50.00

FULL DEPTH SHOULDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

160

P.T. 160+65.36

TRAFFIC DRUMS SPACED 50' ON CENTER

165

℄ CONST. HWY. 425

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

170

N15°10'33"W

+80'

CONST. LIMITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

FURNISH AND INSTALL 266' P.C.C.B. INCLUDES (2) END UNITS

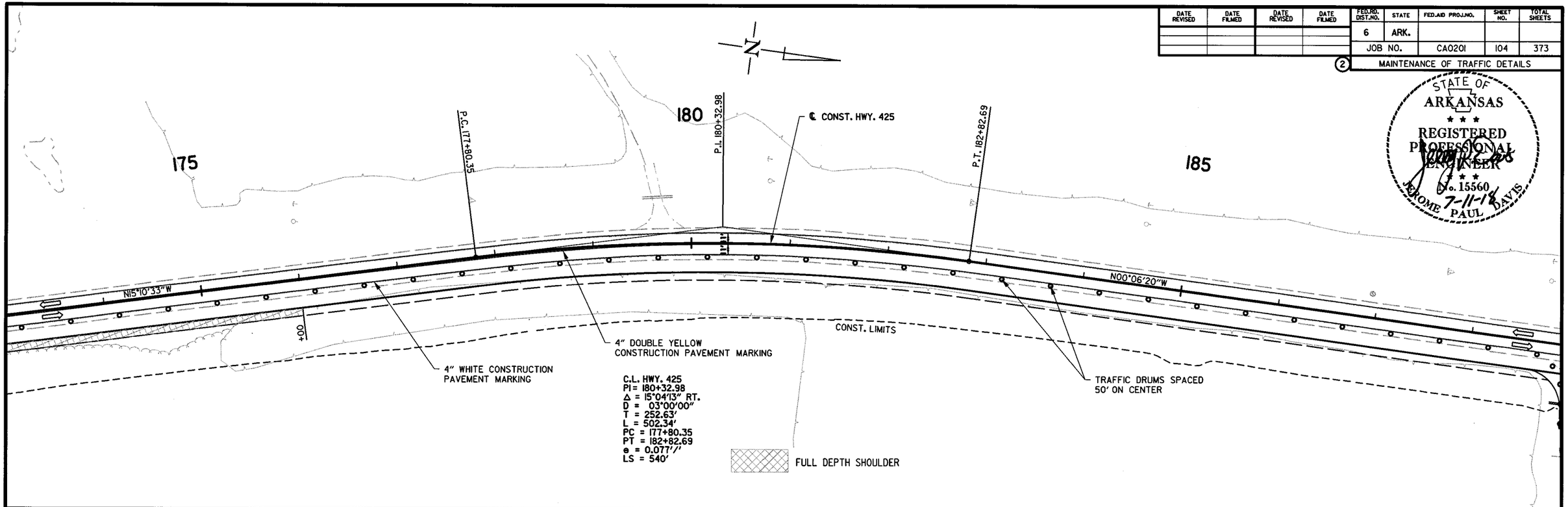
STAGE 1 MAINTENANCE OF TRAFFIC DETAILS

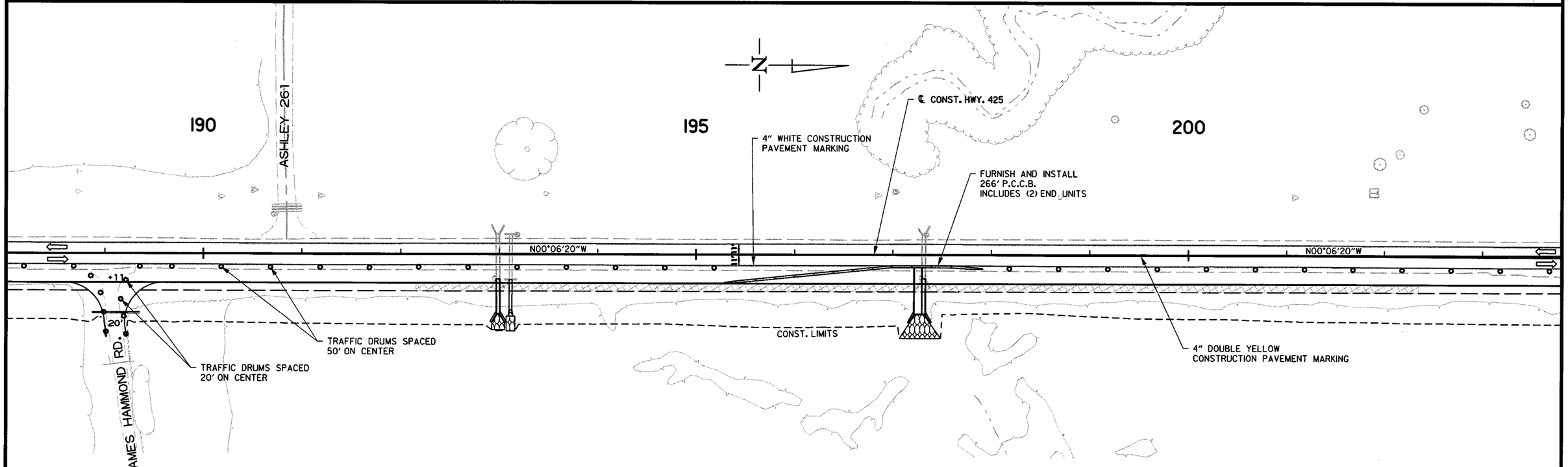
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SCALE: 1:100
MODEL: MOT Stage 1

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.		CA0201	104	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS





STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 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.		CA0201	105	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

205 210 215

℄ CONST. HWY. 425

STA. 217+08.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 710
Δ = 85°00'00"

ASHLEY 710

P.O

N85°00'12"E

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

N00°00'12"E

+80

16'

+08

16'

CONST. LIMITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 50' ON CENTER

TRAFFIC DRUMS SPACED 20' ON CENTER

P.I. 204+91.02
Δ = 00°06'32" RT.

FULL DEPTH SHOULDER

TEMPORARY PAVEMENT

220 225 230

℄ CONST. HWY. 425

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

N00°00'12"E

+30

16'

+40

+47

TRAFFIC DRUMS SPACED 20' ON CENTER

TRAFFIC DRUMS SPACED 50' ON CENTER

CONST. LIMITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

CREEK

WEST

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
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SCALE: 1:100
MODEL: MOT Stage 1

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	106	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
7-11-18

235

240

245

℄ CONST. HWY. 425

4" WHITE CONSTRUCTION PAVEMENT MARKING

N00°00'12"E

+00

TRAFFIC DRUMS SPACED 50' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

CONST. LIMITS

P.C. 243+70.37

FULL DEPTH SHOULDER

TEMPORARY PAVEMENT

P.I. 250+15.21

250

245

255

4" WHITE CONSTRUCTION PAVEMENT MARKING

℄ CONST. HWY. 425

N00°00'12"E

P.T. 255+82.19

CONST. LIMITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 50' ON CENTER

FURNISH AND INSTALL 226' P.C.C.B. INCLUDES (2) END UNITS

N48°28'34"E

P.C. 243+70.37

C.L. HWY. 425
PI = 250+15.21
Δ = 48°28'22" RT.
D = 04°00'00"
T = 644.84'
L = 1211.82'
PC = 243+70.37
PT = 255+82.19
e = 0.093'/'
LS = 630'

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 1

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6	ARK.			
JOB NO.		CA0201	107	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. ASHLEY 4
PI = 9+44.96
Δ = 20°23'24" RT.
D = 24°00'00"
T = 42.93'
L = 84.96'
PC = 9+02.03
PT = 9+86.99
NO SUPER

ASHLEY 4

P.O.B. 7+50.00

S16°54'50"E

20'

P.C. 9+02.03

P.I. 9+44.96

S56°31'26"E

P.T. 9+86.99

N48°28'34"E

+85

16'

260

265

P.T. 255+82.19

4" WHITE CONSTRUCTION PAVEMENT MARKING

℄ CONST. HWY. 425

11'

+70

CONST. LIMITS

TRAFFIC DRUMS SPACED 50' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

STA. 265+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"

FULL DEPTH SHOULDER

P.O.B. 7+50.00

ASHLEY 23

S57°31'26"E

20'

STA. 274+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"

℄ CONST. HWY. 425

TRAFFIC DRUMS SPACED 20' ON CENTER

CONST. LIMITS

275

280

P.C. 277+20.01

+58

+00

16'

10

TRAFFIC DRUMS SPACED 50' ON CENTER

+15

11'

CONST. LIMITS

20'

20'

+85

S57°31'26"E

CAMP RD.

N00°41'42"E

N48°28'34"E

P.I. 283+54.48

4" WHITE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
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MODEL: MOT Stage 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.		CA0201	108	373

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

285 290 295

℄ CONST. HWY. 425

TRAFFIC DRUMS SPACED 20' ON CENTER

16'

+60

P.C. 297+18.75

CONST. LIMITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

+40 P.T. 289+14.54

N00°41'42"E

DO NOT DISTURB

NIMMONS CEMETERY

TRAFFIC DRUMS SPACED 50' ON CENTER

N00°41'42"E

L. 283+54.48

4" WHITE CONSTRUCTION PAVEMENT MARKING

FULL DEPTH SHOULDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 299+86.44
Δ = 02°40'35" RT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PC = 297+18.75
PRC = 302+54.03
NO SUPER

300 305 310

℄ CONST. HWY. 425

P.C. 297+18.75

P.I. 299+86.44

P.R.C. 302+54.03

P.T. 307+89.32

CONST. LIMITS

16'

+15

N03°22'11"E

+20

20'

+40

CONST. LIMITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

TRAFFIC DRUMS SPACED 50' ON CENTER

C.L. HWY. 425
PI = 305+21.72
Δ = 02°40'35" LT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PRC = 302+54.03
PT = 307+89.32
NO SUPER

P.I. 305+21.72

ASHLEY 279

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	109	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-14
JEROME PAUL DAVIS

315 320 325

℄ CONST. HWY. 425

N00°41'42"E

N00°41'42"E

4" WHITE CONSTRUCTION PAVEMENT MARKING

FURNISH AND INSTALL 266' P.C.C.B. INCLUDES (2) END UNITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

CONST. LIMITS

TRAFFIC DRUMS SPACED 50' ON CENTER

FULL DEPTH SHOULDER

330 335 340

℄ CONST. HWY. 425

C.L. ASHLEY 24
PI = 9+44.93
Δ = 20°24'11" LT.
D = 24°00'00"
T = 42.96'
L = 85.01'
PC = 9+01.97
PT = 9+86.98
NO SUPER

ASHLEY 24
S53°54'01"E

P.O.B. 7+50.00

P.I. 9+44.93

P.C. 9+01.97

P.T. 9+86.98

S74°18'12"W

TRAFFIC DRUMS SPACED 50' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

CONST. LIMITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

STA. 334+80.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 24
Δ = 105°00'00"

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		CA0201	110	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

345 350 355

℄ CONST. HWY. 425

P.C. 355+12.67

N00°41'42"E

+22

+31

20'

CONST. LIMITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

JAMES HAMMOND RD.

TRAFFIC DRUMS SPACED 20' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 50' ON CENTER

FULL DEPTH SHOULDER

360 355 365

P.I. 361+10.34

N00°41'42"E

N43°25'23"E

℄ CONST. HWY. 425

P.C. 355+12.67

P.T. 366+52.08

CONST. LIMITS

TRAFFIC DRUMS SPACED 50' ON CENTER

+80

+16

FURNISH AND INSTALL 226' P.C.C.B. INCLUDES (2) END UNITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 425
PI = 361+10.34
Δ = 42°43'41" RT.
D = 03°45'00"
T = 597.67'
L = 1139.41'
PC = 355+12.67
PT = 366+52.08
e = 0.090'/'
LS = 630'

4" WHITE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

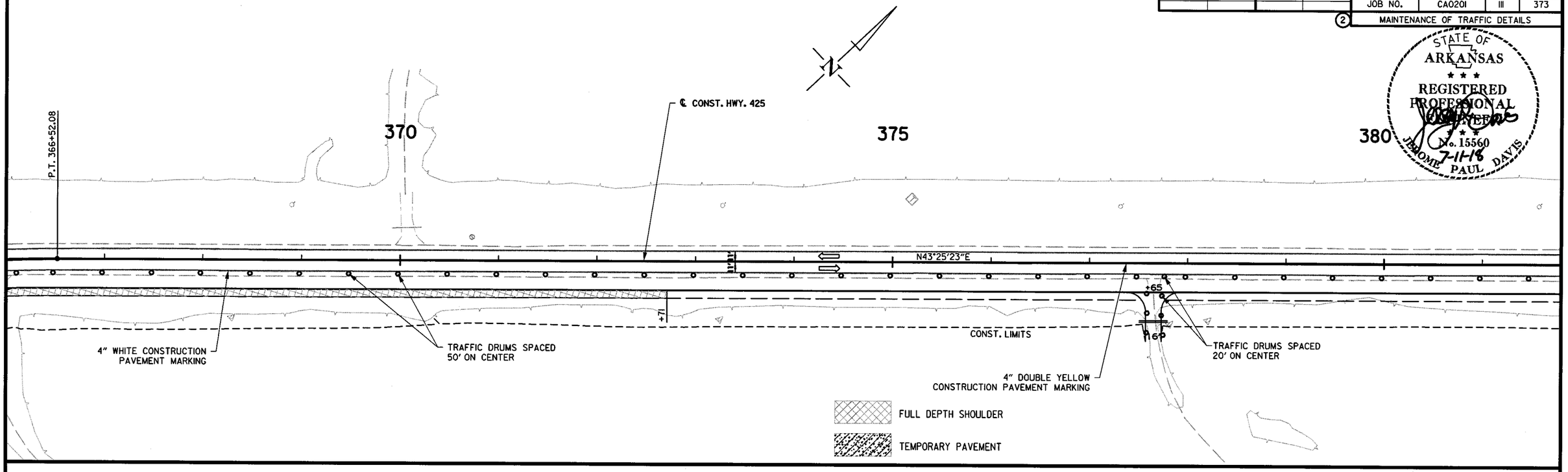
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

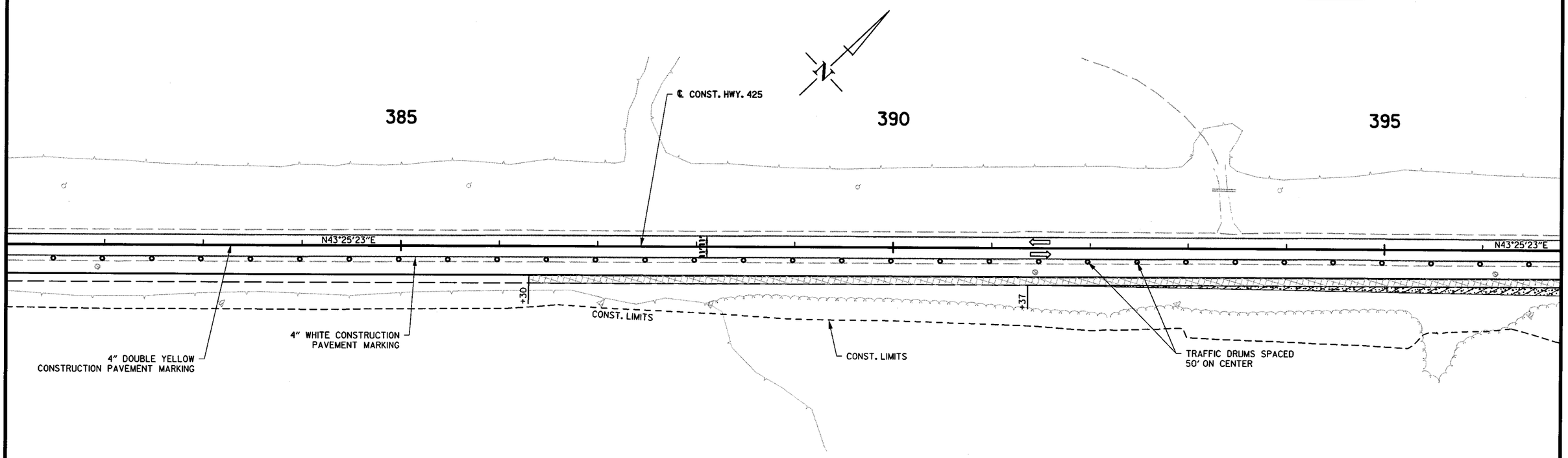
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MODEL: MOT Stage 1

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				6	ARK.			
				JOB NO.		CA0201	III	373
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18





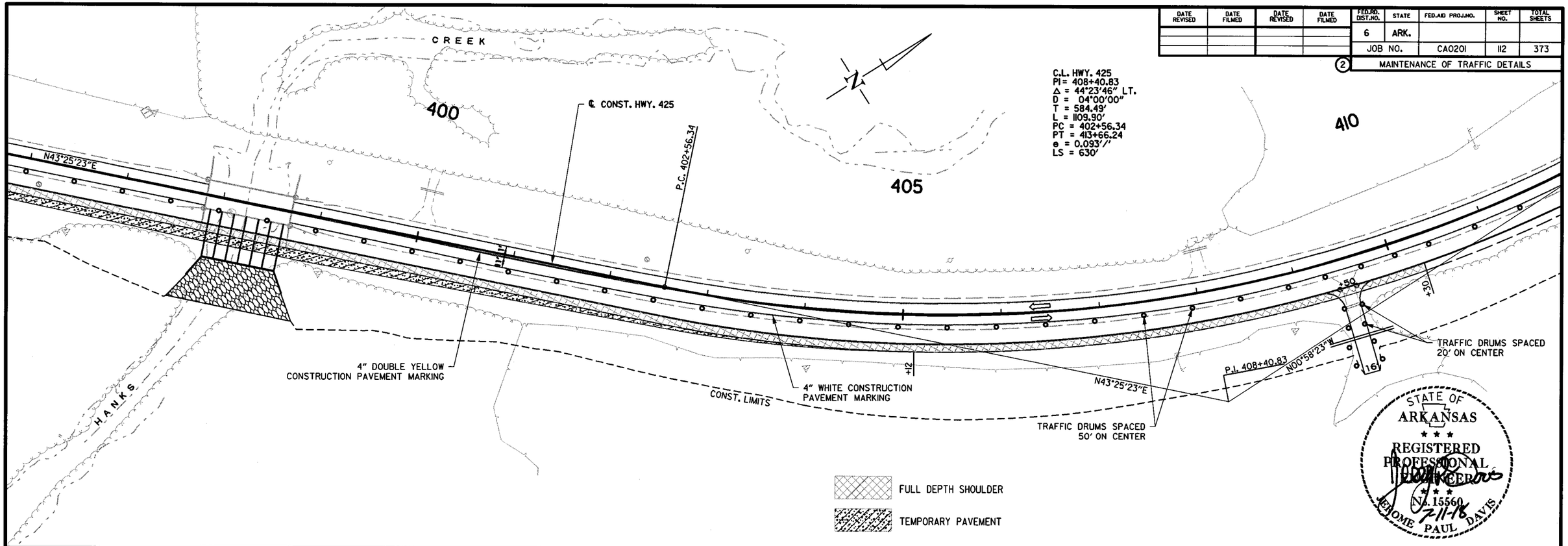
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

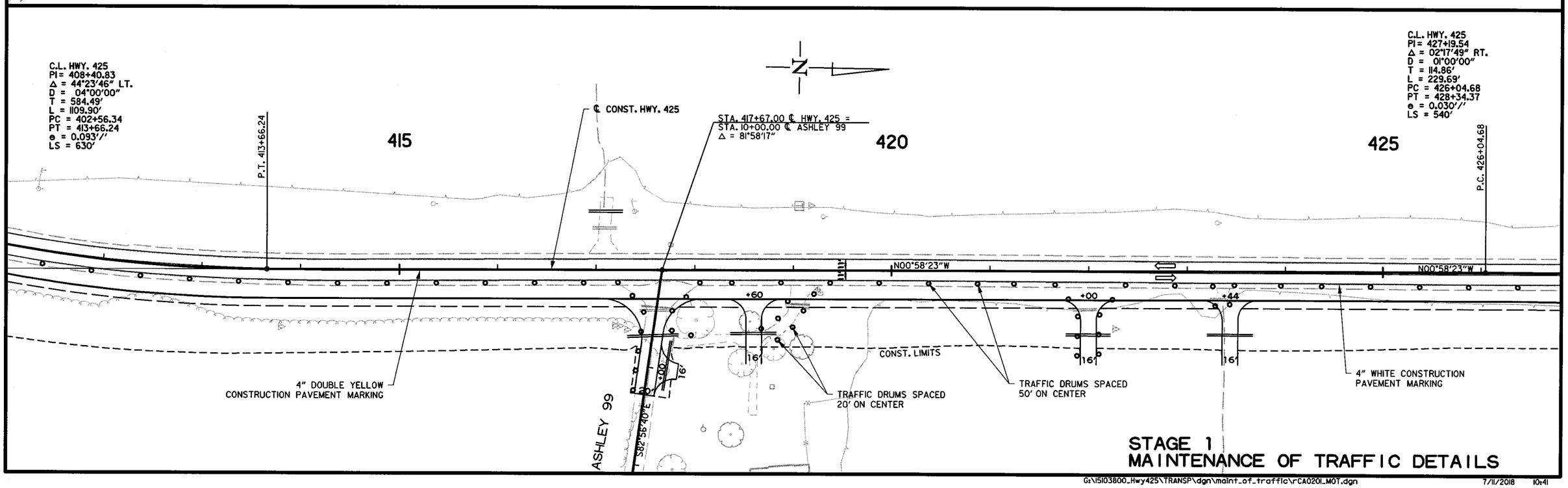
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PLOTTED: 7/11/2018 10:41
SCALE: 1:100
MODEL: MOT Stage 1

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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.		CA0201	112	373

(2) MAINTENANCE OF TRAFFIC DETAILS





STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
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MODEL: MOT Stage 1

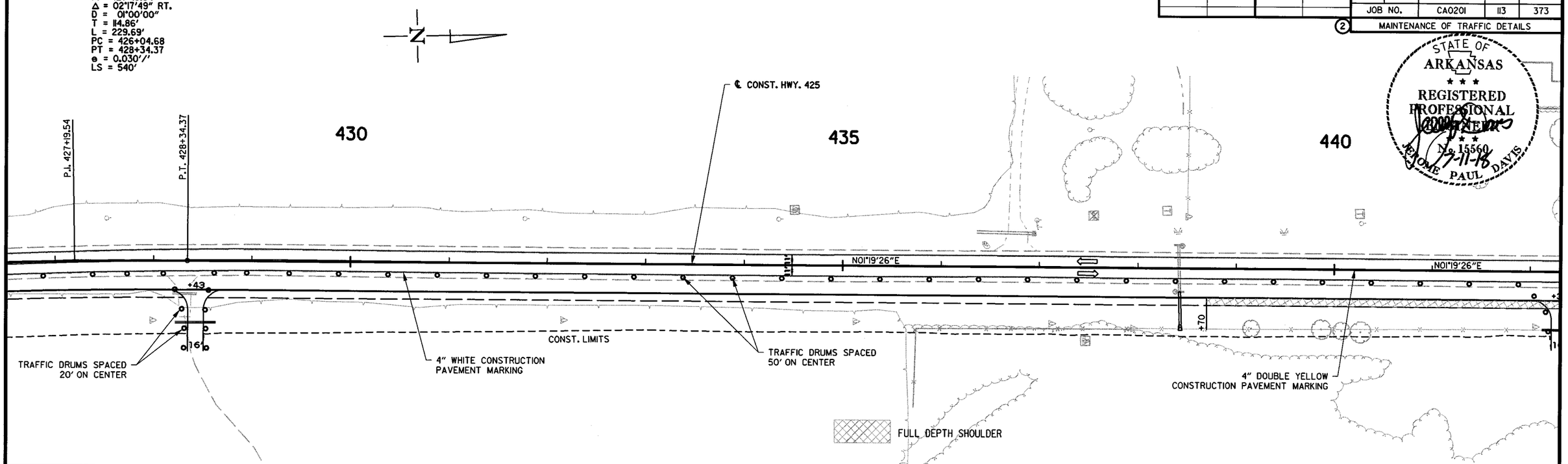
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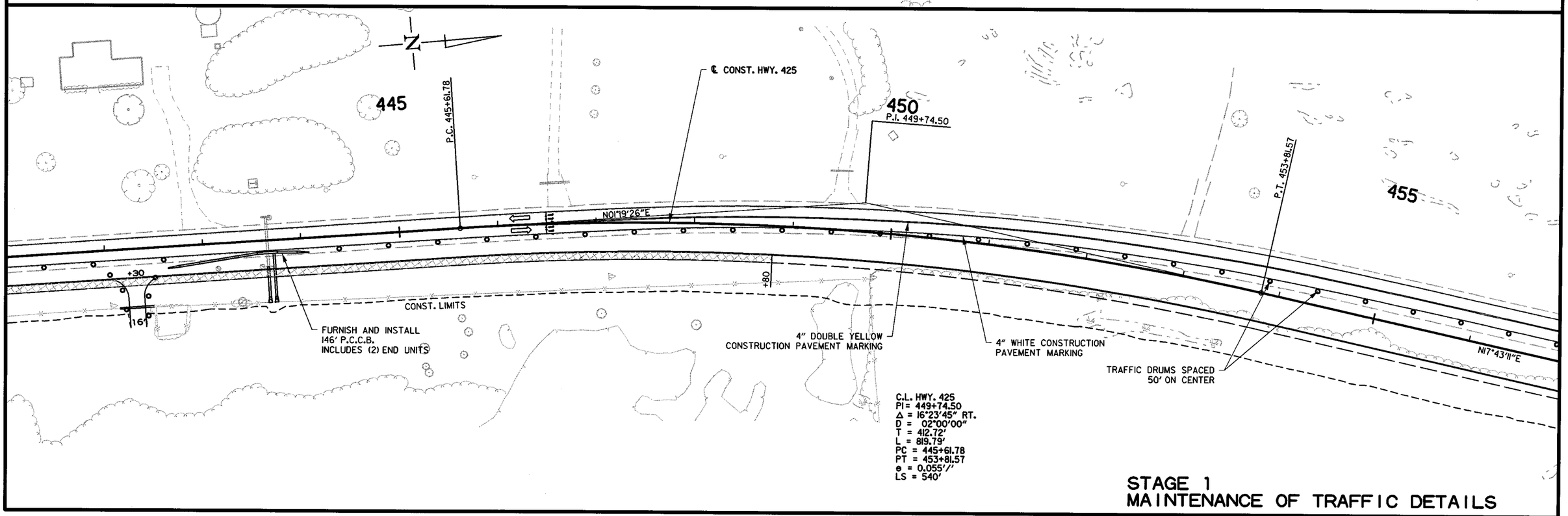
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	113	373

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. HWY. 425
PI = 427+19.54
Δ = 02°17'49" RT.
D = 01°00'00"
T = 114.86'
L = 229.69'
PC = 426+04.68
PT = 428+34.37
e = 0.030'/'
LS = 540'





C.L. HWY. 425
PI = 449+74.50
Δ = 16°23'45" RT.
D = 02°00'00"
T = 412.72'
L = 819.79'
PC = 445+61.78
PT = 453+81.57
e = 0.055'/'
LS = 540'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

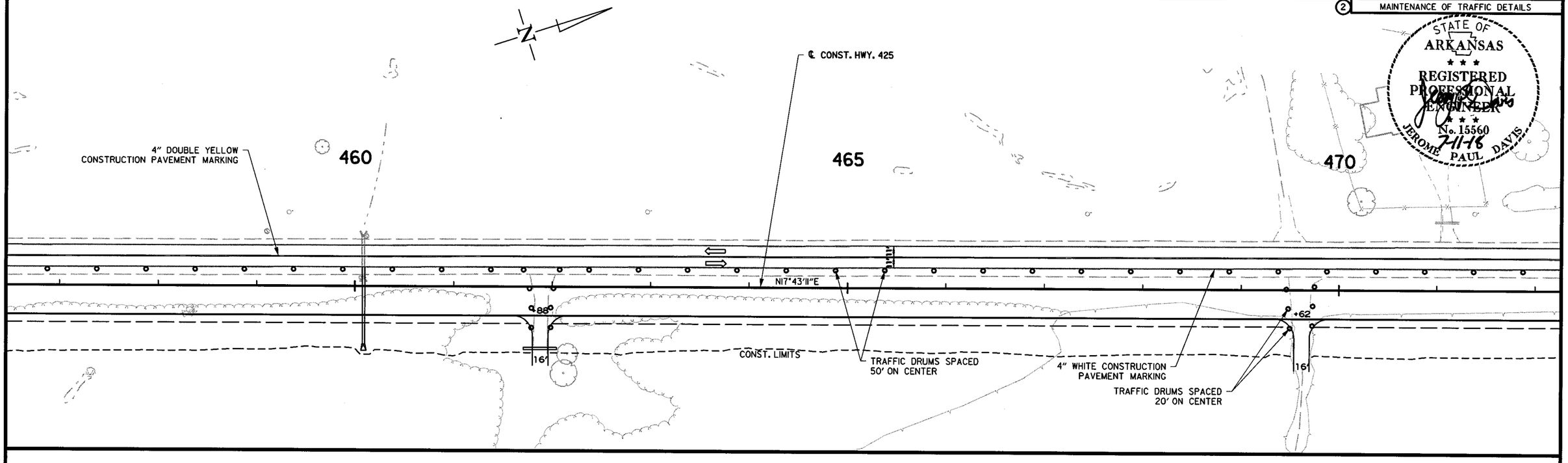
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MODEL: MOT Stage 1

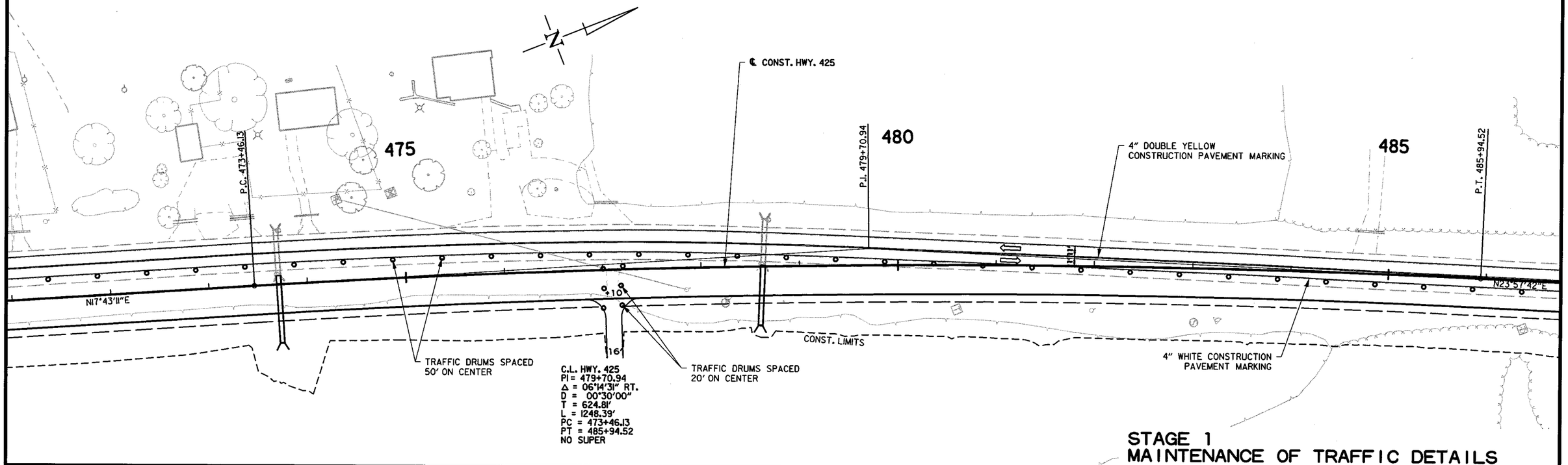
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	114	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS





STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 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.		CA0201	115	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STA. 489+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

℄ CONST. HWY. 425

490 495 500

4" DOUBLE YELLOW
CONSTRUCTION PAVEMENT MARKING

N23°57'42"E

S56°02'18"E

+00

P.C. 10+37.93

P.I. 10+57.42

P.T. 10+76.83

20'

16'

TRAFFIC DRUMS SPACED
20' ON CENTER

TRAFFIC DRUMS SPACED
50' ON CENTER

CONST. LIMITS

4" WHITE CONSTRUCTION
PAVEMENT MARKING

C.L. ASHLEY 98
PI = 10+57.42
Δ = 08°33'30" RT.
D = 22°00'00"
T = 19.49'
L = 38.90'
PC = 10+37.93
PT = 10+76.83
NO SUPER

ASHLEY 98

S47°28'48"E

HWY. 82

STATE OF
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REGISTERED
PROFESSIONAL
ENGINEER
No. 15560
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JEROME PAUL DAVIS

TRAFFIC DRUMS SPACED
50' ON CENTER

4" DOUBLE YELLOW
CONSTRUCTION PAVEMENT MARKING

505 510 515

P.I. 509+28.76
Δ = 00°41'54" LT.

N23°57'42"E

HWY. 82

CONST. LIMITS

℄ CONST. HWY. 425

4" WHITE CONSTRUCTION
PAVEMENT MARKING

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

HWY. 82

STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 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.		CA0201	116	373
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STAGE 2 CONSTRUCTION SEQUENCE:

MAINTAIN ADVANCE WARNING SIGNS & END ROAD WORK SIGNS FROM STAGE I.

APPLY LEVEL COURSE TO EXISTING LANES IF AND WHERE DIRECTED BY THE ENGINEER IN ORDER TO MATCH STAGE I WIDENING CROSS SLOPE.

REMOVE CONFLICTING PAVEMENT MARKING.

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

USE VERTICAL PANELS AND TRAFFIC DRUMS SPACED 50' ON CENTER TO DELINEATE THE WORK ZONE. USE TRAFFIC DRUMS TO DELINEATE DRIVEWAYS. INSTALL & RELOCATE P.C.C.B. AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS.

CONSTRUCT PORTION OF HWY. 425 AND CROSS DRAINS FROM
L.M.L. RT. FROM STA. 602+50 TO 606+50 (LA. PORTION)
R.M.L. FROM STA. 602+50 TO 635+92.79 (LA. PORTION)
LT. OF C.L. FROM STA. 16+50 TO 288+46 & STA. 293+00 TO 503+26.48,
RT. OF C.L. FROM STA. 288+46 TO 293+00.

STAGE 2 QUANTITIES

SIGNS:
- LOUISIANA = 504.8 SQ. FT.
- ARKANSAS = 1241.0 SQ. FT.

TRAFFIC DRUMS:
- LOUISIANA = 81 EACH
- ARKANSAS = 1,275 EACH
- TOTAL = 1,356 EACH

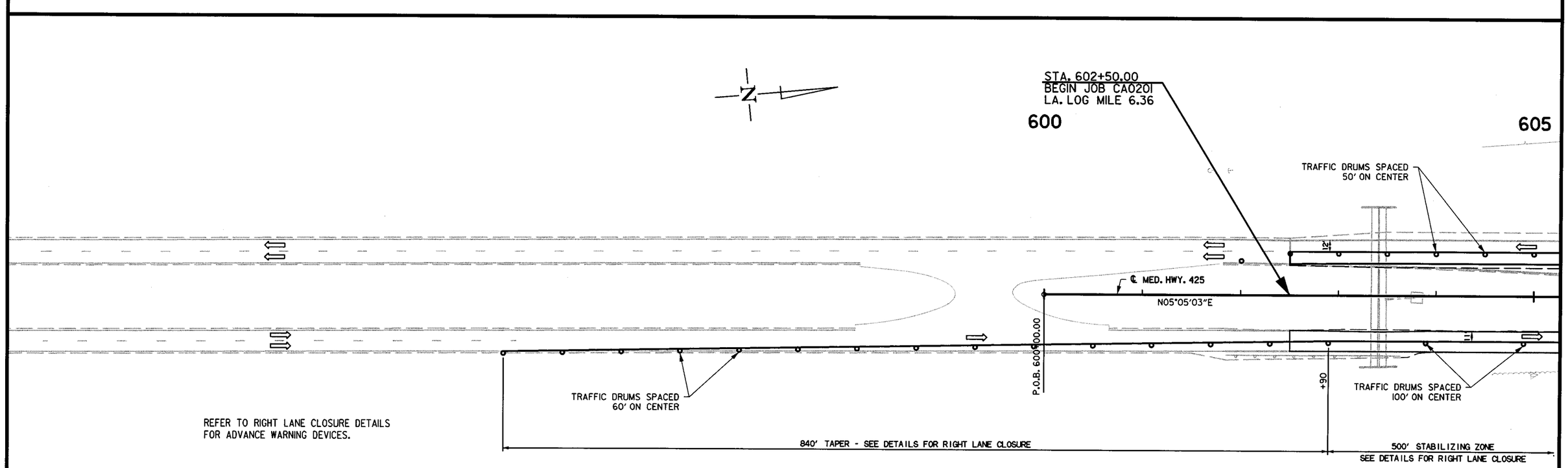
FURNISHING AND INSTALLING P.C.C.B.:
- LOUISIANA = 0 LIN. FT.
- ARKANSAS = 2,154 LIN. FT.
- TOTAL = 2,154 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS:
- LOUISIANA = 2,170 LIN. FT.
- ARKANSAS = 49,185 LIN. FT.
- TOTAL = 51,355 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS:
- LOUISIANA = 14,275 LIN. FT.
- ARKANSAS = 196,010 LIN. FT.
- TOTAL = 210,285 LIN. FT.

NOTE: THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR 2 MILES. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 3" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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6	ARK.			
JOB NO.		CA0201	117	373

(2) MAINTENANCE OF TRAFFIC DETAILS

605 610 615 620

TRAFFIC DRUMS SPACED 50' ON CENTER

4" WHITE CONSTRUCTION PAVEMENT MARKING

TEMP. MED. CROSSOVER CONST. LIMITS

(2) W1-6 (60" X 30")

P.C. 607+90.00

4" YELLOW CONSTRUCTION PAVEMENT MARKING

P.R.C. 611+84.02

P.I. 613+81.73

℄ TEMP. MED. CROSSOVER

P.T. 615+78.04

KEEP RIGHT (1) R4-7d(R) (48" X 60")

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ MED. HWY. 425

N05°05'03"E

TEMP. MED. CROSSOVER CONST. LIMITS

SEE DETAILS FOR RIGHT LANE CLOSURE

50 M.P.H.

(1) W13-1 (18" X 18")

(1) W1-4d(L) (48" X 48")

TRAFFIC DRUMS SPACED 100' ON CENTER

TEMP. MED. CROSSOVER
PI = 609+87.71
Δ = 11°49'14" LT.
D = 03°00'00"
T = 197.71'
L = 394.02'
PC = 607+90.00
PRC = 611+84.02
NO SUPER

TRAFFIC DRUMS SPACED 50' ON CENTER

P.I. 609+87.71

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

16' BARR. TYP. III RT.

4" WHITE CONSTRUCTION PAVEMENT MARKING

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

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

TRAFFIC DRUMS SPACED 20' ON CENTER

TEMP. MED. CROSSOVER
PI = 613+81.73
Δ = 11°49'14" RT.
D = 03°00'00"
T = 197.71'
L = 394.02'
PRC = 611+84.02
PT = 615+78.04
NO SUPER

TEMPORARY PAVEMENT

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

STATE OF ARKANSAS
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JEROME PAUL DAVIS
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620 625 630

STA. 620+05.98 C.L. MED. HWY. 425 45.00' LT. = STA. 620+05.98 C.L. HWY. 425 S.B. LANES

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

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

TRAFFIC DRUMS SPACED 50' ON CENTER

P.I. 624+03.16

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ S.B. LANES HWY. 425

P.R.C. 628+00.02

N05°05'03"E

N09°03'16"E

4" WHITE CONSTRUCTION PAVEMENT MARKING

N05°05'03"E

℄ N.B. LANES HWY. 425

TRAFFIC DRUMS SPACED 20' ON CENTER

P.I. 631+97.20

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

PIPPENS ROAD

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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6	ARK.			
JOB NO.		CA0201	118	373

(2) MAINTENANCE OF TRAFFIC DETAILS

Ashley Co., AR
Morehouse Parish, LA

635

STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46

P.C. 10+10.00
P.I. 12+40.26
P.R.C. 14+70.46

TRAFFIC DRUMS SPACED
50' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION
PAVEMENT MARKING

4" WHITE CONSTRUCTION
PAVEMENT MARKING

TRAFFIC DRUMS SPACED
20' ON CENTER

℄ M.O.T. STAGE 2

CONST. LIMITS

℄ CONST. HWY. 425

N07°23'11"E

C.L. HWY. 425
PI = 17+00.72
Δ = 02°18'08" LT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PRC = 14+70.46
PT = 19+30.92
NO SUPER

P.I. 17+00.72

P.T. 19+30.92

C.L. ASHLEY 2 WEST
PI = 9+12.62
Δ = 05°24'19" RT.
D = 10°00'00"
T = 27.05'
L = 54.05'
PC = 8+85.57
PT = 9+39.62
NO SUPER

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

ASHLEY 2 WEST

N74°40'44"E

P.C. 8+85.57

P.I. 9+12.62

P.T. 9+39.62

N80°05'03"E

STA. 19+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"

STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

4" DOUBLE YELLOW CONSTRUCTION
PAVEMENT MARKING

TRAFFIC DRUMS SPACED
50' ON CENTER

P.C. 10+14.59

P.T. 10+60.96

P.I. 10+37.79

4" WHITE CONSTRUCTION
PAVEMENT MARKING

℄ M.O.T.
STAGE 2

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

C.L. ASHLEY 2 EAST
PI = 10+37.79
Δ = 04°38'14" LT.
D = 10°00'00"
T = 23.20'
L = 46.37'
PC = 10+14.59
PT = 10+60.96
NO SUPER

ASHLEY 2 EAST

N75°26'49"E

P.O.E. 12+50.00

1054'

25 30 35

℄ CONST. HWY. 425

TRAFFIC DRUMS SPACED
50' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION
PAVEMENT MARKING

CONST. LIMITS

P.C. 10+14.59

N05°05'03"E

P.T. 10+60.96

℄ M.O.T. STAGE 2

4" WHITE CONSTRUCTION
PAVEMENT MARKING

ASHLEY 2 EAST

N75°26'49"E

P.O.E. 12+50.00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
5-11-18
JEROME PAUL DAVIS

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

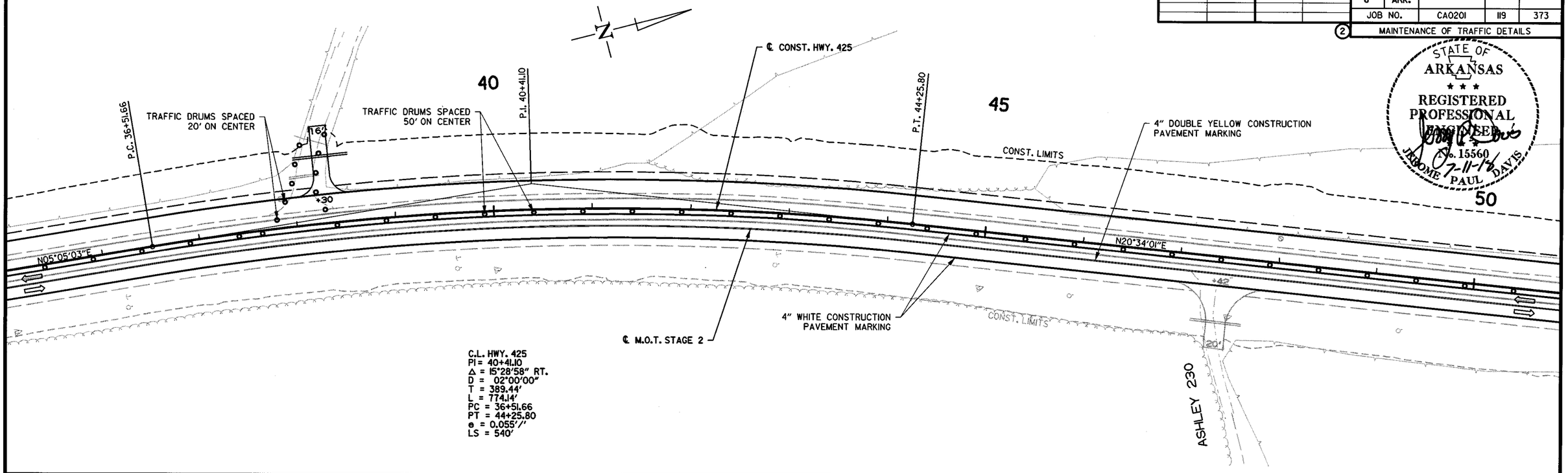
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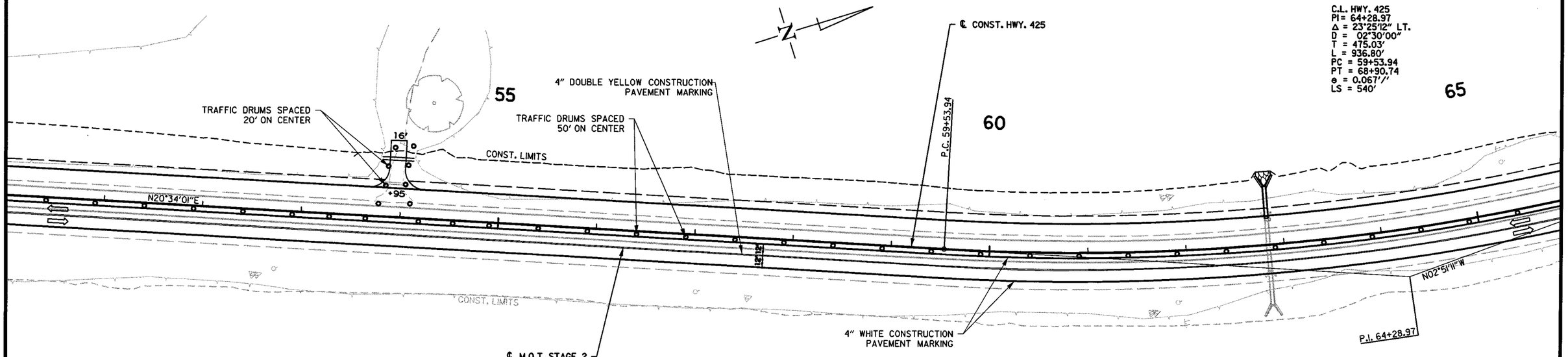
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				6	ARK.			
				JOB NO.		CA0201	119	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18





STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

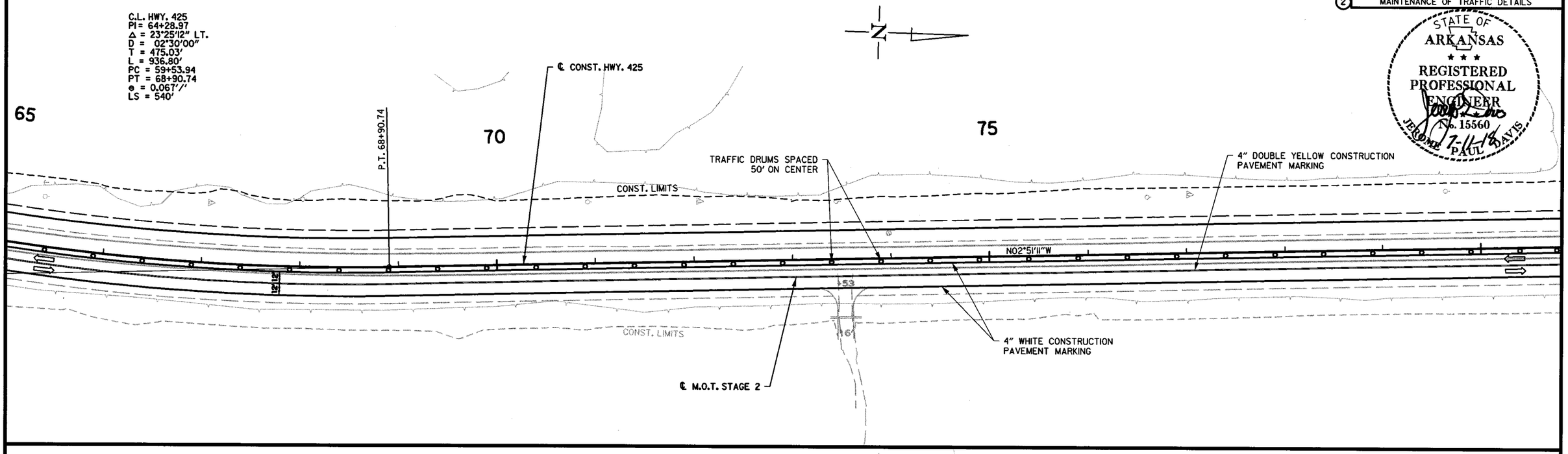
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MODEL: MOT Stage 2

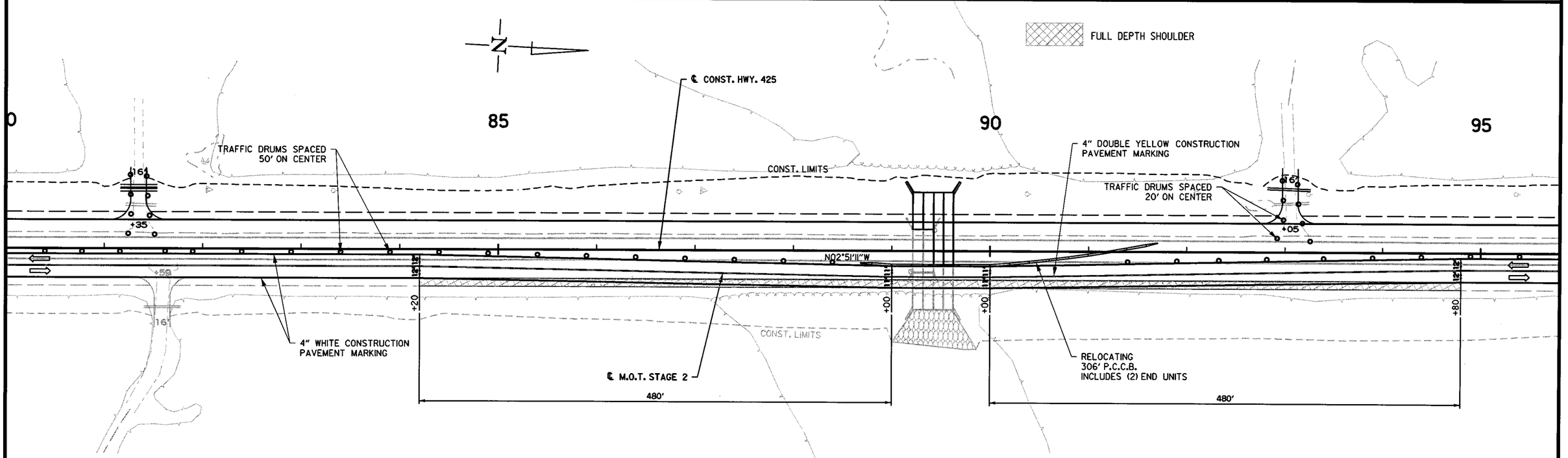
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				6	ARK.			
				JOB NO.		CA0201	120	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 64+28.97
Δ = 23°25'12" LT.
D = 02°30'00"
T = 475.03'
L = 936.80'
PC = 59+53.94
PT = 68+90.74
e = 0.067'/'
LS = 540'





STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 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.		CA0201	121	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 15560
JEROME PAUL DAVIS
7-11-18

5

100

105

℄ CONST. HWY. 425

N

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

P.O.B. 100+60.00

TRAFFIC DRUMS SPACED 50' ON CENTER

CONST. LIMITS

P.O.E. 106+00.07

P.C. 108+01.46

N02°51'11"W

N01°53'54"W

+25

+60

+00

16'

4" WHITE CONSTRUCTION PAVEMENT MARKING

541'

CONST. LIMITS

℄ M.O.T. STAGE 2

FULL DEPTH SHOULDER

C.L. HWY. 425
PI = 113+87.53
Δ = 44°30'15" RT.
D = 04°00'00"
T = 586.07'
L = 1112.60'
PC = 108+01.46
PT = 119+14.06
e = 0.093'/'
LS = 630'

110

TRAFFIC DRUMS SPACED 50' ON CENTER

CONST. LIMITS

P.O.E. 106+00.07

P.C. 108+01.46

℄ CONST. HWY. 425

N02°51'11"W

P.I. 113+87.53

P.C. 113+60.01

RELOCATING 226' P.C.C.B. INCLUDES (2) END UNITS

CONST. LIMITS

541'

+00

+60

ROAD CLOSED

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

16' BARR. TYP. III RT.

℄ M.O.T. STAGE 2

STA. 115+45.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 262
Δ = 75°12'00"

C.L. ASHLEY 262
PI = 9+16.66
Δ = 25°22'26" RT.
D = 18°00'00"
T = 71.66'
L = 140.97'
PC = 8+45.00
PT = 9+85.97
NO SUPER

ROAD CLOSED

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

16' BARR. TYP. III LT.

P.C. 8+45.00

ASHLEY 262

N15°42'53"E

115

TRAFFIC DRUMS SPACED 20' ON CENTER

P.I. 9+16.66

P.T. 9+85.97

M.O.T. STAGE 2
PI = 116+29.09
Δ = 21°36'22" RT.
D = 04°03'47"
T = 269.08'
L = 531.77'
PC = 113+60.01
PT = 118+91.78
e = 0.093'/'
LS = 630'

P.I. 116+29.09

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

P.T. 118+91.78

P.T. 119+14.06

120

532'

+00

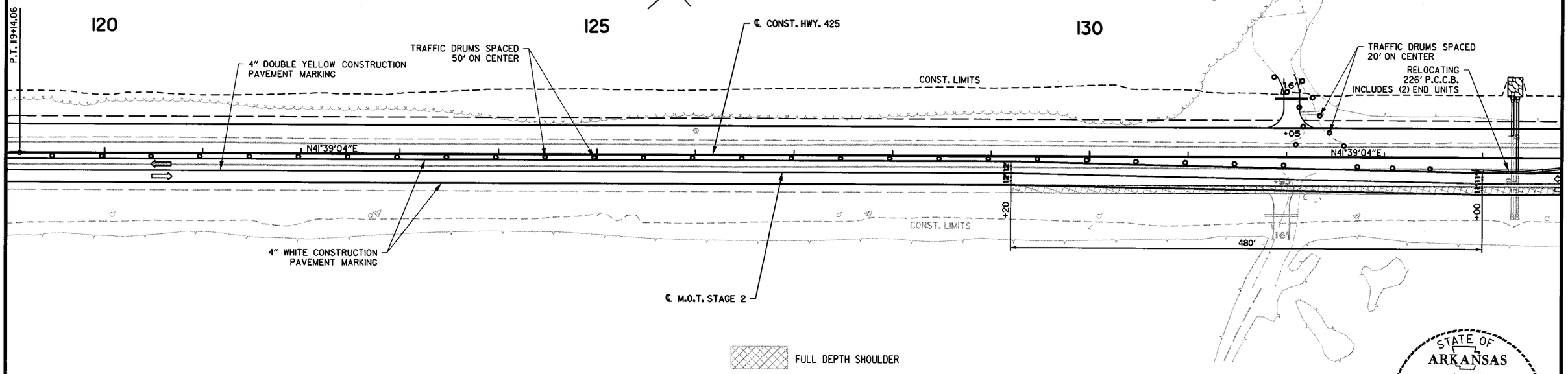
N41°39'04"E

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 2

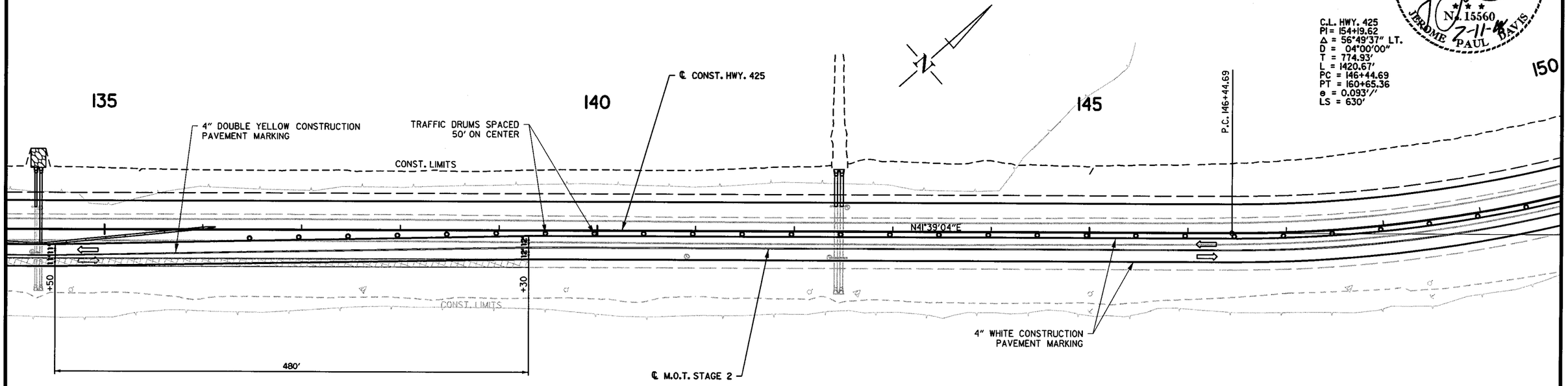
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				6	ARK.			
				JOB NO.		CA0201	122	373

(2) MAINTENANCE OF TRAFFIC DETAILS



FULL DEPTH SHOULDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

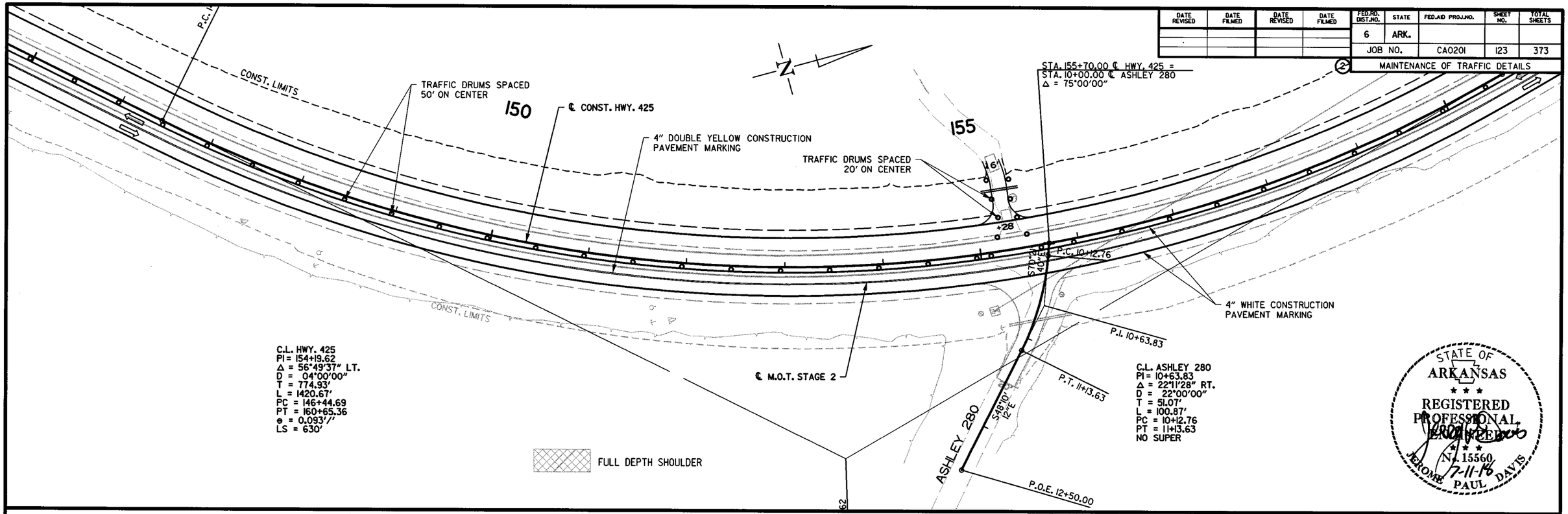


STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

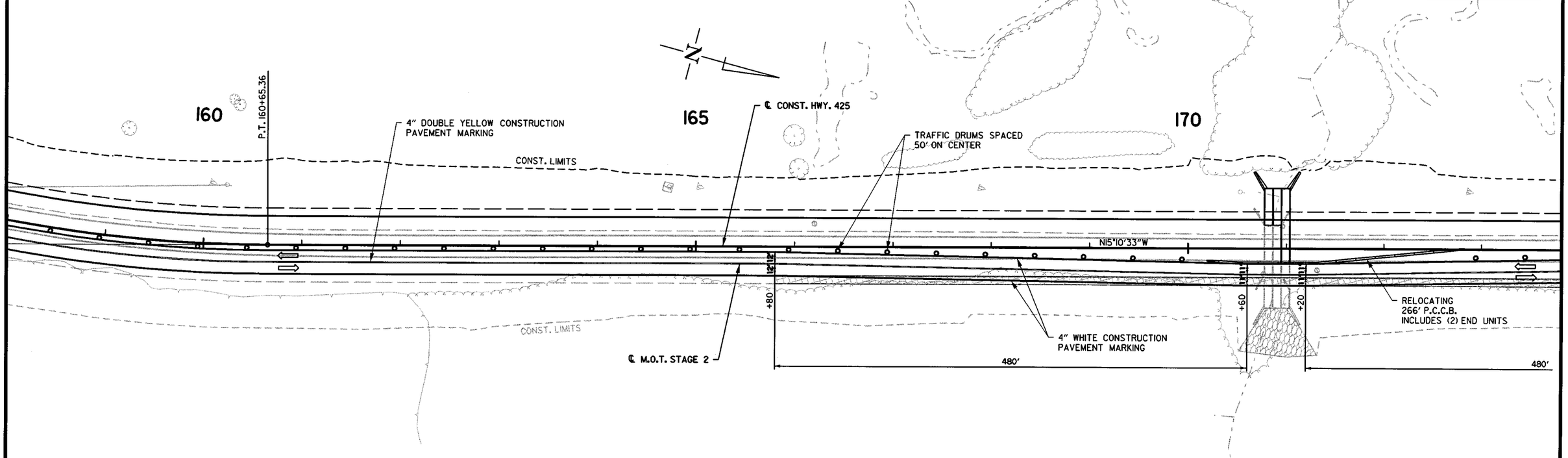
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MODEL: MOT Stage 2

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.		CA0201	123	373

MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



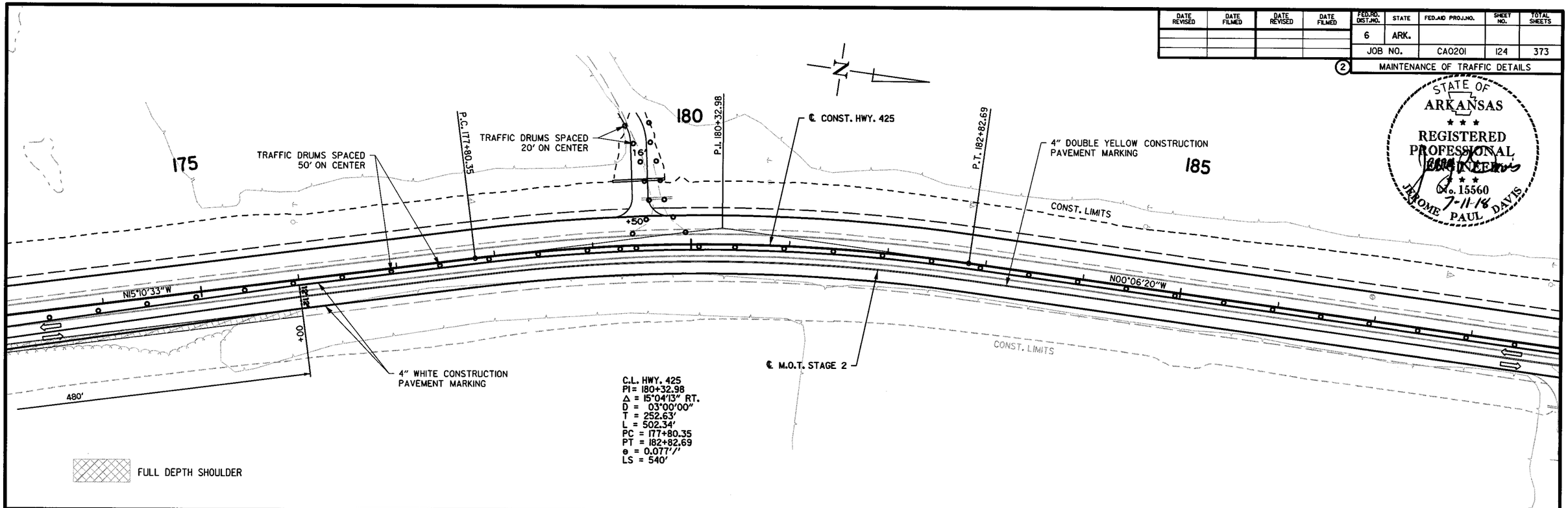
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

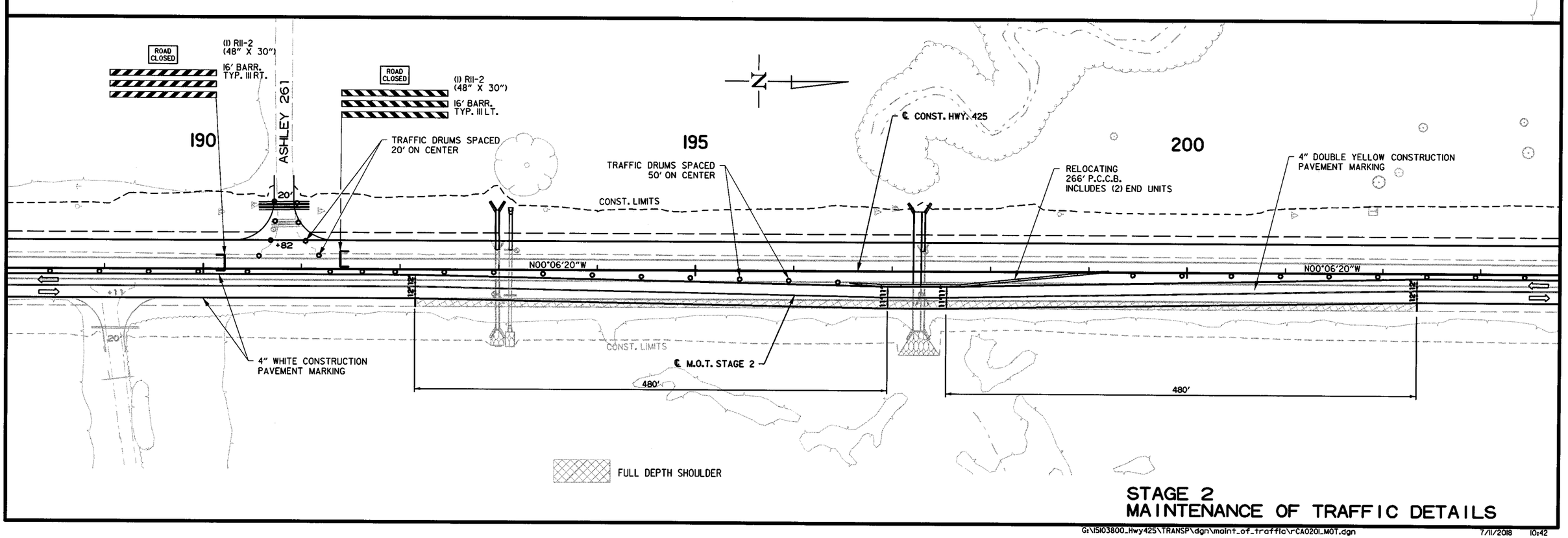
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MODEL: MOT Stage 2

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.		CA0201	124	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS





STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 2

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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.		CA0201	125	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

205 210 215

TRAFFIC DRUMS SPACED 20' ON CENTER

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ CONST. HWY. 425

STA. 217+08.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 710
Δ = 85°00'00"

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

TRAFFIC DRUMS SPACED 50' ON CENTER

ASHLEY 710

P.O.B. 200+00.00

20'

N85°00'12"E

CONST. LIMITS

N00°00'12"E

+80

+08

16'

P.I. 204+91.02
Δ = 00°06'32" RT.

℄ M.O.T. STAGE 2

4" WHITE CONSTRUCTION PAVEMENT MARKING

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

FULL DEPTH SHOULDER

TEMPORARY PAVEMENT

220 225 230

P.O.B. 220+40.00

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ CONST. HWY. 425

TRAFFIC DRUMS SPACED 50' ON CENTER

CONST. LIMITS

N00°00'12"E

N00°57'29"E

+40 +30 +47

507'

1140'

P.I. 231+80.16

P.I. 233+00.16

CREEK

WEST

℄ M.O.T. STAGE 2

4" WHITE CONSTRUCTION PAVEMENT MARKING

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
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MODEL: MOT Stage 2

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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.		CA0201	126	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

235

240

245

FURNISH AND INSTALL 926' P.C.C.B. INCLUDES (2) END UNITS

P.I. 233+00.16

℄ CONST. HWY. 425

P.O.E. 239+00.24

TRAFFIC DRUMS SPACED 20' ON CENTER

CONST. LIMITS

16'

0+90

TRAFFIC DRUMS SPACED 50' ON CENTER

N00°00'12"E

N00°57'05"W

CONST. LIMITS

N00°00'12"E

FURNISH AND INSTALL 1406' P.C.C.B. INCLUDES (2) END UNITS

℄ M.O.T. STAGE 2

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

P.C. 243+70.37

FULL DEPTH SHOULDER

TEMPORARY PAVEMENT

P.I. 250+15.21

℄ CONST. HWY. 425

250

245

CONST. LIMITS

255

N00°00'12"E

P.T. 255+82.19

P.O.B. 256+00.00

CONST. LIMITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ M.O.T. STAGE 2

4" WHITE CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 425
PI = 250+15.21
Δ = 48°28'22" RT.
D = 04°00'00"
T = 644.84'
L = 1211.82'
PC = 243+70.37
PT = 255+82.19
e = 0.093'/'
LS = 630'

FURNISH AND INSTALL 1260' P.C.C.B. RELOCATE 226' P.C.C.B. INCLUDES (2) END UNITS

+00

N48°28'34"E

N46°34'01"E

270'

P.C. 243+70.37

TRAFFIC DRUMS SPACED 50' ON CENTER

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
PLOTTED: 7/11/2018 10:42
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MODEL: MOT Stage 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.		CA0201	127	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. ASHLEY 4
PI = 9+44.96
Δ = 20°23'24" RT.
D = 24°00'00"
T = 42.93'
L = 84.96'
PC = 9+02.03
PT = 9+86.99
NO SUPER

P.T. 255+82.19
P.O.B. 256+00.00
P.O.E. 258+70.15
CONST. LIMITS
260
265
℄ CONST. HWY. 425
ROAD CLOSED
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
TRAFFIC DRUMS SPACED 20' ON CENTER
TRAFFIC DRUMS SPACED 50' ON CENTER
P.O.B. 7+50.00
ASHLEY 4
S16°54'50"E
P.C. 9+02.03
P.I. 9+44.96
S56°31'26"E
P.I. 9+86.99
N48°28'34"E
N46°34'01"E
+00
+70
270'
CONST. LIMITS
℄ M.O.T. STAGE 2
4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
STA. 265+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"
FULL DEPTH SHOULDER

M.O.T. STAGE 2
PI = 278+09.33
Δ = 07°12'25" LT.
D = 04°04'09"
T = 88.67'
L = 177.11'
PC = 277+20.66
PT = 278+97.77
e = 0.093 '/'
LS = 630'

P.O.B. 7+50.00
ASHLEY 23
S57°31'26"E
STA. 274+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"
275
280
℄ CONST. HWY. 425
P.C. 277+20.65
P.C. 277+20.01
P.T. 278+97.78
242'
+58
+00
CONST. LIMITS
4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
P.C.C. 283+00.00
546'
N46°34'01"E
N48°28'34"E
N00°41'42"E
P.I. 283+54.48
P.I. 278+09.33
4" WHITE CONSTRUCTION PAVEMENT MARKING
ROAD CLOSED
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
CAMP RD.
S57°31'26"E
FURNISH AND INSTALL 1226' P.C.C.B. INCLUDES (2) END UNITS

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

USER: fs53
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
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MODEL: MOT Stage 2

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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.		CA0201	128	373

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

M.O.T. STAGE 2
PI = 286+07.32
Δ = 24°35'14" LT.
D = 04°03'46"
T = 307.32'
L = 605.18'
PC = 283+00.00
PT = 289+05.18
e = 0.093'/'
LS = 630'

285

290

295

℄ CONST. HWY. 425

℄ M.O.T. STAGE 2

P.C. 283+00.00

P.T. 289+05.17

P.C. 293+00.00

P.C. 297+18.75

P.I. 297+14.86

P.T. 289+14.54

546'

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

CONST. LIMITS

N00°41'42"E

+46

+50

+45

+34

+60

16'

18'

DO NOT DISTURB

TRAFFIC DRUMS SPACED 20' ON CENTER

TRAFFIC DRUMS SPACED 50' ON CENTER

NIMMONS CEMETERY

M.O.T. STAGE 2
PI = 297+14.86
Δ = 04°08'49" RT.
D = 00°30'00"
T = 414.88'
L = 829.39'
PC = 293+99.98
PRC = 301+29.37

P.I. 283+54.48

P.I. 286+07.32

FULL DEPTH SHOULDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

C.L. HWY. 425
PI = 299+86.44
Δ = 02°40'35" RT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PC = 297+18.75
PRC = 302+54.03
NO SUPER

300

305

310

P.I. 299+86.44

P.R.C. 301+29.37

P.R.C. 302+54.03

P.T. 307+89.32

P.T. 309+58.73

P.C. 297+18.75

P.I. 297+14.86

4" WHITE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

TRAFFIC DRUMS SPACED 50' ON CENTER

CONST. LIMITS

N03°22'17"E

N00°4

15'

20'

+40

480'

℄ M.O.T. STAGE 2

M.O.T. STAGE 2
PI = 297+14.86
Δ = 04°08'49" RT.
D = 00°30'00"
T = 414.88'
L = 829.39'
PC = 293+99.98
PRC = 301+29.37

M.O.T. STAGE 2
PI = 305+44.25
Δ = 04°08'49" LT.
D = 00°30'00"
T = 414.88'
L = 829.39'
PRC = 301+29.37
PT = 309+58.76

C.L. HWY. 425
PI = 305+21.72
Δ = 02°40'35" LT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PRC = 302+54.03
PT = 307+89.32
NO SUPER

P.I. 305+21.72

P.I. 305+44.23

ASHLEY 279

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

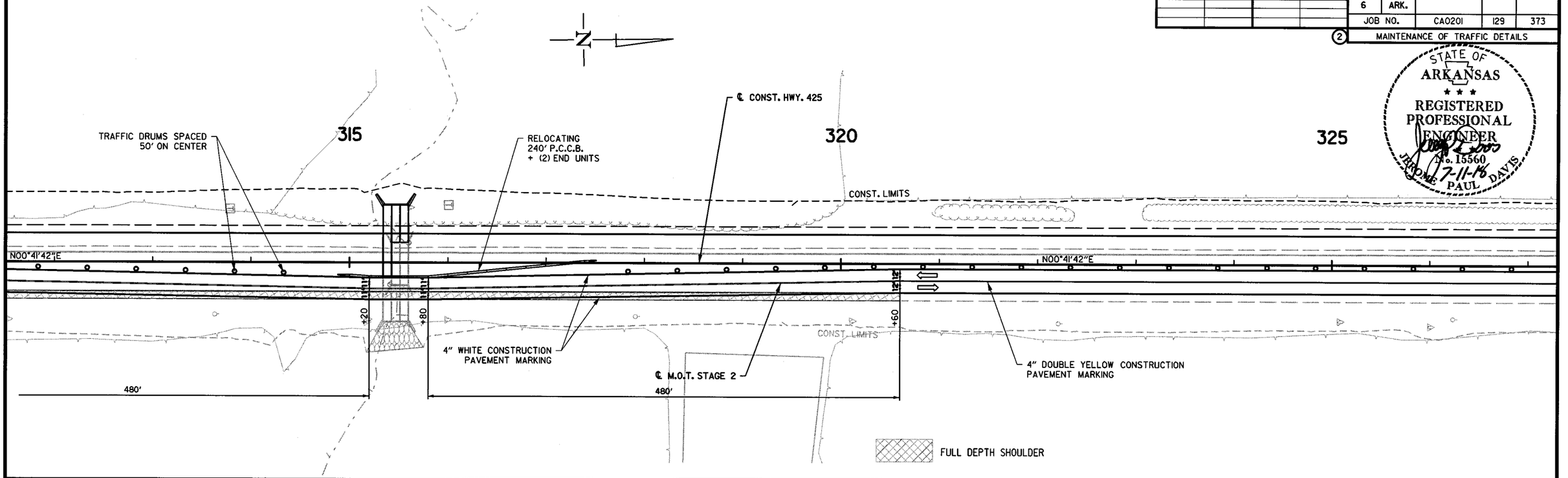
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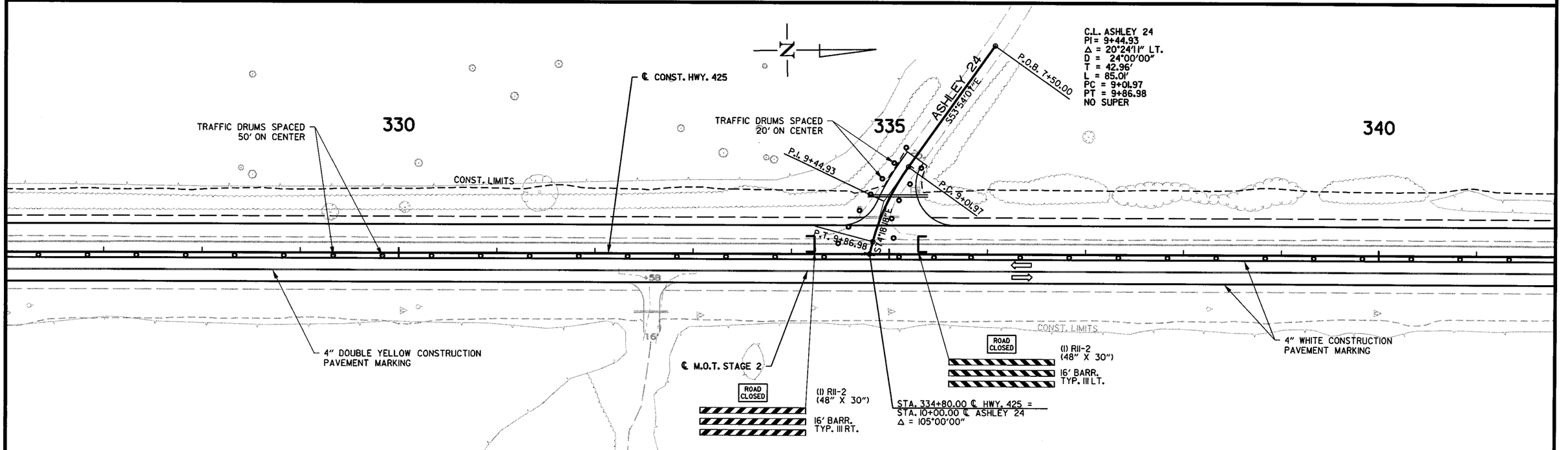
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				6	ARK.			
				JOB NO.		CA0201	129	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18





STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

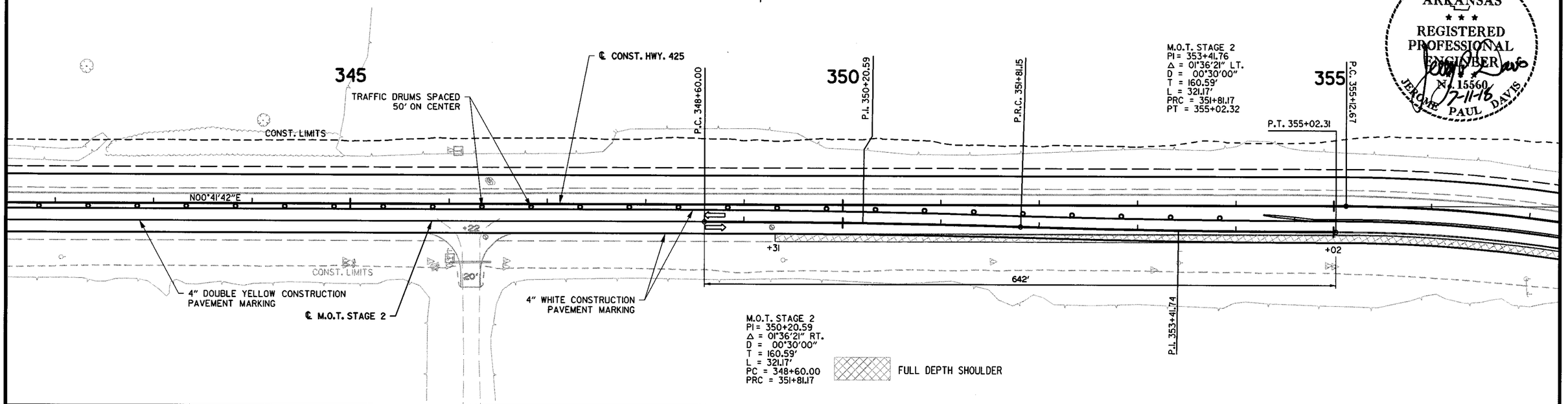
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MODEL: MOT Stage 2

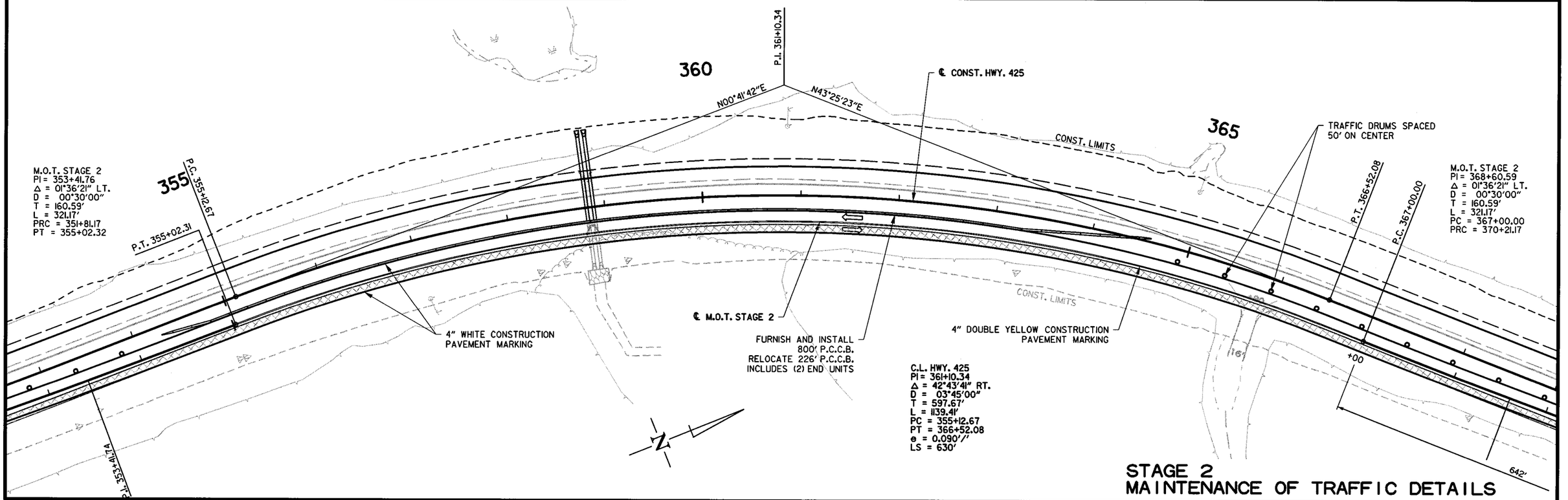
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	130	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18





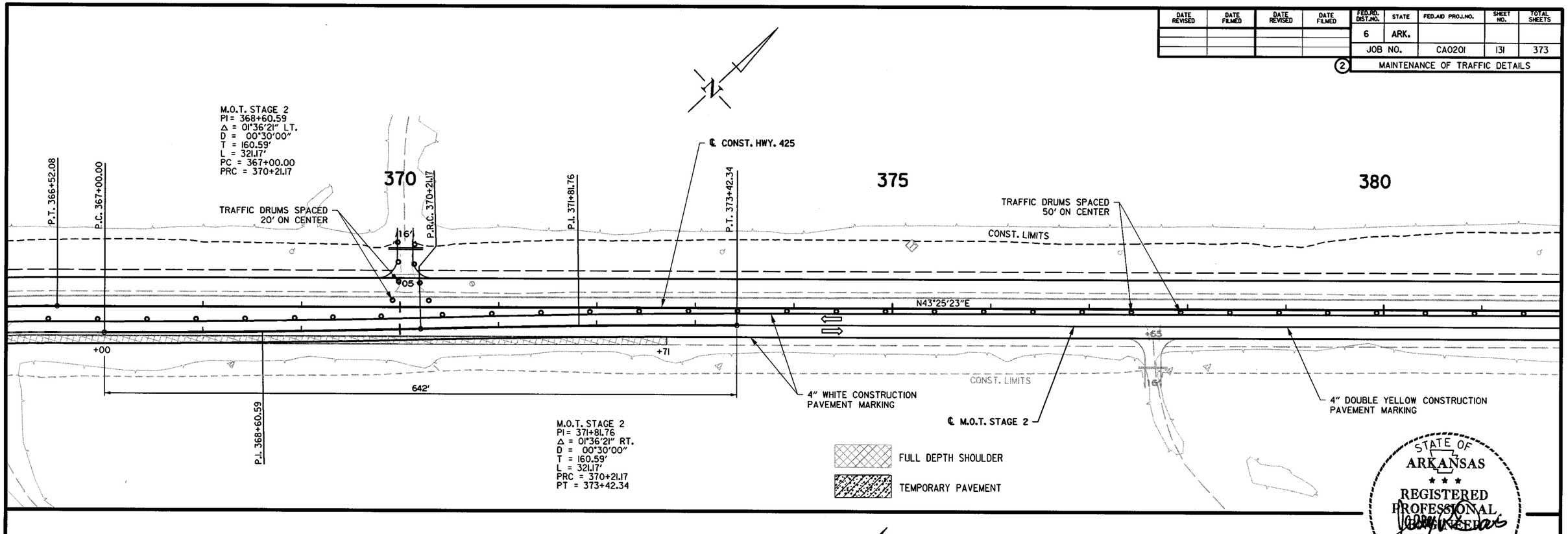
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 2

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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.		CA0201	131	373

(2) MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
PLOTTED: 7/11/2018 10:42
SCALE: 1:100
MODEL: MOT Stage 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.		CA0201	132	373

(2) MAINTENANCE OF TRAFFIC DETAILS

CREEK

FURNISH AND INSTALL 1066' P.C.C.B. INCLUDES (2) END UNITS

400

℄ CONST. HWY. 425

P.I. 397+10.16

P.I. 398+90.16

P.C. 402+56.34

CONST. LIMITS

N43°25'23"E

1140'

N43°25'23"E

N42°28'06"E

M.O.T. STAGE 2
PI = 406+59.76
Δ = 30°57'17" LT.
D = 03°56'05"
T = 403.21'
L = 786.71'
PC = 402+56.55
PT = 410+43.26
e = 0.093'/'
LS = 630'

405

C.L. HWY. 425
PI = 408+40.83
Δ = 44°23'46" LT.
D = 04°00'00"
T = 584.49'
L = 1109.90'
PC = 402+56.34
PT = 413+66.24
e = 0.093'/'
LS = 630'

TRAFFIC DRUMS SPACED 50' ON CENTER

410

P.T. 410+43.26

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS SPACED 20' ON CENTER

16'

+00

+50

+30

+12

P.I. 408+40.83

N00°58'23"W

N43°25'23"E

518'

16'

P.I. 406+59.76

HANKS

CONST. LIMITS

FURNISH AND INSTALL 1306' P.C.C.B. INCLUDES (2) END UNITS

P.C. 402+56.55

4" WHITE CONSTRUCTION PAVEMENT MARKING

℄ M.O.T. STAGE 2

FULL DEPTH SHOULDER

TEMPORARY PAVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEERS
No. 15560
7-11-18
JEROME PAUL DAVIS

C.L. HWY. 425
PI = 408+40.83
Δ = 44°23'46" LT.
D = 04°00'00"
T = 584.49'
L = 1109.90'
PC = 402+56.34
PT = 413+66.24
e = 0.093'/'
LS = 630'

415

P.T. 413+66.24

TRAFFIC DRUMS SPACED 50' ON CENTER

TRAFFIC DRUMS SPACED 20' ON CENTER

16'

+10

4" WHITE CONSTRUCTION PAVEMENT MARKING

℄ CONST. HWY. 425

STA. 417+67.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 99
Δ = 81°58'17"

420

CONST. LIMITS

N00°58'23"W

+60

+00

+44

16'

16'

16'

ASHLEY 99

S82°56'40"E

℄ M.O.T. STAGE 2

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 425
PI = 427+19.54
Δ = 02°17'49" RT.
D = 01°00'00"
T = 114.86'
L = 229.69'
PC = 426+04.68
PT = 428+34.37
e = 0.030'/'
LS = 540'

425

P.C. 426+04.68

N00°58'23"W

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

USER: fs53
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\maint_of_traffic\rCA0201_MOT.dgn
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MODEL: MOT Stage 2

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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.		CA0201	133	373

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. HWY. 425
PI = 427+19.54
Δ = 02°17'49" RT.
D = 01°00'00"
T = 114.86'
L = 229.69'
PC = 426+04.68
PT = 428+34.37
e = 0.030'/'
LS = 540'

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7-11-18

430 435 440

P.I. 427+19.54 P.T. 428+34.37

TRAFFIC DRUMS SPACED 50' ON CENTER

CONST. LIMITS

℄ CONST. HWY. 425

TRAFFIC DRUMS SPACED 20' ON CENTER

+63 +75

N01°19'26"E

+43

CONST. LIMITS

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ M.O.T. STAGE 2

4" WHITE CONSTRUCTION PAVEMENT MARKING

+70

480'

P.O.B. 438+70.00

FULL DEPTH SHOULDER

445 450 455

P.C. 445+61.78

℄ CONST. HWY. 425

P.I. 447+48.81

P.I. 449+74.50

TRAFFIC DRUMS SPACED 20' ON CENTER

TRAFFIC DRUMS SPACED 50' ON CENTER

P.T. 453+81.57

+85 +63 +52 +00

N01°19'26"E N17°43'11"E

+50 +00

CONST. LIMITS

FURNISH AND INSTALL 80' P.C.C.B. RELOCATE 146' P.C.C.B. INCLUDES (2) END UNITS

℄ M.O.T. STAGE 2

+80

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

480'

P.I. 443+50.08 P.I. 444+00.08 P.C. 446+19.28 P.T. 448+77.99

M.O.T. STAGE 2
PI = 447+48.81
Δ = 07°19'09" RT.
D = 02°49'45"
T = 129.53'
L = 258.71'
PC = 446+19.28
PT = 448+77.99

C.L. HWY. 425
PI = 449+74.50
Δ = 16°23'45" RT.
D = 02°00'00"
T = 412.72'
L = 819.79'
PC = 445+61.78
PT = 453+81.57
e = 0.055'/'
LS = 540'

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

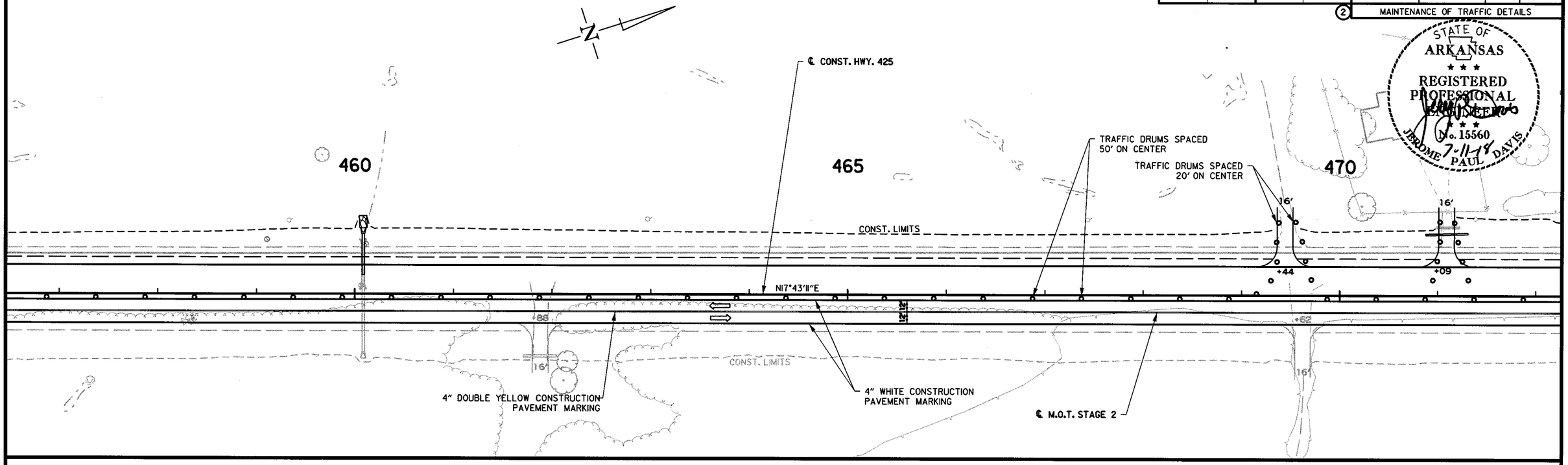
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MODEL: MOT Stage 2

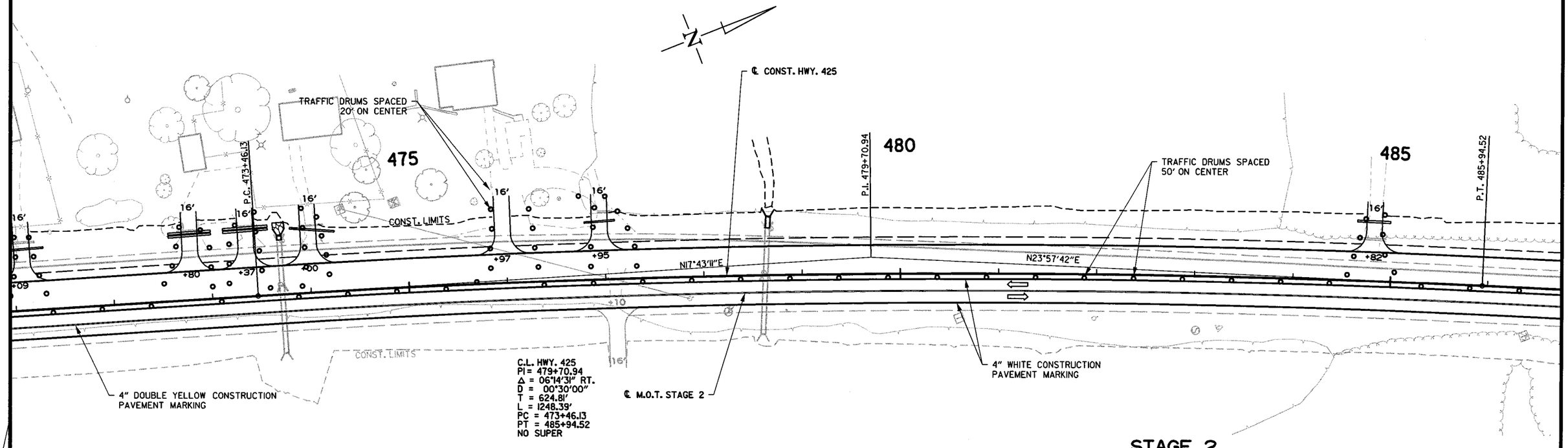
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FED.NO. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	134	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 15560
JEROME PAUL DAVIS
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C.L. HWY. 425
PI= 479+70.94
Δ = 06°14'31" RT.
D = 00°30'00"
T = 624.81'
L = 1248.39'
PC = 473+46.13
PT = 485+94.52
NO SUPER

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 2

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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.		CA0201	135	373

(2) MAINTENANCE OF TRAFFIC DETAILS

STA. 489+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

490 495 500

℄ CONST. HWY. 425

TRAFFIC DRUMS SPACED 20' ON CENTER

TRAFFIC DRUMS SPACED 50' ON CENTER

24'

CONST. LIMITS

+55

N23°57'42"E

+00

S56°02'18"E

+45 P.C. 10+37.93

P.I. 10+57.42

P.T. 10+76.83

16'

CONST. LIMITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ M.O.T. STAGE 2

C.L. ASHLEY 98
PI = 10+57.42
Δ = 08°33'30" RT.
D = 22°00'00"
T = 19.49'
L = 38.90'
PC = 10+37.93
PT = 10+76.83
NO SUPER

ASHLEY 98

S41°28'48"E

HWY. 82

M.O.T. STAGE 2
PI = 503+05.49
Δ = 04°28'45" LT.
D = 02°00'00"
T = 112.04'
L = 223.96'
PC = 501+93.45
PRC = 504+17.41

4" WHITE CONSTRUCTION PAVEMENT MARKING

505 510 515

TRAFFIC DRUMS SPACED 50' ON CENTER

TRAFFIC DRUMS SPACED 20' ON CENTER

4" WHITE CONSTRUCTION PAVEMENT MARKING

P.C. 501+93.45

P.I. 505+29.45

P.T. 506+41.37

P.I. 509+28.76
Δ = 00°41'54" LT.

CONST. LIMITS

N23°57'42"E

HWY. 82

CONST. LIMITS

P.I. 503+05.49

P.R.C. 504+17.41

ROAD CLOSED

(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

M.O.T. STAGE 2
PI = 505+29.45
Δ = 04°28'45" RT.
D = 02°00'00"
T = 112.04'
L = 223.96'
PRC = 504+17.41
PT = 506+41.37

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ CONST. HWY. 425

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

℄ M.O.T. STAGE 2

HWY. 82

STATE OF ARKANSAS
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JEROME PAUL DAVIS

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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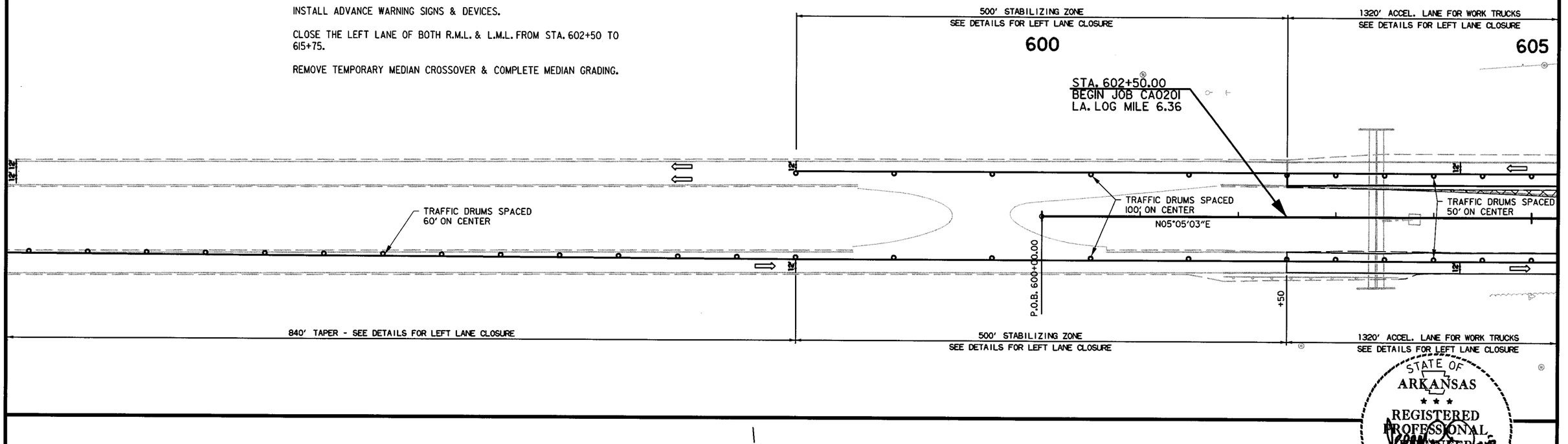
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				6	ARK.			
				JOB NO.		CA0201	136	373
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

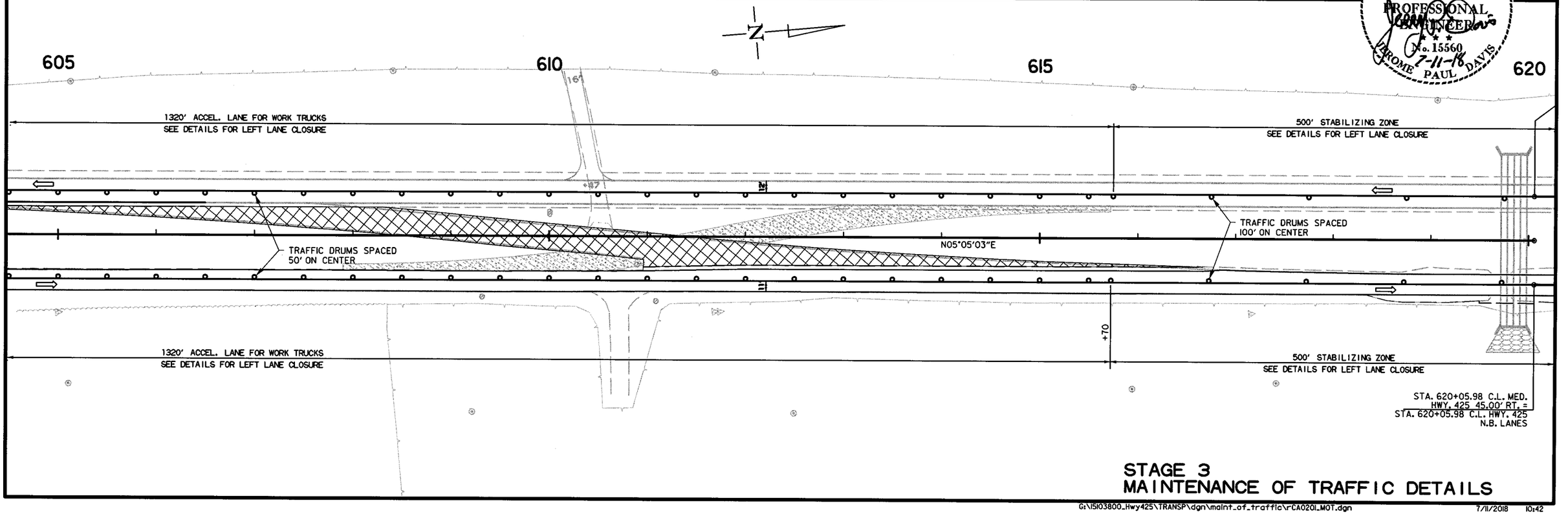
STAGE 3 CONSTRUCTION SEQUENCE:

INSTALL ADVANCE WARNING SIGNS & DEVICES.

CLOSE THE LEFT LANE OF BOTH R.M.L. & L.M.L. FROM STA. 602+50 TO 615+75.

REMOVE TEMPORARY MEDIAN CROSSOVER & COMPLETE MEDIAN GRADING.





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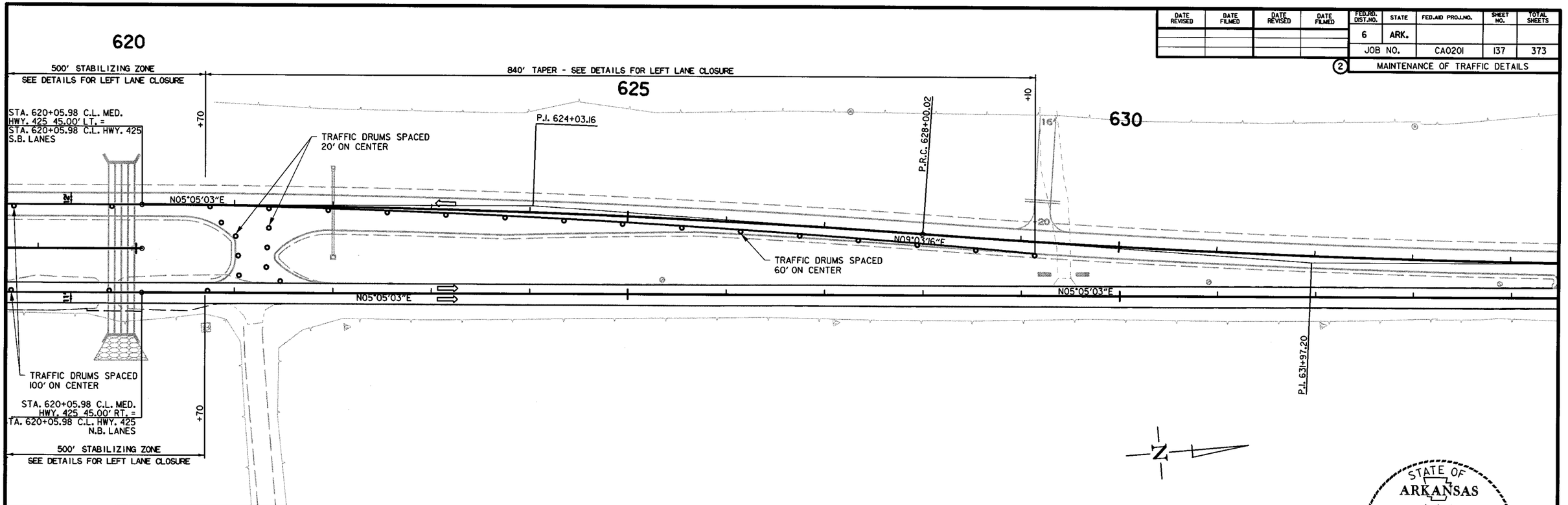
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

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MODEL: MOT Stage 3

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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



STAGE 3 QUANTITIES

SIGNS:
LOUISIANA = 871.0 SQ. FT.

TRAFFIC DRUMS:
LOUISIANA = 112 EACH

CONSTRUCTION PAVEMENT MARKINGS:
LOUISIANA = 6,328 LIN. FT.

NOTE: THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR 2 MILES. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 3" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

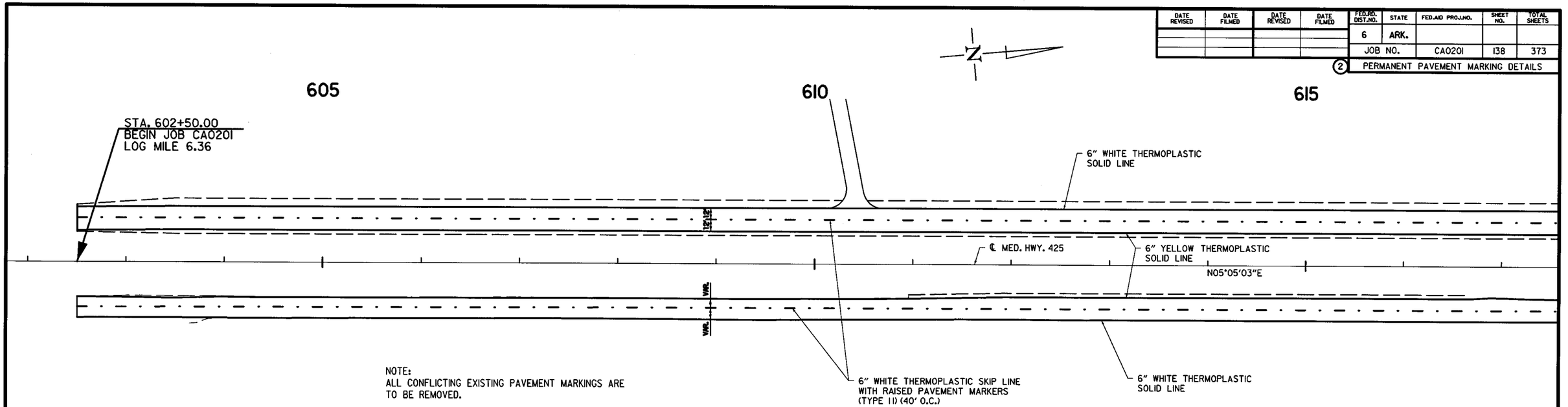
STATE OF ARKANSAS
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STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		CA0201	138	373

(2) PERMANENT PAVEMENT MARKING DETAILS



NOTE:
ALL CONFLICTING EXISTING PAVEMENT MARKINGS ARE TO BE REMOVED.

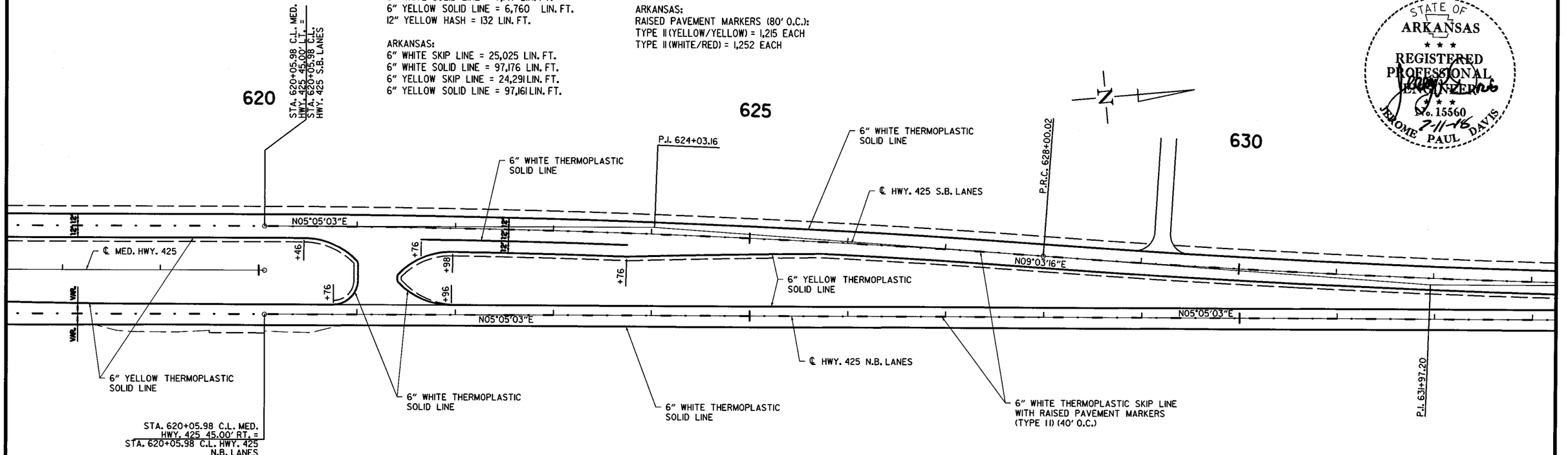
THERMOPLASTIC PAVEMENT MARKINGS:

LOUISIANA:
6" WHITE SKIP LINE = 1,676 LIN. FT.
6" WHITE SOLID LINE = 7,147 LIN. FT.
6" YELLOW SOLID LINE = 6,760 LIN. FT.
12" YELLOW HASH = 132 LIN. FT.

ARKANSAS:
6" WHITE SKIP LINE = 25,025 LIN. FT.
6" WHITE SOLID LINE = 97,176 LIN. FT.
6" YELLOW SKIP LINE = 24,291 LIN. FT.
6" YELLOW SOLID LINE = 97,161 LIN. FT.

LOUISIANA:
RAISED PAVEMENT MARKERS (40' O.C.):
TYPE II (YELLOW/YELLOW) = 8 EACH
TYPE II (WHITE/RED) = 418 EACH

ARKANSAS:
RAISED PAVEMENT MARKERS (80' O.C.):
TYPE II (YELLOW/YELLOW) = 1,215 EACH
TYPE II (WHITE/RED) = 1,252 EACH



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USER: fs513
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PLOTTED: 7/11/2018 10:42
SCALE: 1:100
MODEL: Perm Pvmt Marking Details

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.			
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(2) PERMANENT PAVEMENT MARKING DETAILS

50' BREAK IN PAINTED MEDIAN AT EVERY COUNTY ROAD.

BREAK EDGE LINE AT RADIUS OF EVERY COUNTY ROAD.

ASHLEY CO., AR — MOREHOUSE PARISH, LA

635

STA. 635+94.06 C.L. HWY. 425 S.B. LANES 17.50' RT. = STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

10

P.C. 10+10.00

P.I. 12+40.26

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46
NO SUPER

℄ CONST. HWY. 425

P.R.C. 14+70.46

15

6" YELLOW THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

C.L. ASHLEY 2 WEST
PI = 9+12.62
Δ = 05°24'19" RT.
D = 10°00'00"
T = 27.05'
L = 54.05'
PC = 8+85.57
PT = 9+39.62
NO SUPER

ASHLEY 2 WEST

N14°40'44"E

P.C. 8+85.57

20

P.I. 9+12.62

STA. 9+90.00 ℄ HWY. 425 = STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"

STA. 10+20.00 ℄ HWY. 425 = STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

P.T. 9+39.62

N80°05'03"E

P.C. 10+14.59

P.T. 10+60.96

P.I. 10+37.79

N05°05'03"E

N07°23'11"E

12" HASH YELLOW 15' O.C.
6" DOUBLE YELLOW THERMOPLASTIC WITH RAISED PAVEMENT MARKERS (TYPE II) (40' O.C.)
6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (40' O.C.)
BEGIN R.P.M. 80' O.C. SPACING AT AR. STATE LINE

17.50' LT. OF C.L. HWY. 425 N.B. LANES
P.O.E. STA. 635+92.79 =
C.L. HWY. 425 P.O.B. STA. 9+90.91

6" WHITE THERMOPLASTIC SOLID LINE

P.I. 17+00.72

C.L. HWY. 425
PI = 17+00.72
Δ = 02°18'08" LT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PRC = 14+70.46
PT = 19+30.92
NO SUPER

P.T. 19+30.92

C.L. ASHLEY 2 EAST
PI = 10+37.79
Δ = 04°38'16" LT.
D = 10°00'00"
T = 23.20'
L = 46.37'
PC = 10+14.59
PT = 10+60.96
NO SUPER

N15°26'49"E

ASHLEY 2 EAST

P.O.E. 12+50.00

25

30

35

6" YELLOW THERMOPLASTIC SOLID LINE

℄ CONST. HWY. 425

6" YELLOW THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

P.C. 10+14.59

P.T. 10+60.96

N05°05'03"E

6" WHITE THERMOPLASTIC SOLID LINE

6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

ASHLEY EAST 2

P.O.E. 12+50.00

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JEROME PAUL DAVIS

PERMANENT PAVEMENT MARKING DETAILS

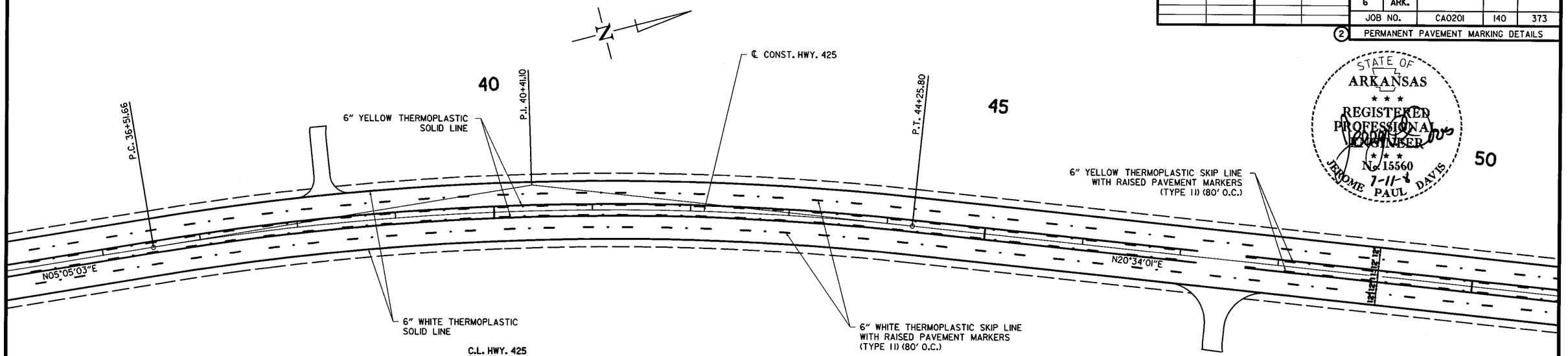
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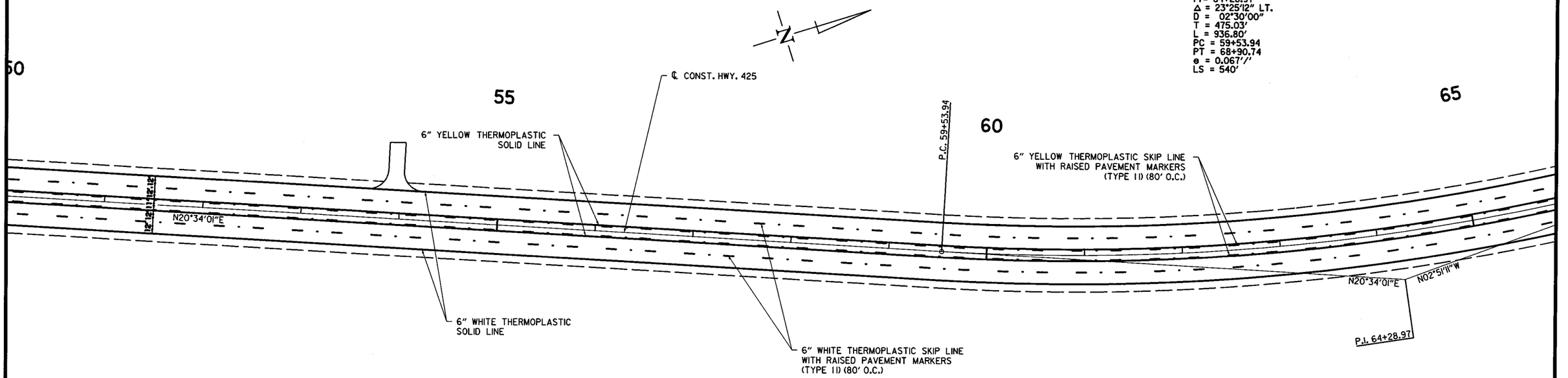
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				6	ARK.			
				JOB NO.		CA0201	140	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
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JEROME PAUL DAVIS





PERMANENT PAVEMENT MARKING DETAILS

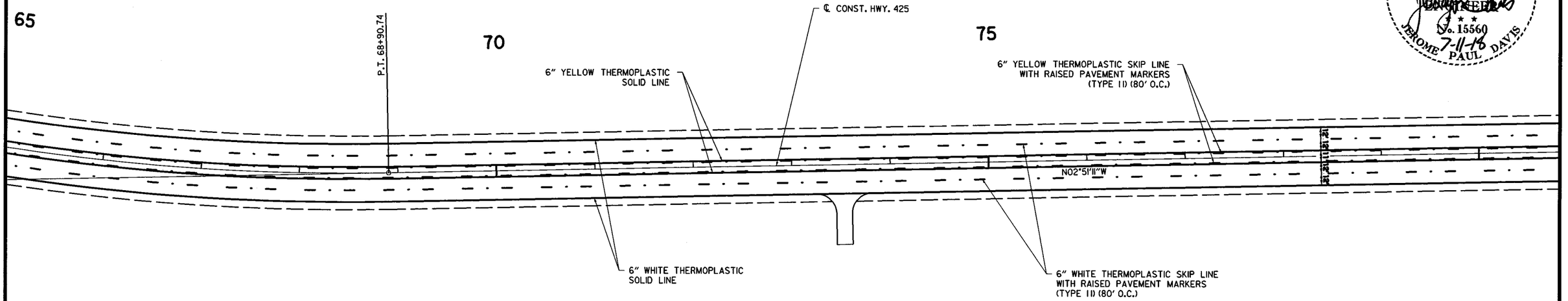
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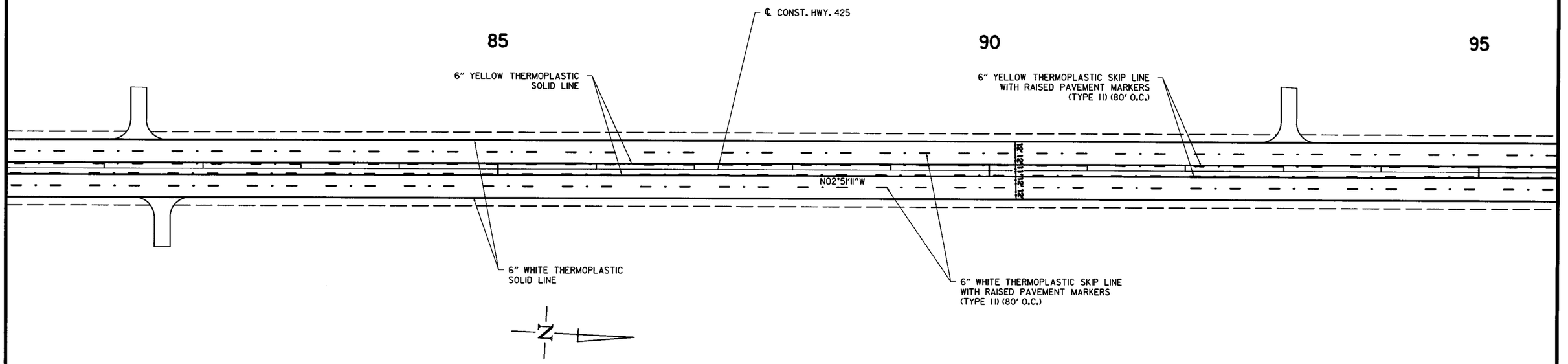
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				6	ARK.			
				JOB NO.		CA0201	141	373

(2) PERMANENT PAVEMENT MARKING DETAILS

C.L. HWY. 425
PI = 64+28.97
Δ = 23°25'12" LT.
D = 02°30'00"
T = 475.03'
L = 936.80'
PC = 59+53.94
PT = 68+90.74
e = 0.067'/'
LS = 540'

STATE OF ARKANSAS
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No. 15560
JEROME PAUL DAVIS
7-11-18





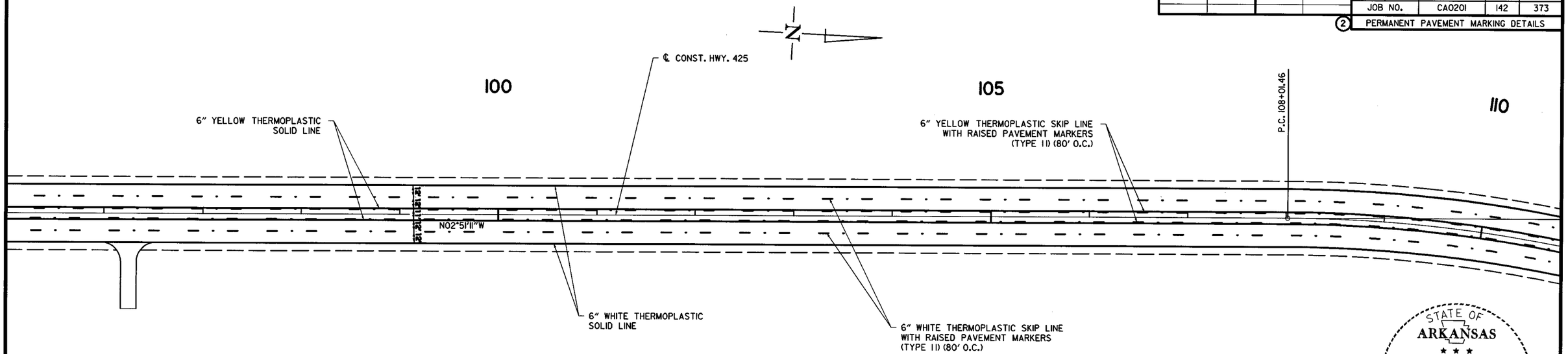
PERMANENT PAVEMENT MARKING DETAILS

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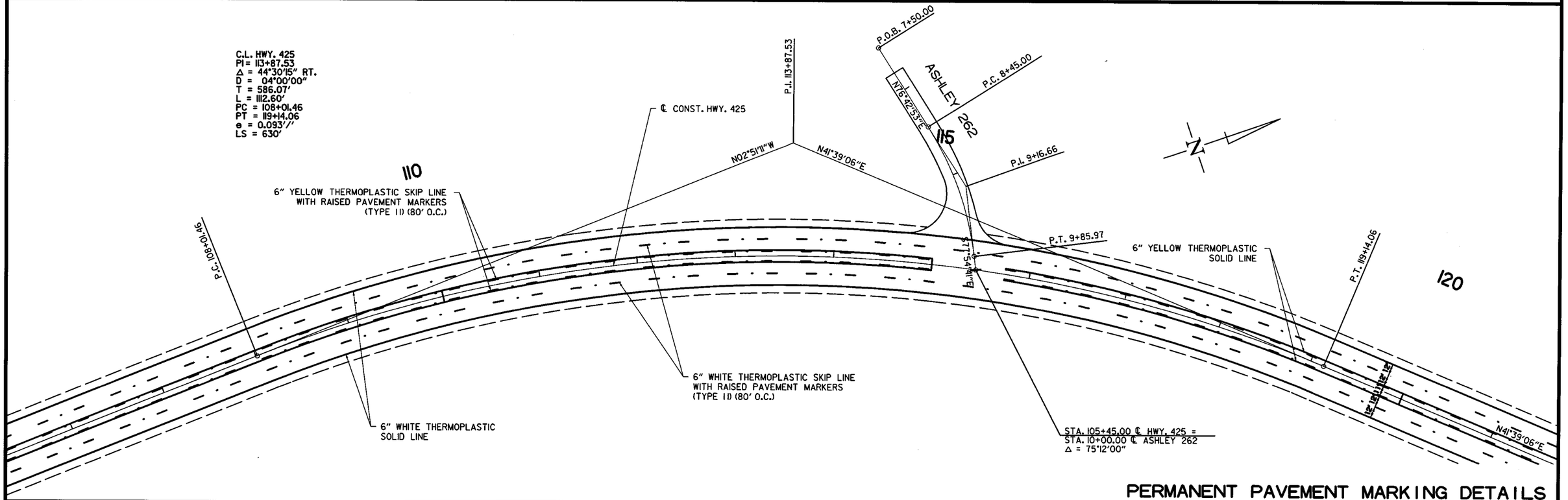
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6	ARK.			
JOB NO.		CA0201	142	373

(2) PERMANENT PAVEMENT MARKING DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-16

C.L. HWY. 425
PI = 113+87.53
Δ = 44°30'15" RT.
D = 04°00'00"
T = 586.07'
L = 1112.60'
PC = 108+01.46
PT = 119+14.06
e = 0.093'/'
LS = 630'

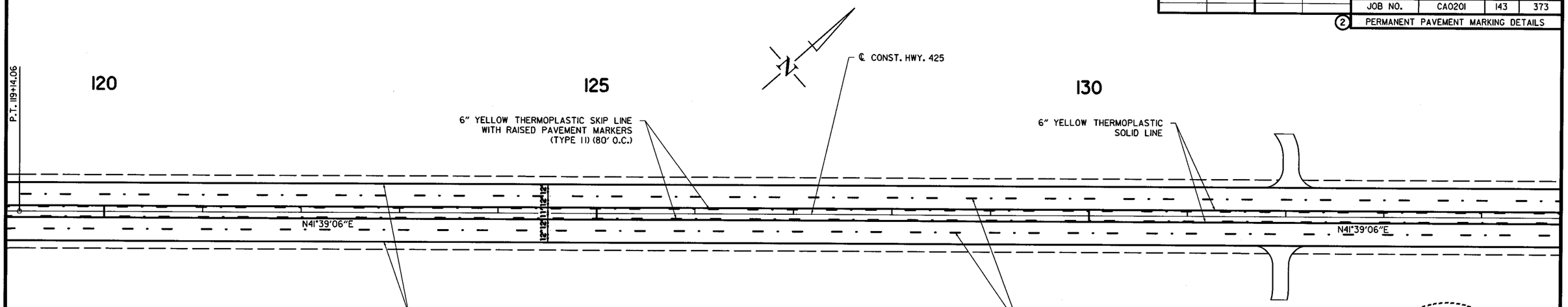


PERMANENT PAVEMENT MARKING DETAILS

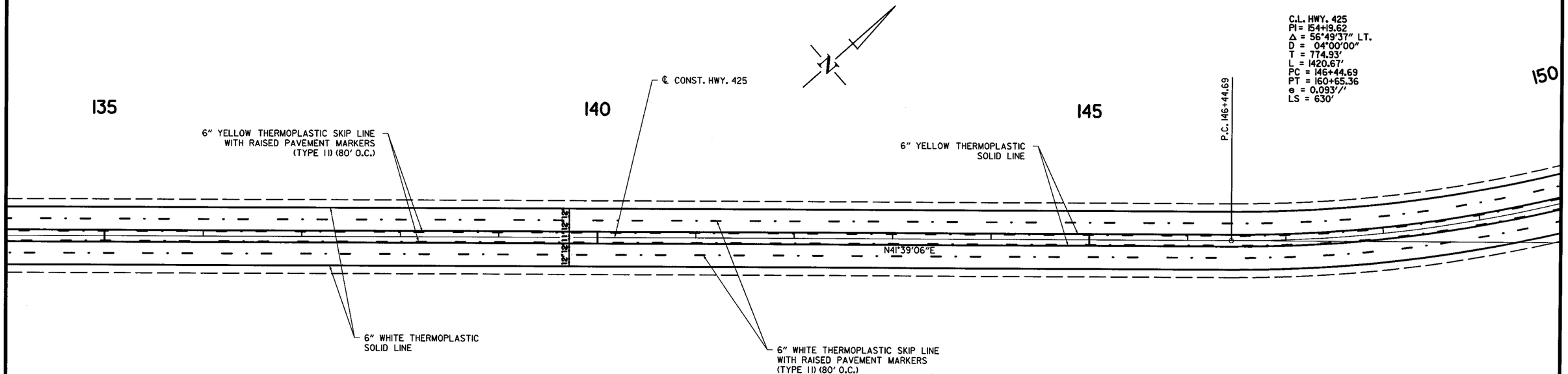
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MODEL: Perm Pvmt Marking Details

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(2) PERMANENT PAVEMENT MARKING DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



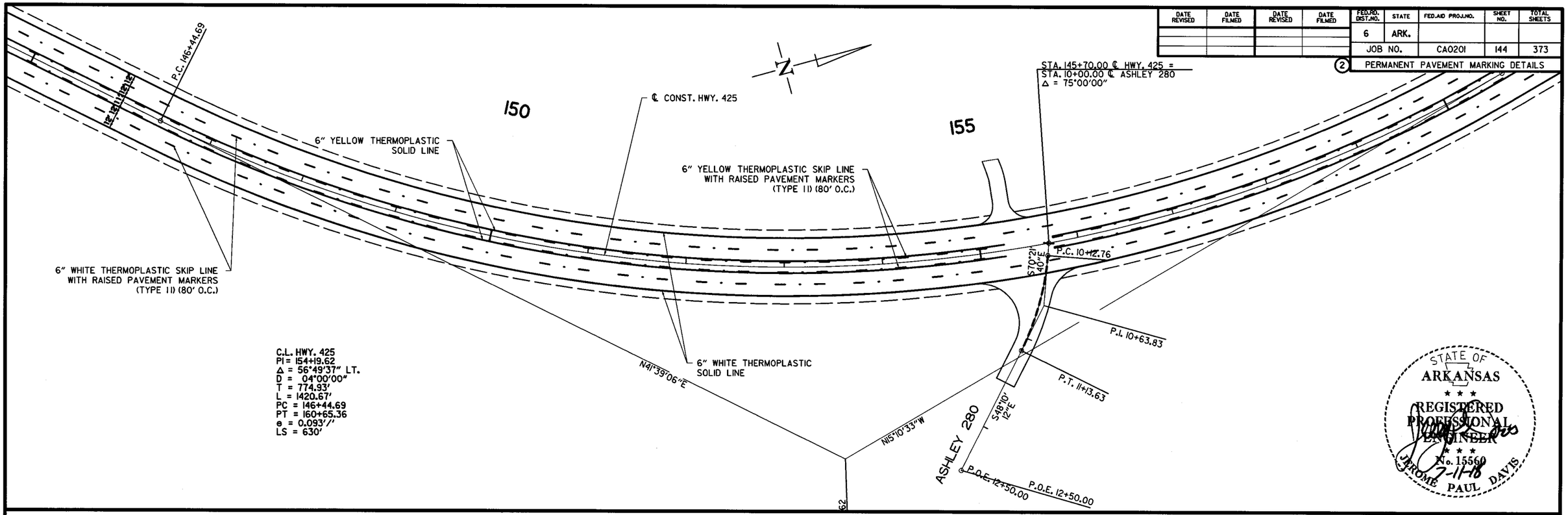
PERMANENT PAVEMENT MARKING DETAILS

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PLOTTED: 7/11/2018 10:42
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MODEL: Perm Pvmt 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.		CA0201	144	373

(2) PERMANENT PAVEMENT MARKING DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

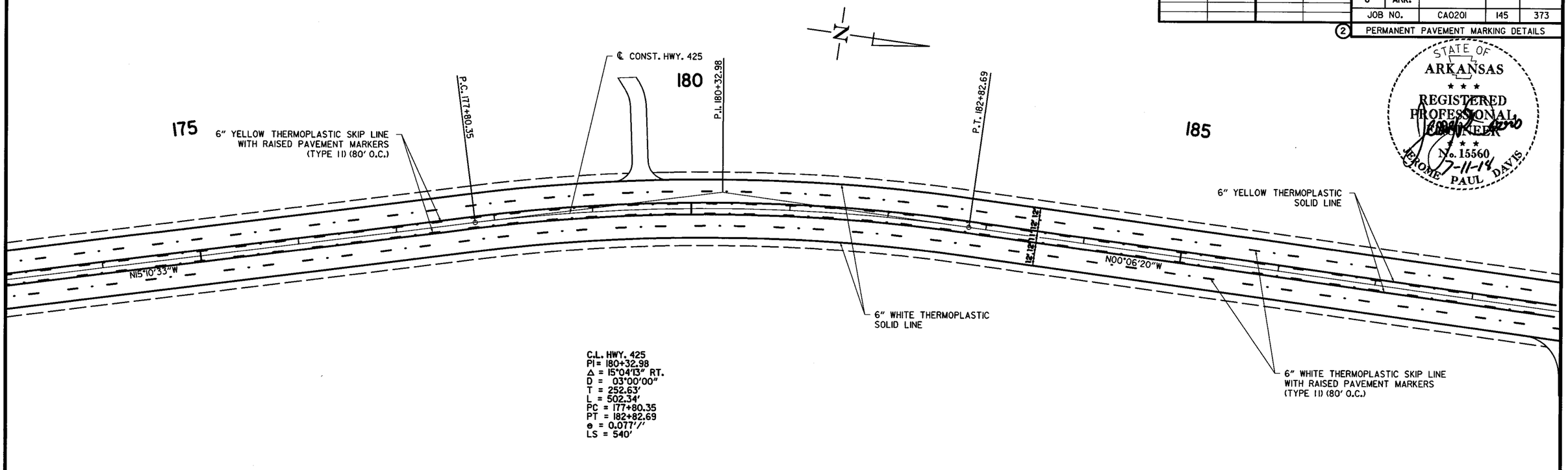
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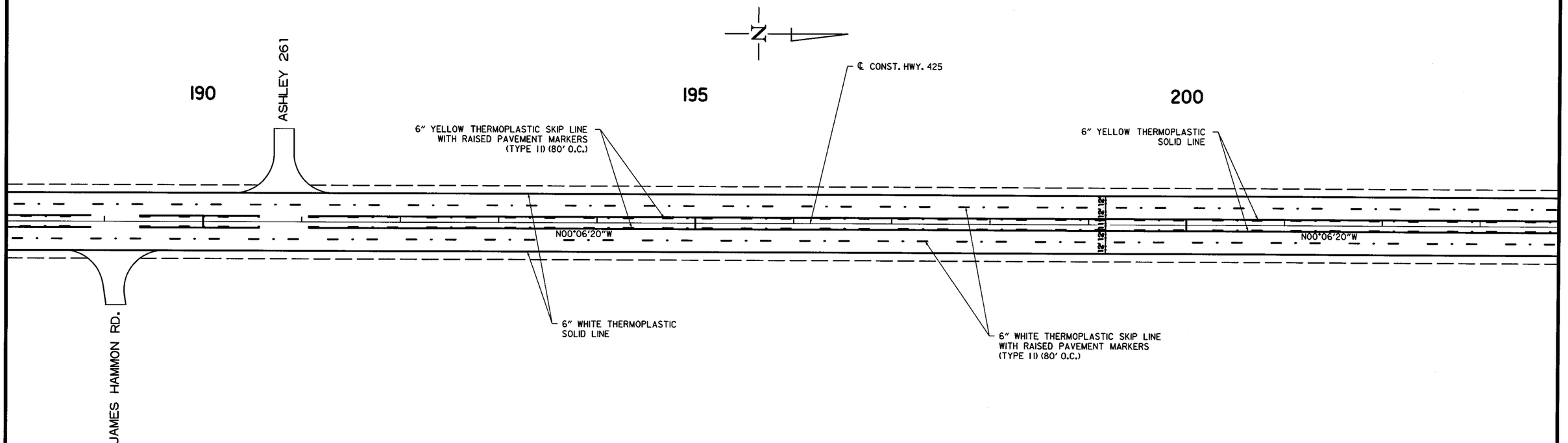
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	145	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-14
JEROME PAUL DAVIS



C.L. HWY. 425
PI = 180+32.98
Δ = 15°04'13" RT.
D = 03°00'00"
T = 252.63'
L = 502.34'
PC = 177+80.35
PT = 182+82.69
e = 0.077'/'
LS = 540'



PERMANENT PAVEMENT MARKING DETAILS

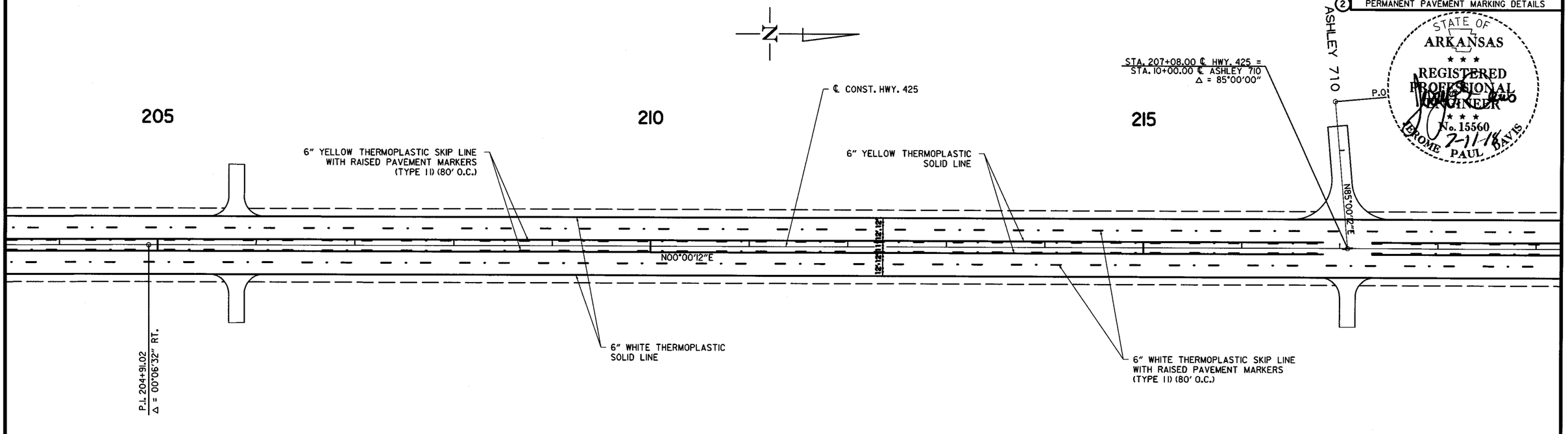
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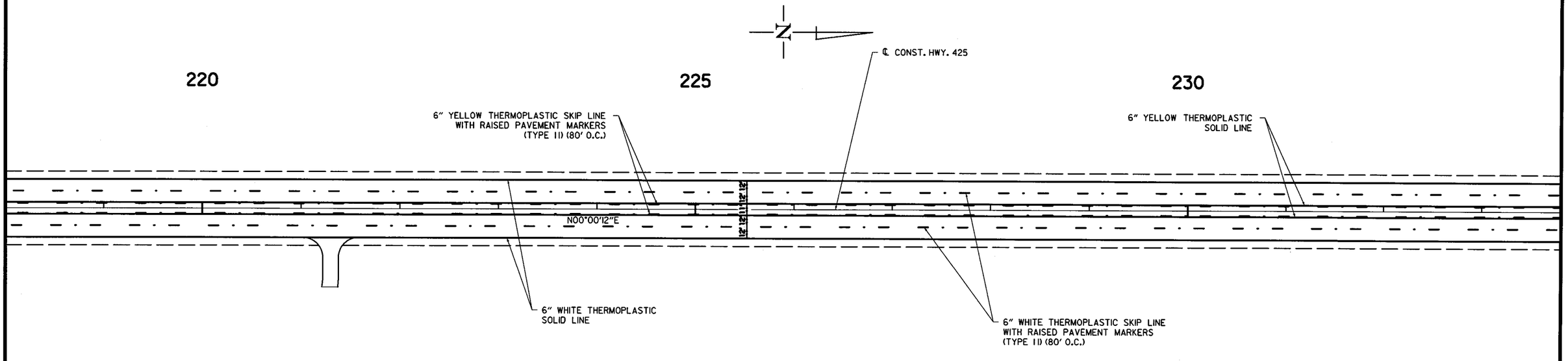
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	146	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL BAYIS
7-11-18





PERMANENT PAVEMENT MARKING DETAILS

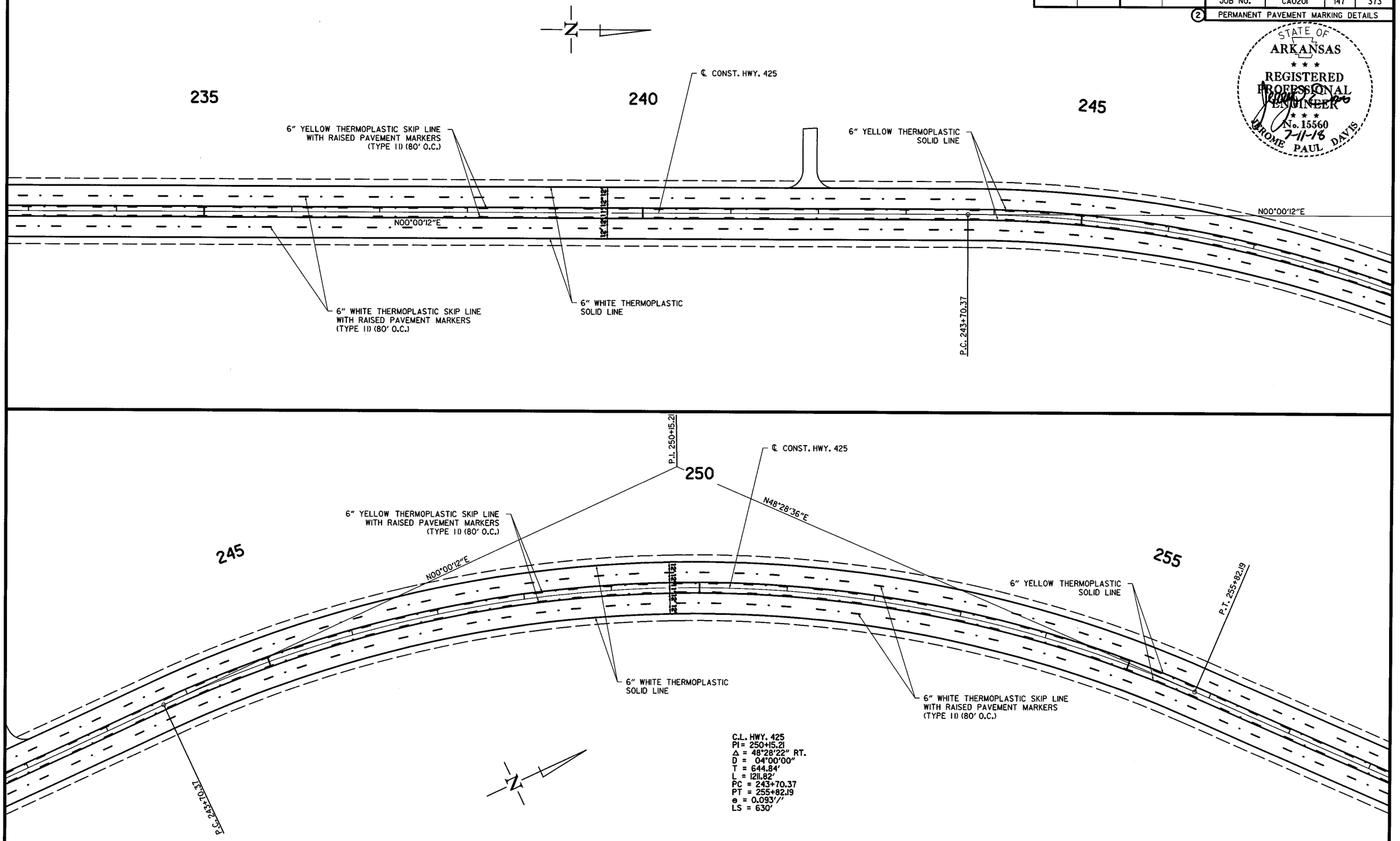
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MODEL: Perm Pvmt Marking Details

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.		CA0201	147	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



PERMANENT PAVEMENT MARKING DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\misc\rCA0201_PM.dgn
PLOTTED: 7/11/2018 10:42
SCALE: 1:100
MODEL: Perm Pvmt Marking Details

G:\15103800_Hwy425\TRANSP\dgn\misc\rCA0201_PM.dgn 7/11/2018 10:42

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	148	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

C.L. ASHLEY 4
PI = 9+44.96
Δ = 20°23'26" RT.
D = 24°00'00"
T = 42.93'
L = 84.96'
PC = 9+02.03
PT = 9+86.99
NO SUPER

ASHLEY 4

P.O.B. 7+50.00

S76°54'50"E

P.C. 9+02.03

P.I. 9+44.96

S56°31'26"E

P.T. 9+86.99

N48°28'36"E

P.T. 255+82.19

℄ CONST. HWY. 425

260

265

270

6" YELLOW THERMOPLASTIC SOLID LINE

6" YELLOW THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

6" WHITE THERMOPLASTIC SOLID LINE

STA. 255+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"

285

P.O.B. 7+50.00

ASHLEY 23

S57°31'26"E

STA. 264+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"

275

P.C. 277+20.01

℄ CONST. HWY. 425

280

6" YELLOW THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

6" YELLOW THERMOPLASTIC SOLID LINE

10

N00°41'42"E

P.I. 283+54.48

N48°28'34"E

S57°31'26"E

CAMP RD.

6" WHITE THERMOPLASTIC SOLID LINE

6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

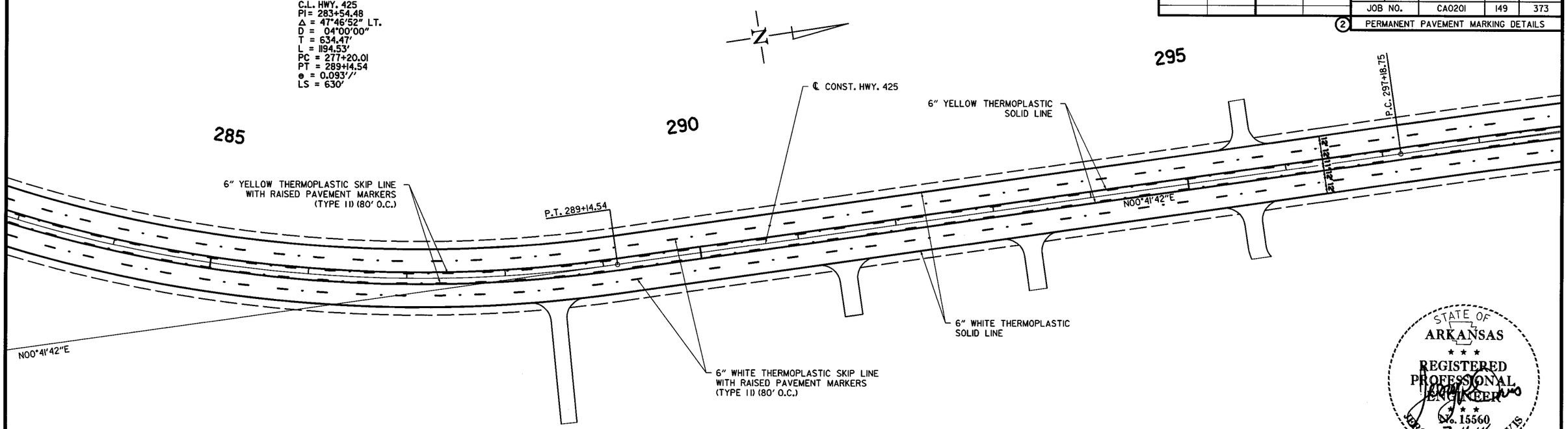
PERMANENT PAVEMENT MARKING DETAILS

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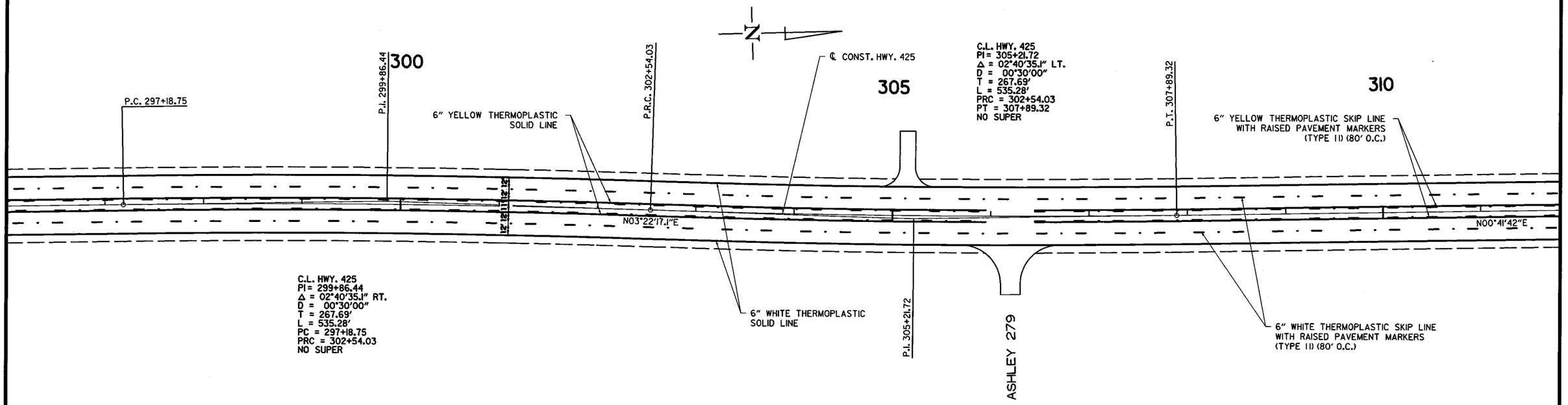
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	149	373

(2) PERMANENT PAVEMENT MARKING DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



PERMANENT PAVEMENT MARKING DETAILS

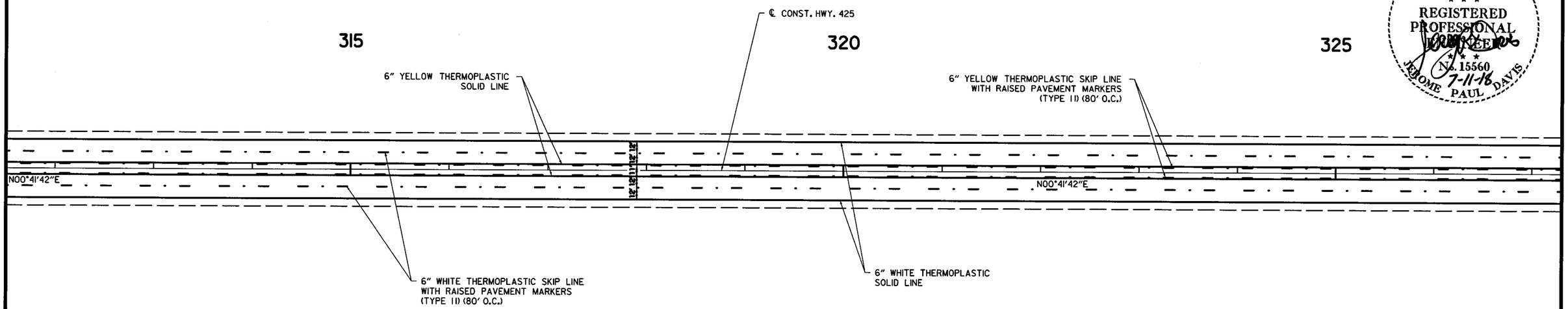
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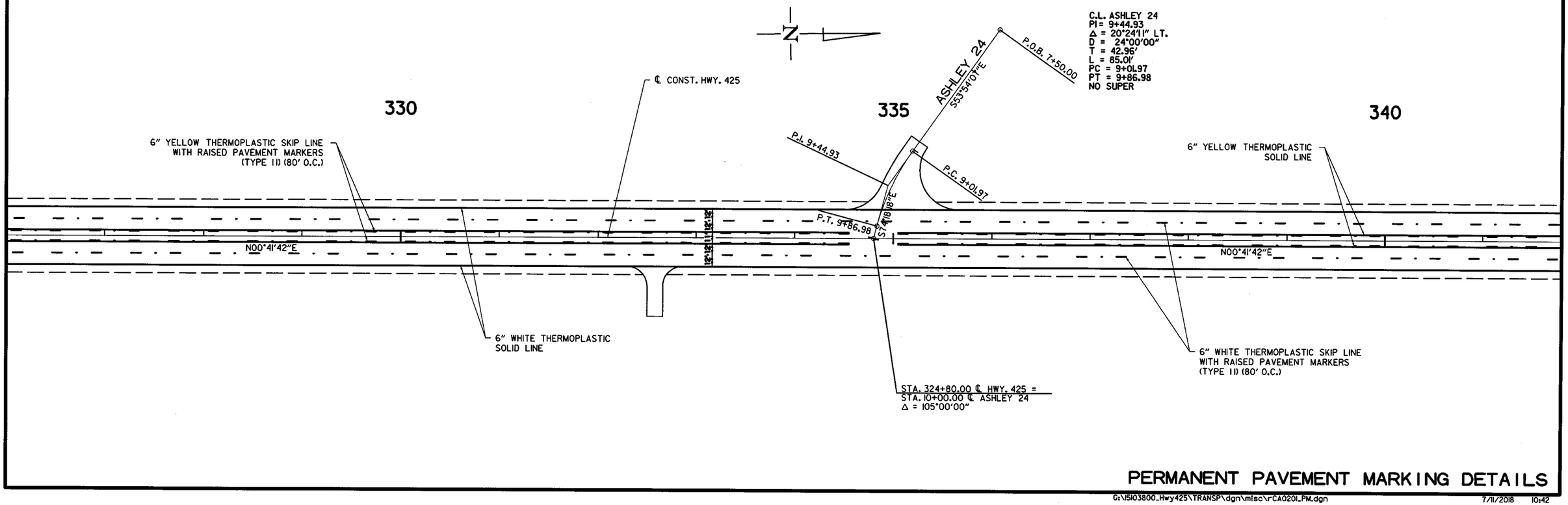
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	150	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS





PERMANENT PAVEMENT MARKING DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\misc\rCA0201_PM.dgn
PLOTTED: 7/11/2018 10:42
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MODEL: Perm Pvmt Marking Details

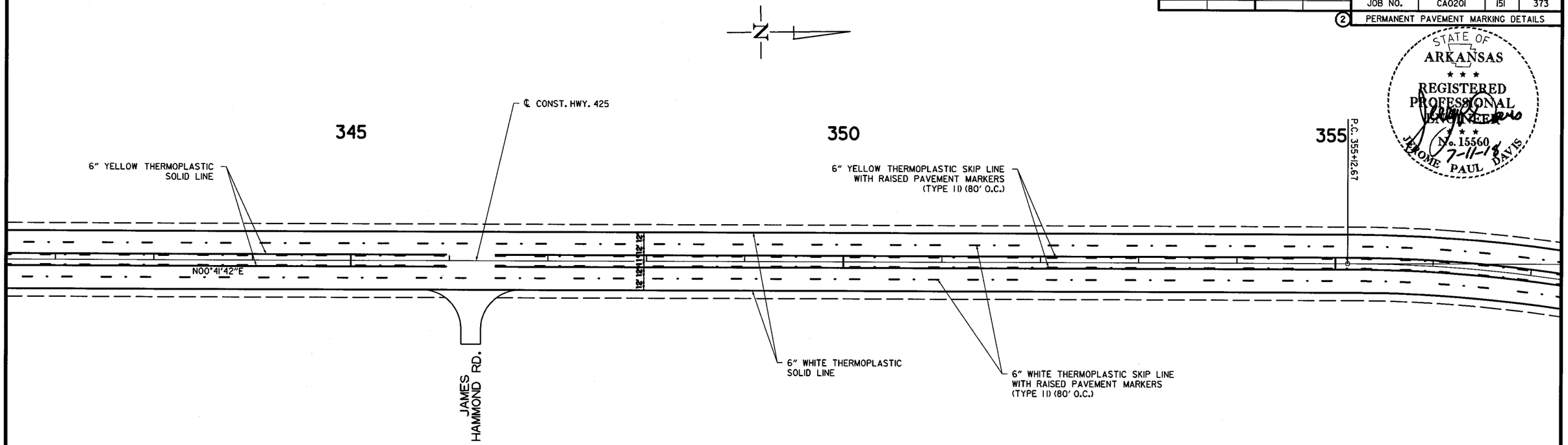
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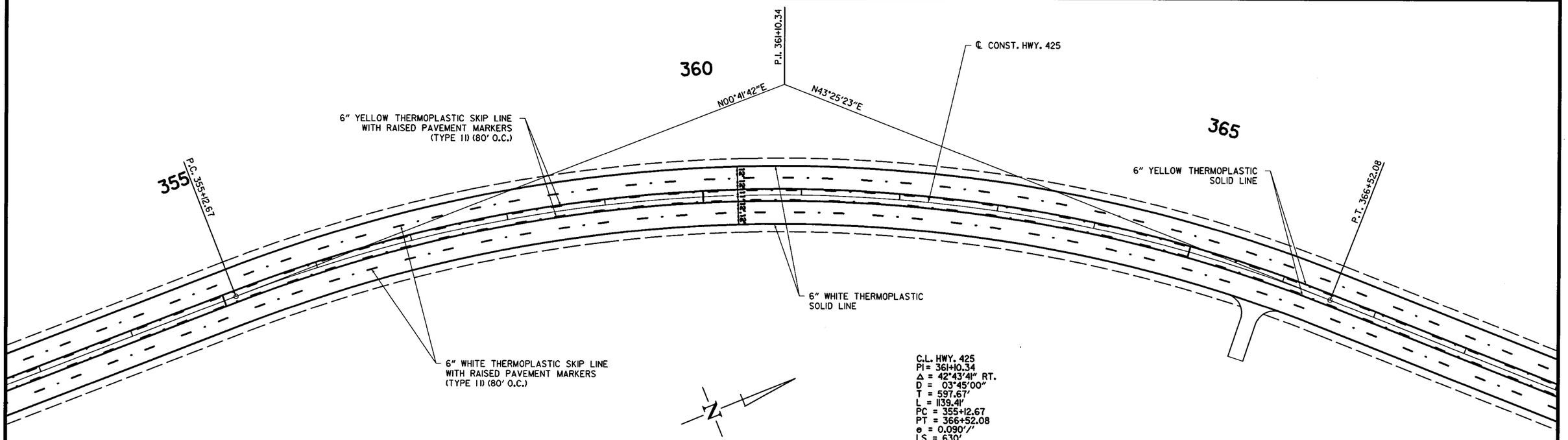
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	151	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS





C.L. HWY. 425
PI = 361+10.34
Δ = 42°43'41" RT.
D = 03°45'00"
T = 597.67'
L = 1139.41'
PC = 355+12.67
PT = 366+52.08
e = 0.090'/'
LS = 630'

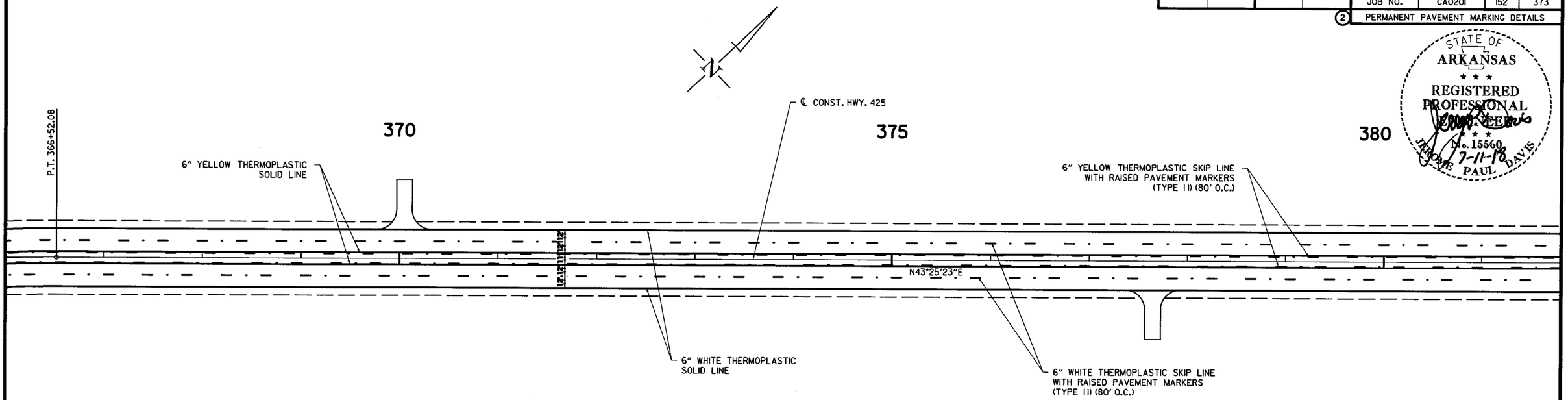
PERMANENT PAVEMENT MARKING DETAILS

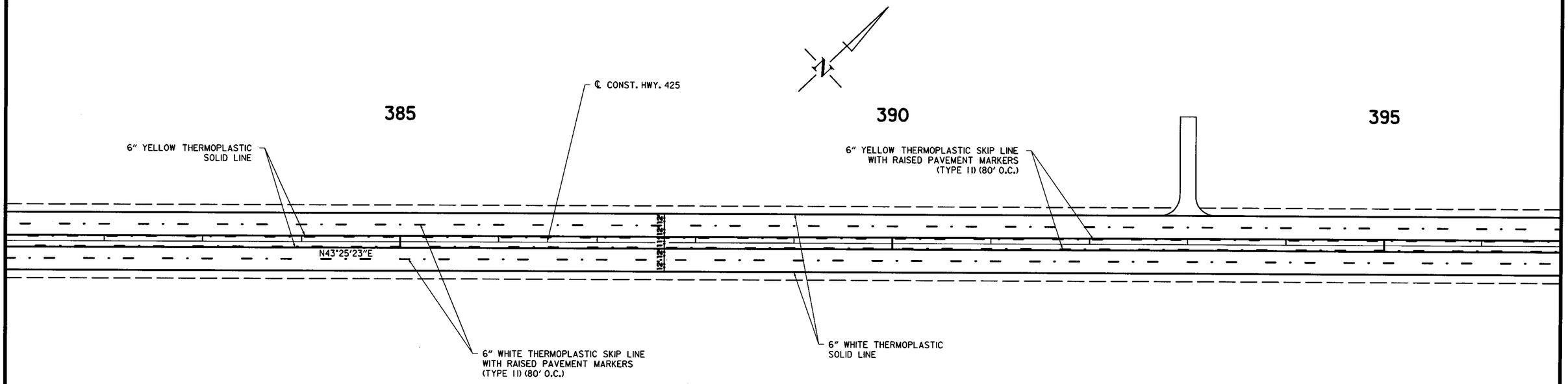
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PLOTTED: 7/11/2018 10:42
SCALE: 1:100
MODEL: Perm Pvmt Marking Details

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.		CA0201	152	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS





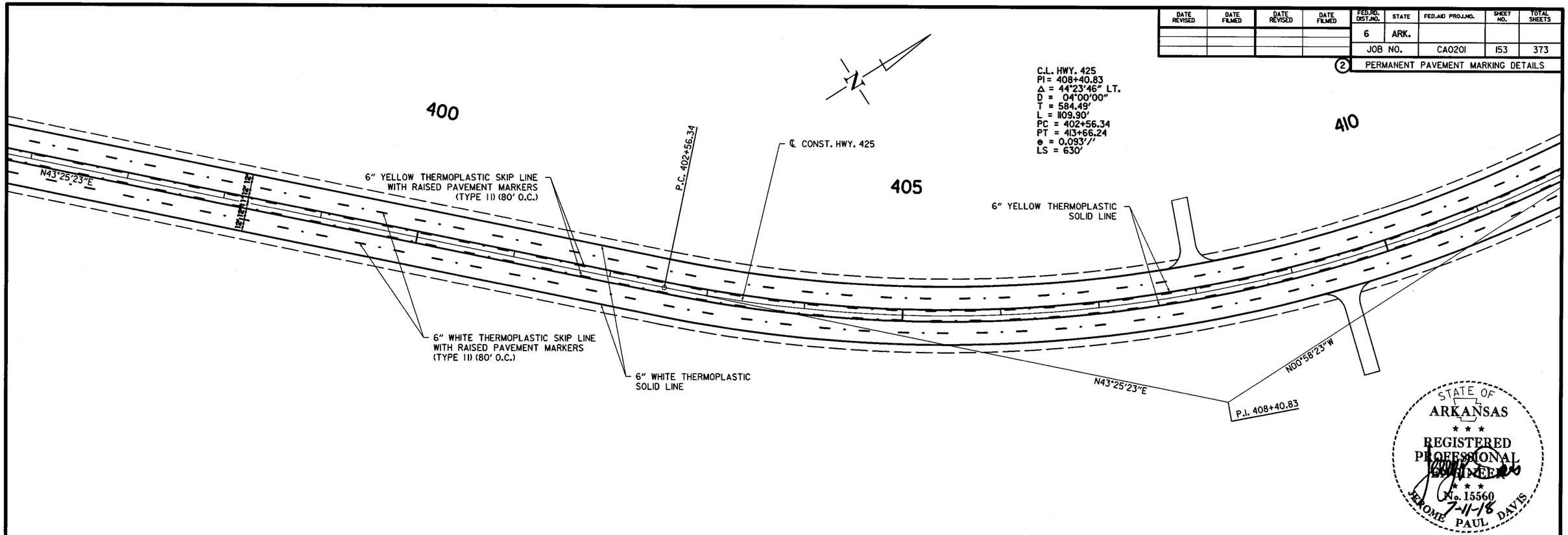
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MODEL: Perm Pvmt Marking Details

PERMANENT PAVEMENT MARKING DETAILS

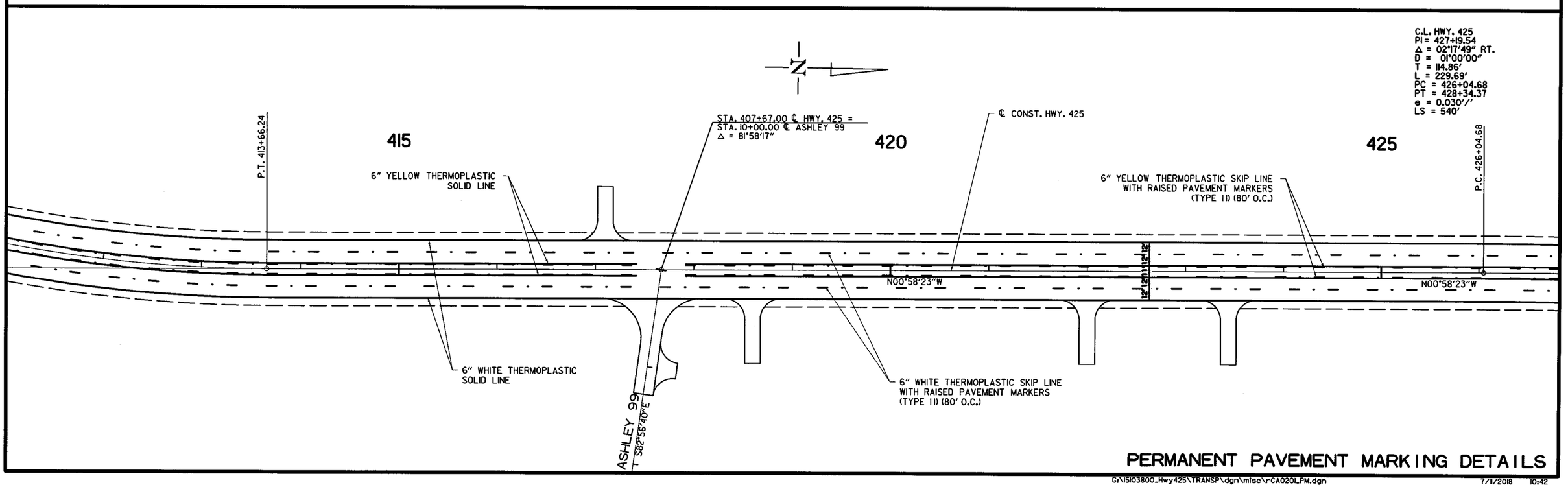
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	153	373

(2) PERMANENT PAVEMENT MARKING DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



PERMANENT PAVEMENT MARKING DETAILS

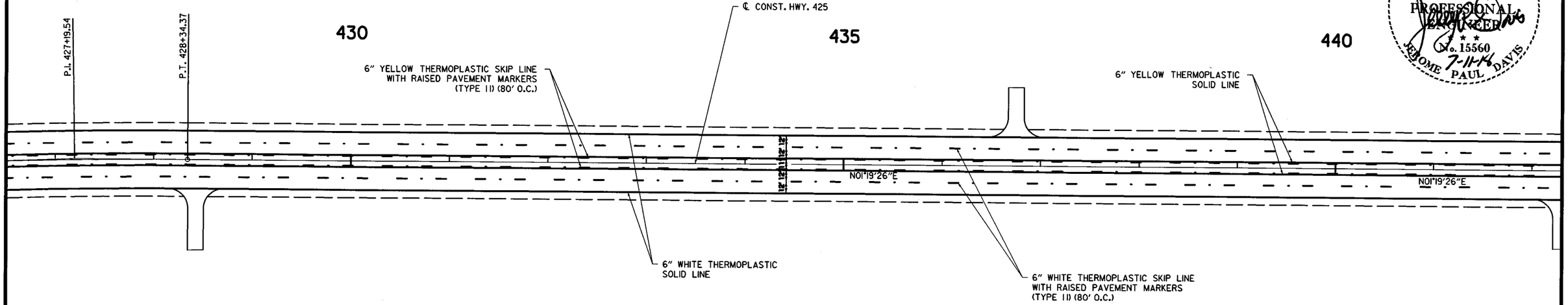
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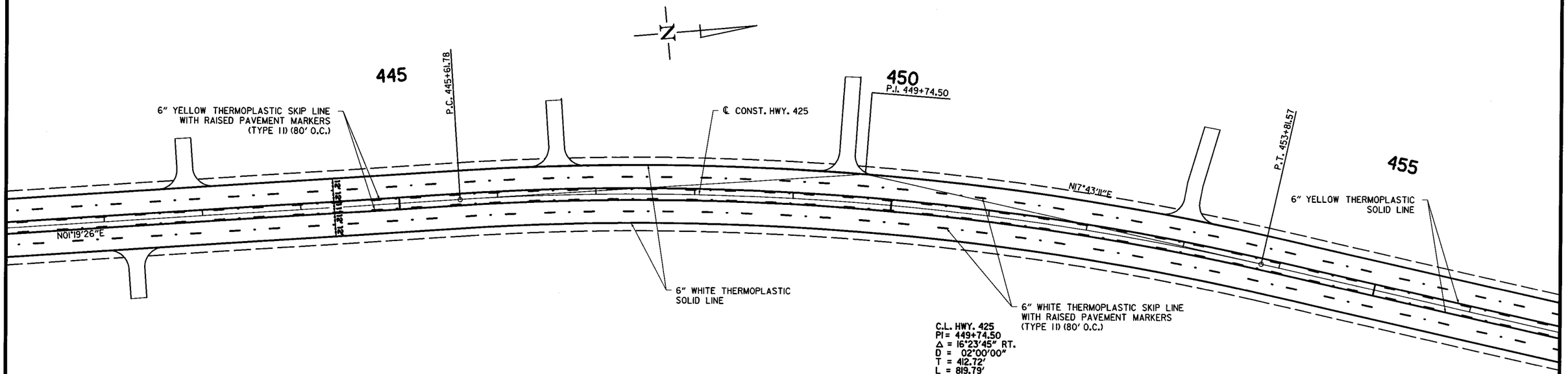
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	154	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 427+19.54
Δ = 02°17'49" RT.
D = 01°00'00"
T = 114.86'
L = 229.69'
PC = 426+04.68
PT = 428+34.37
e = 0.030'/'
LS = 540'





C.L. HWY. 425
PI = 449+74.50
Δ = 16°23'45" RT.
D = 02°00'00"
T = 412.72'
L = 819.79'
PC = 445+61.78
PT = 453+81.57
e = 0.055'/'
LS = 540'

PERMANENT PAVEMENT MARKING DETAILS

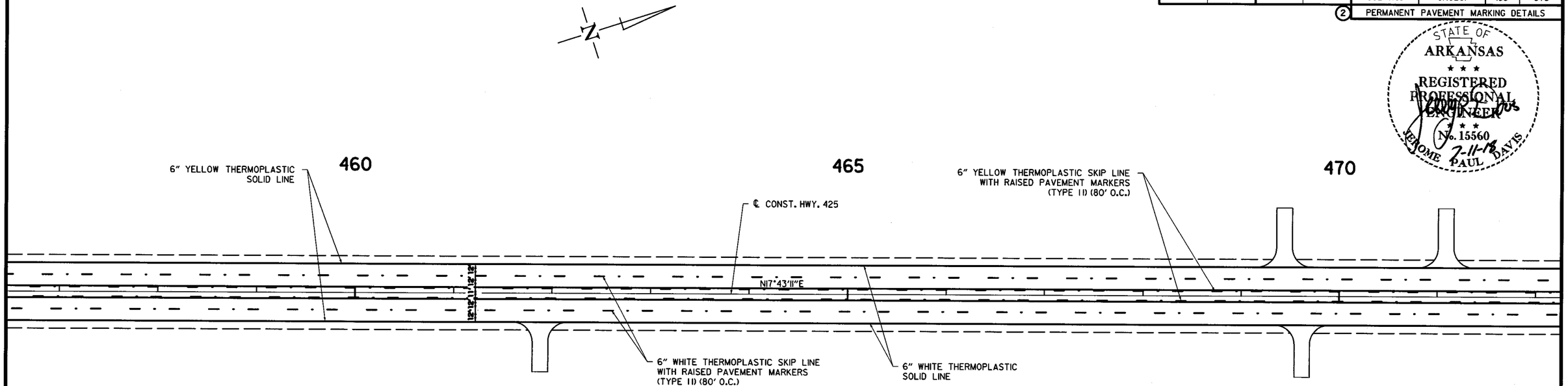
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MODEL: Perm Pvmt Marking Details

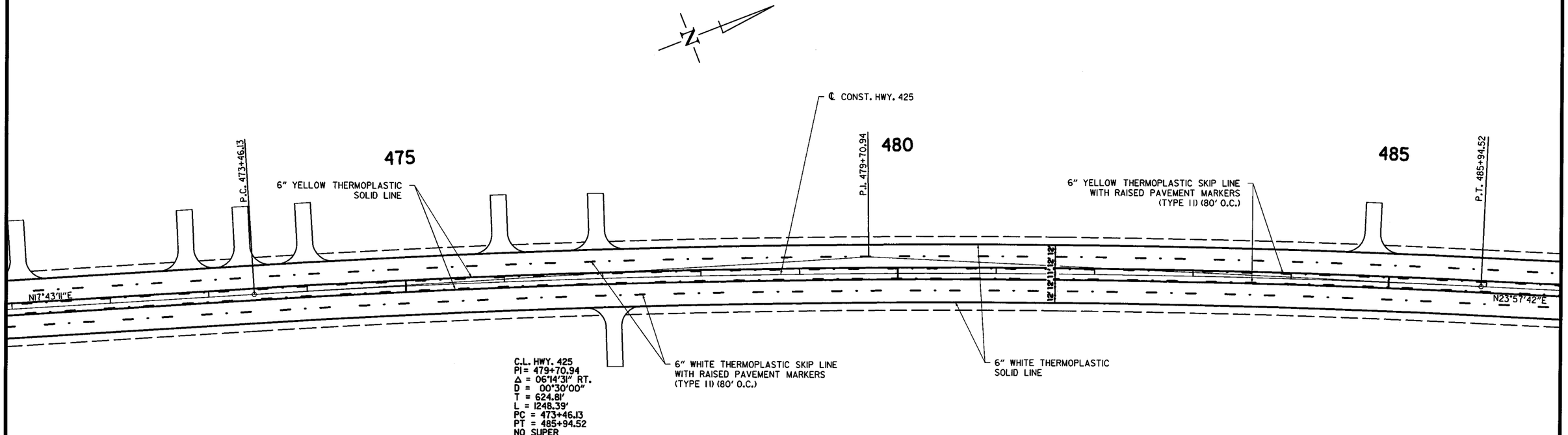
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	155	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18





PERMANENT PAVEMENT MARKING DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\misc\rCA0201_PM.dgn
PLOTTED: 7/11/2018 10:42
SCALE: 1:100
MODEL: Perm Pvmt 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.		CA0201	156	373

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 479+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

490 495 500

℄ CONST. HWY. 425

6" YELLOW THERMOPLASTIC SOLID LINE

6" YELLOW THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

12' 12' 12' 12'

N23°57'42"E

S56°02'18"E

P.C. 10+37.93
P.I. 10+57.42
P.T. 10+76.83

C.L. ASHLEY 98
PI = 10+57.42
Δ = 08°33'30" RT.
D = 22°00'00"
T = 19.49'
L = 38.90'
PC = 10+37.93
PT = 10+76.83
NO SUPER

ASHLEY 98

S41°28'48"E

6" WHITE THERMOPLASTIC SOLID LINE

6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

505 510 515

HWY. 82

8" WHITE THERMOPLASTIC SOLID WHITE LINE

6" YELLOW THERMOPLASTIC SOLID LINE

6" YELLOW THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

P.I. 509+28.76

℄ CONST. HWY. 425

HWY. 425

N23°57'42"E

HWY. 82

6" WHITE THERMOPLASTIC SOLID LINE

6" WHITE THERMOPLASTIC SKIP LINE WITH RAISED PAVEMENT MARKERS (TYPE II) (80' O.C.)

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

HWY. 52

8" WHITE THERMOPLASTIC SOLID WHITE LINE

NOTE:
ALL CONFLICTING EXISTING PAVEMENT MARKINGS ARE TO BE REMOVED.

PERMANENT PAVEMENT MARKING DETAILS

G:\15103800_Hwy425\TRANSP\dgn\misc\rCA0201_PM.dgn 7/11/2018 10:42

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\misc\rCA0201_PM.dgn
PLOTTED: 7/11/2018 10:42
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MODEL: Perm Pvmt 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.		CA0201	157	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	16' BARRICADES (TYPE III)
			LIN. FT. - EACH				NO.	SQ. FT.	EACH		RIGHT LIN. FT.
G20-1	ROAD WORK NEXT 9 MILES	60"x24"			2	2	2	20.0			
G20-2	END ROAD WORK	48"x24"	1		5	5	5	40.0			
R2-1	SPEED LIMIT (55)	48"x60"		2	4	4	4	80.0			
R2-1	SPEED LIMIT (60)	48"x60"			4	4	4	80.0			
R4-1	DO NOT PASS	48"x60"		4	4	4	4	80.0			
R4-7AR	KEEP RIGHT	48"x60"		1		1	1	20.0			
R11-2	ROAD CLOSED	48"x30"	2	6		6	6	60.0			
W1-4AL	REVERSE CURVE LT.	48"x48"		1		1	1	16.0			
W1-6	LARGE ARROW	60"x30"		5	6	6	6	75.0			
W3-5	REDUCED SPEED AHEAD (55)	48"x48"		2	4	4	4	64.0			
W4-2R	LANE ENDS	48"x48"		2		2	2	32.0			
W4-2L	LANE ENDS	48"x48"			4	4	4	64.0			
W13-1	SPEED LIMIT (ADVISORY)	18"x18"		1		1	1	2.3			
W20-1	ROAD WORK 1500 FT.	48"x48"			2	2	2	32.0			
W20-1	ROAD WORK 1000 FT.	48"x48"			2	2	2	32.0			
W20-1	ROAD WORK 500 FT.	48"x48"			2	2	2	32.0			
W20-1	ROAD WORK AHEAD	48"x48"	1	3	3	3	3	48.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"		2		2	2	32.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"		2		2	2	32.0			
W20-5	RIGHT LANE CLOSED 1500 FEET	48"x48"		2		2	2	32.0			
W20-5	LEFT LANE CLOSED 1 MILE	48"x48"			4	4	4	64.0			
W20-5	LEFT LANE CLOSED 1/2 MILE	48"x48"			4	4	4	64.0			
W20-5	LEFT LANE CLOSED 1500 FEET	48"x48"			4	4	4	64.0			
SPECIAL	MERGE NOW ARROW LT.	48"x48"		1		1	1	16.0			
SPECIAL	MERGE NOW ARROW RT.	48"x48"			2	2	2	32.0			
	VERTICAL PANELS		22			22			22		
	TRAFFIC DRUMS		21	81	112	112				112	
	TYPE III BARRICADE - RT. (16')		2	7		7					112
TOTALS:								**1113.3**	**22**	**112**	**112**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	END OF JOB	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKINGS			
								TYPE II (WHITE/RED)	TYPE II (YEL/YEL)	6" SOLID WHITE	6" SOLID YELLOW	6" SKIP WHITE	12" YELLOW
	LIN. FT. - EACH				LIN. FT.			EACH		LIN. FT.			
CONSTRUCTION PAVEMENT MARKINGS	3342	14275	6328				23945						
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		3342	1450	6328	11120								
REMOVAL OF PERMANENT PAVEMENT MARKINGS	1900	2170				4070							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)								418					
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)									8				
THERMOPLASTIC PAVEMENT MARKINGS WHITE (6")										7147		1676	
THERMOPLASTIC PAVEMENT MARKINGS YELLOW (6")											6760		
THERMOPLASTIC PAVEMENT MARKINGS YELLOW (12")													132
TOTALS:					**11120**	**4070**	**23945**	**418**	**8**	**7147**	**6760**	**1676**	**132**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

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DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\quantities\CA0201_Quant_LA.dgn
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SCALE: 1:10
MODEL: QUANTITIES

QUANTITIES
LOUISIANA

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	158	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-12-18
JEROME PAUL DAVIS

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL									
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING						11.40	11.40	232.6	286	39	18	1385			52
ENTIRE	PROJECT	STAGE 1	5.40	10.80	5.40	550.8	5.40				330	45	36		1037		1069
ENTIRE	PROJECT	STAGE 2	1.10	2.20	1.10	112.2	1.10				66	6				1037	5
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.											44	6	18	69	104	104	58
TOTALS:			6.50	13.00	6.50	663.0	6.50	11.40	11.40	232.6	726	96	72	1454	1141	1141	1184

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING.
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING.
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION
DROP INLET SILT FENCE.....18 LIN. FT./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 ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

DUMPED RIPRAP AND FILTER BLANKET

STATION	LOCATION	DUMPED RIPRAP	FILTER BLANKET
		CU. YD.	SQ. YD.
619+85	BOX CULVERT OUTLET	56	112
	TO BE USED IF AND WHERE	20	50
	DIRECTED BY THE ENGINEER		
TOTALS:		76	162

*NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	GUARDRAIL
			LIN. FT.
618+70	620+45	HWY. 425 RML RT.	175
619+00	620+75	HWY. 425 RML LT.	175
TOTALS:			350

REMOVAL OF EXISTING BRIDGE STRUCTURE

STATION	STATION	LOCATION	LUMP SUM
619+62	617+82	EXISTING BRIDGE STRUCTURE (SITE NO. 1)	1.00

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION	* STONE BACKFILL	REMOVING AND REPLACING TOPSOIL
			CU. YD.		TON	TON	CU. YD.
602+50.00	635+92.79	HWY. 425 - STAGE 1	8270	18348			
605+90.00	635+92.79	HWY. 425 - STAGE 2	2115	2033			
602+50.00	620+05.98	HWY. 425 - STAGE 3	1368	126			
ENTIRE	PROJECT	APPROACHES		65			
619+85.00		QUADRUPLE 6'x3' R.C. BOX CULVERT				556	
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER			340	25	1500
TOTALS:			11753	20572	340	581	1500

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

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

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
602+50	635+93	HWY. 425	34	34
TOTALS:			34	34

REMOVAL AND DISPOSAL OF CULVERTS

STATION	DESCRIPTION	PIPE CULVERTS
		EACH
629+20	24"x28' C.M. PIPE CULVT. LT. SIDE DRAIN	1
TOTALS:		1

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

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
602+50	603+50	HWY. 425 RML	20.55	228
TOTAL:				228

NOTE: AVERAGE MILLING DEPTH 1".

QUANTITIES
LOUISIANA

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	159	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STRUCTURES

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE (CLASS III)	SAFETY END SECTIONS (CLASS 2)	DROP INLETS TYPE		SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.- ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		24"	24"	RM	TM									
		LIN. FT.	EACH			LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL	
622+00	CONSTRUCT D.I. W/24"x86' R.C. PIPE CULVERT	86	1	1								19	0.24	FES-1, FPC-9D, SES-1, PCC-1
														RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
SUBTOTALS:		86	1	1								19	0.24	
						STRUCTURES OVER 20'-0" SPAN								
619+85	CONSTRUCT QUAD. 6'x3'x176' R.C. BOX CULVERT				1	6	3	176	327.63	42218	157	16	0.20	FPC-9, RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
SUBTOTALS:					1				327.63	42218	157	16	0.20	
TOTALS:		**86**	**1**	**1**	**1**				**327.63**	**42218**	**157**	**35**	**0.44**	

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.

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	10
AND WHERE DIRECTED BY THE	
ENGINEER	
TOTAL:	**10**

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
602+50.00	610+07.26	HWY. 425 LML LT.	757
602+50.00	620+41.30	HWY. 425 LML RT.	1431
610+74.30	628+86.92	HWY. 425 LML LT.	1453
622+02.68	634+42.80	HWY. 425 LML RT.	988
629+53.08	635+94.06	HWY. 425 LML LT.	509
TOTAL:			**5138**

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

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS 28"X20"	STANDARD DRAWINGS
			FEET	SQ. YD.	TON	TON	LIN. FT.	
610+47	LT.	HWY. 425 LML	16	191.20	21.03	78.07		
629+20	RT.	HWY. 425 LML	16	196.30	21.59	80.16	36	PCC-1, PCM-1, PCP-1, PCP-2
TOTALS:				**387.50**	**42.62**	**158.23**	**36**	

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

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.

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.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	20	40
DIRECTED BY THE ENGINEER		
TOTALS:	**20**	**40**

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

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

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	16
DIRECTED BY THE ENGINEER	
TOTAL:	**16**

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

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
619+85	HWY. 425 RML	75.00	22	131
TOTAL:				**131**

AVG. DEPTH = 13"

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SCALE: NO
MODEL: 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.		CA0201	160	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET				FEET			TON	FEET			TON
MAIN LANES																	
602+50.00	635+94.06	CL HWY. 425 L.M.L. - FULL DEPTH PAVEMENT	3344.06	101.00	3377.50	79.41	29505.76	0.05	1475.29	26.58	9876.12	660	3259.12	26.25	9753.51	220	1072.89
620+46.31	621+97.67	CL HWY. 425 - ADD'L. FOR FULL DEPTH PAVEMENT IN MEDIAN AT CO RD CROSSING	151.36	VAR.	368.76	VAR.	2133.86	0.05	106.69	VAR.	536.86	660	177.16	VAR.	530.07	220	58.31
621+97.67	623+75.60	CL HWY. 425 L.M.L. - ADD'L. FOR FULL DEPTH PAVEMENT LANE AT CO RD CROSSING	177.93	46.75	83.18	36.00	711.72	0.05	35.59	12.00	237.24	660	78.29	12.00	237.24	220	26.10
623+75.60	625+75.60	CL HWY. 425 L.M.L. - ADD'L. FOR FULL DEPTH PAVEMENT LANE AT CO RD CROSSING TAPER	200.00	23.38	46.76	18.00	400.00	0.05	20.00	6.00	133.33	660	44.00	6.00	133.33	220	14.67
634+42.80	635+94.06	CL HWY. 425 L.M.L. - ADD'L. FOR FULL DEPTH PAVEMENT IN MEDIAN	151.26	VAR.	85.05	VAR.	833.56	0.05	41.68	VAR.	207.17	660	68.37	VAR.	209.61	220	23.06
FINAL SURFACE COURSE																	
602+50.00	635+94.07	L.M.L. CL HWY. 425	3344.07											36.00	13376.28	220	1471.39
620+46.31	621+97.67	L.M.L. CL HWY. 425 - ADD'L. FOR PAVEMENT IN MEDIAN AT CO RD. CROSSING	151.36											VAR.	553.90	220	60.93
634+42.80	635+94.06	L.M.L. CL HWY. 425 - ADD'L. FOR PAVEMENT IN MEDIAN	151.26											VAR.	150.44	220	16.55
EXISTING SURFACE OVERLAY																	
602+50.00	635+92.79	EXISTING SURFACE CL HWY. 425 R.M.L.	3342.79			21.47	7974.41	0.05	398.72					21.47	7974.41	220	877.19
ADDITIONAL FOR SHOULDERS																	
602+50.00	635+94.06	CL HWY. 425 L.M.L. - SHOULDER LT.	3344.06	88.75	2967.85												
602+50.00	620+46.31	CL HWY. 425 L.M.L. - SHOULDER RT.	1796.31	77.50	1392.14												
621+97.67	634+42.80	CL HWY. 425 L.M.L. - SHOULDER RT.	1245.13	77.50	964.98												
ADDITIONAL FOR LEVELING																	
602+50.00	619+50.00	EXISTING SURFACE CL HWY. 425 R.M.L.	1700.00			3.08	581.78	0.17	98.90					3.08	581.78	VAR.	157.47
620+36.00	635+92.79	EXISTING SURFACE CL HWY. 425 R.M.L.	1556.79			17.22	2978.66	0.17	506.37					17.22	2978.66	VAR.	507.94
602+50.00	635+92.79	IF AND WHERE DIRECTED BY THE ENGINEER	3342.79													VAR.	199.62
ADDITIONAL FOR STAGE CONSTRUCTION																	
607+90.00	610+71.17	TEMPORARY PAVEMENT - MEDIAN CROSSOVER	281.17			18.05	563.90	0.05	28.20	9.19	287.11	660	94.75	8.86	276.80	220	30.45
611+67.83	615+78.03	TEMPORARY PAVEMENT - MEDIAN CROSSOVER	410.20			19.17	873.73	0.05	43.69	9.75	444.38	660	146.65	9.42	429.34	220	47.23
607+90.00	615+78.03	TEMPORARY PAVEMENT - MEDIAN CROSSOVER FINAL SURFACE OVERLAY	788.03			16.46	1441.22	0.05	72.06					16.46	1441.22	220	158.53
TOTALS					**9286.22**		**47998.60**		**2827.19**		**11722.21**		**3868.34**		**38626.59**		**4722.33**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2") .....94.8% MIN. AGGR .....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1") .....95.8% MIN. AGGR .....4.2% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

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QUANTITIES
LOUISIANA

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	161	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	16' BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE
										RIGHT	LEFT			
			LIN. FT. - EACH			NO.	SQ. FT.	EACH				LIN. FT.		EACH
G20-1	ROAD WORK NEXT 9 MILES	60"x24"	2	2	2	2	20.0							
G20-2	END ROAD WORK	48"x24"	21	21	21	21	168.0							
R4-1	DO NOT PASS		20	20	20	20	100.0							
R11-2	ROAD CLOSED	48"x30"		15	15	15	150.0							
W1-6	ARROW	60"x30"	1		1	1	12.5							
W1-4AR	REVERSE CURVE RT.			2	2	2	32.0							
W1-4AL	REVERSE CURVE LT.			2	2	2	32.0							
W8-1	BUMP		4	4	4	4	25.0							
W8-9A	SHOULDER DROP OFF		10	10	10	10	90.0							
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	64.0							
W20-1	ROAD WORK 1000 FT.	48"x48"	4	4	4	4	64.0							
W20-1	ROAD WORK 500 FT.	48"x48"	4	4	4	4	64.0							
W20-1	ROAD WORK AHEAD	48"x48"	17	17	17	17	272.0							
W21-5a	RIGHT SHOULDER CLOSED	48"x48"	10	10	10	10	160.0							
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	4	4	4	4	128.0							
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE		4	4	4	4								4
	VERTICAL PANELS		211		211			188						
	TRAFFIC DRUMS		1055	1275	1275				1275					
	TYPE III BARRICADE - RT. (16')			8	8					128				
	TYPE III BARRICADE - LT. (16')		1	7	7						112			
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		2154	8050	10204							10204		
	RELOCATING PRECAST CONCRETE BARRIER			2154	2154								2154	
TOTALS:							**1381.5**	**188**	**1275**	**128**	**112**	**10204**	**2154**	**4**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR 2 MILES. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 4" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKINGS			
							TYPE II (WHITE/RED)	TYPE II (YEL/YEL)	6" SOLID		6" SKIP	
									WHITE	YELLOW	WHITE	YELLOW
	LIN. FT. - EACH			LIN. FT.			EACH		LIN. FT.			
CONSTRUCTION PAVEMENT MARKINGS	196700	196010				392710						
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		147854		147854								
REMOVAL OF PERMANENT PAVEMENT MARKINGS	147854	49185			197039							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)							1252					
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)								1215				
THERMOPLASTIC PAVEMENT MARKINGS WHITE (6")									97176		25025	
THERMOPLASTIC PAVEMENT MARKINGS YELLOW (6")										97161		24291
TOTALS:				**147854**	**197039**	**392710**	**1252**	**1215**	**97176**	**97161**	**25025**	**24291**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

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SCALE: 1:10
MODEL: 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.		CA0201	162	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL								
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING						126.96	126.96	2590.0	5940	786	30604			1133
ENTIRE	PROJECT	STAGE 1	38.53	77.06	38.53	3930.1	38.53				2530	366		4521	4521	4758
ENTIRE	PROJECT	STAGE 2	37.89	75.78	37.89	3864.8	37.89				2508	348		5408	5408	5638
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.											550	75	1530			65
TOTALS:			**76.42**	**152.84**	**76.42**	**7794.9**	**76.42**	**126.96**	**126.96**	**2590.0**	**11528**	**1575**	**32134**	**9929**	**9929**	**11594**

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING.
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING.
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION

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

DUMPED RIPRAP AND FILTER BLANKET

STATION	LOCATION	DUMPED RIPRAP	FILTER BLANKET
		CU. YD.	SQ. YD.
62+84	BOX CULVERT OUTLET	8	16
89+32	BOX CULVERT OUTLET	128	257
110+27	BOX CULVERT OUTLET	21	41
134+31	PIPE CULVERT OUTLET	16	32
170+86	BOX CULVERT OUTLET	136	272
192+99	BOX CULVERT OUTLET	9	17
193+12	PIPE CULVERT OUTLET	8	15
197+31	BOX CULVERT OUTLET	34	68
232+35	BOX CULVERT OUTLET	354	708
243+68	BOX CULVERT OUTLET	55	111
249+52	BOX CULVERT OUTLET	32	64
315+51	BOX CULVERT OUTLET	65	129
358+85	PIPE CULVERT OUTLET	16	33
398+25	BOX CULVERT OUTLET	259	518
460+09	PIPE CULVERT OUTLET	5	10
473+75	BOX CULVERT OUTLET	7	14
	TO BE USED IF AND WHERE	100	200
	DIRECTED BY THE ENGINEER		
TOTALS:		**1253**	**2505**

*NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS

NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
	EACH	
27+26 LT.	1	1
31+33 LT.	1	1
33+35 LT.	1	1
221+30 LT.	1	1
346+22 LT.	2	2
419+25 RT.	1	1
436+40 LT.	1	1
442+72 LT.	1	1
446+29 LT.	1	1
449+17 LT.	1	1
473+88 LT.	1	1
476+36 LT.	1	1
TOTALS:	**13**	**13**

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SCALE: 1:10
MODEL: 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.		CA0201	163	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-12-18

REMOVAL AND DISPOSAL OF CULVERTS

STATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS
		EACH	EACH
18+30	24"x51' R.C. PIPE CULVERT w/HDWLS. LT. & RT.	1	
19+90	24"x41' C.P. PIPE CULVT. LT. SIDE DRAIN	1	
20+20	24"x42' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
27+26	18"x23' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
29+00	18"x26' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
31+33	18"x24' C.P. PIPE CULVT. RT. SIDE DRAIN	1	
33+35	18"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
38+30	24"x30' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
47+42	PIPE CULVT. RT. SIDE DRAIN	1	
53+95	24"x24' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
81+35	30"x30' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
81+59	PIPE CULVT. RT. SIDE DRAIN	1	
93+05	24"x36' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
96+25	24"x30' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
115+45	36"x34' R.C. PIPE CULVT. LT. SIDE DRAIN	1	
131+95	18"x20' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
132+05	18"x23' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
155+70	24"x36' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
179+50	24"x31' C.P. PIPE CULVT. LT. SIDE DRAIN	1	
190+82	TRIPLE 24"x30' C.M. PIPE CULVT. LT. SIDE DRAIN	3	
217+08	18"x40' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
221+30	18"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
249+52	6'x5'x56' R.C. BOX CULVT. w/ HDWLS. LT. & RT.		1
291+45	24"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
293+34	18"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
305+15	18"x27' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
332+58	15"x23' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
334+80	18"x52' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
358+85	4'x3'x48' R.C. BOX CULVT. w/ HDWLS. LT. & RT.		1
370+05	18"x30' C.M.PIPE CULVT. LT. SIDE DRAIN	1	
393+00	24"x24' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
400+55	18"x24' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
408+00	24"x25' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
409+50	24"x23' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
417+10	24"x24' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
417+67	18"x34' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
417+67	12"x34' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
11+00	15"x20' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
418+60	DBL. 15"x25' C.M. PIPE CULVT. RT. SIDE DRAIN	2	
422+00	24"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
423+44	24"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
428+43	18"x24' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
436+75	30"x56' C.M. PIPE CULVT. LT. SIDE DRAIN w/ F.E.S.	1	
446+63	18"x30' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
449+52	12"x23' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
460+09	2'x2'x43' R.C. BOX CULVT. w/ HDWLS. LT. & RT.		1
471+09	18"x25' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
472+80	36"x25' R.C. PIPE CULVT. LT. SIDE DRAIN	1	
473+37	DBL. 22"x24' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
474+00	15"x25' R.C. PIPE CULVT. LT. SIDE DRAIN	1	
476+95	18"x24' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
484+82	24"x30' C.P. PIPE CULVT. LT. SIDE DRAIN	1	
489+25	18"x30' C.M. PIPE CULVT. RT. SIDE DRAIN	1	
489+55	12"x39' C.M. PIPE CULVT. LT. SIDE DRAIN	1	
490+43	24"x24' C.P. PIPE CULVT. RT. SIDE DRAIN	1	
TOTALS:		55	3

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

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
9+98	503+27	HWY. 425	494	494
TOTALS:			494	494

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	GUARDRAIL	SIGNS
			LIN. FT.	EACH
231+66	231+95	HWY. 425 RT.	29	
231+66	231+94	HWY. 425 LT.	29	
232+82	233+11	HWY. 425 LT.	29	
232+82	233+11	HWY. 425 RT.	29	
273+70	273+70	HWY. 425 RT.		1
274+63	274+63	HWY. 425 RT.		1
274+70	274+70	HWY. 425 RT.		1
294+79	294+79	HWY. 425 RT.		1
397+55	397+83	HWY. 425 LT.	28	
397+55	397+83	HWY. 425 RT.	28	
398+71	399+00	HWY. 425 LT.	29	
398+71	399+00	HWY. 425 RT.	29	
TOTALS:			230	4

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE	GATES
			LIN. FT.	EACH
22+42	26+30	HWY. 425 RT.	406	
30+92	33+78	HWY. 425 RT.	347	1
38+14	38+39	HWY. 425 LT.	28	1
230+60	231+26	HWY. 425 RT.	67	
235+88	236+17	HWY. 425 RT.	29	
240+21	240+41	HWY. 425 RT.	20	
241+79	242+01	HWY. 425 LT.	22	
273+05	273+25	HWY. 425 RT.	20	
282+58	282+85	HWY. 425 LT.	27	
435+74	449+87	HWY. 425 RT.	1457	1
438+50	438+50	HWY. 425 LT.	30	
490+50	490+70	HWY. 425 RT.	20	1
TOTALS:			2473	4

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION	* STONE BACKFILL	REMOVING AND REPLACING TOPSOIL
			CU. YD.		TON	TON	CU. YD.
9+98.38	503+33.04	HWY. 425 - STAGE 1	66604	140451			
9+98.38	503+33.04	HWY. 425 - STAGE 2	54766	172352			
ENTIRE	PROJECT	APPROACHES	535	4015			
ENTIRE	PROJECT	CHANNEL CHANGE	463				
232+35.00		SEXTUPLE 12'x9' R.C. BOX CULVERT				1119	
249+52.00		DBL 6'x3' R.C. BOX CULVERT				245	
398+26.70		SEXTUPLE 12'x10' R.C. BOX CULVERT				1080	
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER			6400	200	11000
TOTALS:			122368	316818	6400	2644	11000

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

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

REMOVAL OF EXISTING BRIDGE STRUCTURE

STATION	STATION	LOCATION	LUMP SUM
231+94	232+82	EXISTING BRIDGE STRUCTURE (SITE NO. 2)	1.00
397+83	398+71	EXISTING BRIDGE STRUCTURE (SITE NO. 3)	1.00

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SCALE: 1:10
MODEL: 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.		CA0201	164	373

(2) QUANTITIES

STATE OF ARKANSAS
* * *
REGISTERED PROFESSIONAL ENGINEER
* * *
N. 15560
3-14-18
JEROME PAUL DAVIS

SOIL LOG

STATION	LOCATION	DEPTH FEET	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
3+17	7' RT	1.5-2.5	26	7	A-4	TAN
12+47	9' LT	1.2-2.2	NP	NP	A-2-4	TAN
12+47	9' LT	3-4	32	13	A-6	GRAY
22+28	8' RT	1.5-2.5	27	7	A-4	TAN
33+14	10' LT	1.5-2.5	25	7	A-4	TAN
42+13	10' RT	1.5-2.5	26	6	A-4	TAN
52+25	10' LT	1-2	22	4	A-4	TAN
62+20	8' RT	1.5-2.5	30	12	A-6	TAN
72+46	9' LT	1-2	23	7	A-4	TAN
82+59	9' RT	1-2	26	8	A-4	TAN
90+97	10' LT	1.5-2.5	26	9	A-4	GRAY/TAN
90+97	10' LT	3.5-4.5	30	11	A-6	GRAY/TAN
101+71	9' RT	1-2	28	10	A-4	TAN
111+58	9' LT	1.5-2.5	23	5	A-4	BROWN/GRAY
122+60	10' RT	1.5-2.5	24	7	A-4	TAN
132+75	8' LT	1.2-2.2	30	1	A-4	TAN
132+75	8' LT	3.5-4.5	23	7	A-4	GRAY
143+41	9' RT	1-2	NP	NP	A-1-b	BROWN/GRAY
152+69	8' LT	1.3-2.3	26	8	A-4	BROWN/REDDISH TAN
162+36	9' RT	1-2	----	----	A-4	BROWN
171+26	9' LT	1.2-2.2	26	6	A-4	TAN/GRAY
182+42	9' RT	1.2-2.2	25	6	A-4	TAN/GRAY/REDDISH TAN
182+42	9' RT	3-4	24	6	A-4	DARK BROWN/BROWN
190+75	9' LT	1.1-2.1	24	5	A-4	TAN/GRAY
201+69	10' RT	1-2	----	----	A-4	TAN/REDDISH TAN
201+69	10' RT	2.5-3.5	26	7	A-4	TAN/GRAY
212+46	9' LT	1.2-2.2	25	8	A-4	GRAY/TAN
223+00	10' RT	1.2-2.2	28	11	A-6	TAN/GRAY
232+61	11' LT	1-2	30	16	A-6	GRAY/BROWN
242+35	10' RT	1.2-2.2	30	8	A-4	TAN/BROWN
252+99	10' LT	1.1-2.1	24	7	A-4	GRAY/BROWN
252+99	10' LT	3-4	41	26	A-7-6	GRAY/BROWN
262+68	10' RT	1.2-2.2	25	6	A-6	TAN
272+77	12' LT	0.5-1.5	NP	NP	A-1-a	REDDISH TAN
282+64	10' RT	1-2	28	7	A-4	TAN/BROWN
291+88	10' LT	0.5-1	NP	NP	A-1-a	TAN/REDDISH TAN
291+88	10' LT	2.5-3.5	31	11	A-6	GRAY
302+48	10' RT	1-2	26	9	A-4	GRAY/TAN
310+54	9' LT	1-2	25	6	A-4	TAN/GRAY
322+59	10' RT	1-2	25	6	A-4	GRAY
331+59	9' LT	1-2	27	10	A-4	BROWN
343+35	10' RT	4.5-5.5	66	48	A-7-6	TAN/REDDISH TAN
351+30	10' LT	1-2	30	12	A-6	BROWN/TAN
362+48	10' RT	1-2	27	8	A-4	TAN/GRAY
368+61	9' LT	1-2	30	6	A-2-4	TAN
368+61	9' LT	2.5-3.5	33	16	A-6	GRAY/BROWN/TAN
381+74	10' RT	1.3-2.3	34	10	A-4	TAN
391+72	8' LT	1-2	28	12	A-6	TAN
403+37	8' RT	0.5-1.5	30	5	A-4	BROWN
412+07	9' LT	1.3-2.3	24	6	A-4	TAN
425+04	10' RT	3-4	29	9	A-4	TAN/GRAY
432+35	10' LT	1.2-2.2	29	8	A-4	TAN
432+35	10' LT	3-4	33	12	A-6	GRAY/TAN
445+05	10' RT	0.7-1.4	----	----	A-1-a	REDDISH TAN
445+05	10' RT	3-4	35	17	A-6	GRAY TAN
452+44	10' LT	1.2-2.2	27	7	A-4	TAN
462+49	6' RT	1-2	27	10	A-4	GRAY
473+39	12' LT	0.7-1.2	31	3	A-2-4	TAN
473+39	12' LT	1.2-2.2	26	7	A-4	BROWN/TAN
482+76	7' RT	1-2	25	6	A-4	BROWN/TAN
493+18	10' LT	1.2-2.2	24	6	A-4	TAN

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

RUMBLE STRIPS IN ASPHALT SHOULDERS (1 of 2)

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS LIN.FT.
10+00.97	10+59.81	RT. OF HWY. 425	59
11+50.19	19+83.50	RT. OF HWY. 425	665
20+99.64	23+95.00	RT. OF HWY. 425	235
24+60.84	26+93.00	RT. OF HWY. 425	184
27+59.00	28+67.00	RT. OF HWY. 425	84
29+33.00	31+00.00	RT. OF HWY. 425	131
31+66.00	33+02.00	RT. OF HWY. 425	112
33+68.00	46+87.00	RT. OF HWY. 425	1055
47+97.00	73+20.00	RT. OF HWY. 425	2019
73+86.00	81+26.00	RT. OF HWY. 425	596
81+92.00	95+92.00	RT. OF HWY. 425	1124
96+58.00	131+62.00	RT. OF HWY. 425	2808
132+28.00	154+85.34	RT. OF HWY. 425	1801
156+03.13	188+54.04	RT. OF HWY. 425	2603
189+65.14	205+47.00	RT. OF HWY. 425	1270
206+13.00	216+75.00	RT. OF HWY. 425	846
217+41.00	220+97.00	RT. OF HWY. 425	284
221+63.00	265+52.00	RT. OF HWY. 425	3513
266+18.00	272+80.00	RT. OF HWY. 425	530
273+50.00	273+91.66	RT. OF HWY. 425	30
275+05.69	288+17.93	RT. OF HWY. 425	1048
288+82.07	291+11.00	RT. OF HWY. 425	181
291+79.00	293+00.00	RT. OF HWY. 425	97
293+68.00	295+26.00	RT. OF HWY. 425	122
295+94.00	305+65.31	RT. OF HWY. 425	779
306+74.69	332+25.00	RT. OF HWY. 425	2034
332+91.00	345+67.00	RT. OF HWY. 425	1024
346+77.00	365+46.06	RT. OF HWY. 425	1497
366+14.04	377+32.00	RT. OF HWY. 425	890
377+98.00	409+18.03	RT. OF HWY. 425	2496
409+81.97	417+01.70	RT. OF HWY. 425	576
418+12.69	418+27.00	RT. OF HWY. 425	14
418+93.00	421+67.00	RT. OF HWY. 425	214
422+33.00	423+11.00	RT. OF HWY. 425	66
423+77.00	428+09.81	RT. OF HWY. 425	349
428+76.00	441+97.00	RT. OF HWY. 425	1057
442+63.00	461+55.00	RT. OF HWY. 425	1508
462+21.00	469+29.00	RT. OF HWY. 425	564
469+95.00	476+76.87	RT. OF HWY. 425	550
477+43.13	488+53.38	RT. OF HWY. 425	882
489+68.02	490+10.45	RT. OF HWY. 425	42
490+76.45	503+26.48	RT. OF HWY. 425	998
SUBTOTAL BOX 1 OF 2:			**36937**

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

RUMBLE STRIPS IN ASPHALT SHOULDERS (2 of 2)

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS LIN.FT.
09+95.79	19+14.53	LT. OF HWY. 425	739
20+28.14	37+97.14	LT. OF HWY. 425	1421
38+62.09	53+62.00	LT. OF HWY. 425	1200
54+28.00	81+02.00	LT. OF HWY. 425	2134
81+68.00	92+72.00	LT. OF HWY. 425	888
93+38.00	114+64.21	LT. OF HWY. 425	1706
115+79.06	131+72.00	LT. OF HWY. 425	1269
132+38.00	154+94.00	LT. OF HWY. 425	1800
155+62.00	179+17.78	LT. OF HWY. 425	1888
179+82.22	190+27.00	LT. OF HWY. 425	841
191+37.00	205+47.00	LT. OF HWY. 425	1122
206+13.00	216+46.73	LT. OF HWY. 425	830
217+57.11	241+57.00	LT. OF HWY. 425	1920
242+23.00	264+98.20	LT. OF HWY. 425	1819
266+24.23	273+51.81	LT. OF HWY. 425	584
274+65.84	281+57.03	LT. OF HWY. 425	547
282+25.99	295+27.00	LT. OF HWY. 425	1037
295+93.00	304+81.87	LT. OF HWY. 425	709
305+48.13	334+45.77	LT. OF HWY. 425	2322
335+71.80	369+72.00	LT. OF HWY. 425	2716
370+38.00	392+67.00	LT. OF HWY. 425	1785
393+33.00	407+65.89	LT. OF HWY. 425	1145
408+34.11	416+77.00	LT. OF HWY. 425	675
417+43.00	436+42.00	LT. OF HWY. 425	1515
437+08.00	442+52.00	LT. OF HWY. 425	436
443+18.00	446+28.81	LT. OF HWY. 425	251
446+93.80	449+19.53	LT. OF HWY. 425	178
449+84.47	452+67.53	LT. OF HWY. 425	223
453+32.47	469+11.00	LT. OF HWY. 425	1267
469+77.00	470+76.00	LT. OF HWY. 425	75
471+42.00	472+46.89	LT. OF HWY. 425	81
474+33.05	475+64.32	LT. OF HWY. 425	107
476+30.05	476+62.32	LT. OF HWY. 425	32
477+28.05	484+49.06	LT. OF HWY. 425	577
485+14.65	489+18.45	LT. OF HWY. 425	320
489+92.45	503+26.48	LT. OF HWY. 425	1070
SUBTOTAL BOX 1 OF 2:			**36937**
SUBTOTAL BOX 2 OF 2:			**37229**
TOTAL:			**74166**

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

BENCH MARKS

STATION	LOCATION	BENCH MARKS EACH
62+84	RT. HEADWALL OF BOX CULVERT	1
89+32	RT. HEADWALL OF BOX CULVERT	1
170+86	RT. HEADWALL OF BOX CULVERT	1
232+35	RT. HEADWALL OF BOX CULVERT	1
243+68	RT. HEADWALL OF BOX CULVERT	1
315+51	RT. HEADWALL OF BOX CULVERT	1
398+26	RT. HEADWALL OF BOX CULVERT	1
478+63	RT. HEADWALL OF BOX CULVERT	1
TOTAL:		**8**

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

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE C) LIN. FT.	WIRE FENCE (TYPE D) LIN. FT.	WIRE FENCE (TYPE D-1) LIN. FT.	* 16'-0" GATES EACH
22+42	26+30	HWY. 425 - RT.		372		1
30+93	33+79	HWY. 425 - RT.			254	2
230+22	231+95	HWY. 425 - RT.	204			
232+81	241+38	HWY. 425 - RT.	884			
435+74	449+84	HWY. 425 - RT.			1384	1
436+50	438+50	HWY. 425 - LT.			200	1
490+50	490+70	HWY. 425 - RT.				1
TOTALS:			**1088**	**372**	**1838**	**6**

* DENOTES ALTERNATE BID ITEM.

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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.		CA0201	165	373
				(2)	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

DRIVEWAYS & TURNOUTS (BOX 1 OF 2)

STATION	SIDE	LOCATION	WIDTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS						STANDARD DRAWINGS
							18"	24"	30"	28"X20"	35"X24"	42"X29"	
			FEET	SQ. YD.	TON	TON	LIN. FT.						
11+05	RT.	HWY. 425	40	183.50	20.19	74.93							
19+90	LT.	HWY. 425	20	238.90	26.28	97.55				50			PCC-1, PCM-1, PCP-1, PCP-2
20+20	RT.	HWY. 425	20	166.90	18.36	68.15				50			PCC-1, PCM-1, PCP-1, PCP-2
24+28	RT.	HWY. 425	16	78.90	8.68	32.22							
24+50	LT.	HWY. 425	16	87.80	9.66	35.85							
27+26	RT.	HWY. 425	16	78.90	8.68	32.22	36						PCC-1, PCM-1, PCP-1, PCP-2
29+00	RT.	HWY. 425	16	83.60	9.20	34.14	36						PCC-1, PCM-1, PCP-1, PCP-2
31+33	RT.	HWY. 425	16	78.90	8.68	32.22	34						PCC-1, PCM-1, PCP-1, PCP-2
33+35	RT.	HWY. 425	16	78.90	8.68	32.22	32						PCC-1, PCM-1, PCP-1, PCP-2
38+30	LT.	HWY. 425	16	114.70	12.62	46.84		56					PCC-1, PCM-1, PCP-1, PCP-2
47+42	RT.	HWY. 425	20	159.10	17.50	64.97		52					PCC-1, PCM-1, PCP-1, PCP-2
53+95	LT.	HWY. 425	16	75.70	8.33	30.91					32		PCC-1, PCM-1, PCP-1, PCP-2
73+53	RT.	HWY. 425	16	81.30	8.94	33.20	32						PCC-1, PCM-1, PCP-1, PCP-2
81+35	LT.	HWY. 425	16	83.00	9.13	33.89					76		PCC-1, PCM-1, PCP-1, PCP-2
81+59	RT.	HWY. 425	16	78.90	8.68	32.22		38					PCC-1, PCM-1, PCP-1, PCP-2
93+05	LT.	HWY. 425	16	88.30	9.71	36.06		44					PCC-1, PCM-1, PCP-1, PCP-2
96+25	RT.	HWY. 425	16	109.60	12.06	44.75						76	PCC-1, PCM-1, PCP-1, PCP-2
115+45	LT.	HWY. 425	20	465.30	51.18	190.00						74	PCC-1, PCM-1, PCP-1, PCP-2
131+95	RT.	HWY. 425	16	87.10	9.58	35.57		34					PCC-1, PCM-1, PCP-1, PCP-2
132+05	LT.	HWY. 425	16	89.80	9.88	36.67	34						PCC-1, PCM-1, PCP-1, PCP-2
155+28	LT.	HWY. 425	16	102.20	11.24	41.73		38					PCC-1, PCM-1, PCP-1, PCP-2
155+70	RT.	HWY. 425	20	320.50	35.26	130.87		64					PCC-1, PCM-1, PCP-1, PCP-2
179+50	LT.	HWY. 425	16	180.80	19.89	73.83		54					PCC-1, PCM-1, PCP-1, PCP-2
189+11	RT.	HWY. 425	20	140.10	15.41	57.21	48						PCC-1, PCM-1, PCP-1, PCP-2
190+82	LT.	HWY. 425	20	162.00	17.82	66.15		156					PCC-1, PCM-1, PCP-1, PCP-2
205+80	LT.	HWY. 425	16	82.70	9.10	33.77	36						PCC-1, PCM-1, PCP-1, PCP-2
205+80	RT.	HWY. 425	16	77.00	8.47	31.44	36						PCC-1, PCM-1, PCP-1, PCP-2
217+08	LT.	HWY. 425	20	229.50	25.25	93.71		60					PCC-1, PCM-1, PCP-1, PCP-2
217+08	RT.	HWY. 425	16	78.90	8.68	32.22				32			PCC-1, PCM-1, PCP-1, PCP-2
221+30	RT.	HWY. 425	16	79.00	8.69	32.26		36					PCC-1, PCM-1, PCP-1, PCP-2
241+90	LT.	HWY. 425	16	110.50	12.16	45.12							
265+85	RT.	HWY. 425	16	79.50	8.75	32.46				34			PCC-1, PCM-1, PCP-1, PCP-2
265+90	LT.	HWY. 425	20	256.70	28.24	104.82		62					PCC-1, PCM-1, PCP-1, PCP-2
273+15	RT.	HWY. 425	20	100.90	11.10	41.20	42						PCC-1, PCM-1, PCP-1, PCP-2
274+29	LT.	HWY. 425	20	214.60	23.61	87.63	48						PCC-1, PCM-1, PCP-1, PCP-2
274+29	RT.	HWY. 425	20	214.60	23.61	87.63	44						PCC-1, PCM-1, PCP-1, PCP-2
10+85	RT.	ASHLEY 23	20	86.20	9.48	35.20							
282+00	LT.	HWY. 425	16	96.30	10.59	39.32	38						PCC-1, PCM-1, PCP-1, PCP-2
288+50	RT.	HWY. 425	16	212.40	23.36	86.73	62						PCC-1, PCM-1, PCP-1, PCP-2
291+45	RT.	HWY. 425	18	98.40	10.82	40.18		40					PCC-1, PCM-1, PCP-1, PCP-2
293+34	RT.	HWY. 425	18	98.40	10.82	40.18	38						PCC-1, PCM-1, PCP-1, PCP-2
295+60	LT.	HWY. 425	16	74.60	8.21	30.46	36						PCC-1, PCM-1, PCP-1, PCP-2
295+60	RT.	HWY. 425	18	99.40	10.93	40.59	36						PCC-1, PCM-1, PCP-1, PCP-2
305+15	LT.	HWY. 425	16	89.80	9.88	36.67		36					PCC-1, PCM-1, PCP-1, PCP-2
306+20	RT.	HWY. 425	20	128.60	14.15	52.51				38			PCC-1, PCM-1, PCP-1, PCP-2
332+58	RT.	HWY. 425	16	79.50	8.75	32.46	36						PCC-1, PCM-1, PCP-1, PCP-2
334+80	LT.	HWY. 425	20	245.60	27.02	100.29		62					PCC-1, PCM-1, PCP-1, PCP-2
346+22	RT.	HWY. 425	20	139.70	15.37	57.04	42						PCC-1, PCM-1, PCP-1, PCP-2
365+80	RT.	HWY. 425	16	95.40	10.49	38.96							
370+05	LT.	HWY. 425	16	79.30	8.72	32.38	36						PCC-1, PCM-1, PCP-1, PCP-2
377+65	RT.	HWY. 425	16	78.90	8.68	32.22	30						PCC-1, PCM-1, PCP-1, PCP-2
393+00	LT.	HWY. 425	16	167.80	18.46	68.52			112				PCC-1, PCM-1, PCP-1, PCP-2
408+00	LT.	HWY. 425	16	110.40	12.14	45.08		42					PCC-1, PCM-1, PCP-1, PCP-2
409+50	RT.	HWY. 425	16	150.10	16.51	61.29			68				PCC-1, PCM-1, PCP-1, PCP-2
417+10	LT.	HWY. 425	16	87.10	9.58	35.57				34			PCC-1, PCM-1, PCP-1, PCP-2
417+67	RT.	HWY. 425	20	233.80	25.72	95.47		52					PCC-1, PCM-1, PCP-1, PCP-2
11+00	RT.	ASHLEY 99	16	54.60	6.01	22.30	52						PCC-1, PCM-1, PCP-1, PCP-2
418+60	RT.	HWY. 425	16	105.60	11.62	43.12		46					PCC-1, PCM-1, PCP-1, PCP-2
422+00	RT.	HWY. 425	16	105.60	11.62	43.12		46					PCC-1, PCM-1, PCP-1, PCP-2
423+44	RT.	HWY. 425	16	105.70	11.63	43.16		46					PCC-1, PCM-1, PCP-1, PCP-2
428+43	RT.	HWY. 425	16	100.40	11.04	41.00	42						PCC-1, PCM-1, PCP-1, PCP-2
436+75	LT.	HWY. 425	16	78.90	8.68	32.22			38				PCC-1, PCM-1, PCP-1, PCP-2
442+30	RT.	HWY. 425	16	78.90	8.68	32.22	34						PCC-1, PCM-1, PCP-1, PCP-2
442+85	LT.	HWY. 425	16	78.90	8.68	32.22							
446+63	LT.	HWY. 425	16	110.10	12.11	44.96	48						PCC-1, PCM-1, PCP-1, PCP-2
449+52	LT.	HWY. 425	16	163.30	17.96	66.68	50						PCC-1, PCM-1, PCP-1, PCP-2
453+00	LT.	HWY. 425	16	159.50	17.55	65.13							
461+88	RT.	HWY. 425	16	78.90	8.68	32.22				34			PCC-1, PCM-1, PCP-1, PCP-2
SUBTOTALS (BOX 1 OF 2):				**8610.70**	**947.24**	**3516.10**	**1038**	**1064**	**218**	**272**	**108**	**150**	

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

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.

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.

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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.		CA0201	166	373

(2) QUANTITIES

DRIVEWAYS & TURNOUTS (BOX 2 OF 2)

STATION	SIDE	LOCATION	WIDTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS						STANDARD DRAWINGS
							18"	24"	30"	28"X20"	35"X24"	42"X29"	
			FEET	SQ. YD.	TON	TON	LIN. FT.						
469+44	LT.	HWY. 425	16	96.50	10.62	39.40							
469+62	RT.	HWY. 425	16	83.30	9.16	34.01							
471+09	LT.	HWY. 425	16	96.50	10.62	39.40	44						PCC-1, PCM-1, PCP-1, PCP-2
472+80	LT.	HWY. 425	16	96.50	10.62	39.40		88					PCC-1, PCM-1, PCP-1, PCP-2
473+37	LT.	HWY. 425	16	96.50	10.62	39.40		92					PCC-1, PCM-1, PCP-1, PCP-2
474+00	LT.	HWY. 425	16	96.70	10.64	39.49	46						PCC-1, PCM-1, PCP-1, PCP-2
475+97	LT.	HWY. 425	16	94.40	10.38	38.55							
476+95	LT.	HWY. 425	16	90.80	9.99	37.08	32						PCC-1, PCM-1, PCP-1, PCP-2
477+10	RT.	HWY. 425	16	96.70	10.64	39.49							
484+82	LT.	HWY. 425	16	79.70	8.77	32.54		34					PCC-1, PCM-1, PCP-1, PCP-2
489+25	RT.	HWY. 425	20	169.60	18.66	69.25				54			PCC-1, PCM-1, PCP-1, PCP-2
489+55	LT.	HWY. 425	24	116.70	12.84	47.65	42						PCC-1, PCM-1, PCP-1, PCP-2
491+00	RT.	HWY. 425	16	85.70	9.43	34.99				36			PCC-1, PCM-1, PCP-1, PCP-2
* ENTIRE PROJECT TEMPORARY DRIVES						1200.00							
SUBTOTALS (BOX 1 OF 2):				**8610.70**	**947.24**	**3516.10**	**1038**	**1064**	**218**	**272**	**108**	**150**	
SUBTOTALS (BOX 2 OF 2):				**1299.60**	**142.99**	**1730.65**	**164**	**214**		**90**			
TOTALS:				**9910.30**	**1090.23**	**5246.75**	**1202**	**1278**	**218**	**362**	**108**	**150**	

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

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

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.

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.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	240
DIRECTED BY THE ENGINEER	
TOTAL:	**240**

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
502+26	503+26	MAINLINE	46.70	519
TOTAL:				**519**

NOTE: AVERAGE MILLING DEPTH 1".

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	240	480
DIRECTED BY THE ENGINEER		
TOTALS:	**240**	**480**

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

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

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
18+30	HWY. 425	8.50	22	15
89+32	HWY. 425	28.00	22	49
134+31	HWY. 425	8.50	22	15
170+86	HWY. 425	15.25	22	27
197+31	HWY. 425	13.50	22	24
249+52	HWY. 425	19.67	21	33
315+51	HWY. 425	15.00	21	25
358+85	HWY. 425	9.67	22	17
443+66	HWY. 425	8.50	22	15
460+09	HWY. 425	9.08	22	16
TOTAL:				**236**

AVG. DEPTH = 13"

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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.	CA0201		167	373

(2) QUANTITIES

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	130
AND WHERE DIRECTED BY THE	
ENGINEER	
TOTAL:	130

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STRUCTURES

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 24"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	FLARED END SECTIONS FOR R.C. PIPE 24"	30"	36"	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.- ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.							EACH			LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL	
18+30	CONSTRUCT 24"X114' R.C. PIPE CULVERT		114						2									16	0.20	FES-1, FES-2, PCC-1
62+84	EXTEND 3'X2'X54' R.C. BOX CULVERT 34' LT. & 35' RT.											3	2	73	22.12	2107	16	9	0.11	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
110+27	EXTEND 5'X3'X50' R.C. BOX CULVERT 44' LT. & 39' RT.											5	3	87	39.53	5143	24	13	0.16	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
134+31	EXTEND 24"X47' PIPE CULVERT 34' LT. & 33' RT.					75			2									16	0.20	FES-1, FES-2, PCC-1
134+31	CONSTRUCT 24"X114' R.C. PIPE CULVERT					114			2									16	0.20	FES-1, FES-2, PCC-1
142+45	EXTEND DBL. 36"X53' R.C. PIPE CULVERT 30' RT. & 31' LT.				138						4							36	0.45	FES-1, FES-2, PCC-1
192+99	EXTEND 3'X3'X46' R.C. BOX CULVERT 40' LT. & 35' RT.											3	3	79	28.77	2593	16	12	0.15	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
193+12	EXTEND 36"X46' R.C. PIPE CULVERT 32' RT. & 36' LT.							76			2							34	0.43	FES-1, FES-2, PCC-1
197+31	EXTEND 3'X3'X45' R.C. BOX CULVERT 41' LT. & 36' RT.											3	3	81	26.42	2473	41	7	0.09	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
197+31	CONSTRUCT 6'X3'X122' R.C. BOX CULVERT											6	3	122	58.31	8338	82	8	0.10	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
249+52	CONSTRUCT DBL. 6'X3'X130' R.C. BOX CULVERT											6	3	130	125.27	15293	70	17	0.21	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
289+21	EXTEND DBL. 30"X50' PIPE CULVERT 21' RT. & 60' LT.			178						4								28	0.35	FES-1, FES-2, PCC-1
289+49	EXTEND 24"X46' PIPE CULVERT 24' RT. & 60' LT.	92							2									16	0.20	FES-1, FES-2, PCC-1
358+85	CONSTRUCT DBL. 36"X126' R.C. PIPE CULVERT							252			4							36	0.45	FES-1, FES-2, PCC-1
438+42	EXTEND 24"X48' R.C. PIPE CULVERT 34' RT. & 34' LT.					76			2									16	0.20	FES-1, FES-2, PCC-1
443+66	EXTEND 24"X51' R.C. PIPE CULVERT 31' RT & 34' LT.					73			2									16	0.20	FES-1, FES-2, PCC-1
443+66	CONSTRUCT 24"X116' R.C. PIPE CULVERT					116			2									16	0.20	FES-1, FES-2, PCC-1
460+09	CONSTRUCT 30"X116' R.C. PIPE CULVERT						116			2								26	0.33	FES-1, FES-2, PCC-1
473+71	EXTEND 4'X2'X47' R.C. BOX CULVERT 5' LT. & 70' RT.											4	2	79	26.78	3488	18	11	0.14	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
478+63	EXTEND 4'X2'X47' R.C. BOX CULVERT 13' LT. & 62' RT.											4	2	79	26.78	3488	18	11	0.14	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
SUBTOTALS:		92	114	178	138	454	116	328	14	6	10				353.98	42923	285	360	4.51	
	STRUCTURES OVER 20'-0" SPAN																			
89+32	EXTEND DBL. 10'X4'X44' R.C. BOX CULVERT 39' LT. & 39' RT.											10	4	82	166.87	21873	81	16	0.20	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
89+32	CONSTRUCT DBL. 10'X4'X122' R.C. BOX CULVERT											10	4	122	244.63	32278	81	16	0.20	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
170+86	EXTEND DBL. 8'X7'X50' R.C. BOX CULVERT 37' LT. & 34' RT.											8	7	75	123.88	18267	47	18	0.23	RCB-1, RCB-2, RCB-3, R-200X-0, W-X003-1
170+86	CONSTRUCT 8'X7'X121' R.C. BOX CULVERT											8	7	121	115.24	13553	47	14	0.18	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
232+35	CONSTRUCT SEXTUPLE 12'X9'X130' R.C. BOX CULVERT											12	9	130	1187.48	143279	511	57	0.72	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
243+68	EXTEND DBL. 10'X5'X56' R.C. BOX CULVERT 40' LT. & 35' RT.											10	5	79	147.05	23105	70	25	0.32	RCB-1, RCB-2, RCB-3, R-200X-0, W-X003-1
315+51	CONSTRUCT 8'X4'X121' R.C. BOX CULVERT											8	4	121	87.10	11914	43	10	0.13	RCB-1, RCB-2, RCB-3, R-100X-0, W-X003-1
315+51	EXTEND DBL. 8'X4'X44' R.C. BOX CULVERT 40' LT. & 37' RT.											8	4	81	102.23	17615	43	14	0.18	RCB-1, RCB-2, RCB-3, R-200X-0, W-X003-1
398+27	CONSTRUCT SEXTUPLE 12'X10'X124' R.C. BOX CULVERT											12	10	124	1103.13	129413	495	59	0.74	RCB-1, RCB-2, RCB-3, SPECIAL DETAILS
SUBTOTALS:															3277.61	411297	1418	229	2.90	
TOTALS:		**92**	**114**	**178**	**138**	**454**	**116**	**328**	**14**	**6**	**10**				**3631.59**	**454220**	**1703**	**589**	**7.41**	

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.

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\quantities\CA0201_Quant_07.dgn
PLOTTED: 7/11/2018 10:45
SCALE: HD
MODEL: 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.		CA0201	168	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

BASE AND SURFACING (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET				FEET			TON	FEET			TON
MAIN LANES																	
9+90.91	19+30.92	LT. CL HWY. 425 - NOTCH & WIDEN LANES	940.01	VAR.	1872.38	84.55	8830.87	0.05	441.54	28.24	2949.54	660	973.35	28.07	2931.79	220	322.50
9+90.91	19+30.92	RT. CL HWY. 425 - NOTCH & WIDEN LANES	940.01	VAR.	1200.55	29.41	3071.74	0.05	153.59	9.86	1029.83	660	339.84	9.69	1012.08	220	111.33
19+30.92	106+50.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	8719.08	170.25	14844.23	62.21	60268.22	0.05	3013.41	20.79	20141.07	660	6646.55	20.63	19986.07	220	2198.47
19+30.92	84+20.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	6489.08	170.25	11047.66	62.21	44853.96	0.05	2242.70	20.79	14989.77	660	4946.62	20.63	14874.41	220	1636.19
84+20.00	94+80.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1060.00	79.75	845.35	62.21	7326.96	0.05	366.35	20.79	2448.60	660	808.04	20.63	2429.76	220	267.27
94+80.00	100+60.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	580.00	170.25	987.45	62.21	4009.09	0.05	200.45	20.79	1339.80	660	442.13	20.63	1329.49	220	146.24
100+60.00	106+50.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	590.00	79.75	470.53	62.21	4078.21	0.05	203.91	20.79	1362.90	660	449.76	20.63	1352.41	220	148.77
106+50.00	113+50.00	CL HWY. 425 - FULL DEPTH PAVEMENT	700.00	335.50	2348.50	190.41	14809.67	0.05	740.48	63.58	4945.11	660	1631.89	63.25	4919.44	220	541.14
113+50.00	231+80.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	11830.00	170.25	20140.58	62.21	81771.59	0.05	4088.58	20.79	27327.30	660	9018.01	20.63	27116.99	220	2982.87
113+50.00	119+00.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	550.00	79.75	438.63	62.21	3801.72	0.05	190.09	20.79	1270.50	660	419.27	20.63	1260.72	220	138.68
119+00.00	129+20.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1020.00	170.25	1736.55	62.21	7050.47	0.05	352.52	20.79	2356.20	660	777.55	20.63	2338.07	220	257.19
129+20.00	139+30.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1010.00	79.75	805.48	62.21	6981.34	0.05	349.07	20.79	2333.10	660	769.92	20.63	2315.14	220	254.67
139+30.00	165+80.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	2650.00	170.25	4511.63	62.21	18317.39	0.05	915.87	20.79	6121.50	660	2020.10	20.63	6074.39	220	668.18
165+80.00	176+00.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1020.00	79.75	813.45	62.21	7050.47	0.05	352.52	20.79	2356.20	660	777.55	20.63	2338.07	220	257.19
176+00.00	192+15.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1615.00	170.25	2749.54	62.21	11163.24	0.05	558.16	20.79	3730.65	660	1231.11	20.63	3701.94	220	407.21
192+15.00	202+35.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1020.00	79.75	813.45	62.21	7050.47	0.05	352.52	20.79	2356.20	660	777.55	20.63	2338.07	220	257.19
202+35.00	220+40.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1805.00	170.25	3073.01	62.21	12476.56	0.05	623.83	20.79	4169.55	660	1375.95	20.63	4137.46	220	455.12
220+40.00	231+80.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1140.00	79.75	909.15	62.21	7879.93	0.05	394.00	20.79	2633.40	660	869.02	20.63	2613.13	220	287.44
231+80.00	232+90.00	CL HWY. 425 - FULL DEPTH PAVEMENT	110.00	335.50	369.05	190.41	2327.23	0.05	116.36	63.58	777.09	660	256.44	63.25	773.06	220	85.04
232+90.00	258+70.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	2580.00	170.25	4392.45	62.21	17833.53	0.05	891.68	20.79	5959.80	660	1966.73	20.63	5913.93	220	650.53
232+90.00	258+70.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	2580.00	79.75	2057.55	62.21	17833.53	0.05	891.68	20.79	5959.80	660	1966.73	20.63	5913.93	220	650.53
258+70.00	276+58.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	1788.00	170.25	3044.07	62.21	12359.05	0.05	617.95	20.79	4130.28	660	1362.99	20.63	4098.49	220	450.83
258+70.00	277+20.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1850.00	170.25	3149.63	62.21	12787.61	0.05	639.38	20.79	4273.50	660	1410.26	20.63	4240.61	220	466.47
276+58.00	277+20.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	62.00	79.75	49.45	62.21	428.56	0.05	21.43	20.79	143.22	660	47.26	20.63	142.12	220	15.63
277+20.00	278+50.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	130.00	VAR.	222.50	62.92	908.84	0.05	45.44	21.03	303.77	660	100.24	20.86	301.31	220	33.14
277+20.00	278+50.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	130.00	VAR.	223.27	63.38	915.49	0.05	45.77	21.18	305.93	660	100.96	21.02	303.62	220	33.40
278+50.00	288+46.00	CL HWY. 425 - FULL DEPTH PAVEMENT	996.00	335.50	3341.58	190.41	21072.04	0.05	1053.60	63.58	7036.19	660	2321.94	63.25	6999.67	220	769.96
288+46.00	297+90.00	CL HWY. 425 - FULL DEPTH PAVEMENT	944.00	426.00	4021.44	190.41	19971.89	0.05	998.59	63.58	6668.84	660	2200.72	63.25	6634.22	220	729.76
297+90.00	307+89.32	LT. CL HWY. 425 - NOTCH & WIDEN LANES	999.32	VAR.	1990.02	84.52	9384.73	0.05	469.24	28.23	3134.53	660	1034.39	28.06	3115.66	220	342.72
297+90.00	307+89.32	RT. CL HWY. 425 - NOTCH & WIDEN LANES	999.32	VAR.	1289.11	30.40	3375.48	0.05	168.77	10.19	1131.45	660	373.38	10.02	1112.58	220	122.38
307+89.32	356+60.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	4870.68	170.25	8292.33	62.21	33667.22	0.05	1683.36	20.79	11251.27	660	3712.92	20.63	11164.68	220	1228.11
307+89.32	310+40.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	250.68	170.25	426.78	62.21	1732.76	0.05	86.64	20.79	579.07	660	191.09	20.63	574.61	220	63.21
310+40.00	320+60.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1020.00	79.75	813.45	62.21	7050.47	0.05	352.52	20.79	2356.20	660	777.55	20.63	2338.07	220	257.19
320+60.00	349+31.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	2871.00	170.25	4887.88	62.21	19844.99	0.05	992.25	20.79	6632.01	660	2188.56	20.63	6580.97	220	723.91
349+31.00	356+60.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	729.00	79.75	581.38	62.21	5039.01	0.05	251.95	20.79	1683.99	660	555.72	20.63	1671.03	220	183.81
356+60.00	364+50.00	CL HWY. 425 - FULL DEPTH PAVEMENT	790.00	335.50	2650.45	190.41	16713.77	0.05	835.69	63.58	5580.91	660	1841.70	63.25	5551.94	220	610.71
364+50.00	397+71.70	LT. CL HWY. 425 - NOTCH & WIDEN LANES	3321.70	170.25	5655.19	62.21	22960.33	0.05	1148.02	20.79	7673.13	660	2532.13	20.63	7614.07	220	837.55
364+50.00	372+71.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	821.00	79.75	654.75	62.21	5674.93	0.05	283.75	20.79	1896.51	660	625.85	20.63	1881.91	220	207.01
372+71.00	386+30.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1359.00	170.25	2313.70	62.21	9393.71	0.05	469.69	20.79	3139.29	660	1035.97	20.63	3115.13	220	342.66
386+30.00	397+71.70	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1141.70	79.75	910.51	62.21	7891.68	0.05	394.58	20.79	2637.33	660	870.32	20.63	2617.03	220	287.87
397+71.70	398+81.70	CL HWY. 425 - FULL DEPTH PAVEMENT	110.00	335.50	369.05	190.41	2327.23	0.05	116.36	63.58	777.09	660	256.44	63.25	773.06	220	85.04
398+81.70	461+00.00	LT. CL HWY. 425 - NOTCH & WIDEN LANES	6218.30	170.25	10586.66	62.21	42982.27	0.05	2149.11	20.79	14364.27	660	4740.21	20.63	14253.73	220	1567.91
398+81.70	410+30.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1148.30	79.75	915.77	62.21	7937.30	0.05	396.87	20.79	2652.57	660	875.35	20.63	2632.16	220	289.54
410+30.00	438+70.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	2840.00	170.25	4835.10	62.21	19630.71	0.05	981.54	20.79	6560.40	660	2164.93	20.63	6509.91	220	716.09
438+70.00	445+61.78	RT. CL HWY. 425 - NOTCH & WIDEN LANES	691.78	79.75	551.69	62.21	4781.74	0.05	239.09	20.79	1598.01	660	527.34	20.63	1585.71	220	174.43
445+61.78	448+80.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	318.22	VAR.	299.87	73.40	2595.26	0.05	129.76	24.52	866.97	660	286.10	24.36	861.32	220	94.75
448+80.00	461+00.00	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1220.00	VAR.	2593.59	94.90	12864.22	0.05	643.21	31.69	4295.76	660	1417.60	31.52	4272.71	220	470.00
461+00.00	477+00.00	CL HWY. 425 - FULL DEPTH PAVEMENT	1600.00	426.00	6816.00	190.41	33850.67	0.05	1692.53	63.58	11303.11	660	3730.03	63.25	11244.44	220	1236.89
477+00.00	478+59.50	LT. CL HWY. 425 - NOTCH & WIDEN LANES	159.50	VAR.	243.09	48.46	858.82	0.05	42.94	16.21	287.28	660	94.80	16.04	284.26	220	31.27
477+00.00	478+59.50	RT. CL HWY. 425 - NOTCH & WIDEN LANES	159.50	VAR.	339.47	95.08	1685.03	0.05	84.25	31.75	562.68	660	185.68	31.58	559.67	220	61.56
478+59.50	478+66.50	LT. CL HWY. 425 - NOTCH & WIDEN LANES - CULVERT	7.00			38.23	29.73	0.05	1.49	12.80	9.96	660	3.29	12.63	9.82	220	1.08
478+59.50	478+66.50	RT. CL HWY. 425 - NOTCH & WIDEN LANES - CULVERT	7.00			95.08	73.95	0.05	3.70	31.75	24.69	660	8.15	31.58	24.56	220	2.70
478+66.50	485+94.52	LT. CL HWY. 425 - NOTCH & WIDEN LANES	728.02	VAR.	1037.64	40.84	3303.59	0.05	165.18	13.67	1105.78	660	364.91	13.50	1092.03	220	120.12
478+66.50	485+94.52	RT. CL HWY. 425 - NOTCH & WIDEN LANES	728.02	VAR.	1454.42	85.00	6875.74	0.05	343.79	28.39	2296.50	660	757.85	28.22	2282.75	220	251.10
485+94.52	503+26.48	LT. CL HWY. 425 - NOTCH & WIDEN LANES	1731.96	170.25	2948.66	62.21	11971.69	0.05	598.58	20.79	4000.83	660	1320.27	20.63	3970.04	220	436.70
485+94.52	503+26.48	RT. CL HWY. 425 - NOTCH & WIDEN LANES	1731.96	170.25	2948.66	62.21	11971.69	0.05	598.58	20.79	4000.83	660	1320.27	20.63	3970.04	220	436.70
FINAL SURFACE OVERLAY																	
9+90.91	503+26.48	CL HWY. 425	49335.57											75.00	411129.75	220	45224.27
503+26.48	504+26.48	CL HWY. 425 - TRANSITION	100.00											34.52	383.56	220	42.19
EXISTING SURFACE OVERLAY																	
9+90.91	106+50.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	9659.09			22.00	23611.11	0.05	1180.56					22.00	23611.11	220	2597.22
113+50.00	231+80.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	11830.00			22.00	28917.78	0.05	1445.89					22.00	28917.78	220	3180.96
232+90.00	278+50.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	4560.00			22.00	11146.67	0.05	557.33					22.00	11146.67	220	1226.13
297+90.00	356+60.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	5870.00			22.00	14348.89	0.05	717.44					22.00	14348.89	220	1578.38
364+50.00	397+71.70	EXISTING SURFACE LT. AND RT. CL HWY. 425	3321.70			22.00	8119.71	0.05	405.99					22.00	8119.71	220	893.17
398+81.70	461+00.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	6218.30			22.00	15200.29	0.05	760.01					22.00	15200.29	220	1672.03
477+00.00	503+26.48	EXISTING SURFACE LT. AND RT. CL HWY. 425	2626.48			22.00	6420.28	0.05	321.01					22.00	6420.28	220	706.23
SUBTOTALS (BOX 1 OF 2)					**156884.33**		**831463.15**		**41573.16**		**241822.07**		**79801.28**		**759332.32**		**83526.56**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2") .....94.8% MIN. AGGR .....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1") .....95.8% MIN. AGGR .....4.2% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\quantities\CA0201_Quant_08.dgn
PLOTTED: 7/11/2018 10:45
SCALE: NO
MODEL: 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.	CA0201		169	373

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-12-18

BASE AND SURFACING (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 64-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 64-22 TON
ADDITIONAL FOR STAGE CONSTRUCTION																	
84+20.00	94+80.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1060.00	75.75	802.95	18.00	2120.00	0.05	106.00	6.00	706.67	495	174.90	6.00	706.67	220	77.73
100+60.00	119+00.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1840.00	75.75	1393.80	18.00	3680.00	0.05	184.00	6.00	1226.67	495	303.60	6.00	1226.67	220	134.93
129+20.00	139+30.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1010.00	75.75	765.08	18.00	2020.00	0.05	101.00	6.00	673.33	495	166.65	6.00	673.33	220	74.07
165+80.00	176+00.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1020.00	75.75	772.65	18.00	2040.00	0.05	102.00	6.00	680.00	495	168.30	6.00	680.00	220	74.80
192+15.00	202+35.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1020.00	75.75	772.65	18.00	2040.00	0.05	102.00	6.00	680.00	495	168.30	6.00	680.00	220	74.80
220+40.00	258+70.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	3830.00	75.75	2901.23	18.00	7660.00	0.05	383.00	6.00	2553.33	495	631.95	6.00	2553.33	220	280.87
225+47.00	239+00.00	RT. CL HWY. 425 - TEMPORARY PAVEMENT	1353.00	VAR.	850.71	19.59	2945.03	0.05	147.25	6.53	981.68	495	242.97	6.53	981.68	220	107.98
276+58.00	288+46.00	LT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1188.00	75.75	899.91	18.00	2376.00	0.05	118.80	6.00	792.00	495	196.02	6.00	792.00	220	87.12
310+40.00	320+60.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1020.00	75.75	772.65	18.00	2040.00	0.05	102.00	6.00	680.00	495	168.30	6.00	680.00	220	74.80
349+31.00	372+71.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	2340.00	75.75	1772.55	18.00	4680.00	0.05	234.00	6.00	1560.00	495	386.10	6.00	1560.00	220	171.60
386+30.00	410+30.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	2400.00	75.75	1818.00	18.00	4800.00	0.05	240.00	6.00	1600.00	495	396.00	6.00	1600.00	220	176.00
391+37.00	405+12.00	RT. CL HWY. 425 - TEMPORARY PAVEMENT	1375.00	VAR.	533.95	19.56	2988.33	0.05	149.42	6.52	996.11	495	246.54	6.52	996.11	220	109.57
438+70.00	448+80.00	RT. CL HWY. 425 (6' FULL DEPTH SHOULDER)	1010.00	75.75	765.08	18.00	2020.00	0.05	101.00	6.00	673.33	495	166.65	6.00	673.33	220	74.07
ADDITIONAL FOR SUPERELEVATION																	
32+46.66	37+86.66	SUPER TRANSITION (N.C. - 5.5%)	540.00	42.66	230.36												
37+86.66	42+90.80	MAX. SUPER (5.5%)	504.14	85.31	430.08												
42+90.80	48+30.80	SUPER TRANSITION (5.5% - N.C.)	540.00	42.66	230.36												
55+48.94	60+88.94	SUPER TRANSITION (N.C. - 6.7%)	540.00	49.38	266.65												
60+88.94	67+55.74	MAX. SUPER (6.7%)	666.80	98.76	658.53												
67+55.74	72+95.74	SUPER TRANSITION (6.7% - N.C.)	540.00	49.38	266.65												
103+28.96	109+58.96	SUPER TRANSITION (N.C. - 9.3%)	630.00	72.33	455.68												
109+58.96	117+56.56	MAX. SUPER (9.3%)	797.60	144.66	1153.81												
117+56.56	123+86.56	SUPER TRANSITION (9.3% - N.C.)	630.00	72.33	455.68												
141+72.19	148+02.19	SUPER TRANSITION (N.C. - 9.3%)	630.00	72.33	455.68												
148+02.19	159+07.86	MAX. SUPER (9.3%)	1105.67	144.66	1599.46												
159+07.86	165+37.86	SUPER TRANSITION (9.3% - N.C.)	630.00	72.33	455.68												
173+75.35	179+15.35	SUPER TRANSITION (N.C. - 7.7%)	540.00	57.32	309.53												
179+15.35	181+47.69	MAX. SUPER (7.7%)	232.34	114.63	266.33												
181+47.69	186+87.69	SUPER TRANSITION (7.7% - N.C.)	540.00	57.32	309.53												
238+97.87	245+27.87	SUPER TRANSITION (N.C. - 9.3%)	630.00	72.33	455.68												
245+27.87	254+24.69	MAX. SUPER (9.3%)	896.82	144.66	1297.34												
254+24.69	260+54.69	SUPER TRANSITION (9.3% - N.C.)	630.00	72.33	455.68												
272+47.51	278+77.51	SUPER TRANSITION (N.C. - 9.3%)	630.00	72.33	455.68												
278+77.51	287+57.04	MAX. SUPER (9.3%)	879.53	144.66	1272.33												
287+57.04	293+87.04	SUPER TRANSITION (9.3% - N.C.)	630.00	72.33	455.68												
350+40.17	356+70.17	SUPER TRANSITION (N.C. - 9.0%)	630.00	68.66	432.56												
356+70.17	364+94.58	MAX. SUPER (9.0%)	824.41	137.31	1132.00												
364+94.58	371+24.58	SUPER TRANSITION (9.0% - N.C.)	630.00	68.66	432.56												
397+83.84	404+13.84	SUPER TRANSITION (N.C. - 9.3%)	630.00	72.33	455.68												
404+13.84	412+08.74	MAX. SUPER (9.3%)	794.90	144.66	1149.90												
412+08.74	418+38.74	SUPER TRANSITION (9.3% - N.C.)	630.00	72.33	455.68												
421+79.53	427+19.53	SUPER TRANSITION (N.C. - 3.0%)	540.00	27.63	149.20												
427+19.53	432+59.53	SUPER TRANSITION (3.0% - N.C.)	540.00	27.63	149.20												
441+56.78	446+96.78	SUPER TRANSITION (N.C. - 5.5%)	540.00	42.66	230.36												
446+96.78	452+46.57	MAX. SUPER (5.5%)	549.79	85.31	469.03												
452+46.57	457+86.57	SUPER TRANSITION (5.5% - N.C.)	540.00	42.66	230.36												
ADDITIONAL FOR LEVELING																	
9+90.91	106+50.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	9659.09			21.79	23385.73	0.17	3975.57					21.79	23385.73	VAR.	2091.25
113+50.00	231+80.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	11830.00			21.90	28786.33	0.17	4893.68					21.90	28786.33	VAR.	3360.06
232+90.00	278+50.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	4560.00			21.35	10817.33	0.17	1838.95	21.35	10817.33	VAR.	1643.52				
297+90.00	356+60.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	5870.00			21.33	13911.90	0.17	2365.02					21.33	13911.90	VAR.	1125.15
364+50.00	397+71.70	EXISTING SURFACE LT. AND RT. CL HWY. 425	3321.70			21.79	8042.20	0.17	1367.17					21.79	8042.20	VAR.	704.61
398+81.70	461+00.00	EXISTING SURFACE LT. AND RT. CL HWY. 425	6218.30			21.36	14758.10	0.17	2508.88	21.36	14758.10	VAR.	3335.44				
477+00.00	503+26.48	EXISTING SURFACE LT. AND RT. CL HWY. 425	2626.48			21.42	6251.02	0.17	1062.67					21.42	6251.02	VAR.	400.93
ENTIRE PROJECT		IF AND WHERE DIRECTED BY THE ENGINEER														VAR.	2304.60
ADDITIONAL FOR RAISE IN GRADE																	
106+50.00	109+00.00	CL HWY. 425	250.00			66.00	1833.33	0.05	91.67	22.00	611.11	VAR.	470.30				
112+00.00	113+50.00	CL HWY. 425	150.00			66.00	1100.00	0.05	55.00	22.00	366.67	VAR.	211.08				
278+50.00	280+00.00	CL HWY. 425	150.00			66.00	1100.00	0.05	55.00	22.00	366.67	VAR.	220.96				
293+00.00	295+60.00	RT. CL HWY. 425	260.00			66.00	1906.67	0.05	95.33	22.00	635.56	VAR.	245.76				
356+60.00	357+00.00	CL HWY. 425	40.00			66.00	293.33	0.05	14.67	22.00	97.78	VAR.	86.45				
363+00.00	364+50.00	CL HWY. 425	150.00			66.00	1100.00	0.05	55.00	22.00	366.67	VAR.	193.81				
SUBTOTALS (BOX 1 OF 2):					**156884.33**		**831463.15**		**41573.16**		**241822.07**		**79801.28**		**759332.32**		**83526.56**
SUBTOTALS (BOX 2 OF 2):					**32044.13**		**154695.32**		**20449.08**		**41823.01**		**9823.60**		**94180.31**		**11504.94**
TOTALS:					**188928.46**		**986158.47**		**62022.24**		**283645.08**		**89624.88**		**853512.63**		**95031.50**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2") .....94.8% MIN. AGGR .....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1") .....95.8% MIN. AGGR .....4.2% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\quantities\CA020I_Quant_09.dgn
PLOTTED: 7/12/2018 07:44
SCALE: lil0
MODEL: QUANTITIES

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	LOUISIANA STPR-0002(42)	ARKANSAS ACNHPP-0002(32)	TOTAL	UNIT
201	CLEARING	34	494	528	STATION
201	GRUBBING	34	494	528	STATION
202	REMOVAL AND DISPOSAL OF FENCE		2473	2473	LIN. FT.
202	REMOVAL AND DISPOSAL OF GATES		4	4	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	1	55	56	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS		3	3	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL	350	230	580	LIN. FT.
202	REMOVAL AND DISPOSAL OF SIGNS		4	4	EACH
207	STONE BACKFILL	581	2644	3225	TON
210	UNCLASSIFIED EXCAVATION	11753	122368	134121	CU. YD.
210	COMPACTED EMBANKMENT	20572	316818	337390	CU. YD.
SP	REMOVING AND REPLACING TOPSOIL	1500	11000	12500	CU. YD.
SP & 210	SOIL STABILIZATION	340	6400	6740	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	9444	194175	203619	TON
SS & 401	TACK COAT	2867	62502	65369	GAL.
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	3706	85861	89567	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	162	3764	3926	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	4517	91124	95641	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	248	4998	5246	TON
412	COLD MILLING ASPHALT PAVEMENT	228	519	747	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	20	240	260	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	16	240	256	TON
601	MOBILIZATION	0.06	0.94	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	1	EACH
603	MAINTENANCE OF TRAFFIC	0.06	0.94	1.00	LUMP SUM
SS & 604	SIGNS	1113	1382	2495	SQ. FT.
SP,SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE		4	4	EACH
SS & 604	BARRICADES	112	240	352	LIN. FT.
SS & 604	TRAFFIC DRUMS	112	1275	1387	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		10204	10204	LIN. FT.
604	RELOCATING PRECAST CONCRETE BARRIER		2154	2154	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	23945	392710	416655	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	11120	147854	158974	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	4070	197039	201109	LIN. FT.
SS & 604	VERTICAL PANELS	22	188	210	EACH
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	86	92	178	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		114	114	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		454	454	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		178	178	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		116	116	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		138	138	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		328	328	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN		1202	1202	LIN. FT.
SP, SS, & 606	24" SIDE DRAIN		1278	1278	LIN. FT.
SP, SS, & 606	30" SIDE DRAIN		218	218	LIN. FT.
SS & 606	28" X 20" SIDE DRAIN	36	362	398	LIN. FT.
SS & 606	35" X 24" SIDE DRAIN		108	108	LIN. FT.
SS & 606	42" X 29" SIDE DRAIN		150	150	LIN. FT.
606	24" SAFETY END SECTIONS FOR CROSS DRAIN PIPE CULVERTS (CLASS 2)	1		1	EACH
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		14	14	EACH
606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		6	6	EACH
606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		10	10	EACH
606	SELECTED PIPE BEDDING	10	130	140	CU. YD.
609	DROP INLETS (TYPE RM)	1		1	EACH
609	DROP INLETS (TYPE TM)	1		1	EACH
615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)	131	236	367	TON
619	WIRE FENCE (TYPE C)		1088	1088	LIN. FT.
619	WIRE FENCE (TYPE D)		372	372	LIN. FT.
619	WIRE FENCE (TYPE D-1)		1838	1838	LIN. FT.
619	16' STEEL GATES (ALTERNATE NO. 1)		6	6	EACH
619	16' ALUMINUM GATES (ALTERNATE NO. 2)		6	6	EACH
620	LIME	13	153	166	TON
620	SEEDING	6.50	76.42	82.92	ACRE
SS & 620	MULCH COVER	17.90	203.38	221.28	ACRE
620	WATER	896.0	10392.3	11288.3	M. GAL.
621	TEMPORARY SEEDING	11.40	126.96	138.36	ACRE
621	SILT FENCE	1454	32134	33588	LIN. FT.
621	SAND BAG DITCH CHECKS	726	11528	12254	BAG
621	DROP INLET SILT FENCE	72		72	LIN. FT.
621	SEDIMENT BASIN	1141	9929	11070	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	1141	9929	11070	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	1184	11594	12778	CU. YD.
621	ROCK DITCH CHECKS	96	1575	1671	CU. YD.
623	SECOND SEEDING APPLICATION	6.50	76.42	82.92	ACRE
624	SOLID SODDING	35	589	624	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	0.06	0.94	1.00	LUMP SUM
637	MAILBOXES		13	13	EACH
637	MAILBOX SUPPORTS (SINGLE)		13	13	EACH
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	5138	74166	79304	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	8823	122201	131024	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	6760	121452	128212	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (12")	132		132	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	426	2467	2893	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY		285	285	CU. YD.
802	CLASS S CONCRETE-ROADWAY		353.98	353.98	CU. YD.
804	REINFORCING STEEL-ROADWAY (GRADE 60)		42923	42923	POUND
816	FILTER BLANKET	162	2505	2667	SQ. YD.
816	DUMPED RIPRAP	76	1253	1329	CU. YD.
	STRUCTURES OVER 20' SPAN				
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1)	1.00		1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 2)		1.00	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 3)		1.00	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	157	1418	1575	CU. YD.
802	CLASS S CONCRETE-ROADWAY	327.63	3277.61	3605.24	CU. YD.
804	REINFORCING STEEL-ROADWAY (GRADE 60)	42218	411297	453515	POUND

* DENOTES ALTERNATE BID ITEMS.

REVISIONS

DATE	REVISION	SHEET NUMBER
8/9/2018	REVISED UTILITY ADJUSTMENTS SPECIAL PROVISION.	170
8/23/2018	ADDED LIQUID ANTI-STRIPPING ADDITIVE SPECIAL PROVISION.	2,170
9/6/2018	ADDED ADDITIONAL PROJECT REQUIREMENTS SPECIAL PROVISION.	2,170

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
ROBERT BURNS
9-6-18

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
08-09-18			
08-23-18			
09-06-18			

2

SUMMARY OF QUANTITIES AND REVISIONS

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	CA020I		170	373

SUMMARY OF QUANTITIES AND REVISIONS

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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.		CA0201	171	373

(2) SURVEY CONTROL DETAILS

SURVEY CONTROL COORDINATES
Project Name: CA0201
Date: 4/7/2014
Coordinate System: Arkansas State Plane Coordinates
Based on AHTD GPS PTS : *020003,020003A,02*
Projected to Ground Coordinates
Units: U.S. Survey Foot

COORDINATES LISTED BELOW ARE GROUND (Localized) COORDINATES !!!!

Point No.	Northing	SY	Easting	SX	Elevation	SZ	Feature Code	Point Description
1	1436620.6099	0.0140	1356490.0198	0.0120	158.09	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-1
2	1438273.7341	0.0200	1356636.5630	0.0170	157.16	0.000	CTL	PD:STD.AHTD MON.STAMPED PN:T-2
3	1439897.6972	0.0080	1356918.9498	0.0060	154.02	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-3
4	1440683.4177	0.0230	1357214.9072	0.0180	151.56	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-4
5	1441422.6666	0.0120	1357477.8776	0.0090	148.11	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-5
6	1442304.6189	0.0140	1357508.0187	0.0130	141.69	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-6
7	1443072.5609	0.0120	1357507.9587	0.0100	134.28	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-7
8	1443928.5910	0.0070	1357464.7531	0.0070	130.05	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-8
9	1444726.5120	0.0020	1357388.6505	0.0030	129.93	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-9
10	1445552.1401	0.0220	1357347.6079	0.0180	131.49	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-10
11	1446333.8177	0.0090	1357338.4662	0.0070	135.66	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-11
12	1447056.3552	0.0210	1357672.5453	0.0160	144.21	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-12
13	1447614.8190	0.0090	1358219.4045	0.0080	142.23	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-13
14	1448216.7064	0.0100	1358753.5981	0.0110	134.16	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-14
15	1448813.1130	0.0050	1359286.9797	0.0030	131.46	0.001	CTL	PD:STD.AHTD MON.STAMPED PN:T-15
16	1449433.3288	0.0160	1359758.7424	0.0140	133.51	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-16
17	1450133.7390	0.0190	1359895.7699	0.0180	129.64	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-17
18	1450903.0179	0.0060	1359681.9939	0.0050	122.41	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-18
19	1451672.9129	0.0120	1359474.3696	0.0100	122.24	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-19
20	1452445.2907	0.0130	1359300.3513	0.0100	123.64	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-20
21	1454144.4064	0.0050	1359291.1346	0.0050	122.66	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-21
22	1455672.4717	0.0090	1359328.9384	0.0080	126.06	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-22
23	1456533.9176	0.0040	1359291.7486	0.0040	121.66	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-23
24	1457475.8749	0.0060	1359288.8207	0.0060	122.39	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-24
25	1458239.1241	0.0090	1359290.7636	0.0080	121.39	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-25
26	1459133.9750	0.0060	1359368.0151	0.0060	122.66	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-26
27	1459646.4363	0.0070	1359719.3347	0.0060	121.05	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-27
28	1460186.4987	0.0220	1360320.9531	0.0190	125.60	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-28
29	1460716.1354	0.0080	1360920.3376	0.0080	132.58	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-29
30	1461260.5517	0.0090	1361525.3219	0.0090	141.60	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-30
31	1461891.9212	0.0110	1361872.6796	0.0100	143.14	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-31
32	1462704.2157	0.0110	1361926.0538	0.0100	142.60	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-32
33	1463494.8140	0.0110	1361935.7945	0.0100	137.34	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-33
34	1464277.9525	0.0160	1361945.6572	0.0150	133.66	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-34
35	1465149.7771	0.0090	1361955.8469	0.0090	133.39	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-35
36	1465917.7741	0.0080	1361964.8776	0.0070	141.43	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-36
37	1466739.8643	0.0150	1361976.9782	0.0150	149.64	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-37
38	1467514.6771	0.0150	1361985.6199	0.0160	153.47	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-38
39	1468294.1327	0.0120	1361994.0936	0.0120	149.35	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-39
40	1469106.9423	0.0090	1361993.2826	0.0100	138.32	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-40
41	1470255.1839	0.0140	1362815.2549	0.0130	132.16	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-41
42	1471499.3454	0.0040	1363940.0212	0.0050	126.73	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-42
43	1472101.8647	0.0140	1364560.7330	0.0160	127.84	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-43
44	1472645.2771	0.0060	1365051.4451	0.0090	128.07	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-44
45	1473309.1754	0.0110	1365280.6836	0.0180	128.89	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-45
46	1474091.3480	0.0090	1365238.0110	0.0130	128.18	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-46
47	1474907.1044	0.0100	1365227.8853	0.0140	130.18	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-47
48	1475742.1752	0.0070	1365285.4154	0.0100	129.77	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-48
49	1476559.9516	0.0030	1365305.4608	0.0050	130.83	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-49
50	1477363.9274	0.0100	1365347.6204	0.0100	133.04	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-50
51	1478141.9951	0.0100	1365583.4697	0.0100	131.21	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-51
52	1478899.6714	0.0080	1365869.2344	0.0090	133.28	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-52
53	1479648.3691	0.0100	1366115.0154	0.0120	134.62	0.003	CTL	PD:STD.AHTD MON.STAMPED PN:T-53
54	1480368.7746	0.0040	1366424.9883	0.0070	136.58	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-54
55	1481091.7131	0.0070	1366744.7599	0.0070	137.87	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-55
56	1481636.7052	0.0197	1366989.6097	0.0211	138.22	0.020	CTL	PD:STD.AHTD MON.STAMPED PN:T-2
57	1482256.8687	0.0271	1367210.8238	0.0240	141.08	0.020	CTL	PD:STD.AHTD MON.STAMPED PN:T-1
58	1482893.3398	0.0217	1367545.4442	0.0192	142.52	0.020	CTL	PD:STD.AHTD MON.STAMPED PN:T-3
59	1483595.3209	0.0255	1367847.0200	0.0253	146.49	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-59
60	1484358.2063	0.0260	1368175.9363	0.0251	155.71	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-60
61	1485091.7141	0.0258	1368491.3341	0.0250	163.12	0.002	CTL	PD:STD.AHTD MON.STAMPED PN:T-61
100	1482472.3038	0.0001	1363678.0194	0.0001	135.37	0.021	GPS	PD:AHTD GPS MON. 020003
101	1482337.0185	0.0001	1365405.2431	0.0001	135.23	0.020	GPS	PD:AHTD GPS MON. 020003A
102	1495482.4251	0.0001	1368518.4951	0.0001	153.50	0.022	GPS	PD:AHTD GPS MON. 020032
106	1437499.1493	0.0000	1356594.6624	0.0000	155.51	0.004	GPS	PD:AHTD GPS MON. 020029
107	1439175.6976	0.0000	1356677.5178	0.0000	155.02	0.012	GPS	PD:AHTD GPS MON. 020029A
108	1453368.4387	0.0000	1359285.2408	0.0000	122.81	0.012	GPS	PD:AHTD GPS MON. 020030
109	1454892.6000	0.0000	1359355.3960	0.0000	128.03	#####	GPS	PD:AHTD GPS MON. 020030A
110	1469737.7197	0.0000	1362275.6054	0.0000	138.36	0.000	GPS	PD:AHTD GPS MON. 020031
111	1470987.2502	0.0000	1363382.8087	0.0000	127.85	0.000	GPS	PD:AHTD GPS MON. 020031A
900	1441482.7336	30.0000	1357471.5009	30.0000	145.60	0.006	TBM	PD:CHISELED SQUARE NE CORNER OF HEADWALL
901	1444181.4338	30.0000	1357442.0728	30.0000	129.18	0.008	TBM	PD:CHISELED SQUARE CENTER OF HEADWALL DOUBLE BOX CULVERT
902	1448210.9486	30.0000	1663858.9706	30.0000	134.41	0.009	TBM	PD:CHISELED SQUARE NW CORNER OF HEADWALL
903	1448236.4248	30.0000	1358696.1970	30.0000	134.07	0.010	TBM	PD:CHISELED SQUARE SW CORNER OF HEADWALL
904	1448813.3820	30.0000	1359248.6930	30.0000	131.19	0.010	TBM	PD:CHISELED SQUARE ON HEADWALL OVER NORTHER MOST CULVERT
905	1451451.9251	30.0000	1359551.1891	30.0000	121.23	0.011	TBM	PD:CHISELED SQUARE CENTER OF HEADWALL DOUBLE BOX CULVERT
906	1454029.0402	30.0000	1359334.5152	30.0000	122.46	0.012	TBM	PD:CHISELED SQUARE CENTER OF HEADWALL
907	1457566.6660	30.0000	1359312.1879	30.0000	123.92	0.013	TBM	PD:CHISELED SQUARE NE CORNER OF BRIDGE 776
908	1459973.4626	30.0000	1360100.0153	30.0000	125.37	0.014	TBM	PD:REBAR W/ CAP, 12.6' SW OF POWER POLE
909	1462240.3978	30.0000	1361926.0888	30.0000	140.81	0.015	TBM	PD:CHISELED SQUARE NW CORNER OF HEADWALL
910	1464827.9166	30.0000	1361913.4842	30.0000	133.39	0.015	TBM	PD:CHISELED SQUARE SW CORNER OF HEADWALL
911	1467526.8047	30.0000	1362019.8178	30.0000	152.70	0.016	TBM	PD:5/8 REBAR W CAP, 26.6' NE OF POWER POLE
912	1472190.6109	30.0000	1364615.4833	30.0000	128.34	0.017	TBM	PD:CHISELED SQUARE NW CORNER OF BRIDGE 775
913	1474849.8853	30.0000	1365206.4670	30.0000	129.20	0.018	TBM	PD:5/8 REBAR AHTD ALUM MON, 8.8' S OF PWER POLE
914	1478074.8563	30.0000	1365600.7652	30.0000	131.73	0.019	TBM	PD:CHISELED SQUARE SE CORNER OF HEADWALL
915	1480603.3930	30.0000	1366565.9728	30.0000	137.07	0.019	TBM	PD:5/8" REBAR AND CAP, 68.7' NE OF POWER POLE, 35.8' SE OF SIGN
916	1482277.5865	30.0000	1367195.7163	30.0000	141.05	0.020	TBM	PD:CHISELED SQUARE SE CORNER OF HEADWALL
917	1484720.3119	30.0000	1368361.5523	30.0000	159.52	0.020	TBM	PD:5/8" REBAR AND CAP, 10.5' NE OF UTILITY MARKER
930	1450539.5738	30.0000	1359794.3222	30.0000	155.05	0.004	TBM	PD:PK NAIL /WASHER, 10.2' S OF CENTERLINE OF HIGHWAY 425
938	1470341.5171	30.0000	1358561.4144	30.0000	155.44	0.022	TBM	PD:CHISELED SQUARE NW CORNER OF GRATE INLET
965	1430907.9099	30.0000	1355919.4254	30.0000	153.33	0.005	TBM	PD:CHISELED SQUARE ON CONCRETE STRUCTURE AT S END OF IRON GATE
966	1428795.1327	30.0000	1355726.4367	30.0000	156.54	0.006	TBM	PD:CHISELED SQUARE ON S END OF CONCRETE STRUCTURE 4' S OF IRON GRATE
967	1426207.2230	30.0000	1355482.9596	30.0000	145.07	0.006	TBM	PD:CHISELED SQUARE ON S END OF CONCRETE DRAINAGE STRUCTURE IN MEDIAN
968	1423639.6786	30.0000	1355350.1739	30.0000	145.87	0.005	TBM	PD:CHISELED SQUARE IN TOP OF RCP, 40' E OF CENTERLINE OF N BOUND LANE
969	1420971.5824	30.0000	1355600.9308	30.0000	145.38	0.003	TBM	PD:CHISELED SQUARE IN TOP OF RCP IN MEDIAN OF HIGHWAY 425
970	1419557.2095	30.0000	1356114.1430	30.0000	139.81	0.000	BM	PD:NGS-34 V 26
990	1436579.0123	30.0000	1356414.0113	30.0000	159.54	0.000	BM	PD:NGS BM RAWLS



*Standard Primary Control Monument - Rebar and Cap - Standard - 5/8"x 24" Rebar with 2"Aluminum Cap stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. AHTD monuments will be stamped "Arkansas Hwy & Trans Dept" with "PN: ###" & "Job ######". Monuments that are set by Consultants will be stamped "Arkansas Hwy & Trans Dept" with "PN:###", "Job######", & "PS####". The consultant Professional Surveyor in charge will stamp his/her PS license number on the cap.

**Standard GPS Control Point Monument - 5/8" x 48" Rebar with 2.5"Aluminum Cap stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. These monuments will be stamped "Ark. State Hwy Trans. Dept.", "GPS Survey", & "Point No. ######".

SX, SY, SZ – Represents the standard error estimate of the coordinate values of each point at the 67% confidence level (one sigma) based on the least squares analysis of the control network. See the AASHTO SDMS Technical Data Guide data tag definition for SX:, SY:, and SZ: for additional information. These values shall be used when control points are added and the entire network is reprocessed using least square analysis. A value of 0.001 is defined as fixed (no adjustment) in the least square analysis process. A value of 30 is defined as location by handheld GPS device or scaled from USGS Quadmap.

Reference Control points (1500 series) shall be used to re-establish horizontal datum if the primary control has been destroyed. These reference control points shall not be used for vertical control unless the elevation has been established from the project datum with 3-wire level techiniques.

All additional project control shall be occupied, measured, and adjusted with direct survey ties to at least two of the control points listed in the table above. New survey control shall not be independent of the survey control listed above. This includes horizontal coordinates and elevations.

Positional Accuracy:
Horizontal - GPS (1.0 cm± 1PPM) *PN: 100-111*
Horizontal - Primary (2.0cm± 20PPM): *PN:1-61*
Horizontal - Secondary (3 cm ± 50PPM): *PN:N/A*
Vertical - NGS 1st Order (±4mm x √dist in km) *PN:970 & 990*
Vertical - NGS 2nd Order (±6mm x √dist in km) *PN:N/A*
Vertical - NGS 3rd Order (±8mm x √dist in km) *PN:900-969*

Horizontal Datum: NAD 1983 (1997) State Plane Zone: 0302 - South Zone
The adjustment year is based on metadata in the SDMS Control file
A project CAF of: 1.000032558 has been used to compute the above coordinates.
The project CAF shall have a minimum precision of 9 digits right of the decimal.
This CAF is intended for use within the project limits only.
Grid Distance = Ground Distance X CAF
If Coordinates are listed as Ground:
To compute Grid Coordinates, multiply the Ground Coordinates by CAF about the origin of X=0 & Y=0
If Coordinates are listed as Grid:
To compute Ground Coordinates, divide the Grid Coordinates by CAF about the origin of X=0 & Y=0

Vertical Datum: NAVD 1988 based NGS BM:
A project Elevation Factor of: 0.9999931920 has been computed and incorporated in the above CAF.
This is based on the average elevation of the project: 142.33 Feet
3-Wire Leveling techniques have been used to establish elevations on
Points: 1-61, 100-111 From NGS BM: 34 V 26, RAWLS

Basis of Bearing: Grid Bearings based on AHTD GPS points: *020003-020003A, 020032-020032A,020033-020033A, 020030-020030A, 020031-020031A*
Convergence Angle is: 00 06 10.22 RIGHT at PN: 102
LT: 33-10-11.87 N LG: 091-48-58.53 W
Grid Azimuth = Astronomical Azimuth - Convergence Angle

USER: fe5l3
DESIGN FILE: G:\5l03800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA020l_SC_Hwy425.dgn
PLOTTED: 7/11/2018 10:46
SCALE: 1:100
MODEL: Sur_Ctl Details

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.		CA0201	172	373
				(2)	SURVEY CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
NO. 15560
7-11-18

CA0201 CL - HIGHWAY 425

Point No.	Type	Station	Northing	Easting
8043	P.O.B.	7+00.00	1436094.1644	1356405.5090
8044	P.C.	10+10.00	1436402.9448	1356432.9809
	P.I.	12+40.26	1436632.2995	1356453.3864
8045	C.C.		1435387.4453	1367847.0518
8046	P.R.C.	14+70.46	1436860.6494	1356482.9890
	P.I.	17+00.72	1437088.9993	1356512.5917
8047	C.C.		1438333.8535	1345118.9262
8048	P.T.	19+30.92	1437318.3541	1356532.9971
8001	P.C.	36+51.66	1439032.3201	1356685.4871
	P.I.	40+41.10	1439420.2300	1356719.9991
8002	C.C.		1438778.4452	1359539.0049
8003	P.T.	44+25.80	1439784.8501	1356856.8107
8004	P.C.	59+53.94	1441215.5890	1357393.6483
	P.I.	64+28.97	1441660.3441	1357560.5280
8005	C.C.		1442020.7128	1355247.8930
8006	P.T.	68+90.74	1442134.7879	1357536.8834
8007	P.C.	108+01.46	1446040.6664	1357342.2285
	P.I.	113+87.53	1446626.0088	1357313.0571
8008	C.C.		1446111.9633	1358772.8475
8009	P.T.	119+14.06	1447063.9227	1357702.5544
8010	P.C.	146+44.69	1449104.2633	1359517.3109
	P.I.	154+19.62	1449683.2939	1360032.3227
8011	C.C.		1450056.2227	1358447.0178
8012	P.T.	160+65.36	1450431.1979	1359829.4604
8013	P.C.	177+80.35	1452086.3808	1359380.5068
	P.I.	180+32.98	1452330.2003	1359314.3729
8014	C.C.		1452586.3478	1361223.7635
8015	P.T.	182+82.69	1452582.8293	1359313.9075
8016	P.I.	204+91.02	1454791.1511	1359309.8391
8017	P.C.	243+70.37	1458670.5032	1359310.0648
	P.I.	250+15.21	1459315.3405	1359310.1023
8018	C.C.		1458670.4198	1360742.4593
8019	P.T.	255+82.19	1459742.8240	1359792.8787
8049	P.C.	277+20.01	1461160.0554	1361393.4222
	P.I.	283+54.48	1461580.6643	1361868.4349
8050	C.C.		1462232.4596	1360443.8417
8051	P.T.	289+14.54	1462215.0850	1361876.1308
8052	P.C.	297+18.75	1463019.2256	1361885.8855
	P.I.	299+86.44	1463286.8976	1361889.1326
8053	C.C.		1462880.2290	1373344.1984
8054	P.R.C.	302+54.03	1463554.1259	1361904.8751
	P.I.	305+21.72	1463821.3542	1361920.6177
8055	C.C.		1464228.0227	1350465.5519
8056	P.T.	307+89.32	1464089.0261	1361923.8647
8023	P.C.	355+12.67	1468812.0356	1361981.1578
	P.I.	361+10.34	1469409.6579	1361988.4074
8024	C.C.		1468793.5027	1363508.9329
8025	P.T.	366+52.08	1469843.7417	1362399.2311
8026	P.C.	402+56.34	1472461.5044	1364876.7223
	P.I.	408+40.83	1472886.0204	1365278.4908
8027	C.C.		1473446.1035	1363836.3769
8028	P.T.	413+66.24	1473470.4287	1365268.5648
8029	P.C.	426+04.68	1474708.6818	1365247.5335
	P.I.	427+19.54	1474823.5279	1365245.5829
8030	C.C.		1474805.9827	1370976.2852
8031	P.T.	428+34.37	1474938.3598	1365248.2367
8057	P.C.	445+61.78	1476665.3126	1365288.1472
	P.I.	449+74.50	1477077.9185	1365297.6826
8058	C.C.		1476599.1240	1368152.1714
8059	P.T.	453+81.57	1477471.0540	1365423.2973
8060	P.C.	473+46.13	1479342.4040	1366021.2311
	P.I.	479+70.94	1479937.5734	1366211.3996
8061	C.C.		1475854.6843	1376936.7276
8062	P.T.	485+94.52	1480508.5380	1366465.1518
8038	P.I.	509+28.76	1482641.6051	1367413.1450

CA0201 CL - HIGHWAY 425 M.O.T. STAGE 2

Point No.	Type	Station	Northing	Easting
Stage 2 MOT Hwy 425 110+60				
8200	P.O.B.	100+60.00	1445300.9978	1357396.6126
8201	P.O.E.	106+00.07	1445840.7764	1357378.7231
Stage 2 MOT Hwy 425 113+60				
8202	P.C.	113+60.01	1446580.9967	1357447.4996
	P.I.	116+29.09	1446836.1381	1357533.0039
8203	C.C.		1446132.8988	1358784.6065
8204	P.T.	118+91.78	1447041.8677	1357706.4497
Stage 2 MOT Hwy 425 220+40				
8205	P.O.B.	220+40.00	1456340.1274	1359327.4292
8206	P.I.	231+80.16	1457480.1263	1359346.4955
8207	P.I.	233+00.16	1457600.1263	1359346.5025
8208	P.O.E.	239+00.24	1458200.1269	1359336.5374
Stage 2 MOT Hwy 425 256+00				
8209	P.O.B.	256+00.00	1459734.7881	1359823.7773
8210	P.O.E.	258+70.15	1459920.5179	1360019.9544
Stage 2 MOT Hwy 425 265+80				
8211	P.O.B.	265+80.00	1460391.1998	1360551.5167
8212	P.C.	277+20.66	1461175.4037	1361379.8317
	P.I.	278+09.33	1461236.4022	1361444.2048
8213	C.C.		1462197.5020	1360411.3135
8214	P.T.	278+97.77	1461304.9953	1361500.4160
Stage 2 MOT Hwy 425 283+00				
8215	P.C.	283+00.00	1461632.1550	1361715.1299
	P.I.	286+07.32	1461908.0903	1361850.4196
8216	C.C.		1462252.9833	1360448.8959
8217	P.T.	289+05.18	1462215.2973	1361858.6321
Stage 2 MOT Hwy 425 293+00				
8218	P.C.	292+99.98	1462600.7248	1361863.3076
	P.I.	297+14.86	1463015.5588	1361868.3398
8219	C.C.		1462461.7282	1373321.6204
8220	P.R.C.	301+29.37	1463428.9430	1361903.3566
	P.I.	305+44.25	1463842.3271	1361938.3734
8221	C.C.		1464396.1578	1350485.0927
8222	P.T.	309+58.76	1464257.1612	1361943.4056
Stage 2 MOT Hwy 425 348+60				
8223	P.C.	348+60.00	1468159.1987	1361990.7398
	P.I.	350+20.59	1468319.7738	1361992.6877
8224	C.C.		1468020.2021	1373449.0527
8225	P.R.C.	351+81.17	1468480.2313	1361999.1344
	P.I.	353+41.76	1468640.6888	1362005.5812
8226	C.C.		1468940.2605	1350549.2162
8227	P.T.	355+02.34	1468801.2639	1362007.5291
Stage 2 MOT Hwy 425 367+00				
8228	P.C.	367+00.00	1469860.3249	1362451.4121
	P.I.	368+60.59	1469976.9589	1362561.7963
8229	C.C.		1477737.1175	1354128.6485
8230	P.R.C.	370+21.17	1470096.6403	1362668.8688
	P.I.	371+81.76	1470216.3217	1362775.9413
8231	C.C.		1462456.1631	1371209.0891
8232	P.T.	373+42.34	1470332.9557	1362886.3256
Stage 2 MOT Hwy 425 386+30				
8233	P.O.B.	386+30.00	1471268.2667	1363771.5184
8234	P.I.	397+70.16	1472083.1864	1364568.9311
8235	P.I.	398+90.16	1472170.3422	1364651.4167
8236	P.C.	402+56.55	1472440.6120	1364898.7977
	P.I.	406+59.76	1472737.8335	1365171.2558
8237	C.C.		1473424.5774	1363825.4009
8238	P.T.	410+43.26	1473132.8645	1365252.0306
Stage 2 MOT Hwy 425 438+70				
8239	P.O.B.	438+70.00	1475973.3090	1365289.6594
8240	P.I.	443+50.08	1476452.9729	1365309.7470
8241	P.I.	444+00.08	1476502.9596	1365310.9022
8242	P.C.	446+19.28	1476722.1436	1365312.3140
	P.I.	447+48.81	1476851.6730	1365313.1483
8243	C.C.		1476709.0989	1367337.5176
8244	P.T.	448+77.99	1476980.0408	1365330.4774
Stage 2 MOT Hwy 425 502+00				
8249	P.C.	501+93.45	1481962.5582	1367130.5085
	P.I.	503+05.49	1482064.9409	1367176.0102
8250	C.C.		1483126.0216	1364512.6146
8251	P.R.C.	504+17.41	1482170.5645	1367213.3770
	P.I.	505+29.45	1482276.1881	1367250.7438
8252	C.C.		1481215.1074	1369914.1394
8253	P.T.	506+41.37	1482378.5708	1367296.2454
Stage 2 MOT Median Crossover Hwy 425 607+90				
8310	P.C.	607+90.00	1433591.0051	1356195.8566
	P.I.	609+87.71	1433787.9368	1356213.3774
8311	C.C.		1433760.2550	1354293.5114
8312	P.R.C.	611+84.02	1433984.2816	1356190.1861
	P.I.	613+81.73	1434180.6264	1356166.9947
8313	C.C.		1434208.3083	1358086.8607
8314	P.T.	615+78.03	1434377.5582	1356184.5155

CA0201 CL - ASHLEY 2 WEST

Point No.	Type	Station	Northing	Easting
8107	P.O.B.	7+50.00	1437319.1804	1356295.2780
8108	P.C.	8+85.57	1437355.0018	1356426.0297
	P.I.	9+12.62	1437362.1482	1356452.1149
8109	C.C.		1436802.4068	1356577.4214
8110	P.T.	9+39.62	1437366.8057	1356478.7573
8111	P.O.E.	10+00.00	1437377.2027	1356538.2328

CA0201 CL - ASHLEY 2 EAST

Point No.	Type	Station	Northing	Easting
8112	P.O.B.	10+00.00	1437407.0847	1356540.8914
8113	P.C.	10+14.59	1437409.5966	1356555.2603
	P.I.	10+37.79	1437413.5914	1356578.1126
8114	C.C.		1437973.9954	1356456.5963
8115	P.T.	10+60.96	1437419.4207	1356600.5670
8116	P.O.E.	12+50.00	1437466.9223	1356783.5427

CA0201 CL - ASHLEY 262

Point No.	Type	Station	Northing	Easting
8124	P.O.B.	7+50.00	1446739.4203	1357249.3230
8125	P.C.	8+45.00	1446761.2522	1357341.7845
	P.I.	9+16.66	1446777.7192	1357411.5248
8126	C.C.		1446451.4609	1357414.9320
8127	P.T.	9+85.97	1446762.7122	1357481.5938
8128	P.O.E.	10+00.00	1446759.7740	1357495.3126

CA0201 CL - ASHLEY 280

Point No.	Type	Station	Northing	Easting
8129	P.O.B.	10+00.00	1449940.3771	1359874.7201
8130	P.C.	10+12.76	1449936.0908	1359886.7317
	P.I.	10+63.83	1449918.9251	1359934.8351
8131	C.C.		1449690.8051	1359799.2017
8132	P.T.	11+13.63	1449884.8624	1359972.8920
8133	P.O.E.	12+50.00	1449793.9090	1360074.5108

CA0201 CL - ASHLEY 710

Point No.	Type	Station	Northing	Easting
8100	P.O.B.	8+50.00	1455995.0638	1359160.4799
8101	P.O.E.	10+00.00	1456008.1285	1359309.9099

CA0201 CL - ASHLEY 4

Point No.	Type	Station	Northing	Easting
8134	P.O.B.	7+50.00	1460485.9332	1360310.8379
8135	P.C.	9+02.03	1460451.5119	1360458.9172
	P.I.	9+44.96	1460441.7911	1360500.7355
8136	C.C.		1460218.9791	1360404.8645
8137	P.T.	9+86.99	1460418.1096	1360536.5467
8138	P.O.E.	10+00.00	1460410.9311	1360547.4022

CA0201 CL - ASHLEY 23/CAMP RD

Point No.	Type	Station	Northing	Easting
8117	P.O.B.	7+50.00	1461101.2025	1360964.4532
8118	P.O.E.	12+50.00	1460832.7285	1361386.2609

CA0201 CL - ASHLEY 24

Point No.	Type	Station	Northing	Easting
8119	P.O.B.	7+50.00	1466909.5029	1361745.1041
8120	P.C.	9+01.97	1466819.9672	1361867.8970
	P.I.	9+44.93	1466794.6557	1361902.6101
8121	C.C.		1467012.8653	1362008.5507
8122	P.T.	9+86.98	1466783.0340	1361943.9696
8123	P.O.E.	10+00.00	1466779.5125	1361956.5020

CA0201 CL - ASHLEY 99

Point No.	Type	Station	Northing	Easting
8139	P.O.B.	10+00.00	1473871.1270	1365261.7591
8140	P.O.E.	12+50.00	1473840.4191	1365509.8660

CA0201 CL - ASHLEY 98

Point No.	Type	Station	Northing	Easting
8102	P.O.B.	10+00.00	1480810.9450	1366599.5498
8103	P.C.	10+37.93	1480789.7565	1366631.0084
	P.I.	10+57.42	1480778.8703	1366647.1711
8104	C.C.		1480573.7484	1366485.5192
8105	P.T.	10+76.83	1480765.7001	1366661.5338
8106	P.O.E.	12+50.00	1480648.6638	1366789.1671

CA0201 CL - MEDIAN HIGHWAY 425

Point No.	Type	Station	Northing	Easting
8306	P.O.B.	600+00.00	1432807.7023	1356085.5069
8307	P.O.E.	620+05.98	1434805.7894	1356263.2749

CA0201 CL - HIGHWAY 425 N.B. LANES

Point No.	Type	Station	Northing	Easting
8308	P.O.B.	620+05.98	1434801.8016	1356308.0978
8309	P.O.E.	635+92.79	1436382.3757	1356448.7201

CA0201 CL - HIGHWAY 425 S.B. LANES

Point No.	Type	Station	Northing	Easting
8301	P.C.	620+05.98	1434809.7773	1356218.4519
	P.I.	624+03.16	1435205.3955	1356253.6497
8302	C.C.		1433794.2779	1367632.5228
8303	P.R.C.	628+00.02	1435597.6274	1356316.1548
	P.I.	631+97.20	1435989.8592	1356378.6600
8304	C.C.		1437400.9768	1344999.7868
8305	P.T.	635+94.06	1436385.4774	1356413.8578

USER: fe513
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PLOTTED: 7/11/2018 10:47
SCALE: 1:100
MODEL: Sur_Ctl Details

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.		CA0201	173	373

(2) SURVEY CONTROL DETAILS

605 610 610

PN: 98
PD: RBR & CAP

SURVEY BASELINE N06°21'34"E
801.91'

PN: 97
PD: RBR & CAP

SURVEY BASELINE N09°26'58"E
675.82'

N05°05'03"E

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

℄ MED. HWY. 425

8306

P.O.B. 600+00.00

STA. 602+50.00
BEGIN JOB CA0201
LA. LOG MILE 6.36

8310

P.C. 607+90.00

℄ M. O. T. STAGE 2

P.I. 609+87.71

610 610

P.R.C. 611+84.02

P.I. 613+81.73

615

P.T. 615+78.03

8314

PN: 96
PD: RBR & CAP

N05°05'03"E

SURVEY BASELINE N03°39'36"E
794.98'

8312

℄ M. O. T. STAGE 2

P.I. 609+87.71

℄ MED. HWY. 425

620

STA. 620+05.98 C.L. MED. HWY. 425 45.00' LT. =
STA. 620+05.98 C.L. HWY. 425 S.B. LANES

C.L. HWY. 425
S.B. LANES
PI = 624+03.16
Δ = 03°58'13" RT.
D = 00°30'00"
T = 397.18'
L = 794.04'
PC = 620+05.98
PRC = 628+00.02
NO SUPER

℄ HWY. 425 S. B. LANES

625

P.I. 624+03.16

PN: 95
PD: RBR & CAP

8301

8307

SURVEY BASELINE N10°10'59"E
429.41'

PN: 94
PD: RBR & CAP

N05°05'03"E

8308

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. =
STA. 620+05.98 C.L. HWY. 425 N.B. LANES

℄ HWY. 425 N. B. LANES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

625

C.L. HWY. 425
S.B. LANES
PI = 624+03.16
Δ = 03°58'13" RT.
D = 00°30'00"
T = 397.18'
L = 794.04'
PC = 620+05.98
PRC = 628+00.02
NO SUPER

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

630

C.L. HWY. 425
S.B. LANES
PI = 631+97.20
Δ = 03°58'13" LT.
D = 00°30'00"
T = 397.18'
L = 794.04'
PRC = 628+00.02
PT = 635+94.06
NO SUPER

P.R.C. 628+00.02

8303

PN: 93
PD: RBR & ACAP

SURVEY BASELINE N04°08'04"E
706.18'

N05°05'03"E

℄ HWY. 425 S.B. LANES

P.O.B. 7+00.00

8305

8043

℄ HWY. 425 N. B. LANES

P.I. 631+97.20

635

10

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46
NO SUPER

P.C. 10+10.00

P.I. 12+40.26

STA. 635+94.06 C.L. HWY. 425 S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

PN: 990
PD: NGS BM RAWLS

8044

N05°05'03"E

SURVEY BASELINE N09°59'14"E
841.94'

PN: 1
PD: STD.AHTD MON.STAMPED PN: T-1

8309

STA. 635+92.79 C.L. HWY. 425 N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

SURVEY CONTROL DETAILS

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SCALE: 1:100
MODEL: Sur_C1\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.		CA0201	174	373

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46
NO SUPER

PN: 990
PD: NGS BM RAWLS

PN: 1
PD: STD.AHTD MON.STAMPED PN: T-1

SURVEY BASELINE N09°59'14"E 841.94'

SURVEY BASELINE N06°47'33"E 884.75'

SURVEY BASELINE N03°05'47"E 775.72'

N05°05'03"E

N07°23'11"E

8305 8043 N05°05' 03"E 8044 8309 8046 8048

P.C. 10+10.00 P.I. 12+40.26 P.R.C. 14+70.46 P.I. 17+00.72 P.T. 19+30.92

10 15 20

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

C.L. HWY. 425
PI = 17+00.72
Δ = 02°18'08" LT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PRC = 14+70.46
PT = 19+30.92
NO SUPER

P.O.B. 7+50.00 8107

N14°40'44"E

℄ ASHLEY 2 WEST

C.L. ASHLEY 2 WEST
PI = 9+12.62
Δ = 05°24'19" RT.
D = 10°00'00"
T = 27.05'
L = 54.05'
PC = 8+85.57
PT = 9+39.62
NO SUPER

P.C. 8+85.57 8108 P.I. 9+12.62 P.T. 9+39.62 8110

N80°05'03"E

STA. 19+90.00 C.L. HWY. 425 =
STA. 10+00.00 C.L. ASHLEY 2 WEST
Δ = 75° 00' 00"

STA. 20+20.00 C.L. HWY. 425 =
STA. 10+00.00 C.L. ASHLEY 2 EAST
Δ = 105° 00' 00"

8111 8112 8113 8115 8116

P.C. 10+14.59 P.T. 10+60.96 P.I. 10+37.79

N05°05'03"E

SURVEY BASELINE N03°05'47"E 775.72'

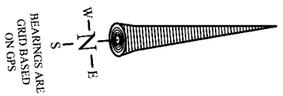
PN: 106
PD: AHTD GPS MON. 020029

C.L. ASHLEY 2 EAST
PI = 10+37.79
Δ = 04°38'14" LT.
D = 10°00'00"
T = 23.20'
L = 46.37'
PC = 10+14.59
PT = 10+60.96
NO SUPER

N75°26'49"E

℄ ASHLEY 2 EAST

P.O.E. 12+50.00



0 25 50 100 FEET
SCALE RATIO 1"=100'

25 8114 30 35 40

℄ HWY. 425

SURVEY BASELINE N03°05'47"E 775.72'

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

SURVEY BASELINE N02°35'59"E 902.89'

N05°05'03"E

P.C. 36+51.66 8001

C.L. HWY. 425
PI = 40+41.10
Δ = 15°28'58" RT.
D = 02°00'00"
T = 389.44'
L = 774.14'
PC = 36+51.66
PT = 44+25.80
Θ = 0.055'/'
LS = 540'

PN: 107
PD: AHTD GPS MON. 020029A

SURVEY BASELINE N18°29'23"E 761.30'

N05°05'03"E

P.I. 40+41.10

SURVEY CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
PLOTTED: 7/11/2018 10:47
SCALE: 1:100
MODEL: Sur_Ctl Details

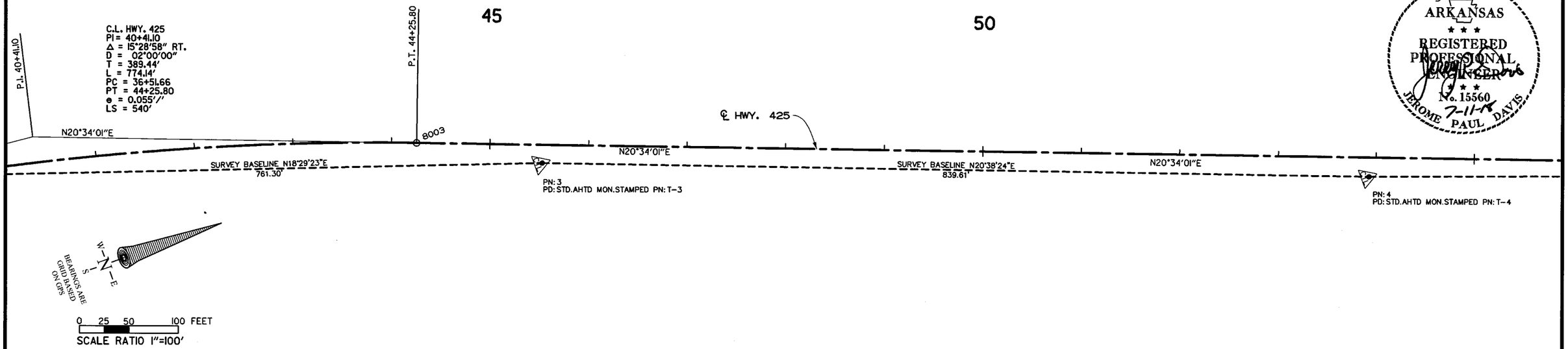
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	175	373

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



SURVEY CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
PLOTTED: 7/11/2018 10:47
SCALE: 1:100
MODEL: Sur_Ctl 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.		CA0201	176	373

(2) SURVEY CONTROL DETAILS

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

75 80 85

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

℄ HWY. 425

N02°51'11"W
SURVEY BASELINE N00°00'16"W 767.94'

N02°51'11"W
SURVEY BASELINE N02°53'22"W
857.12'

PN: 7
PD: STD.AHTD MON.STAMPED PN: T-7

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

90 95 100

N02°51'11"W
SURVEY BASELINE N05°26'53"W 801.54'

PN: 8
PD: STD.AHTD MON.STAMPED PN: T-8

PN: 901
PD: CHISELED SQUARE

PN: 9
PD: STD.AHTD MON.STAMPED PN: T-9

℄ HWY. 425

℄ M. O. T. STAGE 2

SURVEY BASELINE N02°50'45"W
826.65'

N02°51'11"W

8200

P.O.B. 100+60.00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
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SCALE: 1:100
MODEL: Sur_Ctl Details

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.		CA0201	177	373

(2) SURVEY CONTROL DETAILS

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

105

P.C. 108+01.46

110

P.O.B. 7+50.00

8124

C.L. ASHLEY 262
PI= 9+16.66
Δ = 25°22'26" RT.
D = 18°00'00"
T = 71.66'
L = 140.97'
PC = 8+45.00
PT = 9+85.97
NO SUPER

P.C. 8+45.00

N16°42'53"E

8125

115

P.I. 113+87.53

N02°51'11"W

N41°39'04"E

PN: 10
PD: STD.AHTD MON.STAMPED PN: T-10

SURVEY BASELINE N00°40'12"W 781.73'

8007

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

℄ HWY. 425

PN: 902
PD: HW

℄ ASHLEY 262

P.I. 9+16.66

C.L. HWY. 425
PI= 113+87.53
Δ = 44°30'15" RT.
D = 04°00'00"
T = 586.07'
L = 1112.60'
PC = 108+01.46
PT = 119+14.06
e = 0.093'/'
LS = 630'

8126

M.O.T. STAGE 2
PI = 116+29.09
Δ = 21°36'22" RT.
D = 04°03'47"
T = 269.08'
L = 531.77'
PC = 113+60.01
PT = 118+91.78
e = 0.093'/'
LS = 630'

8202

P.C. 113+60.01

SURVEY BASELINE N24°48'52"E 796.03'

N17°54'47"E

8127

8128

P.I. 116+29.09

P.T. 9+85.97

N18°31'38"E

10

N40°08'00"E

115

STA. 115+45.00 C.L. HWY. 425 =
STA. 10+00.00 C.L. ASHLEY 262
Δ = 75°12'00"

℄ M.O.T. STAGE 2

N01°53'54"W

8201

P.O.E. 106+00.07

105

℄ M.O.T. STAGE 2

120

P.T. 119+14.06

125

130

9+85.97

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

8009

N40°08'00"E

8204

N41°39'04"E

SURVEY BASELINE N44°23'55"E 781.62'

℄ HWY. 425

SURVEY BASELINE N41°35'24"E 804.76'

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

P.T. 118+91.78

℄ M.O.T. STAGE 2

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

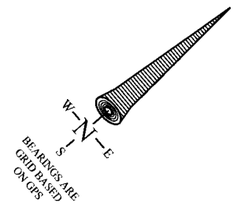
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

SURVEY CONTROL DETAILS

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MODEL: Sur_Ctl 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.		CA0201	178	373
				(2)	SURVEY CONTROL DETAILS			



0 25 50 100 FEET
SCALE RATIO 1"=100'

135 140 145

PN: 903
PD: CHISELED SQUARE

℄ HWY. 425

PN: 904
PD: CHISELED SQUARE

N41°39'04"E

SURVEY BASELINE N41°35'24"E
804.76'

PN: 14
PD: STD.AHTD MON.STAMPED PN: T-14

SURVEY BASELINE N41°48'25"E
800.12'

PN: 15
PD: STD.AHTD MON.STAMPED PN: T-15

N41°39'04"E

SURVEY BASELINE N37°15'29"E 779.25'

P.C. 146+44.69

8010

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150 155 160

P.C. 146+44.69

8010

SURVEY BASELINE N37°15'29"E
779.25'

C.L. HWY. 425
PI = 154+19.62
Δ = 56°49'37" LT.
D = 04°00'00"
T = 774.93'
L = 1420.67'
PC = 146+44.69
PT = 160+65.36
e = 0.093'/'
LS = 630'

8131

SURVEY BASELINE N11°04'10"E
713.69'

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

℄ HWY. 425

STA. 155+70.00 C.L. HWY. 425 =
STA. 10+00.00 C.L. ASHLEY 280
Δ = 75°00'00"

8129

P.C. 10+12.76

S70°24'40"E

8130

℄ ASHLEY 280

P.I. 10+63.83

8132

P.T. 11+13.63

S48°10'12"E

8133

P.O.E. 12+50.00

N41°39'04"E

N15°10'33"W

P.I. 154+19.62

C.L. ASHLEY 280
PI = 10+63.83
Δ = 22°11'28" RT.
D = 22°00'00"
T = 51.07'
L = 100.87'
PC = 10+12.76
PT = 11+13.63
NO SUPER

P.T. 160+65.36

SURVEY BASELINE N15°31'49"W
798.43'

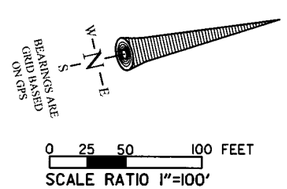
N15°10'33"W

8012

PN: 930 NAIL
PD: PK NAIL /WASHER

PN: 930
PD: PK NAIL /WASHER

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



0 25 50 100 FEET
SCALE RATIO 1"=100'

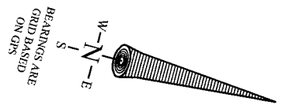
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PLOTTED: 7/11/2018 10:47
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MODEL: Sur_Ctl Details

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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.		CA0201	179	373

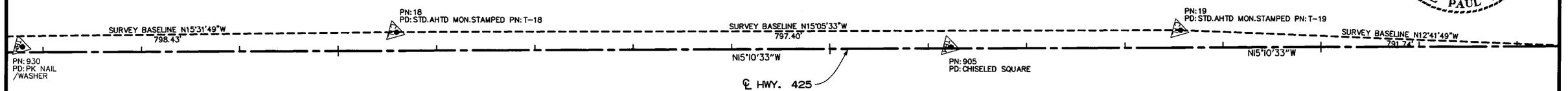
(2) SURVEY CONTROL DETAILS

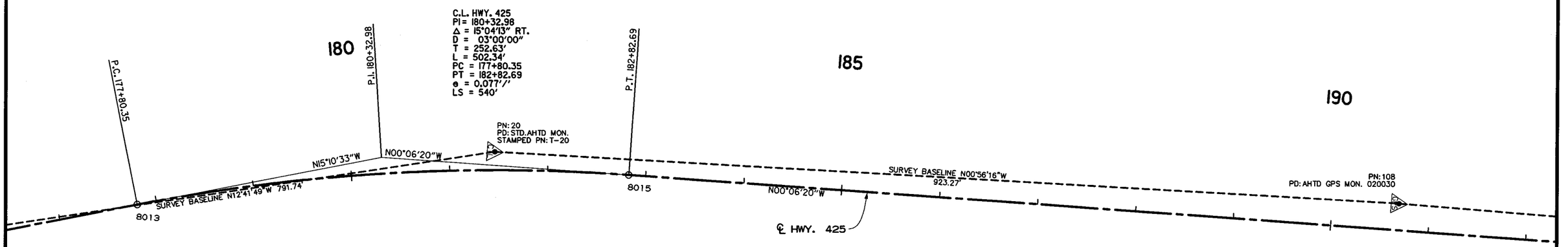


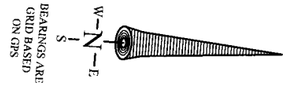
0 25 50 100 FEET
SCALE RATIO 1"=100'

165 170 175

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0 25 50 100 FEET
SCALE RATIO 1"=100'

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MODEL: Sur_Ctl Details

SURVEY CONTROL DETAILS

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				6	ARK.			
				JOB NO.	CA0201	180	373	
				(2)	SURVEY CONTROL DETAILS			

195

200

205

SURVEY BASELINE N00°26'07"E
775.99'

N00°06'20"W

PN: 21
PD: STD.AHTD MON.STAMPED PN: T-21

℄ HWY. 425

PN: 906
PD: CHISELED SQUARE

N00°06'20"W

SURVEY BASELINE N04°54'32"E
750.95'

8016

PN: 109
PD: AHTD GPS MON. 020030A

P.I. 204+91.02
Δ = 00°06'32" RT.

BEARINGS ARE GRID BASED ON GPS

W — N — E — S

0 25 50 100 FEET

SCALE RATIO 1"=100'

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210

215

220

P.O.B. 8+50.00
8100

℄ ASHLEY 710

N85°00'21"E
101.36'

℄ HWY. 425

N00°00'12"E

SURVEY BASELINE N01°56'35"W
780.32'

8101

SURVEY BASELINE N02°28'19"W 862.25'

PN: 22
PD: STD.AHTD MON.STAMPED PN: T-22

8205

N00°57'29"E

P.O.B. 220+40.00

℄ M. O. T. STAGE 2

STA. 217+08.00 C.L. HWY. 425 =
STA. 10+00.00 C.L. ASHLEY 710
Δ = 85° 00' 00"

BEARINGS ARE GRID BASED ON GPS

W — N — E — S

0 25 50 100 FEET

SCALE RATIO 1"=100'

SURVEY CONTROL DETAILS

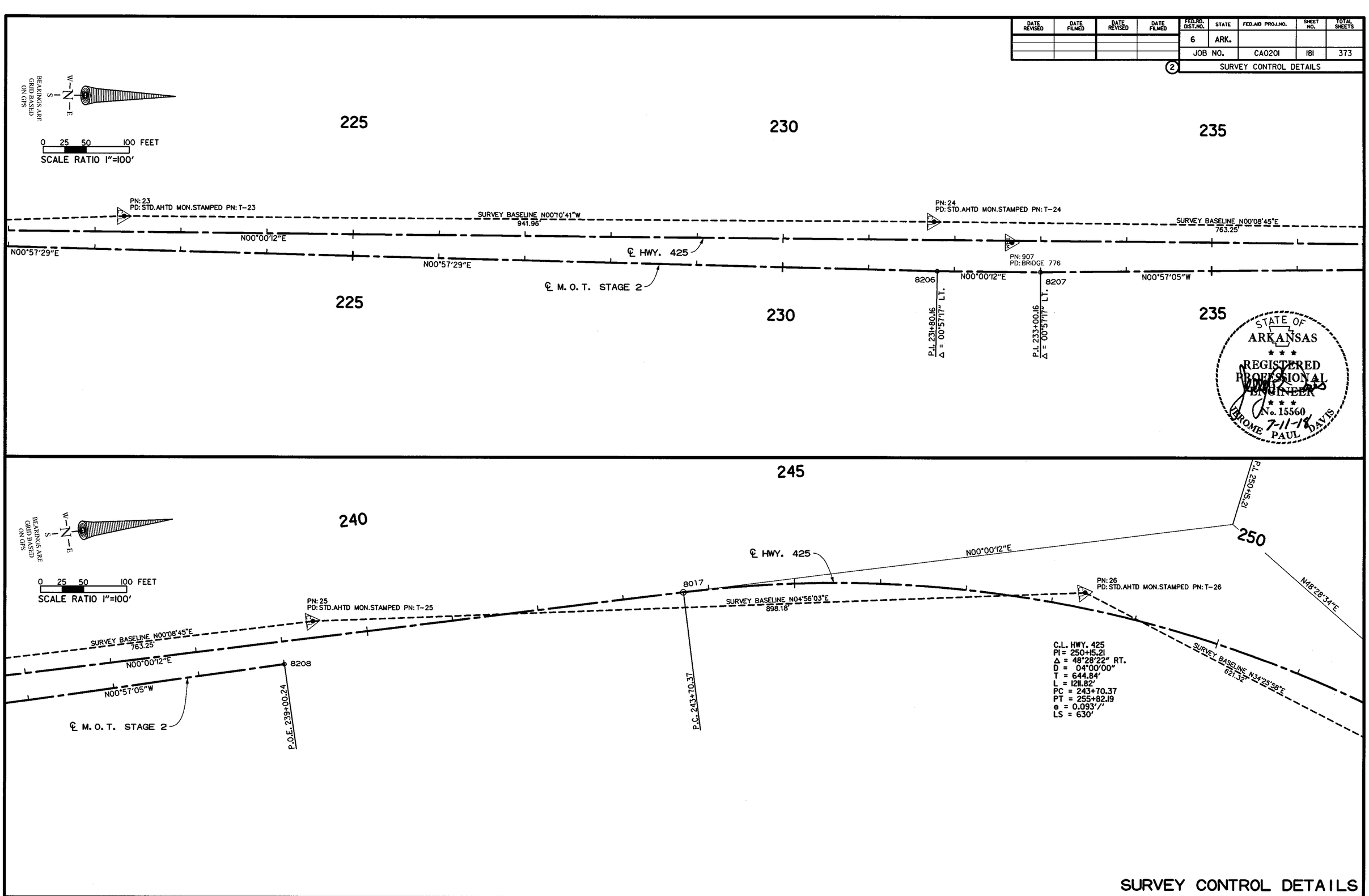
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MODEL: Sur_Ctl Details

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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.		CA0201	181	373

(2) SURVEY CONTROL DETAILS

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SURVEY CONTROL DETAILS

USER: fs513
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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.		CA0201	182	373

(2) SURVEY CONTROL DETAILS

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255

260

265

270

275

280

N48°28'34"E

P.T. 255+82.19

8079

8209

SURVEY BASELINE N34°25'58"E
621.32'

PN: 27
PD: STD.AHTD MON.STAMPED
PN: T-27

℄ HWY. 425

N48°28'34"E

N46°34'01"E

8210

SURVEY BASELINE N48°05'10"E
808.46'

℄ M.O.T. STAGE 2

P.O.B. 256+00.00

P.O.E. 258+70.15

PN: 908
PD: REBAR W/ CAP, 12.6' SW PP

C.L. HWY. 425
PI = 250+15.21
Δ = 48°28'22" RT.
D = 04°00'00"
T = 644.84'
L = 1211.82'
PC = 243+70.37
PT = 255+82.19
e = 0.093'/'
LS = 630'

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

C.L. ASHLEY 4
PI = 9+44.96
Δ = 20°23'24" RT.
D = 24°00'00"
T = 42.93'
L = 84.96'
PC = 9+02.03
PT = 9+86.99
NO SUPER

8134 P.O.B. 7+50.00

℄ ASHLEY 4

S76°54'50"E

8135 P.C. 9+02.03

P.I. 9+44.96

S55°31'26"E

8137 P.T. 9+86.99

N48°28'34"E

8138

N46°34'01"E

8211 P.O.B. 265+80.00

PN: 28
PD: STD.AHTD MON.STAMPED PN: T-28

8139

SURVEY BASELINE N48°32'06"E
799.86'

STA. 266+00.00 C.L. HWY. 425 =
STA. 10+00.00 C.L. ASHLEY4
Δ = 75° 00' 00"

8117 P.O.B. 7+50.00

S57°31'26"E

STA. 274+28.75 C.L. HWY. 425 =
STA. 10+00.00 C.L.
ASHLEY 23/CAMP RD.
Δ = 74° 00' 00"

℄ ASHLEY 23

M.O.T. STAGE 2
PI = 278+09.33
Δ = 07°12'25" LT.
D = 04°04'09"
T = 88.67'
L = 177.11'
PC = 277+20.66
PT = 278+97.77
e = 0.093 '/'
LS = 630'

P.C. 277+20.66

P.T. 278+97.77

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

℄ M.O.T. STAGE 2

8212

8214

N39°20'03"E

SURVEY BASELINE N28°49'05"E
729.61'

8045

SURVEY BASELINE N48°00'59"E
813.88'

N48°28'34"E

PN: 30
PD: STD.AHTD MON.STAMPED PN: T-30

℄ HWY. 425

P.C. 277+20.01

P.I. 278+09.33

PN: 29
PD: STD.AHTD MON.STAMPED PN: T-29

℄ M.O.T. STAGE 2

℄ CAMP RD.

S57°31'26"E

8118 P.O.E. 12+50.00

P.T. 9+86.99

N48°28'34"E

N46°34'01"E

SURVEY BASELINE N48°32'06"E
799.86'

SCALE RATIO 1"=100'

SURVEY CONTROL DETAILS

USER: fe513
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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.		CA0201	183	373

(2) SURVEY CONTROL DETAILS

BEARINGS ARE GRID BASED ON GPS

W — N — E — S

0 25 50 100 FEET

SCALE RATIO 1"=100'

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

M.O.T. STAGE 2
PI = 286+07.32
Δ = 24°35'14" LT.
D = 04°03'46"
T = 307.32'
L = 605.18'
PC = 283+00.00
PT = 289+05.18
e = 0.093'/'
LS = 630'

M.O.T. STAGE 2
PI = 297+14.86
Δ = 04°08'49" RT.
D = 00°30'00"
T = 414.88'
L = 829.39'
PC = 292+99.98
PRC = 301+29.37
NO SUPER

285 290 295

P.C. 283+00.00 8215

P.T. 289+05.18 8217 8051

P.C. 292+99.98 8218

℄ M. O. T. STAGE 2

℄ HWY. 425

SURVEY BASELINE N28°49'05"E 720.61'

N26°07'07"E

N01°31'53"E

N00°41'42"E

SURVEY BASELINE N00°42'21"E 790.66'

SURVEY BASELINE N03°45'34"E 814.05'

285

N48°28'34"E

N00°41'42"E

P.I. 283+54.48

P.I. 286+07.32

PN: 31
PD: STD.AHTD MON.STAMPED PN: T-31

P.T. 289+14.54

PN: 909
PD: HEADWALL, CHISELED SQUARE NW CORNER

PN: 32
PD: STD.AHTD MON.STAMPED PN: T-32

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C.L. HWY. 425
PI = 299+86.44
Δ = 02°40'35.1" RT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PC = 297+18.75
PRC = 302+54.03
NO SUPER

C.L. HWY. 425
PI = 305+21.72
Δ = 02°40'35.1" LT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PRC = 302+54.03
PT = 307+89.32
NO SUPER

300 305 310

P.I. 297+14.86

P.I. 299+86.44

P.R.C. 302+54.03

P.T. 307+89.32

℄ M. O. T. STAGE 2

℄ HWY. 425

N00°41'42"E

N04°50'31"E

N03°22'17"E

8052 8054 8056

8220 8222

SURVEY BASELINE N00°42'21"E 790.66'

SURVEY BASELINE N00°43'18"E 783.20'

N00°41'42"E

P.C. 297+18.75

P.R.C. 301+29.37

PN: 33
PD: STD.AHTD MON.STAMPED PN: T-33

PN: 34
PD: STD.AHTD MON.STAMPED PN: T-34

P.I. 305+21.72

P.I. 305+44.25

P.T. 309+58.76

M.O.T. STAGE 2
PI = 305+44.25
Δ = 04°08'49" LT.
D = 00°30'00"
T = 414.88'
L = 829.39'
PRC = 301+29.37
PT = 309+58.76
NO SUPER

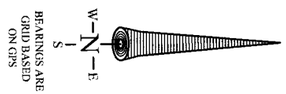
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MODEL: Sur_Ctl Details

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				6	ARK.			
				JOB NO.		CA0201	184	373

(2) SURVEY CONTROL DETAILS



0 25 50 100 FEET
SCALE RATIO 1"=100'

315 320 325

PN: 910
PD: HEADWALL, CHISELED SQUARE SW CORNER

℄ HWY. 425

N00°41'42"E

SURVEY BASELINE N00°40'11"E
871.88'

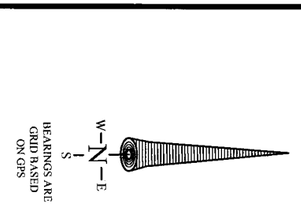
PN: 35
PD: STD. AHTD MON. STAMPED PN: T-35

N00°41'42"E

SURVEY BASELINE N00°40'25"E
768.05'

PN: 36
PD: STD. AHTD MON. STAMPED PN: T-36

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0 25 50 100 FEET
SCALE RATIO 1"=100'

330 335 340

C.L. ASHLEY 24
PI = 9+44.93
Δ = 20°24'11" LT.
D = 24°00'00"
T = 42.96'
L = 85.01'
PC = 9+01.97
PT = 9+86.98
NO SUPER

8119
P.O.B. 7+50.00
℄ ASHLEY 24
S53°54'07"E
P.I. 9+44.93
8120
P.C. 9+01.97
8122
P.T. 9+86.98
S74°18'18"E
8123
℄ HWY. 425
N00°41'42"E
SURVEY BASELINE N00°50'36"E
822.18'
PN: 36
PD: STD. AHTD MON. STAMPED PN: T-36
PN: 37
PD: STD. AHTD MON. STAMPED PN: T-37
SURVEY BASELINE N00°38'20"E
774.86'
8121

STA. 334+80.00 C.L. HWY. 425 =
STA. 10+00 C.L. ASHLEY 24
Δ = 105° 00' 00"

SURVEY CONTROL DETAILS

USER: fs53
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PLOTTED: 7/11/2018 10:47
SCALE: 1:100
MODEL: Sur_Ctl 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.		CA0201	185	373

(2) SURVEY CONTROL DETAILS

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

345

350

355

℄ HWY. 425

P.I. 350+20.59

P.R.C. 351+81.17

P.C. 355+12.67

8023

N00°41'42"E

SURVEY BASELINE N00°37'22"E
779.50

8223

N00°41'42"E

SURVEY BASELINE N00°03'26"W
812.81

8227

N02°18'03"E
8225

N00°41'42"E

PN: 38
PD: STD.AHTD MON.STAMPED PN: T-38

PN: 911
PD: 5/8 REBAR W CAP

PN: 39
PD: STD.AHTD MON.STAMPED PN: T-39

P.C. 348+60.00

350

℄ M.O.T. STAGE 2

P.I. 353+41.76

P.T. 355+02.34

355

M.O.T. STAGE 2
PI = 350+20.59
Δ = 01°36'21" RT.
D = 00°30'00"
T = 160.59'
L = 321.17'
PC = 348+60.00
PRC = 351+81.17
NO SUPER

M.O.T. STAGE 2
PI = 353+41.76
Δ = 01°36'21" LT.
D = 00°30'00"
T = 160.59'
L = 321.17'
PRC = 351+81.17
PT = 355+02.32
NO SUPER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

360

P.I. 361+10.34

N00°41'42"E

N43°25'23"E

365

℄ HWY. 425

P.T. 366+52.08

PN: 40
PD: STD.AHTD MON.STAMPED PN: T-40

SURVEY BASELINE N24°06'44"E
691.08'

PN: 110
PD: AHTD GPS MON. 020031

SURVEY BASELINE N00°03'26"W
812.81'

8025

370

8228

P.C. 367+00.00

N43°25'23"E

SURVEY BASELINE N46°12'08"E 747.66

N43°25'23"E

N41°49'02"E

8230

N41°49'02"E

P.I. 368+60.59

℄ M.O.T. STAGE 2

370

P.R.C. 370+21.17

C.L. HWY. 425
PI = 361+10.34
Δ = 42°43'41" RT.
D = 03°45'00"
T = 597.67'
L = 1139.41'
PC = 355+12.67
PT = 366+52.08
e = 0.090'/'
LS = 630'

M.O.T. STAGE 2
PI = 368+60.59
Δ = 01°36'21" LT.
D = 00°30'00"
T = 160.59'
L = 321.17'
PC = 367+00.00
PRC = 370+21.17
NO SUPER

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

SURVEY CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
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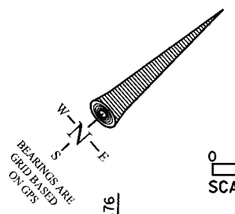
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	186	373

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS



0 25 50 100 FEET
SCALE RATIO 1"=100'

375

380

P.I. 371+81.76

N43°25'23"E

N41°49'02"E

N43°25'23"E

8238

PN: 41
PD: STD.AHTD MON.STAMPED PN: T-41

℄ M. O. T. STAGE 2

M.O.T. STAGE 2
PI = 371+81.76
Δ = 01°36'21" RT.
D = 00°30'00"
T = 160.59'
L = 321.17'
PRC = 370+21.17
PT = 373+42.34
NO SUPER

P.T. 373+42.34

SURVEY BASELINE N37°47'08"E
926.30'

N43°25'23"E

PN: 111
PD: AHTD GPS MON. 020031A

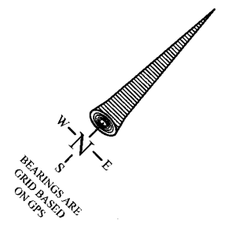
SURVEY BASELINE N47°24'58"E
756.79'

℄ HWY. 425

N43°25'23"E

8233

P.O.B. 386+30.00



0 25 50 100 FEET
SCALE RATIO 1"=100'

390

395

400

SURVEY BASELINE N47°24'58"E
756.79'

PN: 42
PD: STD.AHTD MON.STAMPED PN: T-42

℄ HWY. 425

SURVEY BASELINE N45°51'07"E 865.05'

N43°25'23"E

PN: 912
PD: BRIDGE 775, CHISELED SQUARE NW CORNER

SURVEY BASELINE N42°04'58"E
732.19'
N42°28'06"E

N44°22'40"E

N43°25'23"E

8233

P.O.B. 386+30.00

℄ M. O. T. STAGE 2

8234

PN: 43
PD: STD.AHTD MON.STAMPED PN: T-43

8235

P.I. 397+70.16
Δ = 00°57'17" LT.

P.I. 398+90.16
Δ = 00°57'17" LT.

390

395

400

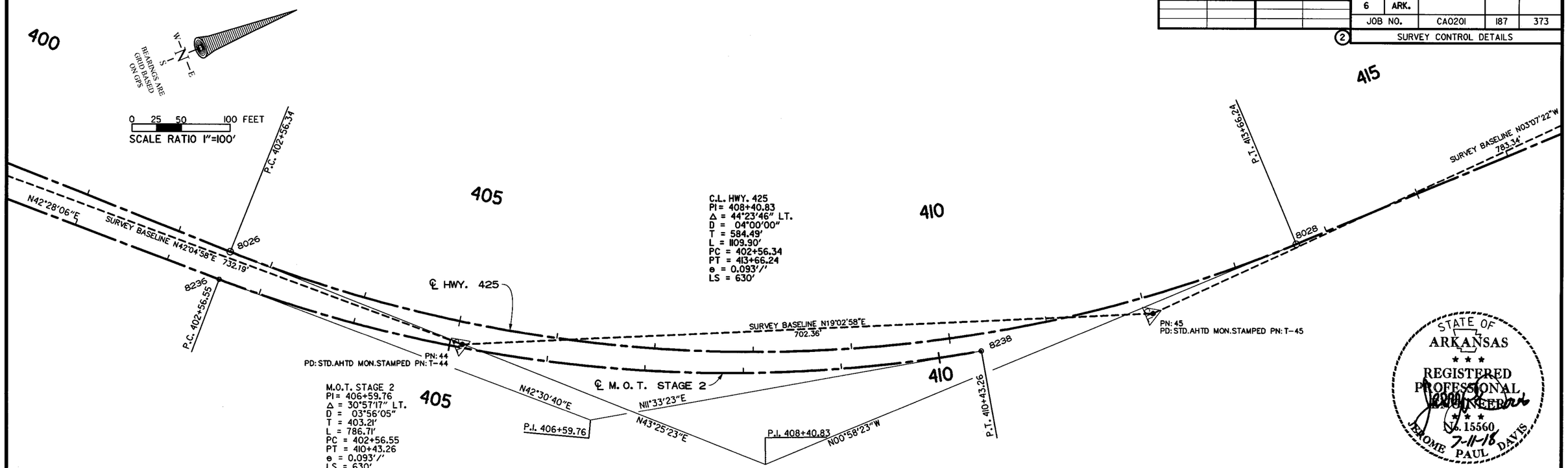
SURVEY CONTROL DETAILS

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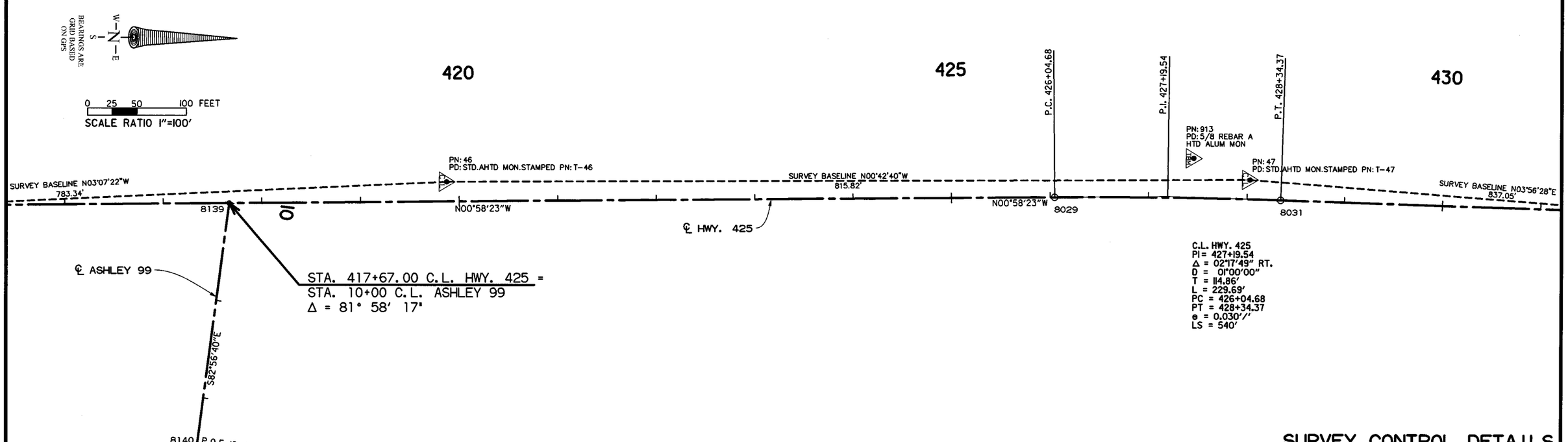
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	187	373

(2) SURVEY CONTROL DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18



SURVEY CONTROL DETAILS

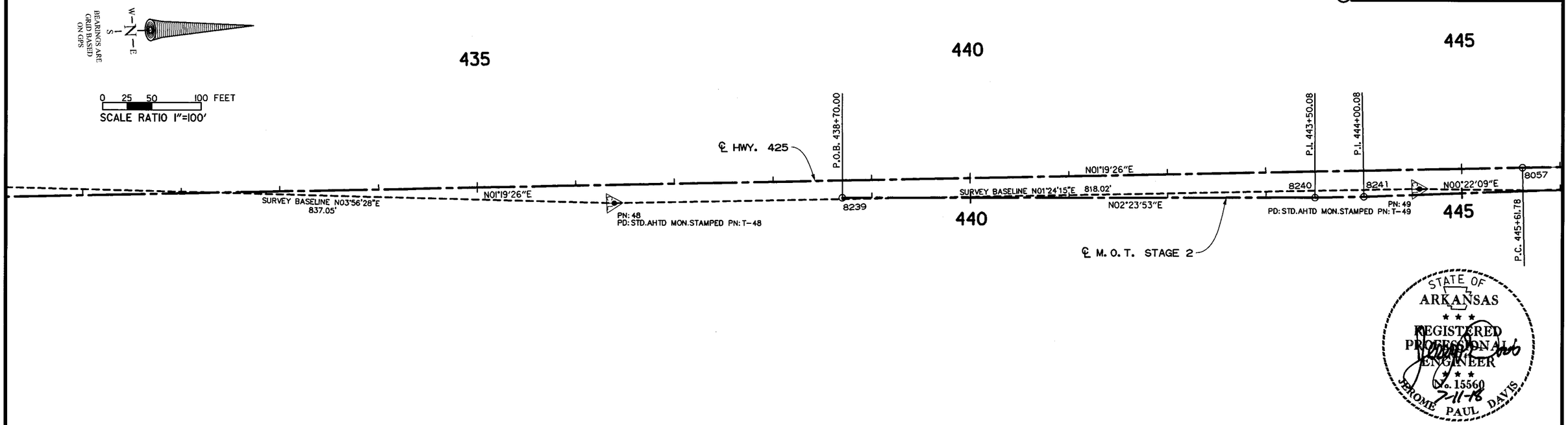
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SCALE: 1:100

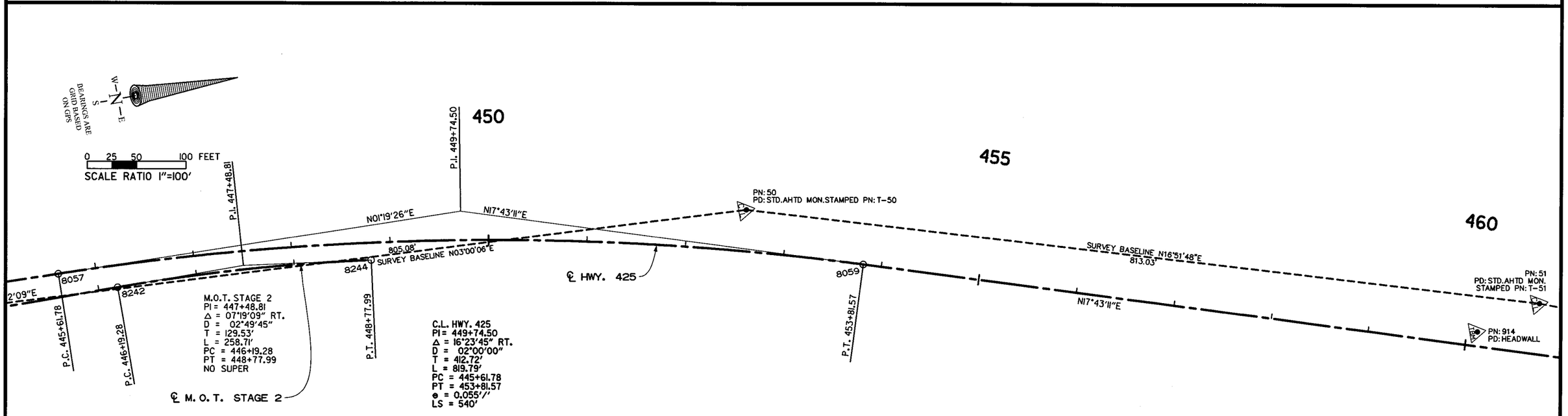
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	188	373

(2) SURVEY CONTROL DETAILS



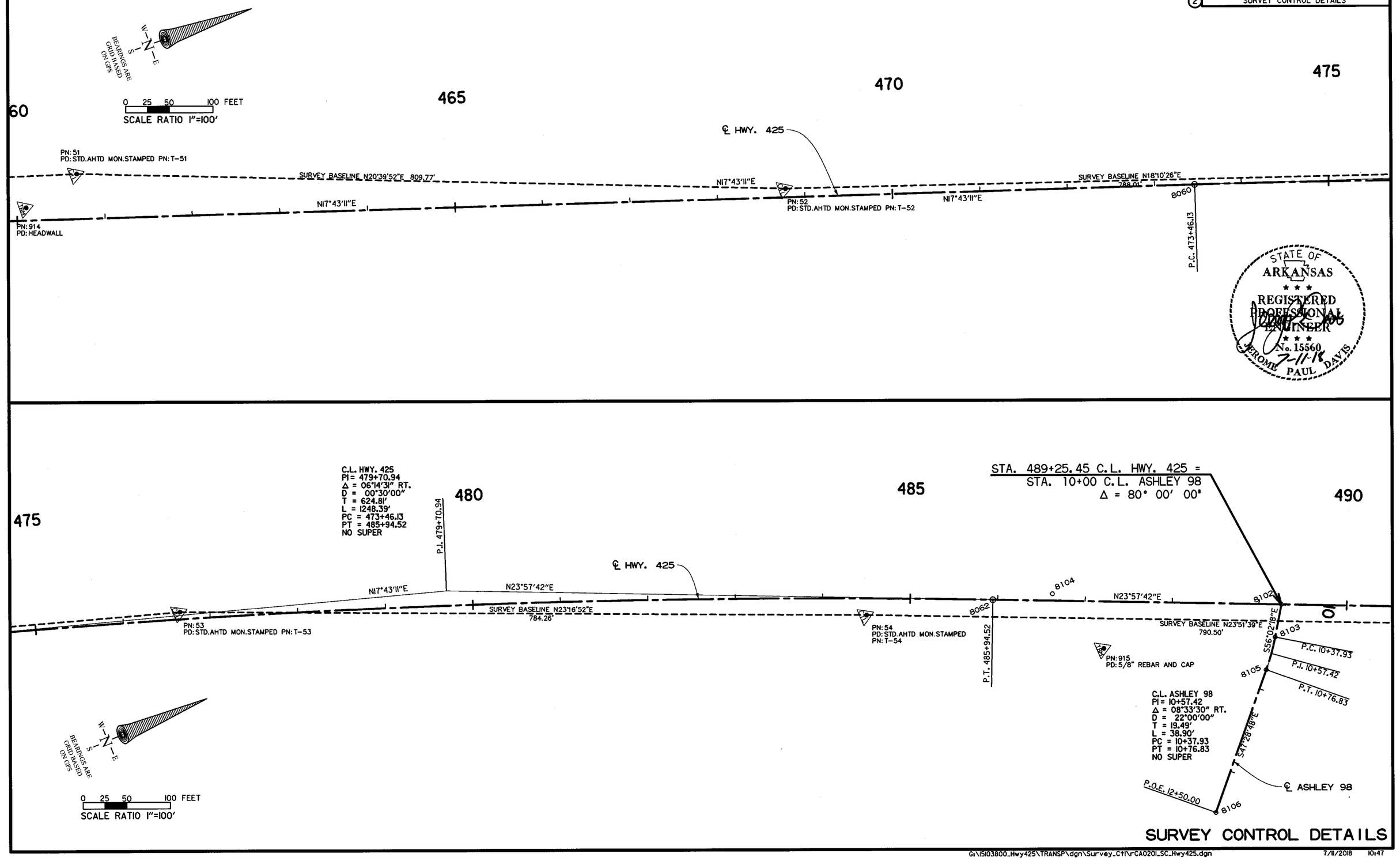


SURVEY CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
PLOTTED: 7/11/2018 10:47
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MODEL: Sur_Ctl 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.		CA0201	189	373
(2)	SURVEY CONTROL DETAILS			



SURVEY CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
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SCALE: 1:100
MODEL: Sur_Ctl 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.	CA0201		190	373

(2) SURVEY CONTROL DETAILS

490 495 500 505

BEARINGS ARE GRID BASED ON GPS

0 25 50 100 FEET
SCALE RATIO 1"=100'

PN: 101
PD: AHTD GPS MON.
020003A

SURVEY BASELINE S87°27'30"E
1807.36

PN: 916
PD: CH SQ
ON HEADWALL

SUR. BASELINE
N27°43'58"E
719.07'

℄ HWY. 425
N23°57'42"E

SURVEY BASELINE N23°51'39"E
790.50'

PN: 55
PD: STD.AHTD MON.STAMPED PN: T-55

SURVEY BASELINE N24°11'35"E
597.47'

PN: 56
PD: STD.AHTD MON.STAMPED PN: T-2

SURVEY BASELINE N19°37'53"E
658.44'

PN: 57
PD: STD.AHTD MON.STAMPED PN: T-1

N23°57'42"E

8249

N23°57'42"E

8251

N19°28'57"E

℄ M. O. T.
STAGE 2

M.O.T. STAGE 2
PI = 503+05.49
Δ = 04°28'45" LT.
D = 02°00'00"
T = 112.04'
L = 223.96'
PC = 501+93.45
PRC = 504+17.41
NO SUPER

M.O.T. STAGE 2
PI = 505+29.45
Δ = 04°28'45" RT.
D = 02°00'00"
T = 112.04'
L = 223.96'
PRC = 504+17.41
PT = 506+41.37
NO SUPER

P.O.B. 501+93.45

P.I. 503+05.49

P.R.C. 504+17.41

P.I. 505+29.45

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

505 510 515

PN: 101
PD: AHTD GPS MON.
020003A

SURVEY BASELINE S87°27'30"E
1807.36

PN: 916
PD: CH SQ
ON HEADWALL

℄ HWY. 425

SUR. BASELINE
N27°43'58"E
719.07'

SURVEY BASELINE N19°37'53"E
658.44'

PN: 57
PD: STD.AHTD MON.STAMPED PN: T-1

N23°57'42"E

8253

P.T. 506+41.37

P.I. 509+28.76
Δ = 00°41'54" LT.

N23°15'48"E

8038

N23°57'42"E

PN: 58
PD: STD.AHTD MON.STAMPED PN: T-3

SURVEY BASELINE N23°14'55"E
764.02'

8251

N19°28'57"E

℄ M. O. T.
STAGE 2

P.I. 503+05.49

M.O.T. STAGE 2
PI = 503+05.49
Δ = 04°28'45" LT.
D = 02°00'00"
T = 112.04'
L = 223.96'
PC = 501+93.45
PRC = 504+17.41
NO SUPER

P.R.C. 504+17.41

M.O.T. STAGE 2
PI = 505+29.45
Δ = 04°28'45" RT.
D = 02°00'00"
T = 112.04'
L = 223.96'
PRC = 504+17.41
PT = 506+41.37
NO SUPER

P.I. 505+29.45

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\Survey_Ctl\rCA0201_SC_Hwy425.dgn
PLOTTED: 7/11/2018 10:47
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SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	191	373
				(2)	PLAN AND PROFILE SHEETS			

STA. 603+41 - IN PLACE
DBL. 7' X 4' X 163' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN

STA. 603+81 - IN PLACE
GRATED DROP INLET IN MEDIAN
(3.40' X 2.35' X H = 3'-3")
WITH 15" X 30' R.C. PIPE OUTLET
TO R.C. BOX CULVERT.
RETAIN

600 605 610

EXIST. R/W

203 LA DOTD R/W MON

100' WIDTH TRANSITION

+50

232 LA DOTD R/W MON

LIMITS OF CONSTRUCTION

209 LA DOTD R/W MON

16'

8'

24'

33'

N05°05'03"E

C. L. MED. HWY. 425

EXISTING LANES

P.O.B. 600+00.00

24 RCP @ 5 METAL GRATE

OVERLAY EXISTING N.B. LANES

STA. 602+50.00
BEGIN JOB CA0201
LA. LOG MILE 6.36

225 LA DOTD R/W MON

100' TRANSITION FOR 2" OVERLAY N.B. LANES

EXIST. R/W

CAP ROCK COMM

224 LA DOTD R/W MON

OBLITERATE CROSS OVER

HWY. 425

100' TRANSITION
S.B. LANES

SB LANES PGL
POB 602+50.00
ELEV. 148.95

SB LANES PGL
PVC 604+00.00
ELEV. 149.13

S.B. LANES P.G.L.

EXISTING GROUND @ S.B. P.G.L.

SB LANES PGL
300' V. C.
K = 185
e=0.61'

SB LANES PGL
PVT 607+00.00
ELEV. 151.92

SB LANES PGL
PVC 607+85.00
ELEV. 153.40

SB LANES PGL
560' V. C.
K = 152
e=-2.58'

0.72%

1.74%

EXISTING GROUND @ C.L. N.B. LANES

1.64% MED. DT. GR.

1.59% LT. DT. GR.

1.02% MED. DT. GR.

EXISTING GROUND @ C.L. MED.

1.48% LT. DT. GR.

0.41% LT. DT. GR.

+90 MED. DT. 145.79

+50 MED. DT. 146.40

+00 MED. DT. 149.16

+00 LT. DT. 147.30

+50 LT. DT. 40.55

SB LANES PGL
PVI 605+50.00
ELEV. 149.30

+00 LT. DT. 141.17

+00 LT. DT. 144.12

+81
TOP = 143.79
F.L. = 140.59

+41
F.L. IN = 139.42 LT.
F.L. OUT = 138.74 RT.

100' TRANSITION
FOR 2" OVERLAY
N.B. LANES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

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

165 160 155 150 145 140 135 130 125 120

595+00 596+00 597+00 598+00 599+00 600+00 601+00 602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00 610+00

USER: fe513
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MODEL: PLAN AND PROFILE SHEETS

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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.		CA0201	192	373

(2) PLAN AND PROFILE SHEETS

C.L. HWY. 425 MED.
STA. 610+47 - CONSTRUCT
APPROACH ON LT. = 20 CU. YD.

STA. 619+61.97 TO STA. 619+82.17 - IN PLACE
20' SPAN TIMBER BRIDGE
REMOVE

STA. 619+85.00 CONSTRUCT
QUADRUPLE 6' X 3' X 176' R.C. BOX CULVERT
WITH 4:1 WINGWALLS LT. & RT.
WITH TYPE TM DROP INLET IN MEDIAN
AT NORTH BARREL (2'6" X 3' X H= 0'7")
Q50 = 422 CFS D.A. = 262 AC.
SPAN = 27.00'
L.M. = 6.69
DUMPED RIPRAP = 56 CU.YD.

C.L. HWY. 425
S.B. LANES
PI= 624+03.16
Δ = 03°58'13" RT.
D = 00°30'00"
T = 397.18'
L = 794.04'
PC = 620+05.98
PRC = 628+00.02
NO SUPER

C.L. HWY. 425 N.B. LANES
STA. 622+00.00 - CONSTRUCT
DROP INLET 37' LT. OF C.L. H=2'11"
W/24" X 86' R.C. PIPE CULVERT
(CLASS III)(TYPE 3 BEDDING)
WITH S.E.S. LT.
TYPE RM DROP INLET = 4' X 3'

610 615 620 625

MAXWELL

STA. 620+05.98 C.L. MED. HWY. 425 45.00' LT. = STA. 620+05.98 C.L. HWY. 425 S.B. LANES

EXIST. R/W

LIMITS OF CONSTRUCTION

16' 8' 24' 4' 33' 33'

+47

N05°05'03"E

C.L. MED. HWY. 425

P.I. 624+03.16

C.L. HWY. 425 S.B. LANES

N05°05'03"E C.L. HWY. 425 N.B. LANES

EXISTING LANES

OVERLAY EXISTING N.B. LANES

STA. 619+50 TO STA. 620+25
N.B. LANES FULL DEPTH
PAVEMENT PATCHING

OVERLAY EXISTING N.B. LANES

EXIST. R/W

STA. 620+05.98 C.L. MED. HWY. 425 45.00' RT. = STA. 620+05.98 C.L. HWY. 425 N.B. LANES

CREEK

PIPPENS RD.

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 618+70 TO STA. 620+45 RT. OF HWY. 425 N.B. = 175 LIN. FT.
STA. 619+00 TO STA. 620+75 LT. OF HWY. 425 N.B. = 175 LIN. FT.

HWY. 425

SB LANES PGL PVI 610+65.00 ELEV. 58.28

SB LANES PGL PVT 613+45.00 ELEV. 132.86

SB LANES PGL PVC 617+35.00 ELEV. 145.30

SB LANES PGL PVI 618+90.00 ELEV. 142.30

NB LANES PGL PVI 619+50.00 ELEV. 141.75

NB LANES PGL PVI 619+85.00 ELEV. 141.75

SB LANES PGL PVT 620+45.00 ELEV. 142.30

SB LANES PGL PVC 622+50.00 ELEV. 142.30

SB LANES PGL PVI 625+00.00 ELEV. 142.30

1.74% -1.94% 0.00% 0.50% MED. DT. GR. 0.20% MED. DT. GR. -1.27% MED. DT. GR. 0.24% MED. DT. GR. 1.04% LT. DT. GR. -0.45% MED. DT. GR. -1.30% LT. DT. GR.

SB LANES PGL 560' V.C. K = 152 e=-2.58'

SB LANES PGL 310' V.C. K = 150 e=0.75'

SB LANES PGL 500' V.C. K = 256 e=1.22'

S.B. LANES P.G.L.

EXISTING GROUND @ S.B. P.G.L.

EXISTING GROUND @ C.L. N.B. LANES

EXISTING GROUND @ C.L. MED.

N.B. LANES P.G.L.

+95 LT. DT. 140.08

+00 LT. DT. 145.41

+00 MED. DT. 141.38

+95 MED. DT. 140.04

+98 MED. DT. 140.04

+98 MED. DT. 140.08

+20 LT. DT. 136.15

+80 MED. DT. 140.30

+70 MED. DT. 140.18

+00 MED. DT. 139.81

+00 MED. DT. 139.81

+00 LT. DT. 136.51

+50 LT. DT. 138.07

+97 TOP = 140.04 +85 F.L. IN = 136.15 LT. F.L. OUT = 135.42 RT.

+00 TOP = 139.81 F.L. = 136.89 F.L. OUT = 136.53 LT.

160 155 150 145 140 135 130 125 120 115

610+00 611+00 612+00 613+00 614+00 615+00 616+00 617+00 618+00 619+00 620+00 621+00 622+00 623+00 624+00 625+00

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

USER: f6513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\p&p\rCA0201_PP_LA_02.dgn
PLOTTED: 7/11/2018 10:47
SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

G:\15103800_Hwy425\TRANSP\dgn\p&p\rCA0201_PP_LA_02.dgn 7/11/2018 10:47

C.L. HWY. 425
S.B. LANES
PI = 624+03.16
Δ = 03°58'13" RT.
D = 00°30'00"
T = 397.18'
L = 794.04'
PC = 620+05.98
PRC = 628+00.02
NO SUPER

C.L. HWY. 425 S.B. LANES
STA. 629+20 - IN PLACE
24" X 28' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 36' ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 45 CU. YD.

C.L. HWY. 425
S.B. LANES
PI = 631+97.20
Δ = 03°58'13" LT.
D = 00°30'00"
T = 397.18'
L = 794.04'
PRC = 628+00.02
PT = 635+94.06
NO SUPER

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46
NO SUPER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	193	373
				(2)	PLAN AND PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

625
630
635
10
HWY. 425
EXIST. R/W
P.R.C. 628+00.02
LIMITS OF CONSTRUCTION
N09°03'16"E C.L. HWY. 425 S.B. LANES
EXISTING LANES
C.L. HWY. 425 N.B. LANES
N05°05'03"E
OVERLAY EXISTING N.B. LANES
P.I. 631+97.20
STA. 635+94.06 C.L. HWY. 425 S.B. LANES 17.50' RT. = STA. 9+90.91 C.L. HWY. 425
P.C. 10+10.00
PROPOSED R/W
EXIST. R/W
29.5'
C.L. HWY. 425
STA. 635+92.79 C.L. HWY. 425 N.B. LANES 17.50' LT. = STA. 9+90.91 C.L. HWY. 425
LIMITS OF CONST.
40'
PAVED PARK
ASHLEY CO., AR
MOREHOUSE PARISH, LA
ROCK COMMUNICATIONS FOC
LA DOTD R/W MON
DISTURBED

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

SB LANES PGL PVI 634+00.00 ELEV. 159.84
NB LANES PGL PVI 634+00.00 ELEV. 159.60
SB LANES PGL PVT 633+85.00 ELEV. 160.29
SB LANES PGL PVI 635+94.07 ELEV. 160.31
PVI 9+90.91 ELEV. 160.42
PROFILE GRADE
PVI 11+75.00 ELEV. 160.87
0.24%
-0.81%
S.B. LANES P.G.L.
N.B. LANES P.G.L.
EXISTING GROUND @ N.B. P.G.L.
NB LANES 2.04%
SB LANES PGL PVC 632+15.00 ELEV. 156.23
NB LANES PGL PVC 632+15.00 ELEV. 155.83
SB LANES PGL 370' V.C. K = 216 e=-0.79'
NB LANES PGL 370' V.C. K = 206 e=-0.83'
NB LANES PGL PVT 635+85.00 ELEV. 160.05
NB LANES PGL PVI 635+92.79 ELEV. 160.07
300' V.C. K = 286 e=-0.39'
PVC 10+25.00 ELEV. 160.51
EXISTING GROUND @ C.L.
SB LANES PGL 500' V.C. K = 256 e=1.22'
SB LANES PGL PVI 625+00.00 ELEV. 142.30
SB LANES PGL PVT 627+50.00 ELEV. 147.17
NB LANES PGL PVI 632+00.00 ELEV. 155.52
1.95%
0.93% MED. DT. GR.
1.69% MED. DT. GR.
EXISTING GROUND @ S.B. P.G.L.
STA. 629+00.00 R.M.L. NORMAL CROWN BEGIN PAV'T. TRANSITION
STA. 630+50.00 R.M.L. NORMAL CROWN END PAV'T. TRANSITION
STA. 630+50.00 R.M.L. CROWN
STA. 632+00.00 R.M.L. REVERSE CROWN END PAV'T. TRANSITION
STA. 632+00.00 R.M.L. NORMAL CROWN BEGIN PAV'T. TRANSITION
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA

625+00 626+00 627+00 628+00 629+00 630+00 631+00 632+00 633+00 634+00 635+00 636+00 10+00 11+00 12+00 13+00
175 170 165 160 155 150 145 140 135 130

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	194	373

PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

ASHLEY CO., AR
MOREHOUSE PARISH, LA

EXIST. R/W

635

STA. 635+94.06 C.L. HWY. 425
S.B. LANES 17.50' RT. =
STA. 9+90.91 C.L. HWY. 425

+90.91
85.00

10

P.C. 10+10.00

PROPOSED R/W

EXIST. R/W

N05°05'03"E

+05

STA. 635+92.79 C.L. HWY. 425
N.B. LANES 17.50' LT. =
STA. 9+90.91 C.L. HWY. 425

+05.27
78.50

EXIST. R/W

EQUATION
STA. 635+92.79 BACK =
STA. 9+90.91 AHEAD
LA. LOG MILE 6.99 BACK =
AR. LOG MILE 0.00 AHEAD

C.L. HWY. 425
PI = 12+40.26
Δ = 02°18'08" RT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PC = 10+10.00
PRC = 14+70.46
NO SUPER

P.I. 12+40.26

STA. 19+90 - IN PLACE
24" X 41' C.P. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 50' ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 45 CU. YD.
UNCLASS. EXC. = 30 CU. YD.

P.R.C. 14+70.46

15

+00
85

8'
29.5'
PAVED SHOULDER
N07°23'11"E
29.5'
8'

C. L. HWY. 425

N05°05'03"E

LIMITS OF CONSTRUCTION

EXIST. R/W

STA. 11+05 - CONSTRUCT
APPROACH ON RT. = 35 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

+70.46
69.31

STA. 18+30 IN PLACE
24"X51' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
REMOVE

STA. 18+30 CONSTRUCT
24"X 114' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 14 CFS; D.A. = 13.7 ACRES
CHANNEL CHANGE = 14 CU. YD.
24" R.C. PIPE = 114 LIN. FT.
24" FES = 2 EA.

PROPOSED R/W

P.I. 17+00.72

C.L. HWY. 425
PI = 17+00.72
Δ = 02°18'08" LT.
D = 00°30'00"
T = 230.26'
L = 460.46'
PRC = 14+70.46
PT = 19+30.92
NO SUPER

STA. 20+20 - IN PLACE
24" X 42' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 50' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 40 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

+00
80'

+30
128.33'

+65
125.21'

T.C.E.

-79.67'

P.T. 19+30.92

C.L. ASHLEY 2 WEST
PI = 9+12.62
Δ = 05°24'19" RT.
D = 10°00'00"
T = 27.05'
L = 54.05'
PC = 8+85.57
PT = 9+39.62
NO SUPER

AHTD MAINT. ENDS HERE

STA. 19+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 WEST
Δ = 75°00'00"

+40
86.41'

+30
115'

P.C. 8+85.57

+76
132'

N14°40'44"E

ASHLEY 2 WEST

20

P.I. 9+12.62
+94
85.50'
+33.24
85'

P.T. 9+39.62

N60°00'00"E
50.00'

N00°05'03"E

P.C. 10+14.59

P.T. 10+60.96

P.I. 10+37.79

+15
80'
+25
112.01'

+43.71
80'

+75
80'

+80
107.51'

N75°54'49"E

ASHLEY 2 EAST

C.L. ASHLEY 2 EAST
PI = 10+37.79
Δ = 04°38'14" LT.
D = 10°00'00"
T = 23.20'
L = 46.37'
PC = 10+14.59
PT = 10+60.96
NO SUPER

AHTD MAINT. ENDS HERE

STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

HWY. 425

ASHLEY 2 WEST

PROFILE GRADE
8+75.00
157.79
35' V.C.
e=0.12'
-0.72%
2.00%
9+50.00
157.25
9+69.46
157.64
EXISTING GROUND

ASHLEY 2 EAST

PROFILE GRADE
10+30.60
157.66
10+30.64
156.67
-1.65%
EXISTING GROUND

PVI 9+90.91
ELEV. 160.42
0.24%
PVC 10+25.00
ELEV. 160.51
PVI 11+75.00
ELEV. 160.87
300' V.C.
K = 286
e=-0.39'
PVT 13+25.00
ELEV. 159.65
PVC 13+50.00
ELEV. 159.45
PROFILE GRADE
-0.81%
EXISTING GROUND @ C.L.
PVI 15+00.00
ELEV. 158.23
300' V.C.
K = 370
e=0.30'
PVT 16+50.00
ELEV. 158.23
0.00%
PVI 19+30.92
ELEV. 158.23

+00 T. DT.
153.72
+75 RT. DT.
153.61
-0.15% LT. DT. GR.
-0.28% RT. DT. GR.
+30 LT. DT.
153.38
+30 RT. DT.
153.18
0.15% LT. DT. GR.
0.24% RT. DT. GR.
+30
F.L. IN = 153.38 LT.
F.L. OUT = 153.20 RT.
+90 T. DT.
153.70
+50 RT. DT.
153.70

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

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	195	373

(2) PLAN AND PROFILE SHEETS

FENCE STA.	STA.	SIDE	TYPE	LIN.FT.	16' GATE
22+42	26+30	RT.	D	372	1
30+93	33+79	RT.	D-1	254	2

STA. 24+50 - CONSTRUCT APPROACH ON LT. = 30 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 27+26 - IN PLACE
18" X 23' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.

STA. 29+00 - IN PLACE
18" X 26' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 40 CU. YD.

STA. 31+33 - IN PLACE
18" X 24' C.P. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 34' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.

STA. 33+35 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 32' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 20+20.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 2 EAST
Δ = 105°00'00"

P.T. 10+12.64

P.C. 10+14.59

P.T. 10+60.96

N30°03'E

N80°03'E

N05°05'03"E

C.L. HWY. 425

PROPOSED R/W

EXIST. R/W

LIMITS OF CONSTRUCTION

16' GATE

29.5'

8'

ASHLEY EAST 2

N75°26'49"E

STA. 24+28 - CONSTRUCT APPROACH ON RT. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

HWY. 425

EXISTING GROUND ℄ C.L.

0.15% LT. DT. GR.
0.24% RT. DT. GR.
-0.40% RT. DT. GR.
-1.19% RT. DT. GR.
-0.16% LT. DT. GR.
-0.24% RT. DT. GR.

+50 LT. DT. 153.70
+50 RT. DT. 153.70
+35 RT. DT. 155.96
+50 RT. DT. 154.71
+00 RT. DT. 153.25
+50 RT. DT. 151.47
+45 LT. DT. 151.99

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

170 165 160 155 150 145 140 135 130 125

20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	196	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 38+30 - IN PLACE
24" X 30' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 56' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 70 CU. YD.

C.L. HWY. 425
PI = 40+41.10
Δ = 15°28'58" RT.
D = 02°00'00"
T = 389.44'
L = 774.14'
PC = 36+51.66
PT = 44+25.80
e = 0.055'/'
LS = 540'

35 40 45 50

P.C. 36+51.66 | P.I. 40+41.10 | P.T. 44+25.80

PROPOSED R/W | LIMITS OF CONSTRUCTION | EXIST. R/W | C.L. HWY. 425

N05°05'03"E | N20°34'01"E

T.C.E. 16'

+10 89.03'-100' | +55 89.15'-100'

+30 | +42

8' | 29.5' | 29.5' | 8'

20'

STA. 47+42 - IN PLACE
PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 52' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

ASHLEY 230

HWY. 425

STA. 32+46.66 BEGIN SUPERELEVATION
STA. 37+86.66 MAX. SUPERELEVATION (0.055'/')
STA. 42+90.80 MAX. SUPERELEVATION (0.055'/')
STA. 48+30.80 END SUPERELEVATION

EXISTING GROUND @ C.L.

-0.24% RT. DT. GR.

-0.16% LT. DT. GR.

-0.17% RT. DT. GR.

+00 RT. DT. 149.89

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

170 165 160 155 150 145 140 135 130 125

35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+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.		CA0201	197	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 53+95 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 35" X 24" X 32' ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 62+84 IN PLACE
3'X 2'X 54' R.C. BOX CULVERT
WITH HDWLS. LT. & RT.
RETAIN AND EXTEND 34' LT. & 35' RT.
TO A COMPLETED LENGTH OF 123'
WITH 3:1 WINGS LT. & RT.
Q50 = 33 CFS: D.A. = 14.8 ACRES
DUMPED RIPRAP = 8 CU.YD.

C.L. HWY. 425
PI= 64+28.97
Δ = 23°25'12" LT.
D = 02°30'00"
T = 475.03'
L = 936.80'
PC = 59+53.94
PT = 68+90.74
e = 0.067'/'
LS = 540'

50 55 60 65

+00 85 | +00 75 | +50 80 | +00 80 | +00 75 | +36.76 80 | +00 80

16' | +95 | N20°34'01"E | 8' | 29.5' | C.L. HWY. 425 | 29.5' | 8' | N02°51'11"W

PROPOSED R/W | LIMITS OF CONSTRUCTION | EXIST. R/W | P.C. 59+53.94 | P.I. 64+28.97

EXIST. R/W | LIMITS OF CONSTRUCTION | PROPOSED R/W

+00 95 | +00 90 | +81.25 90 | +00 90

HWY. 425

STA. 55+48.94 BEGIN SUPERELEVATION
STA. 60+88.94 MAX. SUPERELEVATION (0.067'/')
STA. 67+55.74 MAX. SUPERELEVATION (0.067'/')
STA. 72+95.74 END SUPERELEVATION

EXISTING GROUND @ C.L.

-0.16% LT. DT. GR. | -0.17% RT. DT. GR. | -0.56% RT. DT. GR. | -0.86% LT. DT. GR. | -0.29% LT. DT. GR. | -0.44% LT. DT. GR.

+50 LT. DT. 148.56 | +00 RT. DT. 146.49 | +00 LT. DT. 143.53 | +84 RT. DT. 143.78 | +84 LT. DT. 141.10 | +00 RT. DT. 146.40 | +00 LT. DT. 140.76

+84 F.L. IN = 143.65 RT. F.L. OUT = 141.26 LT.

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

170 165 160 155 150 145 140 135 130 125

50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00

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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.		CA0201	198	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 64+28.97
Δ = 23°25'12" LT.
D = 02°30'00"
T = 475.03'
L = 936.80'
PC = 59+53.94
PT = 68+90.74
e = 0.067'/'
LS = 540'

P.T. 68+90.74

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
8'
29.5'
C.L. HWY. 425
N02°51'11"W
29.5'
8'
+53
16'
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W

STA. 73+53 - INSTALL
18" X 32' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.

HWY. 425

STA. 55+48.94 BEGIN SUPERELEVATION
STA. 60+88.94 MAX. SUPERELEVATION (0.067'/')
STA. 67+55.74 MAX. SUPERELEVATION (0.067'/')
STA. 72+95.74 END SUPERELEVATION

EXISTING GROUND @ C.L.

-2.03% RT. DT. GR.
+00 RT. DT.
143.86
-1.10% RT. DT. GR.
+60 RT. DT.
142.64
-0.44% LT. DT. GR.
-0.44% LT. DT. GR.
+00 RT. DT.
138.91
+00 LT. DT.
136.84

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

155 150 145 140 135 130 125 120 115 110

65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00

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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.		CA0201	199	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 81+35 - IN PLACE
30" X 30' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL DBL. 35" X 24" X 38'
ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

STA. 89+32 IN PLACE
DBL. 10'X4'X44' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 39' LT. & 39' RT.
TO A COMPLETED LENGTH OF 122'
AND CONSTRUCT
DBL. 10'X4'X122' R.C. BOX CULVERT
Q50 = 967 CFS D.A. = 2.3 SQ. MI.
SPAN = 42'-11"
L.M. = 1.50
DUMPED RIPRAP = 128 CU.YD.

STA. 93+05 - IN PLACE
24" X 36' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 44' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 15 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

80 85 90 95

+00 85 | +00 75 | +40 90 | +20 90 | +00 80

PROPOSED R/W

16' | +35 | 8' | 29.5' | C.L. HWY. 425 | N02°51'11"W | 29.5' | 8' | +59 | 16'

EXIST. R/W

LIMITS OF CONSTRUCTION

+05 | 16'

+30 80 | PROPOSED R/W | +25.68 85 | +75 100

STA. 81+59 - IN PLACE
PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 38' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

CREEK

HILL

HWY. 425

145 140 135 130 125 120 115 110 105 100

EXISTING GROUND @ C.L.

+00 RT. DT. 126.79

-0.93% LT. DT. GR.

+20 LT. DT. 126.16

+75 LT. DT. 125.65

-0.62% RT. DT. GR.

-0.61% LT. DT. GR.

+20 LT. DT. 123.55 | +20 RT. DT. 122.94 | +42 RT. DT. 122.94 | +42 LT. DT. 123.55

OVERTOPPING FREQUENCY >500 YR
BASE FLOOD 50 YR: 127.52'

+32
F.L. IN = 123.52 LT.
F.L. OUT = 123.00 RT.

0.32% LT. DT. GR.

+75 LT. DT. 124.60

1.27% LT. DT. GR.

0.20% RT. DT. GR.

+50 LT. DT. 126.55

0.18% LT. DT. GR.

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A INTERMITTENT STREAM. THE STREAM BANK ELEVATIONS ARE 125.6 FT. M.S.L., REFER TO SECTION 110.06(c) OF THE 2014 STANDARD SPECIFICATIONS.

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

80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	200	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 113+87.53
Δ = 44°30'15" RT.
D = 04°00'00"
T = 586.07'
L = 1112.60'
PC = 108+01.46
PT = 119+14.06
e = 0.093'/'
LS = 630'

95 100 105 110

+00 80' | +71.57 90' | +00 95' | P.C. 108+01.46 | +50 105' | +00 95' | +59.36 95' | +00 95'

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
8'
29.5'
N02°51'11"W
C.L. HWY. 425
29.5'
8'
+25
16'
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W

STA. 96+25 - IN PLACE
24" X 30' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL DBL. 42" X 29" X 38' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 20 CU. YD.

HWY. 425

STA 103+28.96 BEGIN SUPERELEVATION
STA 109+58.96 MAX. SUPERELEVATION (0.093'/')
STA 117+56.56 MAX. SUPERELEVATION (0.093'/')
STA 123+86.56 END SUPERELEVATION

PROFILE GRADE
PVI 104+50.00 ELEV. 133.62
PVI 108+00.00 ELEV. 135.80
PVC 106+00.00 ELEV. 134.55
PVT 110+00.00 ELEV. 136.20
0.62%
0.20%
400' V. C.
K = 952
e = -0.21'
-1.26% LT. DT. GR.
+20 LT. DT. 133.46
EXISTING GROUND @ C.L.
0.30% RT. DT. GR.
0.18% LT. DT. GR.
0.53% RT. DT. GR.
0.20% RT. DT. GR.
+00 RT. DT. 124.27
+00 RT. DT. 125.87
+45 LT. DT. 126.62

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

145 140 135 130 125 120 115 110 105 100

95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	201	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 113+87.53
Δ = 44°30'15" RT.
D = 04°00'00"
T = 586.07'
L = 1112.60'
PC = 108+01.46
PT = 119+14.06
e = 0.093'/'
LS = 630'

STA. 110+27 IN PLACE
5'X 3'X 50' R.C. BOX CULVERT
WITH HDWLS. LT. & RT.
RETAIN & EXTEND 44' LT. & 39' RT.
WITH 3:1 WINGS LT. & RT.
TO A COMPLETED LENGTH OF 133'
Q50=66 CFS D.A.=89.1 ACRES
DUMPED RIPRAP = 21 CU.YD.

ASHLEY 262
INTS. 42°53'
115

P.C. 8+45.00

AHTD MAINT. ENDS HERE

C.L. ASHLEY 262
PI = 9+16.66
Δ = 25°22'26" RT.
D = 18°00'00"
T = 71.66'
L = 140.97'
PC = 8+45.00
PT = 9+85.97
NO SUPER

P.I. 113+87.53

P.I. 9+16.66

P.T. 9+85.97

P.T. 119+14.06

PROPOSED R/W

N02°51'11"W

N41°39'04"E

LIMITS OF CONSTRUCTION

EXIST. R/W

C.L. HWY. 425

STA. 115+45.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 262
Δ = 75°12'00"

STA. 115+45 - IN PLACE
36" X 34' R.C. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 42" X 29" X 74' ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 625 CU. YD.

110 120 125

HWY. 425

STA. 103+28.96 BEGIN SUPERELEVATION
STA. 109+58.96 MAX. SUPERELEVATION (0.093'/')
STA. 117+56.56 MAX. SUPERELEVATION (0.093'/')
STA. 123+86.56 END SUPERELEVATION

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 131.0 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

EXISTING GROUND @ C.L.

PROFILE GRADE

400' V.C.
K = 526
e=0.38'

PVC 112+00.00
ELEV. 136.60

PVI 114+00.00
ELEV. 137.00

PVT 116+00.00
ELEV. 138.92

PVT 110+00.00
ELEV. 136.20

+27
F.L. IN = 130.13 LT.
F.L. OUT = 129.28 RT.

0.20%
0.96%
1.58% LT. DT. GR.
0.98% LT. DT. GR.
0.87% RT. DT. GR.

+27 LT. DT. 130.21
+27 RT. DT. 129.25
+00 RT. DT. 130.75
+90 LT. DT. 133.75
+55 LT. DT. 136.36

ASHLEY 262

PROFILE GRADE

7+80.00 136.86
60' VC
K = 88
e=0.54'
8+15.00 136.75
9+40.00 145.42
9+69.39 142.95
50' VC
K = 52
e=-0.96'
0.31%
6.94%
0.40%

EXISTING GROUND

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

110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	202	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAYS

STA. 132+05 - IN PLACE
18" X 23' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 34' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

STA. 134+31 IN PLACE
24"X47' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 34' LT. & 33' RT.
(CLASS V) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 114'
WITH FES LT. & RT.
AND CONSTRUCT
24"X 114' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 26 CFS; D.A. = 26.9 ACRES
CHANNEL CHANGE = 12 CU. YD.
24" R.C. PIPE = 189 LIN. FT.
24" FES = 4 EA.
DUMPED RIPRAP = 16 CU.YD.

125 130 135 140

PROPOSED R/W
+50.50 85'
PARKING
16'
LIMITS OF CONSTRUCTION
EXIST. R/W
+05
8'
29.5'
C.L. HWY. 425 N41°39'04"E
29.5'
8'
+95
EXIST. R/W
LIMITS OF CONSTRUCTION
16'
PROPOSED R/W
+20 82.16',125'
+45 81.90',125'
T.C.E.
+55
DIKE
DIKE
+50
DIKE

STA. 134+55 - CONSTRUCT
DIKE IN DITCH
ON LT.

STA. 134+50 - CONSTRUCT
DIKE IN DITCH
ON RT.

STA. 131+95 - IN PLACE
18" X 20' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 34' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

HWY. 425

155 150 145 140 135 130 125 120 115 110

+10 RT. DT. 140.70
-1.00% RT. DT. GR.
+00 RT. DT. 138.80
EXISTING GROUND @ C.L.
+00 LT. DT. 131.75
-0.73% LT. DT. GR.
+31 LT. DT. 130.80
-0.42% LT. DT. GR.
+31
F.L. IN = 130.89 RT.
F.L. OUT = 130.83 LT.
+50 LT. DT. 130.30

125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00

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

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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.		CA0201	203	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 142+45 IN PLACE
DBL. 36"X53' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 30' RT. & 31' LT.
(CLASS IV) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 114'
WITH FES LT. & RT.
Q50 = 44 CFS: D.A. = 52.7 AC.
CHANNEL CHANGE = 52 CU. YD.
36" R.C. PIPE = 138 LIN. FT.
36" FES = 4 EA.

C.L. HWY. 425
PI = 154+19.62
Δ = 56°49'37" LT.
D = 04°00'00"
T = 774.93'
L = 1420.67'
PC = 146+44.69
PT = 160+65.36
e = 0.093'/'
LS = 630'

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 128.6 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

HWY. 425

STA 141+72.19 BEGIN SUPERELEVATION
STA 148+02.19 MAX. SUPERELEVATION (0.093'/')
STA 159+07.86 MAX. SUPERELEVATION (0.093'/')
STA 165+37.86 END SUPERELEVATION

EXISTING GROUND @ C.L.

-1.32% RT. DT. GR.
-1.46% LT. DT. GR.
1.32% RT. DT. GR.
0.63% LT. DT. GR.
-0.84% RT. DT. GR.

+00 LT. DT. 128.83
+00 RT. DT. 128.98
+45 LT. DT. 126.82
+45 RT. DT. 127.07
+45 F.L. IN = 127.06 RT.
F.L. OUT = 126.83 LT.
+00 LT. DT. 128.43
+00 RT. DT. 133.06
+85 RT. DT. 132.96

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

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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.		CA0201	204	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. HWY. 425
PI = 154+19.62
Δ = 56°49'37" LT.
D = 04°00'00"
T = 774.93'
L = 1420.67'
PC = 146+44.69
PT = 160+65.36
e = 0.093'/'
LS = 630'

STA. 155+28 - INSTALL
24" X 38' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 15 CU. YD.

STA. 155+70.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 280
Δ = 75°00'00"

P.C. 10+12.76

P.T. 160+65.36

PROPOSED R/W

LIMITS OF CONSTRUCTION

EXIST. R/W

C.L. HWY. 425

N15°10'33"W

8'
29.5'
29.5'
8'

EXIST. R/W

LIMITS OF CONSTRUCTION

PROPOSED R/W

P.I. 10+63.83

P.T. 11+13.63

AHTD MAINT. ENDS HERE

ASHLEY 280

C.L. ASHLEY 280
PI = 10+63.83
Δ = 22°11'28" RT.
D = 22°00'00"
T = 51.07'
L = 100.87'
PC = 10+12.76
PT = 11+13.63
NO SUPER

STA. 155+70 - IN PLACE
24" X 36' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 64' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 160 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

HWY. 425

STA. 141+72.19 BEGIN SUPERELEVATION
STA. 148+02.19 MAX. SUPERELEVATION (0.093'/')
STA. 159+07.86 MAX. SUPERELEVATION (0.093'/')
STA. 165+37.86 END SUPERELEVATION

ASHLEY 280

PROFILE GRADE

EXISTING GROUND

10+30.69 133.78
10+60.00 136.41
11+20.00 130.38
8.97%
60' VC K = 3 e = 1.19'
0.00%
60' VC K = 6 e = 0.81'
0.80%

EXISTING GROUND ℄ C.L.

-0.84% RT. DT. GR.

-0.29% LT. DT. GR.

+00 LT. DT. 120.58

+00 LT. DT. 118.85

-0.84% RT. DT. GR.
-1.73% LT. DT. GR.

+70 RT. DT. 116.19

+10 LT. DT. 113.50

-0.41% LT. DT. GR.

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

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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.		CA0201	205	373

(2) PLAN AND PROFILE SHEETS

C.L. CHANNEL CHANGE
PI = 8+76.87
Δ = 36°08'15" LT.
D = 38°30'00"
T = 48.55'
L = 93.86'
PC = 8+28.31
PT = 9+22.18

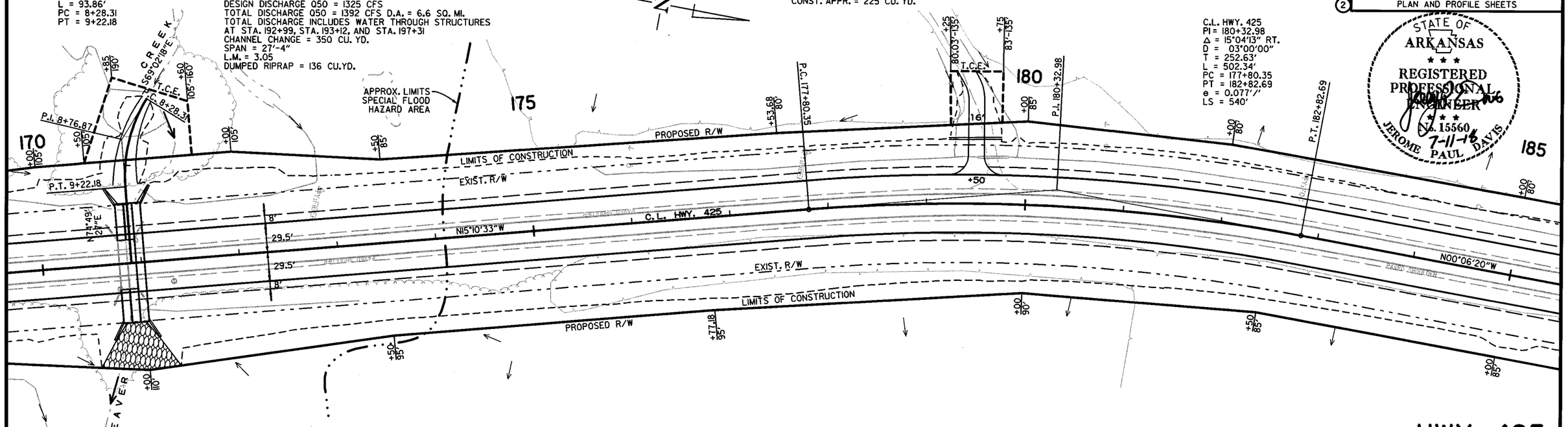
STA. 170+86 IN PLACE
DBL. 8' X 7' X 50' R.C. BOX CULVERT
WITH 3:1 WINGS LT. AND RT.
RETAIN & EXTEND 37' LT. & 34' RT.
TO A COMPLETED LENGTH OF 121'
AND CONSTRUCT 8' X 7' X 121' R.C. BOX CULVERT
DESIGN DISCHARGE Q50 = 1325 CFS
TOTAL DISCHARGE Q50 = 1392 CFS D.A. = 6.6 SQ. MI.
TOTAL DISCHARGE INCLUDES WATER THROUGH STRUCTURES
AT STA. 192+99, STA. 193+12, AND STA. 197+31
CHANNEL CHANGE = 350 CU. YD.
SPAN = 27'-4"
L.M. = 3.05
DUMPED RIPRAP = 136 CU.YD.

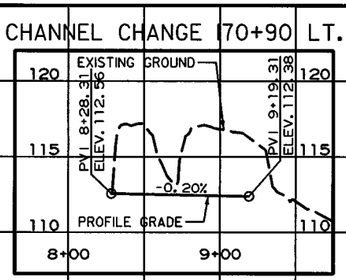
STA. 179+50 - IN PLACE
24" X 31' C.P. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 54' PIPE CULV'T.
CONST. APPR. = 225 CU. YD.

C.L. HWY. 425
PI = 180+32.98
Δ = 15°04'13" RT.
D = 03°00'00"
T = 252.63'
L = 502.34'
PC = 177+80.35
PT = 182+82.69
e = 0.077'/'
LS = 540'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

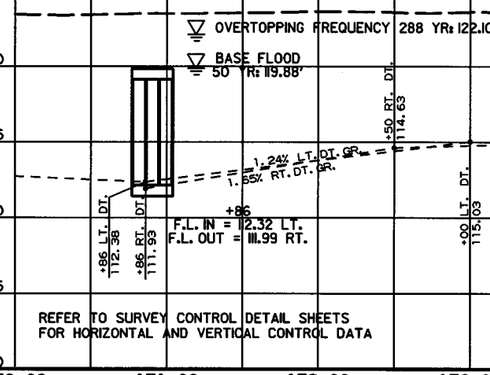
HWY. 425





FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A PERRENNIAL STREAM. THE STREAM BANK ELEVATIONS ARE 117 FT. M.S.L. REFER TO SECTION 110.06(c) OF THE 2014 STANDARD SPECIFICATIONS.

STA. 173+75.35 BEGIN SUPERELEVATION
STA. 179+15.35 MAX. SUPERELEVATION (0.077'/')
STA. 181+47.69 MAX. SUPERELEVATION (0.077'/')
STA. 186+87.69 END SUPERELEVATION



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

170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00

145 140 135 130 125 120 115 110 105 100

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	206	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-16-18

STA. 190+82 - IN PLACE
TRIPLE 24" X 30' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL TRIPLE 24" X 52' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 30 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 192+99 IN PLACE
3'X3'X46' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 35' RT.
TO A COMPLETED LENGTH OF 121'
DESIGN DISCHARGE Q50 = 45 CFS
TOTAL DISCHARGE Q50 = 223 CFS D.A. = 302.2 AC.
TOTAL DISCHARGE INCLUDES WATER THROUGH STRUCTURES
AT STA. 193+12 AND STA. 197+31
DUMPED RIPRAP = 9 CU.YD.

STA. 193+12 IN PLACE
36"X46' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 32' RT. & 36' LT.
(CLASS V) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 114'
WITH FES LT. & RT.
DESIGN DISCHARGE Q50 = 36 CFS
TOTAL DISCHARGE Q50= 223 CFS D.A. = 302.2 AC.
TOTAL DISCHARGE INCLUDES WATER THROUGH STRUCTURES
AT STA 192+99, AND STA. 197+31
36" R.C. PIPE = 76 LIN. FT.
36" FES = 2 EA.
DUMPED RIPRAP = 8 CU.YD.

185 190 195 200

ASHLEY 261

JAMES HAMMON RD.

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
8'
29.5'
C.L., HWY. 425 N00°06'20"W
29.5'
8'
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W

STA. 189+11 - INSTALL
18" X 48' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 119.6 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

HWY. 425

STA. 197+31 IN PLACE
3'X3'X45' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 41' LT. & 36' RT.
TO A COMPLETED LENGTH OF 122'
AND CONSTRUCT 6'X3'X122' R.C. BOX CULVERT
DESIGN DISCHARGE Q50 = 142 CFS
TOTAL DISCHARGE Q50 = 223 CFS D.A. = 302.2 AC.
TOTAL DISCHARGE INCLUDES WATER THROUGH STRUCTURES
AT STA 192+99 AND STA. 193+12
DUMPED RIPRAP = 34 CU.YD.

EXISTING GROUND @ C.L.

-0.09% LT. DT. GR.
-0.15% RT. DT. GR.
-0.29% RT. DT. GR.
-0.18% LT. DT. GR.
0.30% LT. DT. GR.

+90 RT. DT. 119.48
+25 LT. DT. 119.35
+99 LT. DT. 119.00
+99 RT. DT. 118.54
+12 LT. DT. 119.07
+12 RT. DT. 118.54
+00 LT. DT. 120.31
+70 LT. DT. 118.83
+31 LT. DT. 118.54
+31 RT. DT. 117.31
+90 LT. DT. 119.01

+99
F.L. IN = 119.03 LT.
F.L. OUT = 118.59 RT.

+12
F.L. IN = 118.98 LT.
F.L. OUT = 118.69 RT.

+31
F.L. IN = 118.46 LT.
F.L. OUT = 117.60 RT.

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

140 135 130 125 120 115 110 105 100 95

185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	207	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 205+80 - INSTALL
18" X 36' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. ON LT. = 20 CU. YD.

200 205 210 215

+70.48 85'

+50 80'

+00 80'

+00 90'

PROPOSED R/W

LIMITS OF CONSTRUCTION

EXIST. R/W

16'

+80

8'

29.5'

N00°06'20"W

C.L. HWY. 425

N00°00'12"E

29.5'

8'

PAVED SHOULDER

+80

EXIST. R/W

16'

LIMITS OF CONSTRUCTION

PROPOSED R/W

+66.84 80'

P.I. 204+91.02
Δ = 00°06'32" RT.

+00 75'

+00 85'

STA. 205+80 - INSTALL
18" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. ON RT. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

HWY. 425

140 135 130 125 120 115 110 105 100 95

EXISTING GROUND @ C.L.

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

200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+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.		CA0201	208	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-17-18
JEROME PAUL DAVIS

STA. 217+08 - IN PLACE
18" X 40' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 60' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 40 CU. YD.
UNCLASS. EXC. = 60 CU. YD.

ASHLEY 710

P.O.B. 8+50.00

AHTD MAINT. ENDS HERE

215 220 225 230

PROPOSED R/W

LIMITS OF CONSTRUCTION

EXIST. R/W

C.L. HWY. 425

N00°00'12"E

29.5'

8'

EXIST. R/W
LIMITS OF CONSTRUCTION

STA. 217+08.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 710
Δ = 85°00'00"

STA. 217+08 - INSTALL
28" X 20" X 32' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 10 CU. YD.

*ENVIRONMENTALLY SENSITIVE AREA

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

STA. 221+30 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

HWY. 425

EXISTING GROUND ℄ C.L.

-0.31% RT. DT. GR.
-1.79% LT. DT. GR.
1.70% RT. DT. GR.
-0.98% RT. DT. GR.
-0.32% LT. DT. GR.
-1.55% LT. DT. GR.

+00 RT. DT. 118.10
+00 LT. DT. 118.21
+40 LT. DT. 115.71
+60 RT. DT. 116.68
+95 LT. DT. 113.44
+00 RT. DT. 114.30
+45 LT. DT. 112.01

ASHLEY 710

EXISTING GROUND
PROFILE GRADE
40' VC
K = 5
e = 0.38'
-5.60%
1.97%
8+75.00 127.25
9+45.00 123.39
9+68.38 123.79

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

215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	209	373

(2) PLAN AND PROFILE SHEETS

STA. 231+94 TO STA. 232+82 - IN PLACE
88' X 26' CLEAR ROADWAY BRIDGE NO. 00776
CONSISTING OF CONCRETE
CAST - IN PLACE DECK
REMOVE

STA. 232+35 CONSTRUCT
SEXTUPLE 12'X9'X130' R.C. BOX CULVERT
WITH 3:1 WINGWALLS LT. & RT.
DESIGN DISCHARGE Q50 = 3,215 CFS
TOTAL DISCHARGE Q50 = 3,650 CFS D.A.= 34.6 SQ. MI.
TOTAL DISCHARGE INCLUDES WATER THROUGH
STRUCTURES AT STA. 243+68 & STA. 249+52
SPAN = 77'-0"
L.M. = 4.21
DUMPED RIPRAP = 354 CU. YD.

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 231+66 TO STA. 231+95 RT. OF C.L. HWY. 425 = 29 LIN. FT.
STA. 231+66 TO STA. 231+94 LT. OF C.L. HWY. 425 = 29 LIN. FT.
STA. 232+82 TO STA. 233+11 RT. OF C.L. HWY. 425 = 29 LIN. FT.
STA. 232+82 TO STA. 233+11 LT. OF C.L. HWY. 425 = 29 LIN. FT.

STA. 241+90 - CONSTRUCT
APPROACH ON LT. = 105 CU. YD.

STA. 243+68 IN PLACE
DBL. 10'X 5'X 56' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 35' RT.
TO A COMPLETED LENGTH OF 130'
DESIGN DISCHARGE Q50 = 358 CFS
TOTAL DISCHARGE Q50 = 3,650 CFS D.A. = 34.6 SQ. MI.
TOTAL DISCHARGE INCLUDES WATER THROUGH
STRUCTURES AT STA. 232+35 & STA. 249+52
SPAN = 21'-11 1/2"
L.M. = 4.43
DUMPED RIPRAP = 55 CU. YD.

C.L. HWY. 425
PI = 250+15.21
Δ = 48°28'22" RT.
D = 04°00'00"
T = 644.84'
L = 1211.82'
PC = 243+70.37
PT = 255+82.19
e = 0.093'/'
LS = 630'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

CREEK

230 +26.87 115 — +00 125 — 235 +00 90 — 240 +00 90 — +45 100 — +49.68 110 — 245

PROPOSED R/W — LIMITS OF CONSTRUCTION — EXIST. R/W — C.L. HWY. 425 N00°00'12"E — 16' — 8' — 29.5' — 29.5' — 8' — +90

+21.48 115 — +75 130 — +00 125 — WEST — +38.27 80 — +37.57 80 — +45.70 90' — P.C. 243+70.37

FENCE

STA.	STA.	SIDE	TYPE	LIN.FT.
230+22	231+95	RT.	C	204
232+81	241+38	RT.	C	884

HWY. 425

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A INTERMITTENT STREAM. THE STREAM BANK ELEVATIONS ARE 114.0 FT. M.S.L. REFER TO SECTION 110.06(c) OF THE 2014 STANDARD SPECIFICATIONS.

PROFILE GRADE

PVI 231+80.00 ELEV. 124.27 — PVI 232+90.00 ELEV. 124.27 — 0.00%

OVERTOPPING FREQUENCY >500 YR
BASE FLOOD 50 YR: 116.67'

-0.98% RT. DT. GR. — -1.55% LT DT. GR. — -1.55% RT. DT. GR. — 2.64% LT DT. GR. — 2.71% RT. DT. GR. — 0.41% LT DT. GR. — 0.42% LT DT. GR. — -1.53% LT DT. GR. — 0.37% LT. DT. GR. — 1.61% RT. DT. GR.

+30 RT. DT. 109.89
+04 LT. DT. 108.00
+04 RT. DT. 107.50
+67 LT. DT. 108.00
+67 RT. DT. 107.50
+35 F.L. IN = 108.00 LT. F.L. OUT = 107.50 RT.
+00 LT. DT. 114.15
+50 RT. DT. 115.18
+80 LT. DT. 114.88
+10 LT. DT. 115.06
+80 LT. DT. 116.52
+20 LT. DT. 115.08
+68 LT. DT. 112.82
+75 RT. DT. 112.01
+68 F.L. IN = 112.77 LT. F.L. OUT = 111.18 RT.
+00 RT. DT. 114.02

EXISTING GROUND @ C.L.

STA. 238+97.87 BEGIN SUPERELEVATION
STA. 245+27.87 MAX. SUPERELEVATION (0.093'/')
STA. 254+24.69 MAX. SUPERELEVATION (0.093'/')
STA. 260+54.69 END SUPERELEVATION

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A INTERMITTENT STREAM. THE STREAM BANK ELEVATIONS ARE 117.6 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

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

135 130 125 120 115 110 105 100 95 90

230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	210	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

C.L. HWY. 425
PI = 250+15.21
Δ = 48°28'22" RT.
D = 04°00'00"
T = 644.84'
L = 1211.82'
PC = 243+70.37
PT = 255+82.19
e = 0.093'/'
LS = 630'

P.I. 250+15.21

P.T. 255+82.19

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
C.L. HWY. 425
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W

N00°00'12"E
N48°28'34"E

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A INTERMITTENT STREAM. THE STREAM BANK ELEVATIONS ARE 118.6 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

STA. 249+52 IN PLACE
6'X 5'X 56' R.C. BOX CULVERT
WITH HDWLS. LT. & RT.
REMOVE

STA. 249+52 CONSTRUCT
DBL. 6'X3'X130' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q50= 293 CFS D.A.= 287.2 ACRES
DUMPED RIPRAP = 32 CU.YD.

HWY. 425

STA. 238+97.87 BEGIN SUPERELEVATION
STA. 245+27.87 MAX. SUPERELEVATION (0.093'/')
STA. 254+24.69 MAX. SUPERELEVATION (0.093'/')
STA. 260+54.69 END SUPERELEVATION

EXISTING GROUND @ C.L.

-0.20% RT. DT. GR.
0.37% LT. DT. GR.
0.19% RT. DT. GR.
0.60% LT. DT. GR.
0.29% LT. DT. GR.
0.22% LT. DT. GR.

+00 RT. DT. 114.84
+55 LT. DT. 114.27
+75 LT. DT. 116.03
+52 LT. DT. 115.57
+52 RT. DT. 114.24
+00 LT. DT. 115.71
+25 RT. DT. 115.12
+00 LT. DT. 119.94

+52
F.L. IN = 115.47 LT.
F.L. OUT = 114.34 RT.

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

135 130 125 120 115 110 105 100 95 90

245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	CA0201		211	373

(2) PLAN AND PROFILE SHEETS

C.L. ASHLEY 4
PI = 9+44.96
Δ = 20°23'24" RT.
D = 24°00'00"
T = 42.93'
L = 84.96'
PC = 9+02.03
PT = 9+86.99
NO SUPER

STA. 265+90 - INSTALL
24" X 62' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. 105 CU. YD.

STA. 274+28.75 - INSTALL
18" X 48' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. 35 CU. YD.
UNCLASS. EXC. = 25 CU. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

P.O.B. 7+50.00
ASHLEY 4
S76°54'50"E
AHTD MAINT. ENDS HERE
P.C. 9+02.03
P.I. 9+44.96
P.T. 9+86.99
S56°31'26"E
N48°28'34"E
C.L. HWY. 425
PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
29.5'
8'
20'
16'

STA. 265+85 - INSTALL
28" X 20" X 34' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. 15 CU. YD.

STA. 265+90.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 4
Δ = 75°00'00"

STA. 274+28.75 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 23/CAMP RD.
Δ = 74°00'00"

ASHLEY 23
S51°31'26"E
AHTD MAINT. ENDS HERE

STA. 273+15 - INSTALL
18" X 42' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. 30 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

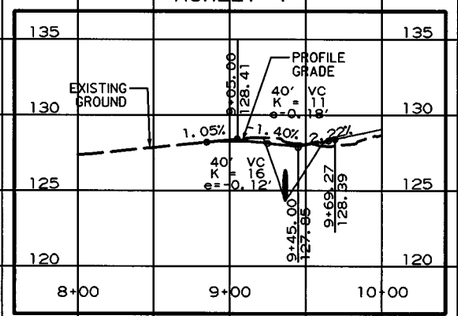
CAMP RD. STA. 10+85 - CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 274+28.75 - INSTALL
18" X 44' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. 40 CU. YD.

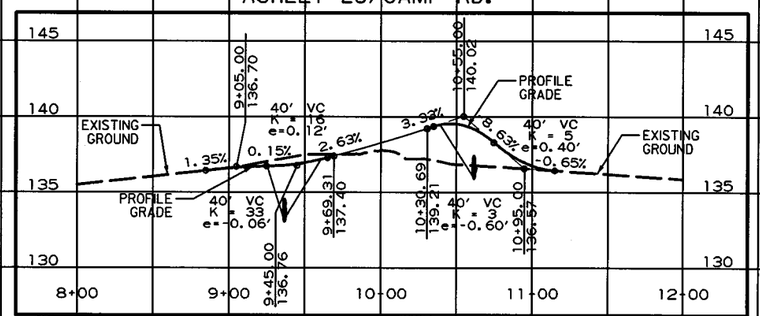
CAMP RD.

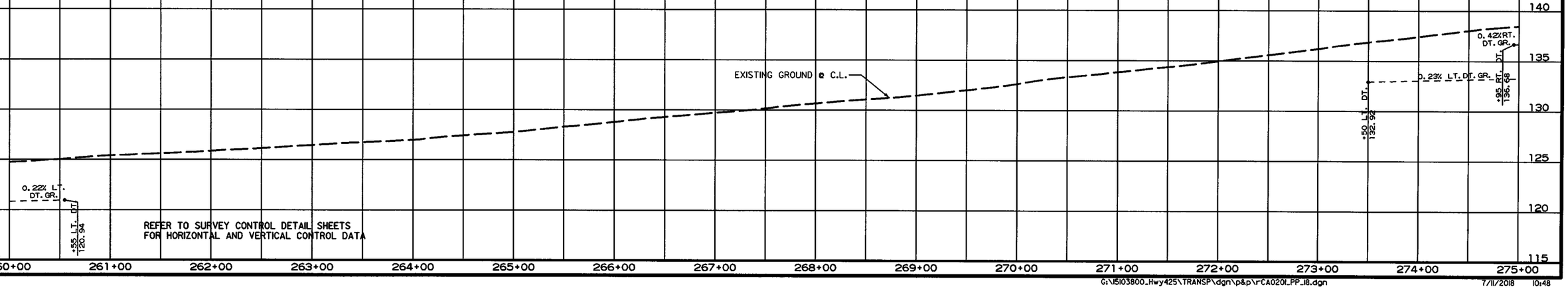
HWY. 425

ASHLEY 4



ASHLEY 23/CAMP RD.





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

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				6	ARK.			
				JOB NO.		CA0201	212	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

AHTD MAINT. ENDS HERE

ASHLEY 23 +40 86.75'-125'

S51°31'W 3.92'-125'

275

C.L. HWY. 425
PI = 283+54.48
Δ = 47°46'52" LT.
D = 04°00'00"
T = 634.47'
L = 1194.53'
PC = 277+20.01
PT = 289+14.54
e = 0.093'/'
LS = 630'

STA. 282+00 - INSTALL
18" X 38' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.

P.C. 277+20.01

+70 61 90'

280

285

PROPOSED R/W

+50 90'

+50 85'

LIMITS OF CONSTRUCTION

EXIST. R/W

16'

+75 85'

+00

C.L. HWY. 425

8'

29.5'

29.5'

8'

+00 80'

PROPOSED R/W

EXIST. R/W

LIMITS OF CONSTRUCTION

EXIST C.L. HWY. 425

+29.30 85'

+00 80'

+00 85'

+50 90'

N48°28'34"E

N00°41'42"E

P.I. 283+54.48

AHTD MAINT. ENDS HERE

S51°31'W 3.92'-125'

+00 75'-75.5'

+85 110'-75.5'

CAMP RD.

P.O.E. 12+50.00

285

+50 85'

LIMITS OF CONSTRUCTION

EXIST. R/W

PROPOSED R/W

+00 80'

290

P.T. 289+14.54

8'

29.5'

29.5'

8'

C.L. HWY. 425

N00°41'42"E

+50

PROPOSED R/W

LIMITS OF CONSTRUCTION

EXIST. R/W

EXIST C.L. HWY. 425

+10 93.71'

+20 95.31'

+20 155'

16'

T.C.E.

+80 155'

+80 100'

+73.27 85'

STA. 289+21 IN PLACE
DBL. 30"X 50' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 21' RT. & 60' LT.
(CLASS IV) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 131'
WITH FES LT. & RT.
Q50 = 10 CFS D.A. = 5.1 ACRES
30" R.C. PIPE = 178 LIN FT.
30" FES = 4 EA.

STA. 289+49 IN PLACE
24"X 46' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 24' RT. & 60' LT.
(CLASS III) (TYPE 2 BEDDING)
FOR A COMPLETED LENGTH OF 130'
WITH FES LT. & RT.
Q50= 7 CFS D.A. = 4.6 ACRES
24" R.C. PIPE = 92 LIN. FT.
24" FES = 2 EA.

HWY. 425

STA. 272+47.51 BEGIN SUPERELEVATION
STA. 278+77.51 MAX. SUPERELEVATION (0.083'/')
STA. 287+57.04 MAX. SUPERELEVATION (0.093'/')
STA. 293+87.04 END SUPERELEVATION

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 139.0 FT. M.S.L. REFER TO SECTION 110.6I(c) OF THE 2014 STANDARD SPECIFICATIONS.

STA. 288+50 INSTALL
24" X 62' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 290 CU. YD.

PROFILE GRADE

EXISTING GROUND @ C.L.

PVI 277+20.00
ELEV. 139.61

PVI 283+40.00
ELEV. 145.50

PVC 281+90.00
Elev 144.08

PVT 284+90.00
Elev 144.94

PVC 287+25.00
Elev 144.05

PVI 289+25.00
ELEV. 143.30

0.95%

0.38%

0.46%

300' V. C.
K = 226
e=-0.50'

400' V. C.
K = 476
e=0.42'

0.42% RT. DT. GR.

0.23% LT. DT. GR.

0.19% LT. DT. GR.

1.15% RT. DT. GR.

0.64% RT. DT. GR.

0.36% LT. DT. GR.

0.76% LT. DT. GR.

0.73% RT. DT. GR.

+35 RT DT. 137.68

+80 LT. DT. 134.15

+00 LT. DT. 138.10

+25 RT. DT. 137.93

+21 F.L. IN = 137.69 LT.
F.L. OUT = 136.85 RT.

+21 RT DT. 136.83

+49 LT. DT. 137.78

+49 RT. DT. 136.65

+49 F.L. IN = 137.76 LT.
F.L. OUT = 136.66 RT.

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

155 150 145 140 135 130 125 120 115 110

275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+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.		CA0201	213	373
				(2)	PLAN AND PROFILE SHEETS			

STA. 291+45 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 40' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 30 CU. YD.

STA. 293+34 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 38' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.

STA. 295+60 - INSTALL
18" X 36' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.

C.L. HWY. 425
PI = 299+86.44
Δ = 02°40'35" RT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PC = 297+18.75
PRC = 302+54.03
NO SUPER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

290 295 300 305

+00 75' | +76.37 75' | PROPOSED R/W | 16' | +60 | P.C. 297+18.75 | LIMITS OF CONSTRUCTION | P.I. 299+86.44 +00 85' | P.R.C. 302+54.03 | EXIST. R/W | 16' | +15

C.L. HWY. 425 | N00°41'42"E | N03°22'17"E | 29.5' | 8' | 29.5' | 8'

+45 | +34 | +60 | EXIST. C.L. HWY. 425 | LIMITS OF CONSTRUCTION | EXIST. R/W

+73.27 85' | DO NOT DISTURB | 18' | GATE | METAL BUILDING | CONCRETE | WOOD | METAL ROOF | WOOD CAP ROCK | CEMETERY | NIMMONS CEMETERY | +50 76.95' | PROPOSED R/W | +50 85' | P.I. 305+21.72

STA. 295+60 - INSTALL
18" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.

HWY. 425

PVT 291+25.00 Elev 144.21 | 0.46% | PVI 296+00.00 ELEV. 146.38 | PVT 297+90.00 Elev 144.07 | PVI 302+90.00 ELEV. 138.01 | -1.21% | PROFILE GRADE

0.76% LT. DT. GR. | +40 LT. DT. 139.24 | 0.73% RT. DT. GR. | +20 RT. DT. 139.37 | 1.13% DT. GR. | +50 RT. DT. 139.71 | PVC 294+10.00 Elev 145.51 | 380' V.C. K = 228 e=-0.79' | EXISTING GROUND @ C.L.

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

155 150 145 140 135 130 125 120 115 110

290+00 291+00 292+00 293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	214	373
(2) PLAN AND PROFILE SHEETS				

C.L. HWY. 425
PI = 305+21.72
Δ = 02°40'35" LT.
D = 00°30'00"
T = 267.69'
L = 535.28'
PRC = 302+54.03
PT = 307+89.32
NO SUPER

STA. 305+15 - IN PLACE
18" X 27' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 36' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 25 CU. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-14

305 310 315 320

16' +01.69 85' P.T. 307+89.32 PROPOSED R/W +00 80' LIMITS OF CONSTRUCTION EXIST. R/W +15 8' 29.5' N00°41'42"E C.L. HWY. 425 29.5' 8' +20 EXIST. C.L. HWY. 425 EXIST. R/W 20' LIMITS OF CONSTRUCTION +00 80' PROPOSED R/W +20 100' +50 80' +29.44 80'

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

P.I. 305+21.72 +03.26 80' ASHLEY 279

STA. 306+20 - INSTALL
28" X 20" X 38' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A INTERMITTENT STREAM. THE STREAM BANK ELEVATIONS ARE 130.0 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

STA. 315+51 IN PLACE
DBL. 8'X 4'X 44' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 37' RT.
TO A COMPLETED LENGTH OF 121'
AND CONSTRUCT 8'X4'X121' R.C. BOX CULVERT
Q50 = 645 CFS D.A. = 1032.7 AC.
SPAN = 26'-8"
L.M. = 5.79
DUMPED RIPRAP = 65 CU.YD.

CULTIVATED FIELD

HWY. 425

150 145 140 135 130 125 120 115 110 105

+75 RT. DT. 130.98 +75 LT. DT. 130.78 EXISTING GROUND ℄ C.L. -0.21% LT. DT. GR. -0.36% RT. DT. GR. +00 LT. DT. 129.50 OVERTOPPING FREQUENCY >500 YR BASE FLOOD 50 YR: 131.68' -0.69% LT. DT. GR. -0.66% RT. DT. GR. +40 RT. DT. 127.89 +51 LT. DT. 127.77 +51 RT. DT. 127.16 +51 F.L. IN = 127.71 LT. F.L. OUT = 127.23 RT. 2.32% RT. DT. GR. +50 RT. DT. 129.46 0.65% LT. DT. GR. 0.30% RT. DT. GR. +50 LT. DT. 130.36 +50 RT. DT. 130.36

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

305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	215	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 334+80 - IN PLACE
18" X 52' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 62' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 30 CU. YD.
UNCLASS. EXC. = 20 CU. YD.

C.L. ASHLEY 24
PI= 9+44.93
Δ = 20°24'11" LT.
D = 24°00'00"
T = 42.96'
L = 85.01'
PC = 9+01.97
PT = 9+86.98
NO SUPER

320 325 330 335

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
N00°41'42"E
C.L. HWY. 425
29.5'
8'
29.5'
8'
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W
P.I. 9+44.93
S41°18'18"E
P.T. 9+86.98
+80
80'
+00
80'
+00
50'
+58
+54.57
80'
16'
210'

STA. 332+58 - IN PLACE
15" X 23' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 334+80.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 24
Δ = 105°00'00"

HWY. 425

ASHLEY 24

EXISTING GROUND
PROFILE GRADE
8+90.00
150.48
9+69.27
151.01
0.67%

EXISTING GROUND @ C.L.

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

170 165 160 155 150 145 140 135 130 125

320+00 321+00 322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	216	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

C.L. ASHLEY 24
PI= 9+44.93
Δ = 20°24'11" LT.
D = 24°00'00"
T = 42.96'
L = 85.01'
PC = 9+01.97
PT = 9+86.98
NO SUPER

ASHLEY 24

P.O.B. 7+50.00

S55°54'01"E

335 +10 120'

AHTD MAINT. ENDS HERE

+80 80'

+65 80'

P.C. 9+01.97

S74°18'18"E

+98

340

345

350

PROPOSED R/W

LIMITS OF CONSTRUCTION

EXIST. R/W

8'

29.5'

℄ L. HWY. 425

N00°41'42"E

29.5'

8'

+22

EXIST. R/W

LIMITS OF CONSTRUCTION

PROPOSED R/W

20'

JAMES HAMMOND RD.

STA. 334+80.00 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 24
Δ = 105°00'00"

STA. 346+22 - INSTALL
18" X 42' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

HWY. 425

175 170 165 160 155 150 145 140 135 130

EXISTING GROUND @ C.L.

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

335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00

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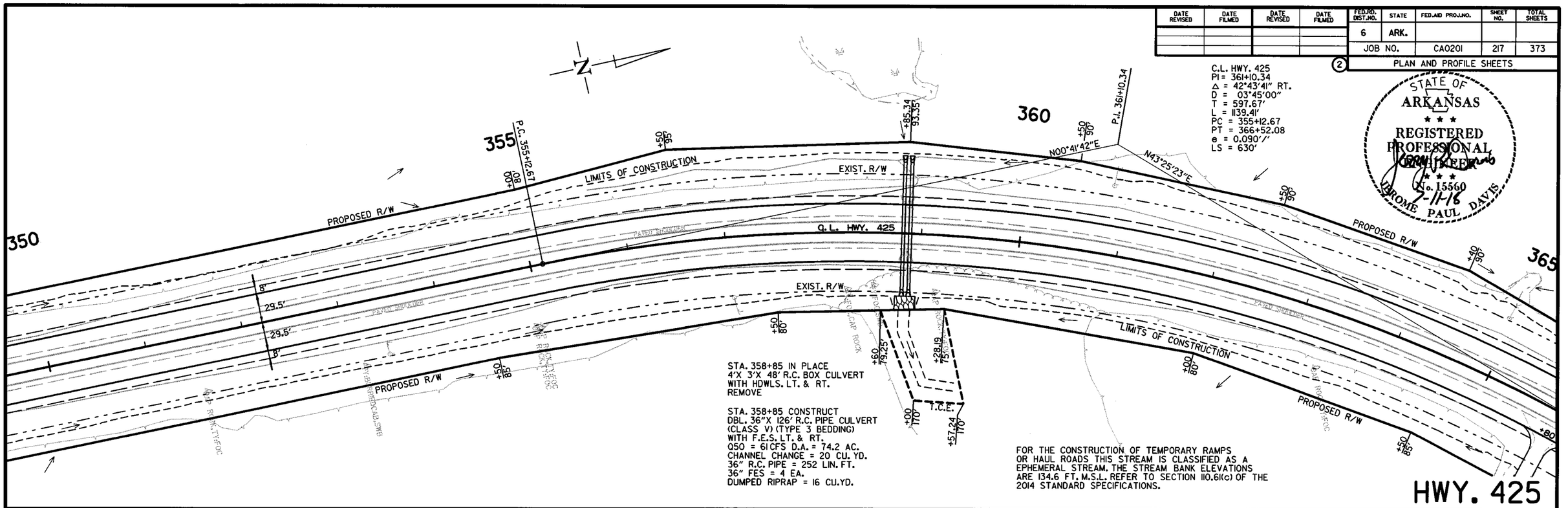
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6	ARK.			
JOB NO.		CA0201	217	373

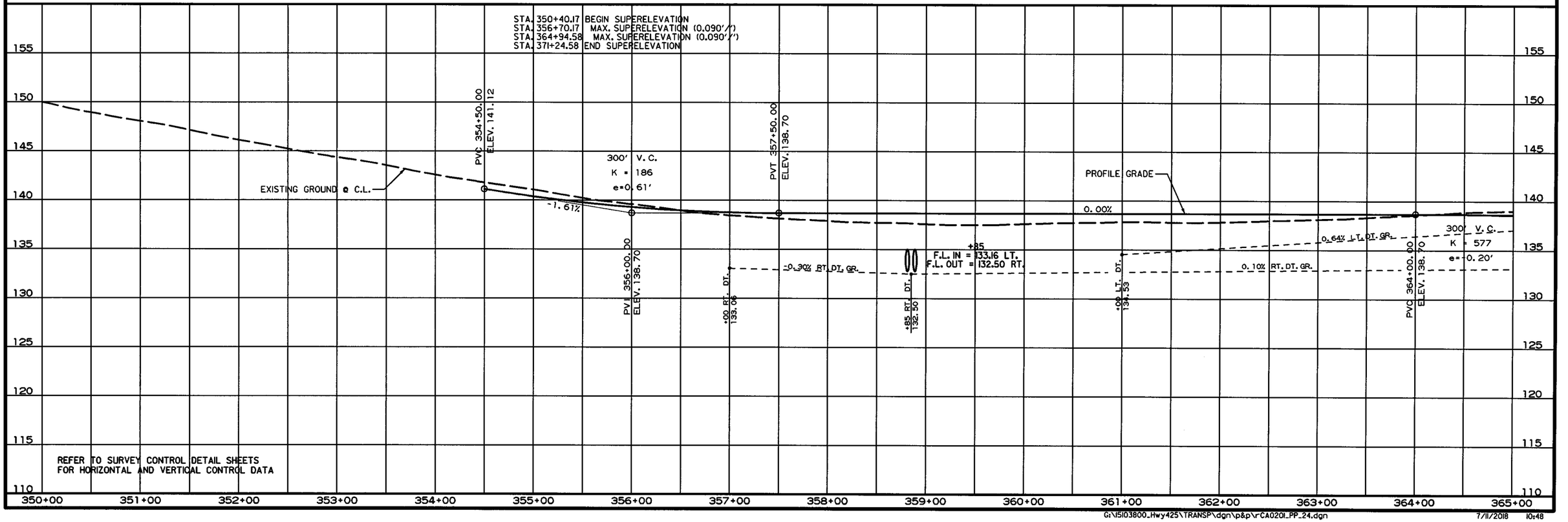
(2) PLAN AND PROFILE SHEETS

C.L. HWY. 425
PI = 361+10.34
Δ = 42°43'41" RT.
D = 03°45'00"
T = 597.67'
L = 1139.41'
PC = 355+12.67
PT = 366+52.08
e = 0.090'/'
LS = 630'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
5-11-16



HWY. 425



USER: fs53
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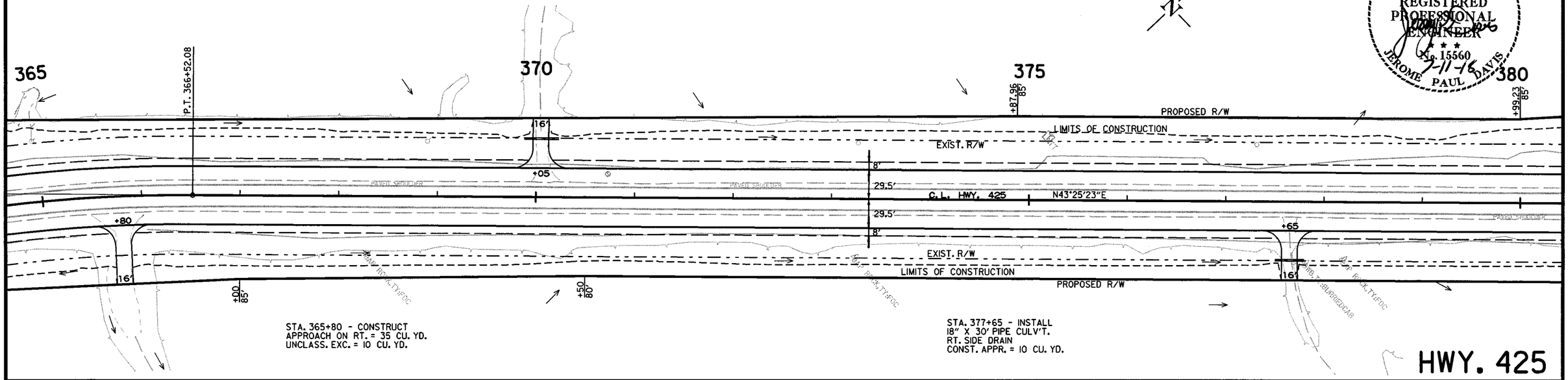
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	218	373

(2) PLAN AND PROFILE SHEETS

C.L. HWY. 425
PI = 361+10.34
Δ = 42°43'41" RT.
D = 03°45'00"
T = 597.67'
L = 1139.41'
PC = 355+12.67
PT = 366+52.08
e = 0.090'/'
LS = 630'

STA. 370+05 - IN PLACE
18" X 30' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 36' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

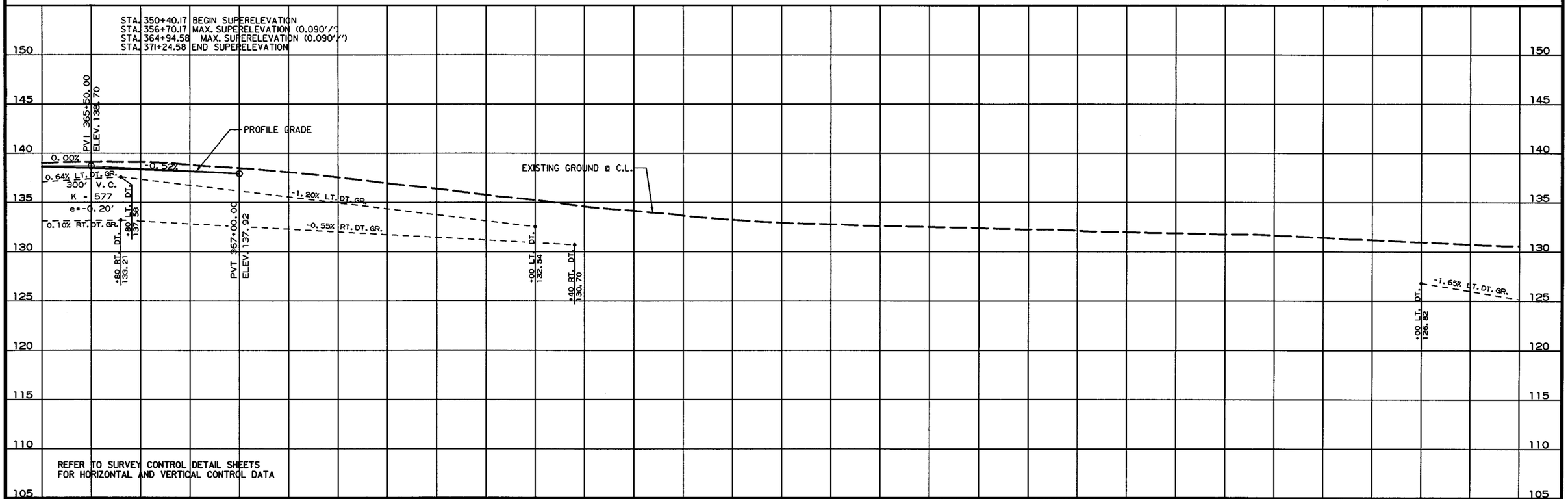


STA. 365+80 - CONSTRUCT
APPROACH ON RT. = 35 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 377+65 - INSTALL
18" X 30' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 10 CU. YD.

HWY. 425

STA. 350+40.17 BEGIN SUPERELEVATION
STA. 356+70.17 MAX. SUPERELEVATION (0.090'/')
STA. 364+94.58 MAX. SUPERELEVATION (0.090'/')
STA. 371+24.58 END SUPERELEVATION



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

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	219	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
7-11-18

STA. 393+00 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL DBL. 30" X 56' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 135 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

380 385 390 395

+99.23 85'
+50 95'
+50 95'
+62.65 100'
+75 100.43-130'
T.C.E. 16'
+30 102.34-130'
+00

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
PAVED SHOULDER
8'
29.5'
N43°25'23"E
C.L. HWY. 425
29.5'
8'
PAVED SHOULDER
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W
+50 80'
+50 75'
+00 110'

HWY. 425

140 135 130 125 120 115 110 105 100 95

-1.65% LT. DT. GR.
+75 LT. DT. 123.93
-0.37% LT. DT. GR.
EXISTING GROUND @ C.L.
+50 LT. DT. 121.80
-1.52% LT. DT. GR.
+00 LT. DT. 118.00
+99 RT. DT. 117.84
-0.45% RT. DT. GR.
-0.36% LT. DT. GR.

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

380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00 392+00 393+00 394+00 395+00

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				6	ARK.			
				JOB NO.		CA0201	220	373
				(2) PLAN AND PROFILE SHEETS				

395

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
N43°25'23"E
+50 110
+40 135
+74.11 135

CREEK

STA. 400+55 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE

400

EXIST. R/W
+55.30 274.99
+55.31 85
P.C. 402+56.34
EXIST. R/W

STA. 408+00 - IN PLACE
24" X 25' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 42' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 35 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

C.L. HWY. 425
PI = 408+40.83
Δ = 44°23'46" LT.
D = 04°00'00"
T = 584.49'
L = 1109.90'
PC = 402+56.34
PT = 413+66.24
e = 0.093'/'
LS = 630'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

410
+83.53 65

405
+00 100
PROPOSED R/W
+50 95
LIMITS OF CONSTRUCTION
EXIST. R/W
16'
8'
29.5'
29.5'
8'
+00
+50
P.I. 408+40.83
N00°58'23"W
16'
T.C.E.
+25 +75
20'-10'
20'-10'

PROPOSED R/W
+74.11 115
LIMITS OF CONSTRUCTION
EXIST. R/W
HANKS
EXIST. R/W
+74.11 130
+50 100
EXIST. R/W
N43°25'23"E
+00 120
PROPOSED R/W
+50 120
+50 116

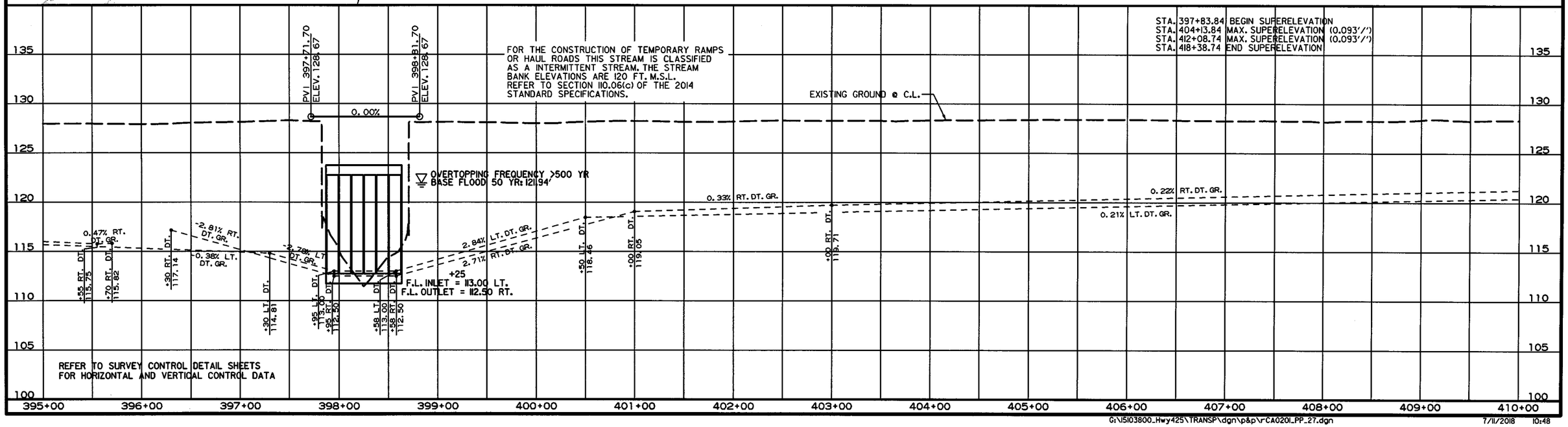
STA. 397+83 TO STA. 398+71 - IN PLACE
88' X 26' CLEAR ROADWAY BRIDGE NO. 00775
CONSISTING OF CONCRETE
CAST - IN PLACE DECK
REMOVE

STA. 398+26.70 CONSTRUCT
SEXTUPLE 12'X10'X124' R.C. BOX CULVERT
WITH 3:1 WINGWALLS LT. & RT.
Q50 = 2,790 CFS D.A. = 32.6 SQ. MI.
SPAN = 76'-11"
L.M. = 7.35
DUMPED RIPRAP = 259 CU.YD.

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 397+55 TO STA. 397+83 RT. OF C.L. HWY. 425 = 28 LIN. FT.
STA. 397+55 TO STA. 397+83 LT. OF C.L. HWY. 425 = 28 LIN. FT.
STA. 398+71 TO STA. 399+00 RT. OF C.L. HWY. 425 = 29 LIN. FT.
STA. 398+71 TO STA. 399+00 LT. OF C.L. HWY. 425 = 29 LIN. FT.

STA. 409+50 - IN PLACE
24" X 23' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 30" X 68' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 210 CU. YD.

HWY. 425



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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	CA0201	221	373	

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

C.L. HWY. 425
PI= 408+40.83
Δ = 44°23'46" LT.
D = 04°00'00"
T = 584.49'
L = 1109.90'
PC = 402+56.34
PT = 413+66.24
e = 0.093'/'
LS = 630'

STA. 417+10 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 34' ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

STA. 418+60 - IN PLACE
DBL. 15" X 25' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 46' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 45 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 422+00 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 46' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 50 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

STA. 423+44 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 46' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 55 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

410 415 420 425

+83.53 95'
+00 85'
P.T. 413+66.24
+73.57 85'
STA. 417+67.00 ℄ HWY. 425 = STA. 10+00.00 ℄ ASHLEY 99
Δ = 81°58'17"
+14.95 80'
+35.74 80'
APPROX. LIMITS SPECIAL FLOOD HAZARD AREA
PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
+10
C.L. HWY. 425 N00°58'23"W
+60
+00
+44
8'
29.5'
29.5'
8'
+27.75 110'
+00 105'
+00 100'
PROPOSED R/W
EXIST. R/W
LIMITS OF CONSTRUCTION
AHTD MAINT. ENDS HERE
ASHLEY 99
+00
+25 130'-95.70'
S82°58'40"E
+71.91 132'
+77.69
+95 135'-95'
T.C.
*ENVIRONMENTALLY SENSITIVE AREA
+29.10 55'

STA. 417+67 - IN PLACE
18" X 34' C.M. PIPE CULV'T. &
12" X 34' C.M. PIPE CULV'T.
RT. SIDE DRAINS - REMOVE
INSTALL 24" X 52' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 75 CU. YD.
UNCLASS. EXC. = 15 CU. YD.

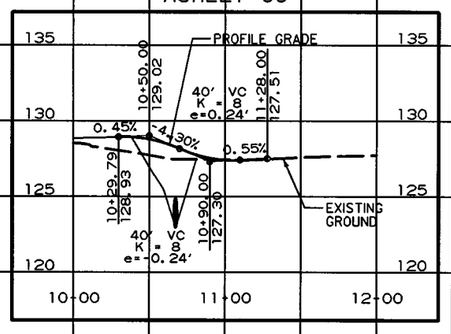
ASHLEY 99 STA. 11+00 - IN PLACE
15" X 20' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 52' PIPE CULV'T.
CONST. APPR. = 5 CU. YD.

*REFER TO THE "RESTRAINING CONDITIONS" SPECIAL PROVISION

HWY. 425

STA. 397+83.84 BEGIN SUPERELEVATION
STA. 404+13.84 MAX. SUPERELEVATION (0.093'/')
STA. 412+08.74 MAX. SUPERELEVATION (0.093'/')
STA. 418+38.74 END SUPERELEVATION

ASHLEY 99



EXISTING GROUND ℄ C.L.

0.22% BT. DT. GR.

0.21% LT. DT. GR.

+75 LT. DT. 120.78

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

150 145 140 135 130 125 120 115 110 105

410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00 420+00 421+00 422+00 423+00 424+00 425+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	222	373

(2) PLAN AND PROFILE SHEETS

C.L. HWY. 425
PI = 427+19.54
Δ = 02°17'49" RT.
D = 01°00'00"
T = 114.86'
L = 229.69'
PC = 426+04.68
PT = 428+34.37
e = 0.030'/'
LS = 540'

STA. 436+75 - IN PLACE.
30" X 56' C.M. PIPE CULV'T.
LT. SIDE DRAIN W/ F.E.S. - REMOVE
INSTALL 30" X 38' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.

STA. 438+42 IN PLACE
24"X 48' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 34' RT. & 34' LT.
(CLASS V) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 116'
WITH FES LT. & RT.
Q50 = 7 CFS D.A. = 2.3 AC.
24" R.C. PIPE = 76 LIN. FT.
24" FES = 2 EA.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

425 430 435 440

P.C. 426+04.68
P.I. 427+19.54
P.T. 428+34.37
+00 80'

PROPOSED R/W
LIMITS OF CONSTRUCTION
EXIST. R/W
8'
29.5'
C.L. HWY. 425
29.5'
8'
EXIST. R/W
LIMITS OF CONSTRUCTION
PROPOSED R/W

N00°58'23"W
N01°19'26"E

GATE 16'
+75
+43
16'
+00 90'
+42.77 80'

STA. 428+43 - IN PLACE.
18" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 18" X 42' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 35 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

FENCE

STA.	STA.	SIDE	TYPE	LIN.FT.	16' GATE
436+50	438+50	LT.	D-1	200	1

HWY. 425

STA. 421+79.53 BEGIN SUPERELEVATION
STA. 427+19.53 MAX. SUPERELEVATION (0.030'/')
STA. 427+19.53 MAX. SUPERELEVATION (0.030'/')
STA. 432+59.53 END SUPERELEVATION

EXISTING GROUND @ C.L.

0.22% RT. DT. GR.

-0.01% LT. DT. GR.
-0.07% RT. DT. GR.

0.17% LT. DT. GR.
0.24% RT. DT. GR.

+40 LT. DT. 126.36
+00 RT. DT. 126.34
+12 LT. DT. 126.29
+42 RT. DT. 125.95

+42
F.L. IN = 126.26 LT.
F.L. OUT = 125.96 RT.

140 135 130 125 120 115 110 105 100 95

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

425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00 433+00 434+00 435+00 436+00 437+00 438+00 439+00 440+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.		CA0201	223	373
				(2) PLAN AND PROFILE SHEETS				

STA. 442+85 - CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 443+66 IN PLACE
24"X 51' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. &
EXTEND R.C. PIPE 31' RT. & 34' LT.
(CLASS V) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 116'
WITH FES LT. & RT.
AND CONSTRUCT
24"X 116' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 27 CFS D.A. = 39.3 AC.
24" R.C. PIPE = 189 LIN. FT.
24" FES = 4 EA.

STA. 446+63 - IN PLACE
18" X 30' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 48' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 70 CU. YD.

STA. 449+52 - IN PLACE
12" X 23' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 50' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 110 CU. YD.

C.L. HWY. 425
PI= 449+74.50
Δ = 16°23'45" RT.
D = 02°00'00"
T = 412.72'
L = 819.79'
PC = 445+61.78
PT = 453+81.57
e = 0.055'/'
LS = 540'

STA. 453+00 - CONSTRUCT APPROACH ON LT. = 130 CU. YD.

STATE OF ARKANSAS
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7-11-18

440 445 450 455

P.C. 445+61.78
P.I. 449+74.50
P.T. 453+81.57

PROPOSED R/W
EXIST. R/W
LIMITS OF CONSTRUCTION
EXIST. C.L. HWY. 425
C.L. HWY. 425
N01°19'26"E
N17°43'11"E
T.C.E.
DIKE

STA. 442+30 INSTALL
18" X 34' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.

STA. 443+00 - CONSTRUCT
DIKE IN DITCH
ON RT.

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 131.6 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

HWY. 425

STA 441+56.78 BEGIN SUPERELEVATION
STA 446+96.78 MAX. SUPERELEVATION (0.055'/')
STA 452+46.57 MAX. SUPERELEVATION (0.055'/')
STA 457+86.57 END SUPERELEVATION

PVI 445+50.00
ELEV. 131.89

PROFILE GRADE
EXISTING GROUND @ C.L.

0.17% T. DT. GR.
0.24% RT. DT. GR.
-0.73% LT. DT. GR.
-0.15% RT. DT. GR.
0.4% 0.43% LT. DT. GR. 0.11% RT. DT. GR. -0.36% LT. DT. GR.

+00 RT. 126.58
+00 LT. 126.89
+00 LT. 127.40
+00 RT. 127.12
+66 LT. 126.92
-66 RT. 127.02
+66 F.L. IN = 127.02 RT. F.L. OUT = 126.92 LT.
+00 RT. 127.97
+00 LT. 130.97

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

145 140 135 130 125 120 115 110 105 100

440+00 441+00 442+00 443+00 444+00 445+00 446+00 447+00 448+00 449+00 450+00 451+00 452+00 453+00 454+00 455+00

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				6	ARK.			
				JOB NO.		CA0201	224	373
				(2)	PLAN AND PROFILE SHEETS			

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 130.0 FT. M.S.L. REFER TO SECTION 110.6(c) OF THE 2014 STANDARD SPECIFICATIONS.

STA. 460+09 IN PLACE
2'X 2'X 43' R.C. BOX CULVERT
WITH HDWLS. LT. & RT.
REMOVE

STA. 460+09 CONSTRUCT
30"X 116' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 29 CFS D.A. = 38.9 AC.
30" R.C. PIPE = 116 LIN. FT.
30" FES = 2 EA.
DUMPED RIPRAP = 5 CU.YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

STA. 469+44 - CONSTRUCT
APPROACH ON LT. = 20 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

455 460 465 470

+82.85 89.89

EXIST. R/W
EXIST. C.L. HWY. 425
LIMITS OF CONSTRUCTION
16'
PAVED SHOULDER
8'
29.5'
C.L. HWY. 425
N17°43'11"E
+44
+88
+62
DIKE
+65
+00
80
+29.44
80
16'
LIMITS OF CONSTRUCTION
PROPOSED R/W

STA. 458+65 - CONSTRUCT
DIKE IN DITCH
ON RT.

STA. 461+88 - INSTALL
28" X 20" X 34' ARCH PIPE CULVERT
RT. SIDE DRAIN
CONST. APPR. ON RT. = 20 CU. YD.

STA. 469+62 - CONSTRUCT
APPROACH ON RT. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

HWY. 425

STA. 441+56.78 BEGIN SUPERELEVATION
STA. 446+96.78 MAX. SUPERELEVATION (0.055'/')
STA. 452+46.57 MAX. SUPERELEVATION (0.055'/')
STA. 457+86.57 END SUPERELEVATION

PVC 455+50.00 ELEV. 138.29
300' V.C. K = 833 e=0.13'
0.14% 0.50%
PVRC 458+50.00 ELEV. 134.25
PVI 460+00.00 ELEV. 135.00
0.50% 0.06%
300' V.C. K = 582 e=-0.16'
PVI 463+00.00 ELEV. 135.19
0.06% -0.25%
300' V.C. K = 968 e=-0.12'
PROFILE GRADE
300' V.C. K = 600 e=0.19'
PVT 467+50.00 ELEV. 134.82
-0.25% 0.25%
PVI 469+55.00 ELEV. 135.33
0.20% RT. DT. GR.
0.65% LT. DT. GR.
300' V.C. K = 750 e=-0.15'

-0.36% LT. DT. GR.
0.22% RT. DT. GR.
0.15% RT. DT. GR.
0.28% LT. DT. GR.

PVI 457+00.00 ELEV. 133.50
+65 RT. DT. 129.91
+09 LT. DT. 128.43
+09 RT. DT. 129.59
F.L. INLET = 129.57 RT.
F.L. OUTLET = 128.46 LT.
PVCC 461+50.00 ELEV. 135.10
PVRC 464+50.00 ELEV. 134.82
+00 LT. DT. 130.10
PVI 466+00.00 ELEV. 134.45
EXISTING GROUND @ C.L.
PVC 468+05.00 ELEV. 134.96
+62 RT. DT. 131.12
+50 LT. DT. 130.24

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

145 140 135 130 125 120 115 110 105 100

455+00 456+00 457+00 458+00 459+00 460+00 461+00 462+00 463+00 464+00 465+00 466+00 467+00 468+00 469+00 470+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	225	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
7-11-18
JEROME PAUL DAVIS

STA. 471+09 - IN PLACE
18" X 25' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 44' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 50 CU. YD.

STA. 472+80 - IN PLACE
36" X 25' R.C. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL DBL. 24" X 44' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 45 CU. YD.

STA. 473+37 - IN PLACE
DBL. 22" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL DBL. 24" X 46' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 50 CU. YD.

STA. 474+00 - IN PLACE
15" X 25' R.C. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 46' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 45 CU. YD.

STA. 475+97 - CONSTRUCT
APPROACH ON LT. = 10 CU. YD.

STA. 476+95 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 32' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.

C.L. HWY. 425
PI = 479+70.94
Δ = 06°14'31" RT.
D = 00°30'00"
T = 624.81'
L = 1248.39'
PC = 473+46.13
PT = 485+94.52
NO SUPER

STA. 478+63 IN PLACE
4'X 2'X 47' R.C. BOX CULVERT
WITH 31 WINGS LT. AND RT.
(ON 3° LT. FWD. SKEW)
RETAIN AND EXTEND 13' LT. AND 62' RT.
COMPLETED LENGTH = 122'
Q50 = 25 CFS D.A. = 25.3 AC.
CHANNEL CHANGE = 15 CU. YD.

STA. 484+82 - IN PLACE
24" X 30' C.P. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 34' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

470 475 480 485

EXIST C.L. HWY. 425

P.C. 473+46.13

P.I. 479+70.94

T.C.E.

EXIST. R/W

LIMITS OF CONSTRUCTION

PROPOSED R/W

PAVED SHOULDER

C.L. HWY. 425

N17°43'11"E

N23°57'42"E

STA. 473+71 IN PLACE
4'X 2'X 47' R.C. BOX CULVERT
WITH 31 WINGS LT. AND RT.
RETAIN AND EXTEND 5' LT. AND 70' RT.
COMPLETED LENGTH = 122'
Q50 = 33 CFS D.A. = 38.9 AC.
DUMPED RIPRAP = 7 CU.YD.

STA. 477+10 - CONSTRUCT
APPROACH ON RT. = 15 CU. YD.

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 131.0 FT. M.S.L. REFER TO SECTION 110.61(c) OF THE 2014 STANDARD SPECIFICATIONS.

FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS THIS STREAM IS CLASSIFIED AS A EPHEMERAL STREAM. THE STREAM BANK ELEVATIONS ARE 135.0 FT. M.S.L. REFER TO SECTION 110.61(c) OF THE 2014 STANDARD SPECIFICATIONS.

HWY. 425

PVT 471+05.00 ELEV. 135.10
PVC 472+00.00 ELEV. 134.96
PVI 474+00.00 ELEV. 134.66
PVT 476+00.00 ELEV. 136.09
PVC 476+10.00 ELEV. 136.17
PVI 478+10.00 ELEV. 137.60
PVT 480+10.00 ELEV. 137.64
PVI 484+00.00 ELEV. 137.73

400' V.C. K = 460 e=0.43'
400' V.C. K = 571 e=-0.35'

-0.15%
0.72%
0.02%
-0.65% LT. DT. GR.
-0.20% RT. DT. GR.
-1.01% LT. DT. GR.
0.56% LT. DT. GR.
0.50% RT. DT. GR.
1.39% LT. DT. GR.
1.92% RT. DT. GR.
-0.42% RT. DT. GR.
-0.27% LT. DT. GR.
0.13% RT. DT. GR.
0.24% LT. DT. GR.

PROFILE GRADE
EXISTING GROUND @ C.L.

+71 F.L. INLET = 130.30 RT. F.L. OUTLET = 129.34 LT.

+63 F.L. INLET = 132.42 RT. F.L. OUTLET = 131.80 LT.

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

470+00 471+00 472+00 473+00 474+00 475+00 476+00 477+00 478+00 479+00 480+00 481+00 482+00 483+00 484+00 485+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.		CA0201	226	373

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JEROME PAUL DAVIS
No. 15560
7-11-16

STA. 489+55 - IN PLACE
12" X 39' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 42' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

STA. 489+25.45 ℄ HWY. 425 =
STA. 10+00.00 ℄ ASHLEY 98
Δ = 80°00'00"

485 490 495 500

P.T. 485+94.52

PROPOSED R/W
EXIST. R/W
LIMITS OF CONSTRUCTION
EXIST. R/W JOB 020534 R/W
LIMITS OF CONSTRUCTION

16' 24' 8' 29.5' 29.5' 8'

+82 +55 +00

C. L. HWY. 425 N23°57'42"E

PAVED SHOULDER PAVED SHOULDER

S56°02'18"E

P.C. 10+37.93
P.I. 10+57.42
P.T. 10+76.83

+86.77 85' +75.64 85' +67.73 85' +06.28 60'

STA. 489+25 - IN PLACE
18" X 30' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 54' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 10 CU. YD.
UNCLASS. EXC. = 95 CU. YD.

ASHLEY 98
S47°28'48"E
+25.36 90'

C.L. ASHLEY 98
PI = 10+57.42
Δ = 08°33'30" RT.
D = 22°00'00"
T = 19.49'
L = 38.90'
PC = 10+37.93
PT = 10+76.83
NO SUPER

STA. 490+43 - IN PLACE
24" X 24' C.P. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE

STA. 491+00 - INSTALL
28" X 20" X 36' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 10 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

HWY. 425

ASHLEY 98

PROFILE GRADE
EXISTING GROUND
10+29.96 137.92
137.40' VC
e 0.17'
-1.05% +1.29%
10+50.00 137.51
10+84.00 137.95

EXISTING GROUND ℄ C.L.

+00 RT. DT. 134.88
-0.11% RT. DT. GR.

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

170 165 160 155 150 145 140 135 130 125

485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00 493+00 494+00 495+00 496+00 497+00 498+00 499+00 500+00

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PLOTTED: 7/11/2018 10:48 SCALE: 1h00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	227	373
(2) PLAN AND PROFILE SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15560
JEROME PAUL DAVIS
7-11-18

STA. 505+23 - IN PLACE
DBL. 8' X 8' X 72' R.C. BOX CULV'T.
WITH 30° WINGS LT. & RT.
RETAIN

500 505 510 515

+26.48 200' TRANSITION +26.48

EXIST. R/W JOB 020534 R/W

LIMITS OF CONSTRUCTION

8'
29.5'
℄ L. HWY. 425 N23°57'42"E
29.5'
PAVED SHOULDER
8'

LIMITS OF CONSTRUCTION
JOB 020534 R/W EXIST. R/W

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

STA. 503+26.48
END JOB CA0201
LOG MILE 9.34

EXIST. R/W

HWY. 82

P.I. 509+35.31
Δ = 00°41'54" LT.

JOB CA0202 R/W

HWY. 82

EXIST. R/W

JOB CA0202 R/W

APPROX. LIMITS SPECIAL FLOOD HAZARD AREA

EXIST. R/W

HWY. 52

HWY. 425

EXISTING GROUND ℄ C.L.

-0.11% RT. DT. GR.

-0.30% LT. DT. GR.

+95 LT. DT.
136.57

+26 RT. DT.
133.71

+26 LT. DT.
134.87

F.L. IN = 131.46 RT.
F.L. OUT = 131.10 LT.

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

155 150 145 140 135 130 125 120 115 110

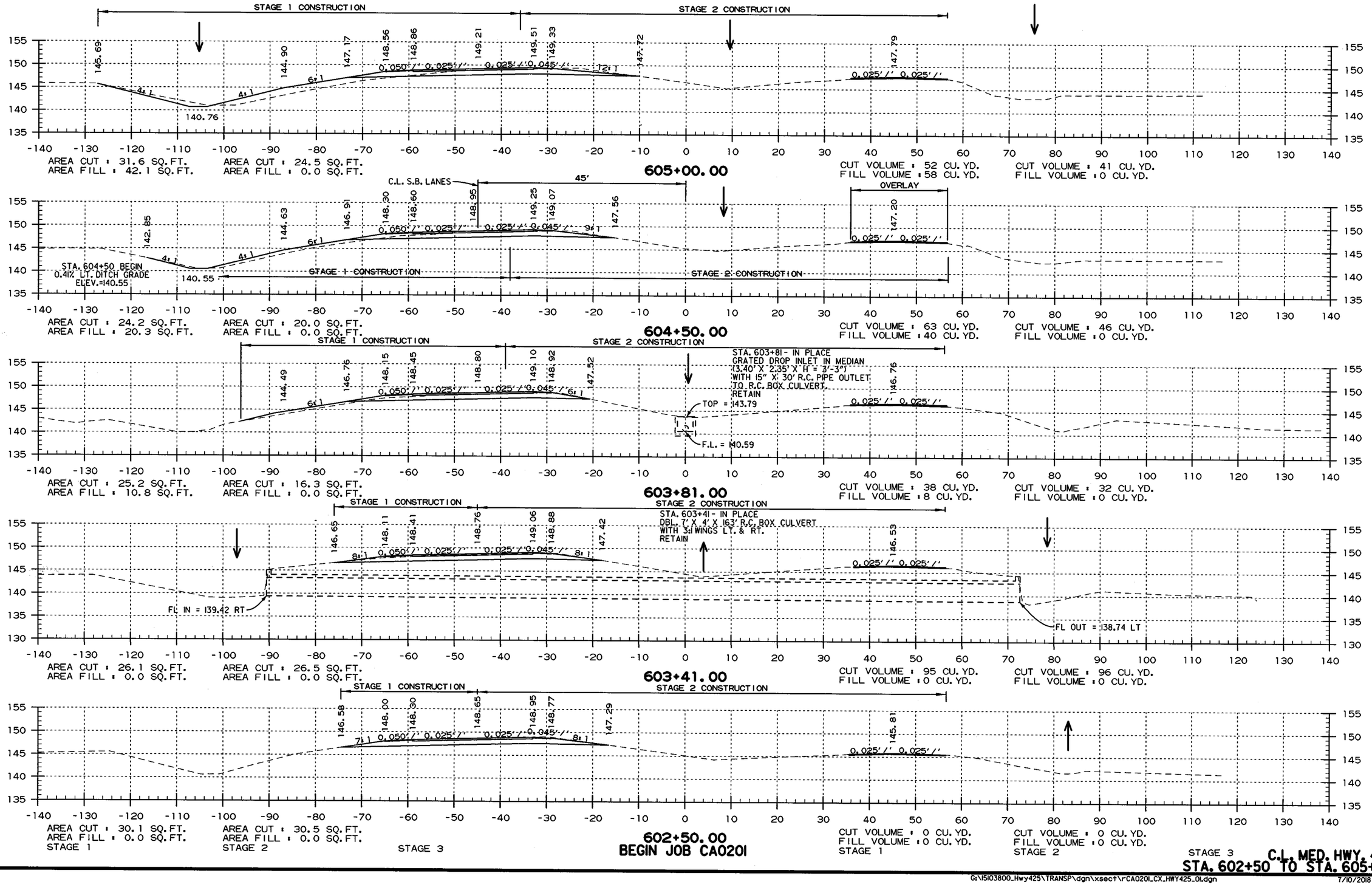
500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00

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MODEL: PLAN AND PROFILE SHEETS

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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.		CA0201	228	373

(2) CROSS SECTIONS

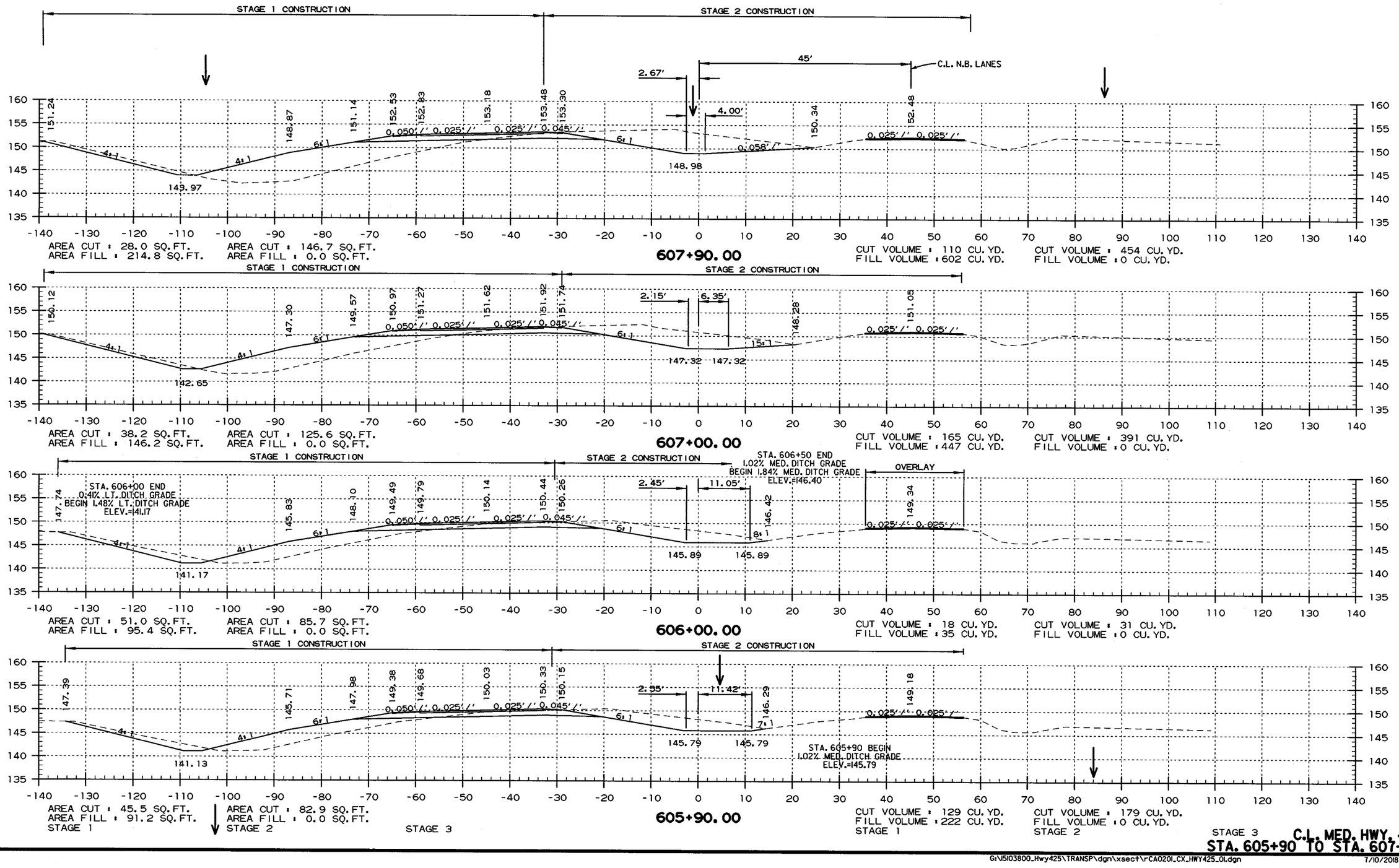


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MODEL: CROSS SECTIONS

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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.		CA0201	229	373

(2) CROSS SECTIONS

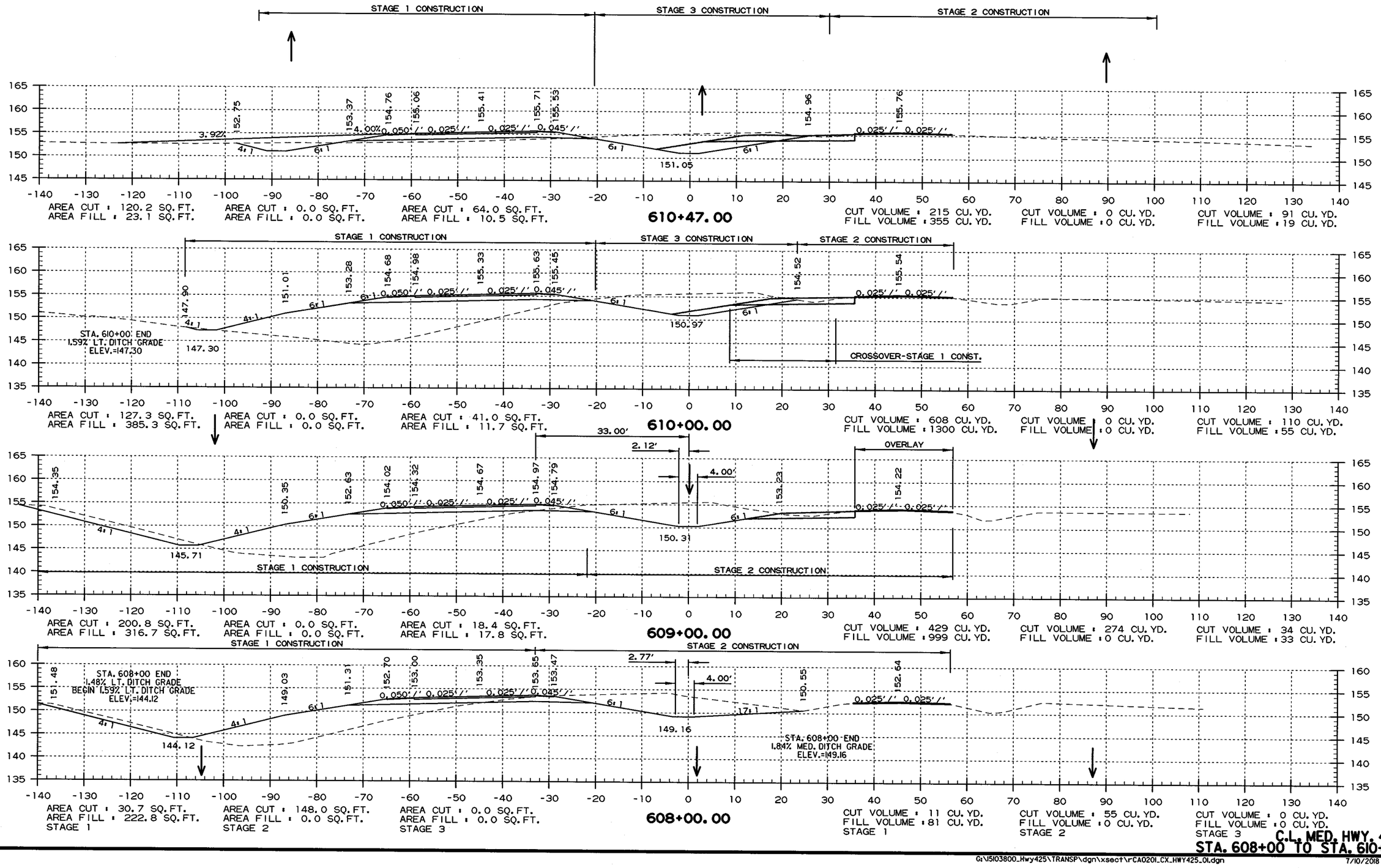


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MODEL: CROSS SECTIONS

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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.		CA0201	230	373
				(2)	CROSS SECTIONS			

C.L. HWY. 425 MED.
STA. 610+47 - CONSTRUCT
APPROACH ON LT. = 20 CU. YD.



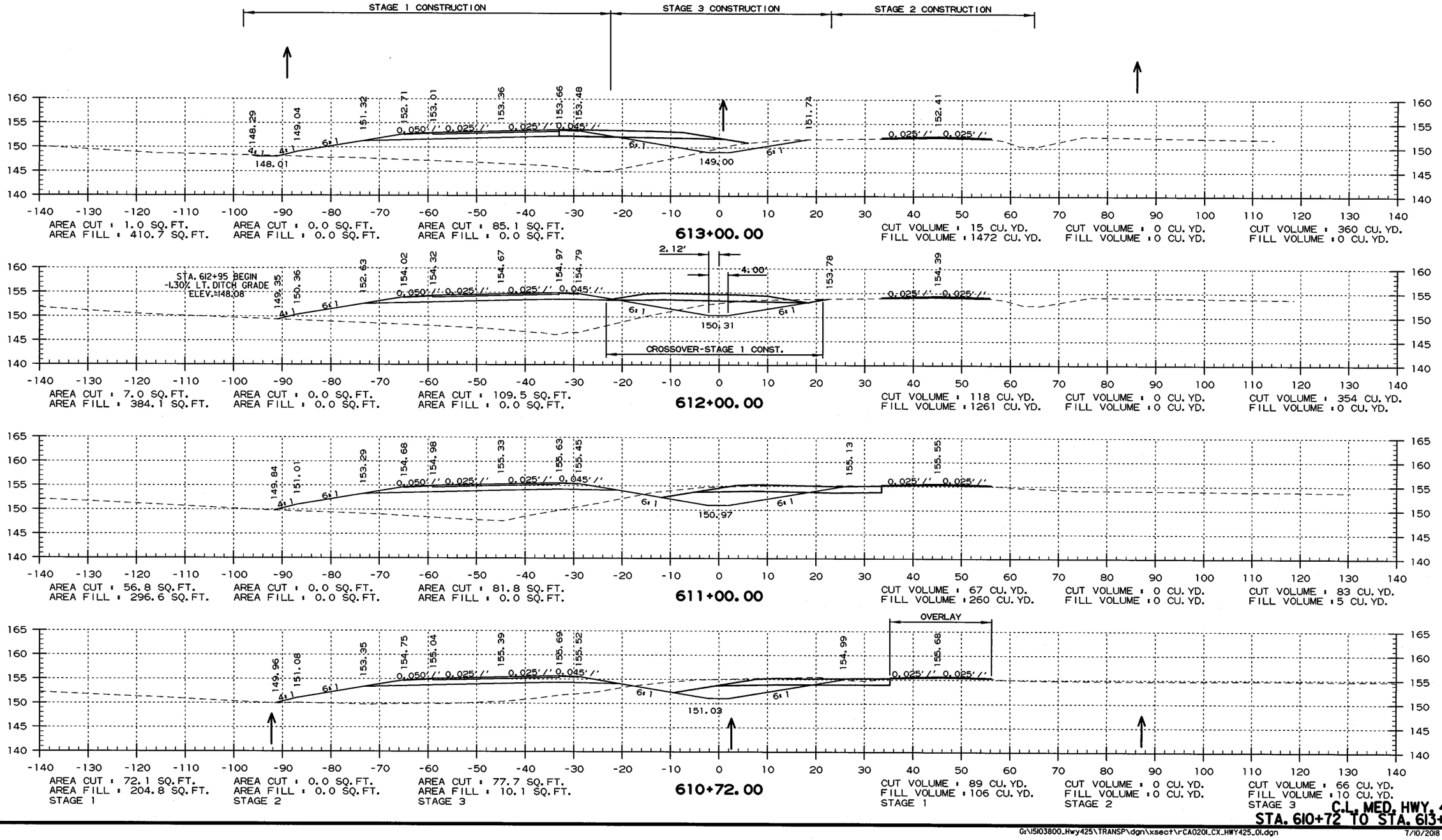
C.L. MED. HWY. 425
STA. 608+00 TO STA. 610+47

USER: fe513
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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.		CA0201	231	373

(2) CROSS SECTIONS



C.L. MED. HWY. 425
STA. 610+72 TO STA. 613+00

USER: fe513
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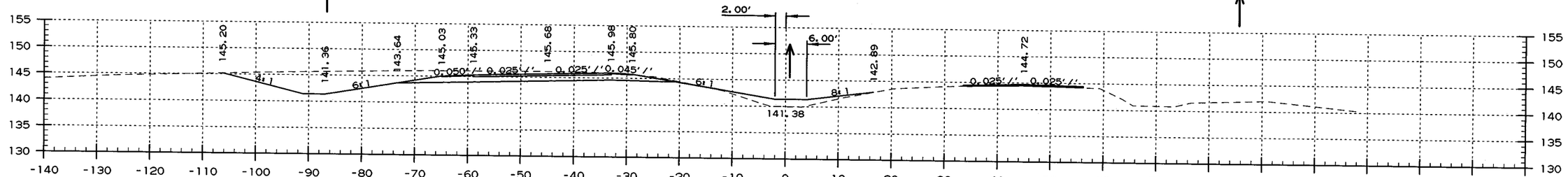
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				6	ARK.			
				JOB NO.		CA0201	232	373

(2) CROSS SECTIONS

STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION

STA. 617+00 BEGIN
-0.45% MED. DITCH GRADE
ELEV.=141.38



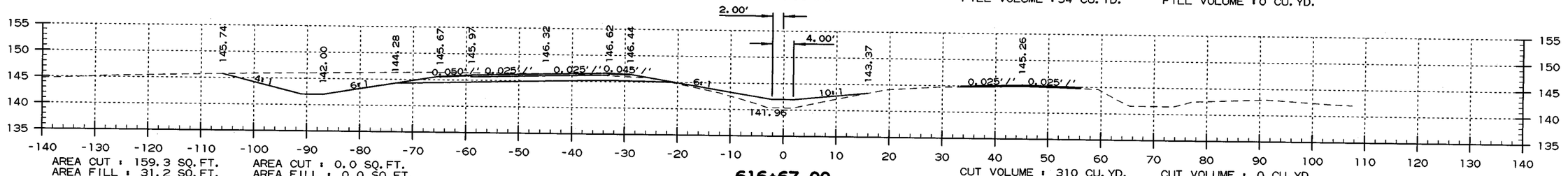
AREA CUT = 183.3 SQ.FT.
AREA FILL = 23.8 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

617+00.00

CUT VOLUME = 209 CU.YD.
FILL VOLUME = 34 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



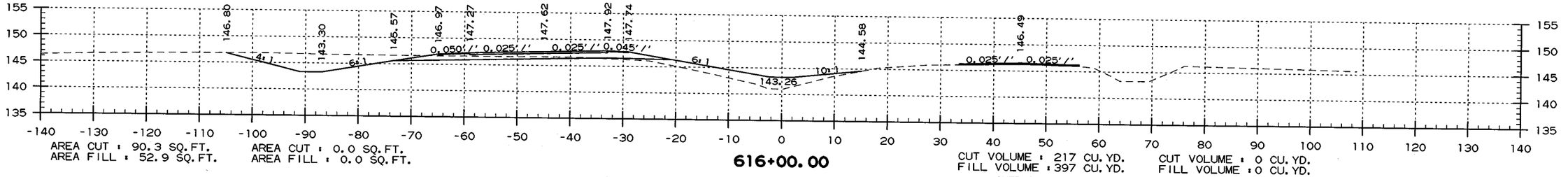
AREA CUT = 159.3 SQ.FT.
AREA FILL = 31.2 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

616+67.00

CUT VOLUME = 310 CU.YD.
FILL VOLUME = 104 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



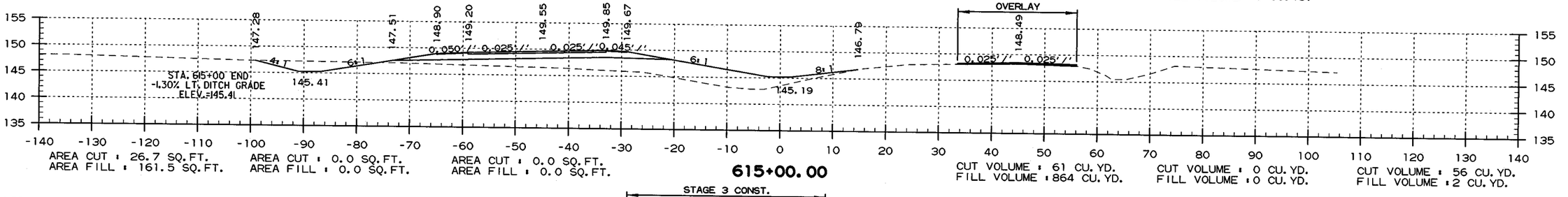
AREA CUT = 90.3 SQ.FT.
AREA FILL = 52.9 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

616+00.00

CUT VOLUME = 217 CU.YD.
FILL VOLUME = 397 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



AREA CUT = 26.7 SQ.FT.
AREA FILL = 161.5 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

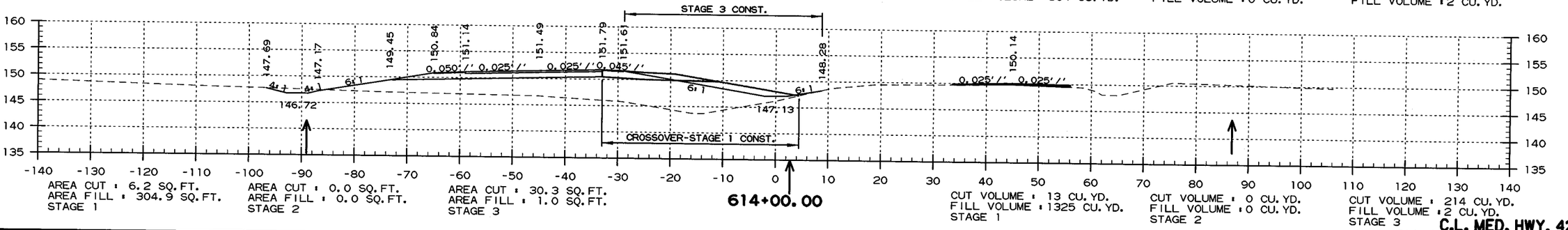
AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

615+00.00

CUT VOLUME = 61 CU.YD.
FILL VOLUME = 864 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.

CUT VOLUME = 56 CU.YD.
FILL VOLUME = 2 CU.YD.



AREA CUT = 6.2 SQ.FT.
AREA FILL = 304.9 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.
STAGE 2

AREA CUT = 30.3 SQ.FT.
AREA FILL = 1.0 SQ.FT.
STAGE 3

614+00.00

CUT VOLUME = 13 CU.YD.
FILL VOLUME = 1325 CU.YD.
STAGE 1

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.
STAGE 2

CUT VOLUME = 214 CU.YD.
FILL VOLUME = 2 CU.YD.
STAGE 3

C.L. MED. HWY. 425
STA. 614+00 TO STA. 617+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.		CA0201	233	373

(2) CROSS SECTIONS

STAGE 1 CONSTRUCTION

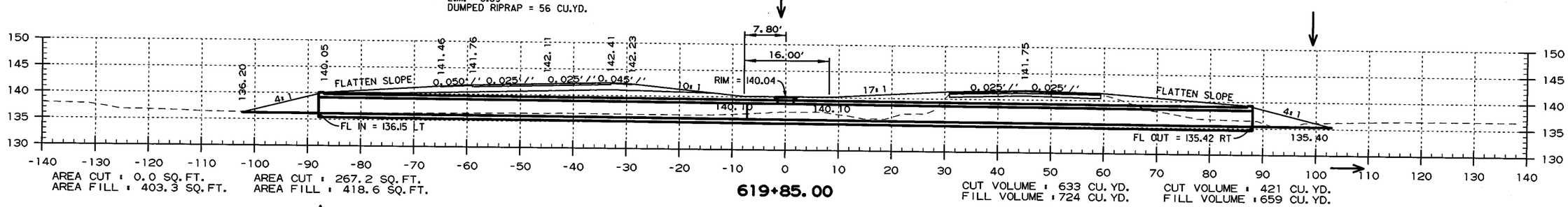
STAGE 2 CONSTRUCTION

STA. 619+61.97 TO STA. 619+82.17 - IN PLACE
20' SPAN TIMBER BRIDGE
REMOVE

STA. 619+85.00 CONSTRUCT
QUADRUPLE 6' X 3' X 176' R.C. BOX CULVERT
WITH 4:1 WINGWALLS LT. & RT.
WITH TYPE TM DROP INLET IN MEDIAN
AT NORTH BARREL (2'6" X 3' X H= 0'7")
Q50 = 422 CFS D.A. = 262 AC.
SPAN = 27.00'
L.M. = 6.69
DUMPED RIPRAP = 56 CU.YD.

STA. 619+98 END
0.00% MED. DITCH GRADE
BEGIN 0.50% MED. DITCH GRADE
ELEV.=140.04

STA. 619+95 END
-0.45% MED. DITCH GRADE
BEGIN 0.00% MED. DITCH GRADE
ELEV.=140.04



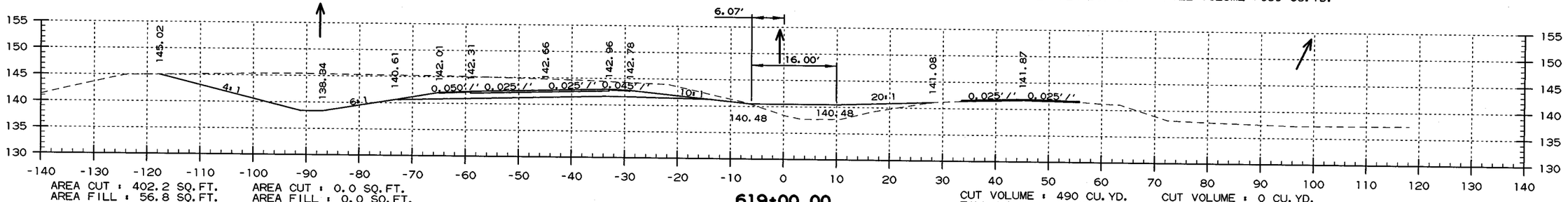
AREA CUT = 0.0 SQ.FT.
AREA FILL = 403.3 SQ.FT.

AREA CUT = 267.2 SQ.FT.
AREA FILL = 418.6 SQ.FT.

619+85.00

CUT VOLUME = 633 CU.YD.
FILL VOLUME = 724 CU.YD.

CUT VOLUME = 421 CU.YD.
FILL VOLUME = 659 CU.YD.



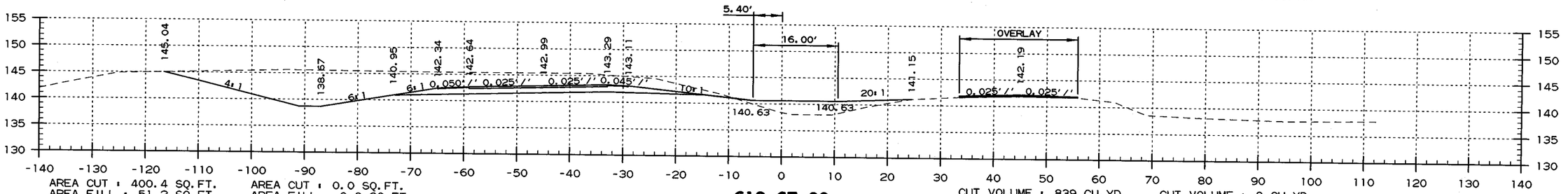
AREA CUT = 402.2 SQ.FT.
AREA FILL = 56.8 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

619+00.00

CUT VOLUME = 490 CU.YD.
FILL VOLUME = 66 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



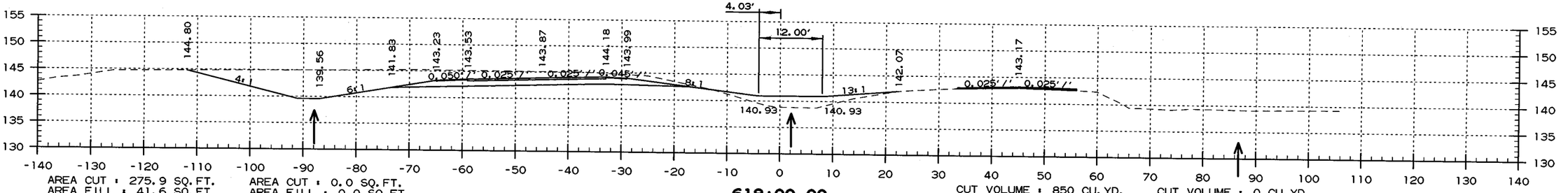
AREA CUT = 400.4 SQ.FT.
AREA FILL = 51.2 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

618+67.00

CUT VOLUME = 839 CU.YD.
FILL VOLUME = 115 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



AREA CUT = 275.9 SQ.FT.
AREA FILL = 41.6 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.
STAGE 2

STAGE 3

618+00.00

CUT VOLUME = 850 CU.YD.
FILL VOLUME = 121 CU.YD.
STAGE 1

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.
STAGE 2

STAGE 3

C.L. MED. HWY. 425
STA. 618+00 TO STA. 619+85

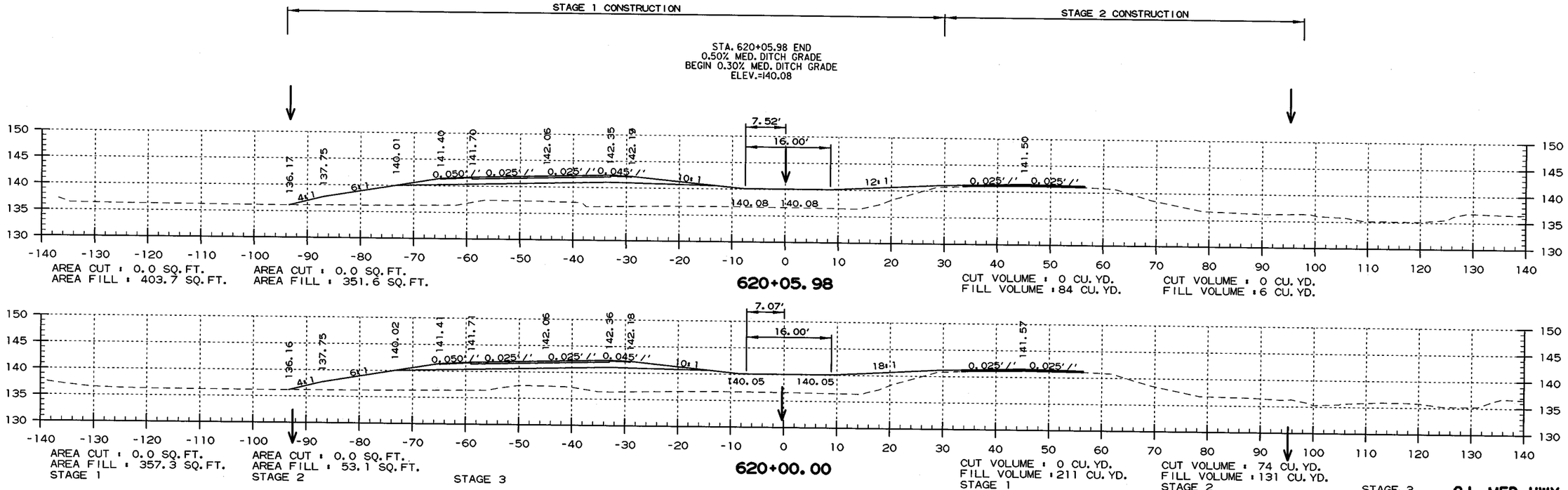
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	234	373

(2) CROSS SECTIONS

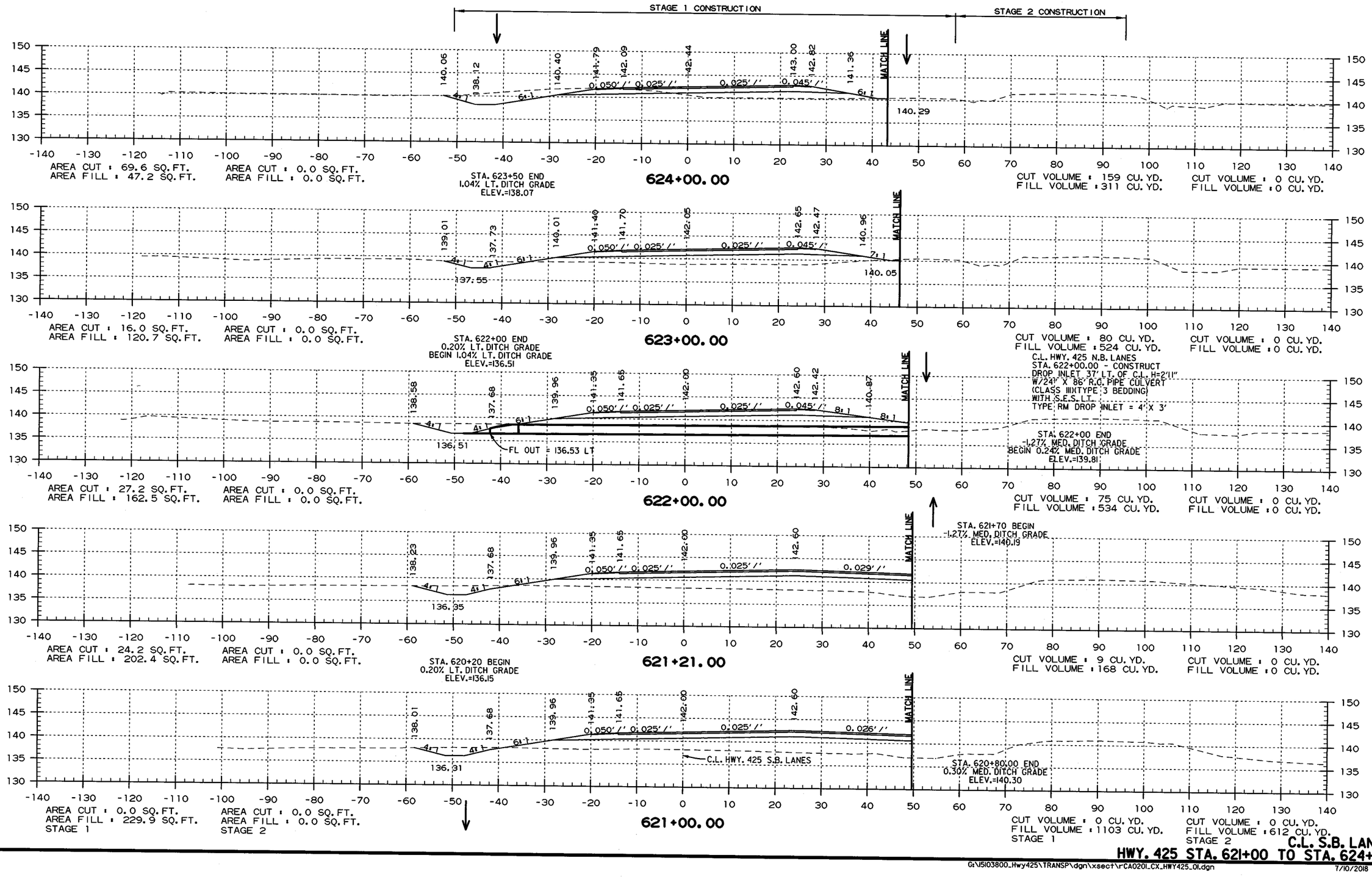


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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	.FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	235	373

(2) CROSS SECTIONS



C.L. S.B. LANES
HWY. 425 STA. 621+00 TO STA. 624+00

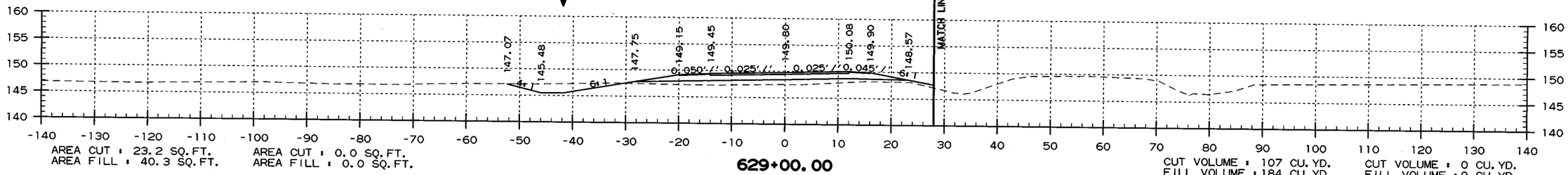
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	236	373
				(2)		CROSS SECTIONS		

STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION



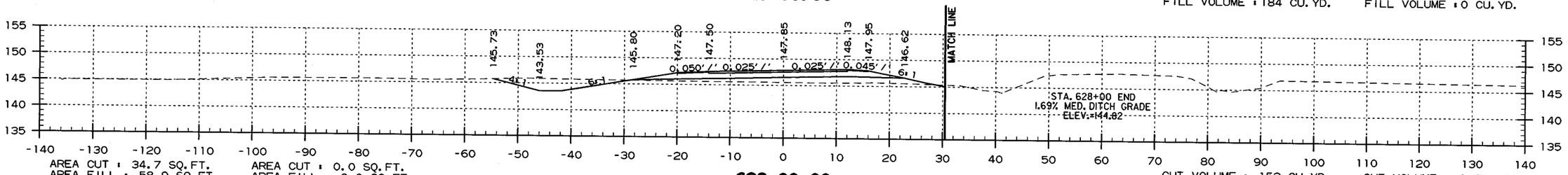
AREA CUT = 23.2 SQ.FT.
AREA FILL = 40.3 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

629+00.00

CUT VOLUME = 107 CU.YD.
FILL VOLUME = 184 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



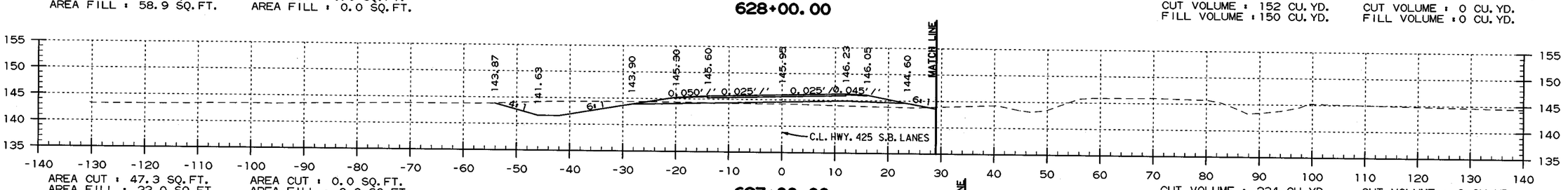
AREA CUT = 34.7 SQ.FT.
AREA FILL = 58.9 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

628+00.00

CUT VOLUME = 152 CU.YD.
FILL VOLUME = 150 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



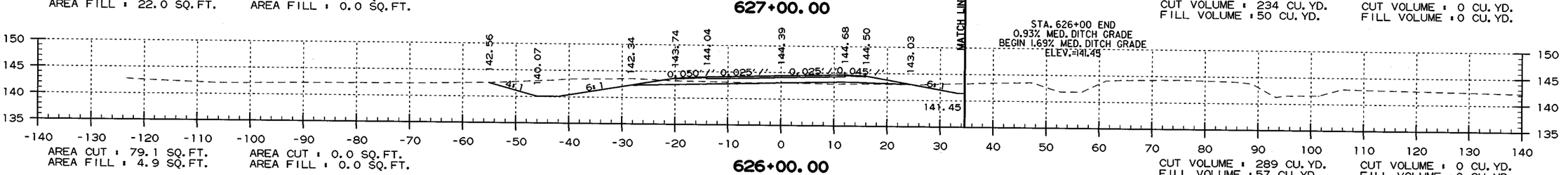
AREA CUT = 47.3 SQ.FT.
AREA FILL = 22.0 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

627+00.00

CUT VOLUME = 234 CU.YD.
FILL VOLUME = 50 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



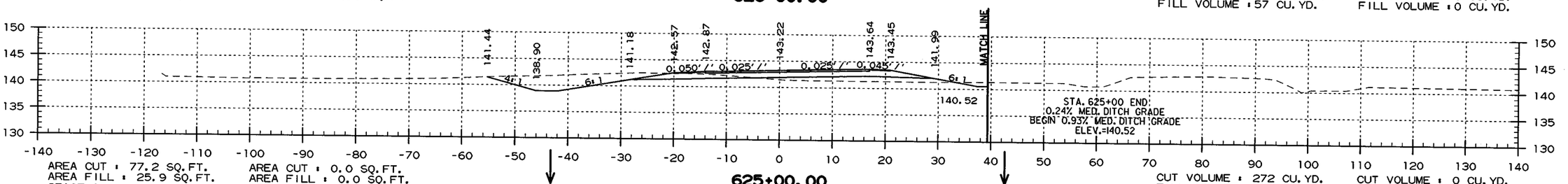
AREA CUT = 79.1 SQ.FT.
AREA FILL = 4.9 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

626+00.00

CUT VOLUME = 289 CU.YD.
FILL VOLUME = 57 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



AREA CUT = 77.2 SQ.FT.
AREA FILL = 25.9 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.
STAGE 2

625+00.00

CUT VOLUME = 272 CU.YD.
FILL VOLUME = 135 CU.YD.
STAGE 1

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.
STAGE 2

C.L. S.B. LANES

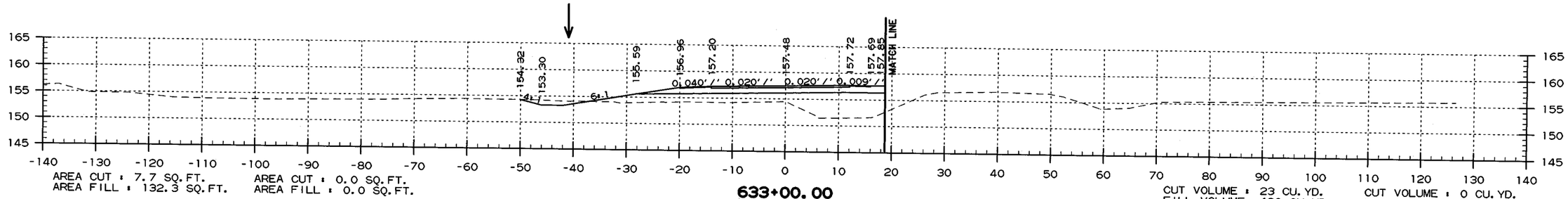
HWY. 425 STA. 625+00 TO STA. 629+00

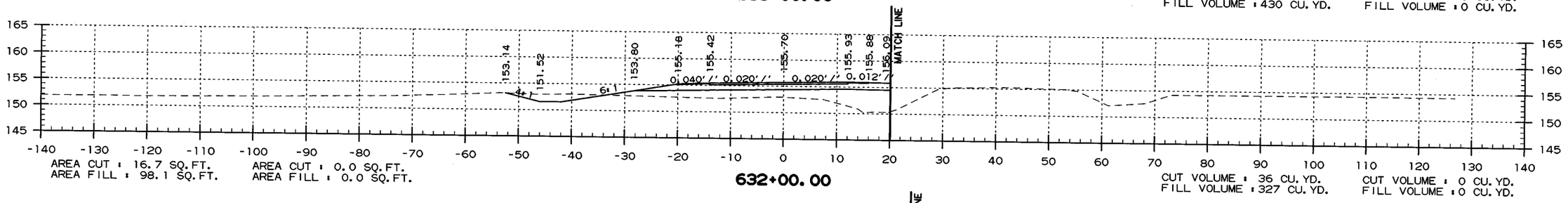
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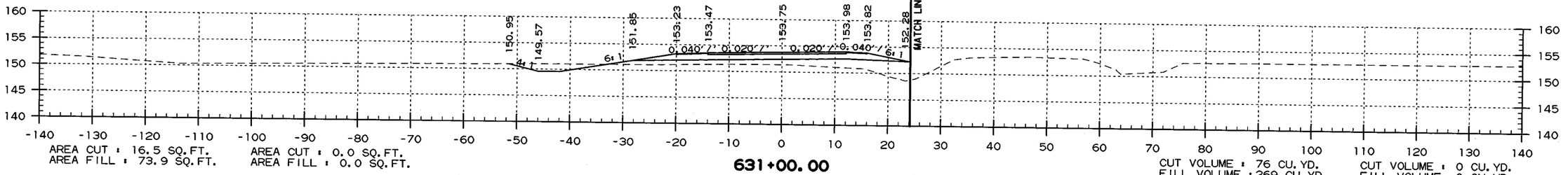
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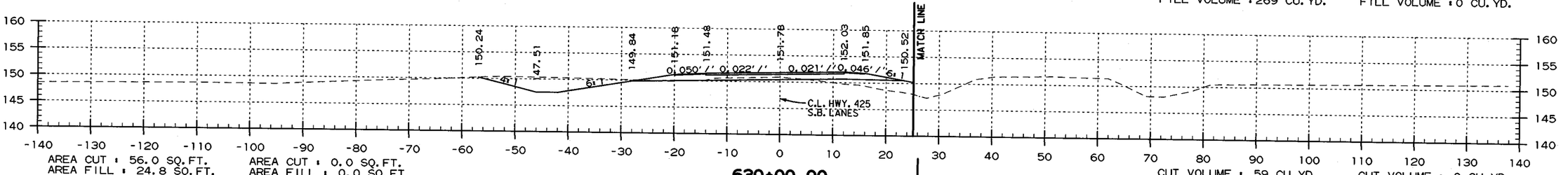
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				JOB NO.		CA0201	237	373

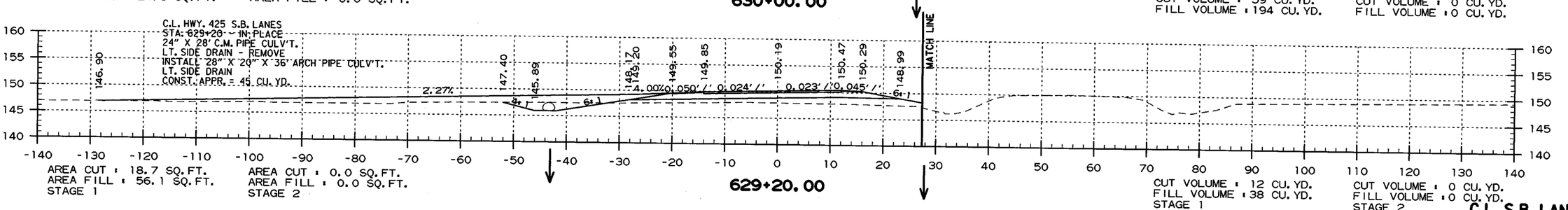
(2) CROSS SECTIONS











C.L. S.B. LANES
HWY. 425 STA. 629+20 TO STA. 633+00

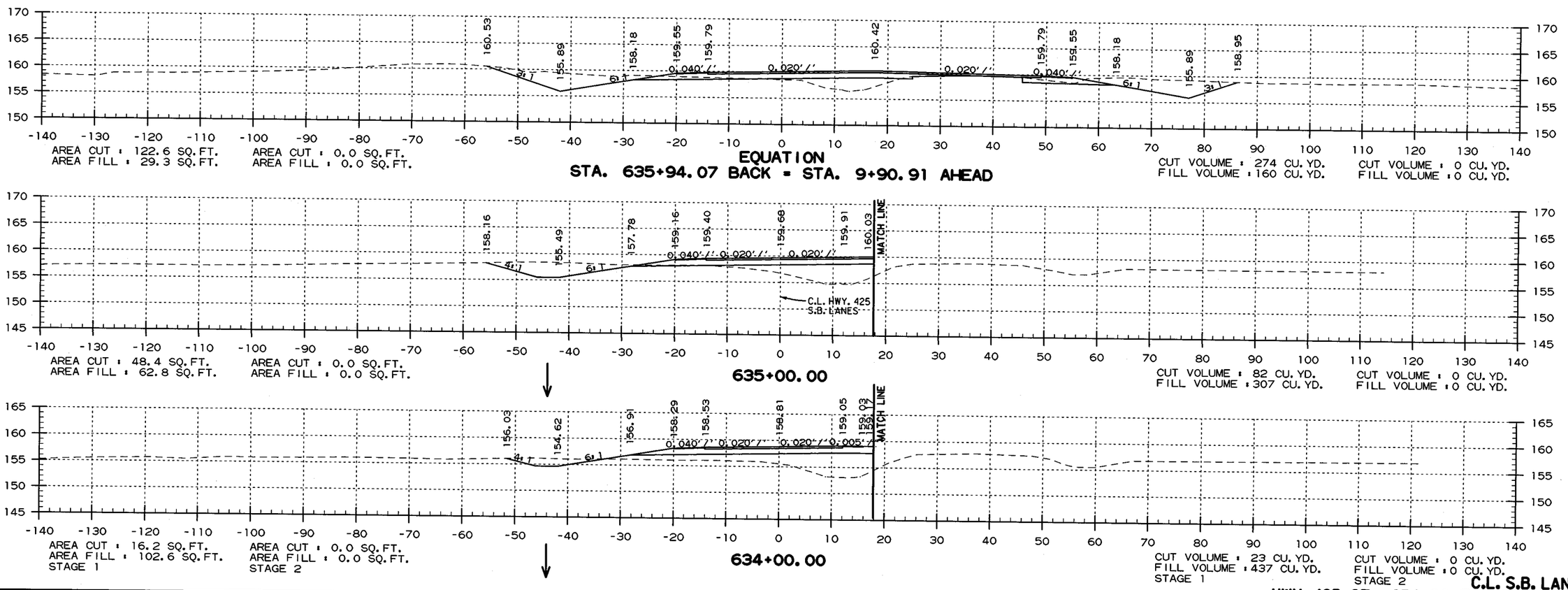
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				(2)	CROSS SECTIONS			

STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION

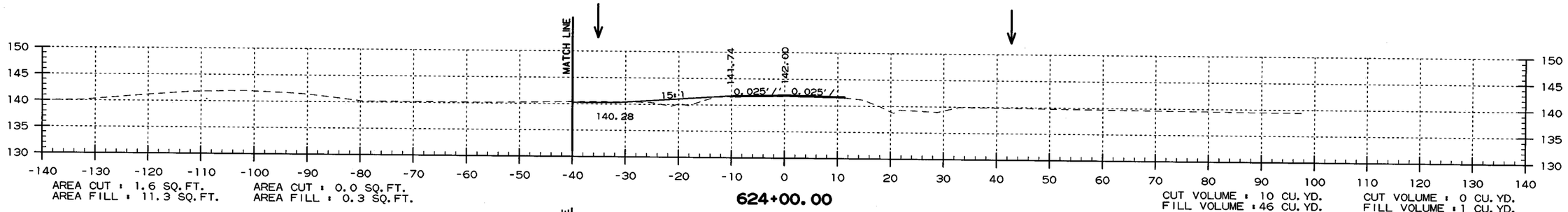


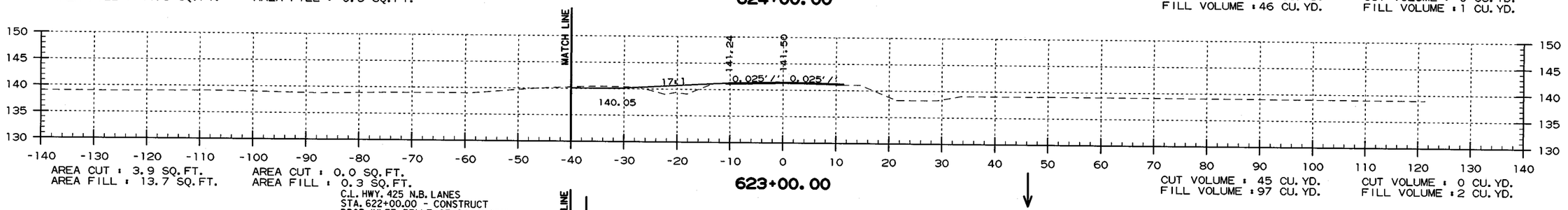
C.L. S.B. LANES
HWY. 425 STA. 634+00 TO STA. 635+94

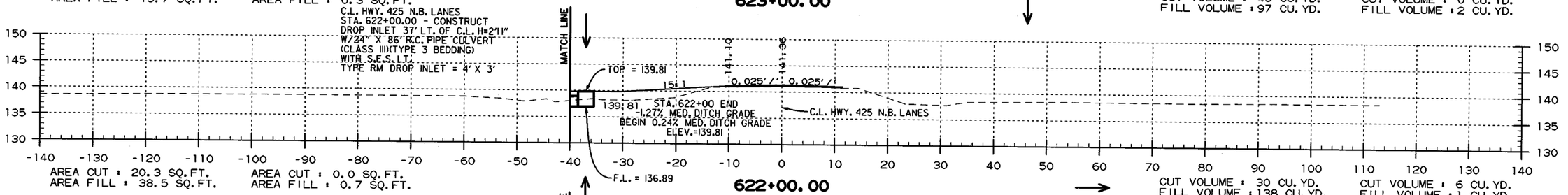
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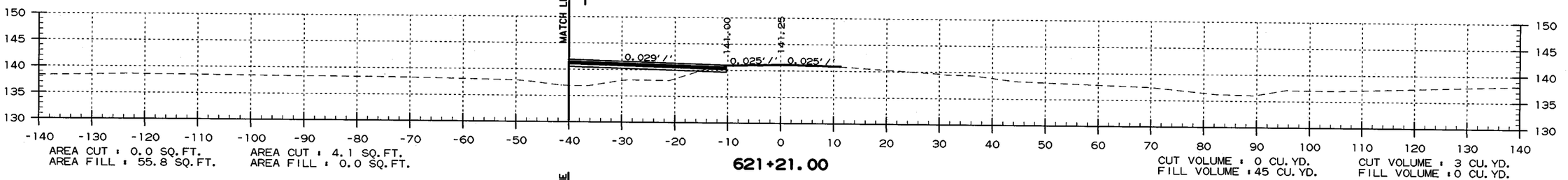
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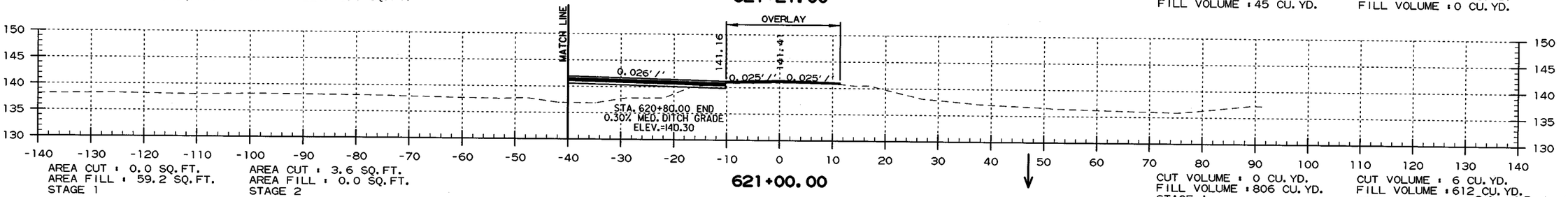
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				JOB NO.		CA0201	239	373
				(2)	CROSS SECTIONS			











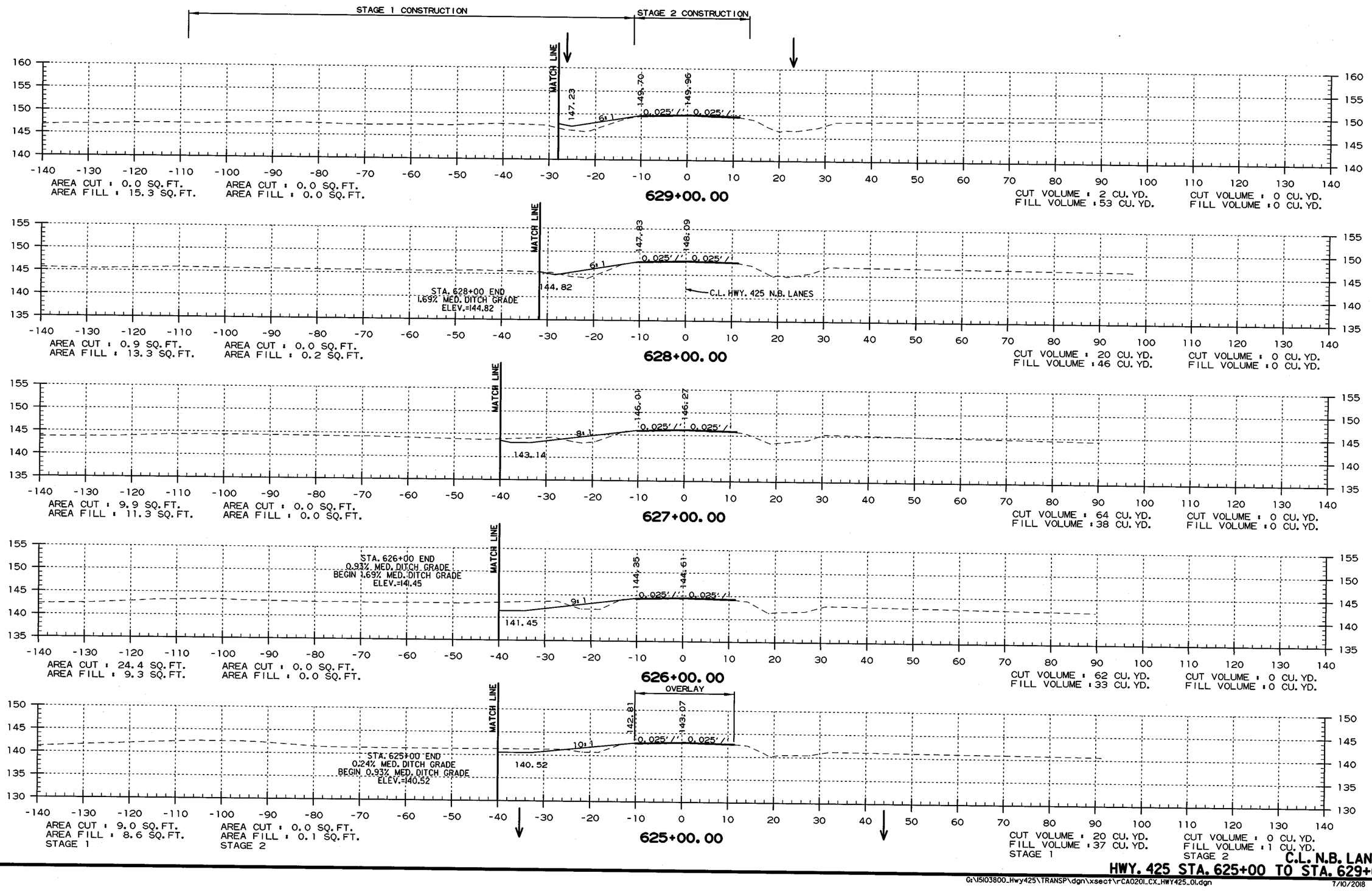
C.L. N.B. LANES
HWY. 425 STA. 621+00 TO STA. 624+00

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				JOB NO.		CA0201	240	373

(2) CROSS SECTIONS



C.L. N.B. LANES
HWY. 425 STA. 625+00 TO STA. 629+00

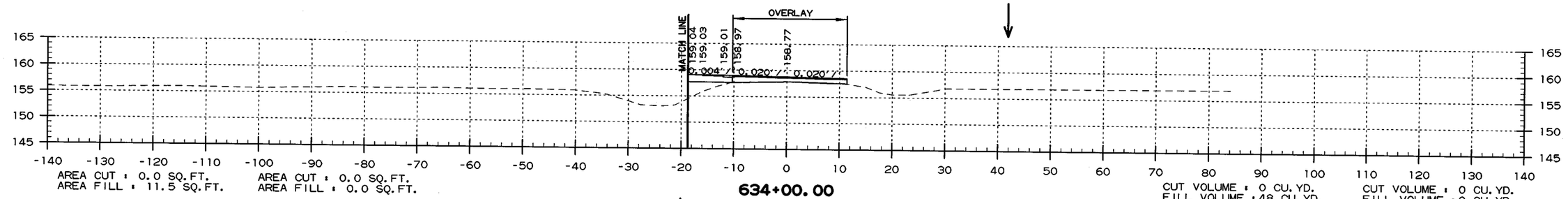
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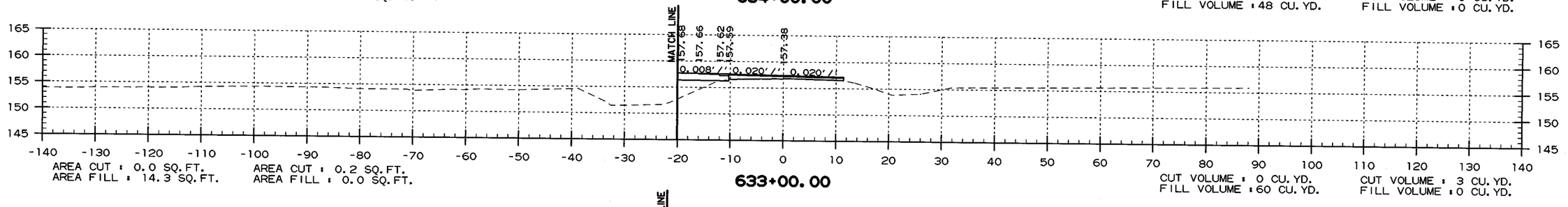
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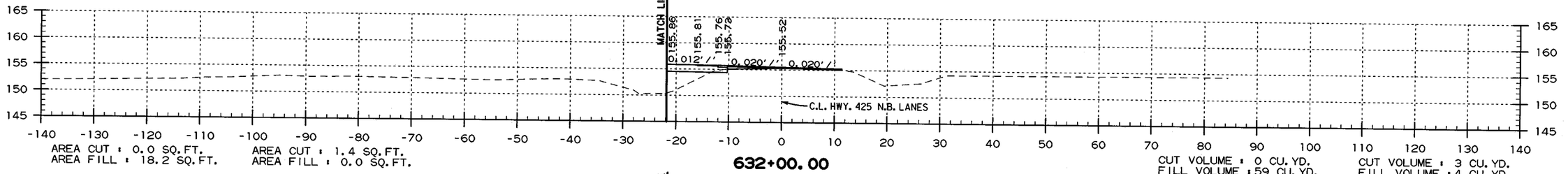
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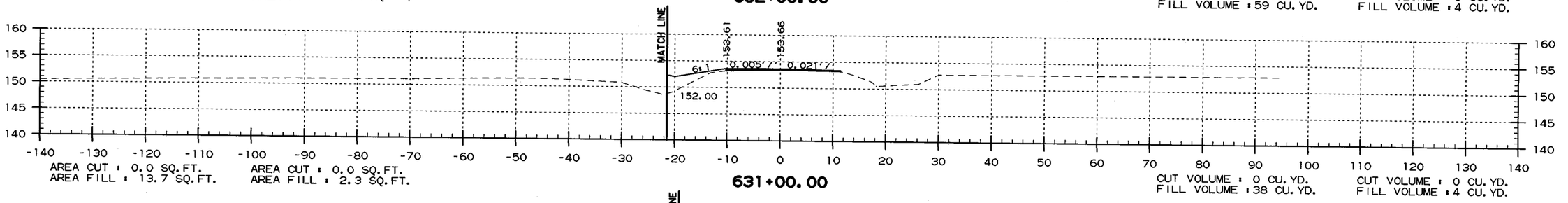
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JOB NO.		CA0201	241	373

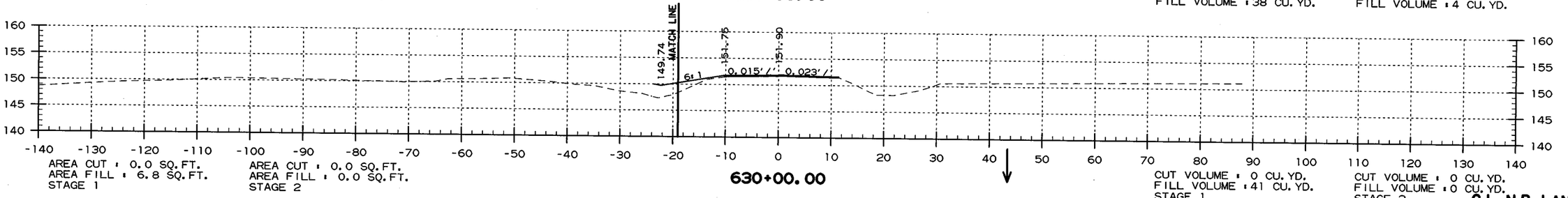
(2) CROSS SECTIONS











C.L. N.B. LANES
HWY. 425 STA. 630+00 TO STA. 634+00

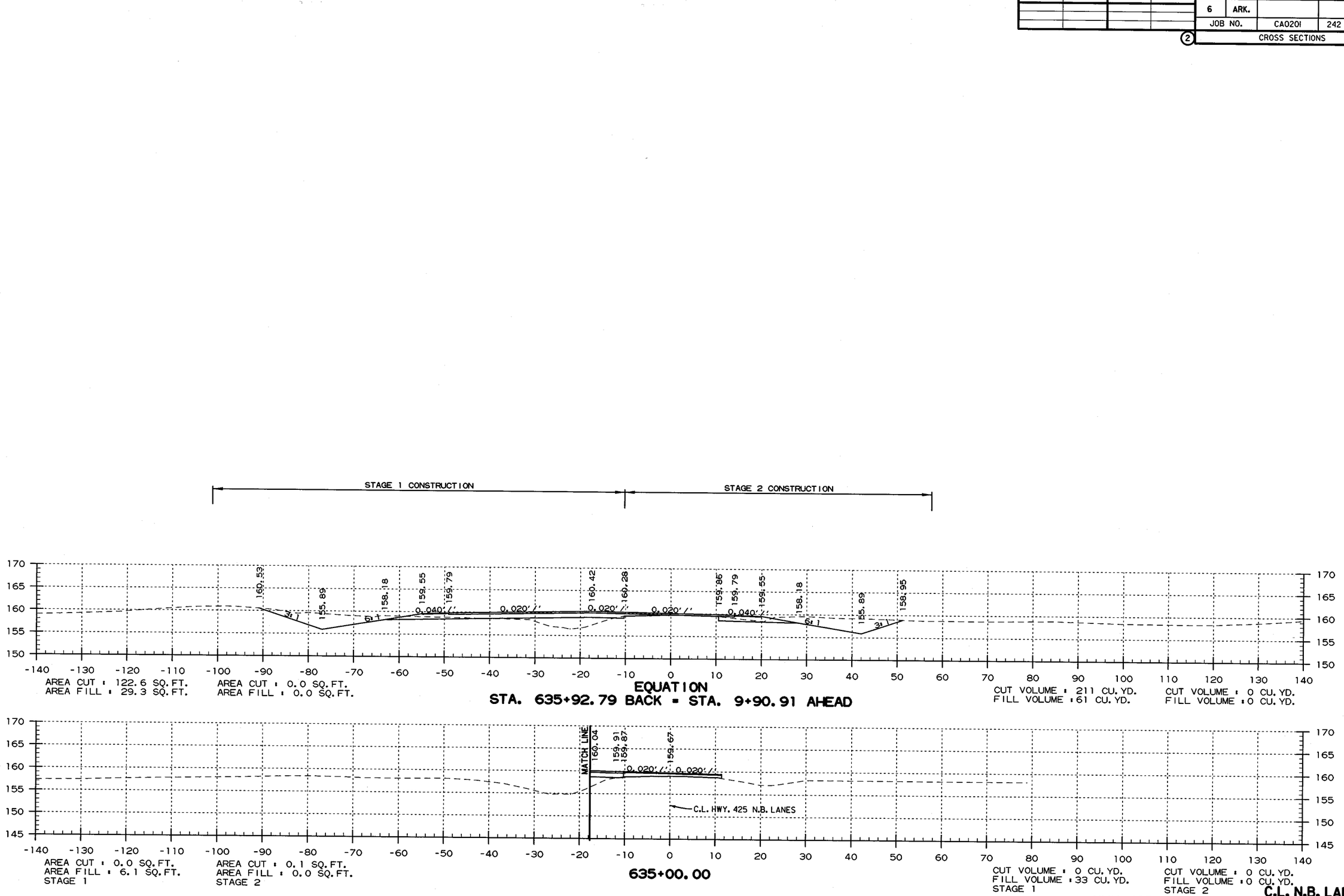
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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JOB NO.		CA0201	242	373

(2) CROSS SECTIONS



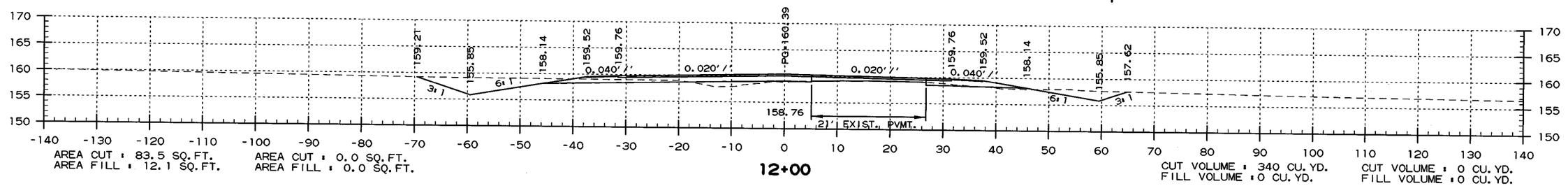
C.L. N.B. LANES
HWY. 425 STA. 635+00 TO STA. 635+93

USER: fe513
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				(2)	CROSS SECTIONS			

STAGE 1 CONSTRUCTION | STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



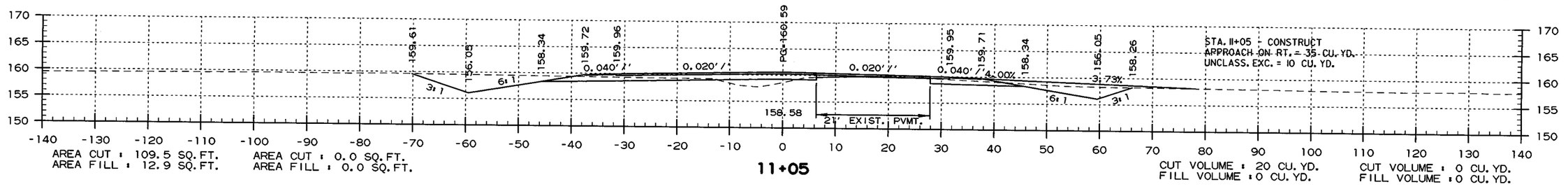
AREA CUT = 83.5 SQ.FT.
AREA FILL = 12.1 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

12+00

CUT VOLUME = 340 CU.YD.
FILL VOLUME = 0 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



AREA CUT = 109.5 SQ.FT.
AREA FILL = 12.9 SQ.FT.

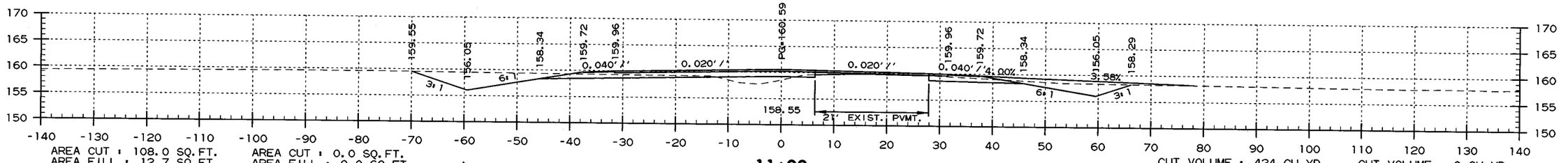
AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

11+05

CUT VOLUME = 20 CU.YD.
FILL VOLUME = 0 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.

STA. 11+05 - CONSTRUCT
APPROACH ON RT. = 35 CU.YD.
UNCLASS. EXC. = 10 CU.YD.



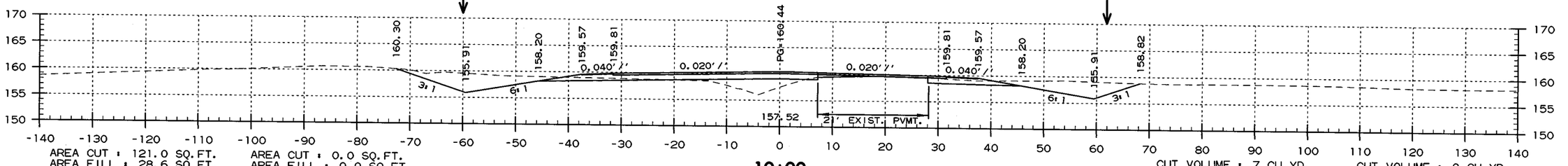
AREA CUT = 108.0 SQ.FT.
AREA FILL = 12.7 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

11+00

CUT VOLUME = 424 CU.YD.
FILL VOLUME = 0 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



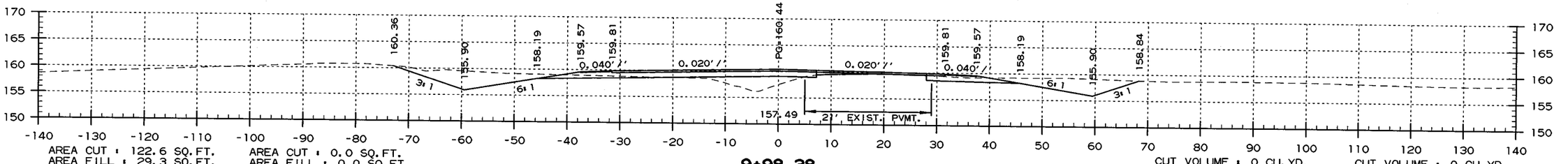
AREA CUT = 121.0 SQ.FT.
AREA FILL = 28.6 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.

10+00

CUT VOLUME = 7 CU.YD.
FILL VOLUME = 0 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.



AREA CUT = 122.6 SQ.FT.
AREA FILL = 29.3 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 0.0 SQ.FT.
STAGE 2

9+98.38
BEGIN JOB CA0201

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.
STAGE 1

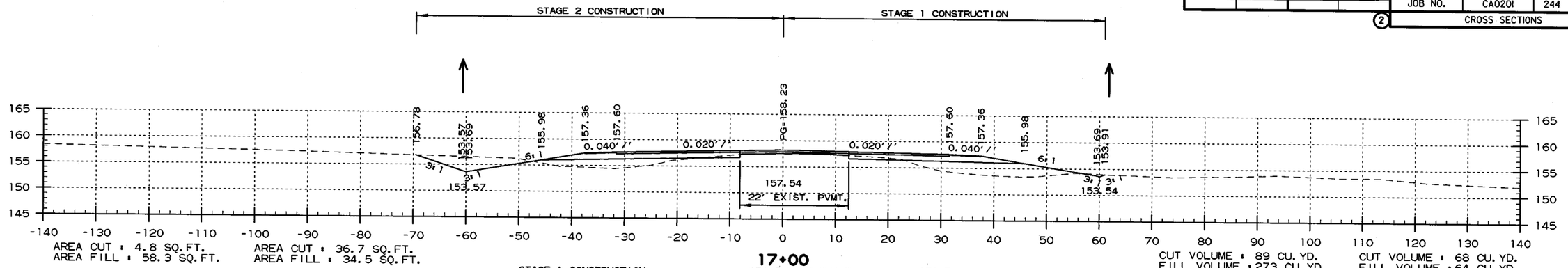
CUT VOLUME = 0 CU.YD.
FILL VOLUME = 0 CU.YD.
STAGE 2

STA. 9+98 TO STA. 12+00

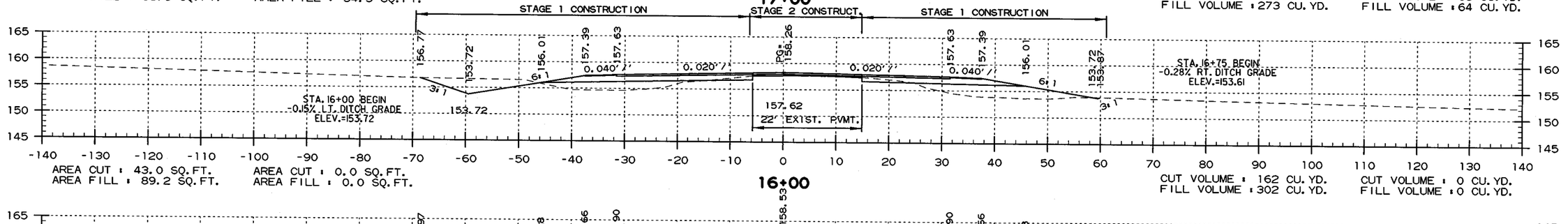
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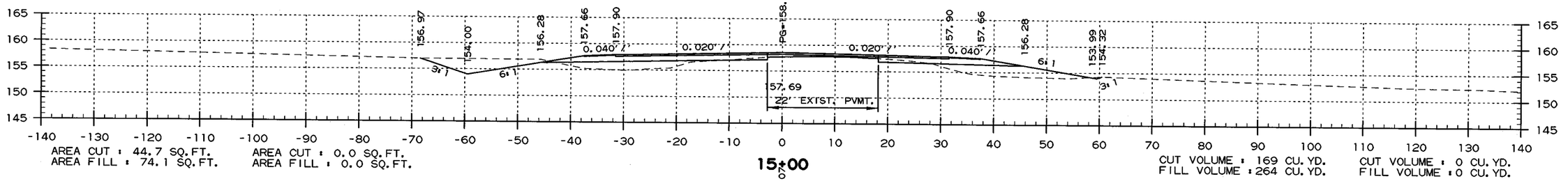
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				6	ARK.			-
				JOB NO.		CA0201	244	373
				(2)	CROSS SECTIONS			



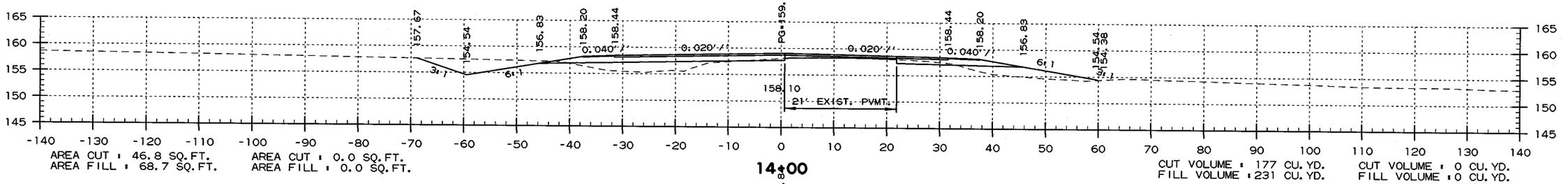
17+00



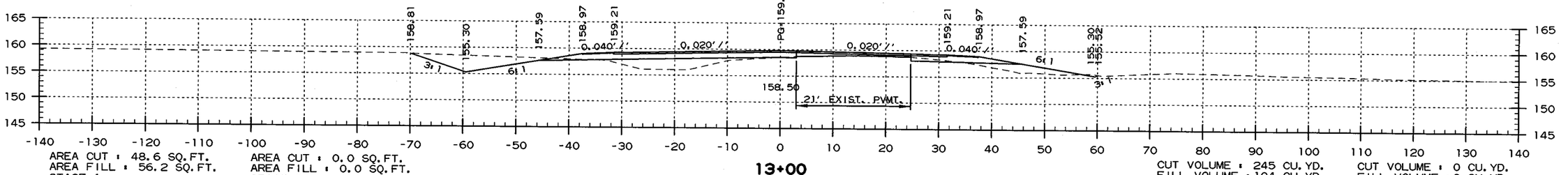
16+00



15+00



14+00



13+00

STA. 13+00 TO STA. 17+00

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STAGE 2 CONSTRUCTION

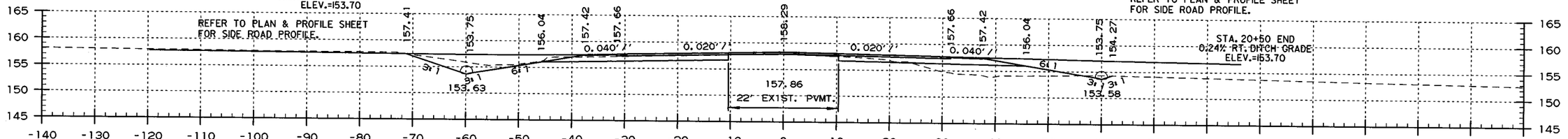
STAGE 1 CONSTRUCTION

STA. 19+90 - IN PLACE
24" X 41' C.P. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 50' ARCH PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 45 CU. YD.
UNCLASS. EXC. = 30 CU. YD.

STA. 20+20 - IN PLACE
24" X 42' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 50' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 40 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 20+50 END
0.15% LT. DITCH GRADE
ELEV.=153.70

REFER TO PLAN & PROFILE SHEET FOR SIDE ROAD PROFILE.



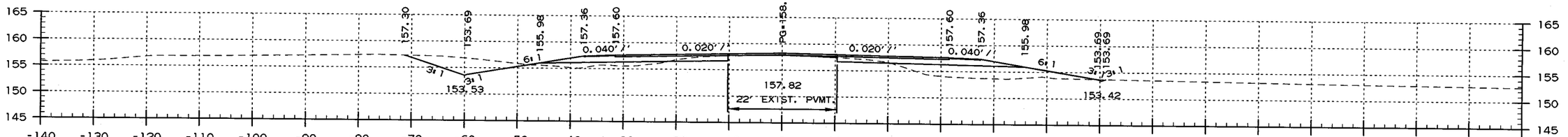
AREA CUT = 8.6 SQ. FT.
AREA FILL = 45.9 SQ. FT.

AREA CUT = 54.1 SQ. FT.
AREA FILL = 0.0 SQ. FT.

CUT VOLUME = 18 CU. YD.
FILL VOLUME = 140 CU. YD.

CUT VOLUME = 129 CU. YD.
FILL VOLUME = 21 CU. YD.

20+00



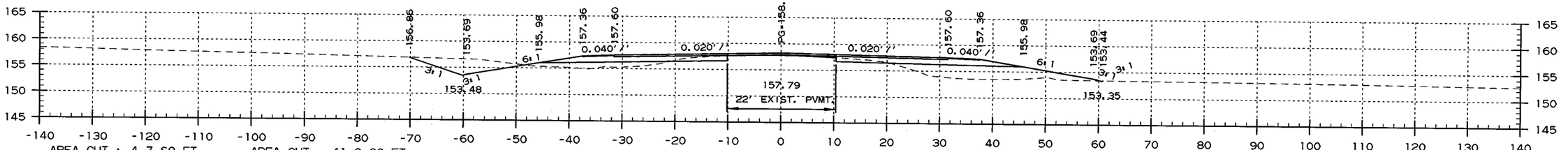
AREA CUT = 5.4 SQ. FT.
AREA FILL = 63.2 SQ. FT.

AREA CUT = 46.6 SQ. FT.
AREA FILL = 16.6 SQ. FT.

CUT VOLUME = 6 CU. YD.
FILL VOLUME = 75 CU. YD.

CUT VOLUME = 51 CU. YD.
FILL VOLUME = 22 CU. YD.

19+30.92



AREA CUT = 4.7 SQ. FT.
AREA FILL = 68.4 SQ. FT.

AREA CUT = 41.9 SQ. FT.
AREA FILL = 22.2 SQ. FT.

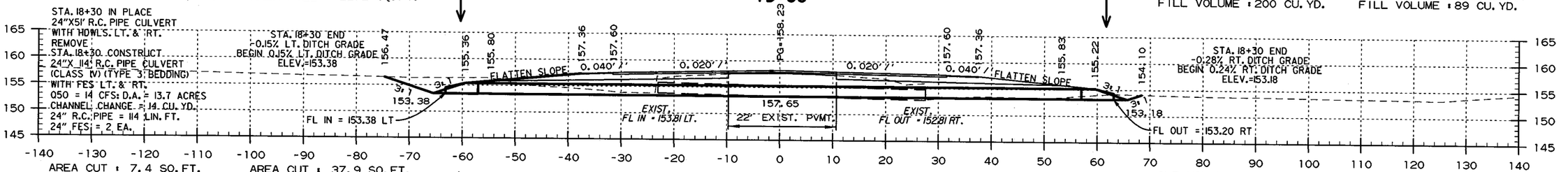
CUT VOLUME = 16 CU. YD.
FILL VOLUME = 200 CU. YD.

CUT VOLUME = 103 CU. YD.
FILL VOLUME = 89 CU. YD.

19+00

STA. 18+30 IN PLACE
24"X51' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
REMOVE
STA. 18+30. CONSTRUCT
24"X 114' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
WITH FES LT. & RT.
Q50 = 14 CFS; D.A. = 13.7 ACRES
CHANNEL CHANGE = 14 CU. YD.
24" R.C. PIPE = 114 LIN. FT.
24" FES = 2 EA.

STA. 18+30 END
-0.15% LT. DITCH GRADE
BEGIN 0.15% LT. DITCH GRADE
ELEV.=153.38



STA. 18+30 END
-0.28% RT. DITCH GRADE
BEGIN 0.24% RT. DITCH GRADE
ELEV.=153.18

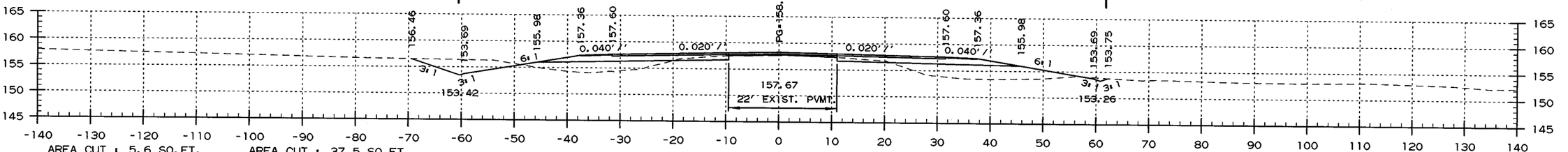
AREA CUT = 7.4 SQ. FT.
AREA FILL = 85.6 SQ. FT.

AREA CUT = 37.9 SQ. FT.
AREA FILL = 46.7 SQ. FT.

CUT VOLUME = 7 CU. YD.
FILL VOLUME = 86 CU. YD.

CUT VOLUME = 42 CU. YD.
FILL VOLUME = 49 CU. YD.

18+30



AREA CUT = 5.6 SQ. FT.
AREA FILL = 68.3 SQ. FT.
STAGE 1

AREA CUT = 37.5 SQ. FT.
AREA FILL = 40.8 SQ. FT.
STAGE 2

CUT VOLUME = 19 CU. YD.
FILL VOLUME = 234 CU. YD.
STAGE 1

CUT VOLUME = 137 CU. YD.
FILL VOLUME = 139 CU. YD.
STAGE 2

18+00

STA. 18+00 TO STA. 20+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

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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.		CA0201	246	373
				(2)		CROSS SECTIONS		

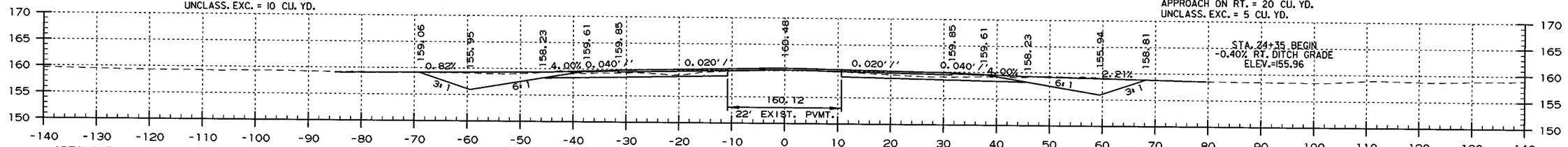
STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 24+50 - CONSTRUCT
APPROACH ON LT. = 30 CU. YD.
UNCLASS. EXC. = 10 CU. YD.

STA. 24+28 - CONSTRUCT
APPROACH ON RT. = 20 CU. YD.
UNCLASS. EXC. = 5 CU. YD.

STA. 24+35 BEGIN
-0.40% RT. DITCH GRADE
ELEV.=155.96



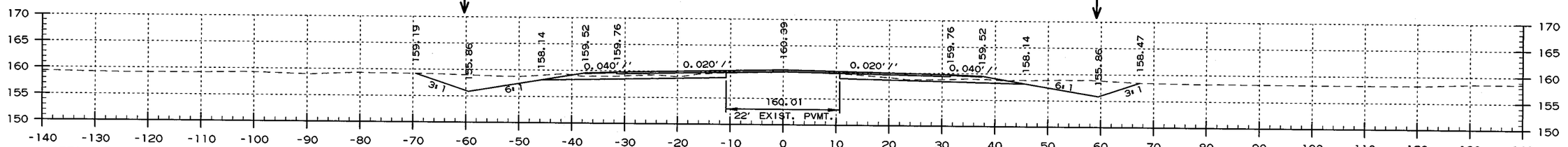
24+28

AREA CUT = 67.4 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 68.0 SQ.FT.
AREA FILL = 0.1 SQ.FT.

CUT VOLUME = 64 CU. YD.
FILL VOLUME = 0 CU. YD.

CUT VOLUME = 69 CU. YD.
FILL VOLUME = 0 CU. YD.



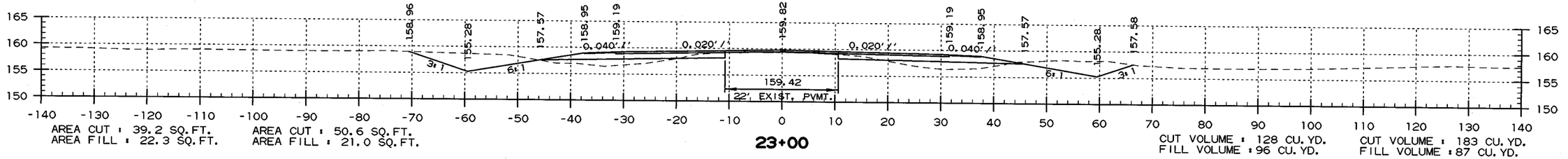
24+00

AREA CUT = 55.6 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 64.4 SQ.FT.
AREA FILL = 0.1 SQ.FT.

CUT VOLUME = 176 CU. YD.
FILL VOLUME = 41 CU. YD.

CUT VOLUME = 213 CU. YD.
FILL VOLUME = 39 CU. YD.



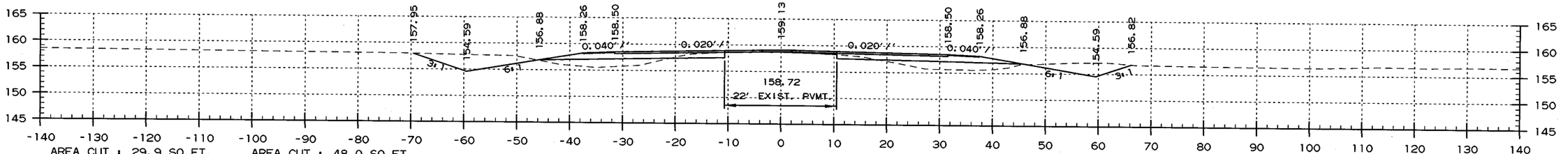
23+00

AREA CUT = 39.2 SQ.FT.
AREA FILL = 22.3 SQ.FT.

AREA CUT = 50.6 SQ.FT.
AREA FILL = 21.0 SQ.FT.

CUT VOLUME = 128 CU. YD.
FILL VOLUME = 96 CU. YD.

CUT VOLUME = 183 CU. YD.
FILL VOLUME = 87 CU. YD.



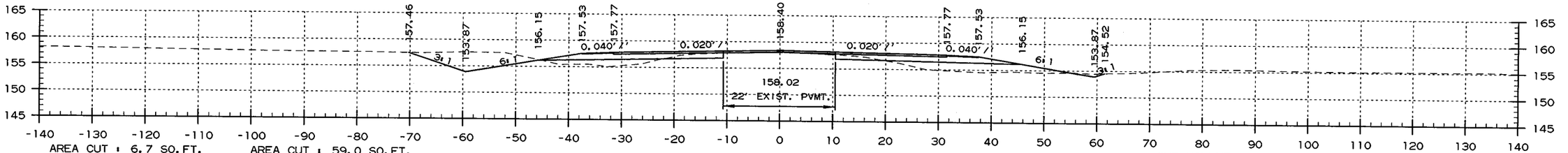
22+00

AREA CUT = 29.9 SQ.FT.
AREA FILL = 29.5 SQ.FT.

AREA CUT = 48.0 SQ.FT.
AREA FILL = 25.8 SQ.FT.

CUT VOLUME = 68 CU. YD.
FILL VOLUME = 134 CU. YD.

CUT VOLUME = 198 CU. YD.
FILL VOLUME = 84 CU. YD.



21+00

AREA CUT = 6.7 SQ.FT.
AREA FILL = 42.9 SQ.FT.
STAGE 1

AREA CUT = 59.0 SQ.FT.
AREA FILL = 19.3 SQ.FT.
STAGE 2

CUT VOLUME = 28 CU. YD.
FILL VOLUME = 164 CU. YD.
STAGE 1

CUT VOLUME = 209 CU. YD.
FILL VOLUME = 36 CU. YD.
STAGE 2

STA. 21+00 TO STA. 24+28

USER: fs513
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PLOTTED: 7/10/2018 10:00
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MODEL: CROSS SECTIONS

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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.		CA0201	247	373

(2) CROSS SECTIONS

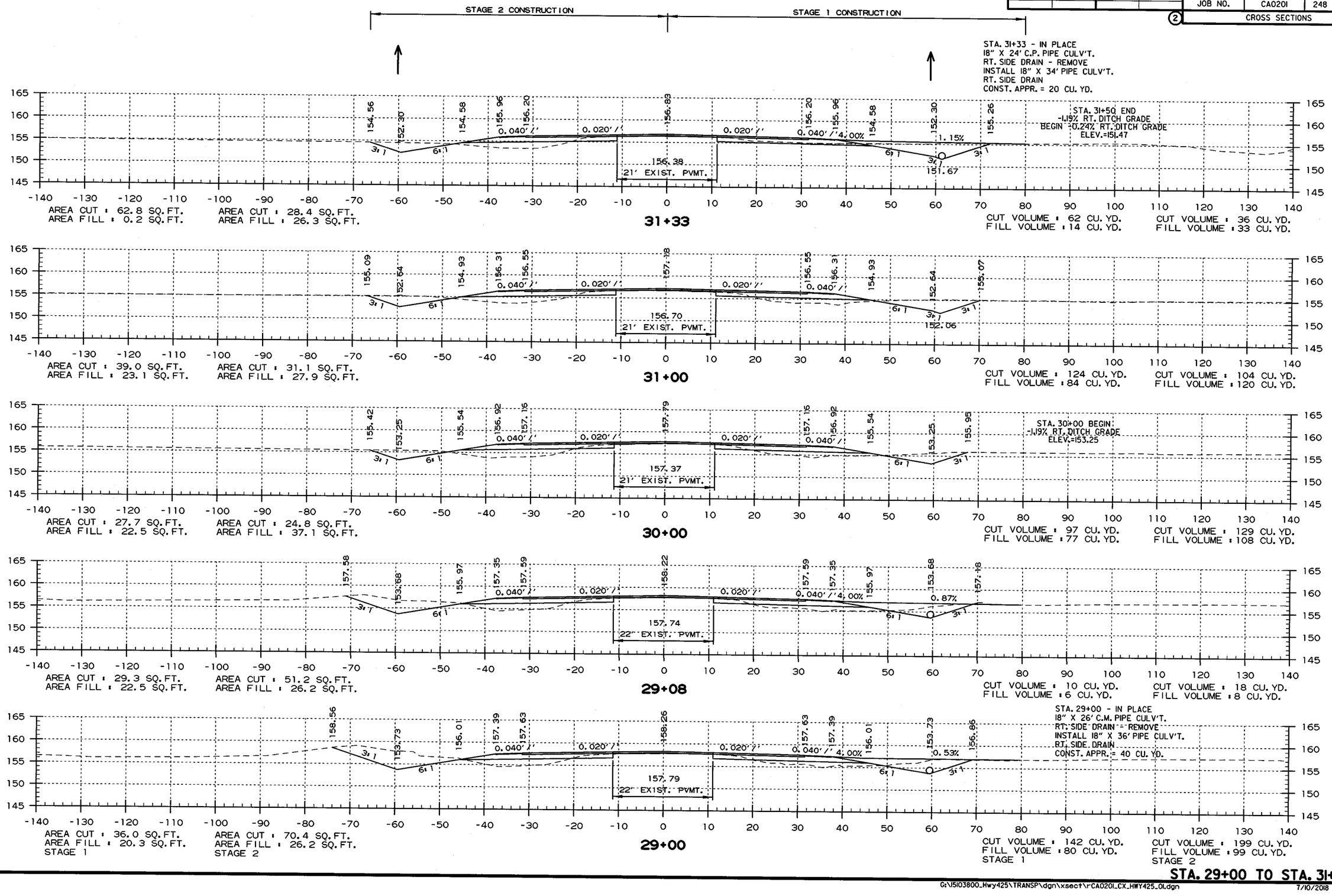
STA. 25+00 TO STA. 28+00

USER: fsi3
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) CROSS SECTIONS

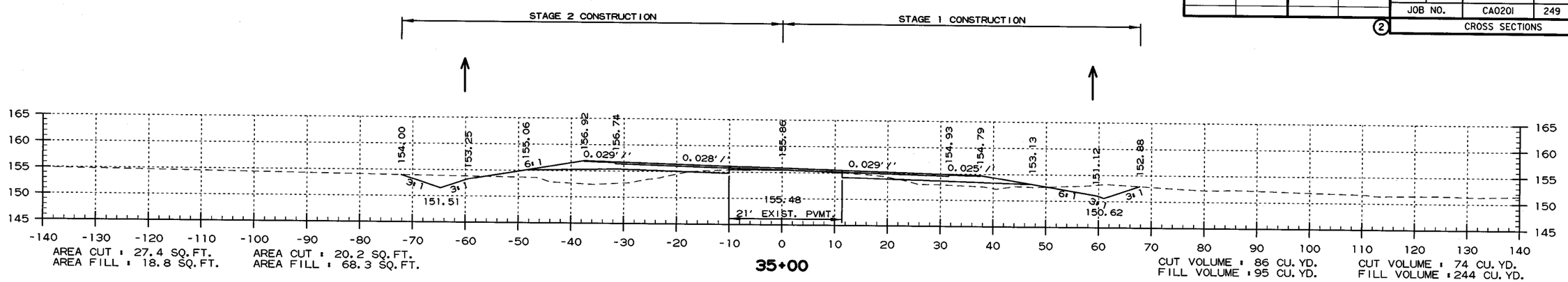


STA. 29+00 TO STA. 31+33

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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
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				JOB NO.		CA0201	249	373
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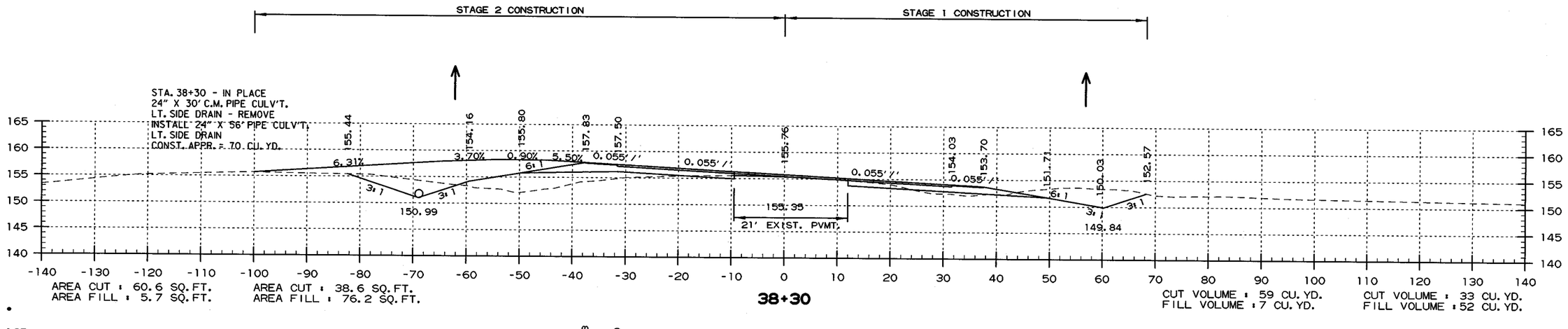


STA. 32+00 TO STA. 35+00

USER: fe513
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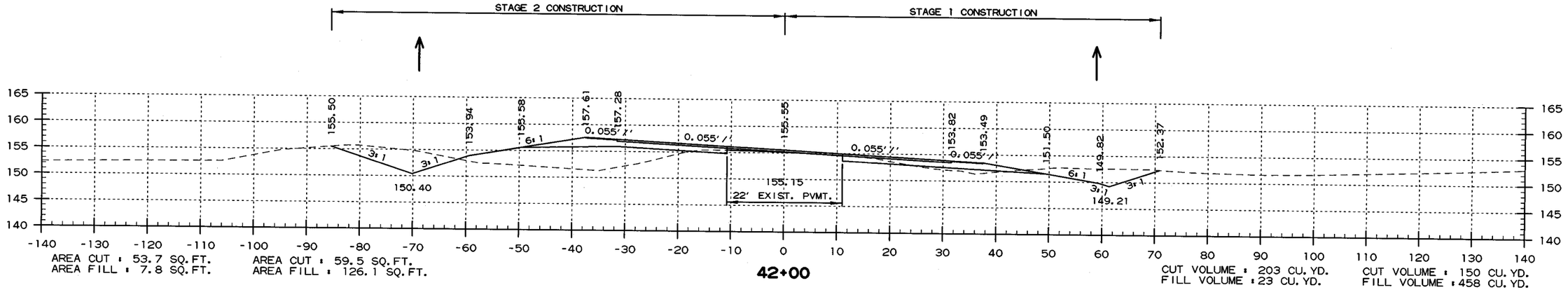
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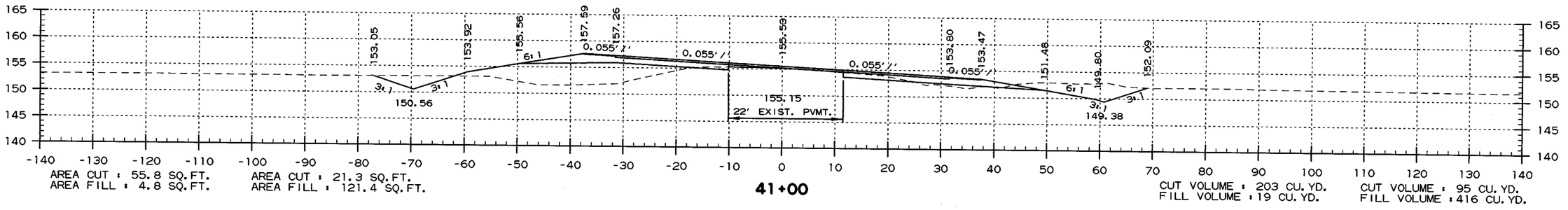
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				6	ARK.			
				JOB NO.		CA0201	250	373
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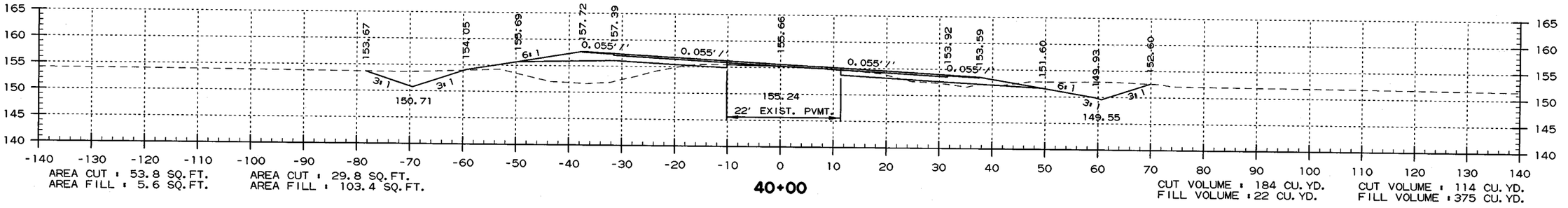


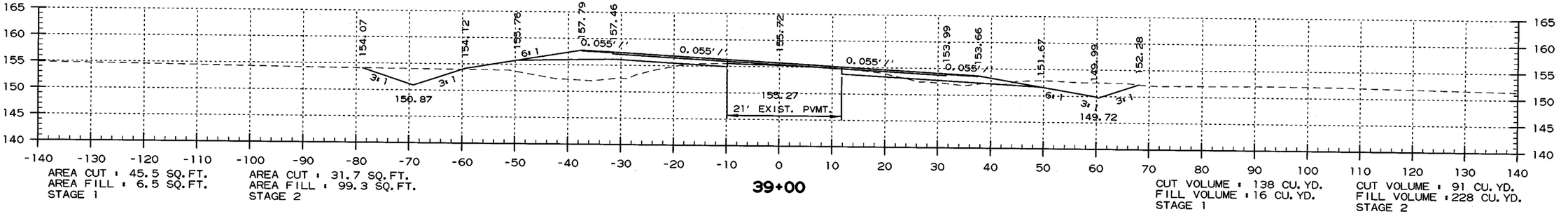
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				6	ARK.			
				JOB NO.		CA0201	251	373
				(2)	CROSS SECTIONS			









STA. 39+00 TO STA. 42+00

USER: fs5l3
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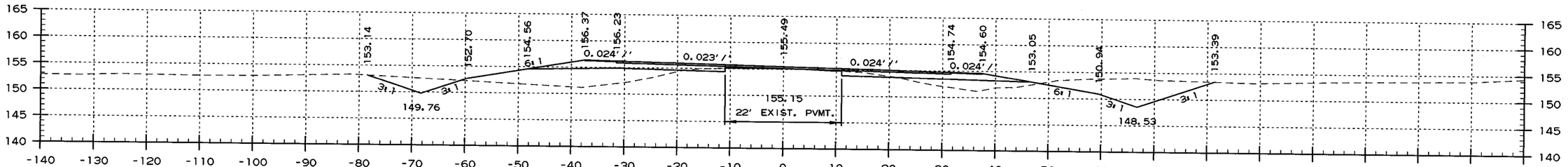
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	252	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



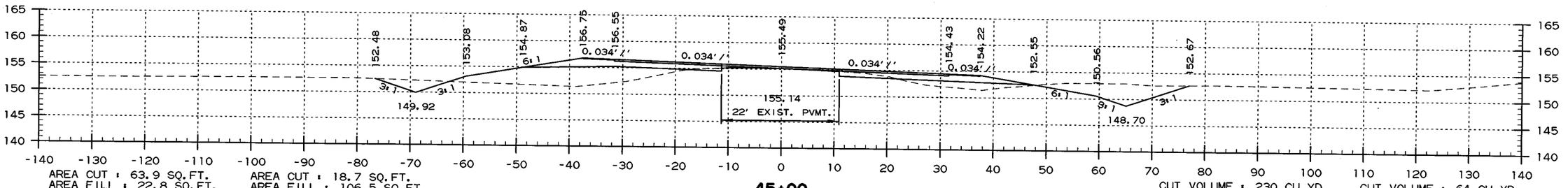
AREA CUT = 91.3 SQ.FT.
AREA FILL = 31.2 SQ.FT.

AREA CUT = 28.8 SQ.FT.
AREA FILL = 94.0 SQ.FT.

46+00

CUT VOLUME = 287 CU.YD.
FILL VOLUME = 100 CU.YD.

CUT VOLUME = 88 CU.YD.
FILL VOLUME = 371 CU.YD.



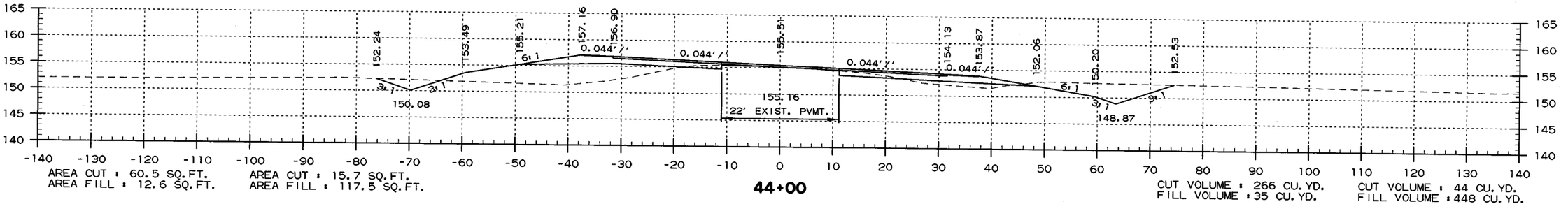
AREA CUT = 63.9 SQ.FT.
AREA FILL = 22.8 SQ.FT.

AREA CUT = 18.7 SQ.FT.
AREA FILL = 106.5 SQ.FT.

45+00

CUT VOLUME = 230 CU.YD.
FILL VOLUME = 66 CU.YD.

CUT VOLUME = 64 CU.YD.
FILL VOLUME = 415 CU.YD.



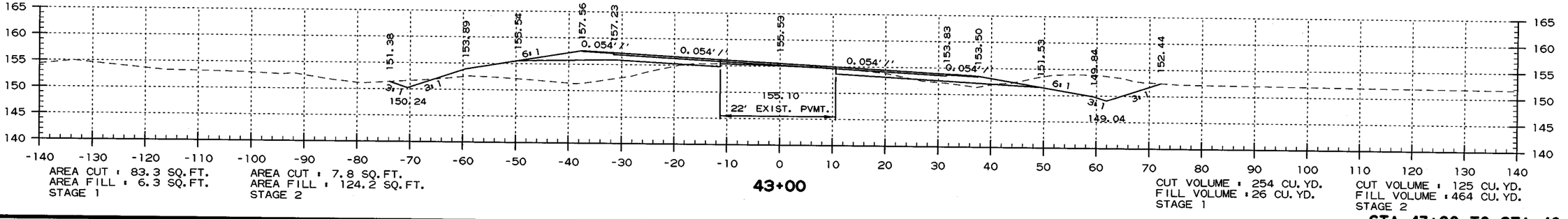
AREA CUT = 60.5 SQ.FT.
AREA FILL = 12.6 SQ.FT.

AREA CUT = 15.7 SQ.FT.
AREA FILL = 117.5 SQ.FT.

44+00

CUT VOLUME = 266 CU.YD.
FILL VOLUME = 35 CU.YD.

CUT VOLUME = 44 CU.YD.
FILL VOLUME = 448 CU.YD.



AREA CUT = 83.3 SQ.FT.
AREA FILL = 6.3 SQ.FT.
STAGE 1

AREA CUT = 7.8 SQ.FT.
AREA FILL = 124.2 SQ.FT.
STAGE 2

43+00

CUT VOLUME = 254 CU.YD.
FILL VOLUME = 26 CU.YD.
STAGE 1

CUT VOLUME = 125 CU.YD.
FILL VOLUME = 464 CU.YD.
STAGE 2

STA. 43+00 TO STA. 46+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
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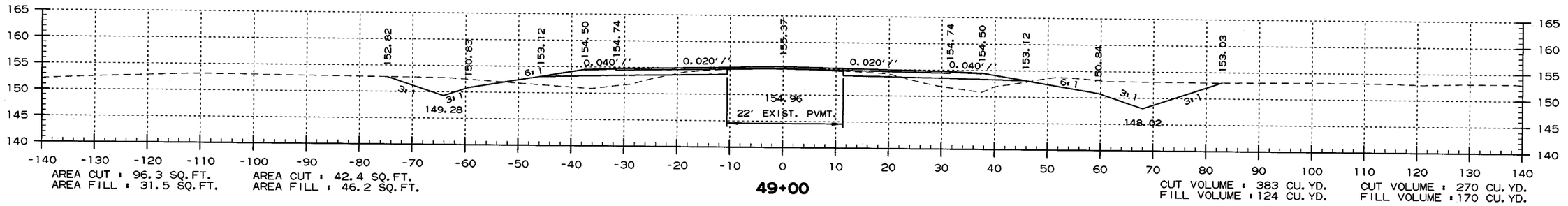
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	253	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



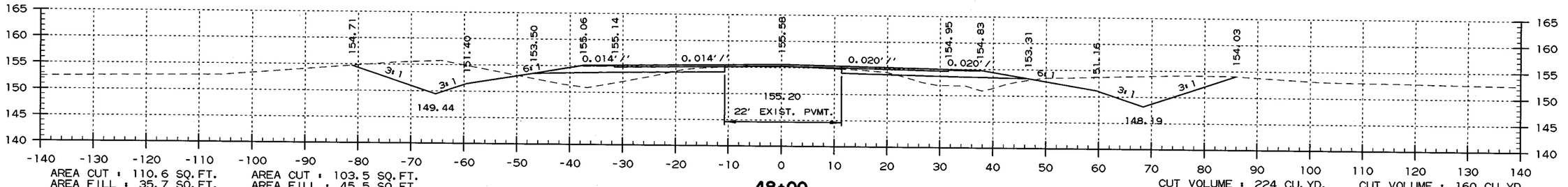
AREA CUT = 96.3 SQ.FT.
AREA FILL = 31.5 SQ.FT.

AREA CUT = 42.4 SQ.FT.
AREA FILL = 46.2 SQ.FT.

49+00

CUT VOLUME = 383 CU.YD.
FILL VOLUME = 124 CU.YD.

CUT VOLUME = 270 CU.YD.
FILL VOLUME = 170 CU.YD.



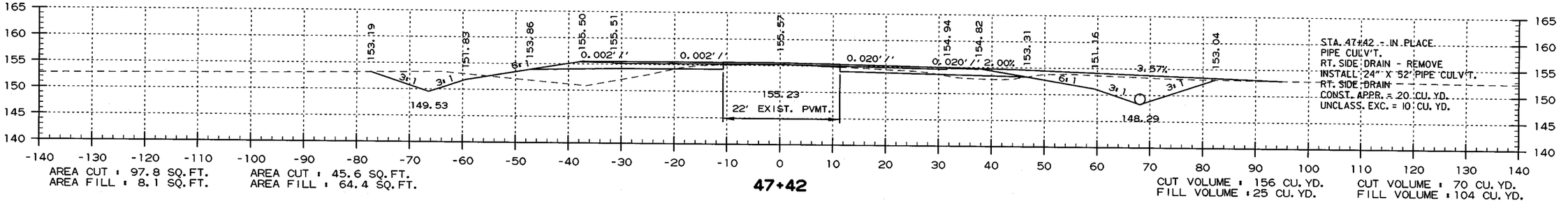
AREA CUT = 110.6 SQ.FT.
AREA FILL = 35.7 SQ.FT.

AREA CUT = 103.5 SQ.FT.
AREA FILL = 45.5 SQ.FT.

48+00

CUT VOLUME = 224 CU.YD.
FILL VOLUME = 47 CU.YD.

CUT VOLUME = 160 CU.YD.
FILL VOLUME = 118 CU.YD.



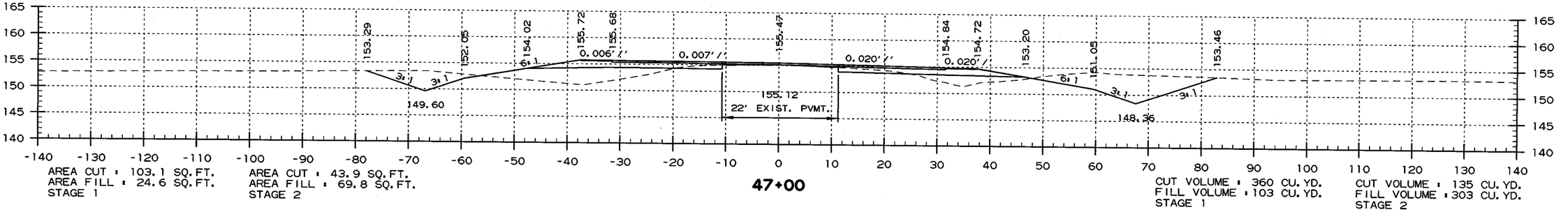
AREA CUT = 97.8 SQ.FT.
AREA FILL = 8.1 SQ.FT.

AREA CUT = 45.6 SQ.FT.
AREA FILL = 64.4 SQ.FT.

47+42

CUT VOLUME = 156 CU.YD.
FILL VOLUME = 25 CU.YD.

CUT VOLUME = 70 CU.YD.
FILL VOLUME = 104 CU.YD.



AREA CUT = 103.1 SQ.FT.
AREA FILL = 24.6 SQ.FT.
STAGE 1

AREA CUT = 43.9 SQ.FT.
AREA FILL = 69.8 SQ.FT.
STAGE 2

47+00

CUT VOLUME = 360 CU.YD.
FILL VOLUME = 103 CU.YD.
STAGE 1

CUT VOLUME = 135 CU.YD.
FILL VOLUME = 303 CU.YD.
STAGE 2

STA. 47+00 TO STA. 49+00

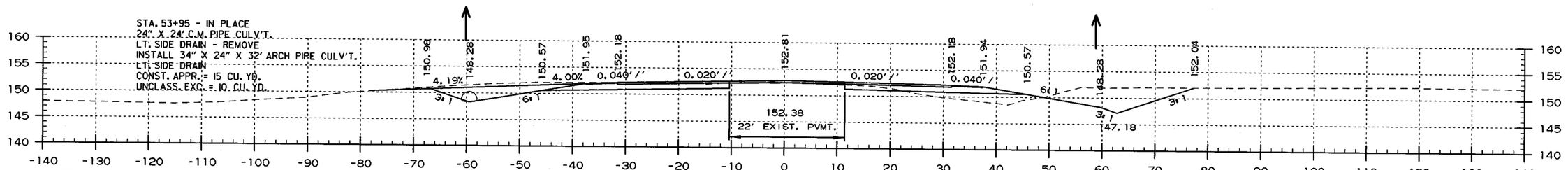
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	254	373

(2) CROSS SECTIONS

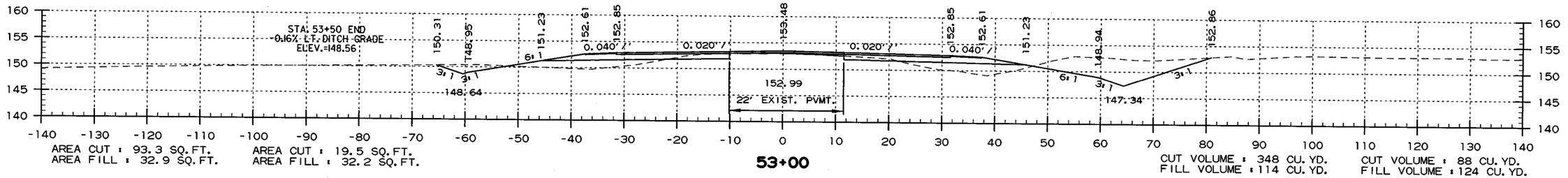
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 78.2 SQ.FT. AREA CUT = 90.8 SQ.FT.
AREA FILL = 30.4 SQ.FT. AREA FILL = 0.1 SQ.FT.

53+95

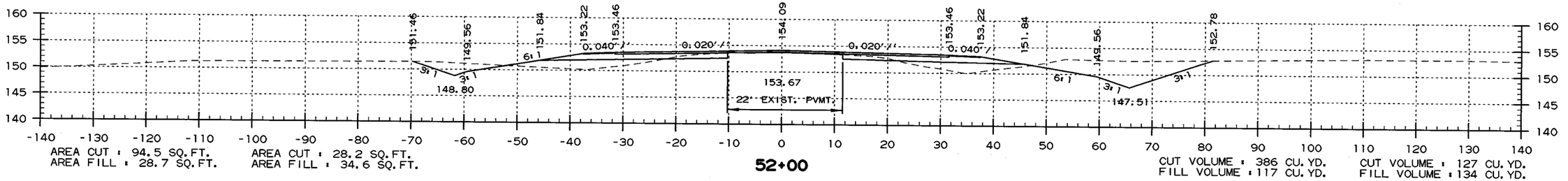
CUT VOLUME = 302 CU. YD. CUT VOLUME = 194 CU. YD.
FILL VOLUME = 111 CU. YD. FILL VOLUME = 57 CU. YD.



AREA CUT = 93.3 SQ.FT. AREA CUT = 19.5 SQ.FT.
AREA FILL = 32.9 SQ.FT. AREA FILL = 32.2 SQ.FT.

53+00

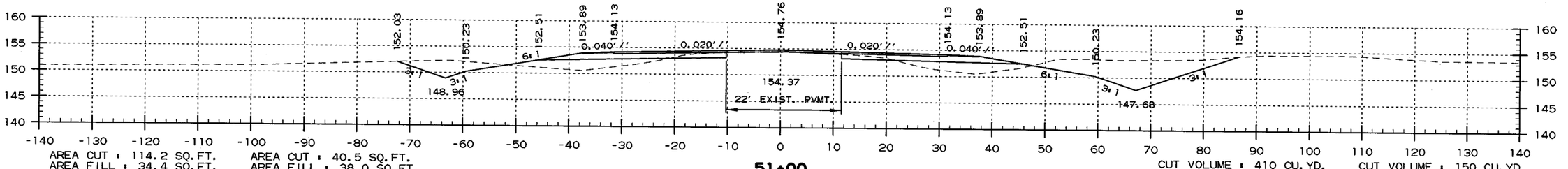
CUT VOLUME = 348 CU. YD. CUT VOLUME = 88 CU. YD.
FILL VOLUME = 114 CU. YD. FILL VOLUME = 124 CU. YD.



AREA CUT = 94.5 SQ.FT. AREA CUT = 28.2 SQ.FT.
AREA FILL = 28.7 SQ.FT. AREA FILL = 34.6 SQ.FT.

52+00

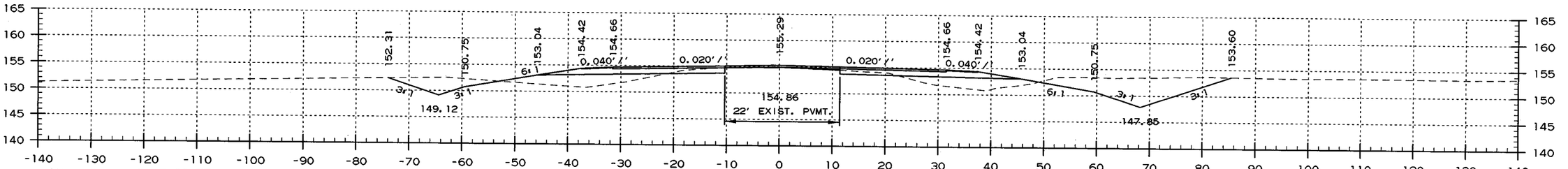
CUT VOLUME = 386 CU. YD. CUT VOLUME = 127 CU. YD.
FILL VOLUME = 117 CU. YD. FILL VOLUME = 134 CU. YD.



AREA CUT = 114.2 SQ.FT. AREA CUT = 40.5 SQ.FT.
AREA FILL = 34.4 SQ.FT. AREA FILL = 38.0 SQ.FT.

51+00

CUT VOLUME = 410 CU. YD. CUT VOLUME = 150 CU. YD.
FILL VOLUME = 135 CU. YD. FILL VOLUME = 155 CU. YD.



AREA CUT = 107.2 SQ.FT. AREA CUT = 40.4 SQ.FT.
AREA FILL = 38.5 SQ.FT. AREA FILL = 45.5 SQ.FT.
STAGE 1 STAGE 2

50+00

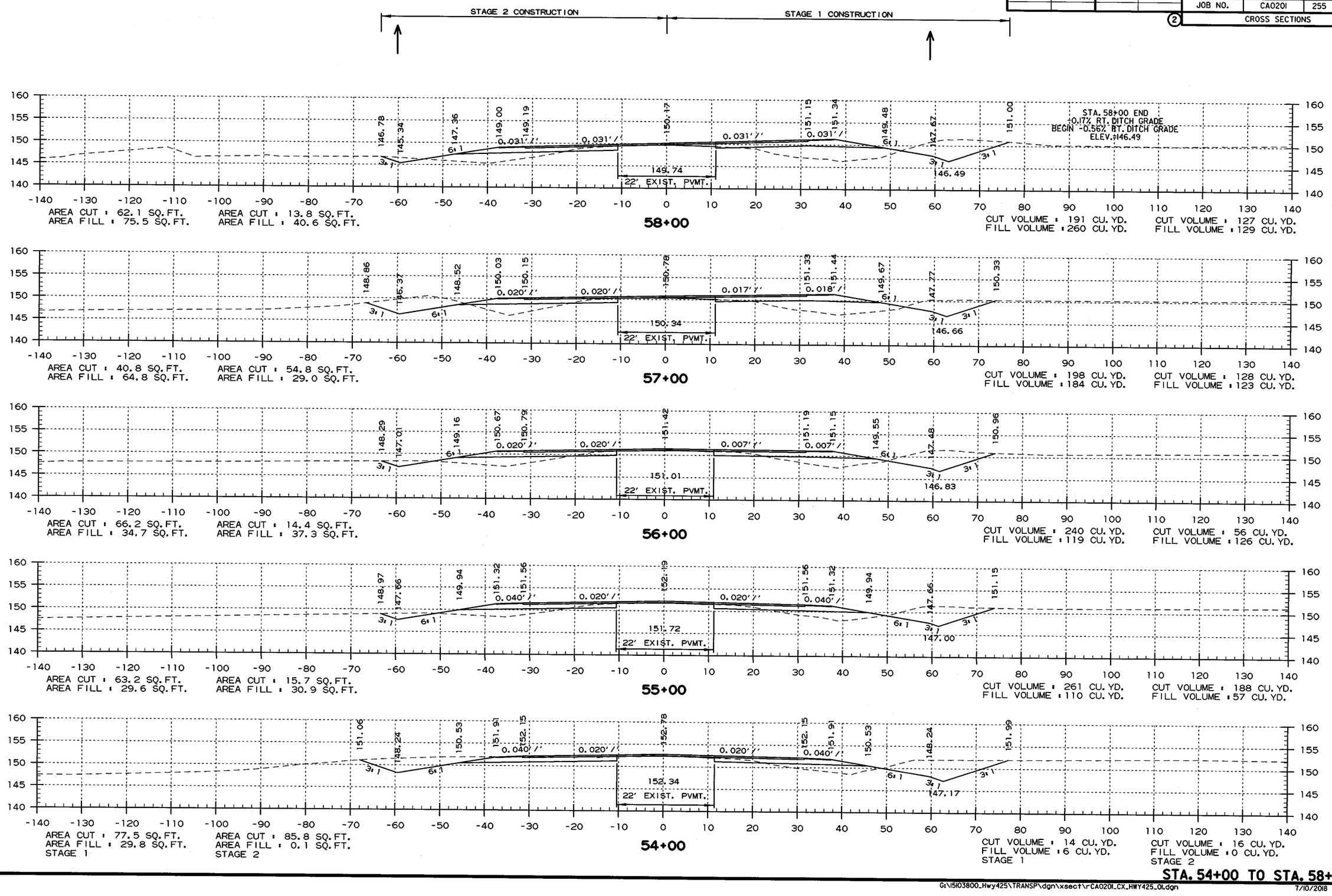
CUT VOLUME = 377 CU. YD. CUT VOLUME = 153 CU. YD.
FILL VOLUME = 130 CU. YD. FILL VOLUME = 170 CU. YD.
STAGE 1 STAGE 2

STA. 50+00 TO STA. 53+95

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00 SCALE: 1:20 MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	255	373
				(2)		CROSS SECTIONS		

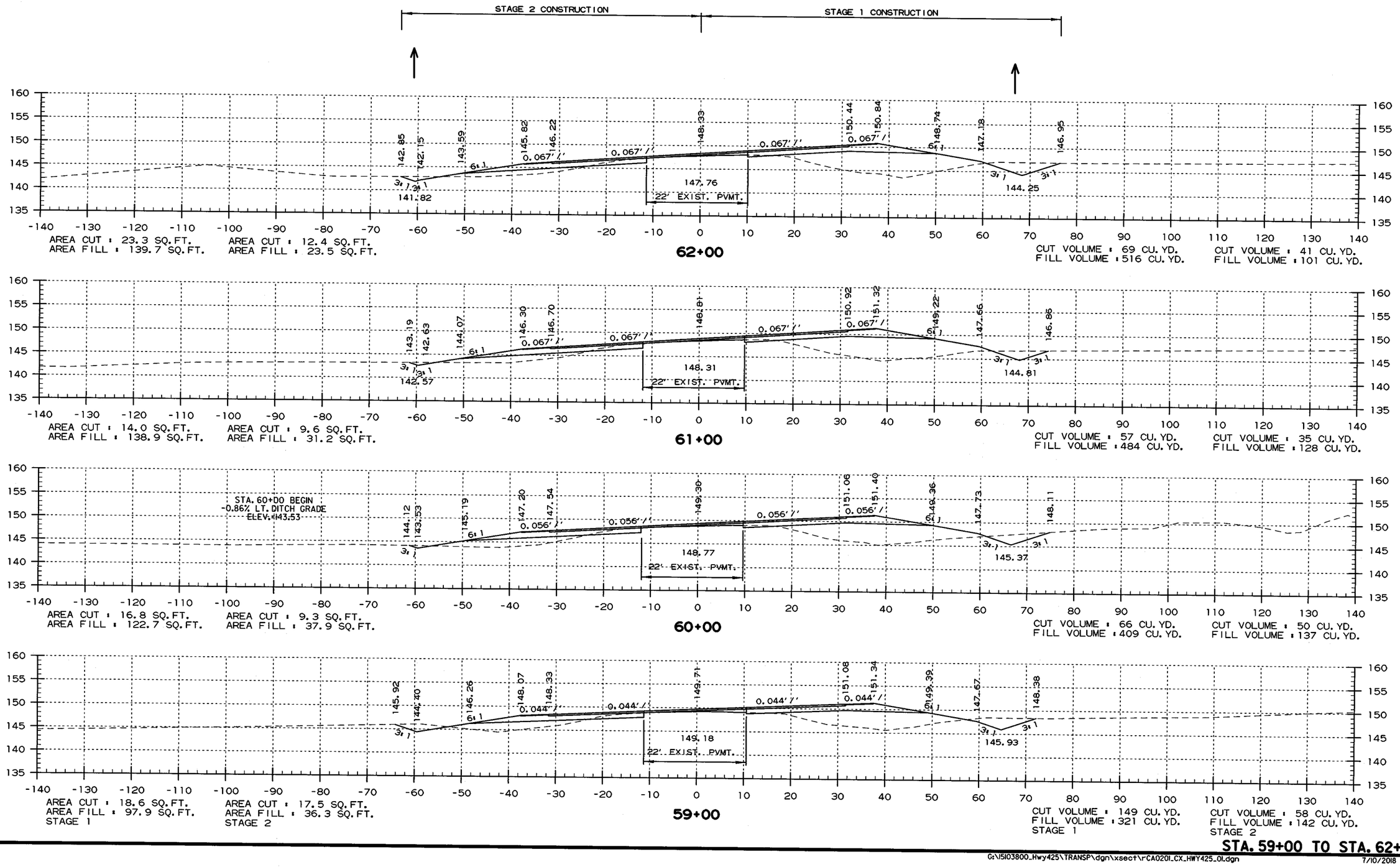


STA. 54+00 TO STA. 58+00

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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	256	373
				(2)	CROSS SECTIONS			

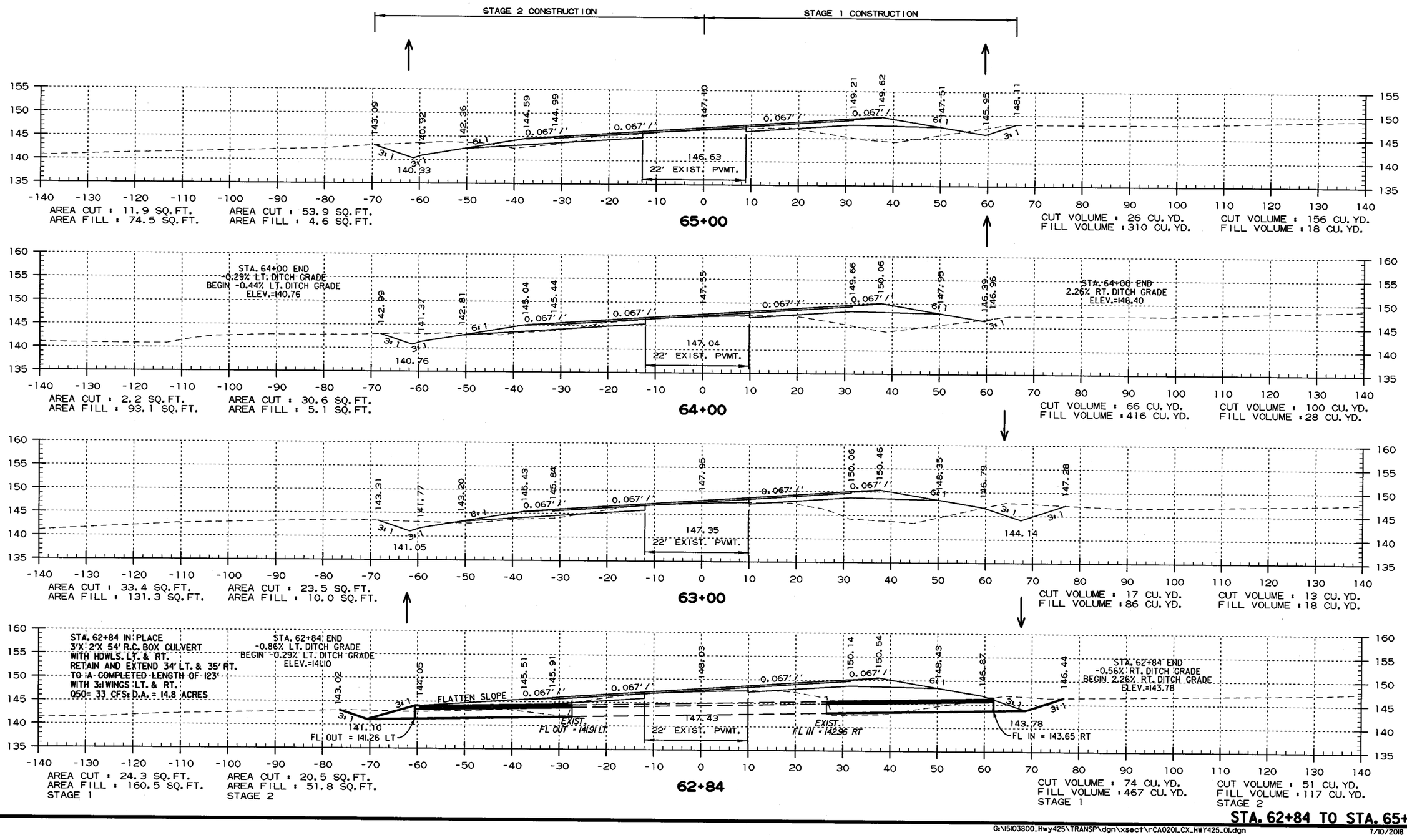


STA. 59+00 TO STA. 62+00

USER: fe513
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				(2)	CROSS SECTIONS			

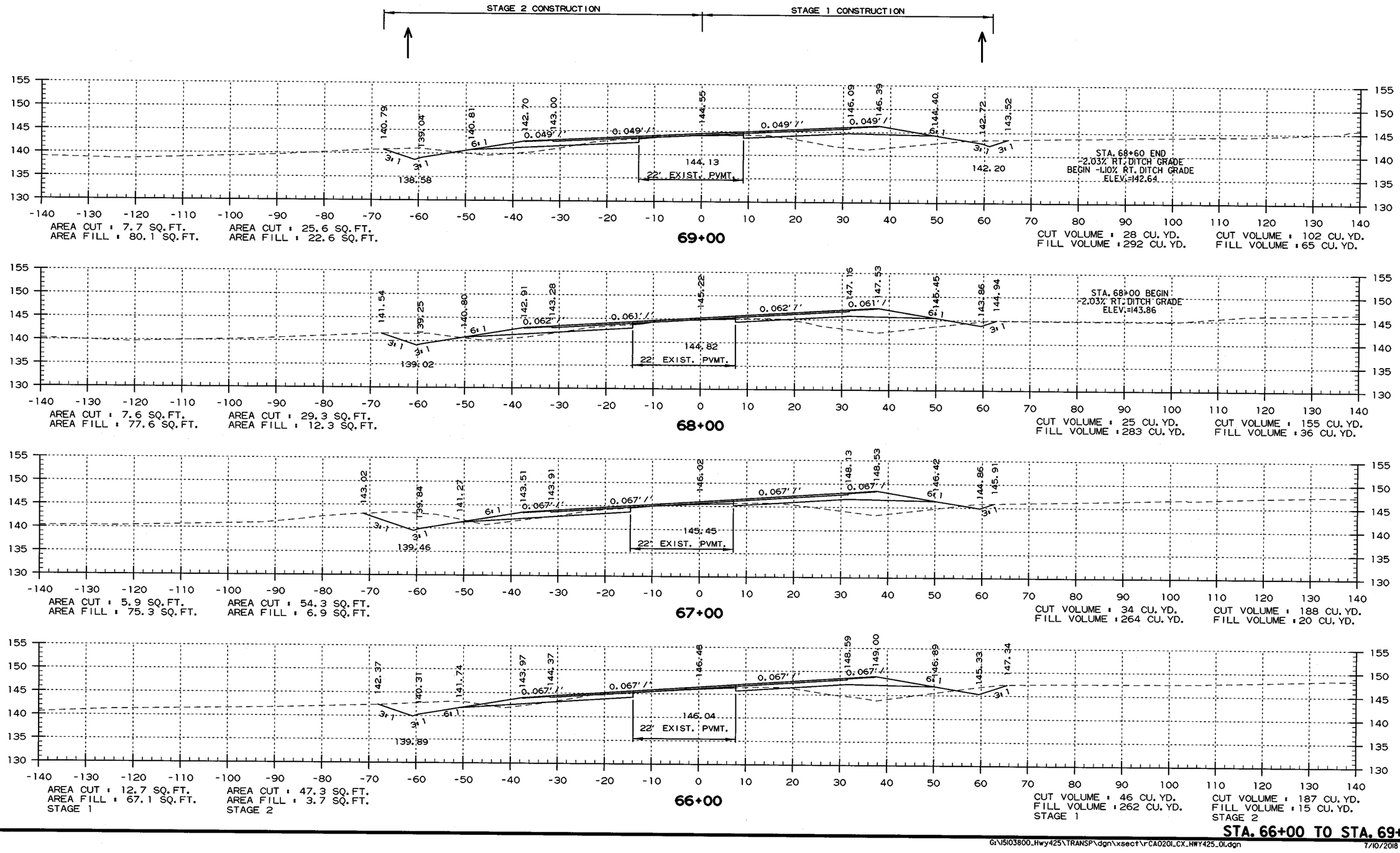


STA. 62+84 TO STA. 65+00

USER: fs513
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SCALE: h20
MODEL: CROSS SECTIONS

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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
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				JOB NO.		CA0201	258	373
				(2)		CROSS SECTIONS		



STA. 66+00 TO STA. 69+00

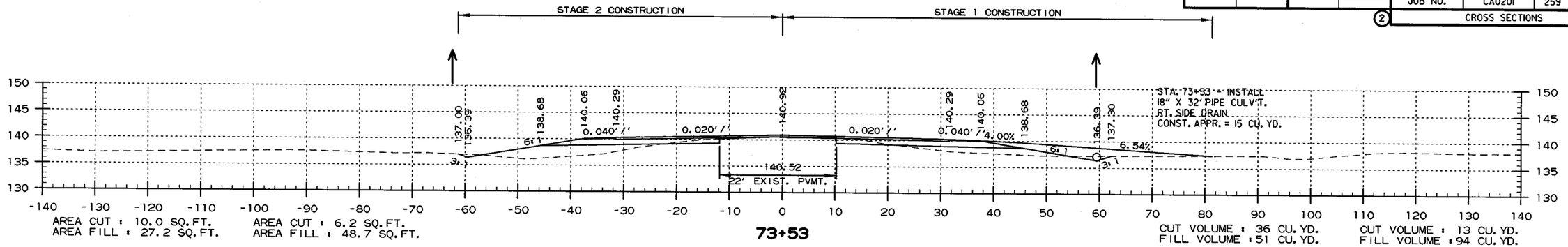
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PLOTTED: 7/10/2018 10:00
SCALE: h20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	259	373

(2) CROSS SECTIONS



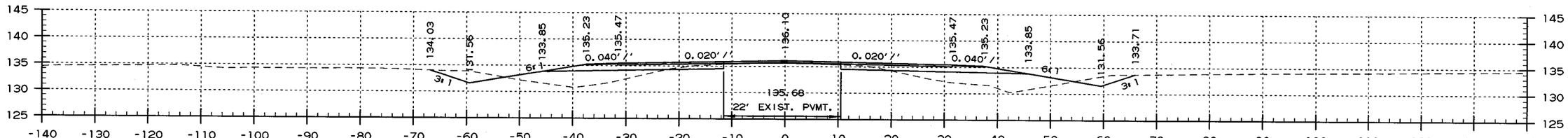
STA. 70+00 TO STA. 73+53

USER: fe513
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	260	373
				(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



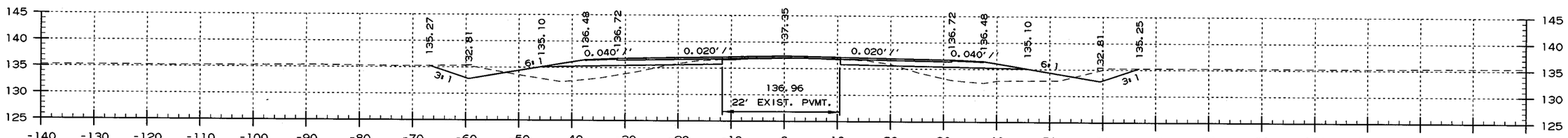
AREA CUT = 16.1 SQ.FT.
AREA FILL = 66.4 SQ.FT.

AREA CUT = 22.3 SQ.FT.
AREA FILL = 55.3 SQ.FT.

78+00

CUT VOLUME = 67 CU.YD.
FILL VOLUME = 239 CU.YD.

CUT VOLUME = 85 CU.YD.
FILL VOLUME = 199 CU.YD.



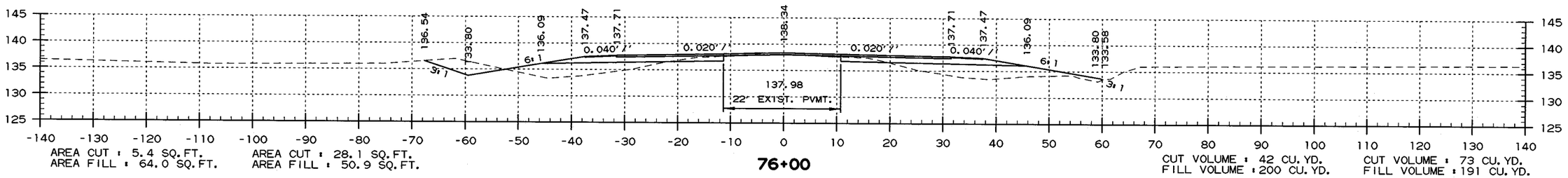
AREA CUT = 20.3 SQ.FT.
AREA FILL = 62.9 SQ.FT.

AREA CUT = 23.5 SQ.FT.
AREA FILL = 52.0 SQ.FT.

77+00

CUT VOLUME = 48 CU.YD.
FILL VOLUME = 235 CU.YD.

CUT VOLUME = 96 CU.YD.
FILL VOLUME = 190 CU.YD.



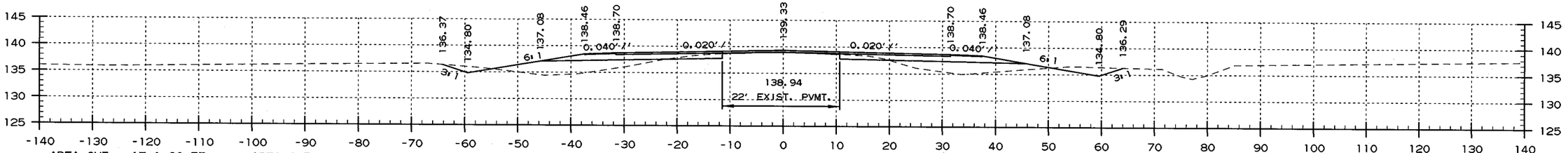
AREA CUT = 5.4 SQ.FT.
AREA FILL = 64.0 SQ.FT.

AREA CUT = 28.1 SQ.FT.
AREA FILL = 50.9 SQ.FT.

76+00

CUT VOLUME = 42 CU.YD.
FILL VOLUME = 200 CU.YD.

CUT VOLUME = 73 CU.YD.
FILL VOLUME = 191 CU.YD.



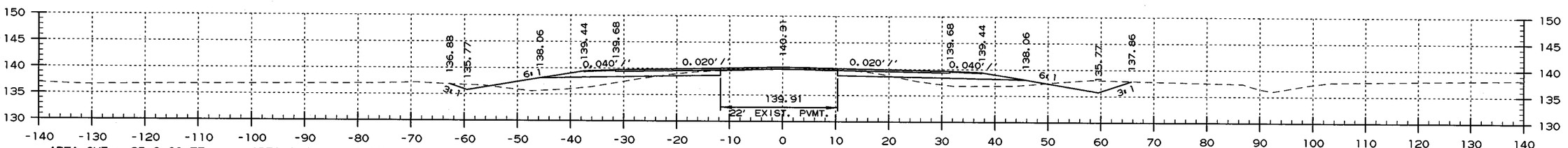
AREA CUT = 17.1 SQ.FT.
AREA FILL = 44.2 SQ.FT.

AREA CUT = 11.4 SQ.FT.
AREA FILL = 52.5 SQ.FT.

75+00

CUT VOLUME = 79 CU.YD.
FILL VOLUME = 137 CU.YD.

CUT VOLUME = 40 CU.YD.
FILL VOLUME = 180 CU.YD.



AREA CUT = 25.8 SQ.FT.
AREA FILL = 29.7 SQ.FT.
STAGE 1

AREA CUT = 10.3 SQ.FT.
AREA FILL = 44.7 SQ.FT.
STAGE 2

74+00

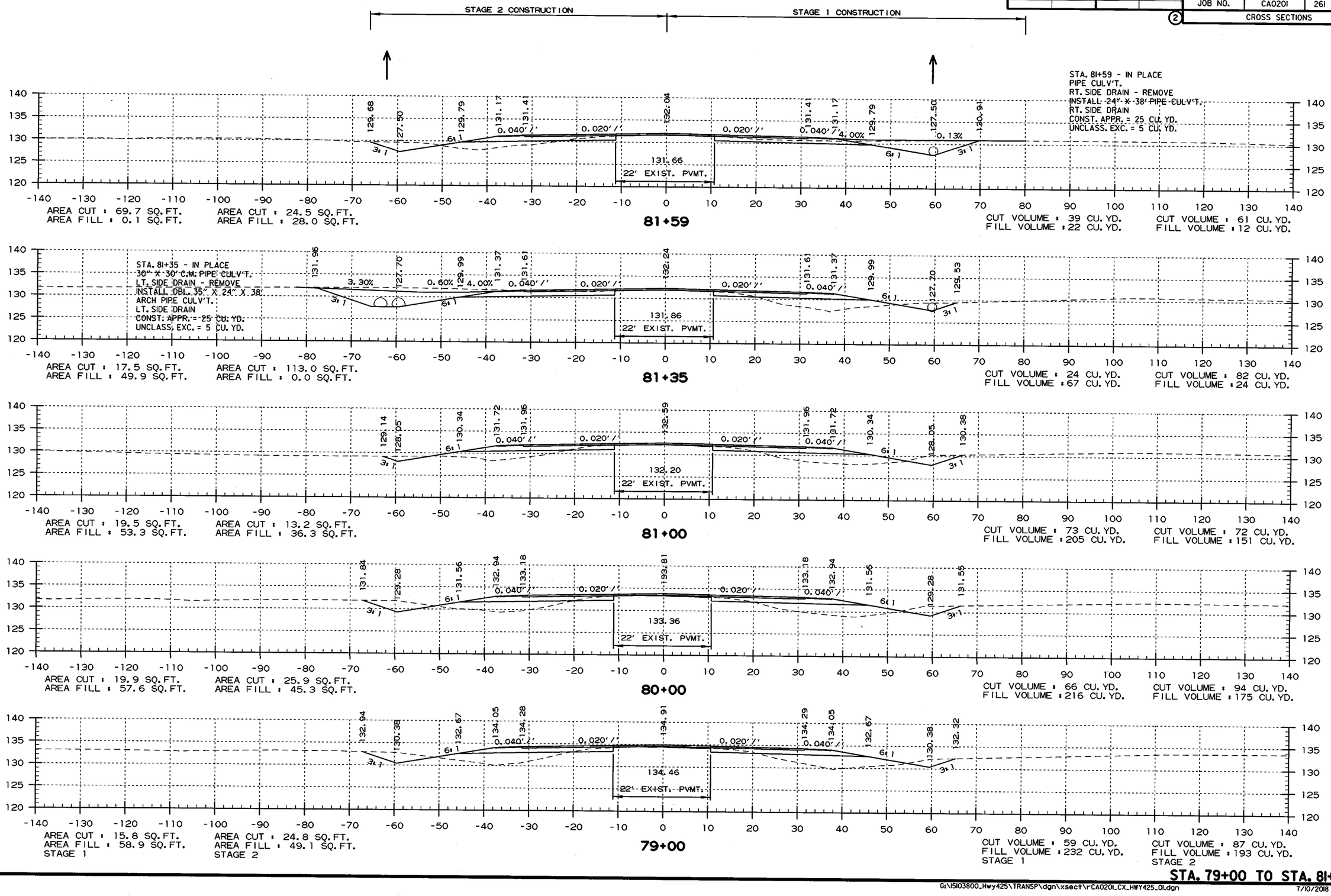
CUT VOLUME = 31 CU.YD.
FILL VOLUME = 50 CU.YD.
STAGE 1

CUT VOLUME = 14 CU.YD.
FILL VOLUME = 81 CU.YD.
STAGE 2

STA. 74+00 TO STA. 78+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0201	261	373
				(2)	CROSS SECTIONS			

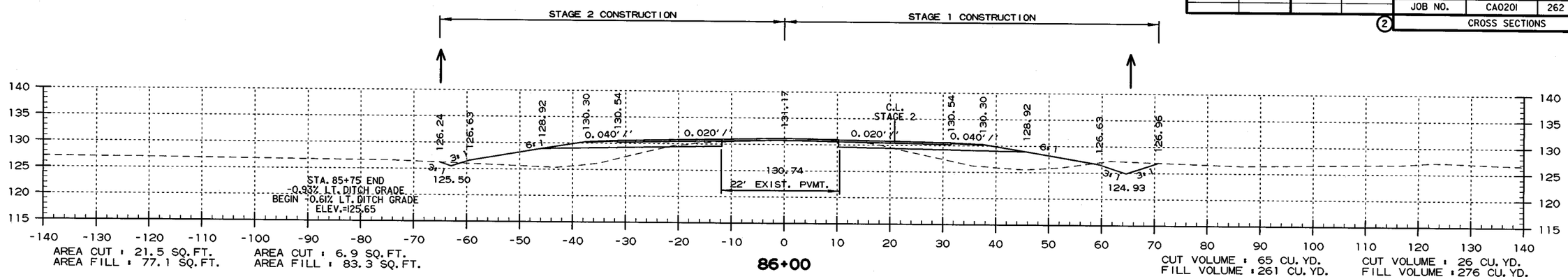


STA. 79+00 TO STA. 81+59

USER: fs513
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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.		CA0201	262	373
				(2)		CROSS SECTIONS		

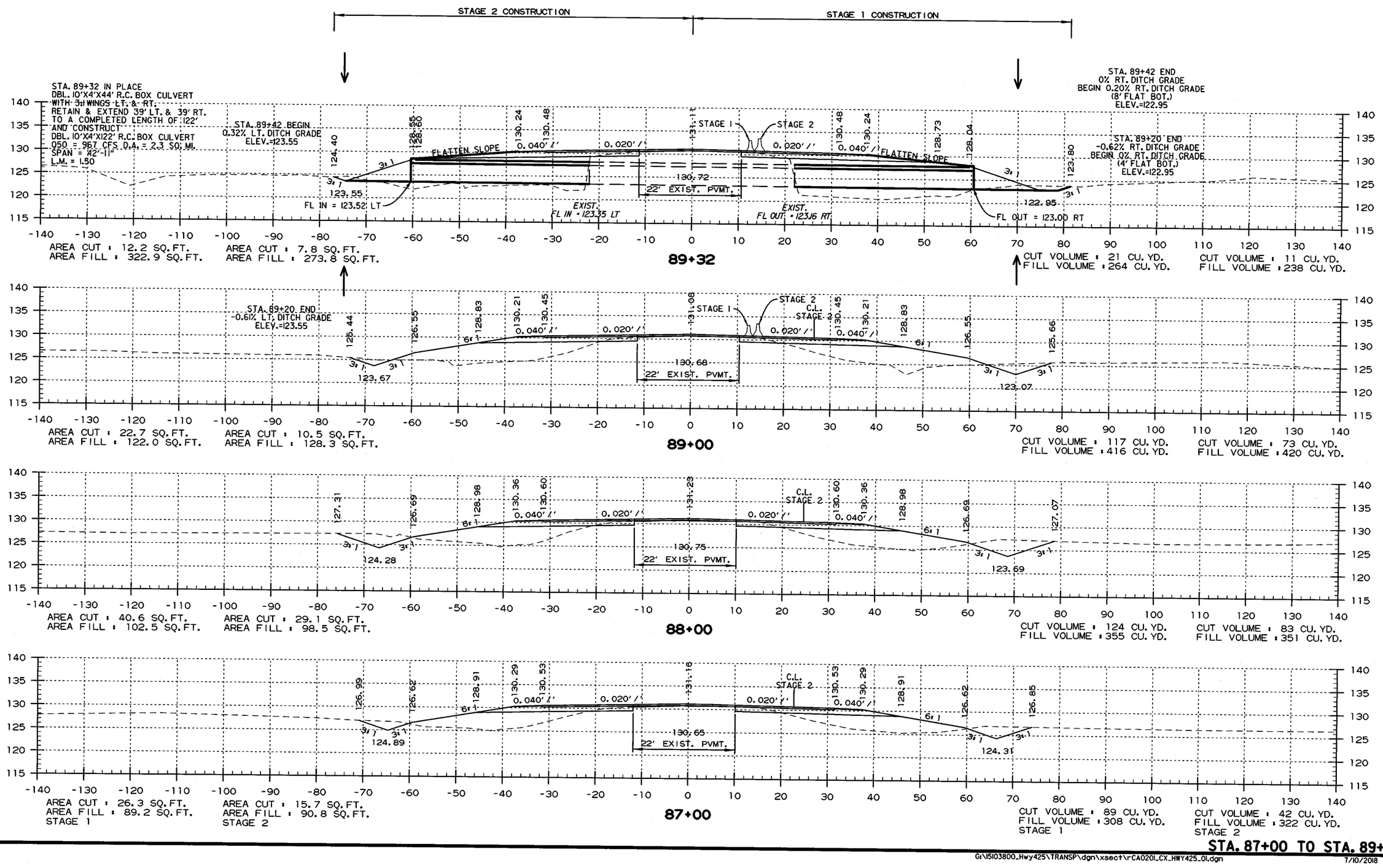


STA. 82+00 TO STA. 86+00

USER: fs513
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MODEL: CROSS SECTIONS

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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.		CA0201	263	373
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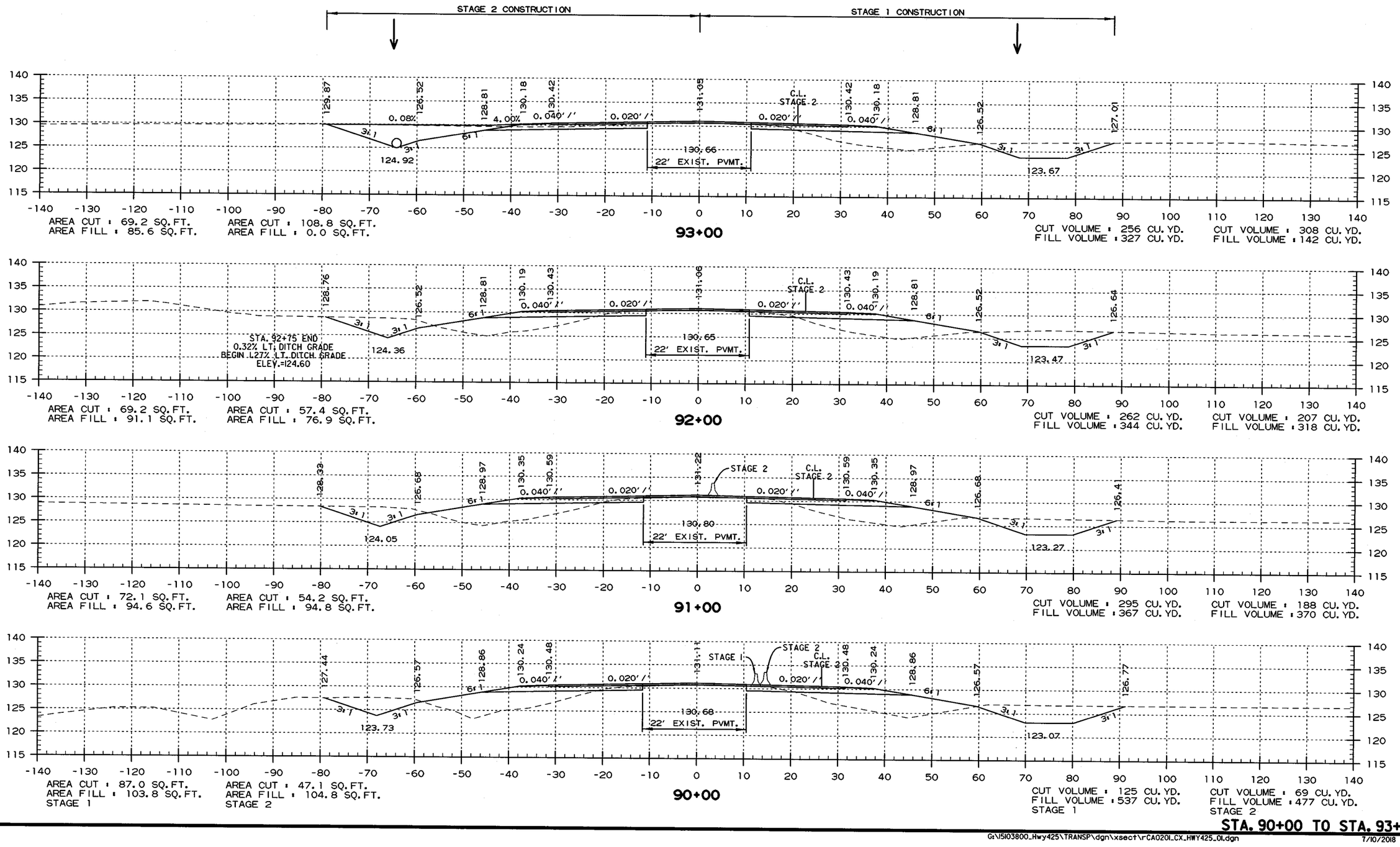


STA. 87+00 TO STA. 89+32

USER: fe513
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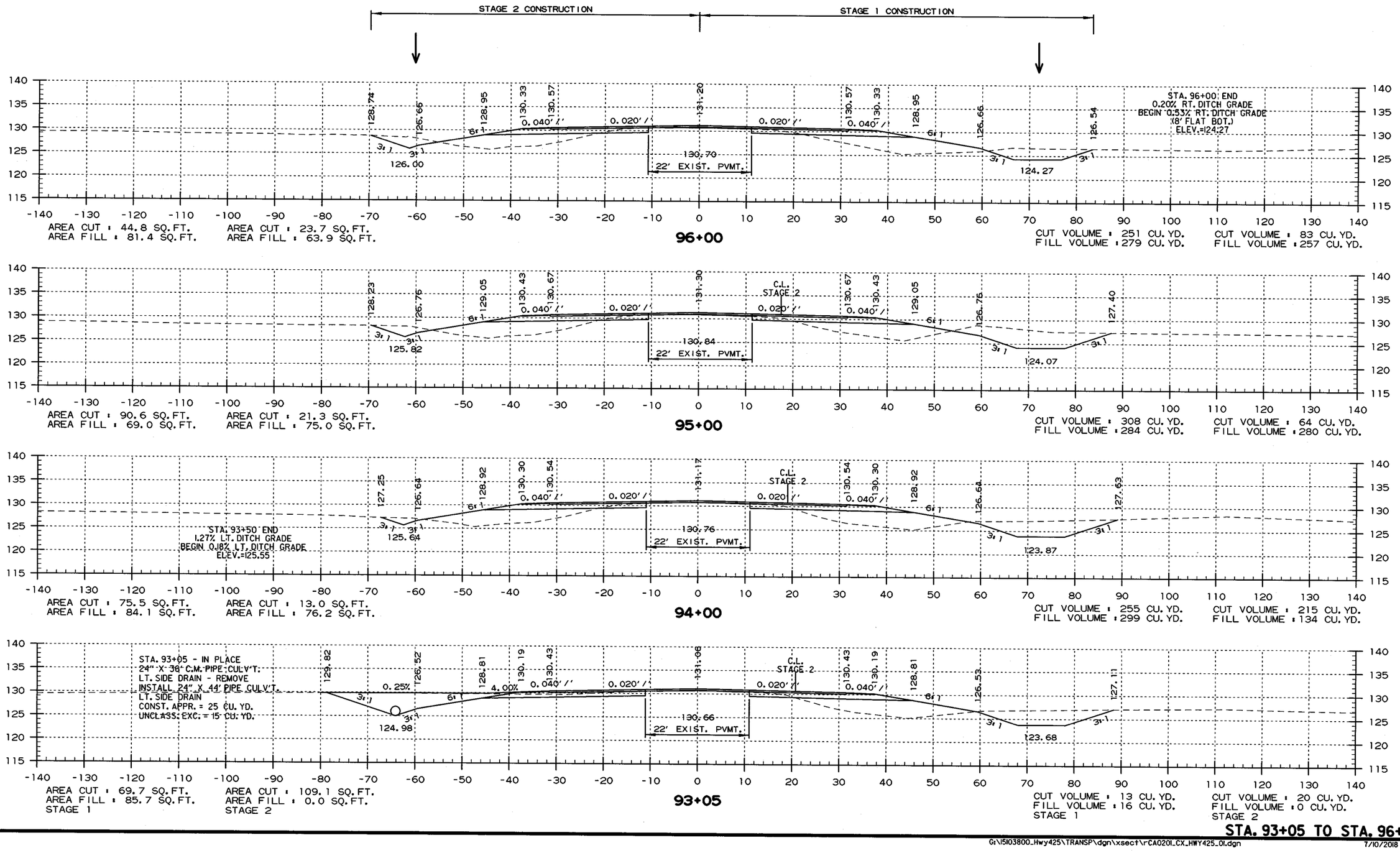
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				6	ARK.			
				JOB NO.		CA0201	264	373
				(2)		CROSS SECTIONS		



STA. 90+00 TO STA. 93+00

USER: tfs13
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0201	265	373
				(2)	CROSS SECTIONS			



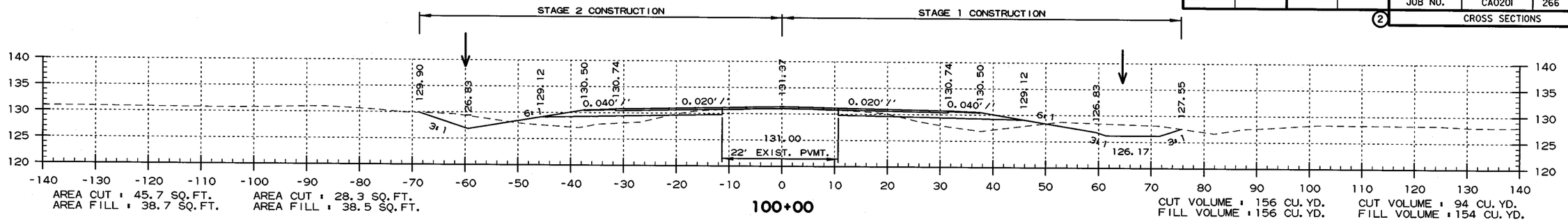
STA. 93+05 TO STA. 96+00

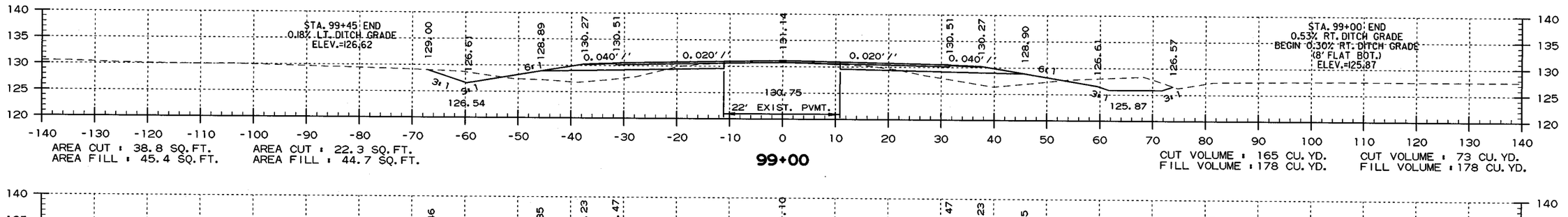
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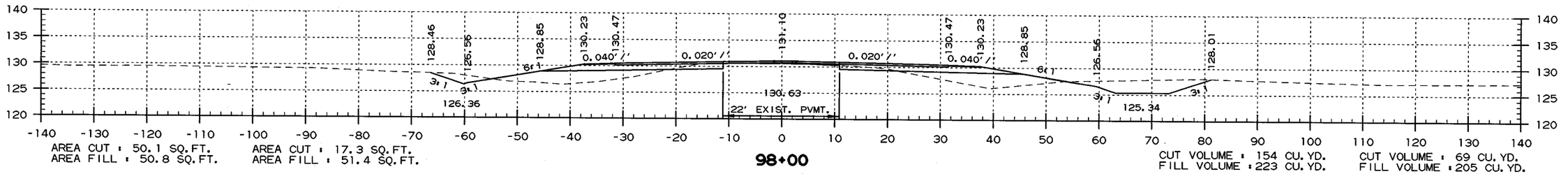
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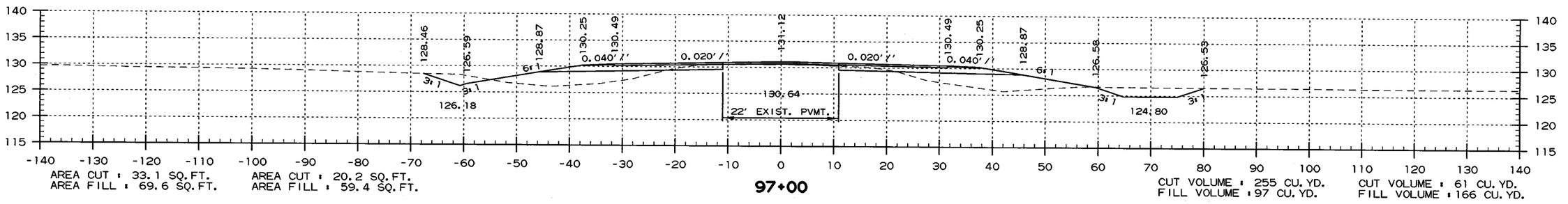
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				6	ARK.			
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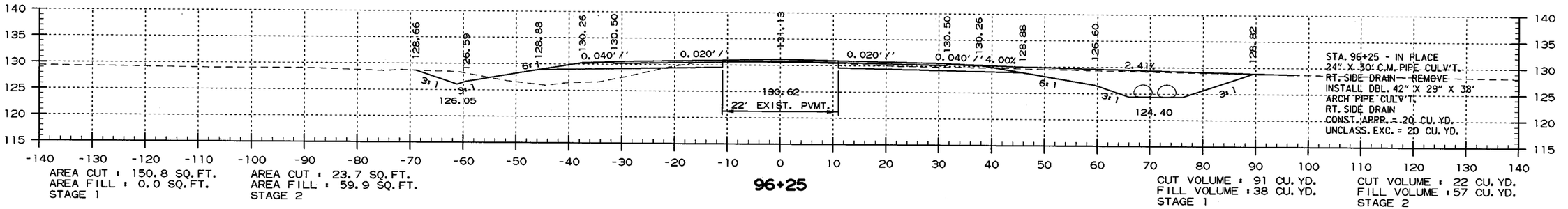
(2) CROSS SECTIONS











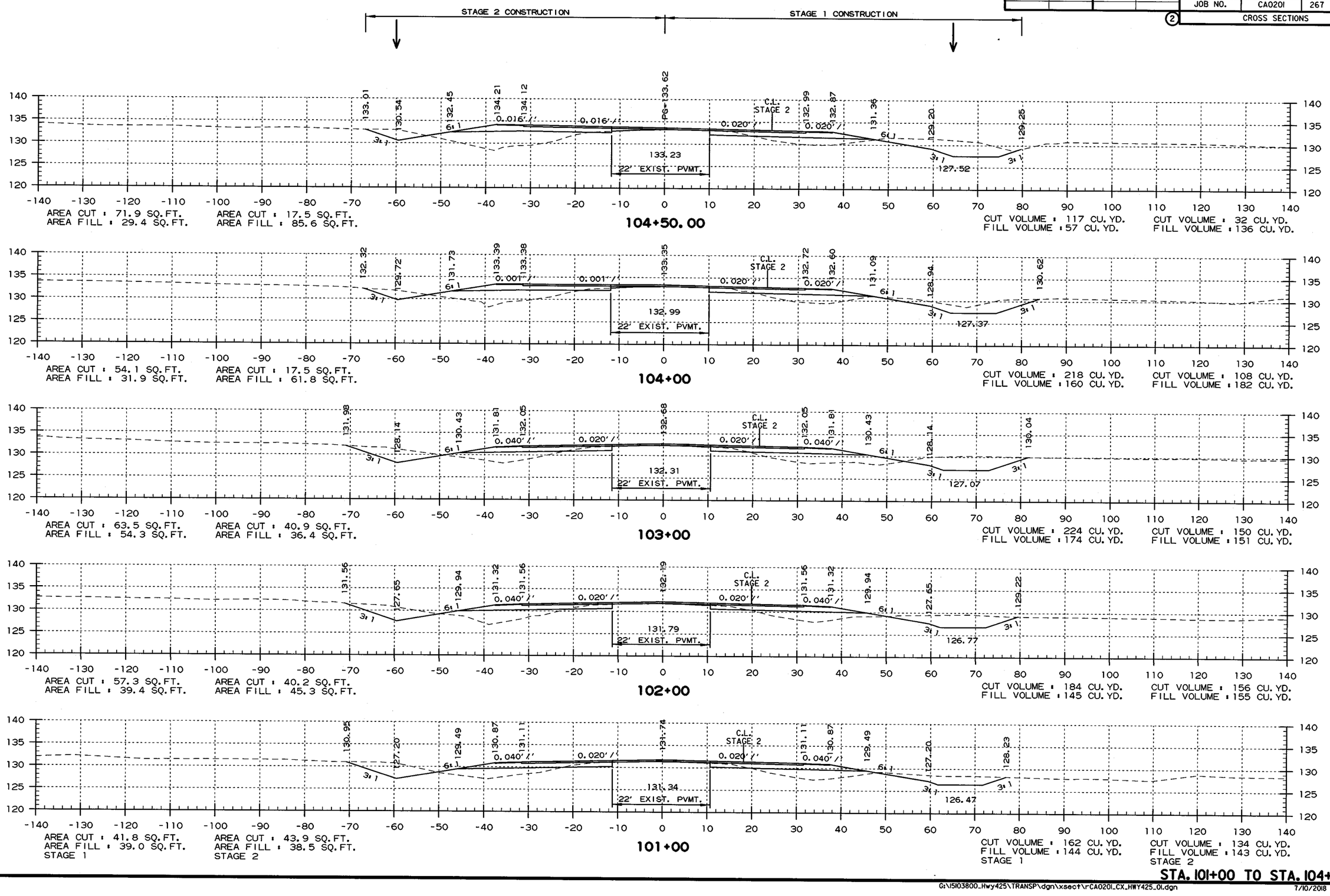
STA. 96+25 TO STA. 100+00

USER: fe513
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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.		CA0201	267	373

(2) CROSS SECTIONS



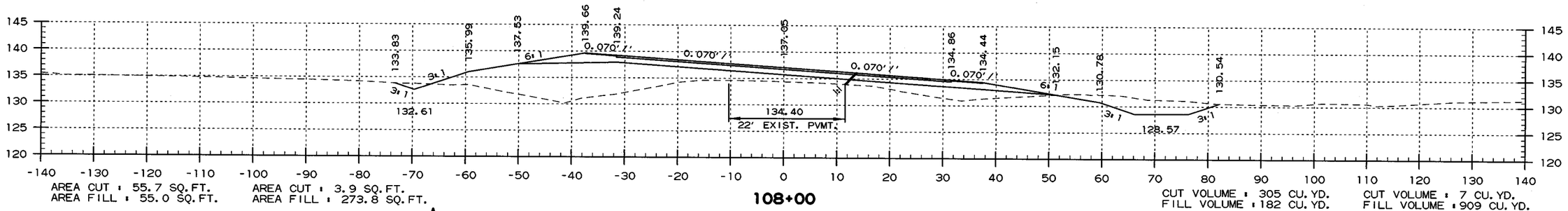
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SCALE: H:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	268	373
(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



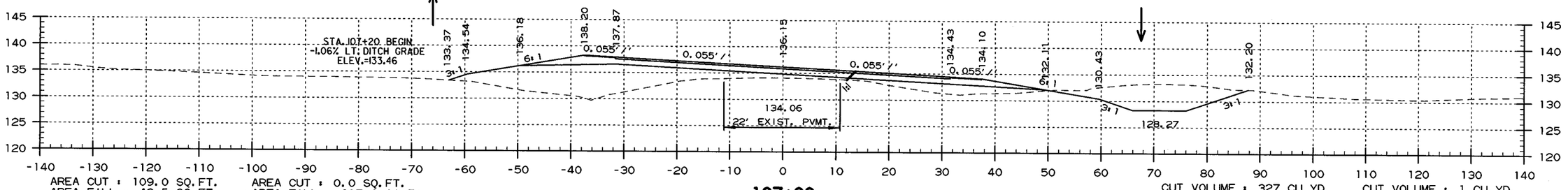
AREA CUT = 55.7 SQ.FT.
AREA FILL = 55.0 SQ.FT.

AREA CUT = 3.9 SQ.FT.
AREA FILL = 273.8 SQ.FT.

108+00

CUT VOLUME = 305 CU.YD.
FILL VOLUME = 182 CU.YD.

CUT VOLUME = 7 CU.YD.
FILL VOLUME = 909 CU.YD.



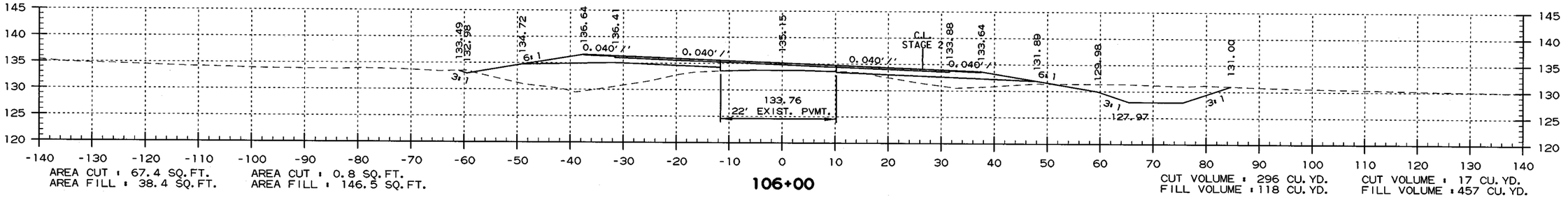
AREA CUT = 109.0 SQ.FT.
AREA FILL = 43.5 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 217.2 SQ.FT.

107+00

CUT VOLUME = 327 CU.YD.
FILL VOLUME = 152 CU.YD.

CUT VOLUME = 1 CU.YD.
FILL VOLUME = 674 CU.YD.



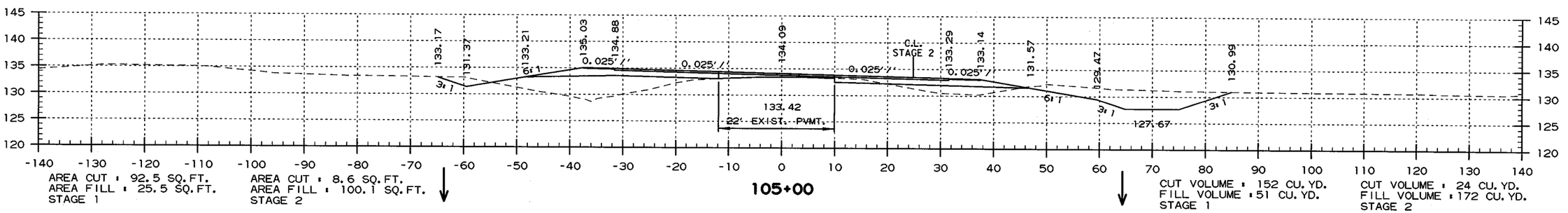
AREA CUT = 67.4 SQ.FT.
AREA FILL = 38.4 SQ.FT.

AREA CUT = 0.8 SQ.FT.
AREA FILL = 146.5 SQ.FT.

106+00

CUT VOLUME = 296 CU.YD.
FILL VOLUME = 118 CU.YD.

CUT VOLUME = 17 CU.YD.
FILL VOLUME = 457 CU.YD.



AREA CUT = 92.5 SQ.FT.
AREA FILL = 25.5 SQ.FT.
STAGE 1

AREA CUT = 8.6 SQ.FT.
AREA FILL = 100.1 SQ.FT.
STAGE 2

105+00

CUT VOLUME = 152 CU.YD.
FILL VOLUME = 51 CU.YD.
STAGE 1

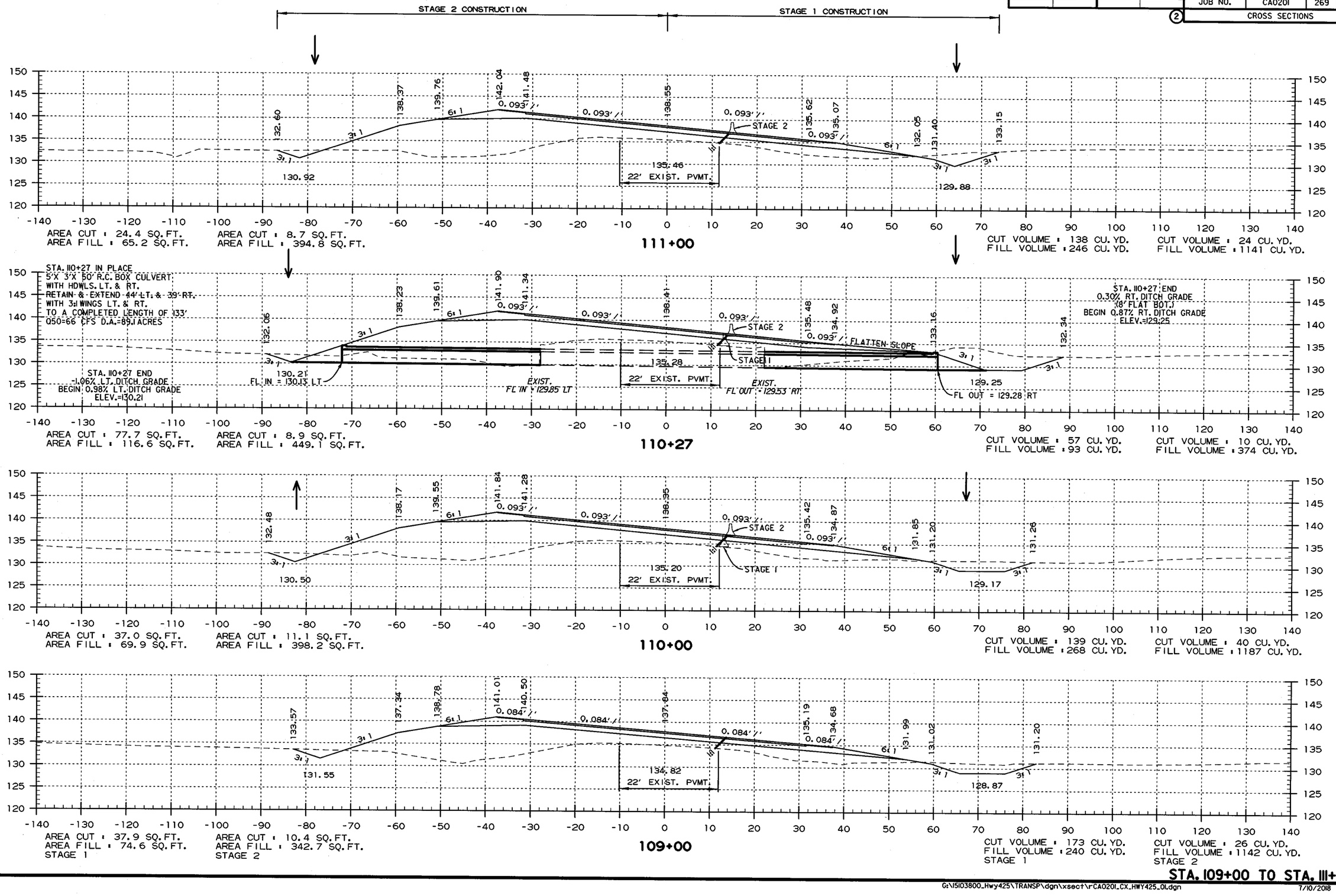
CUT VOLUME = 24 CU.YD.
FILL VOLUME = 172 CU.YD.
STAGE 2

STA. 105+00 TO STA. 108+00

USER: fe513
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SCALE: 1:20
MODEL: CROSS SECTIONS

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				6	ARK.			
				JOB NO.		CA0201	269	373
				(2)		CROSS SECTIONS		



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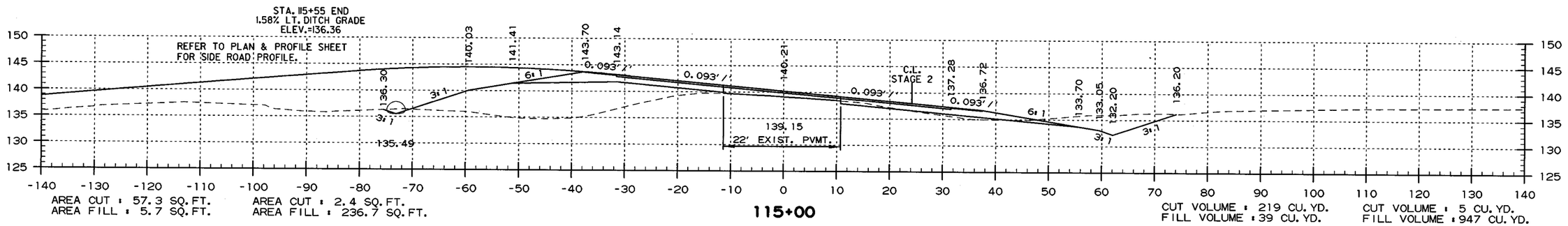
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	270	373
				(2)	CROSS SECTIONS			

STA. 115+45 - IN PLACE
36" X 34' R.C. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 42" X 29" X 74' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 625 CU. YD.

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



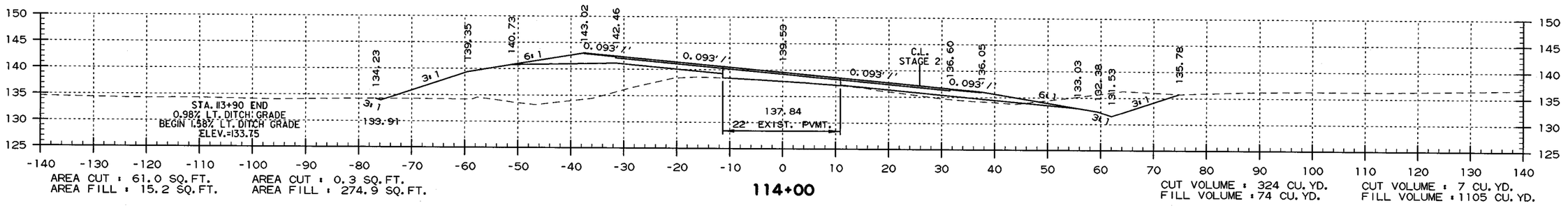
AREA CUT = 57.3 SQ. FT.
AREA FILL = 5.7 SQ. FT.

AREA CUT = 2.4 SQ. FT.
AREA FILL = 236.7 SQ. FT.

115+00

CUT VOLUME = 219 CU. YD.
FILL VOLUME = 39 CU. YD.

CUT VOLUME = 5 CU. YD.
FILL VOLUME = 947 CU. YD.



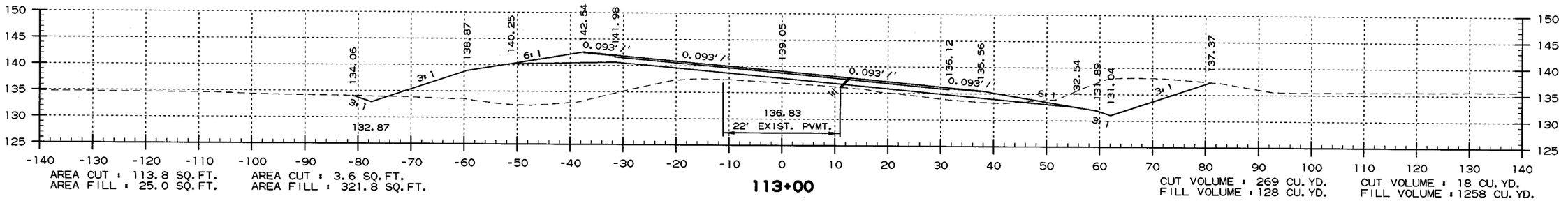
AREA CUT = 61.0 SQ. FT.
AREA FILL = 15.2 SQ. FT.

AREA CUT = 0.3 SQ. FT.
AREA FILL = 274.9 SQ. FT.

114+00

CUT VOLUME = 324 CU. YD.
FILL VOLUME = 74 CU. YD.

CUT VOLUME = 7 CU. YD.
FILL VOLUME = 1105 CU. YD.



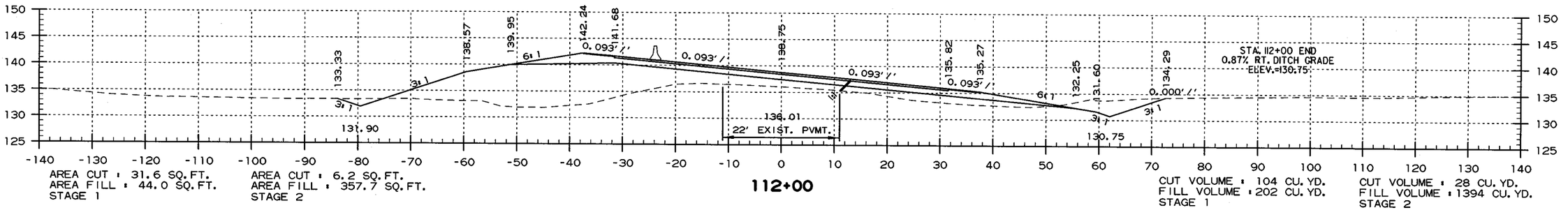
AREA CUT = 113.8 SQ. FT.
AREA FILL = 25.0 SQ. FT.

AREA CUT = 3.6 SQ. FT.
AREA FILL = 321.8 SQ. FT.

113+00

CUT VOLUME = 269 CU. YD.
FILL VOLUME = 128 CU. YD.

CUT VOLUME = 18 CU. YD.
FILL VOLUME = 1258 CU. YD.



AREA CUT = 31.6 SQ. FT.
AREA FILL = 44.0 SQ. FT.
STAGE 1

AREA CUT = 6.2 SQ. FT.
AREA FILL = 357.7 SQ. FT.
STAGE 2

112+00

CUT VOLUME = 104 CU. YD.
FILL VOLUME = 202 CU. YD.
STAGE 1

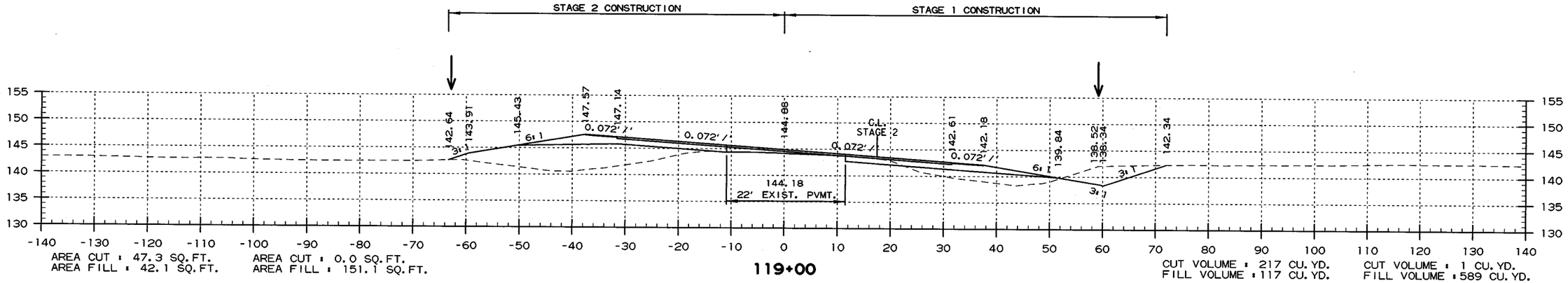
CUT VOLUME = 28 CU. YD.
FILL VOLUME = 1394 CU. YD.
STAGE 2

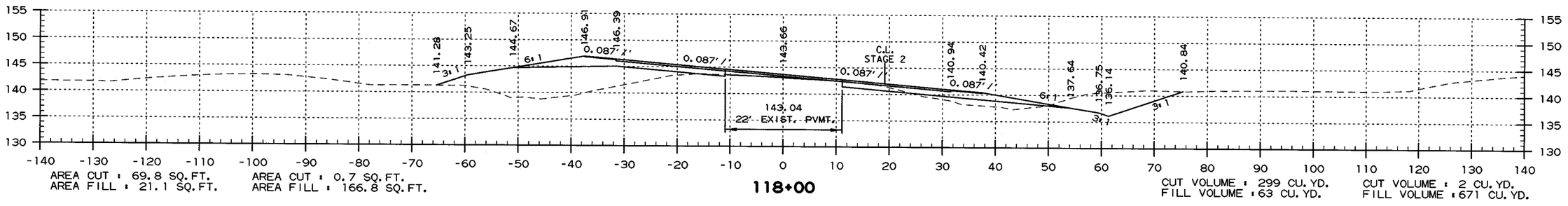
STA. 112+00 TO STA. 115+00

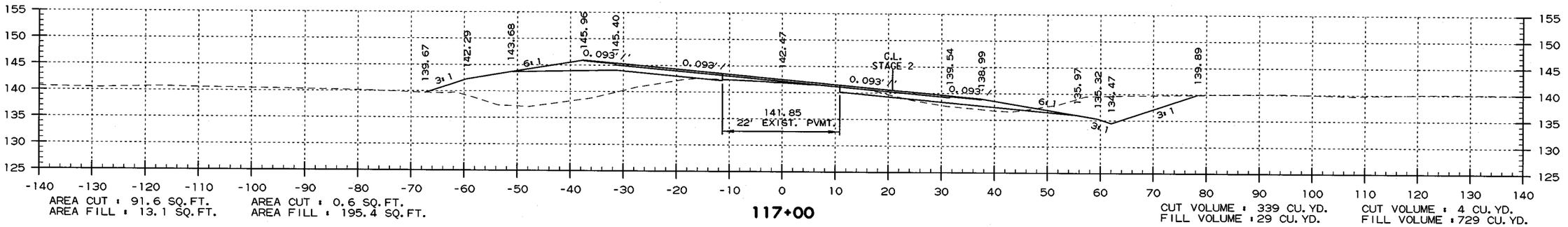
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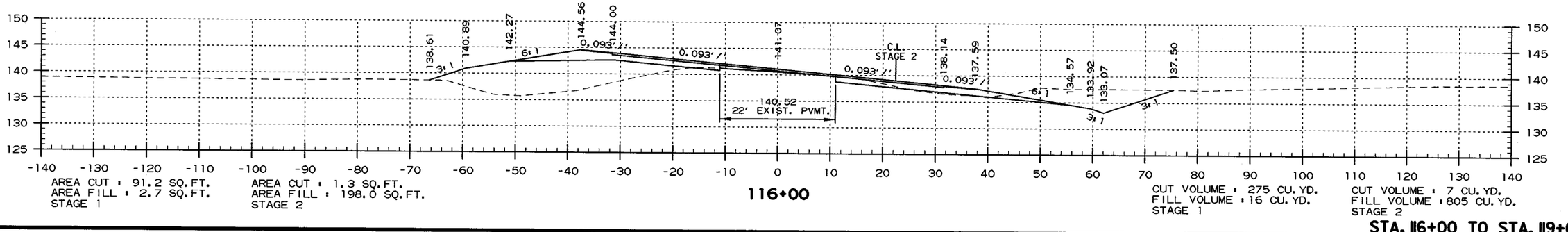
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	271	373
				(2)		CROSS SECTIONS		









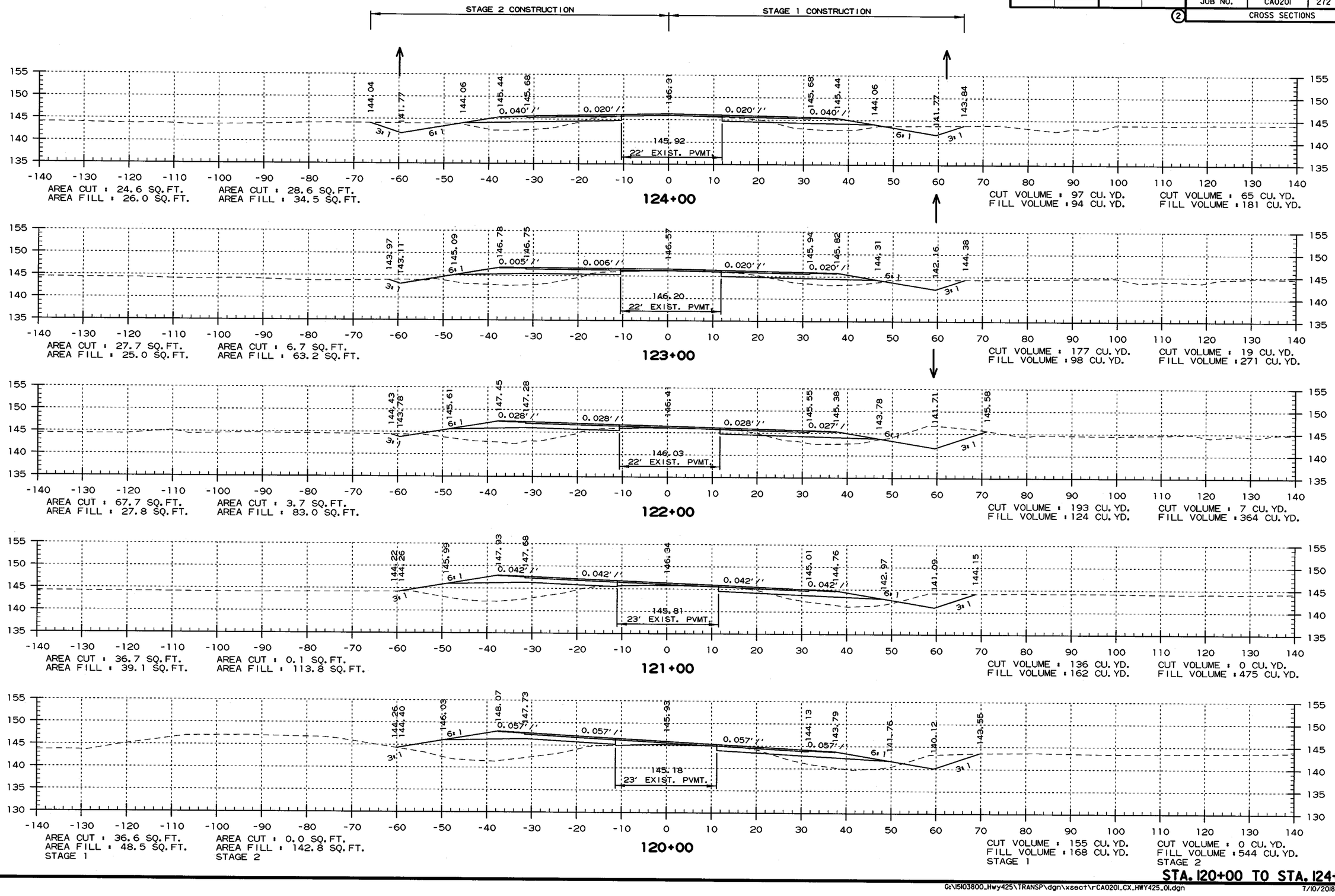
STA. 116+00 TO STA. 119+00

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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.		CA0201	272	373

(2) CROSS SECTIONS



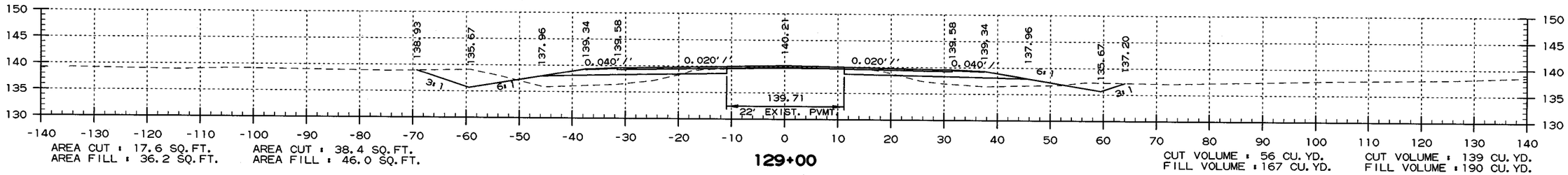
STA. 120+00 TO STA. 124+00

USER: fe513
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				6	ARK.			
				JOB NO.		CA0201	273	373
				(2)	CROSS SECTIONS			

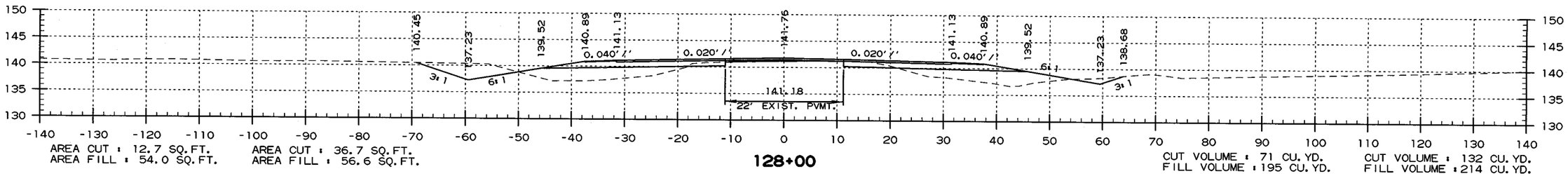
STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



AREA CUT = 17.6 SQ.FT.
AREA FILL = 36.2 SQ.FT.
AREA CUT = 38.4 SQ.FT.
AREA FILL = 46.0 SQ.FT.

129+00

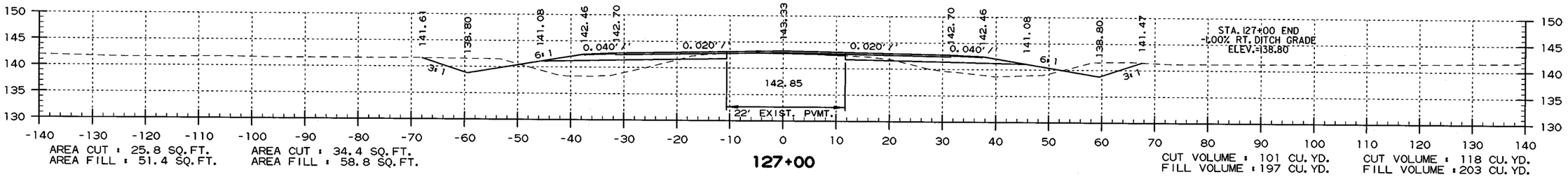
CUT VOLUME = 56 CU. YD.
FILL VOLUME = 167 CU. YD.
CUT VOLUME = 139 CU. YD.
FILL VOLUME = 190 CU. YD.



AREA CUT = 12.7 SQ.FT.
AREA FILL = 54.0 SQ.FT.
AREA CUT = 36.7 SQ.FT.
AREA FILL = 56.6 SQ.FT.

128+00

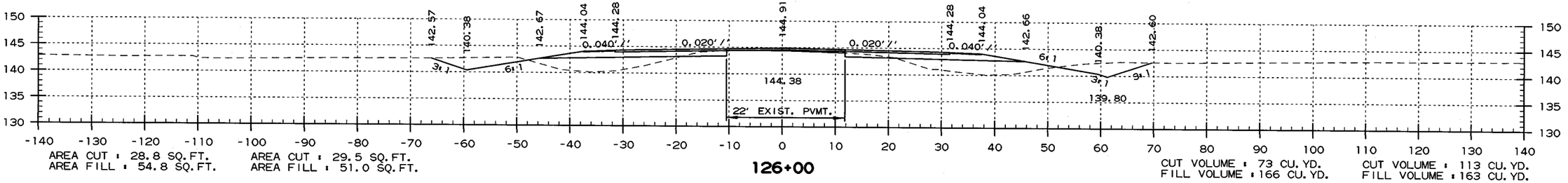
CUT VOLUME = 71 CU. YD.
FILL VOLUME = 195 CU. YD.
CUT VOLUME = 132 CU. YD.
FILL VOLUME = 214 CU. YD.



AREA CUT = 25.8 SQ.FT.
AREA FILL = 51.4 SQ.FT.
AREA CUT = 34.4 SQ.FT.
AREA FILL = 58.8 SQ.FT.

127+00

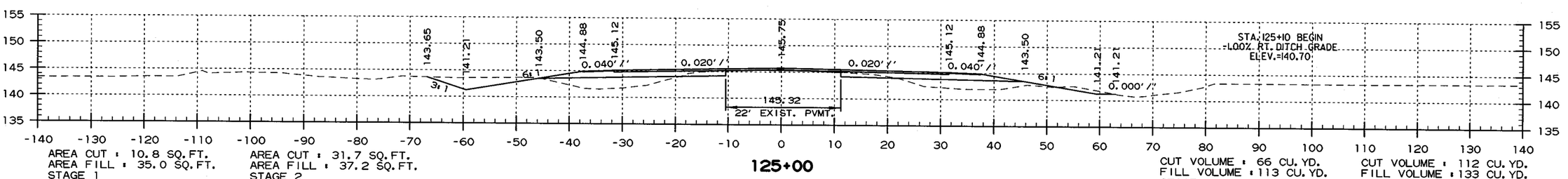
CUT VOLUME = 101 CU. YD.
FILL VOLUME = 197 CU. YD.
CUT VOLUME = 118 CU. YD.
FILL VOLUME = 203 CU. YD.



AREA CUT = 28.8 SQ.FT.
AREA FILL = 54.8 SQ.FT.
AREA CUT = 29.5 SQ.FT.
AREA FILL = 51.0 SQ.FT.

126+00

CUT VOLUME = 73 CU. YD.
FILL VOLUME = 166 CU. YD.
CUT VOLUME = 113 CU. YD.
FILL VOLUME = 163 CU. YD.



AREA CUT = 10.8 SQ.FT.
AREA FILL = 35.0 SQ.FT.
STAGE 1
AREA CUT = 31.7 SQ.FT.
AREA FILL = 37.2 SQ.FT.
STAGE 2

125+00

CUT VOLUME = 66 CU. YD.
FILL VOLUME = 113 CU. YD.
STAGE 1
CUT VOLUME = 112 CU. YD.
FILL VOLUME = 133 CU. YD.
STAGE 2

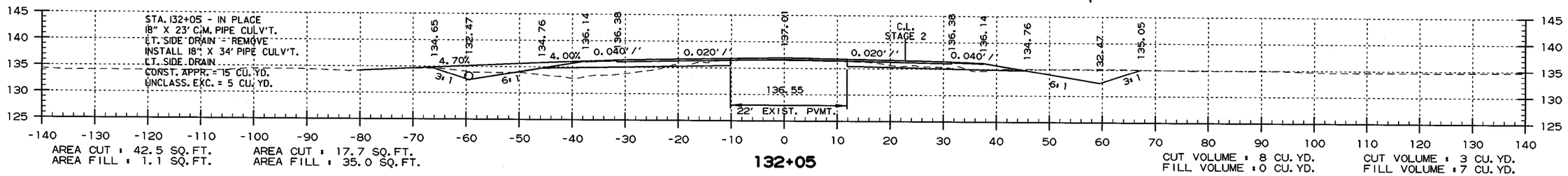
STA. 125+00 TO STA. 129+00

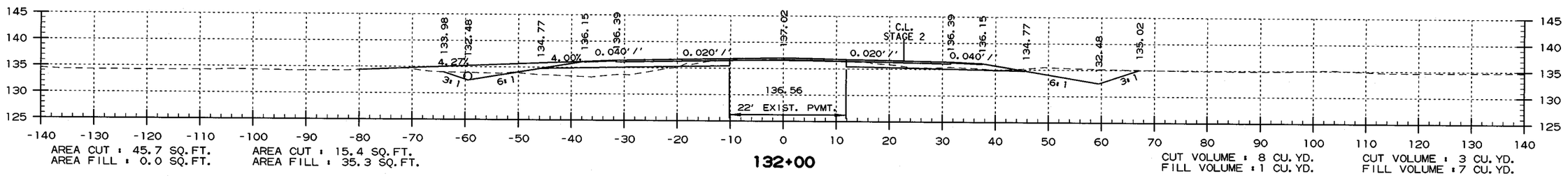
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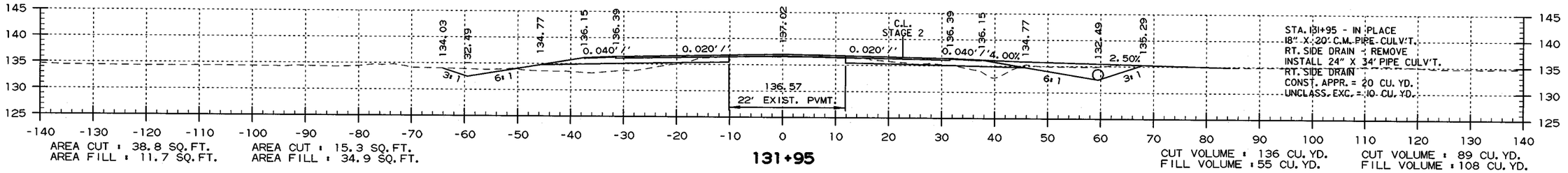
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				JOB NO.		CA0201	274	373
				(2)		CROSS SECTIONS		

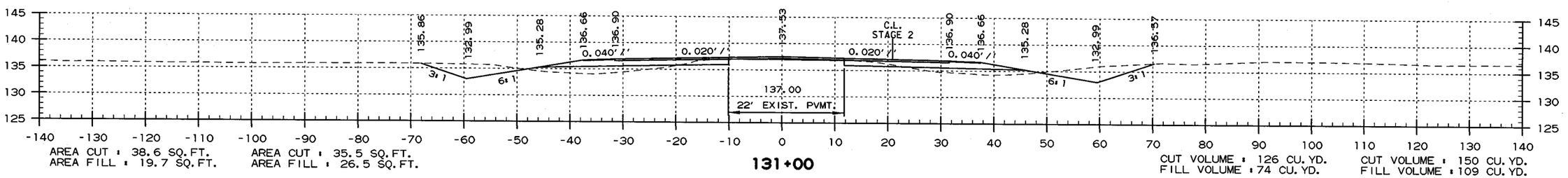
STAGE 2 CONSTRUCTION

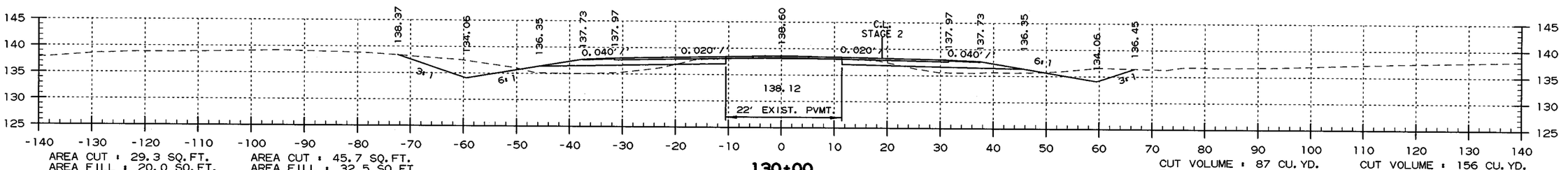
STAGE 1 CONSTRUCTION











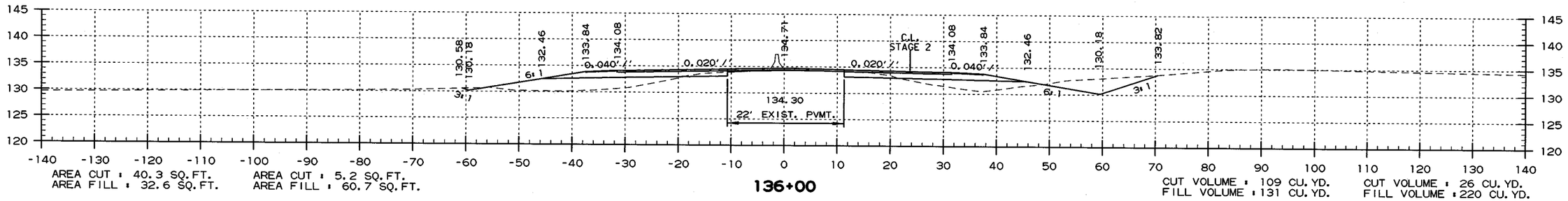
STA. 130+00 TO STA. 132+05

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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.		CA0201	275	373
				(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



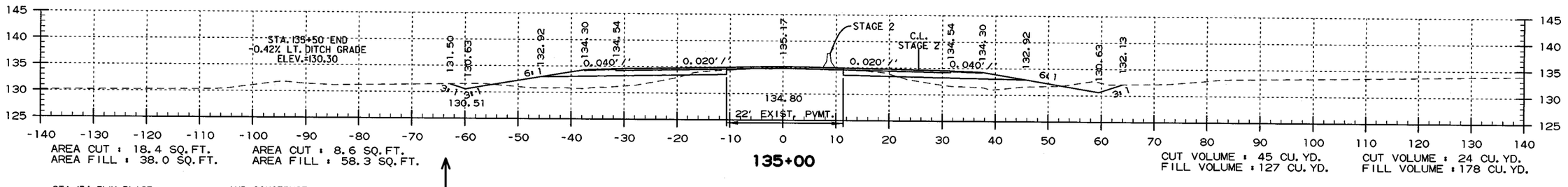
AREA CUT = 40.3 SQ.FT.
AREA FILL = 32.6 SQ.FT.

AREA CUT = 5.2 SQ.FT.
AREA FILL = 60.7 SQ.FT.

136+00

CUT VOLUME = 109 CU.YD.
FILL VOLUME = 131 CU.YD.

CUT VOLUME = 26 CU.YD.
FILL VOLUME = 220 CU.YD.



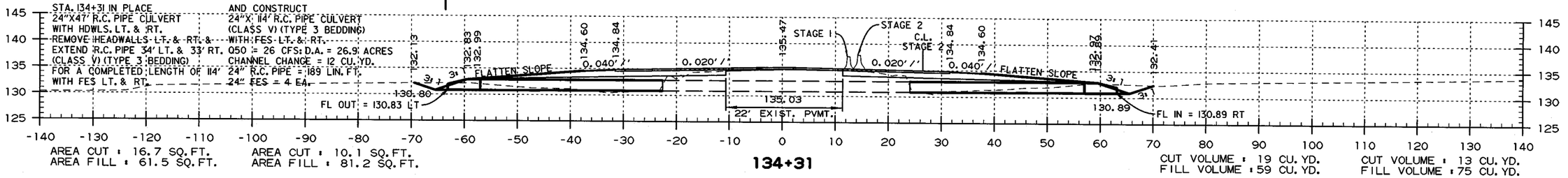
AREA CUT = 18.4 SQ.FT.
AREA FILL = 38.0 SQ.FT.

AREA CUT = 8.6 SQ.FT.
AREA FILL = 58.3 SQ.FT.

135+00

CUT VOLUME = 45 CU.YD.
FILL VOLUME = 127 CU.YD.

CUT VOLUME = 24 CU.YD.
FILL VOLUME = 178 CU.YD.



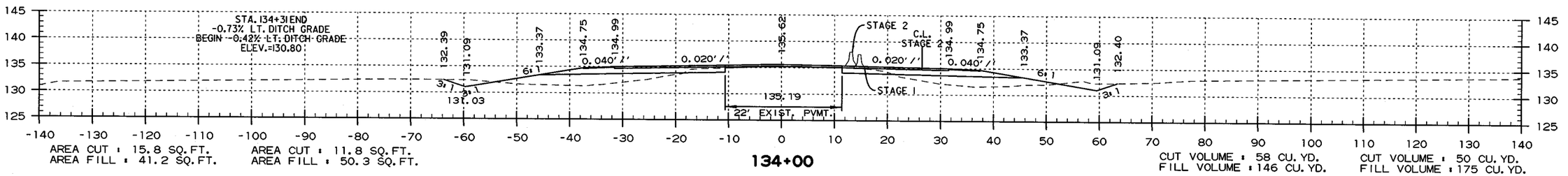
AREA CUT = 16.7 SQ.FT.
AREA FILL = 61.5 SQ.FT.
STAGE 1

AREA CUT = 15.2 SQ.FT.
AREA FILL = 44.1 SQ.FT.
STAGE 2

133+00

CUT VOLUME = 102 CU.YD.
FILL VOLUME = 68 CU.YD.
STAGE 1

CUT VOLUME = 58 CU.YD.
FILL VOLUME = 139 CU.YD.
STAGE 2



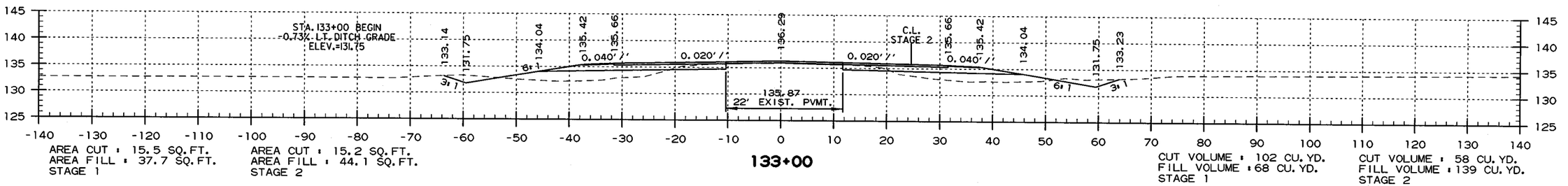
AREA CUT = 15.8 SQ.FT.
AREA FILL = 41.2 SQ.FT.

AREA CUT = 11.8 SQ.FT.
AREA FILL = 50.3 SQ.FT.

134+00

CUT VOLUME = 58 CU.YD.
FILL VOLUME = 146 CU.YD.

CUT VOLUME = 50 CU.YD.
FILL VOLUME = 175 CU.YD.



AREA CUT = 15.5 SQ.FT.
AREA FILL = 37.7 SQ.FT.
STAGE 1

AREA CUT = 15.2 SQ.FT.
AREA FILL = 44.1 SQ.FT.
STAGE 2

133+00

CUT VOLUME = 102 CU.YD.
FILL VOLUME = 68 CU.YD.
STAGE 1

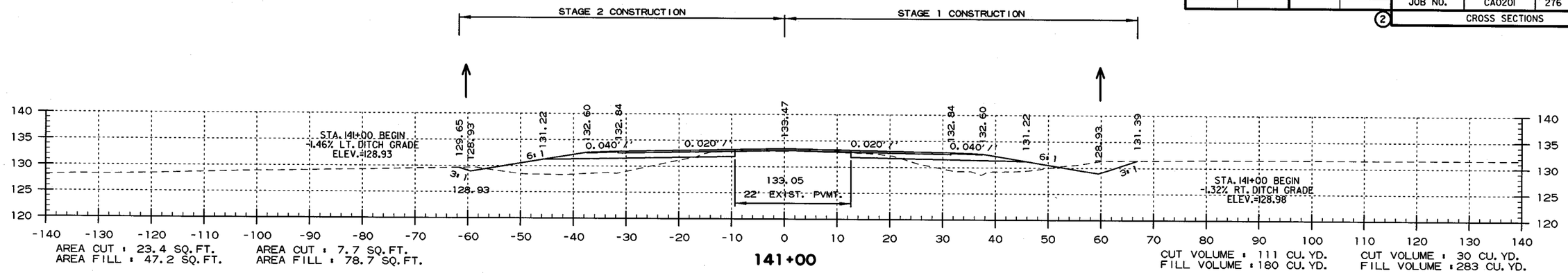
CUT VOLUME = 58 CU.YD.
FILL VOLUME = 139 CU.YD.
STAGE 2

STA. 133+00 TO STA. 136+00

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				JOB NO.		CA0201	276	373
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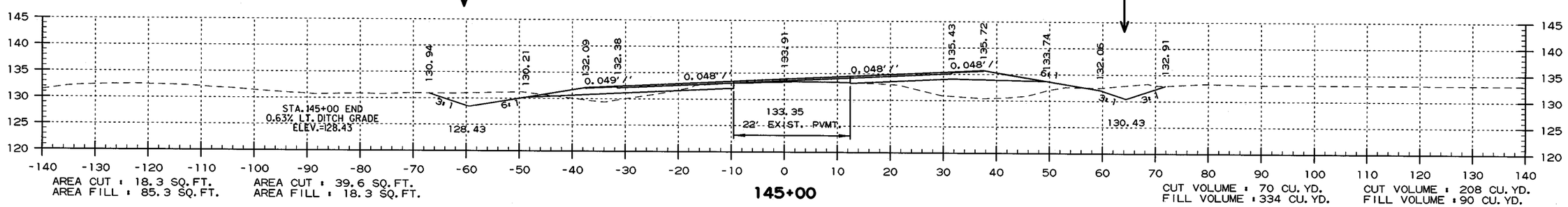
STA. 137+00 TO STA. 141+00

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				JOB NO.		CA0201	277	373
				(2)		CROSS SECTIONS		

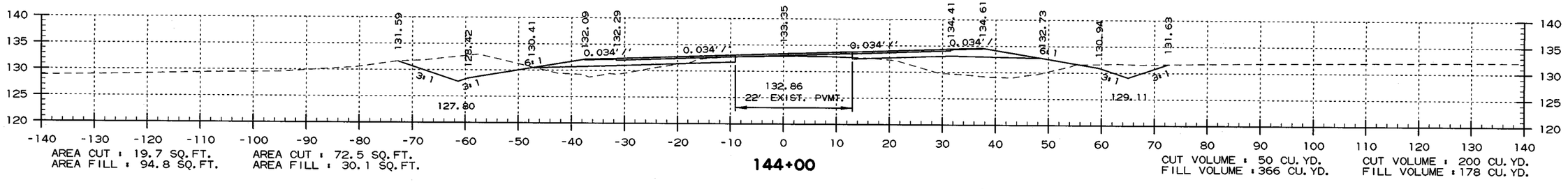
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 18.3 SQ.FT. AREA FILL = 85.3 SQ.FT.
AREA CUT = 39.6 SQ.FT. AREA FILL = 18.3 SQ.FT.

145+00

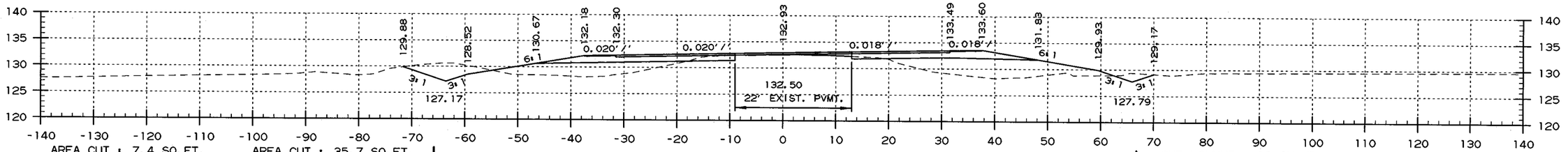
CUT VOLUME = 70 CU.YD. FILL VOLUME = 334 CU.YD.
CUT VOLUME = 208 CU.YD. FILL VOLUME = 90 CU.YD.



AREA CUT = 19.7 SQ.FT. AREA FILL = 94.8 SQ.FT.
AREA CUT = 72.5 SQ.FT. AREA FILL = 30.1 SQ.FT.

144+00

CUT VOLUME = 50 CU.YD. FILL VOLUME = 366 CU.YD.
CUT VOLUME = 200 CU.YD. FILL VOLUME = 178 CU.YD.

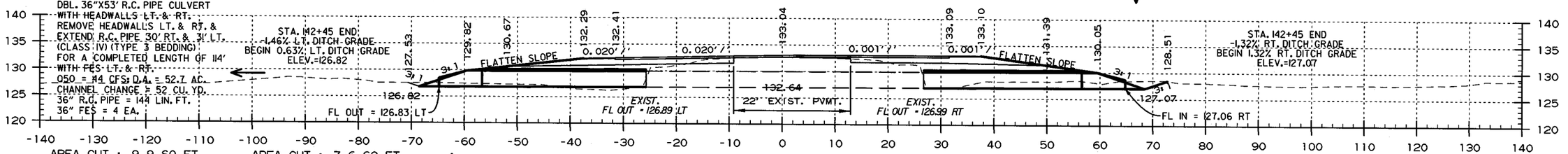


AREA CUT = 7.4 SQ.FT. AREA FILL = 102.7 SQ.FT.
AREA CUT = 35.7 SQ.FT. AREA FILL = 65.9 SQ.FT.

143+00

CUT VOLUME = 18 CU.YD. FILL VOLUME = 226 CU.YD.
CUT VOLUME = 44 CU.YD. FILL VOLUME = 212 CU.YD.

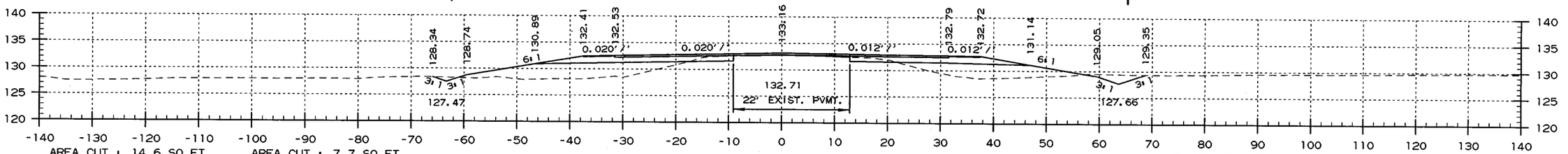
STA. 142+45 IN PLACE
DBL. 36"X53' R.C. PIPE CULVERT
WITH HEADWALLS LT. & RT.
REMOVE HEADWALLS LT. & RT. & EXTEND R.C. PIPE 30' RT. & 31' LT.
(CLASS IV) (TYPE 3 BEDDING)
FOR A COMPLETED LENGTH OF 114'
WITH FES LT. & RT.
Q50 = 44 CFS; D.A. = 52.7 AC.
CHANNEL CHANGE = 52 CU.YD.
36" R.C. PIPE = 144 LIN.FT.
36" FES = 4 EA.



AREA CUT = 9.9 SQ.FT. AREA FILL = 119.2 SQ.FT.
AREA CUT = 7.6 SQ.FT. AREA FILL = 141.9 SQ.FT.

142+45

CUT VOLUME = 20 CU.YD. FILL VOLUME = 153 CU.YD.
CUT VOLUME = 13 CU.YD. FILL VOLUME = 191 CU.YD.



AREA CUT = 14.6 SQ.FT. AREA FILL = 64.3 SQ.FT. STAGE 1
AREA CUT = 7.7 SQ.FT. AREA FILL = 87.7 SQ.FT. STAGE 2

142+00

CUT VOLUME = 70 CU.YD. FILL VOLUME = 206 CU.YD. STAGE 1
CUT VOLUME = 29 CU.YD. FILL VOLUME = 308 CU.YD. STAGE 2

STA. 142+00 TO STA. 145+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
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MODEL: CROSS SECTIONS

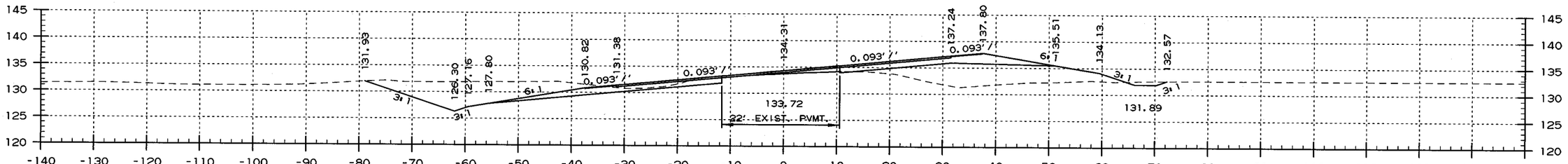
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	278	373
(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



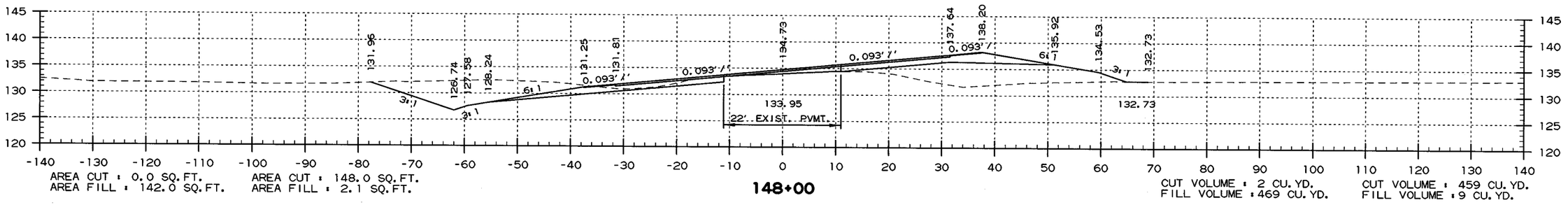
AREA CUT : 4.1 SQ.FT.
AREA FILL : 133.8 SQ.FT.

AREA CUT : 157.9 SQ.FT.
AREA FILL : 11.3 SQ.FT.

149+00

CUT VOLUME : 8 CU.YD.
FILL VOLUME : 511 CU.YD.

CUT VOLUME : 566 CU.YD.
FILL VOLUME : 25 CU.YD.



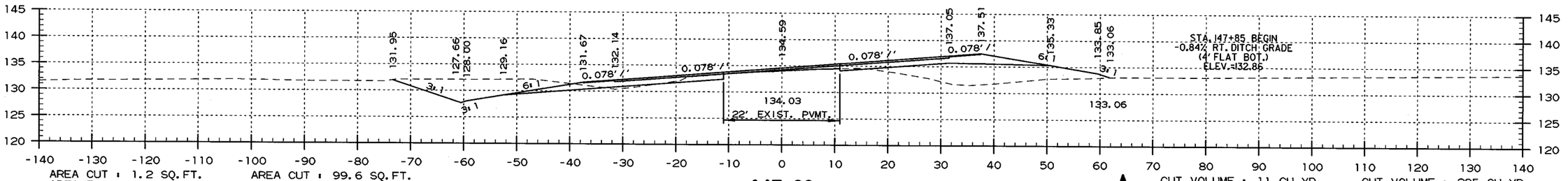
AREA CUT : 0.0 SQ.FT.
AREA FILL : 142.0 SQ.FT.

AREA CUT : 148.0 SQ.FT.
AREA FILL : 2.1 SQ.FT.

148+00

CUT VOLUME : 2 CU.YD.
FILL VOLUME : 469 CU.YD.

CUT VOLUME : 459 CU.YD.
FILL VOLUME : 9 CU.YD.



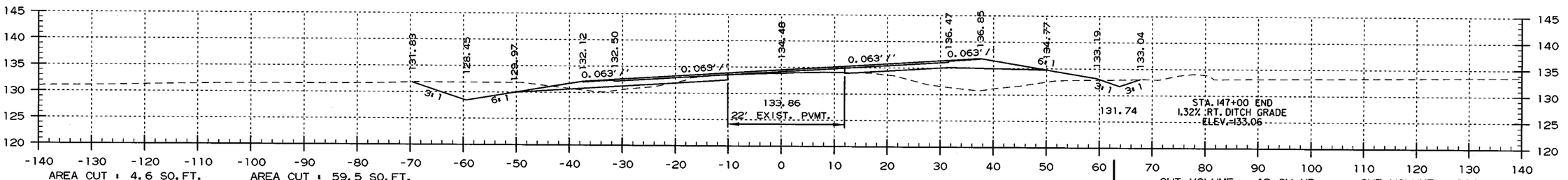
AREA CUT : 1.2 SQ.FT.
AREA FILL : 111.3 SQ.FT.

AREA CUT : 99.6 SQ.FT.
AREA FILL : 2.6 SQ.FT.

147+00

CUT VOLUME : 11 CU.YD.
FILL VOLUME : 403 CU.YD.

CUT VOLUME : 295 CU.YD.
FILL VOLUME : 23 CU.YD.



AREA CUT : 4.6 SQ.FT.
AREA FILL : 106.2 SQ.FT.
STAGE 1

AREA CUT : 59.5 SQ.FT.
AREA FILL : 9.8 SQ.FT.
STAGE 2

146+00

CUT VOLUME : 42 CU.YD.
FILL VOLUME : 355 CU.YD.
STAGE 1

CUT VOLUME : 184 CU.YD.
FILL VOLUME : 52 CU.YD.
STAGE 2

STA. 146+00 TO STA. 149+00

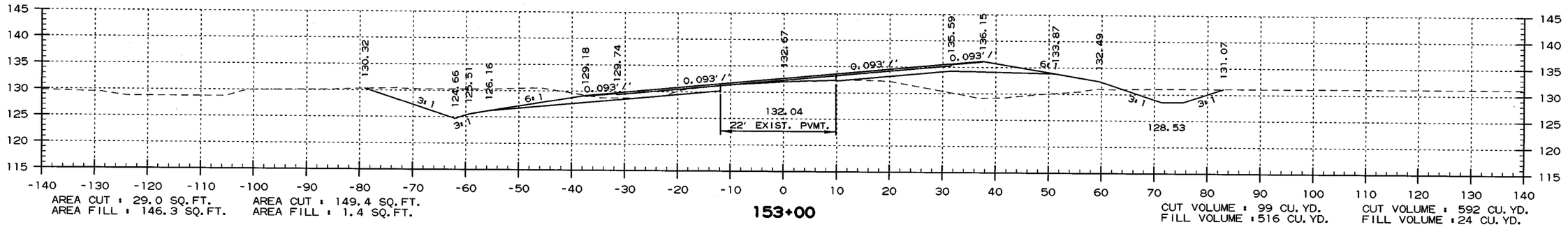
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	279	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



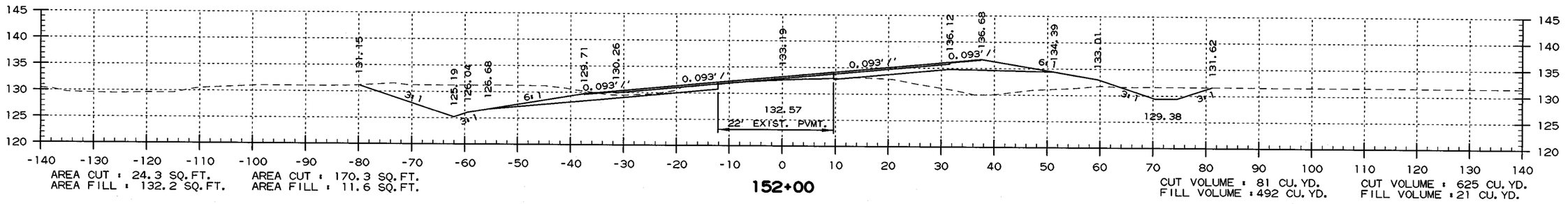
AREA CUT : 29.0 SQ.FT.
AREA FILL : 146.3 SQ.FT.

AREA CUT : 149.4 SQ.FT.
AREA FILL : 1.4 SQ.FT.

153+00

CUT VOLUME : 99 CU.YD.
FILL VOLUME : 516 CU.YD.

CUT VOLUME : 592 CU.YD.
FILL VOLUME : 24 CU.YD.



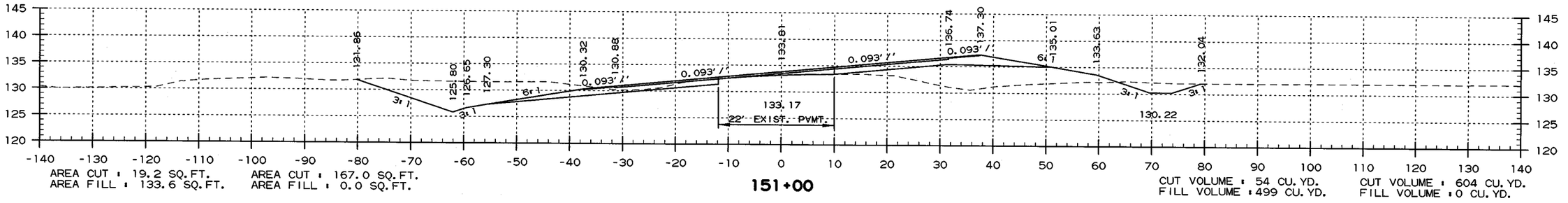
AREA CUT : 24.3 SQ.FT.
AREA FILL : 132.2 SQ.FT.

AREA CUT : 170.3 SQ.FT.
AREA FILL : 11.6 SQ.FT.

152+00

CUT VOLUME : 81 CU.YD.
FILL VOLUME : 492 CU.YD.

CUT VOLUME : 625 CU.YD.
FILL VOLUME : 21 CU.YD.



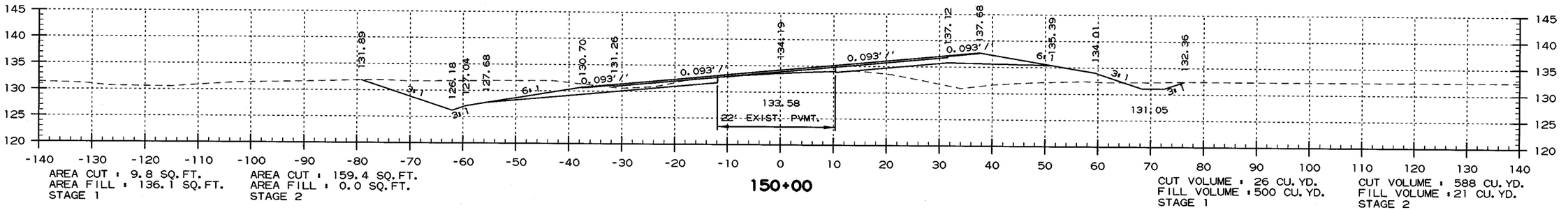
AREA CUT : 19.2 SQ.FT.
AREA FILL : 133.6 SQ.FT.

AREA CUT : 167.0 SQ.FT.
AREA FILL : 0.0 SQ.FT.

151+00

CUT VOLUME : 54 CU.YD.
FILL VOLUME : 499 CU.YD.

CUT VOLUME : 604 CU.YD.
FILL VOLUME : 0 CU.YD.



AREA CUT : 9.8 SQ.FT.
AREA FILL : 136.1 SQ.FT.
STAGE 1

AREA CUT : 159.4 SQ.FT.
AREA FILL : 0.0 SQ.FT.
STAGE 2

150+00

CUT VOLUME : 26 CU.YD.
FILL VOLUME : 500 CU.YD.
STAGE 1

CUT VOLUME : 588 CU.YD.
FILL VOLUME : 21 CU.YD.
STAGE 2

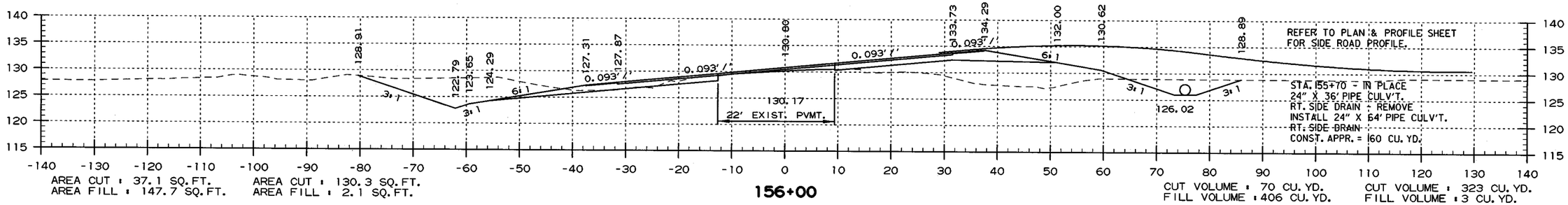
STA. 150+00 TO STA. 153+00

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				6	ARK.			
				JOB NO.		CA0201	280	373

(2) CROSS SECTIONS

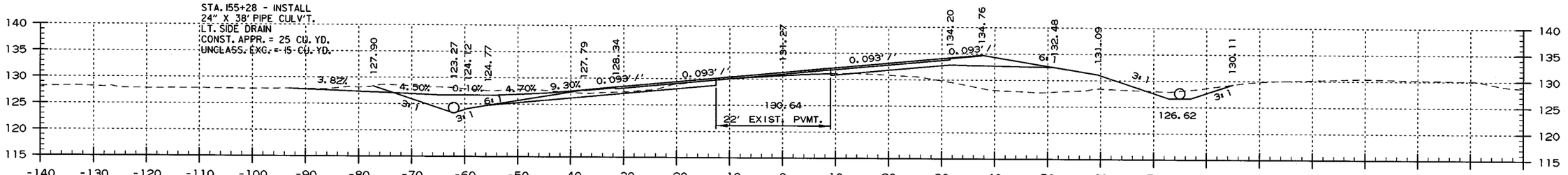
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 37.1 SQ.FT. AREA FILL = 147.7 SQ.FT.
AREA CUT = 130.3 SQ.FT. AREA FILL = 2.1 SQ.FT.

156+00

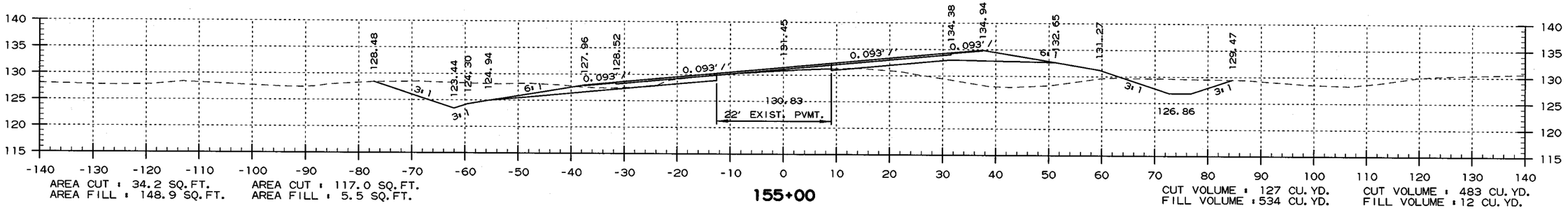
CUT VOLUME = 70 CU. YD. FILL VOLUME = 406 CU. YD.
CUT VOLUME = 323 CU. YD. FILL VOLUME = 3 CU. YD.



AREA CUT = 15.5 SQ.FT. AREA FILL = 156.6 SQ.FT.
AREA CUT = 111.6 SQ.FT. AREA FILL = 0.0 SQ.FT.

155+28

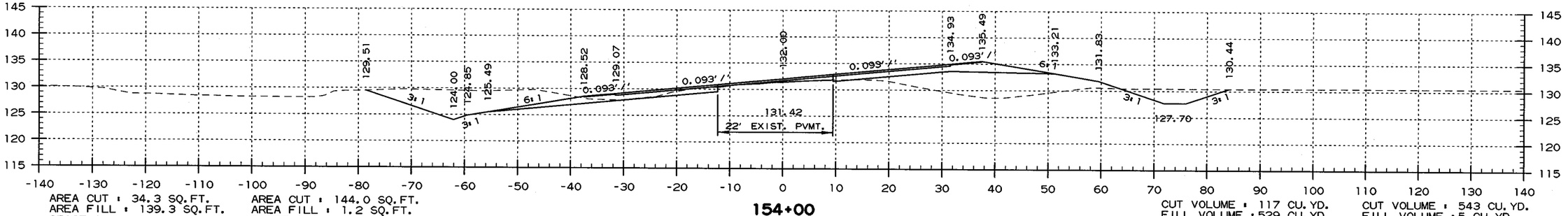
CUT VOLUME = 26 CU. YD. FILL VOLUME = 158 CU. YD.
CUT VOLUME = 119 CU. YD. FILL VOLUME = 3 CU. YD.



AREA CUT = 34.2 SQ.FT. AREA FILL = 148.9 SQ.FT.
AREA CUT = 117.0 SQ.FT. AREA FILL = 5.5 SQ.FT.

155+00

CUT VOLUME = 127 CU. YD. FILL VOLUME = 534 CU. YD.
CUT VOLUME = 483 CU. YD. FILL VOLUME = 12 CU. YD.



AREA CUT = 34.3 SQ.FT. AREA FILL = 139.3 SQ.FT. STAGE 1
AREA CUT = 144.0 SQ.FT. AREA FILL = 1.2 SQ.FT. STAGE 2

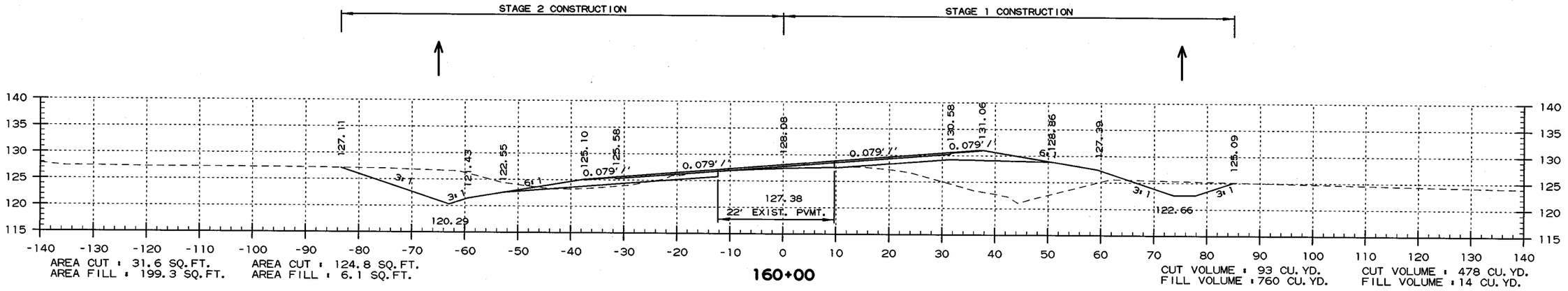
154+00

CUT VOLUME = 117 CU. YD. FILL VOLUME = 529 CU. YD. STAGE 1
CUT VOLUME = 543 CU. YD. FILL VOLUME = 5 CU. YD. STAGE 2

STA. 154+00 TO STA. 156+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
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				6	ARK.			
				JOB NO.		CA0201	281	373
				(2)	CROSS SECTIONS			



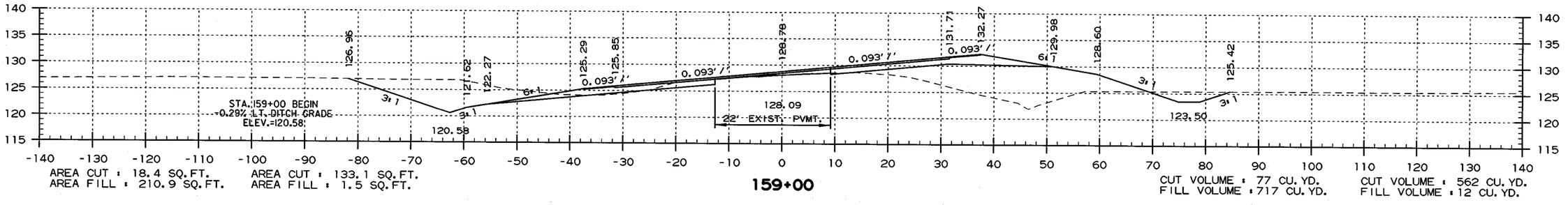
AREA CUT = 31.6 SQ.FT.
AREA FILL = 199.3 SQ.FT.

AREA CUT = 124.8 SQ.FT.
AREA FILL = 6.1 SQ.FT.

CUT VOLUME = 93 CU.YD.
FILL VOLUME = 760 CU.YD.

CUT VOLUME = 478 CU.YD.
FILL VOLUME = 14 CU.YD.

160+00



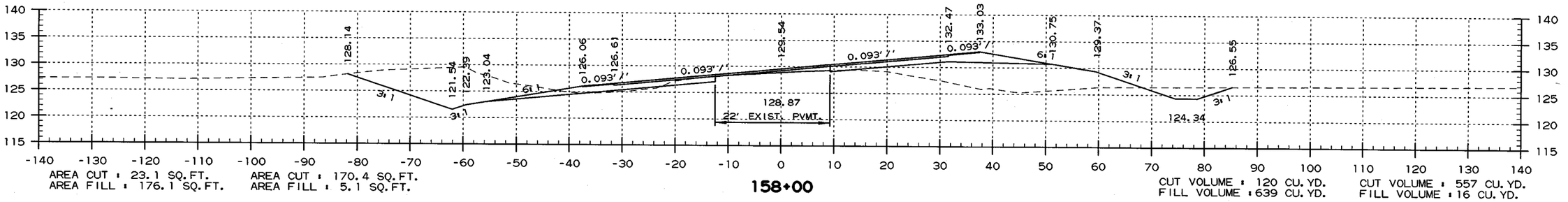
AREA CUT = 18.4 SQ.FT.
AREA FILL = 210.9 SQ.FT.

AREA CUT = 133.1 SQ.FT.
AREA FILL = 1.5 SQ.FT.

CUT VOLUME = 77 CU.YD.
FILL VOLUME = 717 CU.YD.

CUT VOLUME = 562 CU.YD.
FILL VOLUME = 12 CU.YD.

159+00



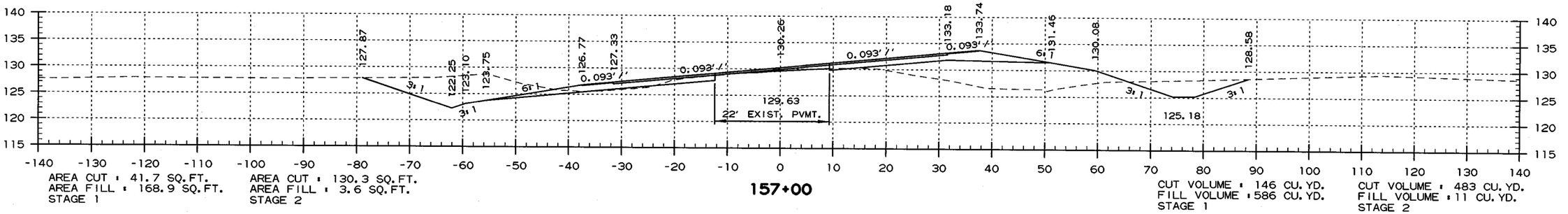
AREA CUT = 23.1 SQ.FT.
AREA FILL = 176.1 SQ.FT.

AREA CUT = 170.4 SQ.FT.
AREA FILL = 5.1 SQ.FT.

CUT VOLUME = 120 CU.YD.
FILL VOLUME = 639 CU.YD.

CUT VOLUME = 557 CU.YD.
FILL VOLUME = 16 CU.YD.

158+00



AREA CUT = 41.7 SQ.FT.
AREA FILL = 168.9 SQ.FT.
STAGE 1

AREA CUT = 130.3 SQ.FT.
AREA FILL = 3.6 SQ.FT.
STAGE 2

CUT VOLUME = 146 CU.YD.
FILL VOLUME = 586 CU.YD.
STAGE 1

CUT VOLUME = 483 CU.YD.
FILL VOLUME = 11 CU.YD.
STAGE 2

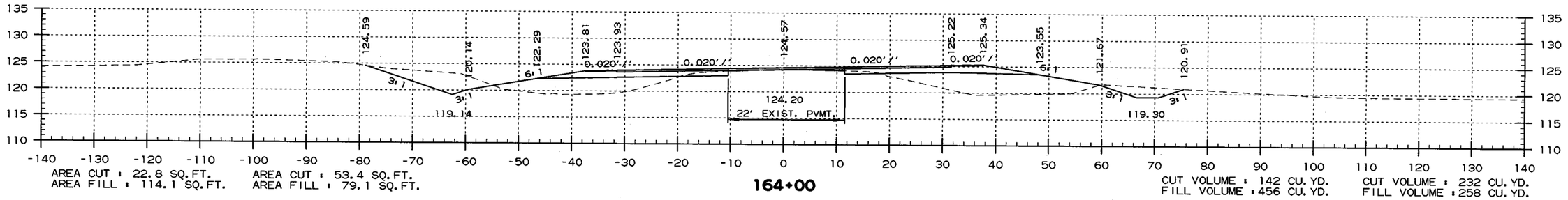
157+00

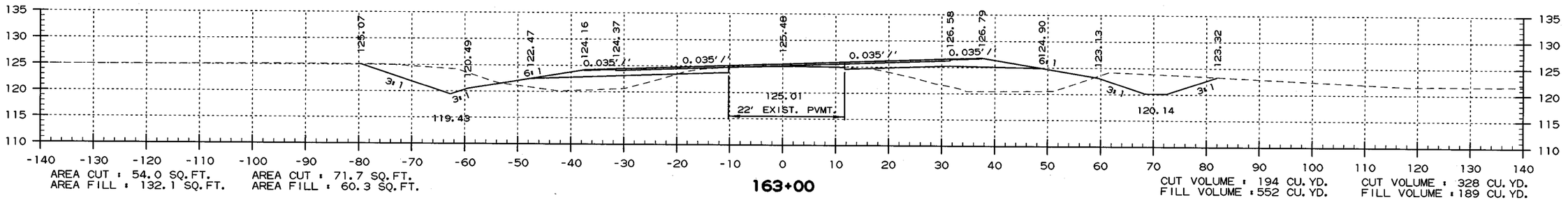
STA. 157+00 TO STA. 160+00

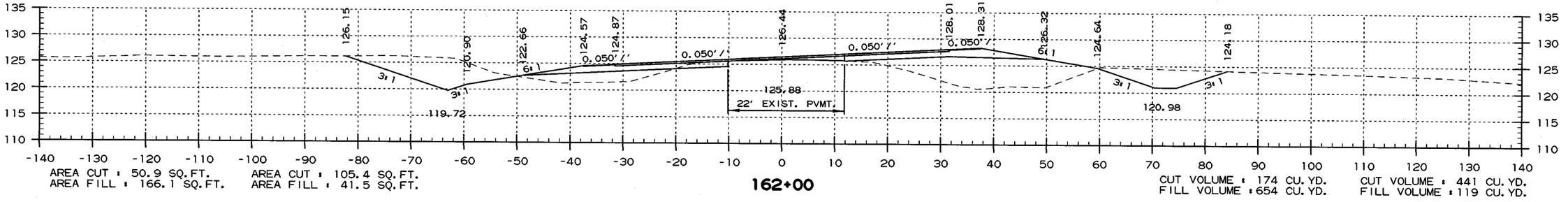
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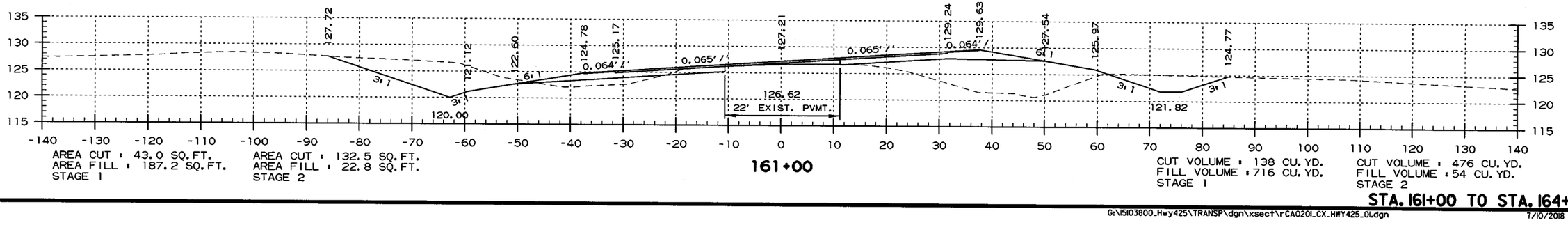
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				6	ARK.			
				JOB NO.		CA0201	282	373
				(2)		CROSS SECTIONS		









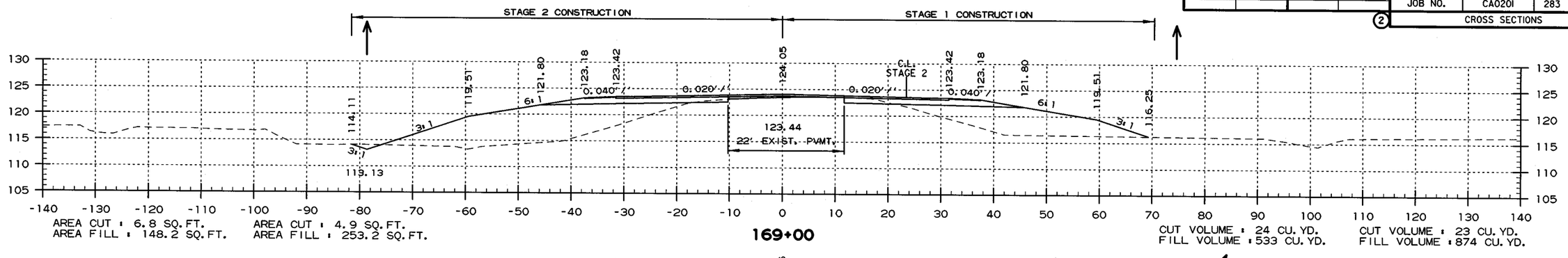


STA. 161+00 TO STA. 164+00

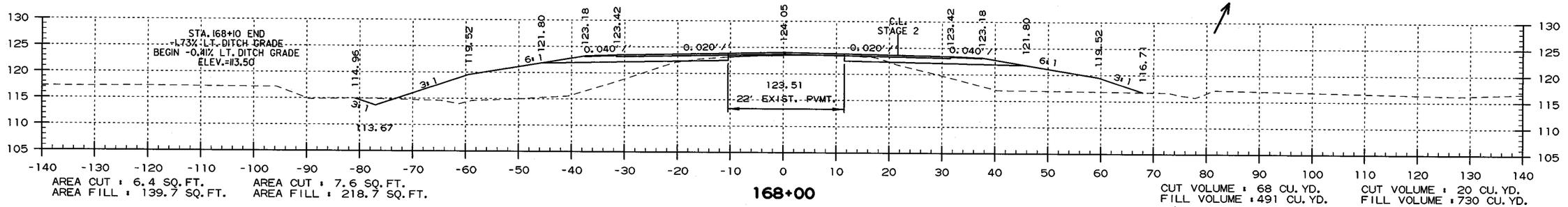
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				6	ARK.			
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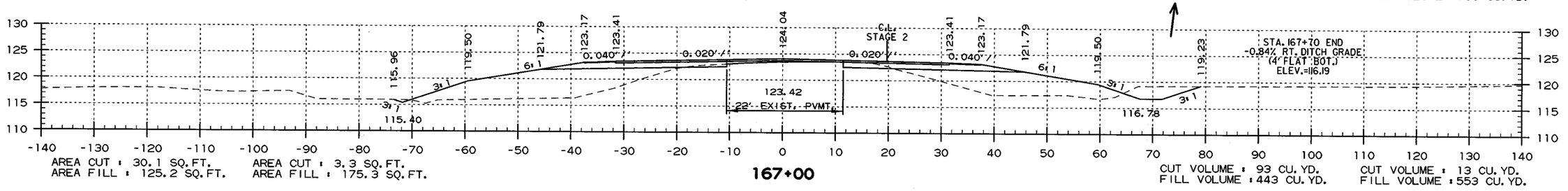
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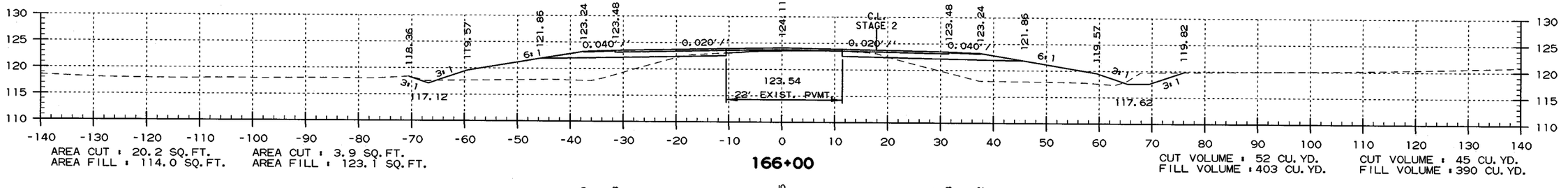
169+00



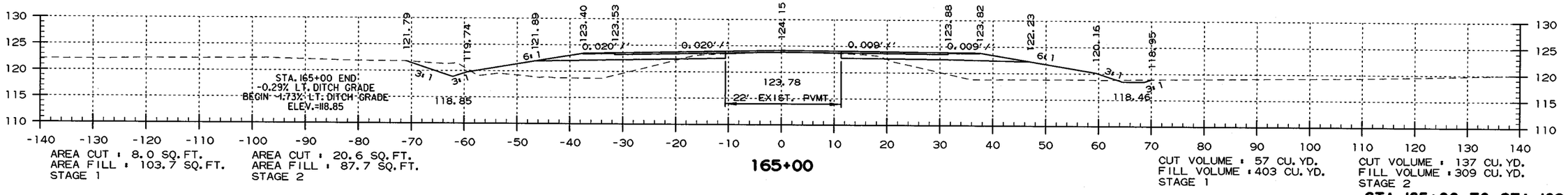
168+00



167+00



166+00



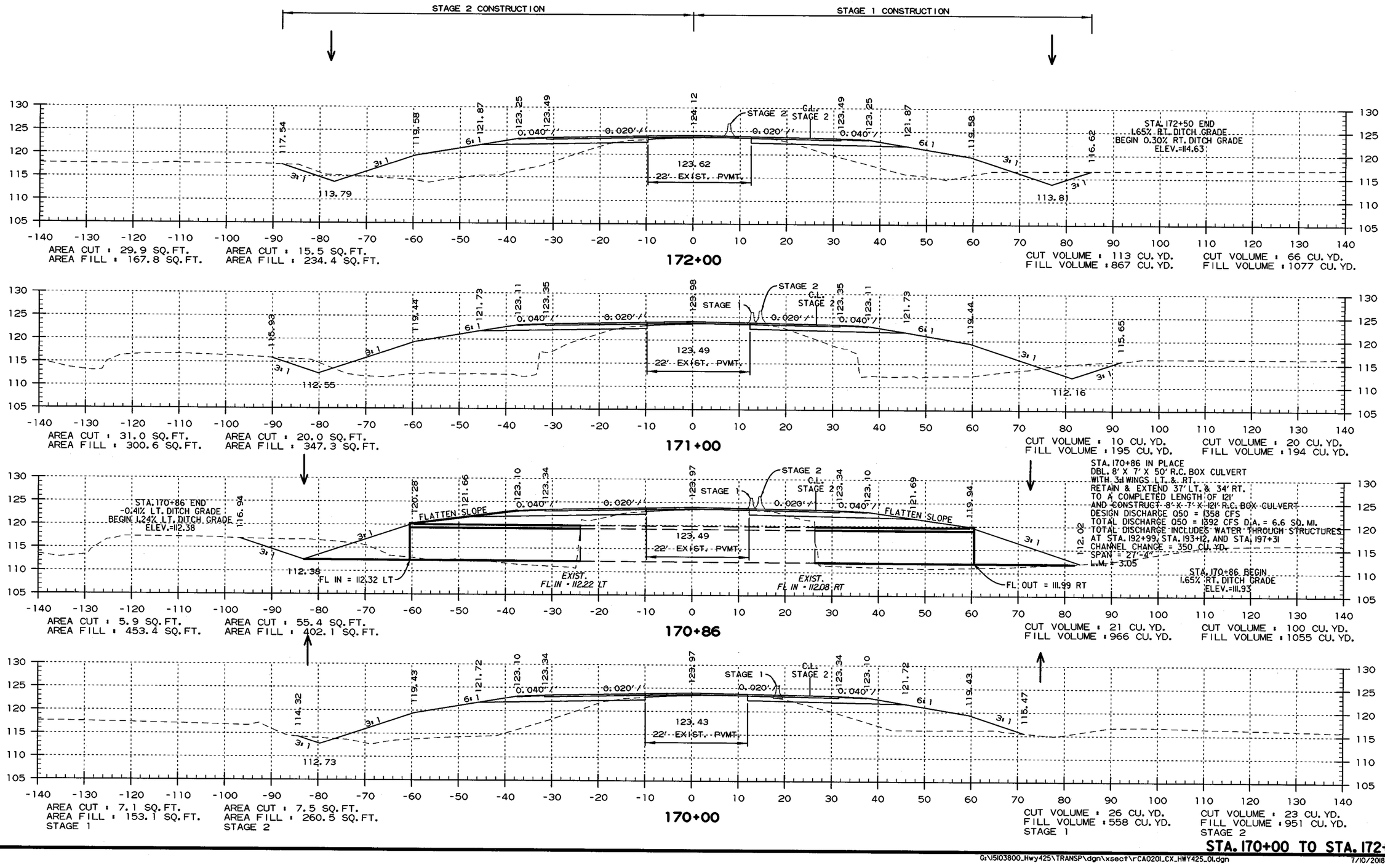
165+00

STA. 165+00 TO STA. 169+00

USER: fs513
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PLOTTED: 7/10/2018 10:00
SCALE: h20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	284	373
				(2)	CROSS SECTIONS			



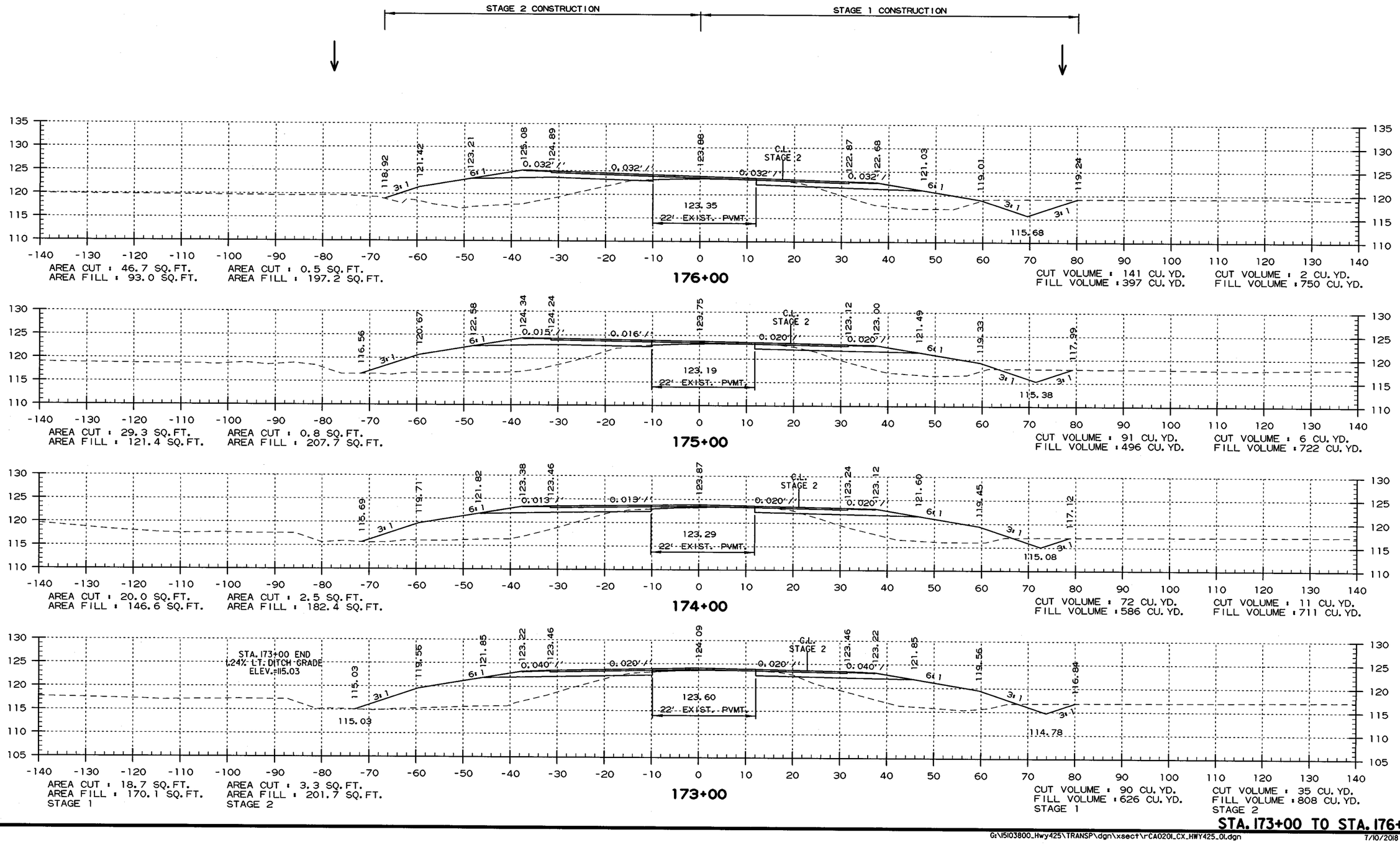
STA. 170+00 TO STA. 172+00

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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.		CA0201	285	373
(2)	CROSS SECTIONS			



STA. 173+00 TO STA. 176+00

USER: fc5i3
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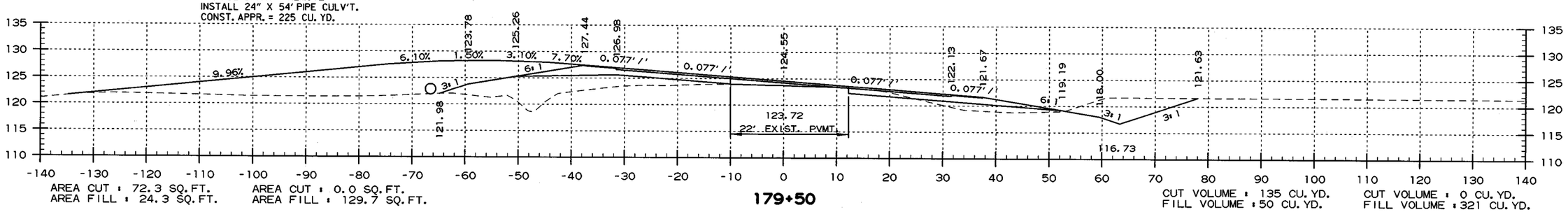
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	286	373
				(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 179+50 - IN PLACE
24" X 31' C.P. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 54' PIPE CULV'T.
CONST. APPR. = 225 CU. YD.



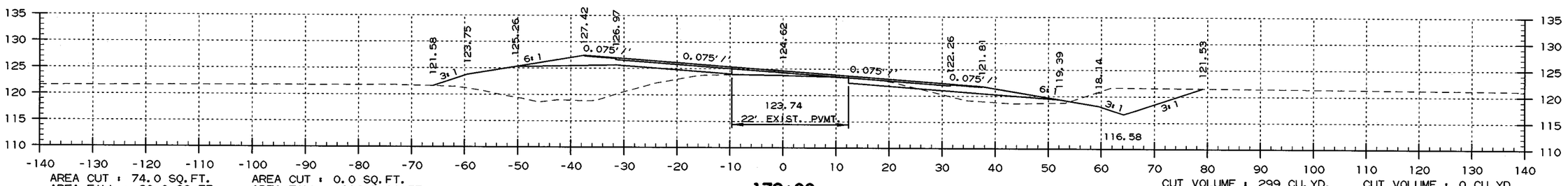
AREA CUT = 72.3 SQ.FT.
AREA FILL = 24.3 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 129.7 SQ.FT.

179+50

CUT VOLUME = 135 CU. YD.
FILL VOLUME = 50 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 321 CU. YD.



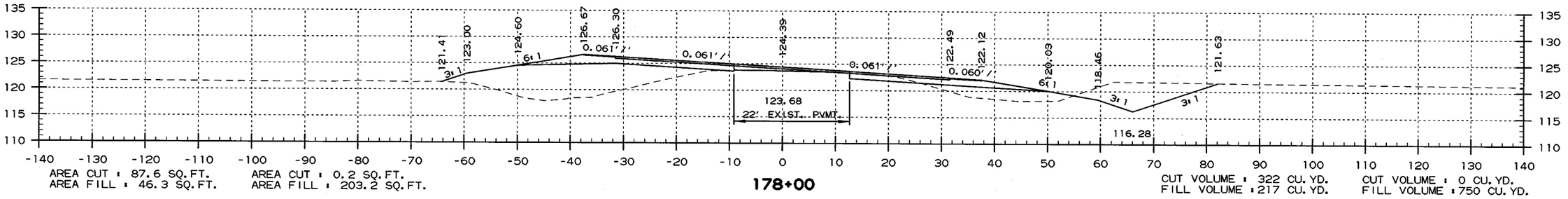
AREA CUT = 74.0 SQ.FT.
AREA FILL = 30.0 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 216.5 SQ.FT.

179+00

CUT VOLUME = 299 CU. YD.
FILL VOLUME = 141 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 777 CU. YD.



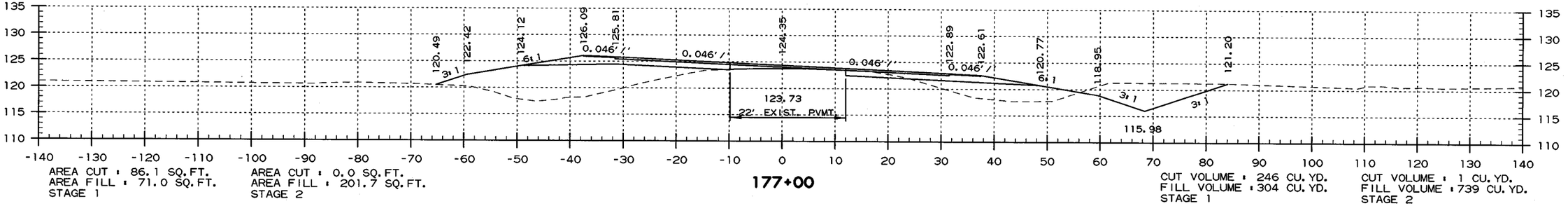
AREA CUT = 87.6 SQ.FT.
AREA FILL = 46.3 SQ.FT.

AREA CUT = 0.2 SQ.FT.
AREA FILL = 203.2 SQ.FT.

178+00

CUT VOLUME = 322 CU. YD.
FILL VOLUME = 217 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 750 CU. YD.



AREA CUT = 86.1 SQ.FT.
AREA FILL = 71.0 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 201.7 SQ.FT.
STAGE 2

177+00

CUT VOLUME = 246 CU. YD.
FILL VOLUME = 304 CU. YD.
STAGE 1

CUT VOLUME = 1 CU. YD.
FILL VOLUME = 739 CU. YD.
STAGE 2

STA. 177+00 TO STA. 179+50

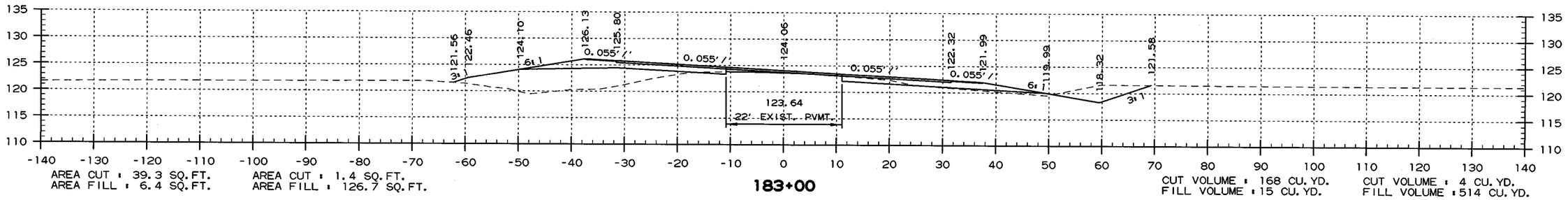
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	287	373
				(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



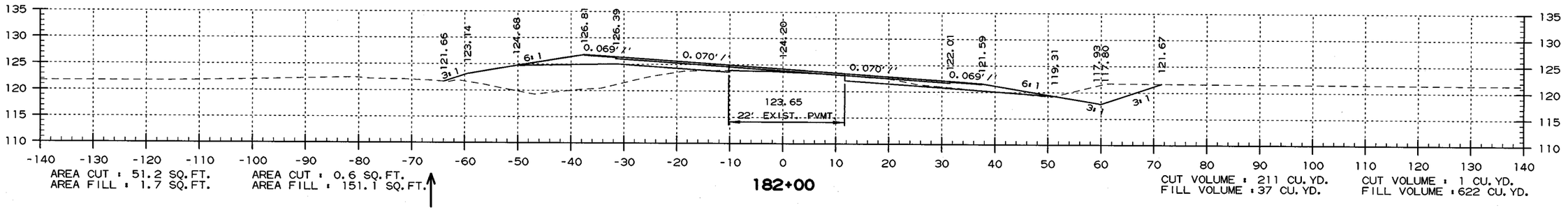
AREA CUT = 39.3 SQ.FT.
AREA FILL = 6.4 SQ.FT.

AREA CUT = 1.4 SQ.FT.
AREA FILL = 126.7 SQ.FT.

183+00

CUT VOLUME = 168 CU. YD.
FILL VOLUME = 15 CU. YD.

CUT VOLUME = 4 CU. YD.
FILL VOLUME = 514 CU. YD.



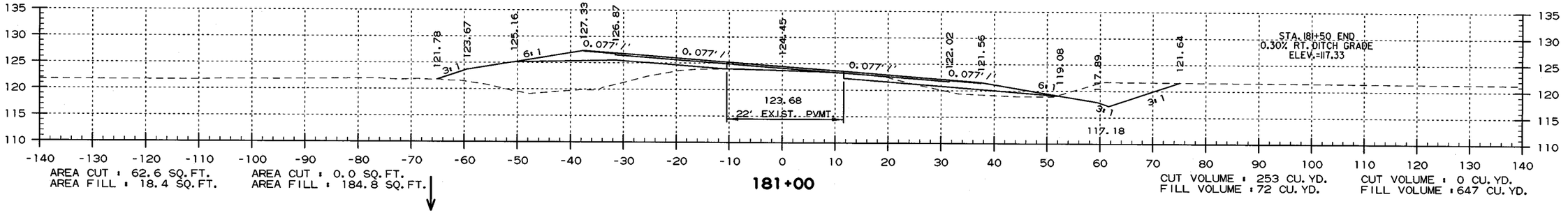
AREA CUT = 51.2 SQ.FT.
AREA FILL = 1.7 SQ.FT.

AREA CUT = 0.6 SQ.FT.
AREA FILL = 151.1 SQ.FT.

182+00

CUT VOLUME = 211 CU. YD.
FILL VOLUME = 37 CU. YD.

CUT VOLUME = 1 CU. YD.
FILL VOLUME = 622 CU. YD.



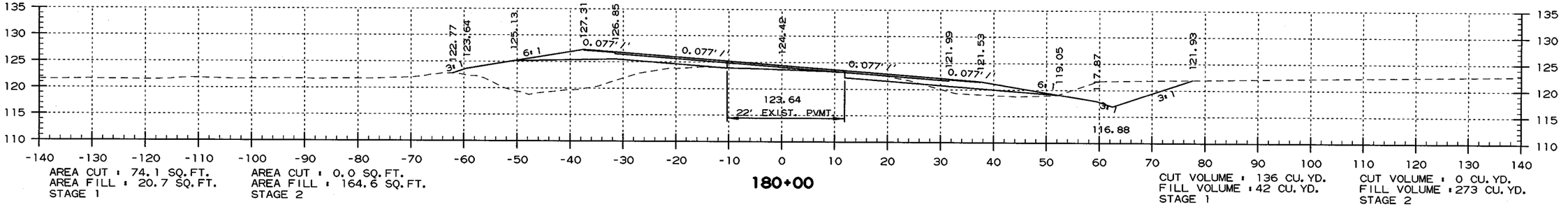
AREA CUT = 62.6 SQ.FT.
AREA FILL = 18.4 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 184.8 SQ.FT.

181+00

CUT VOLUME = 253 CU. YD.
FILL VOLUME = 72 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 647 CU. YD.



AREA CUT = 74.1 SQ.FT.
AREA FILL = 20.7 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 164.6 SQ.FT.
STAGE 2

180+00

CUT VOLUME = 136 CU. YD.
FILL VOLUME = 42 CU. YD.
STAGE 1

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 273 CU. YD.
STAGE 2

STA. 180+00 TO STA. 183+00

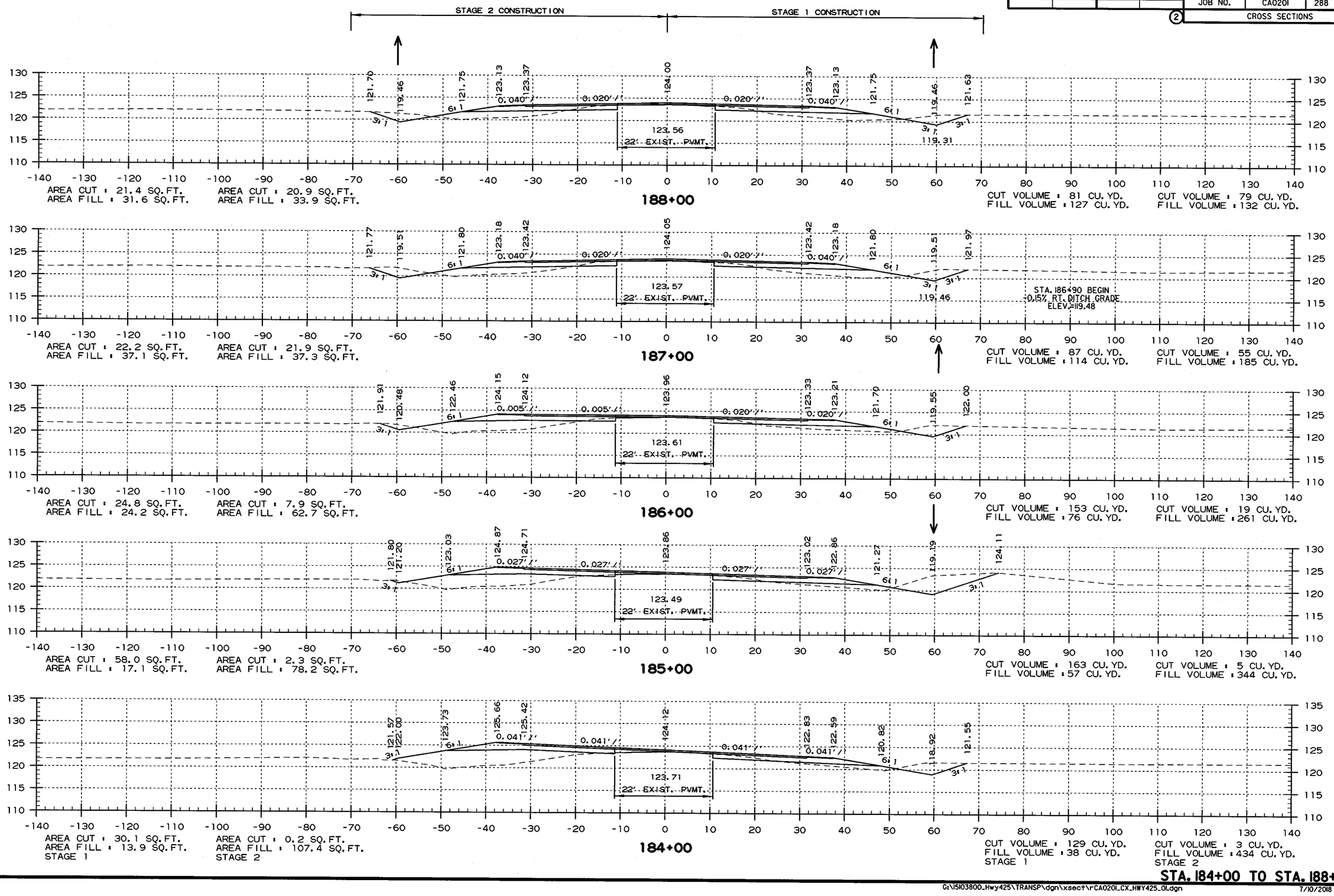
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	288	373

(2) CROSS SECTIONS



STA. 184+00 TO STA. 188+00

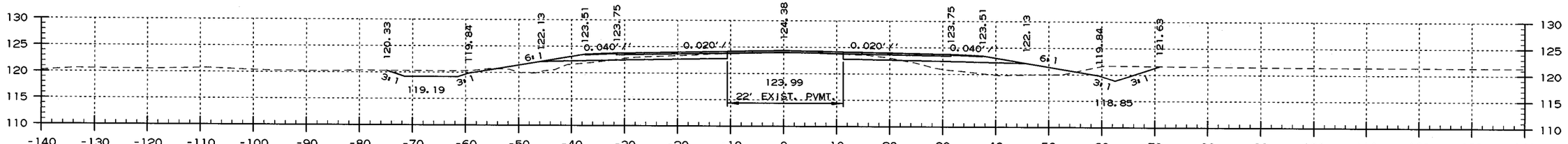
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MODEL: CROSS SECTIONS

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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.		CA0201	289	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



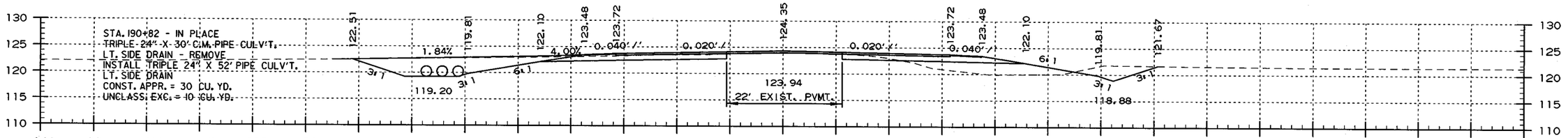
AREA CUT = 29.2 SQ.FT.
AREA FILL = 51.0 SQ.FT.

AREA CUT = 29.7 SQ.FT.
AREA FILL = 20.3 SQ.FT.

191+00

CUT VOLUME = 20 CU. YD.
FILL VOLUME = 34 CU. YD.

CUT VOLUME = 49 CU. YD.
FILL VOLUME = 7 CU. YD.



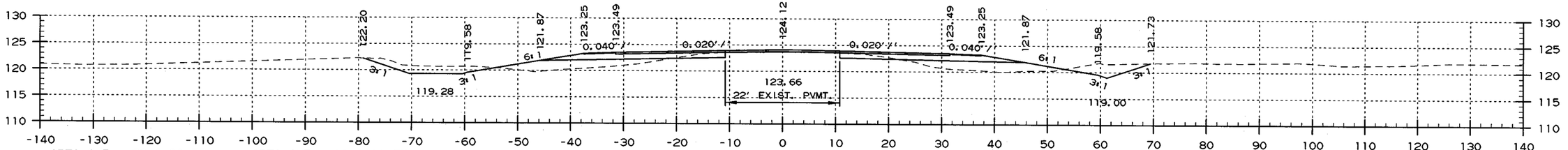
AREA CUT = 29.7 SQ.FT.
AREA FILL = 50.1 SQ.FT.

AREA CUT = 115.9 SQ.FT.
AREA FILL = 0.1 SQ.FT.

190+82

CUT VOLUME = 89 CU. YD.
FILL VOLUME = 138 CU. YD.

CUT VOLUME = 227 CU. YD.
FILL VOLUME = 62 CU. YD.



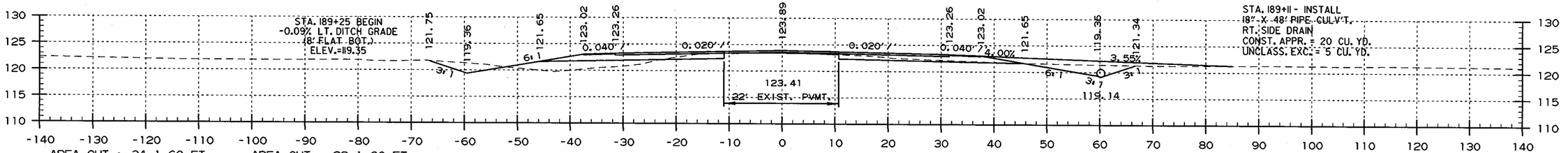
AREA CUT = 28.6 SQ.FT.
AREA FILL = 40.5 SQ.FT.

AREA CUT = 33.6 SQ.FT.
AREA FILL = 40.5 SQ.FT.

190+00

CUT VOLUME = 103 CU. YD.
FILL VOLUME = 67 CU. YD.

CUT VOLUME = 92 CU. YD.
FILL VOLUME = 125 CU. YD.



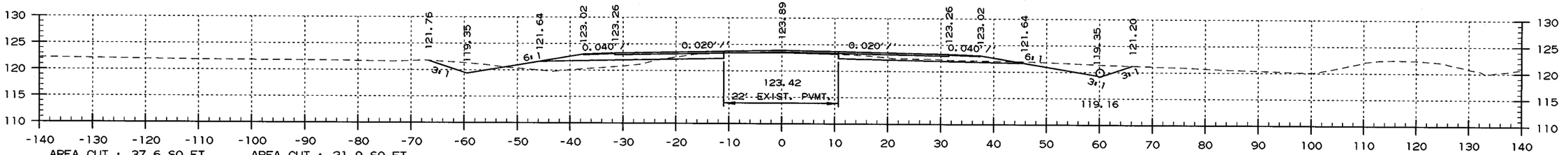
AREA CUT = 34.1 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 22.1 SQ.FT.
AREA FILL = 35.2 SQ.FT.

189+11

CUT VOLUME = 15 CU. YD.
FILL VOLUME = 0 CU. YD.

CUT VOLUME = 9 CU. YD.
FILL VOLUME = 14 CU. YD.



AREA CUT = 37.6 SQ.FT.
AREA FILL = 0.2 SQ.FT.
STAGE 1

AREA CUT = 21.9 SQ.FT.
AREA FILL = 35.2 SQ.FT.
STAGE 2

189+00

CUT VOLUME = 109 CU. YD.
FILL VOLUME = 59 CU. YD.
STAGE 1

CUT VOLUME = 79 CU. YD.
FILL VOLUME = 128 CU. YD.
STAGE 2

STA. 189+00 TO STA. 191+00

USER: f6513
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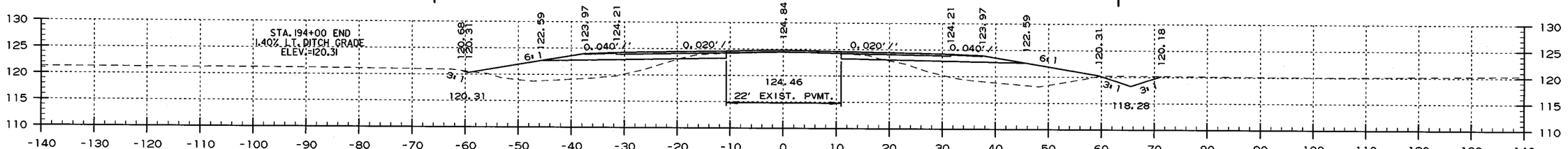
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	290	373

(2) CROSS SECTIONS

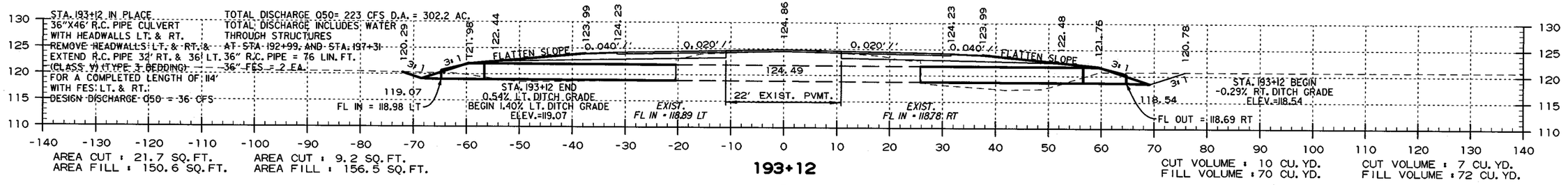
STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



AREA CUT = 16.4 SQ.FT. AREA FILL = 106.4 SQ.FT. | AREA CUT = 5.9 SQ.FT. AREA FILL = 97.5 SQ.FT.

194+00

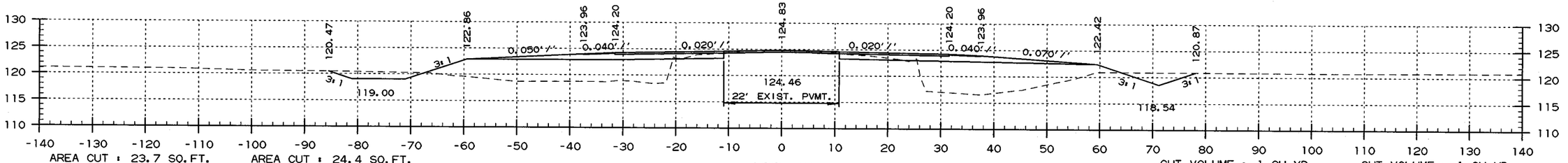
CUT VOLUME = 62 CU. YD. FILL VOLUME = 419 CU. YD. | CUT VOLUME = 25 CU. YD. FILL VOLUME = 414 CU. YD.



AREA CUT = 21.7 SQ.FT. AREA FILL = 150.6 SQ.FT. | AREA CUT = 9.2 SQ.FT. AREA FILL = 156.5 SQ.FT.

193+12

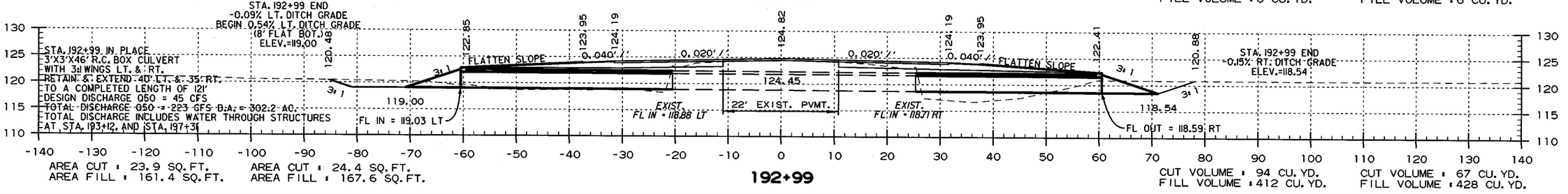
CUT VOLUME = 10 CU. YD. FILL VOLUME = 70 CU. YD. | CUT VOLUME = 7 CU. YD. FILL VOLUME = 72 CU. YD.



AREA CUT = 23.7 SQ.FT. AREA FILL = 164.1 SQ.FT. | AREA CUT = 24.4 SQ.FT. AREA FILL = 169.4 SQ.FT.

193+00

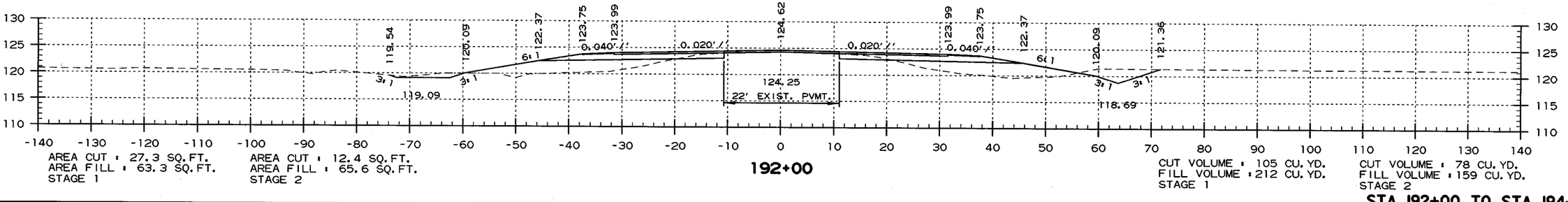
CUT VOLUME = 1 CU. YD. FILL VOLUME = 6 CU. YD. | CUT VOLUME = 1 CU. YD. FILL VOLUME = 6 CU. YD.



AREA CUT = 23.9 SQ.FT. AREA FILL = 161.4 SQ.FT. | AREA CUT = 24.4 SQ.FT. AREA FILL = 167.6 SQ.FT.

192+99

CUT VOLUME = 94 CU. YD. FILL VOLUME = 412 CU. YD. | CUT VOLUME = 67 CU. YD. FILL VOLUME = 428 CU. YD.



AREA CUT = 27.3 SQ.FT. AREA FILL = 63.3 SQ.FT. STAGE 1 | AREA CUT = 12.4 SQ.FT. AREA FILL = 65.6 SQ.FT. STAGE 2

192+00

CUT VOLUME = 105 CU. YD. FILL VOLUME = 212 CU. YD. STAGE 1 | CUT VOLUME = 78 CU. YD. FILL VOLUME = 159 CU. YD. STAGE 2

STA. 192+00 TO STA. 194+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn MODEL: CROSS SECTIONS
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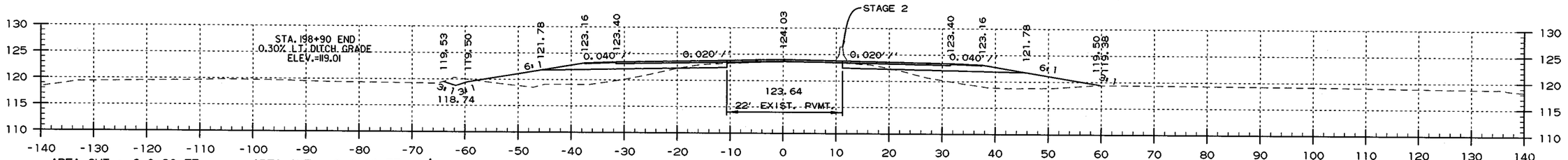
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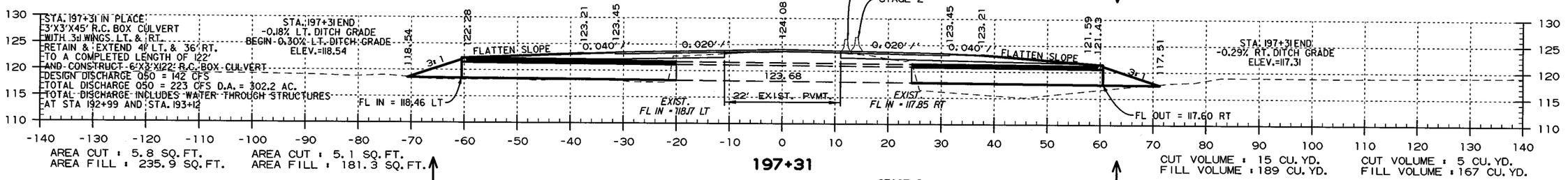
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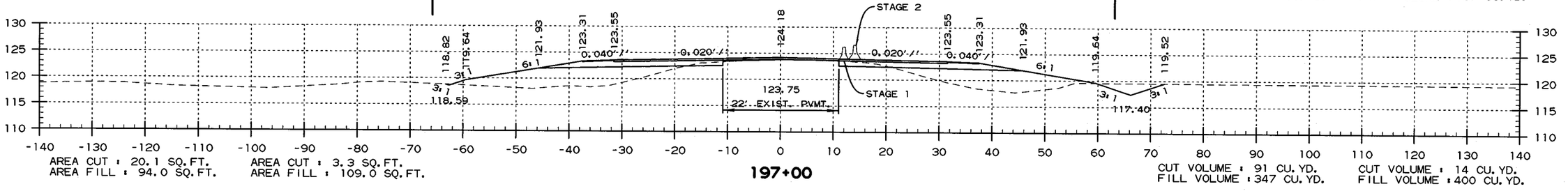
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	291	373

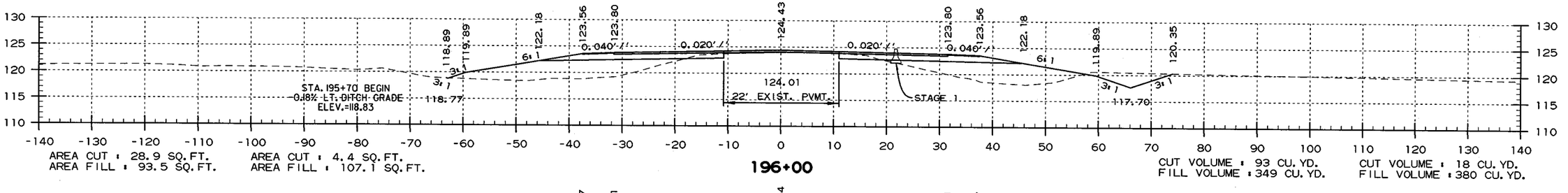
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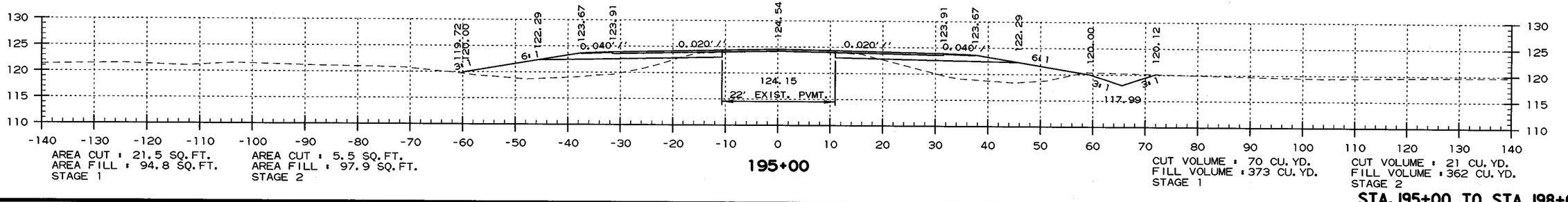
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION









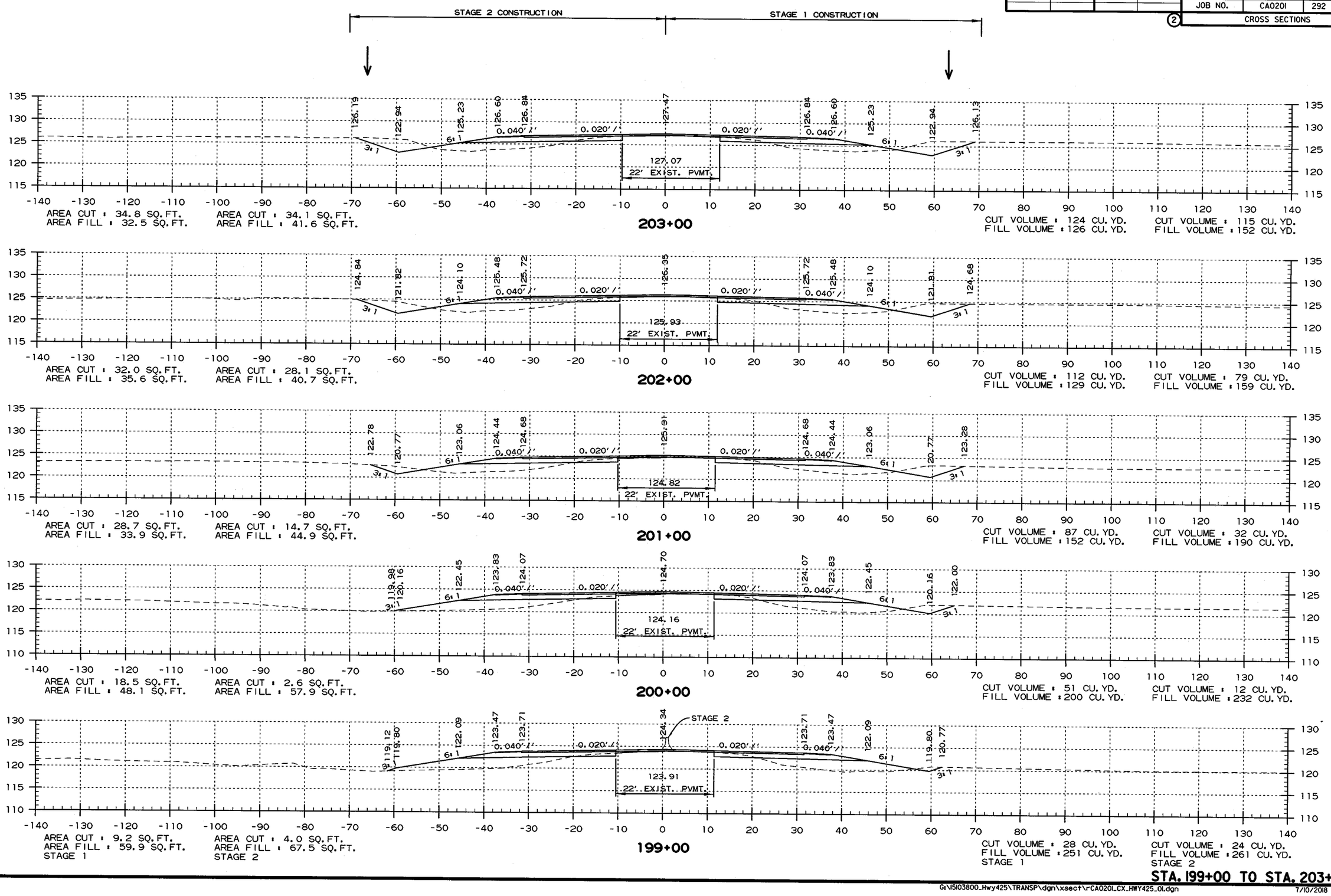


STA. 195+00 TO STA. 198+00

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MODEL: CROSS SECTIONS

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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.		CA0201	292	373
				(2)	CROSS SECTIONS			



USER: fs513
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SCALE: 1:20
MODEL: CROSS SECTIONS

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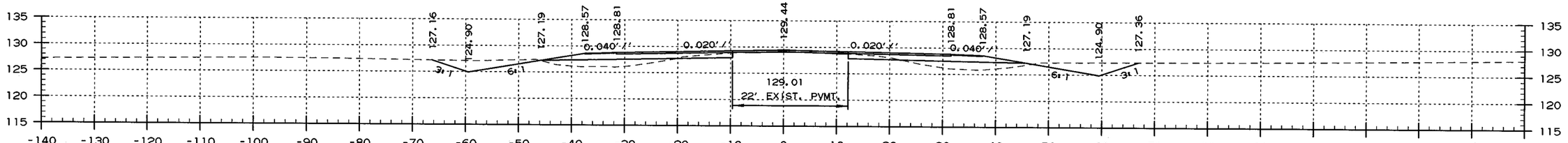
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	293	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



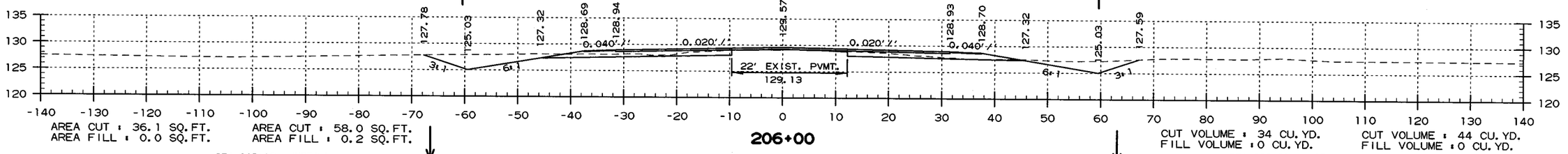
AREA CUT = 31.1 SQ.FT.
AREA FILL = 24.9 SQ.FT.

AREA CUT = 29.4 SQ.FT.
AREA FILL = 25.1 SQ.FT.

207+00

CUT VOLUME = 124 CU.YD.
FILL VOLUME = 46 CU.YD.

CUT VOLUME = 162 CU.YD.
FILL VOLUME = 47 CU.YD.



AREA CUT = 36.1 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 58.0 SQ.FT.
AREA FILL = 0.2 SQ.FT.

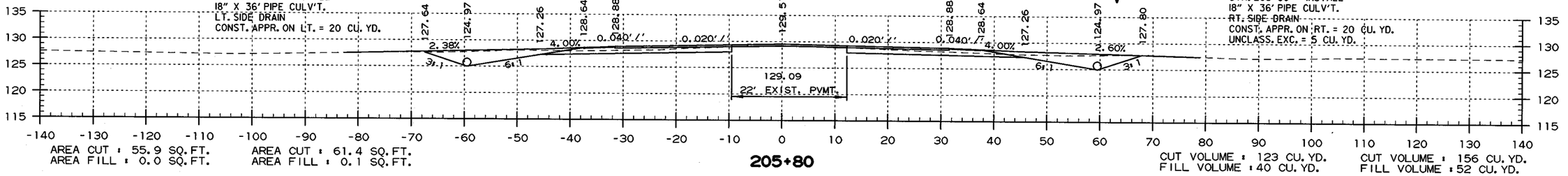
206+00

CUT VOLUME = 34 CU.YD.
FILL VOLUME = 0 CU.YD.

CUT VOLUME = 44 CU.YD.
FILL VOLUME = 0 CU.YD.

STA. 205+80 - INSTALL
18" X 36' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. ON LT. = 20 CU.YD.

STA. 205+80 - INSTALL
18" X 36' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. ON RT. = 20 CU.YD.
UNCLASS. EXC. = 5 CU.YD.



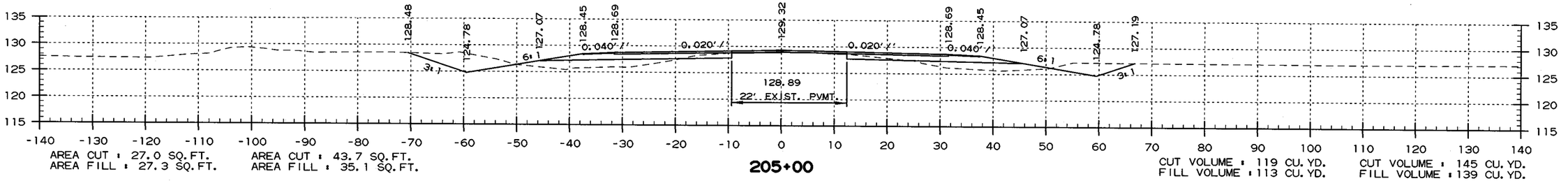
AREA CUT = 55.9 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 61.4 SQ.FT.
AREA FILL = 0.1 SQ.FT.

205+80

CUT VOLUME = 123 CU.YD.
FILL VOLUME = 40 CU.YD.

CUT VOLUME = 156 CU.YD.
FILL VOLUME = 52 CU.YD.



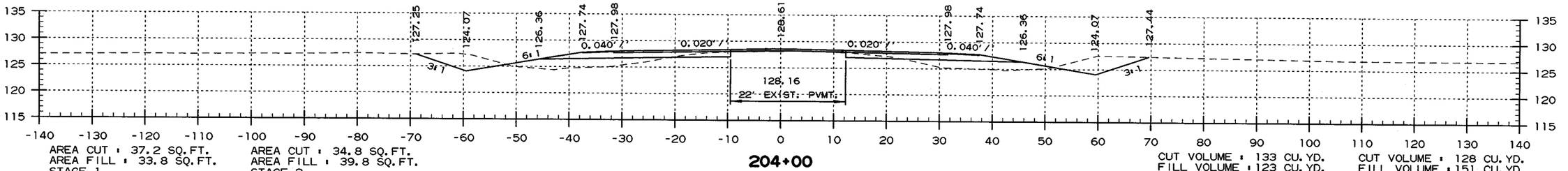
AREA CUT = 27.0 SQ.FT.
AREA FILL = 27.3 SQ.FT.

AREA CUT = 43.7 SQ.FT.
AREA FILL = 35.1 SQ.FT.

205+00

CUT VOLUME = 119 CU.YD.
FILL VOLUME = 113 CU.YD.

CUT VOLUME = 145 CU.YD.
FILL VOLUME = 139 CU.YD.



AREA CUT = 37.2 SQ.FT.
AREA FILL = 33.8 SQ.FT.
STAGE 1

AREA CUT = 34.8 SQ.FT.
AREA FILL = 39.8 SQ.FT.
STAGE 2

204+00

CUT VOLUME = 133 CU.YD.
FILL VOLUME = 123 CU.YD.
STAGE 1

CUT VOLUME = 128 CU.YD.
FILL VOLUME = 151 CU.YD.
STAGE 2

STA. 204+00 TO STA. 207+00

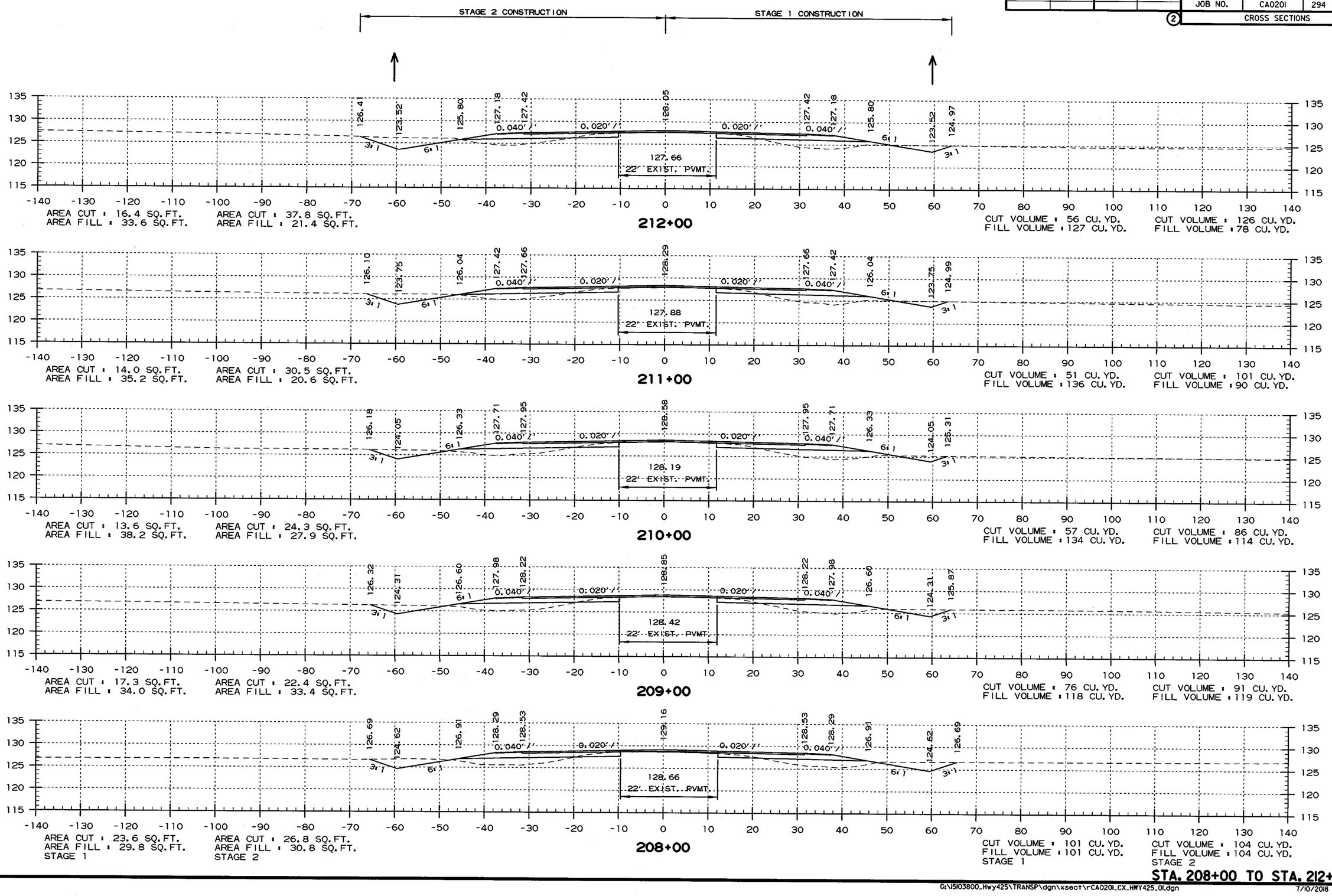
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SCALE: 1:20
MODEL: CROSS SECTIONS

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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.		CA0201	294	373

(2) CROSS SECTIONS



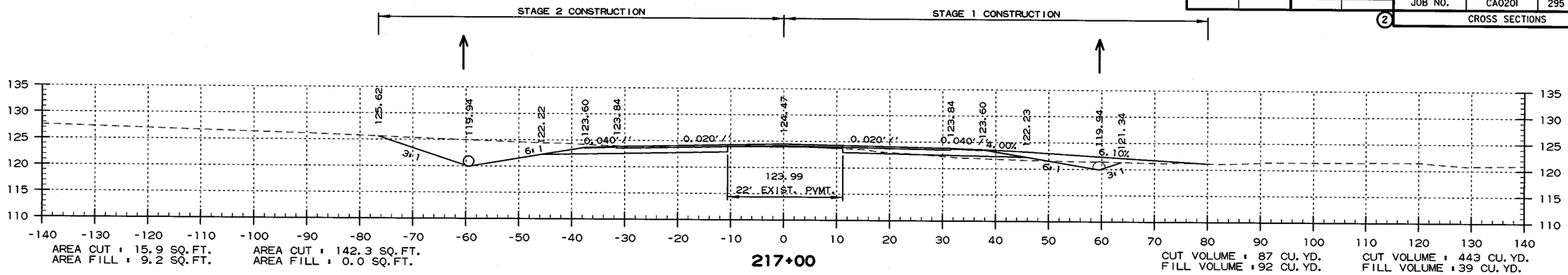
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	295	373

(2) CROSS SECTIONS

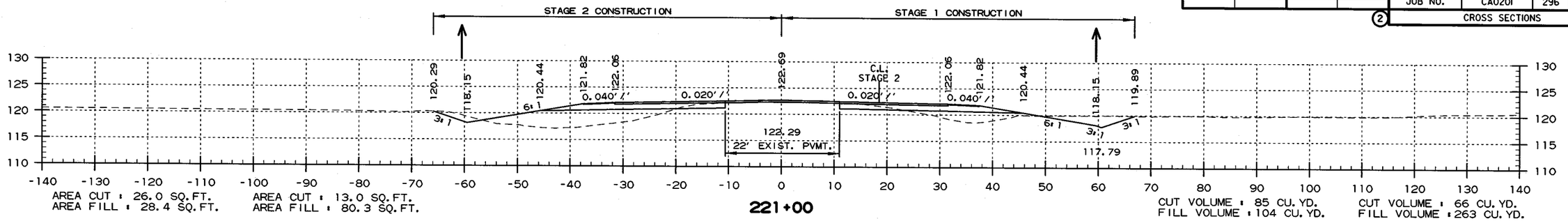


STA. 213+00 TO STA. 217+00

USER: fe593
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	296	373

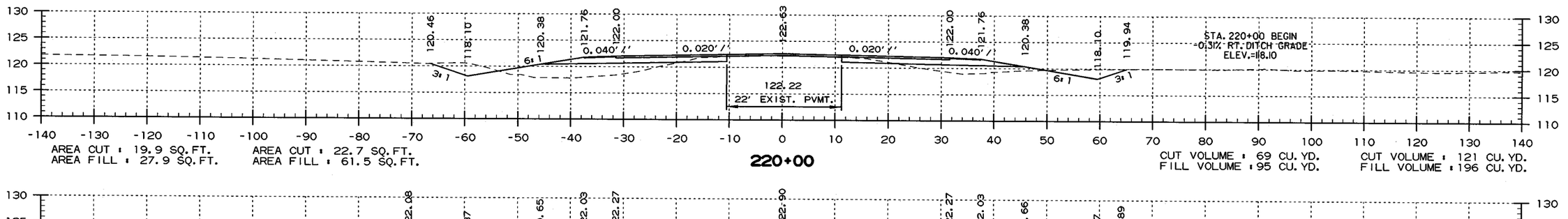
(2) CROSS SECTIONS



AREA CUT = 26.0 SQ.FT. AREA FILL = 28.4 SQ.FT.
AREA CUT = 13.0 SQ.FT. AREA FILL = 80.3 SQ.FT.

221+00

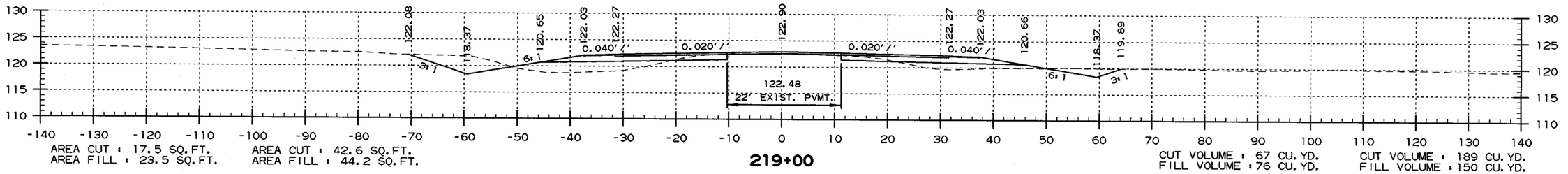
CUT VOLUME = 85 CU.YD. FILL VOLUME = 104 CU.YD.
CUT VOLUME = 66 CU.YD. FILL VOLUME = 263 CU.YD.



AREA CUT = 19.9 SQ.FT. AREA FILL = 27.9 SQ.FT.
AREA CUT = 22.7 SQ.FT. AREA FILL = 61.5 SQ.FT.

220+00

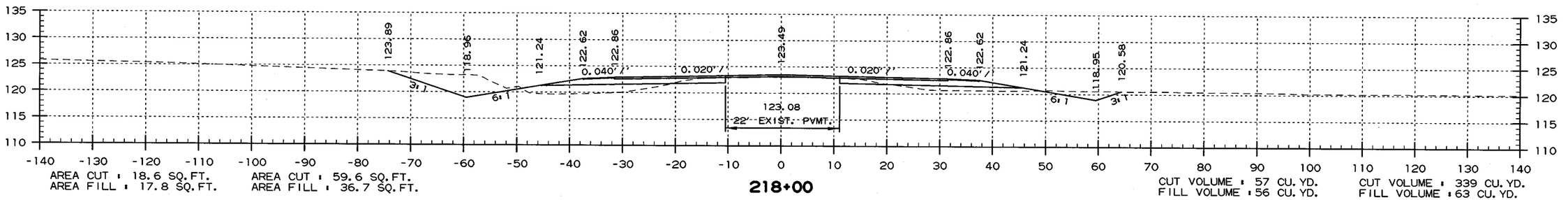
CUT VOLUME = 69 CU.YD. FILL VOLUME = 95 CU.YD.
CUT VOLUME = 121 CU.YD. FILL VOLUME = 196 CU.YD.



AREA CUT = 17.5 SQ.FT. AREA FILL = 23.5 SQ.FT.
AREA CUT = 42.6 SQ.FT. AREA FILL = 44.2 SQ.FT.

219+00

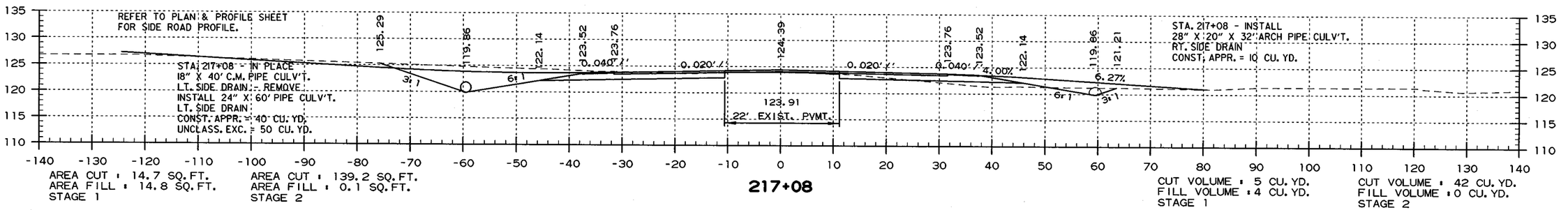
CUT VOLUME = 67 CU.YD. FILL VOLUME = 76 CU.YD.
CUT VOLUME = 189 CU.YD. FILL VOLUME = 150 CU.YD.



AREA CUT = 18.6 SQ.FT. AREA FILL = 17.8 SQ.FT.
AREA CUT = 59.6 SQ.FT. AREA FILL = 36.7 SQ.FT.

218+00

CUT VOLUME = 57 CU.YD. FILL VOLUME = 56 CU.YD.
CUT VOLUME = 339 CU.YD. FILL VOLUME = 63 CU.YD.



AREA CUT = 14.7 SQ.FT. AREA FILL = 14.8 SQ.FT. STAGE 1
AREA CUT = 139.2 SQ.FT. AREA FILL = 0.1 SQ.FT. STAGE 2

217+08

CUT VOLUME = 5 CU.YD. FILL VOLUME = 4 CU.YD. STAGE 1
CUT VOLUME = 42 CU.YD. FILL VOLUME = 0 CU.YD. STAGE 2

STA. 217+08 TO STA. 221+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
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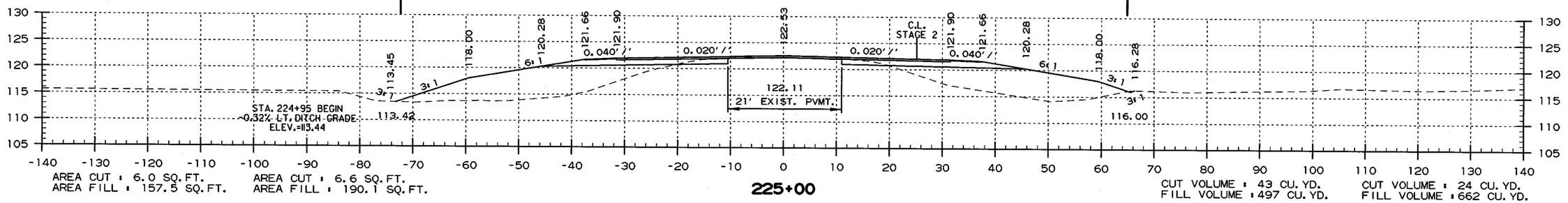
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	297	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



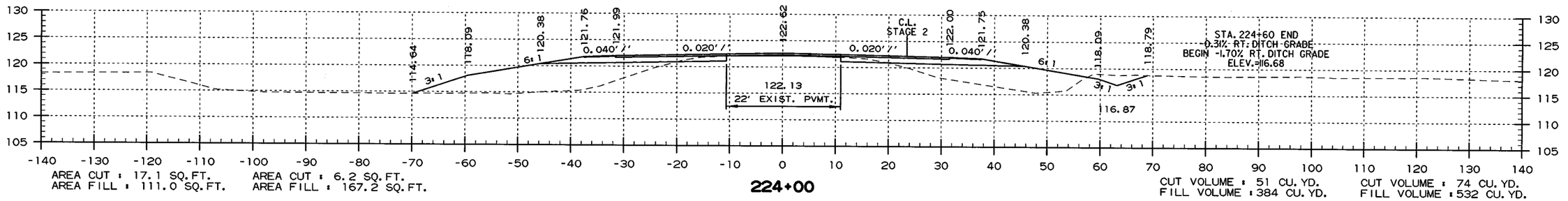
AREA CUT = 6.0 SQ.FT.
AREA FILL = 157.5 SQ.FT.

AREA CUT = 6.6 SQ.FT.
AREA FILL = 190.1 SQ.FT.

225+00

CUT VOLUME = 43 CU.YD.
FILL VOLUME = 497 CU.YD.

CUT VOLUME = 24 CU.YD.
FILL VOLUME = 662 CU.YD.



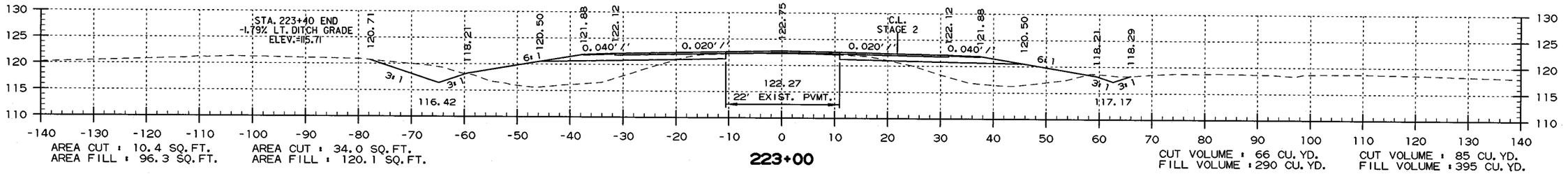
AREA CUT = 17.1 SQ.FT.
AREA FILL = 111.0 SQ.FT.

AREA CUT = 6.2 SQ.FT.
AREA FILL = 167.2 SQ.FT.

224+00

CUT VOLUME = 51 CU.YD.
FILL VOLUME = 384 CU.YD.

CUT VOLUME = 74 CU.YD.
FILL VOLUME = 532 CU.YD.



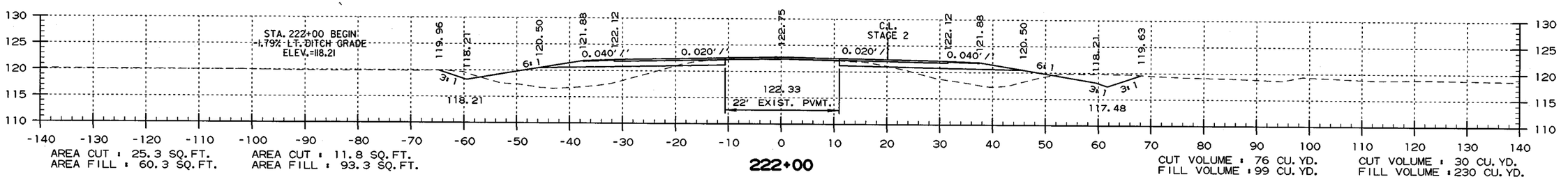
AREA CUT = 10.4 SQ.FT.
AREA FILL = 96.3 SQ.FT.

AREA CUT = 34.0 SQ.FT.
AREA FILL = 120.1 SQ.FT.

223+00

CUT VOLUME = 66 CU.YD.
FILL VOLUME = 290 CU.YD.

CUT VOLUME = 85 CU.YD.
FILL VOLUME = 395 CU.YD.



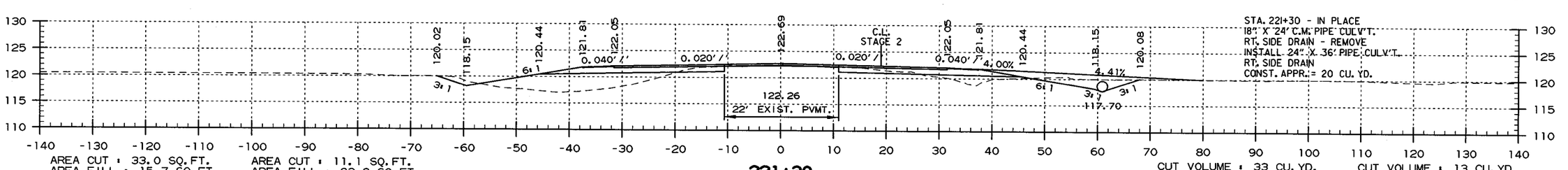
AREA CUT = 25.3 SQ.FT.
AREA FILL = 60.3 SQ.FT.

AREA CUT = 11.8 SQ.FT.
AREA FILL = 93.3 SQ.FT.

222+00

CUT VOLUME = 76 CU.YD.
FILL VOLUME = 99 CU.YD.

CUT VOLUME = 30 CU.YD.
FILL VOLUME = 230 CU.YD.



AREA CUT = 33.0 SQ.FT.
AREA FILL = 15.7 SQ.FT.
STAGE 1

AREA CUT = 11.1 SQ.FT.
AREA FILL = 83.8 SQ.FT.
STAGE 2

221+30

CUT VOLUME = 33 CU.YD.
FILL VOLUME = 25 CU.YD.
STAGE 1

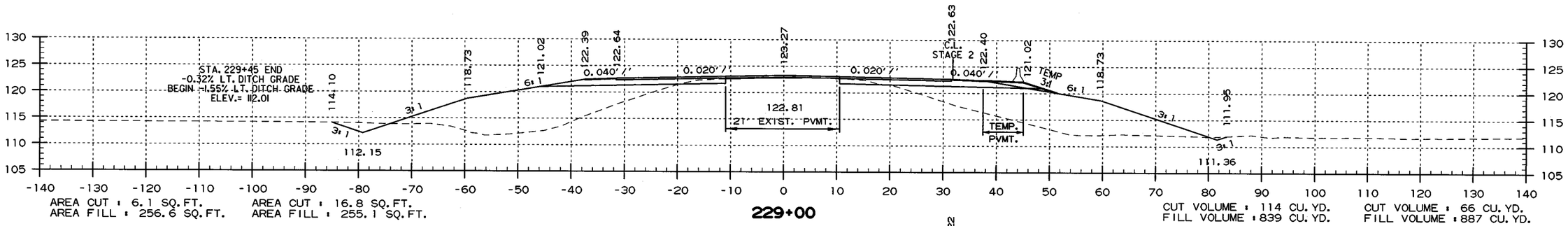
CUT VOLUME = 13 CU.YD.
FILL VOLUME = 91 CU.YD.
STAGE 2

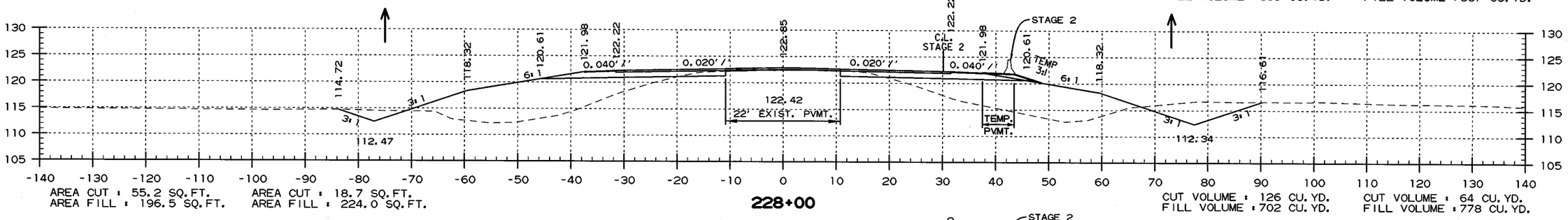
STA. 221+30 TO STA. 225+00

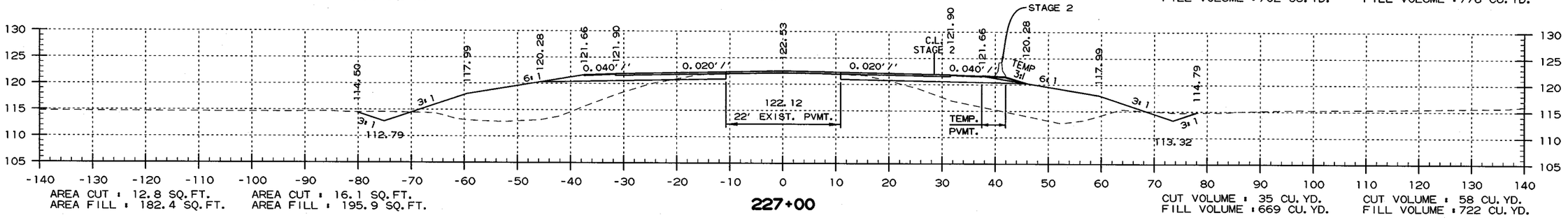
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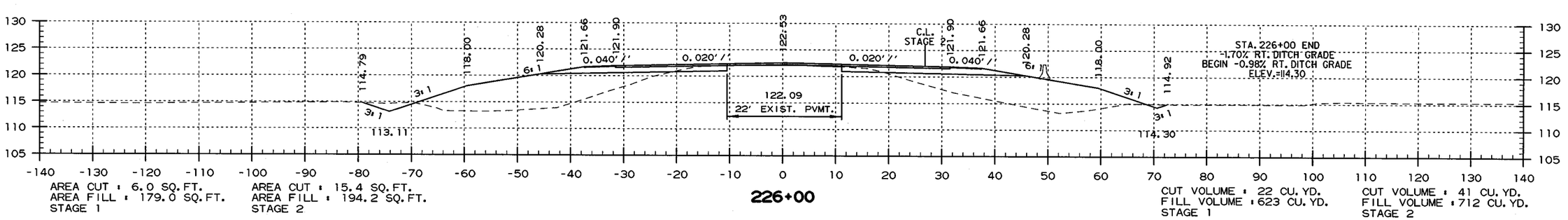
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	298	373
				(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION









STA. 226+00 TO STA. 229+00

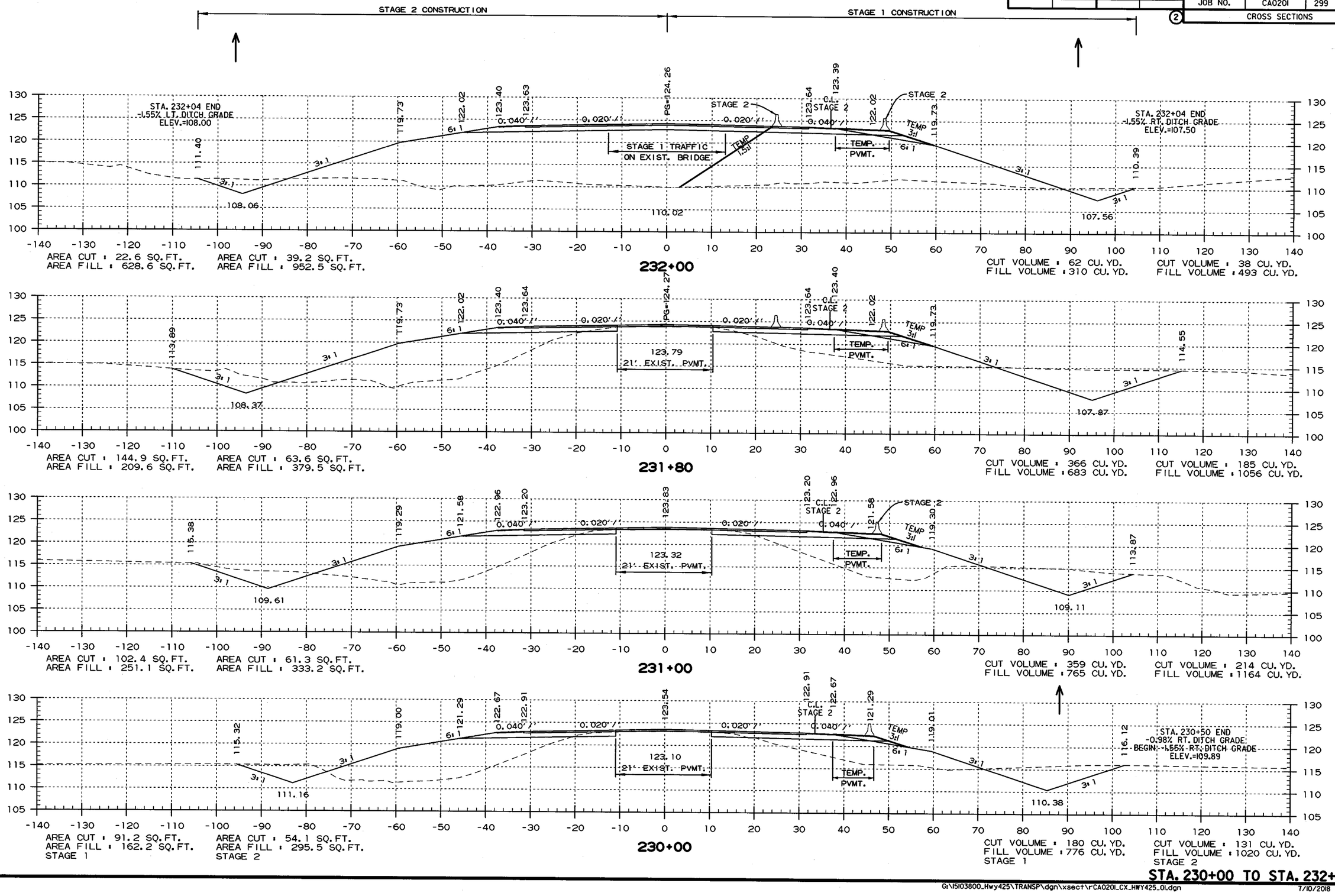
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	299	373

(2) CROSS SECTIONS



USER: fs5i3
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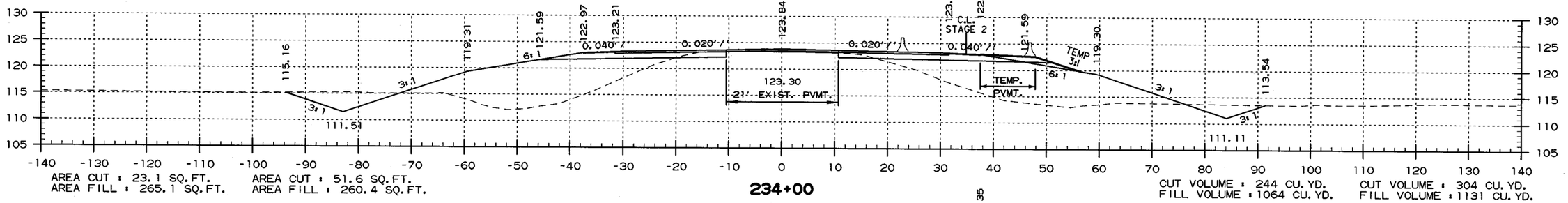
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	300	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



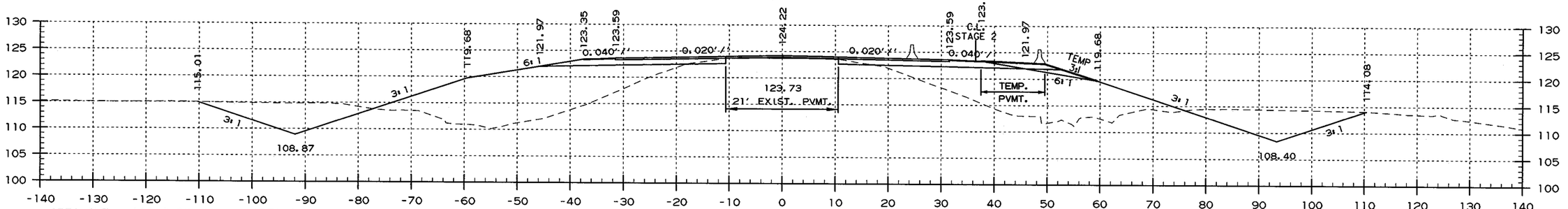
AREA CUT = 23.1 SQ.FT.
AREA FILL = 265.1 SQ.FT.

AREA CUT = 51.6 SQ.FT.
AREA FILL = 260.4 SQ.FT.

234+00

CUT VOLUME = 244 CU. YD.
FILL VOLUME = 1064 CU. YD.

CUT VOLUME = 304 CU. YD.
FILL VOLUME = 1131 CU. YD.



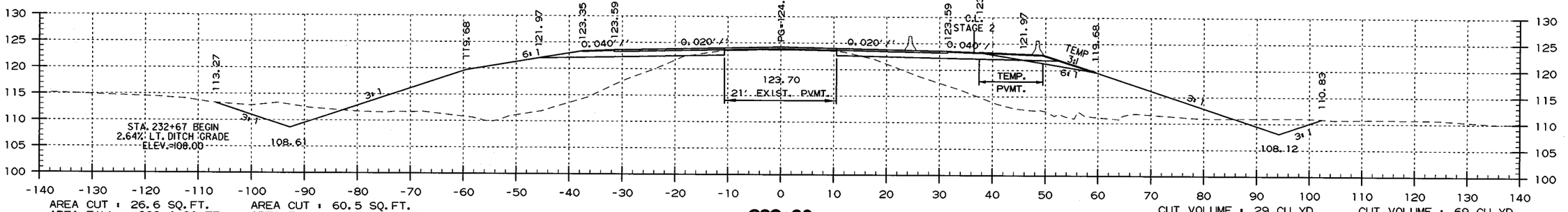
AREA CUT = 108.8 SQ.FT.
AREA FILL = 309.6 SQ.FT.

AREA CUT = 112.8 SQ.FT.
AREA FILL = 350.3 SQ.FT.

233+00

CUT VOLUME = 25 CU. YD.
FILL VOLUME = 129 CU. YD.

CUT VOLUME = 32 CU. YD.
FILL VOLUME = 137 CU. YD.



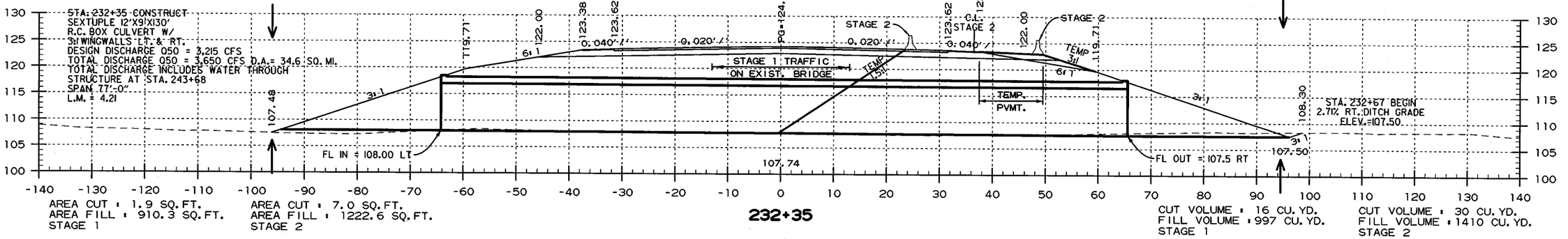
AREA CUT = 26.6 SQ.FT.
AREA FILL = 388.4 SQ.FT.

AREA CUT = 60.5 SQ.FT.
AREA FILL = 387.3 SQ.FT.

232+90

CUT VOLUME = 29 CU. YD.
FILL VOLUME = 1323 CU. YD.

CUT VOLUME = 69 CU. YD.
FILL VOLUME = 1640 CU. YD.



AREA CUT = 1.9 SQ.FT.
AREA FILL = 910.3 SQ.FT.
STAGE 1

AREA CUT = 7.0 SQ.FT.
AREA FILL = 1222.6 SQ.FT.
STAGE 2

232+35

CUT VOLUME = 16 CU. YD.
FILL VOLUME = 997 CU. YD.
STAGE 1

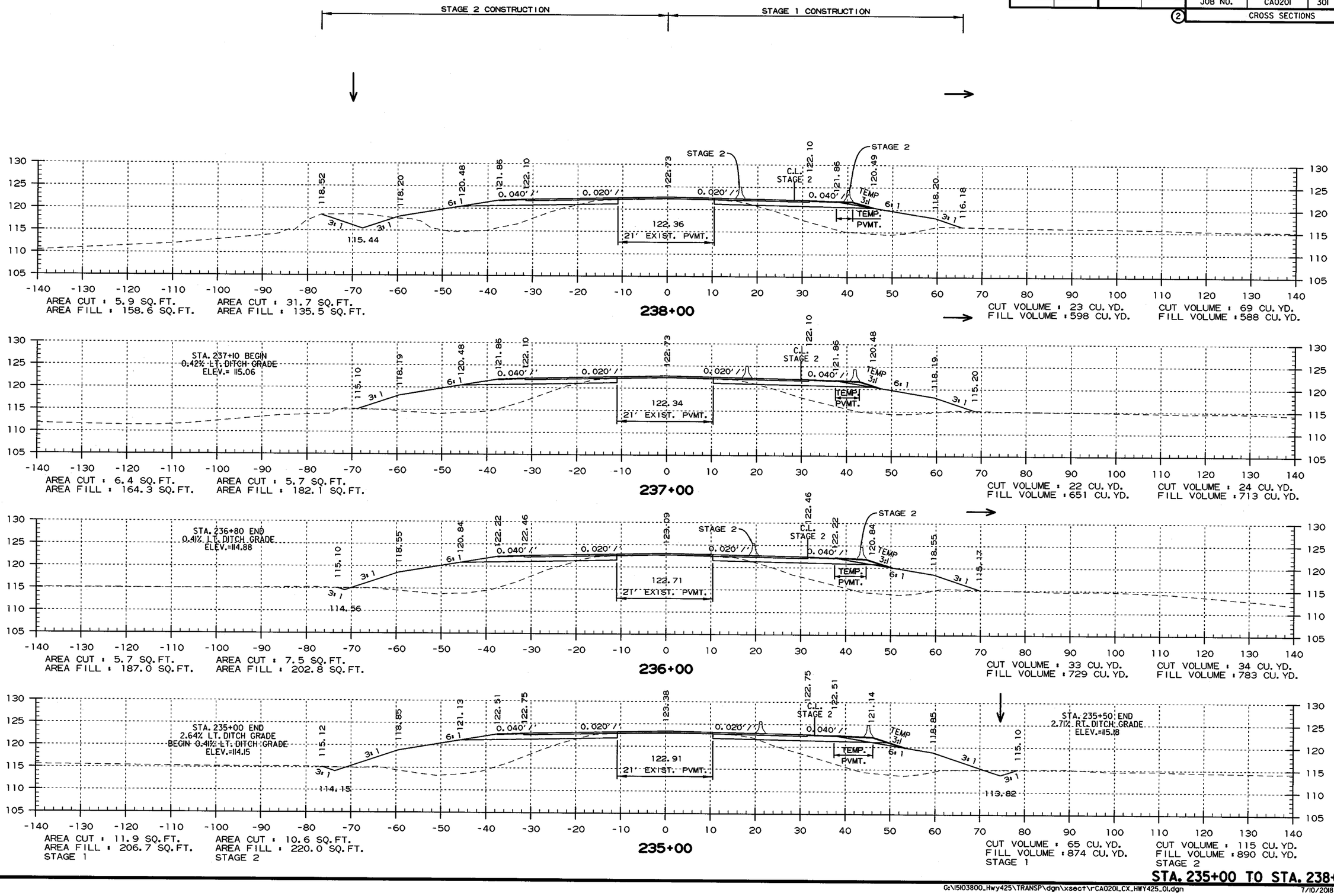
CUT VOLUME = 30 CU. YD.
FILL VOLUME = 1410 CU. YD.
STAGE 2

STA. 232+35 TO STA. 234+00

USER: fs513
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	301	373
				(2)	CROSS SECTIONS			



STA. 235+00 TO STA. 238+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	302	373
(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 239+00 TO STA. 241+90

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

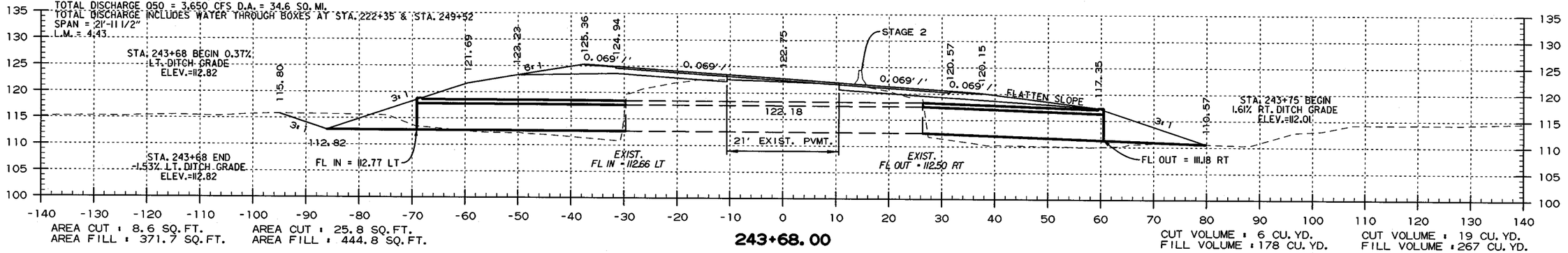
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	303	373

(2) CROSS SECTIONS

STA. 243+68 IN PLACE
DBL. 10'X 5'X 56' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 35' RT.
TO A COMPLETED LENGTH OF 130'
DESIGN DISCHARGE Q50 = 358 CFS
TOTAL DISCHARGE Q50 = 3,650 CFS D.A. = 34.6 SQ. MI.
TOTAL DISCHARGE INCLUDES WATER THROUGH BOXES AT STA. 222+35 & STA. 249+52
SPAN = 21'-11 1/2"
L.M. = 4.43

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



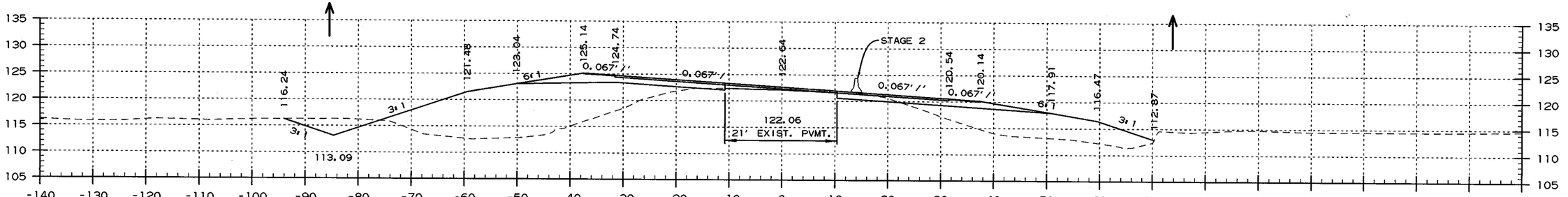
AREA CUT = 8.6 SQ. FT.
AREA FILL = 371.7 SQ. FT.

AREA CUT = 25.8 SQ. FT.
AREA FILL = 444.8 SQ. FT.

243+68.00

CUT VOLUME = 6 CU. YD.
FILL VOLUME = 178 CU. YD.

CUT VOLUME = 19 CU. YD.
FILL VOLUME = 267 CU. YD.



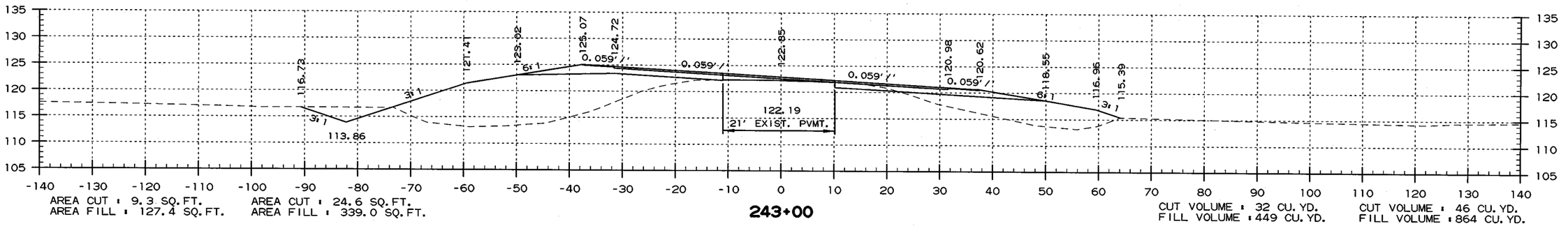
AREA CUT = 10.1 SQ. FT.
AREA FILL = 162.5 SQ. FT.

AREA CUT = 30.1 SQ. FT.
AREA FILL = 357.5 SQ. FT.

243+50.00

CUT VOLUME = 18 CU. YD.
FILL VOLUME = 268 CU. YD.

CUT VOLUME = 51 CU. YD.
FILL VOLUME = 645 CU. YD.



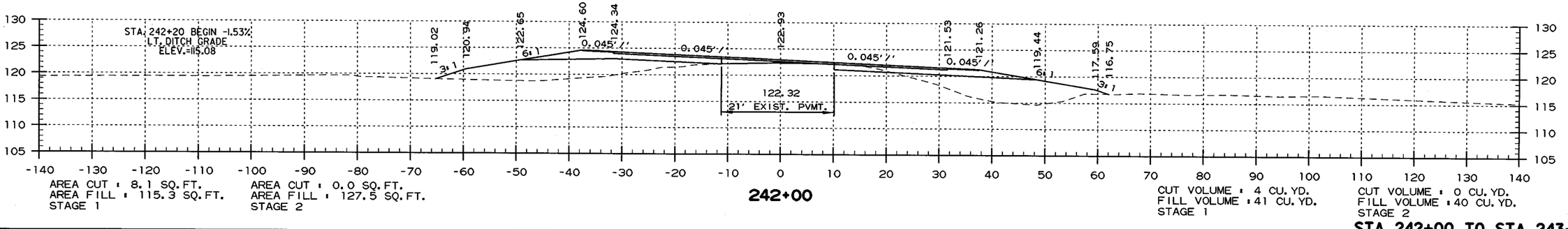
AREA CUT = 9.3 SQ. FT.
AREA FILL = 127.4 SQ. FT.

AREA CUT = 24.6 SQ. FT.
AREA FILL = 339.0 SQ. FT.

243+00

CUT VOLUME = 32 CU. YD.
FILL VOLUME = 449 CU. YD.

CUT VOLUME = 46 CU. YD.
FILL VOLUME = 864 CU. YD.



AREA CUT = 8.1 SQ. FT.
AREA FILL = 115.3 SQ. FT.
STAGE 1

AREA CUT = 0.0 SQ. FT.
AREA FILL = 127.5 SQ. FT.
STAGE 2

242+00

CUT VOLUME = 4 CU. YD.
FILL VOLUME = 41 CU. YD.
STAGE 1

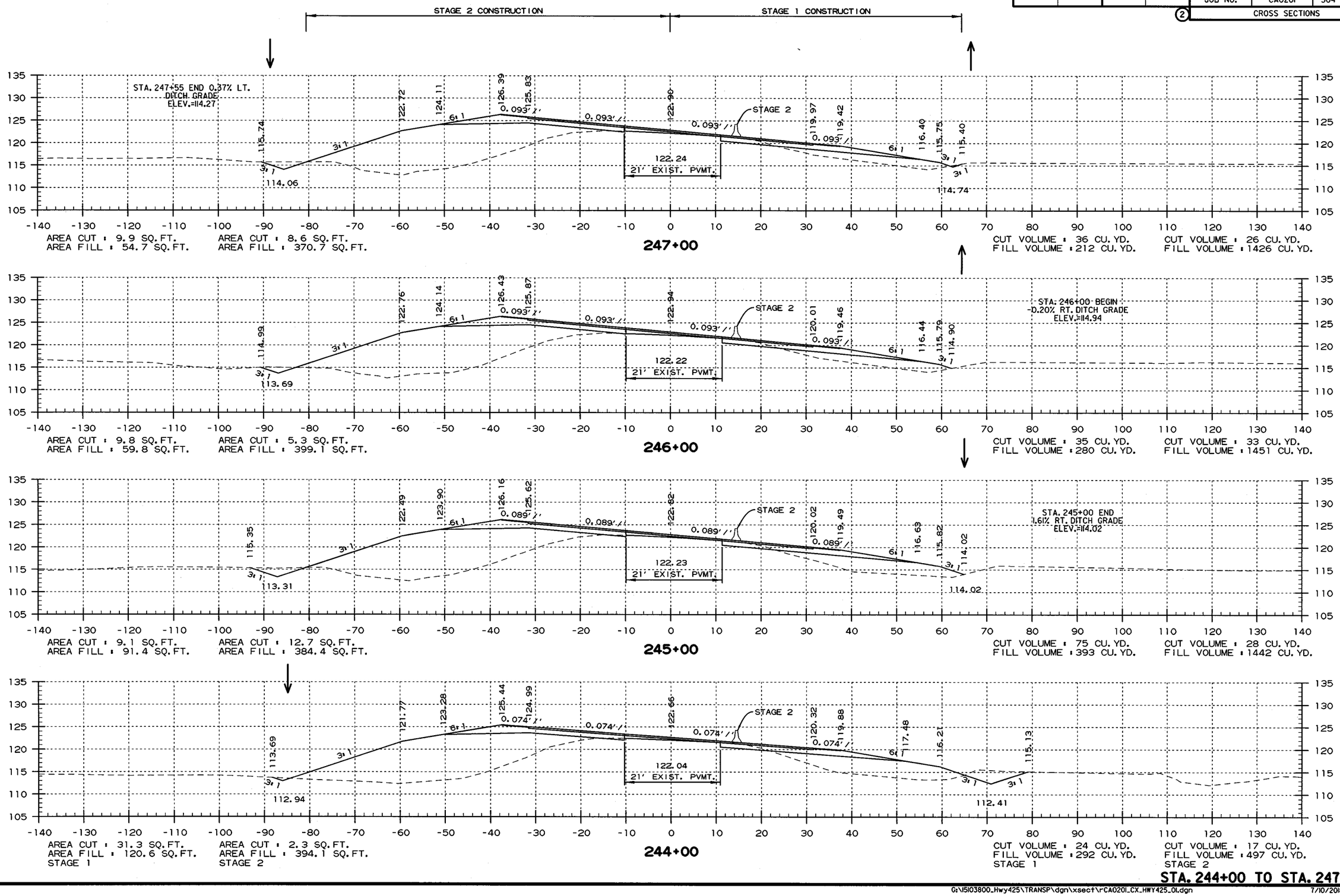
CUT VOLUME = 0 CU. YD.
FILL VOLUME = 40 CU. YD.
STAGE 2

STA. 242+00 TO STA. 243+68

USER: fs5j3
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PLOTTED: 7/10/2018 10:00
SCALE: H:20
MODEL: CROSS SECTIONS

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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.		CA0201	304	373
				(2)	CROSS SECTIONS			

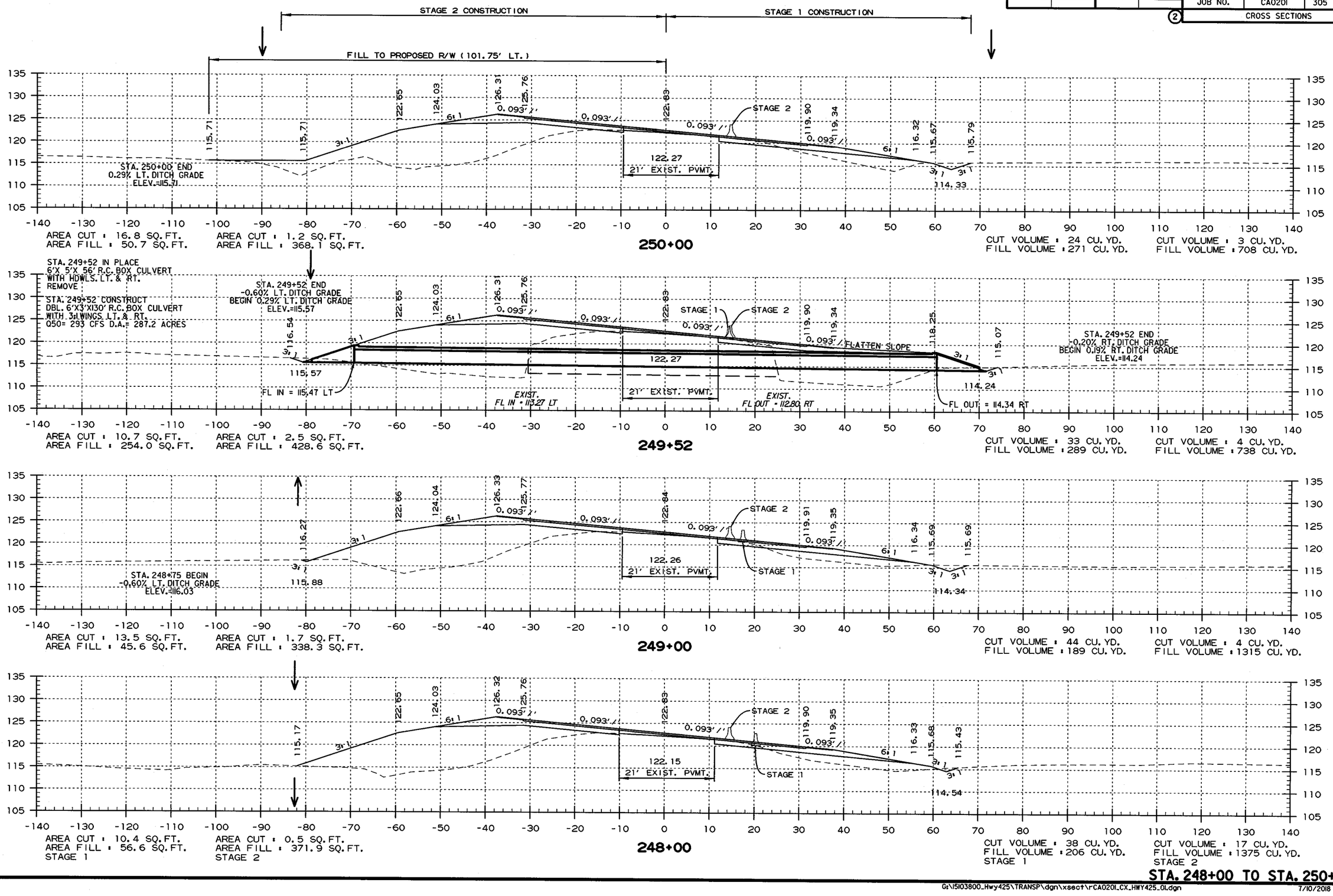


STA. 244+00 TO STA. 247+00

USER: fs53
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	305	373

(2) CROSS SECTIONS



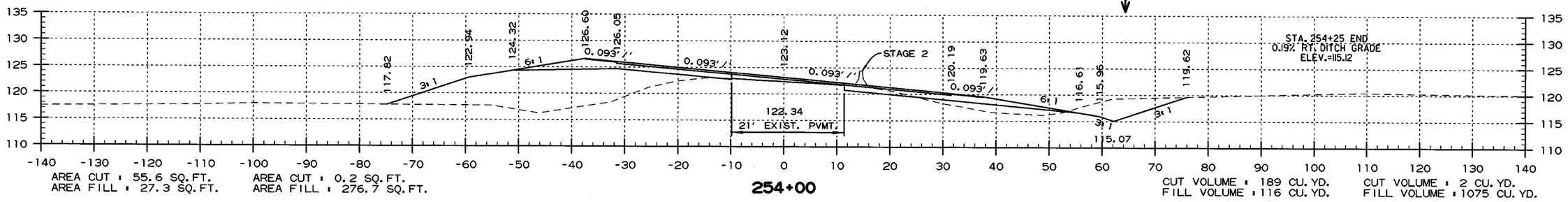
STA. 248+00 TO STA. 250+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

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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.		CA0201	306	373
				(2)	CROSS SECTIONS			

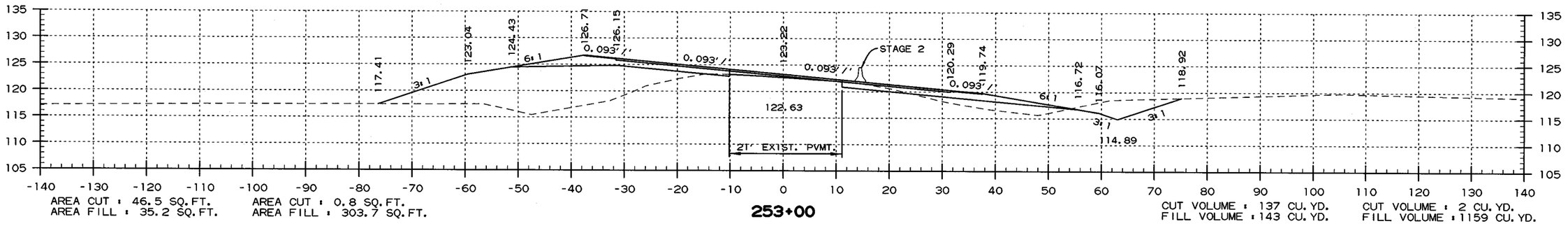
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 55.6 SQ.FT. AREA FILL = 27.3 SQ.FT.
AREA CUT = 0.2 SQ.FT. AREA FILL = 276.7 SQ.FT.

254+00

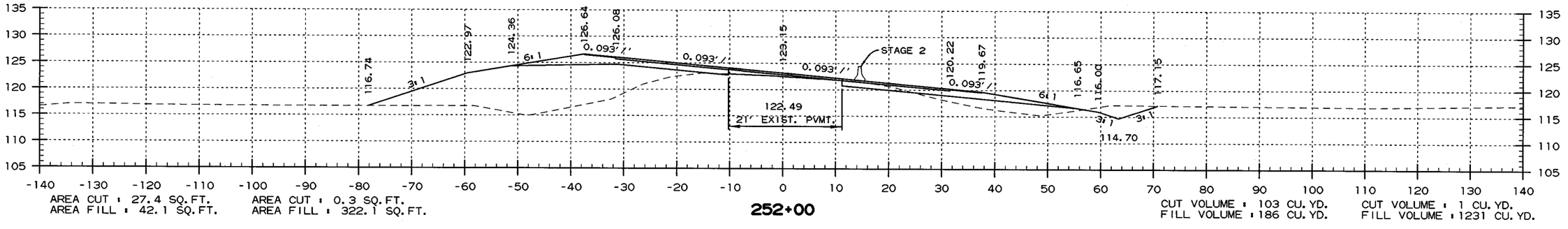
CUT VOLUME = 189 CU.YD. FILL VOLUME = 116 CU.YD.
CUT VOLUME = 2 CU.YD. FILL VOLUME = 1075 CU.YD.



AREA CUT = 46.5 SQ.FT. AREA FILL = 35.2 SQ.FT.
AREA CUT = 0.8 SQ.FT. AREA FILL = 303.7 SQ.FT.

253+00

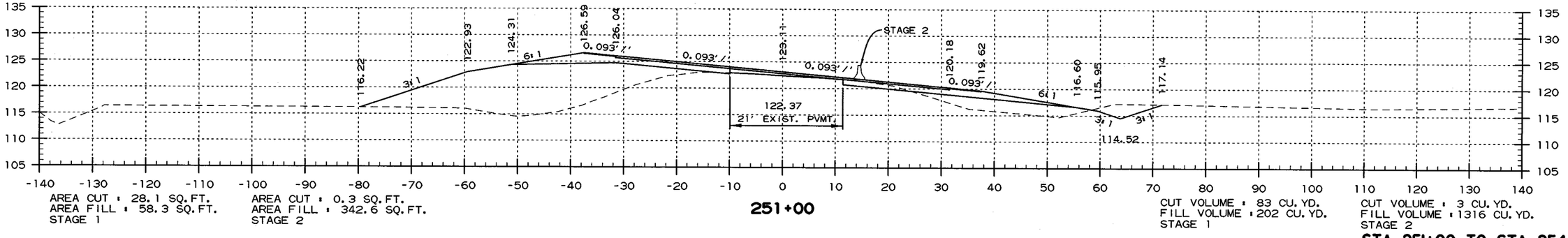
CUT VOLUME = 137 CU.YD. FILL VOLUME = 143 CU.YD.
CUT VOLUME = 2 CU.YD. FILL VOLUME = 1159 CU.YD.



AREA CUT = 27.4 SQ.FT. AREA FILL = 42.1 SQ.FT.
AREA CUT = 0.3 SQ.FT. AREA FILL = 322.1 SQ.FT.

252+00

CUT VOLUME = 103 CU.YD. FILL VOLUME = 186 CU.YD.
CUT VOLUME = 1 CU.YD. FILL VOLUME = 1231 CU.YD.



AREA CUT = 28.1 SQ.FT. AREA FILL = 58.3 SQ.FT. STAGE 1
AREA CUT = 0.3 SQ.FT. AREA FILL = 342.6 SQ.FT. STAGE 2

251+00

CUT VOLUME = 83 CU.YD. FILL VOLUME = 202 CU.YD. STAGE 1
CUT VOLUME = 3 CU.YD. FILL VOLUME = 1316 CU.YD. STAGE 2

STA. 251+00 TO STA. 254+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
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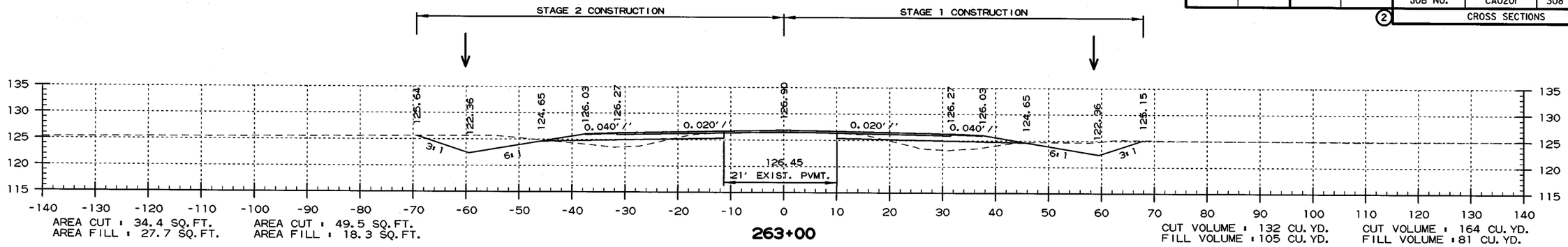
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	307	373
				(2)	CROSS SECTIONS			

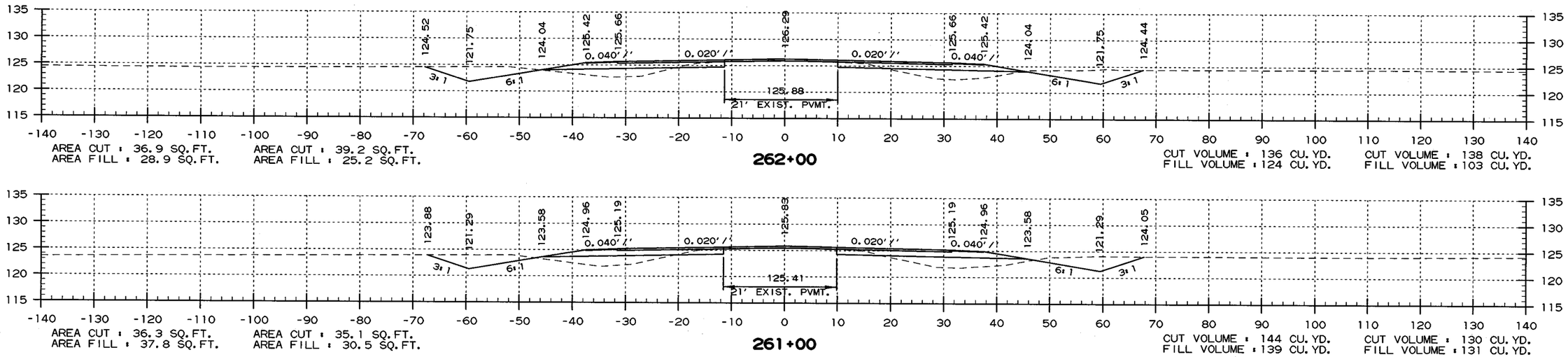
STA. 255+00 TO STA. 258+00

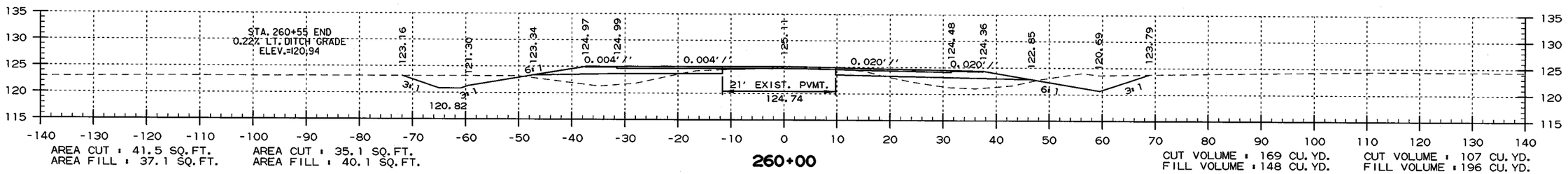
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PLOTTED: 7/10/2018 10:00
SCALE: H:20
MODEL: CROSS SECTIONS

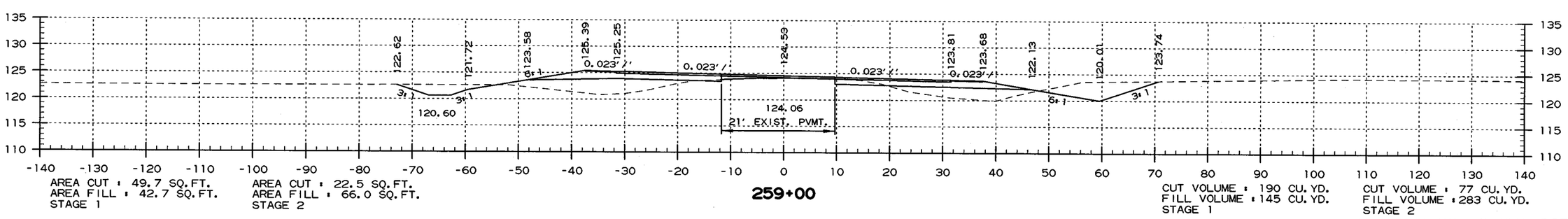
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	308	373
				(2)	CROSS SECTIONS			









STA. 259+00 TO STA. 263+00

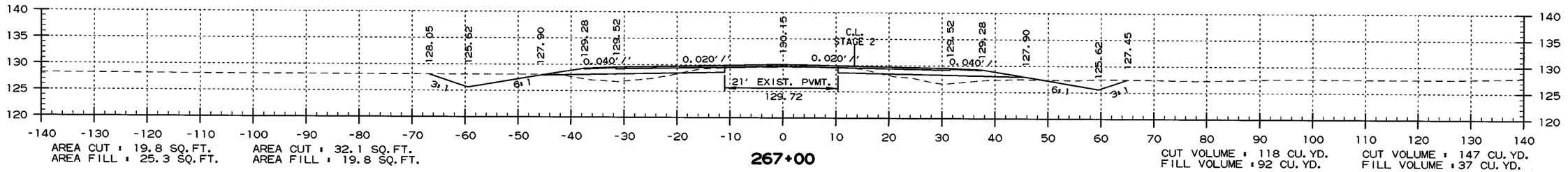
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SCALE: H:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	309	373
(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



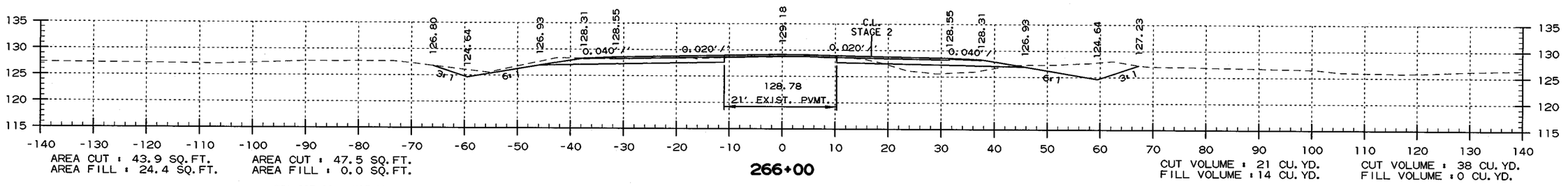
AREA CUT = 19.8 SQ.FT.
AREA FILL = 25.3 SQ.FT.

AREA CUT = 32.1 SQ.FT.
AREA FILL = 19.8 SQ.FT.

267+00

CUT VOLUME = 118 CU.YD.
FILL VOLUME = 92 CU.YD.

CUT VOLUME = 147 CU.YD.
FILL VOLUME = 37 CU.YD.



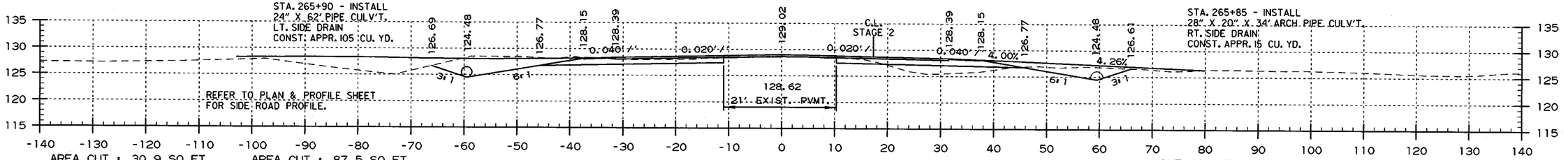
AREA CUT = 43.9 SQ.FT.
AREA FILL = 24.4 SQ.FT.

AREA CUT = 47.5 SQ.FT.
AREA FILL = 0.0 SQ.FT.

266+00

CUT VOLUME = 21 CU.YD.
FILL VOLUME = 14 CU.YD.

CUT VOLUME = 38 CU.YD.
FILL VOLUME = 0 CU.YD.



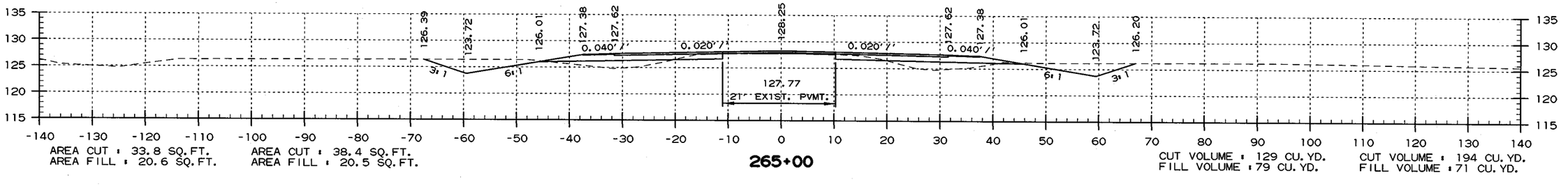
AREA CUT = 30.9 SQ.FT.
AREA FILL = 25.6 SQ.FT.

AREA CUT = 87.5 SQ.FT.
AREA FILL = 0.0 SQ.FT.

265+85

CUT VOLUME = 102 CU.YD.
FILL VOLUME = 73 CU.YD.

CUT VOLUME = 198 CU.YD.
FILL VOLUME = 32 CU.YD.



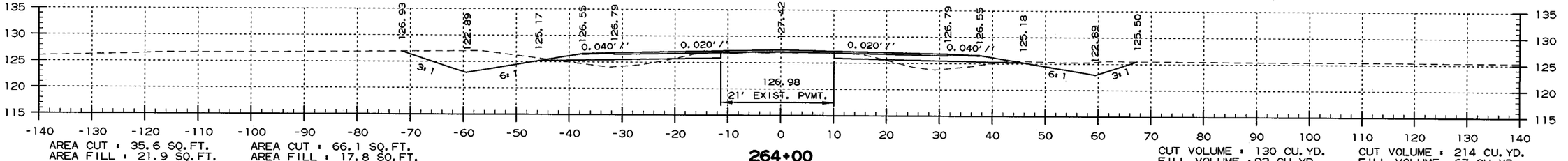
AREA CUT = 33.8 SQ.FT.
AREA FILL = 20.6 SQ.FT.

AREA CUT = 38.4 SQ.FT.
AREA FILL = 20.5 SQ.FT.

265+00

CUT VOLUME = 129 CU.YD.
FILL VOLUME = 79 CU.YD.

CUT VOLUME = 194 CU.YD.
FILL VOLUME = 71 CU.YD.



AREA CUT = 35.6 SQ.FT.
AREA FILL = 21.9 SQ.FT.
STAGE 1

AREA CUT = 66.1 SQ.FT.
AREA FILL = 17.8 SQ.FT.
STAGE 2

264+00

CUT VOLUME = 130 CU.YD.
FILL VOLUME = 92 CU.YD.
STAGE 1

CUT VOLUME = 214 CU.YD.
FILL VOLUME = 67 CU.YD.
STAGE 2

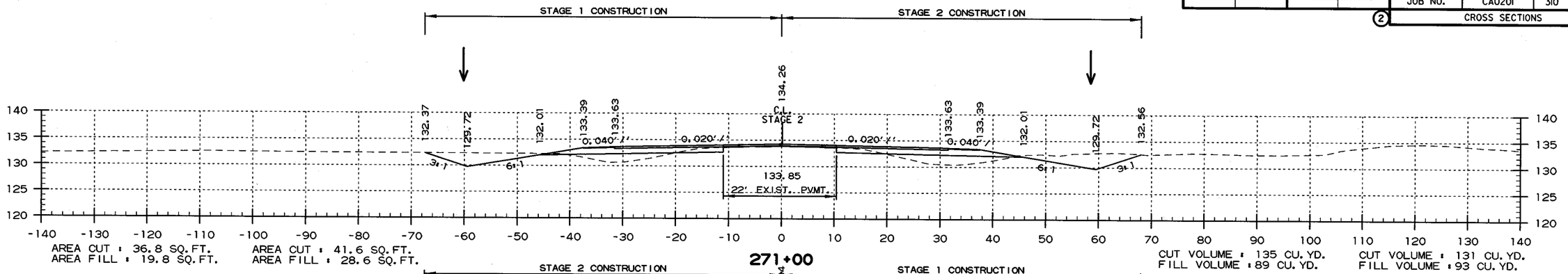
STA. 264+00 TO STA. 267+00

USER: fs5i3
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SCALE: H:20

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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.		CA0201	310	373

(2) CROSS SECTIONS



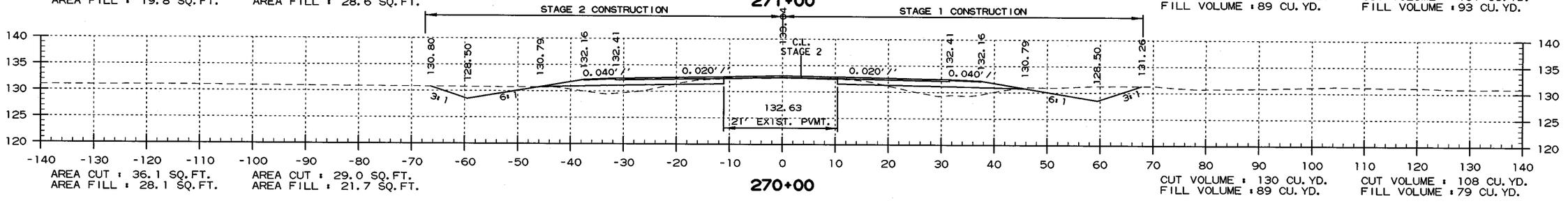
AREA CUT = 36.8 SQ.FT.
AREA FILL = 19.8 SQ.FT.

AREA CUT = 41.6 SQ.FT.
AREA FILL = 28.6 SQ.FT.

271+00

CUT VOLUME = 135 CU.YD.
FILL VOLUME = 89 CU.YD.

CUT VOLUME = 131 CU.YD.
FILL VOLUME = 93 CU.YD.



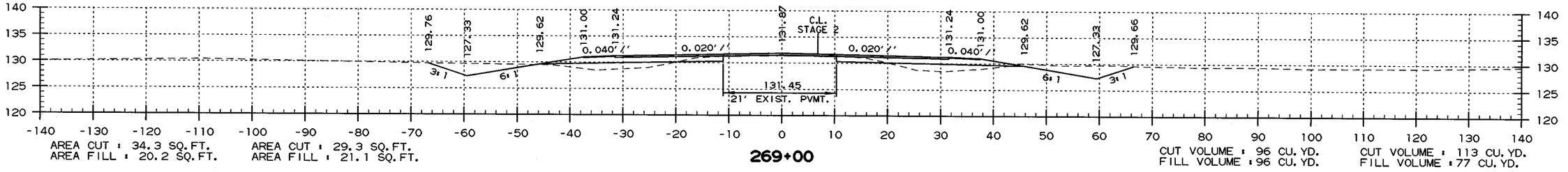
AREA CUT = 36.1 SQ.FT.
AREA FILL = 28.1 SQ.FT.

AREA CUT = 29.0 SQ.FT.
AREA FILL = 21.7 SQ.FT.

270+00

CUT VOLUME = 130 CU.YD.
FILL VOLUME = 89 CU.YD.

CUT VOLUME = 108 CU.YD.
FILL VOLUME = 79 CU.YD.



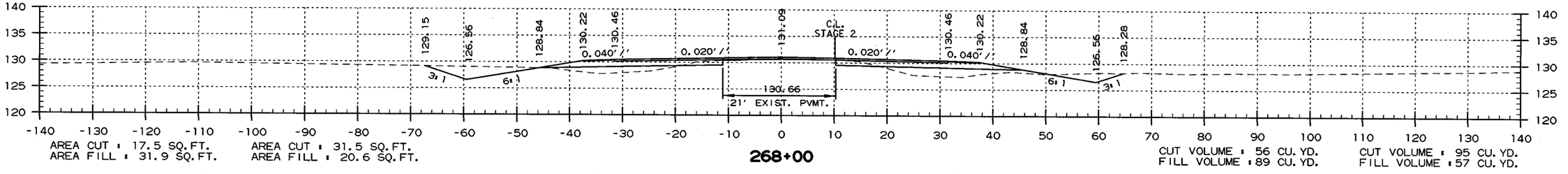
AREA CUT = 34.3 SQ.FT.
AREA FILL = 20.2 SQ.FT.

AREA CUT = 29.3 SQ.FT.
AREA FILL = 21.1 SQ.FT.

269+00

CUT VOLUME = 96 CU.YD.
FILL VOLUME = 96 CU.YD.

CUT VOLUME = 113 CU.YD.
FILL VOLUME = 77 CU.YD.



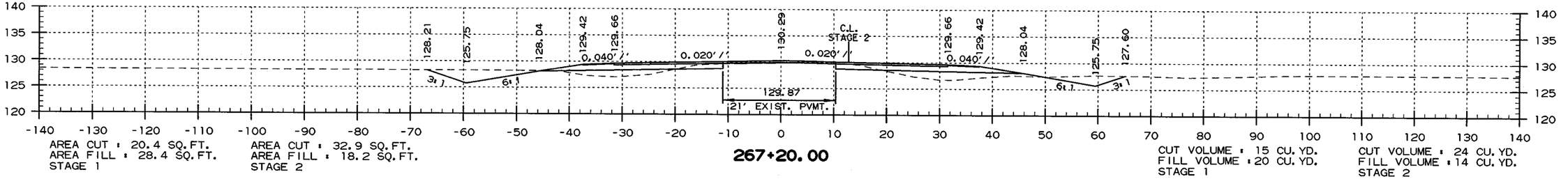
AREA CUT = 17.5 SQ.FT.
AREA FILL = 31.9 SQ.FT.

AREA CUT = 31.5 SQ.FT.
AREA FILL = 20.6 SQ.FT.

268+00

CUT VOLUME = 56 CU.YD.
FILL VOLUME = 89 CU.YD.

CUT VOLUME = 95 CU.YD.
FILL VOLUME = 57 CU.YD.



AREA CUT = 20.4 SQ.FT.
AREA FILL = 28.4 SQ.FT.
STAGE 1

AREA CUT = 32.9 SQ.FT.
AREA FILL = 18.2 SQ.FT.
STAGE 2

267+20.00

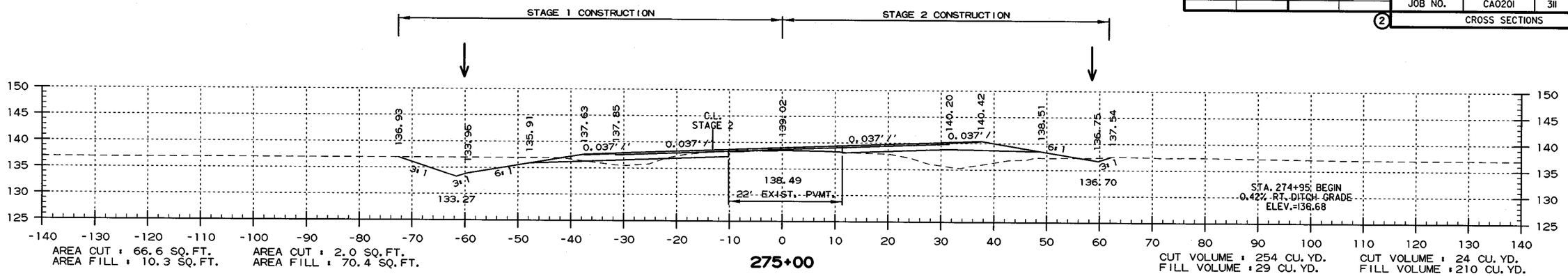
CUT VOLUME = 15 CU.YD.
FILL VOLUME = 20 CU.YD.
STAGE 1

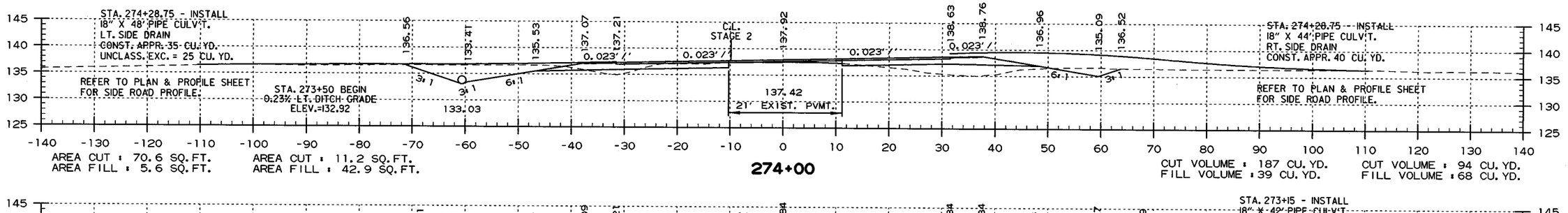
CUT VOLUME = 24 CU.YD.
FILL VOLUME = 14 CU.YD.
STAGE 2

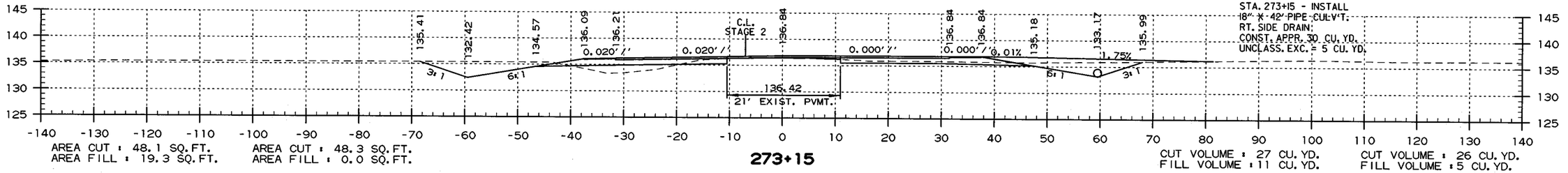
STA. 267+20 TO STA. 271+00

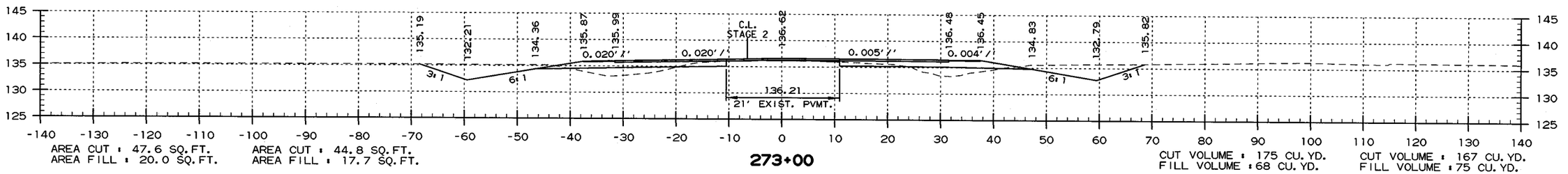
USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: h20
MODEL: CROSS SECTIONS

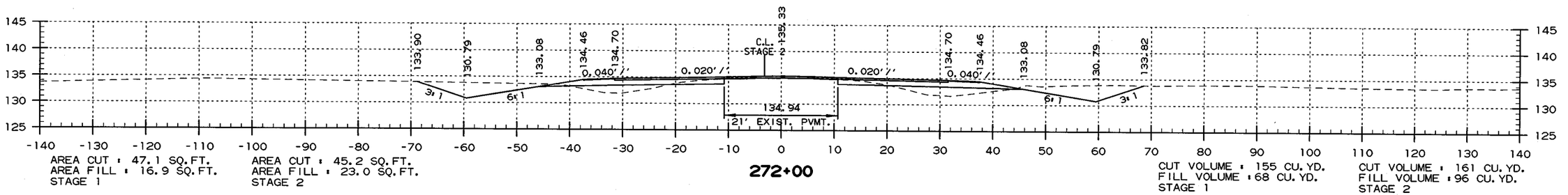
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	311	373
				(2)		CROSS SECTIONS		











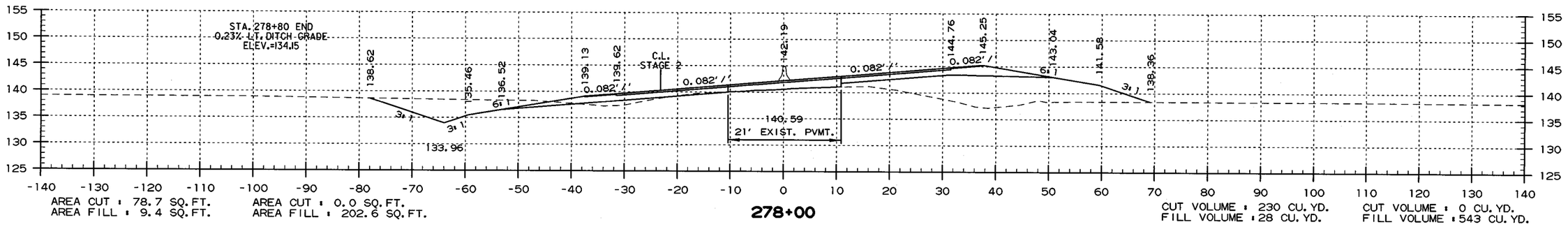
STA. 272+00 TO STA. 275+00

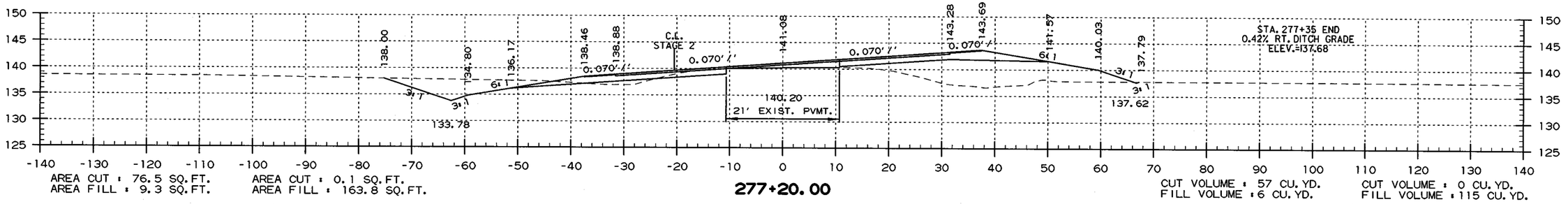
USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

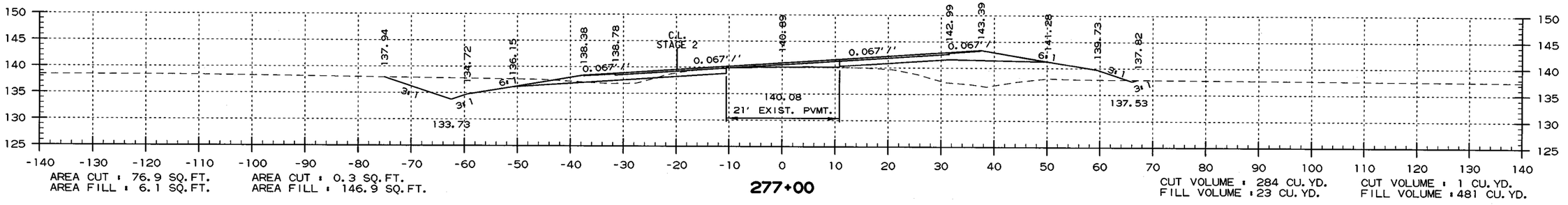
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	312	373
				(2)	CROSS SECTIONS			

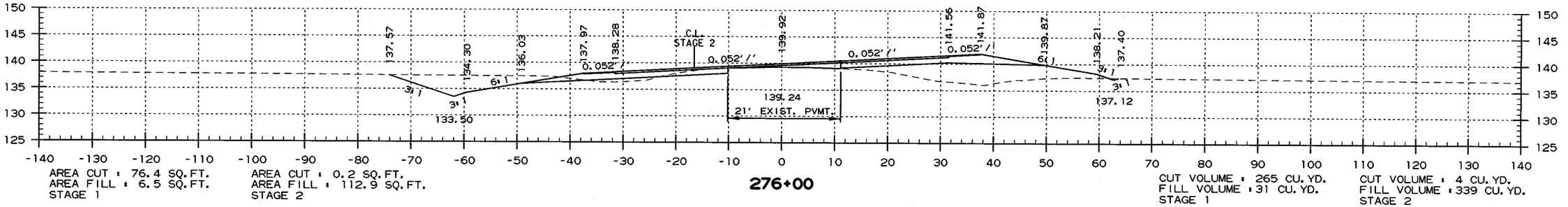
STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION









STA. 276+00 TO STA. 278+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

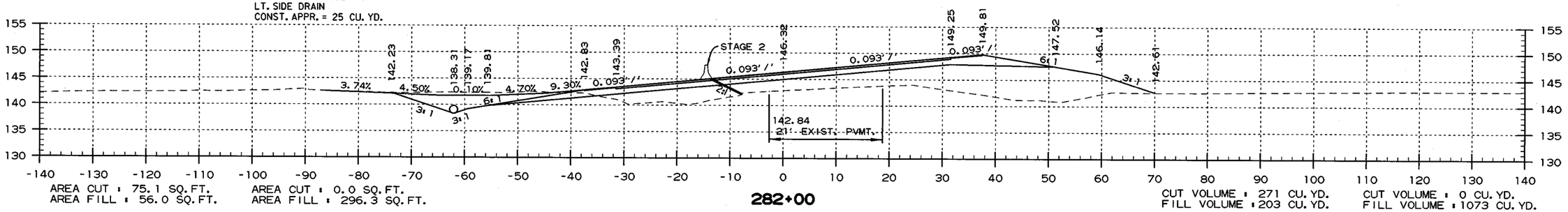
G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	313	373

(2) CROSS SECTIONS

STAGE 1 CONSTRUCTION — STAGE 2 CONSTRUCTION

STA. 282+00 - INSTALL
18" X 38' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.



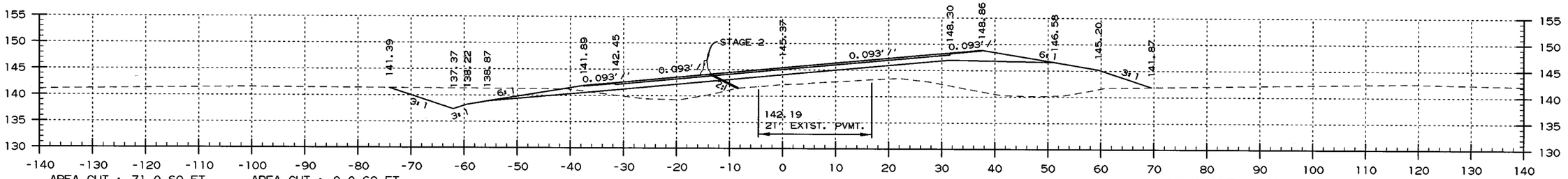
AREA CUT = 75.1 SQ.FT.
AREA FILL = 56.0 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 296.3 SQ.FT.

282+00

CUT VOLUME = 271 CU. YD.
FILL VOLUME = 203 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 1073 CU. YD.



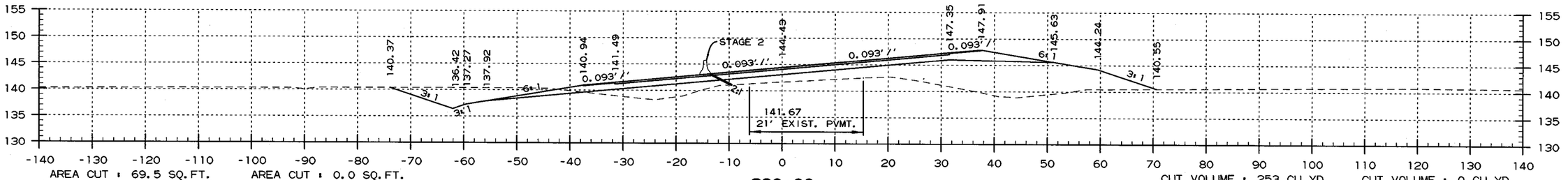
AREA CUT = 71.0 SQ.FT.
AREA FILL = 53.4 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 283.0 SQ.FT.

281+00

CUT VOLUME = 260 CU. YD.
FILL VOLUME = 181 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 1032 CU. YD.



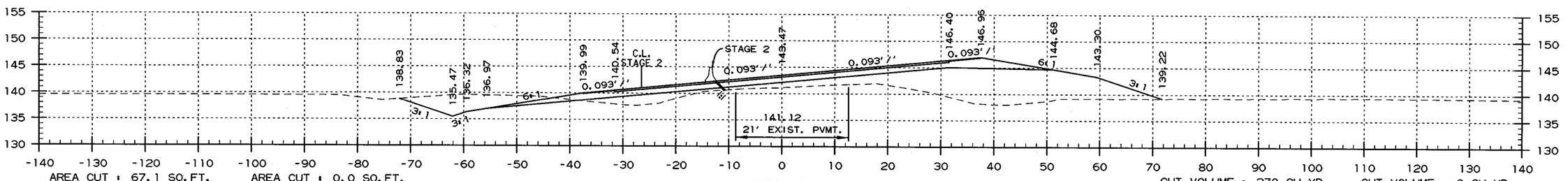
AREA CUT = 69.5 SQ.FT.
AREA FILL = 44.1 SQ.FT.

AREA CUT = 0.0 SQ.FT.
AREA FILL = 274.4 SQ.FT.

280+00

CUT VOLUME = 253 CU. YD.
FILL VOLUME = 138 CU. YD.

CUT VOLUME = 0 CU. YD.
FILL VOLUME = 1018 CU. YD.



AREA CUT = 67.1 SQ.FT.
AREA FILL = 30.5 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 275.3 SQ.FT.
STAGE 2

279+00

CUT VOLUME = 270 CU. YD.
FILL VOLUME = 74 CU. YD.
STAGE 1

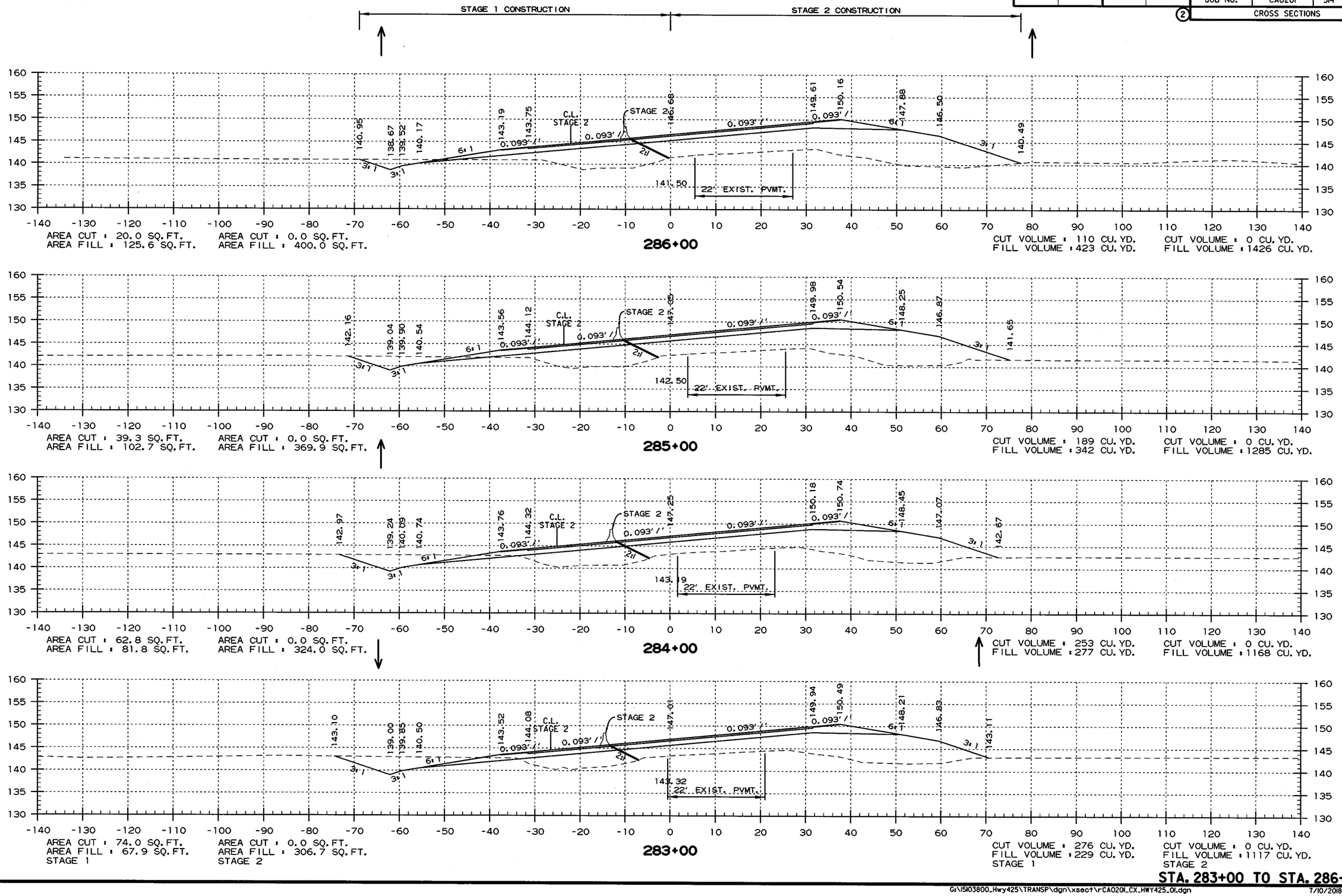
CUT VOLUME = 0 CU. YD.
FILL VOLUME = 885 CU. YD.
STAGE 2

STA. 279+00 TO STA. 282+00

USER: fs513
DESIGN FILE: G:\I5103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: h20
MODEL: CROSS SECTIONS

G:\I5103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

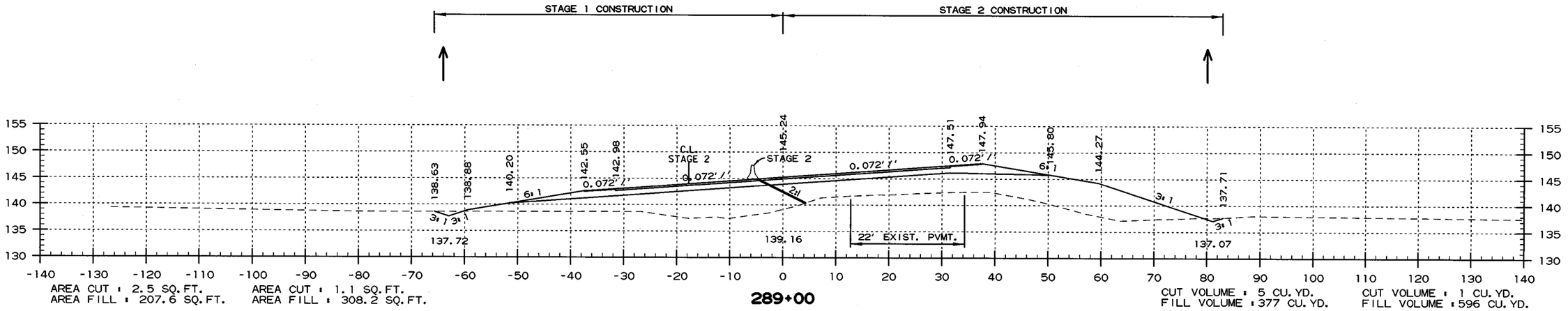
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	314	373
				(2)	CROSS SECTIONS			



STA. 283+00 TO STA. 286+00

USER: fs53
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	315	373
				(2)	CROSS SECTIONS			



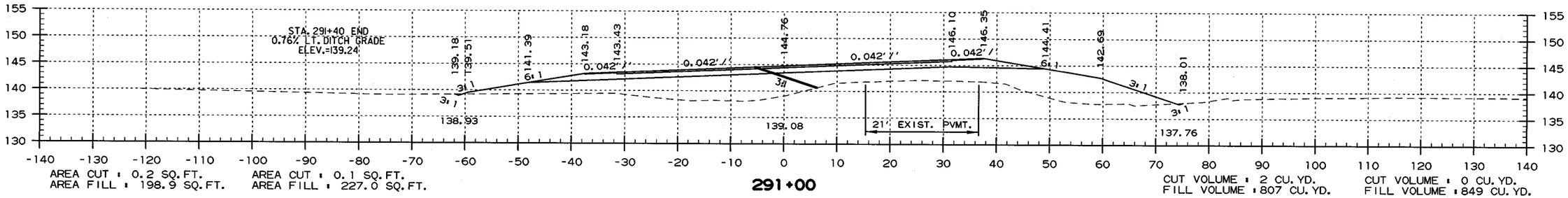
STA. 287+00 TO STA. 289+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

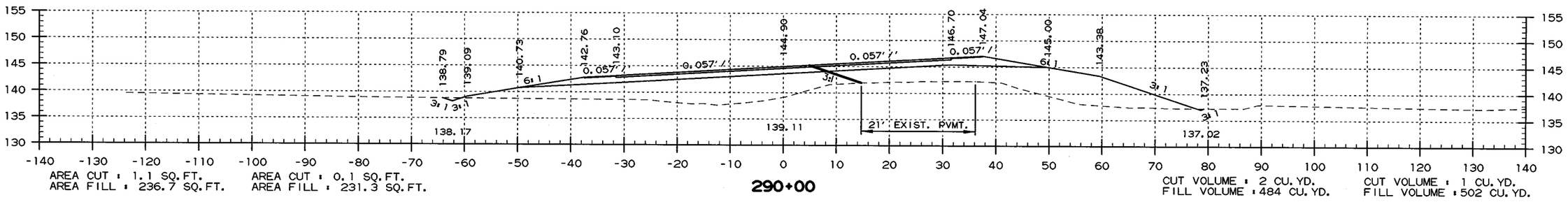
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	316	373
				(2)	CROSS SECTIONS			

STAGE 1 CONSTRUCTION

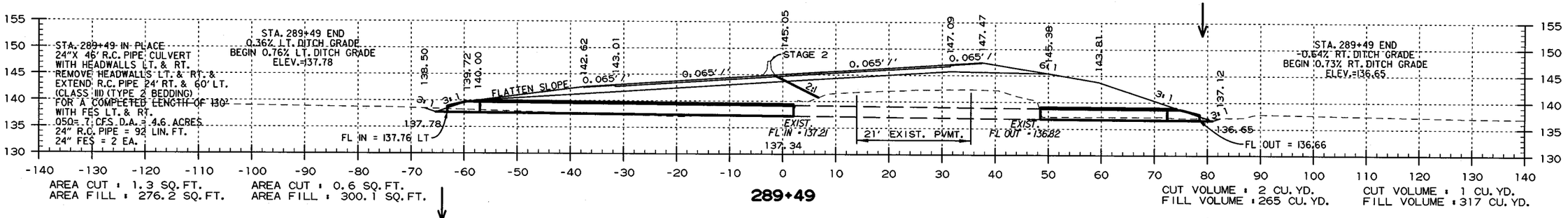
STAGE 2 CONSTRUCTION



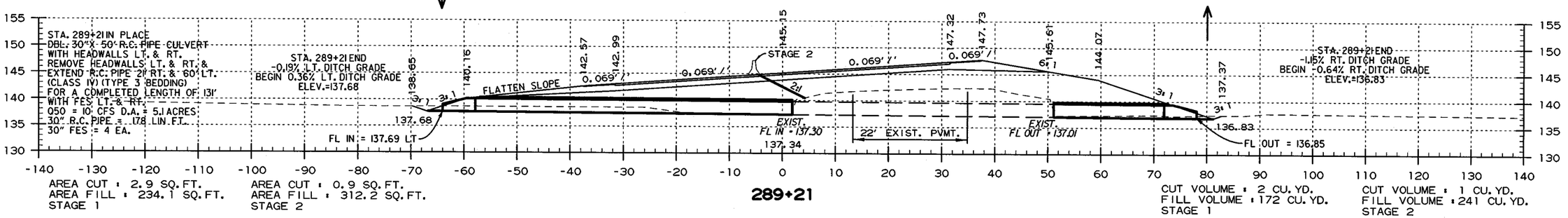
291+00



290+00



289+49



289+21

STA. 289+21 TO STA. 291+00

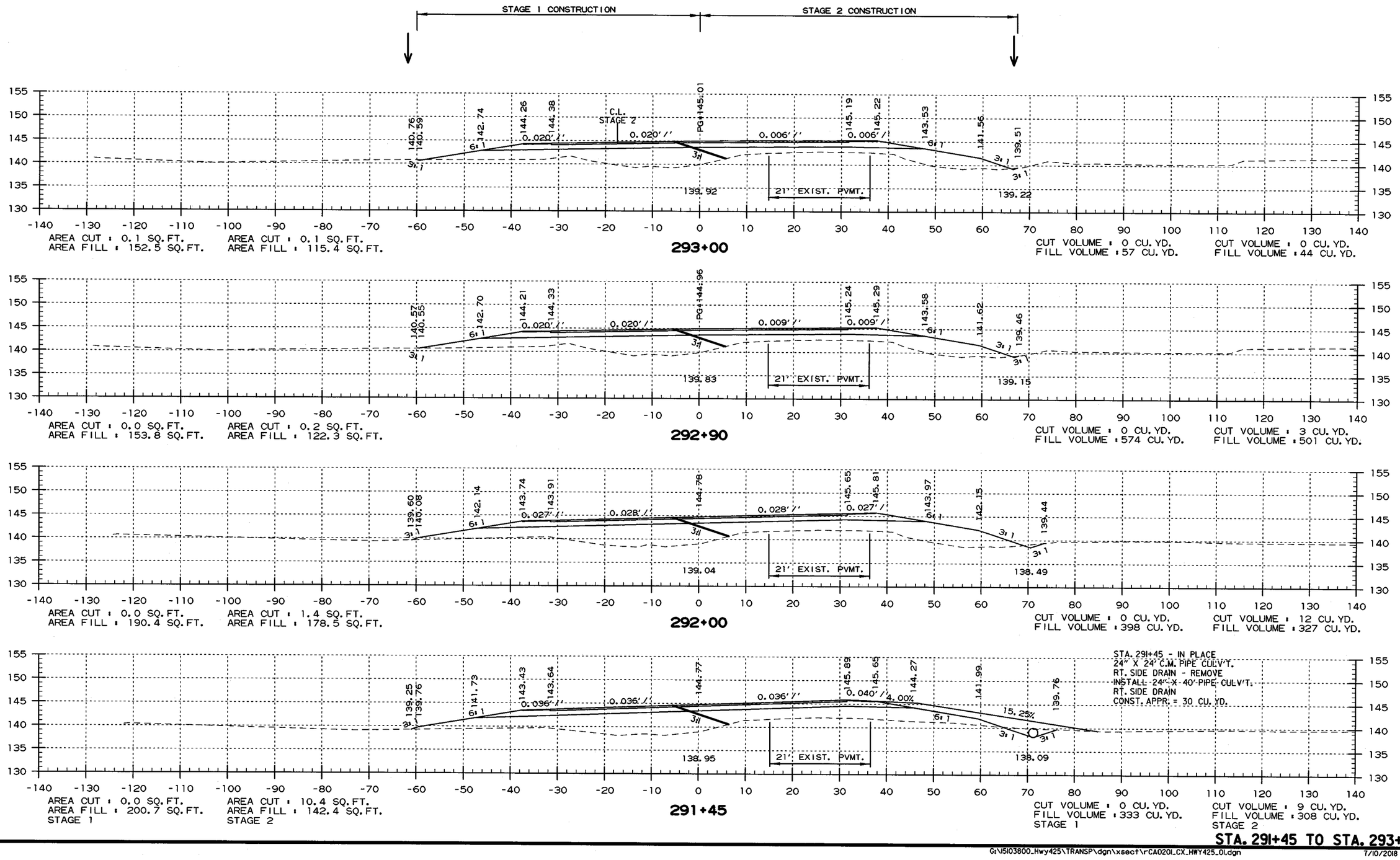
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	317	373

(2) CROSS SECTIONS



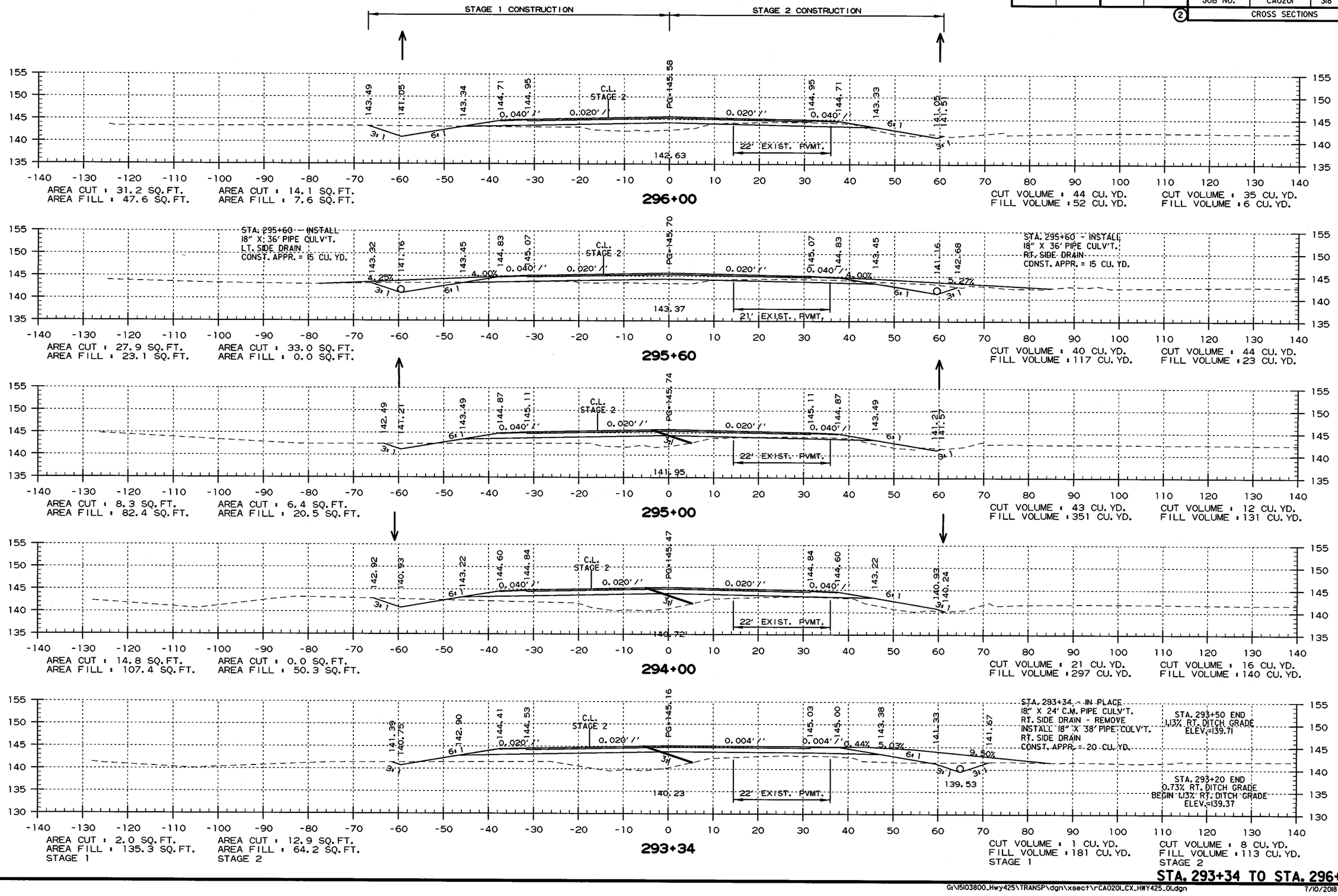
STA. 291+45 TO STA. 293+00

USER: fs913
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SCALE: H:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	318	373

(2) CROSS SECTIONS



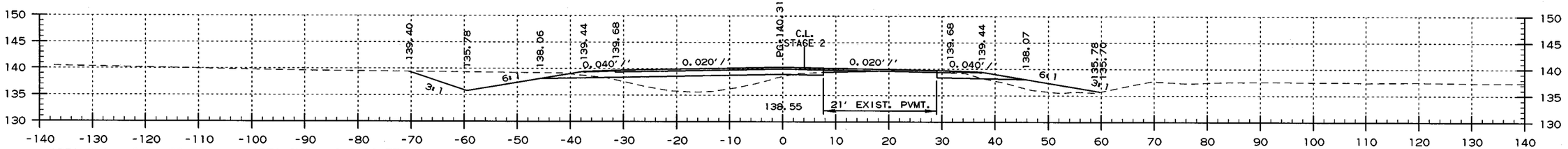
USER: fe513
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PLOTTED: 7/10/2018 10:00
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	319	373

(2) CROSS SECTIONS

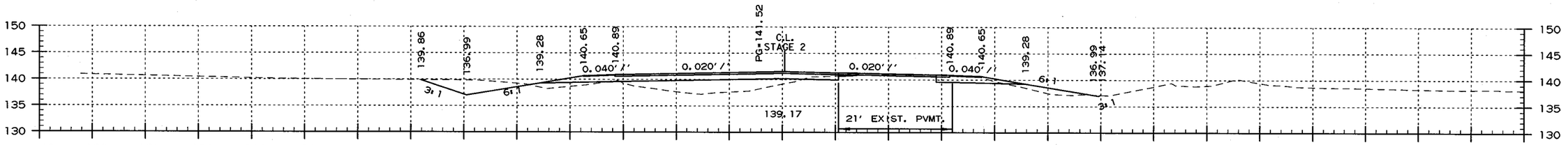
STAGE 1 CONSTRUCTION — STAGE 2 CONSTRUCTION



AREA CUT : 61.4 SQ.FT. AREA FILL : 66.5 SQ.FT.
AREA CUT : 6.8 SQ.FT. AREA FILL : 22.9 SQ.FT.

301+00

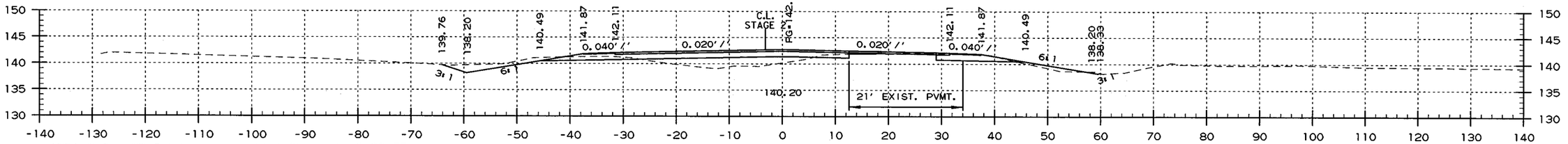
CUT VOLUME : 178 CU.YD. FILL VOLUME : 249 CU.YD.
CUT VOLUME : 39 CU.YD. FILL VOLUME : 63 CU.YD.



AREA CUT : 34.6 SQ.FT. AREA FILL : 67.9 SQ.FT.
AREA CUT : 14.0 SQ.FT. AREA FILL : 11.1 SQ.FT.

300+00

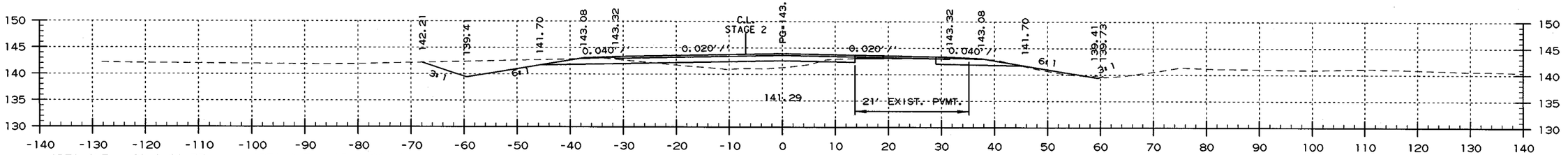
CUT VOLUME : 119 CU.YD. FILL VOLUME : 202 CU.YD.
CUT VOLUME : 55 CU.YD. FILL VOLUME : 30 CU.YD.



AREA CUT : 29.5 SQ.FT. AREA FILL : 41.4 SQ.FT.
AREA CUT : 15.6 SQ.FT. AREA FILL : 5.2 SQ.FT.

299+00

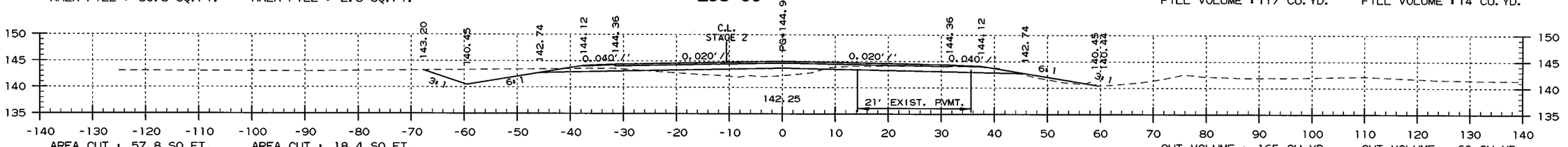
CUT VOLUME : 168 CU.YD. FILL VOLUME : 134 CU.YD.
CUT VOLUME : 57 CU.YD. FILL VOLUME : 15 CU.YD.



AREA CUT : 61.1 SQ.FT. AREA FILL : 30.8 SQ.FT.
AREA CUT : 15.4 SQ.FT. AREA FILL : 2.8 SQ.FT.

298+00

CUT VOLUME : 220 CU.YD. FILL VOLUME : 117 CU.YD.
CUT VOLUME : 63 CU.YD. FILL VOLUME : 14 CU.YD.



AREA CUT : 57.8 SQ.FT. AREA FILL : 32.5 SQ.FT. STAGE 1
AREA CUT : 18.4 SQ.FT. AREA FILL : 4.6 SQ.FT. STAGE 2

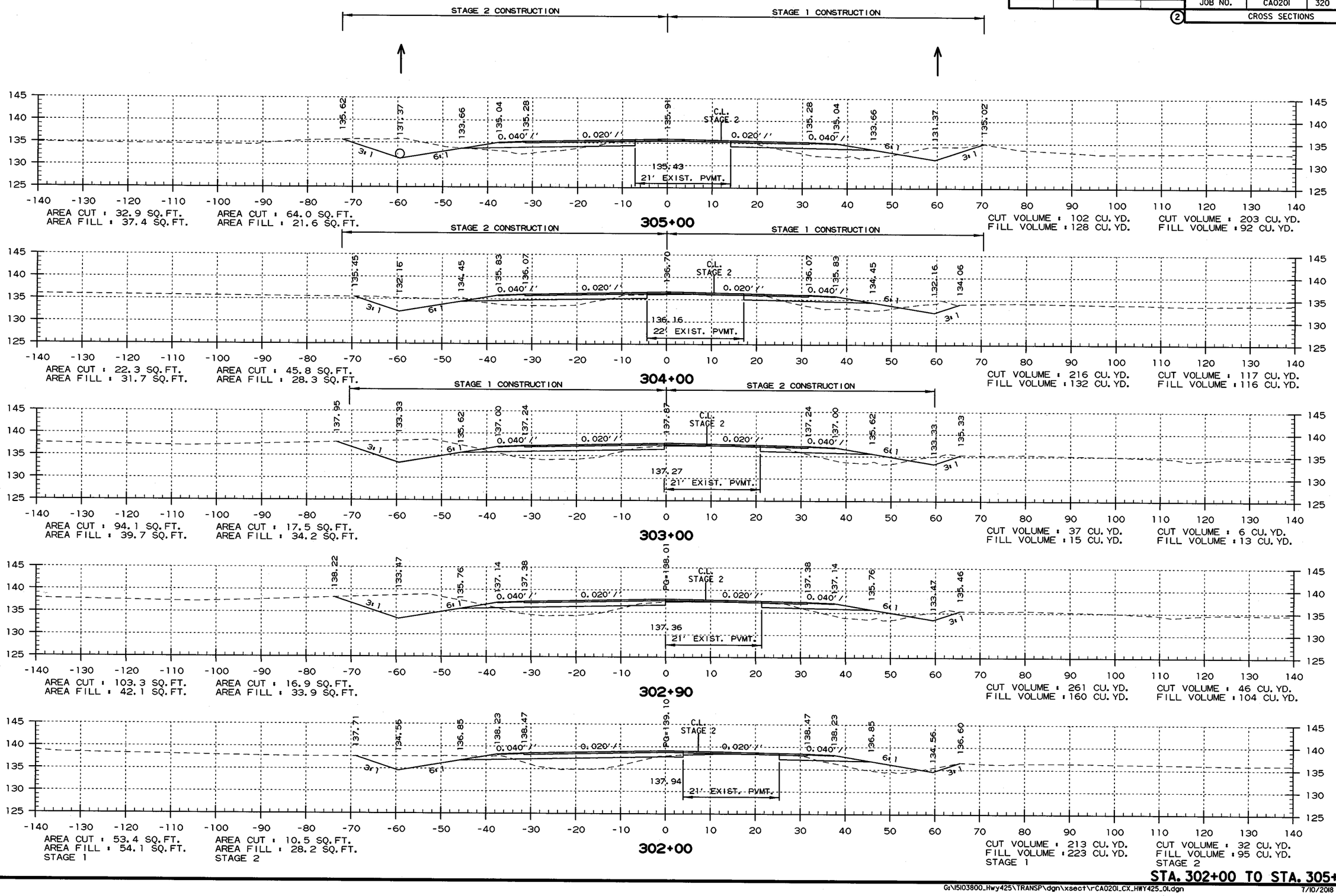
297+00

CUT VOLUME : 165 CU.YD. FILL VOLUME : 148 CU.YD. STAGE 1
CUT VOLUME : 60 CU.YD. FILL VOLUME : 23 CU.YD. STAGE 2

STA. 297+00 TO STA. 301+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:00
SCALE: H:20 MODEL: CROSS SECTIONS

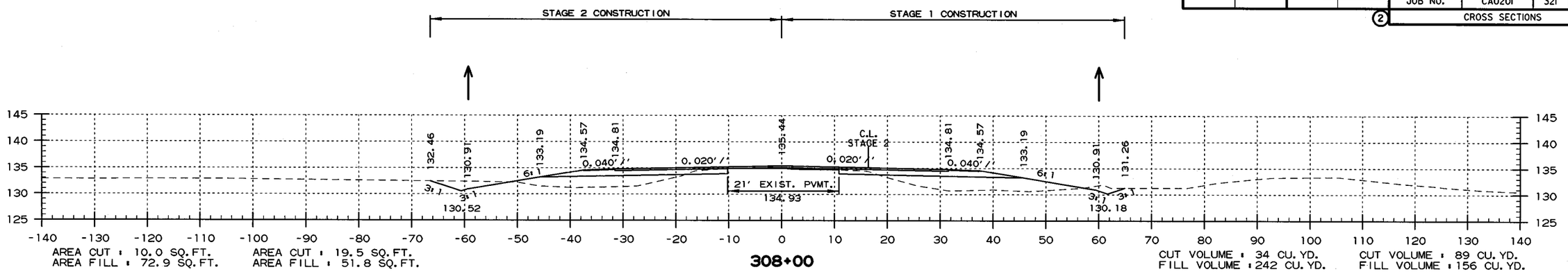
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	320	373
				(2)		CROSS SECTIONS		

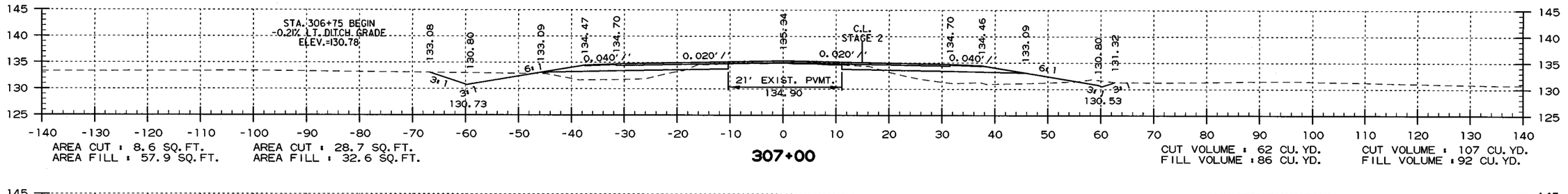


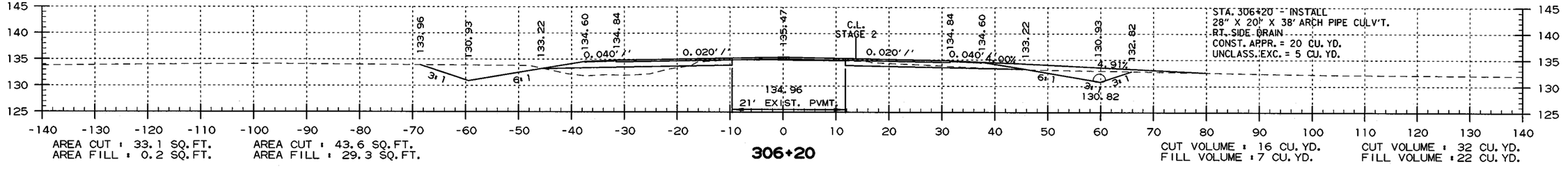
STA. 302+00 TO STA. 305+00

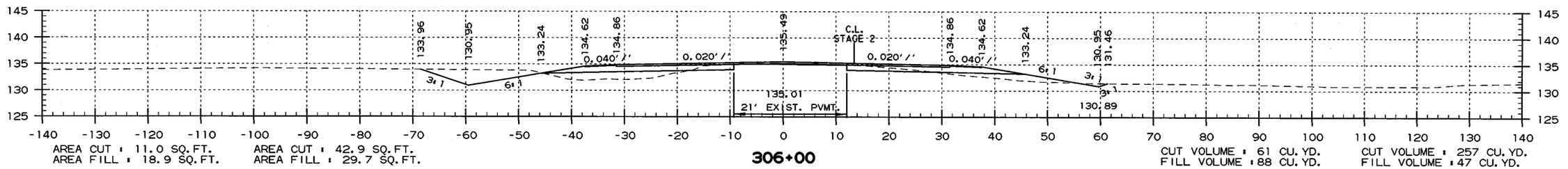
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PLOTTED: 7/10/2018 10:01
SCALE: H:20 MODEL: CROSS SECTIONS

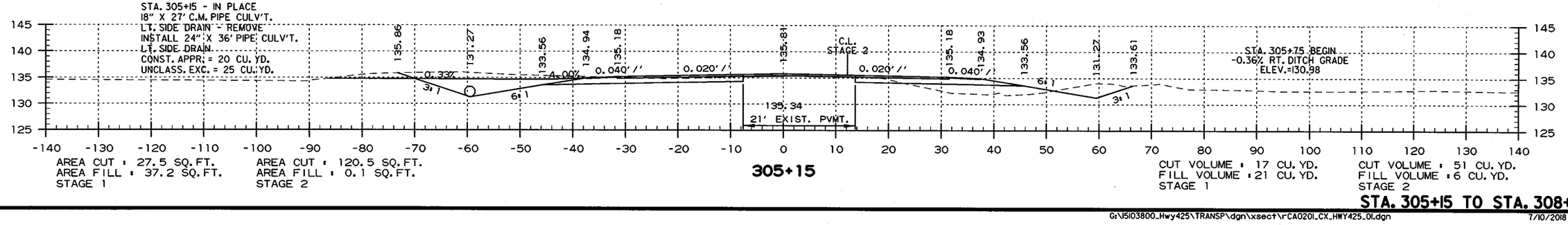
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	321	373
				(2)		CROSS SECTIONS		











STA. 305+15 TO STA. 308+00

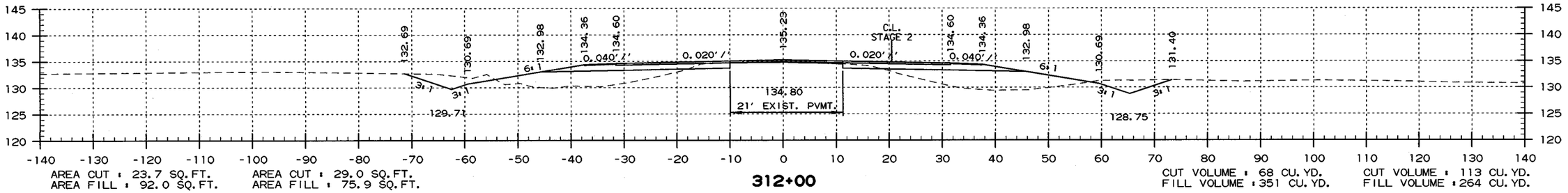
USER: fs5j3
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	322	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



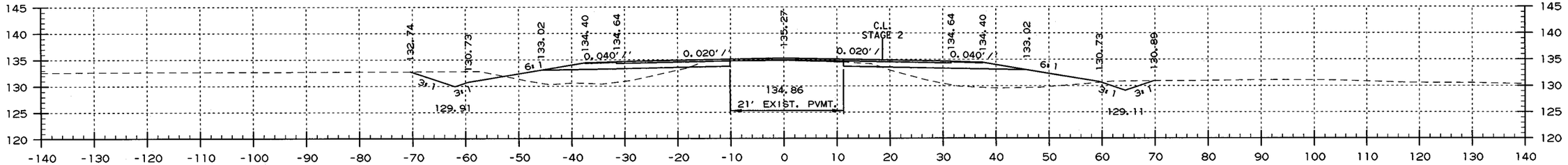
AREA CUT : 23.7 SQ.FT.
AREA FILL : 92.0 SQ.FT.

AREA CUT : 29.0 SQ.FT.
AREA FILL : 75.9 SQ.FT.

312+00

CUT VOLUME : 68 CU.YD.
FILL VOLUME : 351 CU.YD.

CUT VOLUME : 113 CU.YD.
FILL VOLUME : 264 CU.YD.



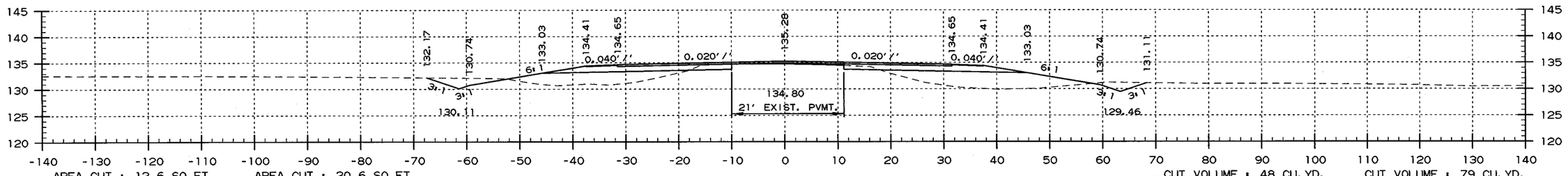
AREA CUT : 13.0 SQ.FT.
AREA FILL : 97.5 SQ.FT.

AREA CUT : 32.1 SQ.FT.
AREA FILL : 66.9 SQ.FT.

311+00

CUT VOLUME : 47 CU.YD.
FILL VOLUME : 340 CU.YD.

CUT VOLUME : 98 CU.YD.
FILL VOLUME : 234 CU.YD.



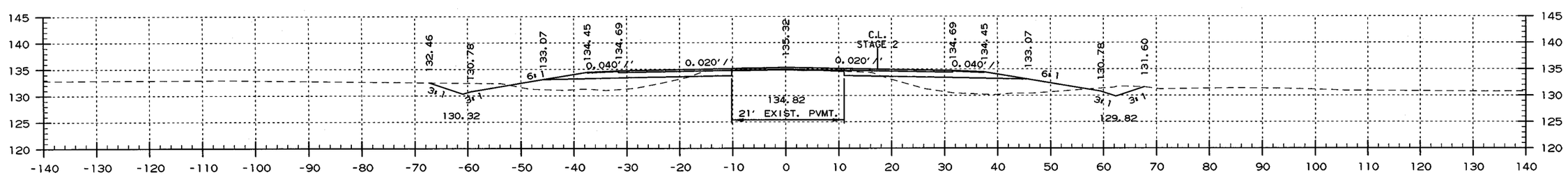
AREA CUT : 12.6 SQ.FT.
AREA FILL : 86.1 SQ.FT.

AREA CUT : 20.6 SQ.FT.
AREA FILL : 59.4 SQ.FT.

310+00

CUT VOLUME : 48 CU.YD.
FILL VOLUME : 306 CU.YD.

CUT VOLUME : 79 CU.YD.
FILL VOLUME : 212 CU.YD.



AREA CUT : 13.5 SQ.FT.
AREA FILL : 79.2 SQ.FT.
STAGE 1

AREA CUT : 21.9 SQ.FT.
AREA FILL : 55.0 SQ.FT.
STAGE 2

309+00

CUT VOLUME : 44 CU.YD.
FILL VOLUME : 282 CU.YD.
STAGE 1

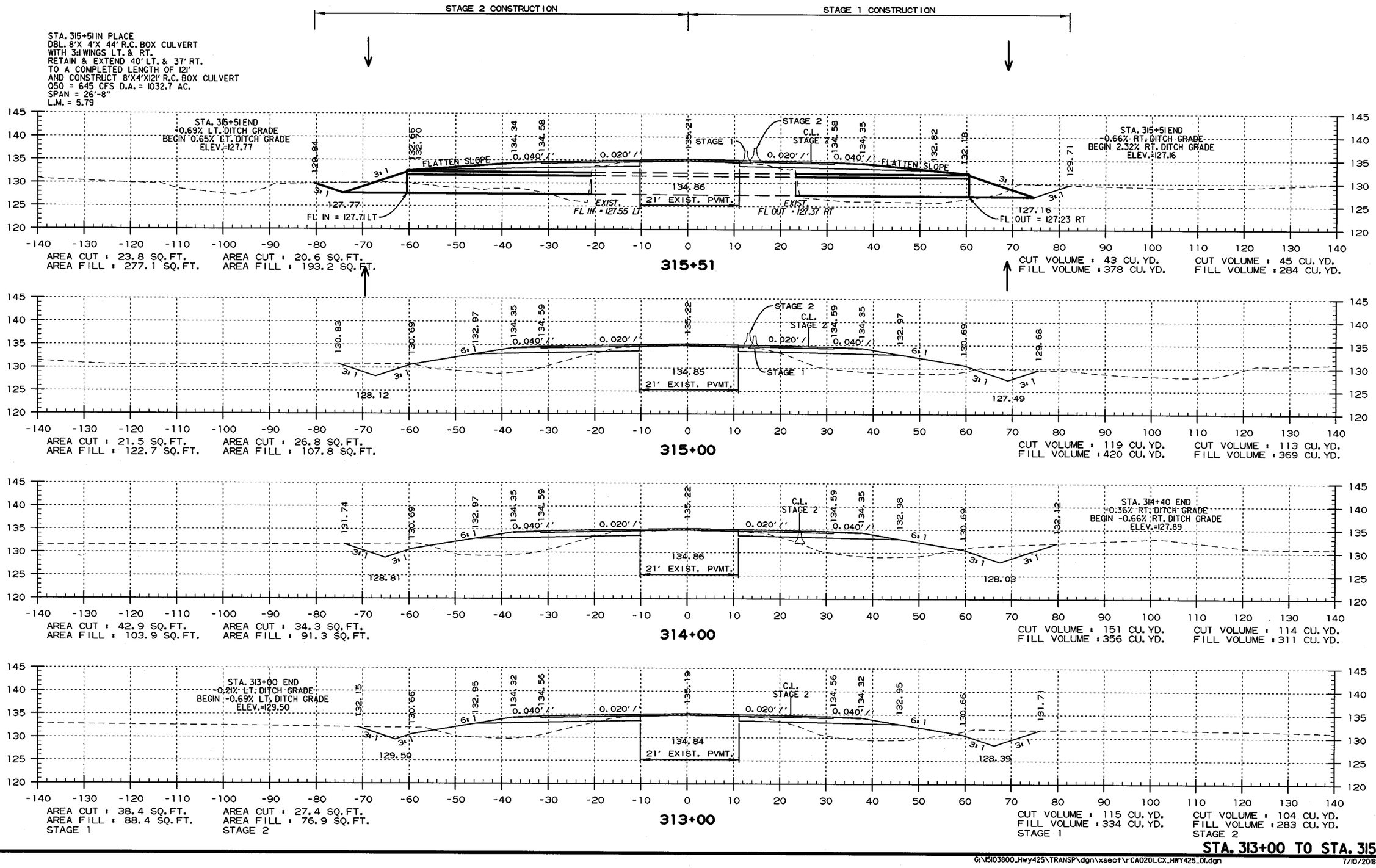
CUT VOLUME : 77 CU.YD.
FILL VOLUME : 198 CU.YD.
STAGE 2

STA. 309+00 TO STA. 312+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: h20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	323	373
				(2)	CROSS SECTIONS			

STA. 315+51 IN PLACE
DBL. 8'X 4'X 44' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN & EXTEND 40' LT. & 37' RT.
TO A COMPLETED LENGTH OF 121'
AND CONSTRUCT 8'X4'X121' R.C. BOX CULVERT
Q50 = 645 CFS D.A. = 1032.7 AC.
SPAN = 26'-8"
L.M. = 5.79

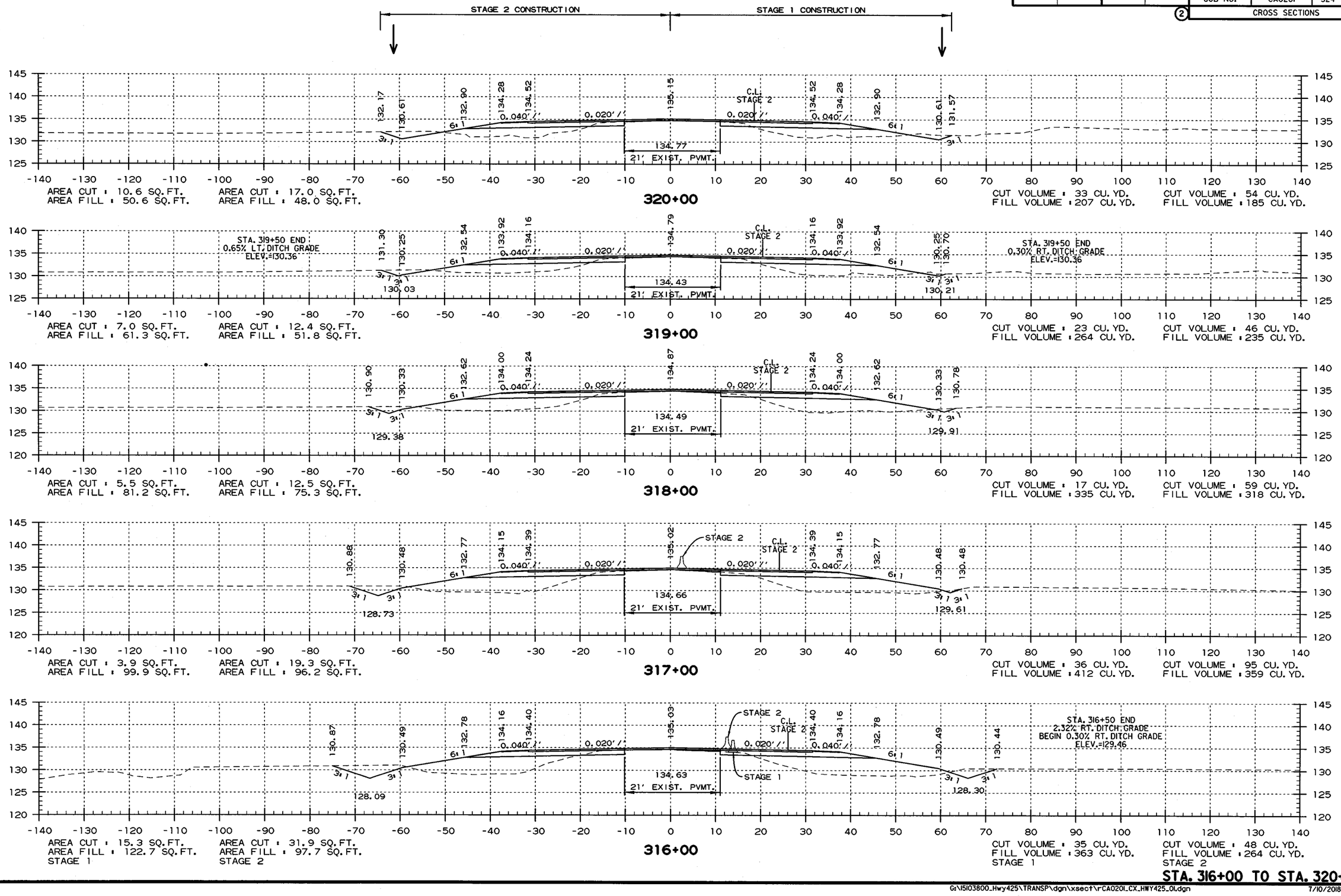


STA. 313+00 TO STA. 315+51

USER: fe5l3
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PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

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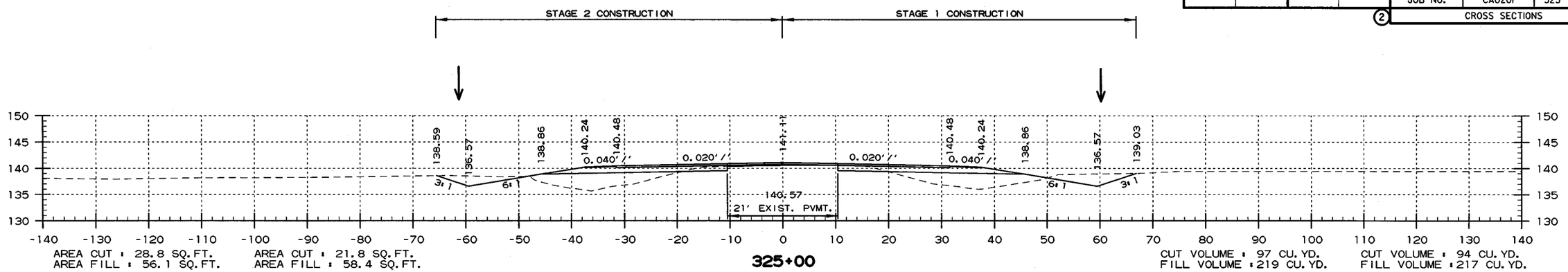
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	324	373
				(2)	CROSS SECTIONS			



STA. 316+00 TO STA. 320+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	325	373
				(2)		CROSS SECTIONS		



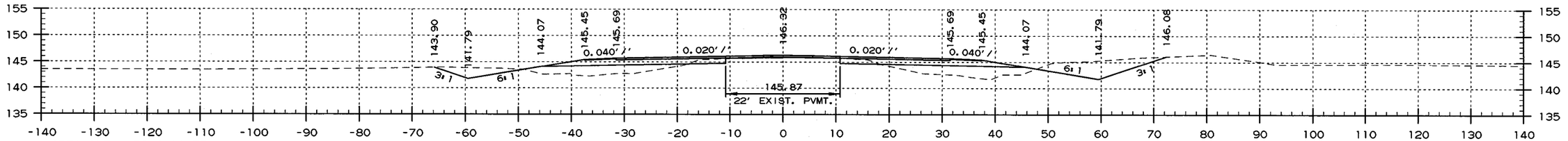
STA. 321+00 TO STA. 325+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

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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.		CA0201	326	373
				(2)		CROSS SECTIONS		

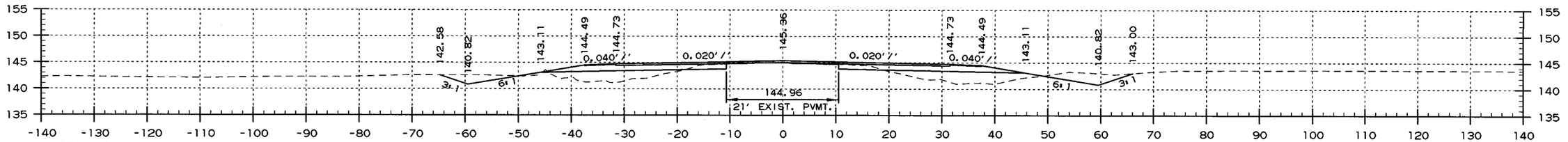
STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



AREA CUT = 53.6 SQ.FT. AREA FILL = 44.3 SQ.FT. | AREA CUT = 22.6 SQ.FT. AREA FILL = 40.9 SQ.FT.

330+00

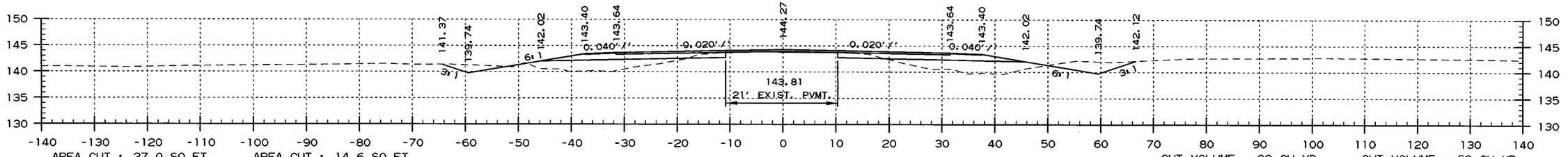
CUT VOLUME = 147 CU.YD. FILL VOLUME = 164 CU.YD. | CUT VOLUME = 77 CU.YD. FILL VOLUME = 144 CU.YD.



AREA CUT = 26.0 SQ.FT. AREA FILL = 44.3 SQ.FT. | AREA CUT = 19.0 SQ.FT. AREA FILL = 36.9 SQ.FT.

329+00

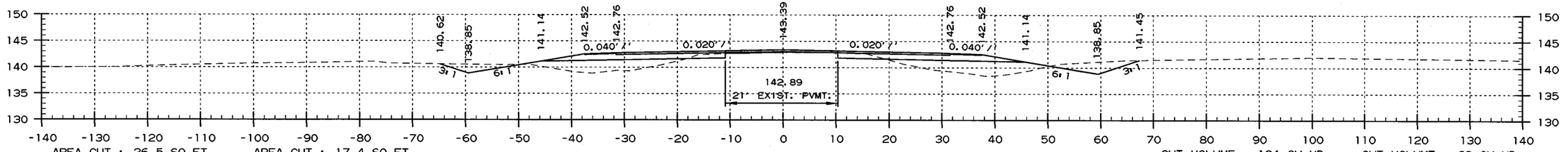
CUT VOLUME = 98 CU.YD. FILL VOLUME = 173 CU.YD. | CUT VOLUME = 62 CU.YD. FILL VOLUME = 151 CU.YD.



AREA CUT = 27.0 SQ.FT. AREA FILL = 49.0 SQ.FT. | AREA CUT = 14.6 SQ.FT. AREA FILL = 44.5 SQ.FT.

328+00

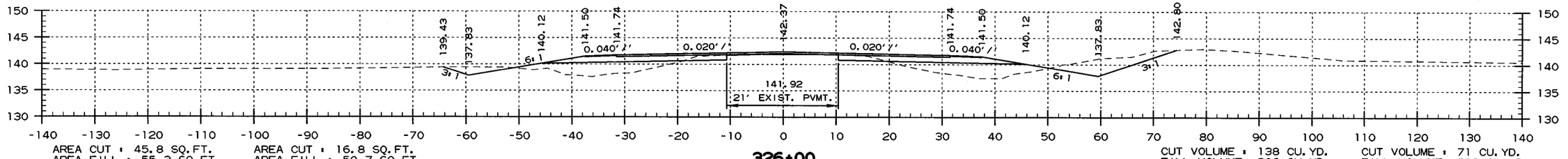
CUT VOLUME = 99 CU.YD. FILL VOLUME = 193 CU.YD. | CUT VOLUME = 59 CU.YD. FILL VOLUME = 169 CU.YD.



AREA CUT = 26.5 SQ.FT. AREA FILL = 55.2 SQ.FT. | AREA CUT = 17.4 SQ.FT. AREA FILL = 47.0 SQ.FT.

327+00

CUT VOLUME = 134 CU.YD. FILL VOLUME = 205 CU.YD. | CUT VOLUME = 63 CU.YD. FILL VOLUME = 181 CU.YD.



AREA CUT = 45.8 SQ.FT. AREA FILL = 55.3 SQ.FT. STAGE 1 | AREA CUT = 16.8 SQ.FT. AREA FILL = 50.7 SQ.FT. STAGE 2

326+00

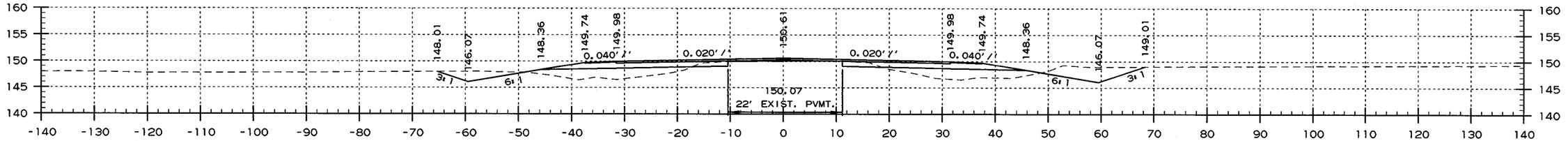
CUT VOLUME = 138 CU.YD. FILL VOLUME = 206 CU.YD. STAGE 1 | CUT VOLUME = 71 CU.YD. FILL VOLUME = 202 CU.YD. STAGE 2

STA. 326+00 TO STA. 330+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: H:20 MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	327	373
				(2)		CROSS SECTIONS		

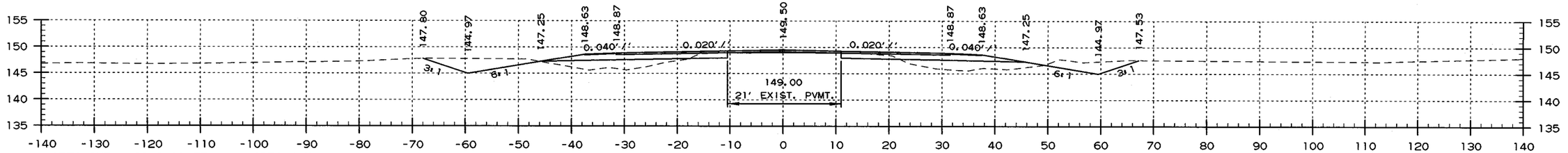
STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



AREA CUT = 38.8 SQ.FT. AREA FILL = 40.0 SQ.FT. | AREA CUT = 21.1 SQ.FT. AREA FILL = 44.3 SQ.FT.

334+00

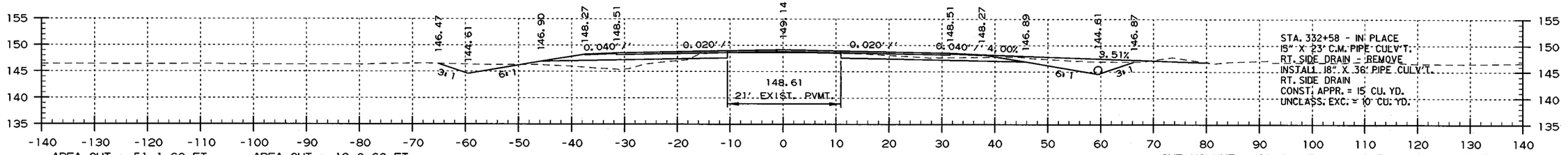
CUT VOLUME = 134 CU.YD. FILL VOLUME = 140 CU.YD. | CUT VOLUME = 112 CU.YD. FILL VOLUME = 141 CU.YD.



AREA CUT = 33.3 SQ.FT. AREA FILL = 35.5 SQ.FT. | AREA CUT = 39.2 SQ.FT. AREA FILL = 31.8 SQ.FT.

333+00

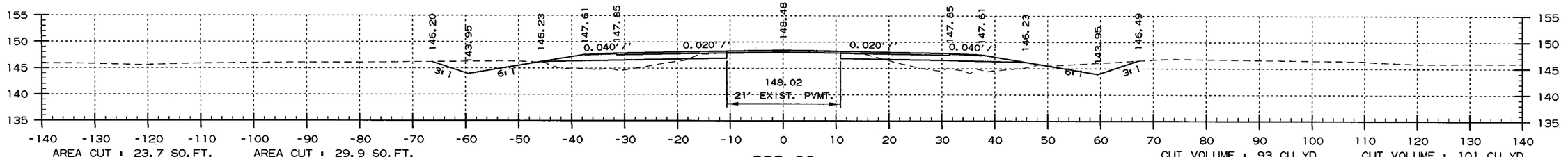
CUT VOLUME = 66 CU.YD. FILL VOLUME = 28 CU.YD. | CUT VOLUME = 45 CU.YD. FILL VOLUME = 48 CU.YD.



AREA CUT = 51.1 SQ.FT. AREA FILL = 0.0 SQ.FT. | AREA CUT = 19.0 SQ.FT. AREA FILL = 30.4 SQ.FT.

332+58

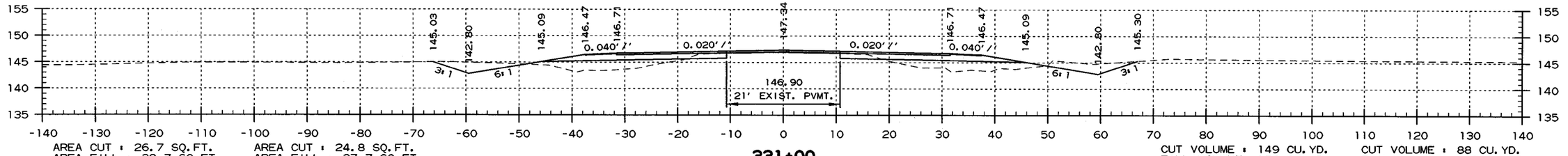
CUT VOLUME = 80 CU.YD. FILL VOLUME = 44 CU.YD. | CUT VOLUME = 53 CU.YD. FILL VOLUME = 69 CU.YD.



AREA CUT = 23.7 SQ.FT. AREA FILL = 40.5 SQ.FT. | AREA CUT = 29.9 SQ.FT. AREA FILL = 33.6 SQ.FT.

332+00

CUT VOLUME = 93 CU.YD. FILL VOLUME = 149 CU.YD. | CUT VOLUME = 101 CU.YD. FILL VOLUME = 132 CU.YD.



AREA CUT = 26.7 SQ.FT. AREA FILL = 39.7 SQ.FT. STAGE 1 | AREA CUT = 24.8 SQ.FT. AREA FILL = 37.7 SQ.FT. STAGE 2

331+00

CUT VOLUME = 149 CU.YD. FILL VOLUME = 156 CU.YD. STAGE 1 | CUT VOLUME = 88 CU.YD. FILL VOLUME = 146 CU.YD. STAGE 2

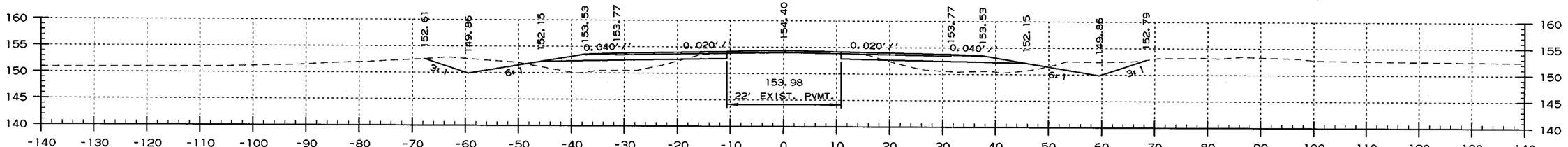
STA. 331+00 TO STA. 334+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn MODEL: CROSS SECTIONS
PLOTTED: 7/10/2018 10:01 SCALE: 1:20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	328	373

(2) CROSS SECTIONS

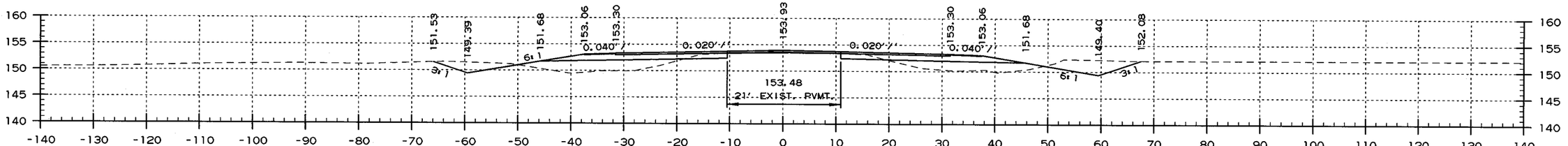
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 31.4 SQ.FT. AREA FILL = 44.6 SQ.FT.
AREA CUT = 33.7 SQ.FT. AREA FILL = 45.2 SQ.FT.

339+00

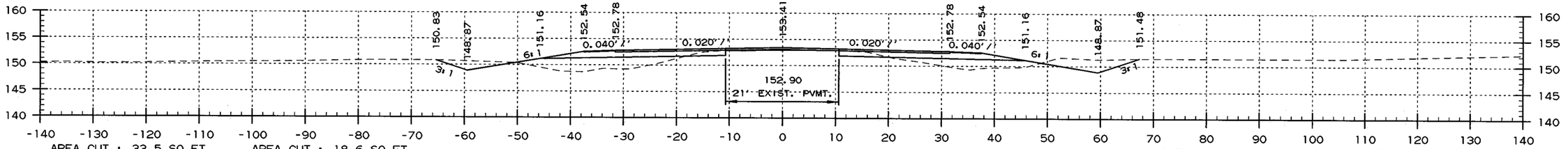
CUT VOLUME = 125 CU.YD. FILL VOLUME = 157 CU.YD.
CUT VOLUME = 105 CU.YD. FILL VOLUME = 176 CU.YD.



AREA CUT = 35.9 SQ.FT. AREA FILL = 40.2 SQ.FT.
AREA CUT = 23.0 SQ.FT. AREA FILL = 49.6 SQ.FT.

338+00

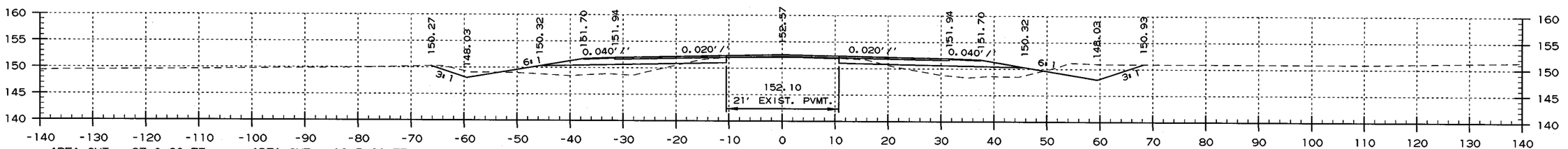
CUT VOLUME = 129 CU.YD. FILL VOLUME = 139 CU.YD.
CUT VOLUME = 77 CU.YD. FILL VOLUME = 194 CU.YD.



AREA CUT = 33.5 SQ.FT. AREA FILL = 34.7 SQ.FT.
AREA CUT = 18.6 SQ.FT. AREA FILL = 55.3 SQ.FT.

337+00

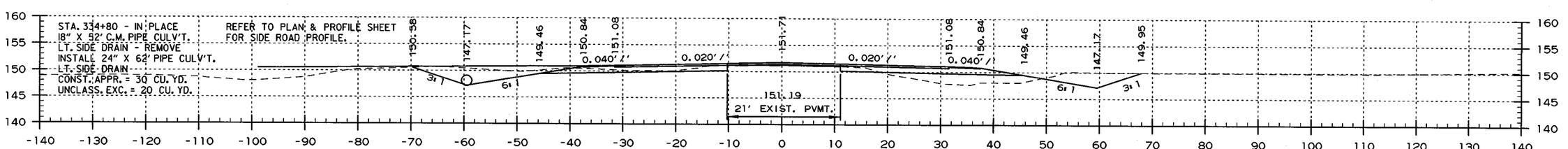
CUT VOLUME = 131 CU.YD. FILL VOLUME = 145 CU.YD.
CUT VOLUME = 59 CU.YD. FILL VOLUME = 191 CU.YD.



AREA CUT = 37.0 SQ.FT. AREA FILL = 43.7 SQ.FT.
AREA CUT = 13.5 SQ.FT. AREA FILL = 47.6 SQ.FT.

336+00

CUT VOLUME = 132 CU.YD. FILL VOLUME = 158 CU.YD.
CUT VOLUME = 141 CU.YD. FILL VOLUME = 88 CU.YD.



AREA CUT = 34.4 SQ.FT. AREA FILL = 41.7 SQ.FT. STAGE 1
AREA CUT = 62.9 SQ.FT. AREA FILL = 0.1 SQ.FT. STAGE 2

335+00

CUT VOLUME = 136 CU.YD. FILL VOLUME = 151 CU.YD. STAGE 1
CUT VOLUME = 156 CU.YD. FILL VOLUME = 82 CU.YD. STAGE 2

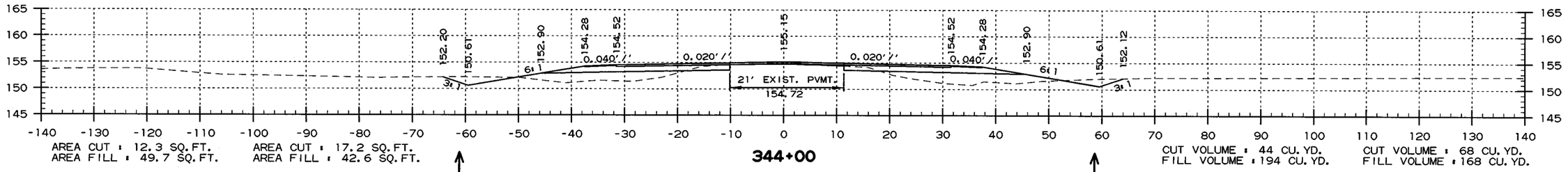
STA. 335+00 TO STA. 339+00

USER: f651J3
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\r-CA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	329	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION



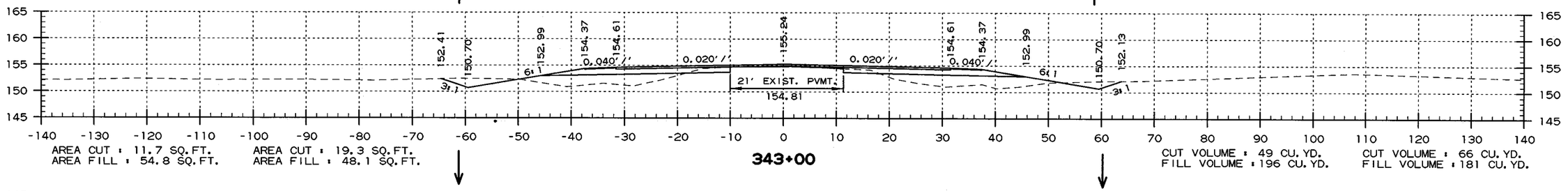
AREA CUT = 12.3 SQ.FT.
AREA FILL = 49.7 SQ.FT.

AREA CUT = 17.2 SQ.FT.
AREA FILL = 42.6 SQ.FT.

344+00

CUT VOLUME = 44 CU.YD.
FILL VOLUME = 194 CU.YD.

CUT VOLUME = 68 CU.YD.
FILL VOLUME = 168 CU.YD.



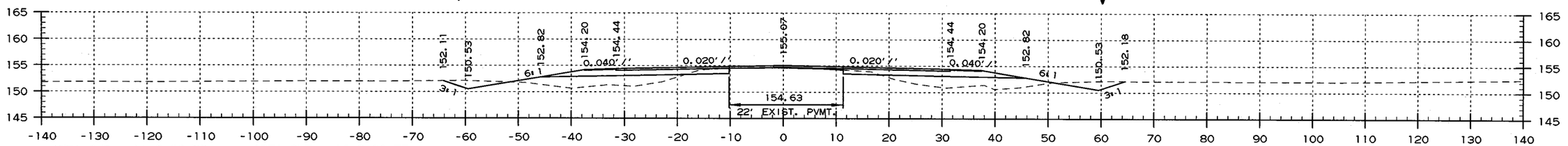
AREA CUT = 11.7 SQ.FT.
AREA FILL = 54.8 SQ.FT.

AREA CUT = 19.3 SQ.FT.
AREA FILL = 48.1 SQ.FT.

343+00

CUT VOLUME = 49 CU.YD.
FILL VOLUME = 196 CU.YD.

CUT VOLUME = 66 CU.YD.
FILL VOLUME = 181 CU.YD.



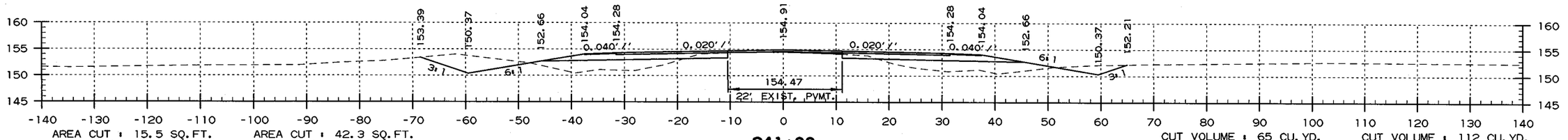
AREA CUT = 14.9 SQ.FT.
AREA FILL = 50.9 SQ.FT.

AREA CUT = 16.2 SQ.FT.
AREA FILL = 49.5 SQ.FT.

342+00

CUT VOLUME = 56 CU.YD.
FILL VOLUME = 188 CU.YD.

CUT VOLUME = 108 CU.YD.
FILL VOLUME = 174 CU.YD.



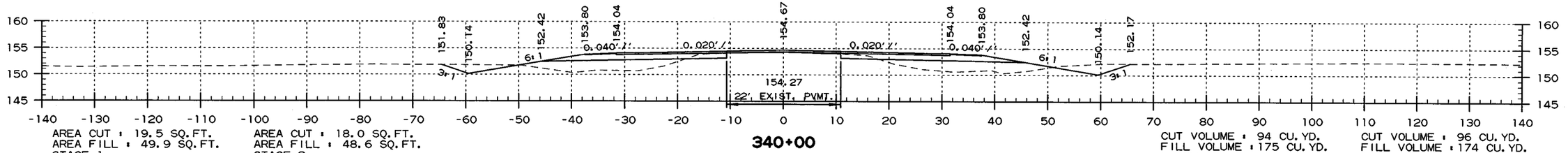
AREA CUT = 15.5 SQ.FT.
AREA FILL = 50.8 SQ.FT.

AREA CUT = 42.3 SQ.FT.
AREA FILL = 44.2 SQ.FT.

341+00

CUT VOLUME = 65 CU.YD.
FILL VOLUME = 186 CU.YD.

CUT VOLUME = 112 CU.YD.
FILL VOLUME = 172 CU.YD.



AREA CUT = 19.5 SQ.FT.
AREA FILL = 49.9 SQ.FT.
STAGE 1

AREA CUT = 18.0 SQ.FT.
AREA FILL = 48.6 SQ.FT.
STAGE 2

340+00

CUT VOLUME = 94 CU.YD.
FILL VOLUME = 175 CU.YD.
STAGE 1

CUT VOLUME = 96 CU.YD.
FILL VOLUME = 174 CU.YD.
STAGE 2

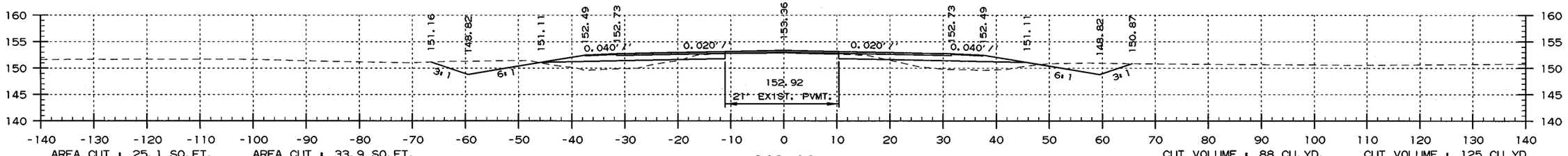
STA. 340+00 TO STA. 344+00

USER: fe5j3
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MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	330	373

(2) CROSS SECTIONS

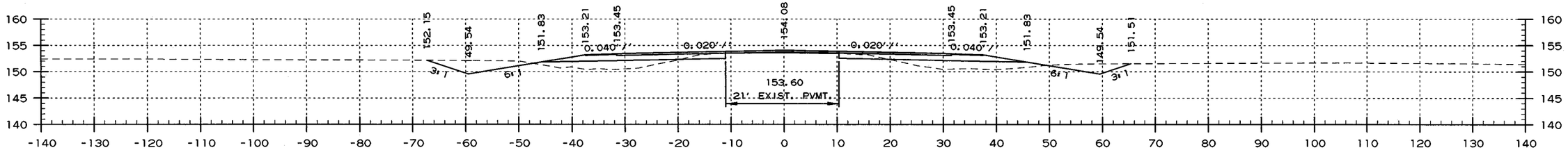
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 25.1 SQ.FT. AREA FILL = 34.2 SQ.FT.
AREA CUT = 33.9 SQ.FT. AREA FILL = 28.2 SQ.FT.

348+00

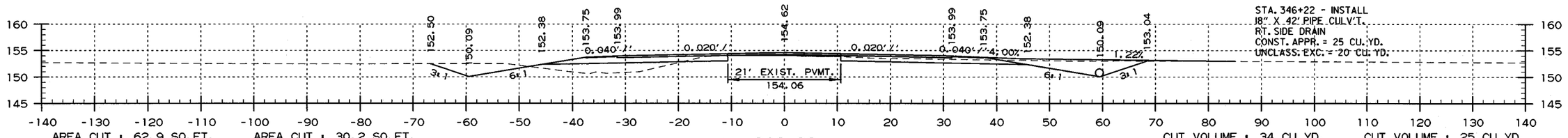
CUT VOLUME = 88 CU.YD. FILL VOLUME = 127 CU.YD.
CUT VOLUME = 125 CU.YD. FILL VOLUME = 110 CU.YD.



AREA CUT = 22.3 SQ.FT. AREA FILL = 34.5 SQ.FT.
AREA CUT = 33.6 SQ.FT. AREA FILL = 31.4 SQ.FT.

347+00

CUT VOLUME = 123 CU.YD. FILL VOLUME = 50 CU.YD.
CUT VOLUME = 92 CU.YD. FILL VOLUME = 99 CU.YD.

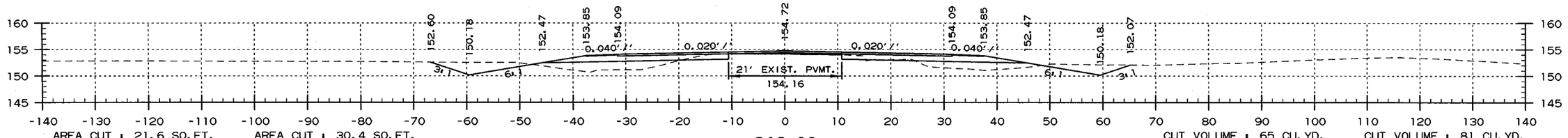


STA. 346+22 - INSTALL
18" X 42' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 25 CU.YD.
UNCLASS. EXC. = 20 CU.YD.

AREA CUT = 62.9 SQ.FT. AREA FILL = 0.0 SQ.FT.
AREA CUT = 30.2 SQ.FT. AREA FILL = 37.1 SQ.FT.

346+22

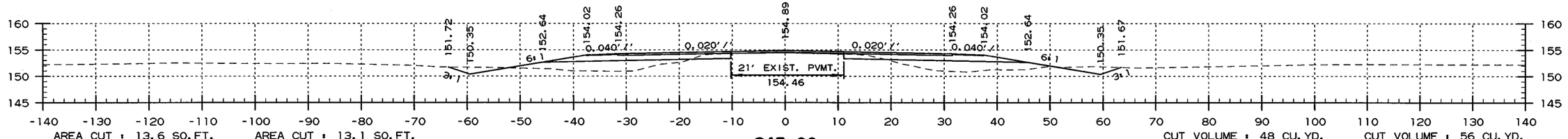
CUT VOLUME = 34 CU.YD. FILL VOLUME = 11 CU.YD.
CUT VOLUME = 25 CU.YD. FILL VOLUME = 29 CU.YD.



AREA CUT = 21.6 SQ.FT. AREA FILL = 26.2 SQ.FT.
AREA CUT = 30.4 SQ.FT. AREA FILL = 34.4 SQ.FT.

346+00

CUT VOLUME = 65 CU.YD. FILL VOLUME = 129 CU.YD.
CUT VOLUME = 81 CU.YD. FILL VOLUME = 146 CU.YD.



AREA CUT = 13.6 SQ.FT. AREA FILL = 43.4 SQ.FT. STAGE 1
AREA CUT = 13.1 SQ.FT. AREA FILL = 44.6 SQ.FT. STAGE 2

345+00

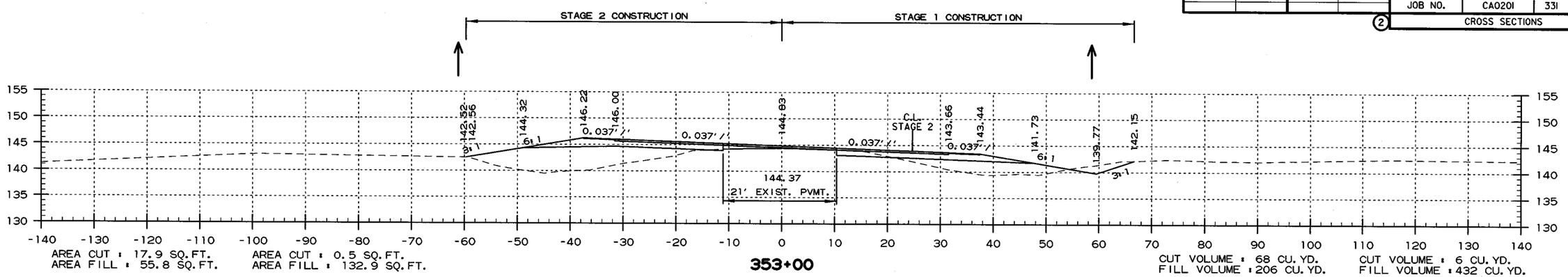
CUT VOLUME = 48 CU.YD. FILL VOLUME = 172 CU.YD. STAGE 1
CUT VOLUME = 56 CU.YD. FILL VOLUME = 161 CU.YD. STAGE 2

STA. 345+00 TO STA. 348+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
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				6	ARK.			
				JOB NO.		CA0201	331	373

(2) CROSS SECTIONS



STA. 349+00 TO STA. 353+00

USER: fe513
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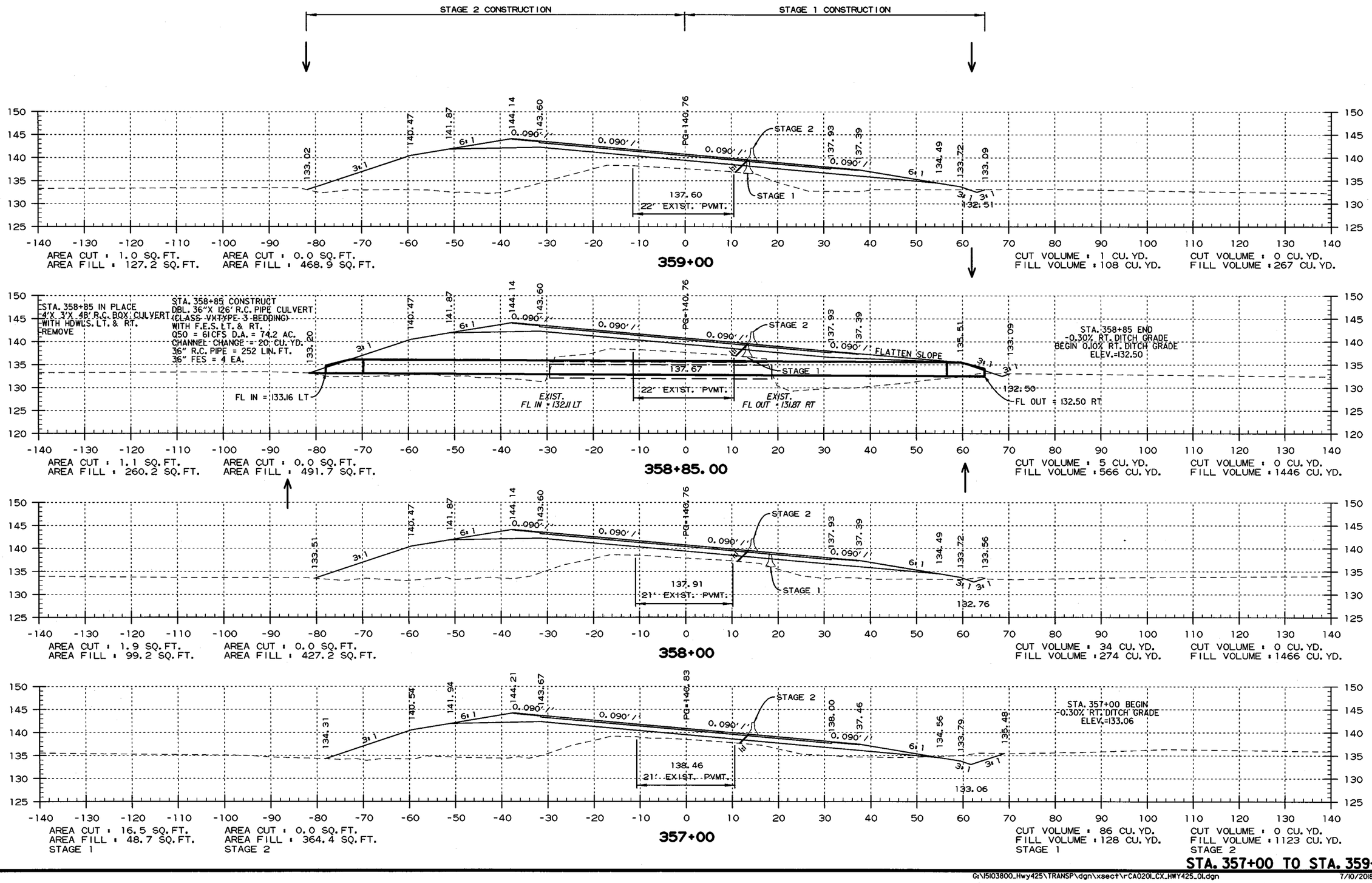
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				6	ARK.			
				JOB NO.		CA0201	332	373
				(2)	CROSS SECTIONS			

STA. 354+00 TO STA. 356+00

USER: fs513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
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MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	333	373

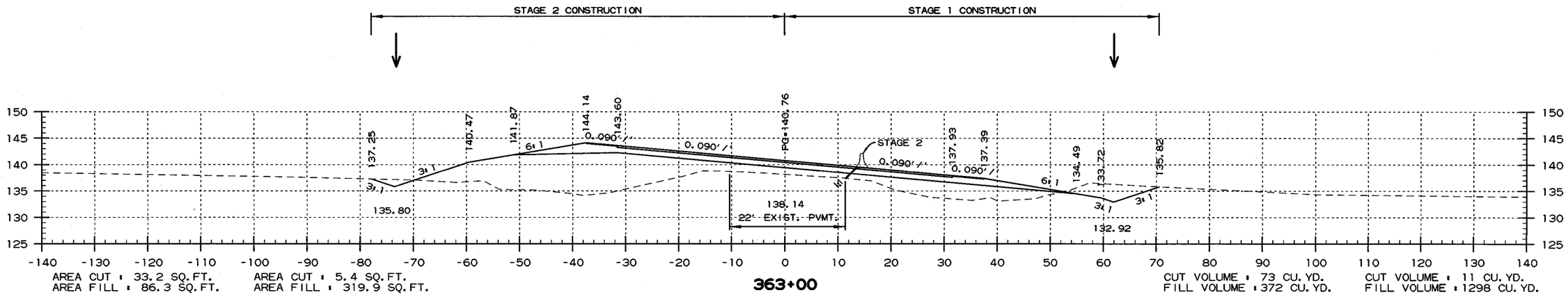
(2) CROSS SECTIONS



STA. 357+00 TO STA. 359+00

USER: tes3
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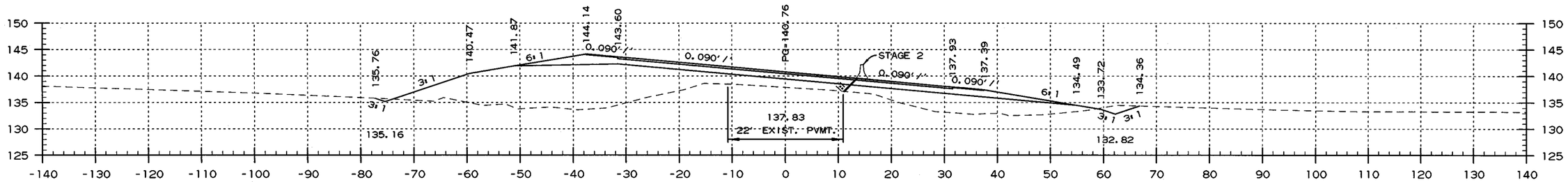
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	334	373
				(2)		CROSS SECTIONS		



AREA CUT = 33.2 SQ.FT. AREA FILL = 86.3 SQ.FT.
AREA CUT = 5.4 SQ.FT. AREA FILL = 319.9 SQ.FT.

363+00

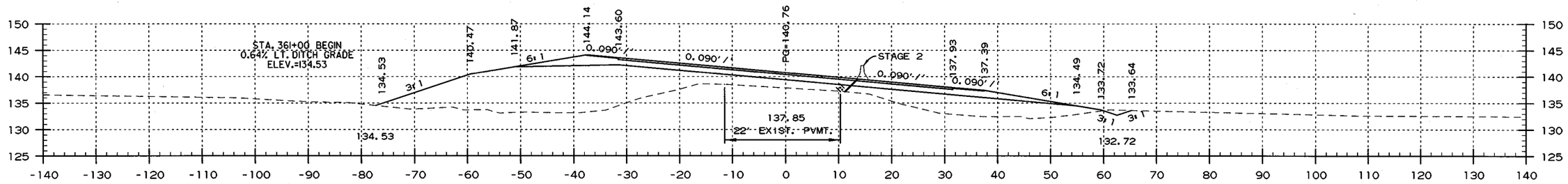
CUT VOLUME = 73 CU.YD. FILL VOLUME = 372 CU.YD.
CUT VOLUME = 11 CU.YD. FILL VOLUME = 1298 CU.YD.



AREA CUT = 6.4 SQ.FT. AREA FILL = 114.5 SQ.FT.
AREA CUT = 0.8 SQ.FT. AREA FILL = 380.8 SQ.FT.

362+00

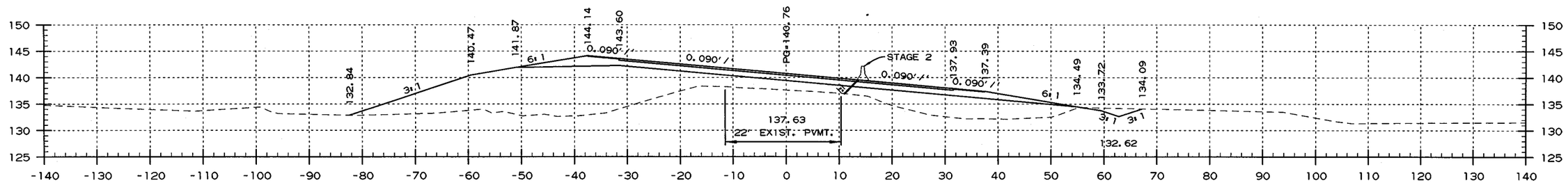
CUT VOLUME = 17 CU.YD. FILL VOLUME = 445 CU.YD.
CUT VOLUME = 1 CU.YD. FILL VOLUME = 1479 CU.YD.



AREA CUT = 2.8 SQ.FT. AREA FILL = 125.7 SQ.FT.
AREA CUT = 0.0 SQ.FT. AREA FILL = 418.1 SQ.FT.

361+00

CUT VOLUME = 20 CU.YD. FILL VOLUME = 477 CU.YD.
CUT VOLUME = 0 CU.YD. FILL VOLUME = 1619 CU.YD.



AREA CUT = 8.0 SQ.FT. AREA FILL = 131.7 SQ.FT. STAGE 1
AREA CUT = 0.0 SQ.FT. AREA FILL = 456.4 SQ.FT. STAGE 2

360+00

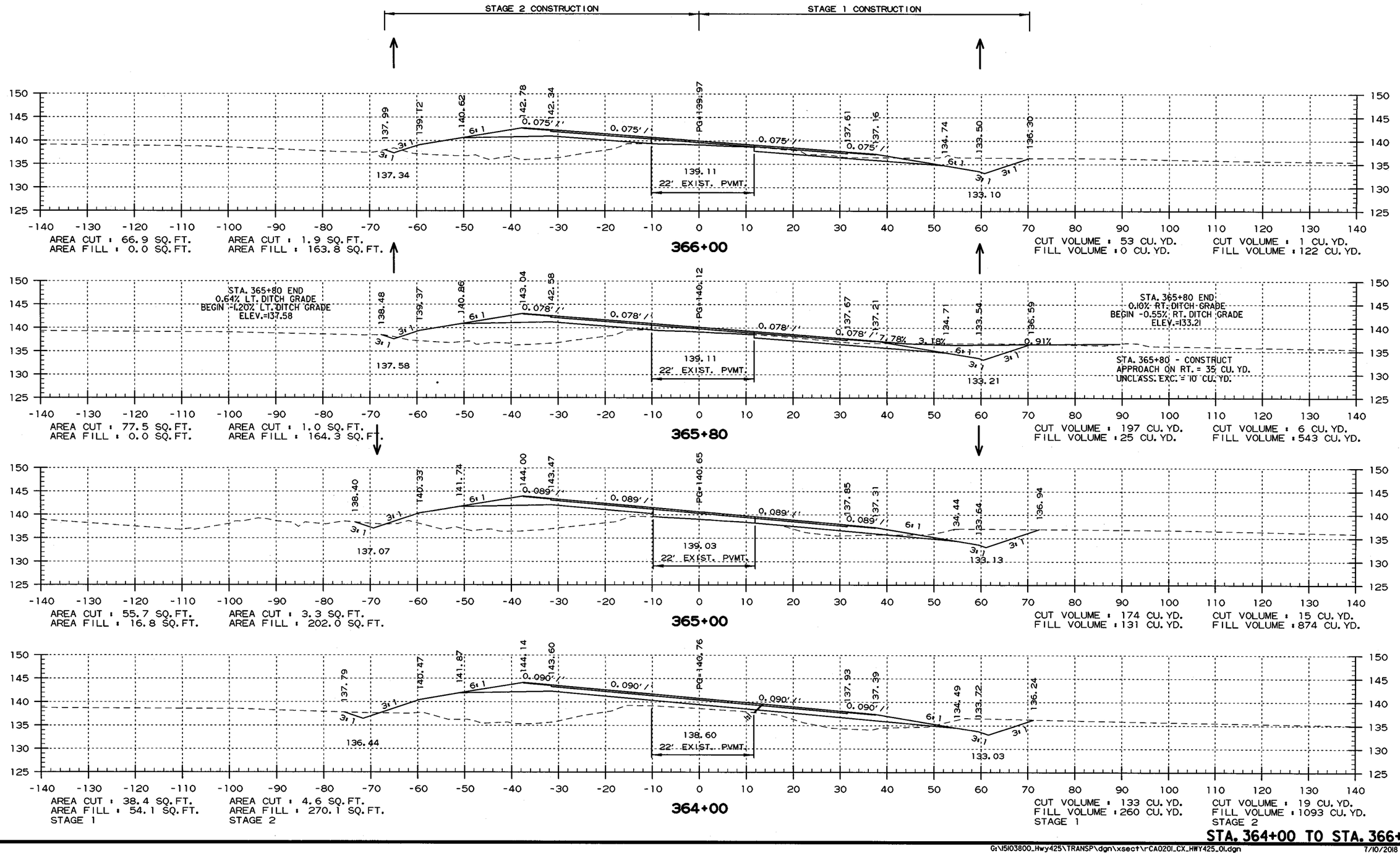
CUT VOLUME = 17 CU.YD. FILL VOLUME = 479 CU.YD. STAGE 1
CUT VOLUME = 0 CU.YD. FILL VOLUME = 1714 CU.YD. STAGE 2

STA. 360+00 TO STA. 363+00

USER: fs513
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6	ARK.			
JOB NO.		CA0201	335	373
(2)	CROSS SECTIONS			



USER: fe513
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MODEL: CROSS SECTIONS

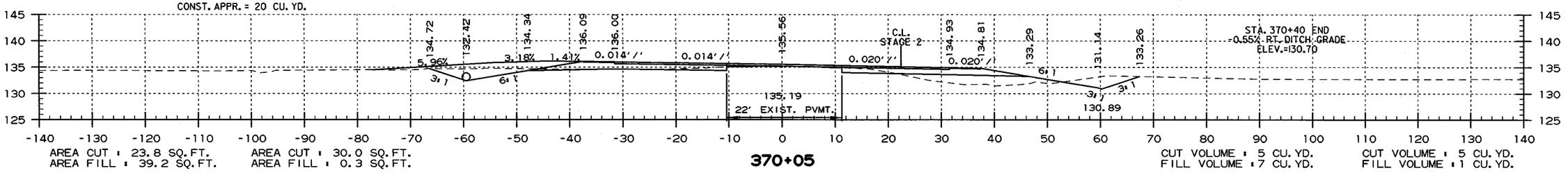
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				6	ARK.			
				JOB NO.		CA0201	336	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 370+05 - IN PLACE
18" X 30' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 36' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 20 CU. YD.



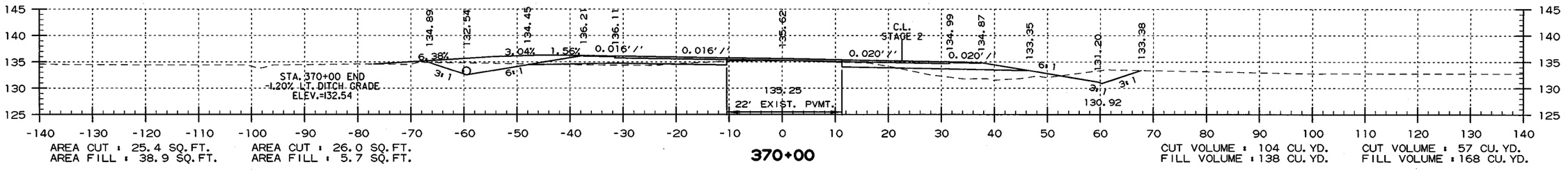
AREA CUT = 23.8 SQ.FT.
AREA FILL = 39.2 SQ.FT.

AREA CUT = 30.0 SQ.FT.
AREA FILL = 0.3 SQ.FT.

370+05

CUT VOLUME = 5 CU. YD.
FILL VOLUME = 7 CU. YD.

CUT VOLUME = 5 CU. YD.
FILL VOLUME = 1 CU. YD.



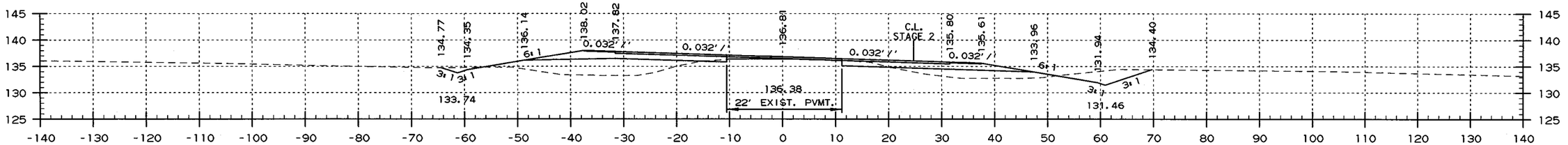
AREA CUT = 25.4 SQ.FT.
AREA FILL = 38.9 SQ.FT.

AREA CUT = 26.0 SQ.FT.
AREA FILL = 5.7 SQ.FT.

370+00

CUT VOLUME = 104 CU. YD.
FILL VOLUME = 138 CU. YD.

CUT VOLUME = 57 CU. YD.
FILL VOLUME = 168 CU. YD.



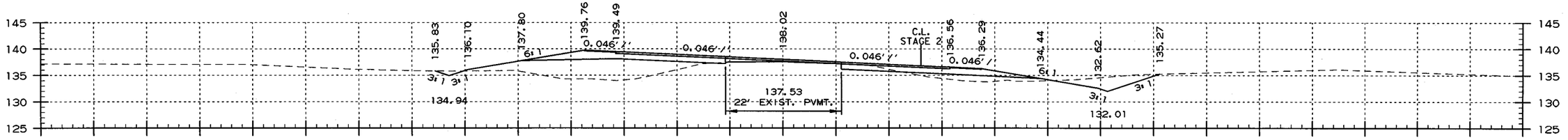
AREA CUT = 30.7 SQ.FT.
AREA FILL = 35.8 SQ.FT.

AREA CUT = 4.8 SQ.FT.
AREA FILL = 85.1 SQ.FT.

369+00

CUT VOLUME = 119 CU. YD.
FILL VOLUME = 105 CU. YD.

CUT VOLUME = 14 CU. YD.
FILL VOLUME = 364 CU. YD.



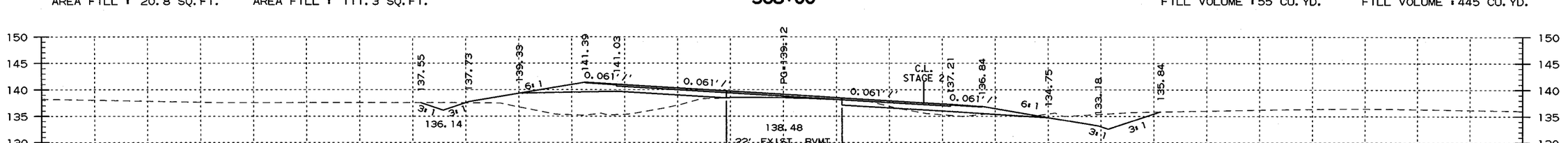
AREA CUT = 33.8 SQ.FT.
AREA FILL = 20.8 SQ.FT.

AREA CUT = 2.7 SQ.FT.
AREA FILL = 111.3 SQ.FT.

368+00

CUT VOLUME = 137 CU. YD.
FILL VOLUME = 55 CU. YD.

CUT VOLUME = 16 CU. YD.
FILL VOLUME = 445 CU. YD.



AREA CUT = 40.4 SQ.FT.
AREA FILL = 8.8 SQ.FT.
STAGE 1

AREA CUT = 5.9 SQ.FT.
AREA FILL = 128.8 SQ.FT.
STAGE 2

367+00

CUT VOLUME = 199 CU. YD.
FILL VOLUME = 16 CU. YD.
STAGE 1

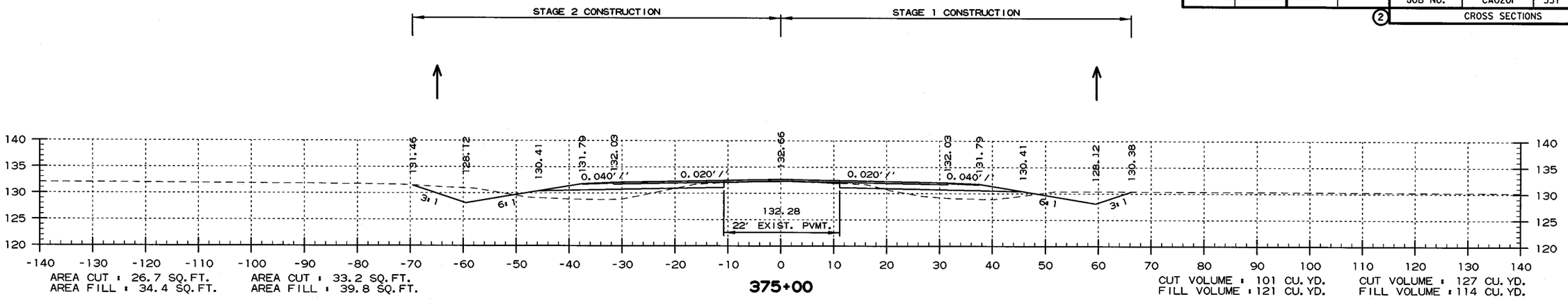
CUT VOLUME = 14 CU. YD.
FILL VOLUME = 542 CU. YD.
STAGE 2

STA. 367+00 TO STA. 370+05

USER: fe513
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				6	ARK.			
				JOB NO.		CA0201	337	373
				(2)	CROSS SECTIONS			

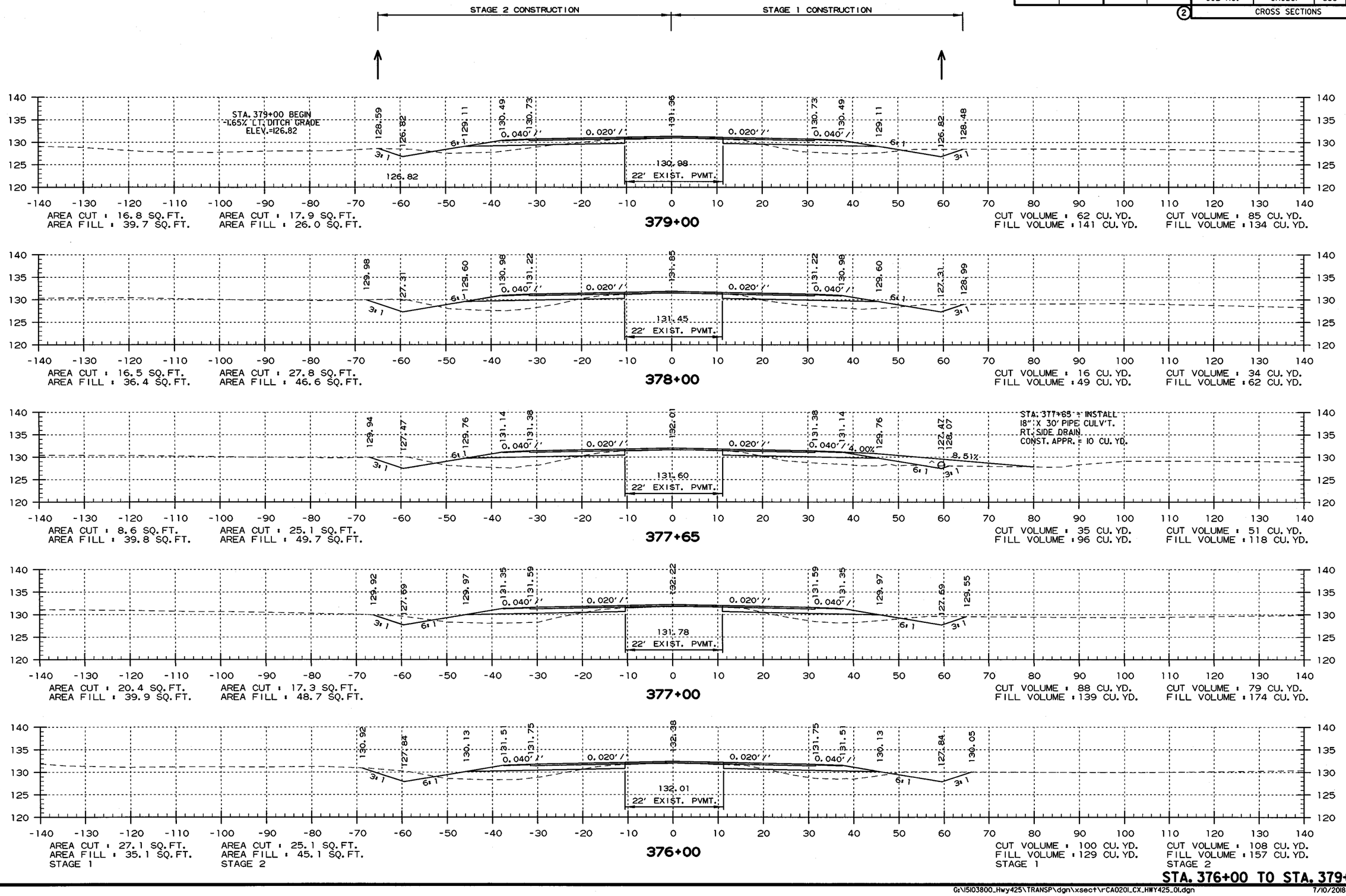


STA. 371+00 TO STA. 375+00

USER: fs513
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				6	ARK.			
				JOB NO.		CA0201	338	373

(2) CROSS SECTIONS



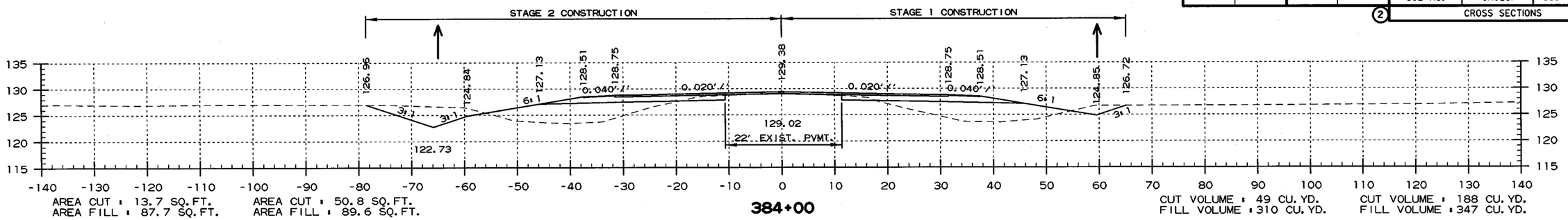
STA. 376+00 TO STA. 379+00

USER: tfsj3
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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.		CA0201	339	373

(2) CROSS SECTIONS



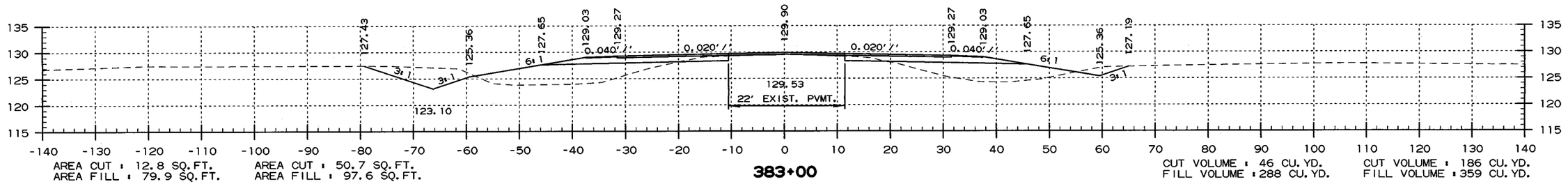
AREA CUT = 13.7 SQ.FT.
AREA FILL = 87.7 SQ.FT.

AREA CUT = 50.8 SQ.FT.
AREA FILL = 89.6 SQ.FT.

384+00

CUT VOLUME = 49 CU.YD.
FILL VOLUME = 310 CU.YD.

CUT VOLUME = 188 CU.YD.
FILL VOLUME = 347 CU.YD.



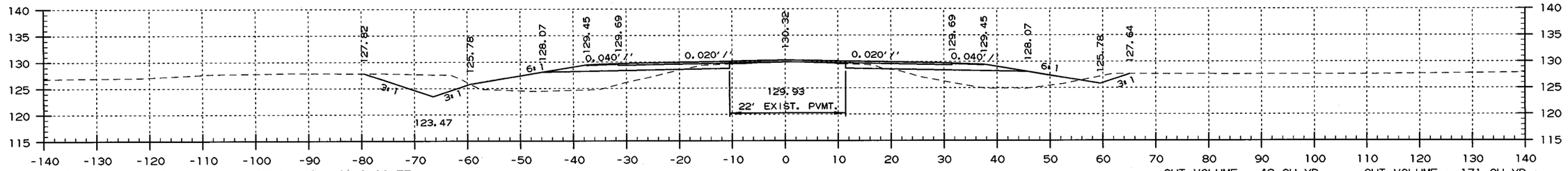
AREA CUT = 12.8 SQ.FT.
AREA FILL = 79.9 SQ.FT.

AREA CUT = 50.7 SQ.FT.
AREA FILL = 97.6 SQ.FT.

383+00

CUT VOLUME = 46 CU.YD.
FILL VOLUME = 288 CU.YD.

CUT VOLUME = 186 CU.YD.
FILL VOLUME = 359 CU.YD.



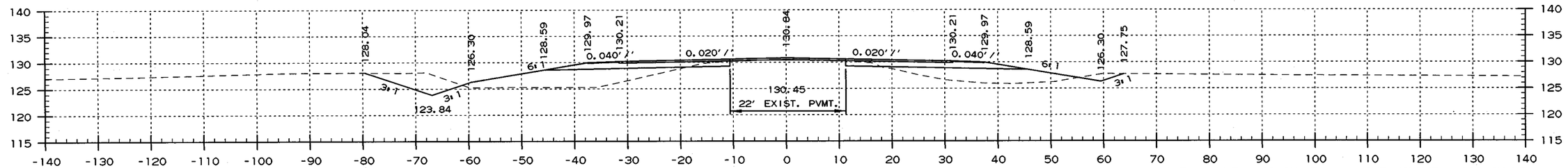
AREA CUT = 11.8 SQ.FT.
AREA FILL = 75.6 SQ.FT.

AREA CUT = 49.9 SQ.FT.
AREA FILL = 96.0 SQ.FT.

382+00

CUT VOLUME = 42 CU.YD.
FILL VOLUME = 268 CU.YD.

CUT VOLUME = 171 CU.YD.
FILL VOLUME = 354 CU.YD.



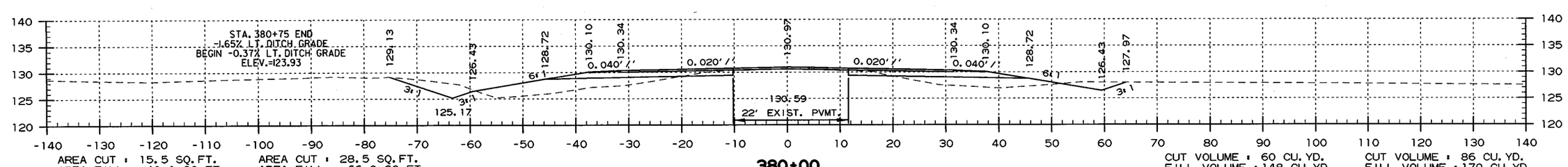
AREA CUT = 10.8 SQ.FT.
AREA FILL = 69.1 SQ.FT.

AREA CUT = 42.4 SQ.FT.
AREA FILL = 95.1 SQ.FT.

381+00

CUT VOLUME = 49 CU.YD.
FILL VOLUME = 202 CU.YD.

CUT VOLUME = 131 CU.YD.
FILL VOLUME = 298 CU.YD.



AREA CUT = 15.5 SQ.FT.
AREA FILL = 40.1 SQ.FT.
STAGE 1

AREA CUT = 28.5 SQ.FT.
AREA FILL = 66.0 SQ.FT.
STAGE 2

380+00

CUT VOLUME = 60 CU.YD.
FILL VOLUME = 148 CU.YD.
STAGE 1

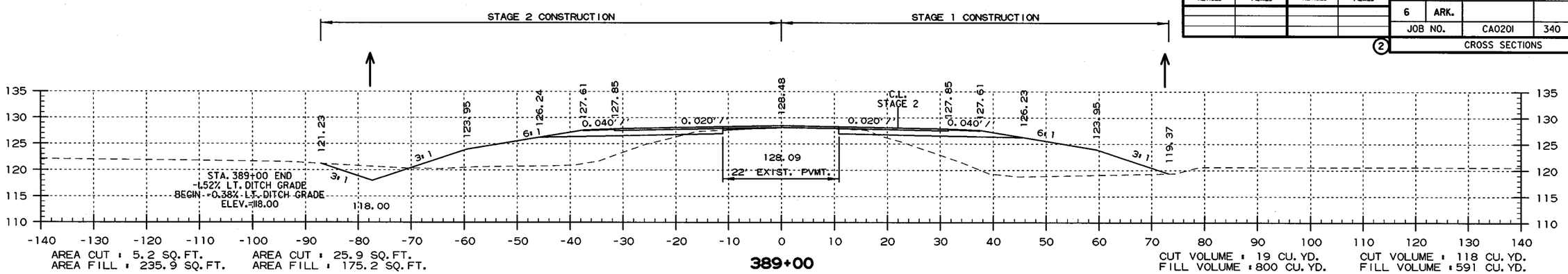
CUT VOLUME = 86 CU.YD.
FILL VOLUME = 170 CU.YD.
STAGE 2

STA. 380+00 TO STA. 384+00

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	340	373

(2) CROSS SECTIONS



USER: fs613
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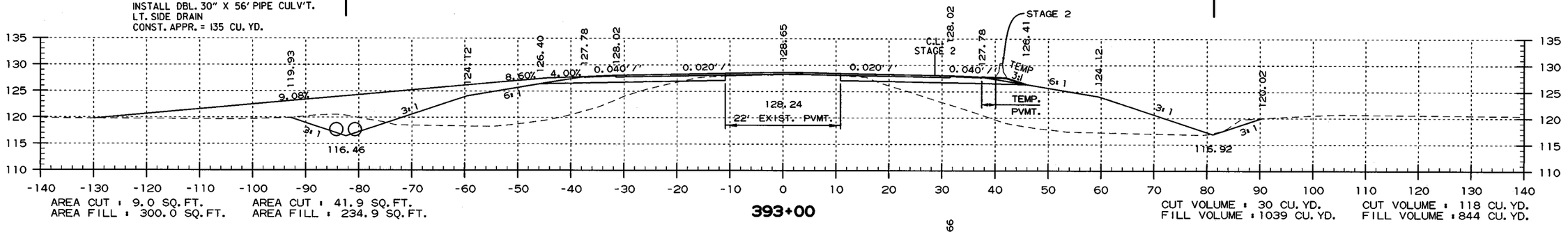
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	341	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 393+00 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL DBL. 30" X 56' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 135 CU. YD.



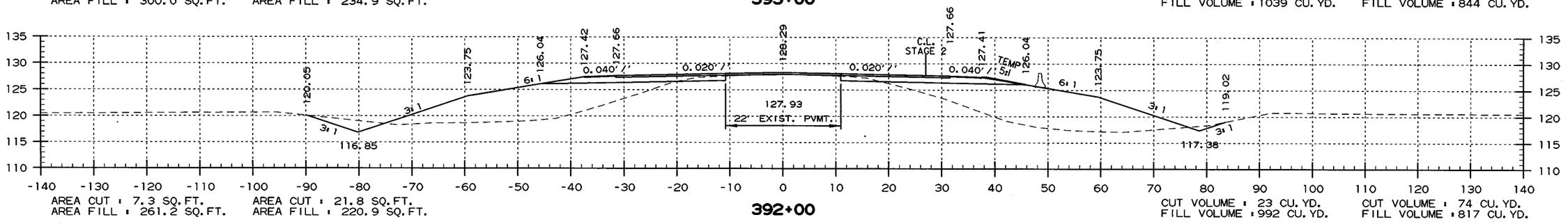
AREA CUT = 9.0 SQ.FT.
AREA FILL = 300.0 SQ.FT.

AREA CUT = 41.9 SQ.FT.
AREA FILL = 234.9 SQ.FT.

393+00

CUT VOLUME = 30 CU. YD.
FILL VOLUME = 1039 CU. YD.

CUT VOLUME = 118 CU. YD.
FILL VOLUME = 844 CU. YD.



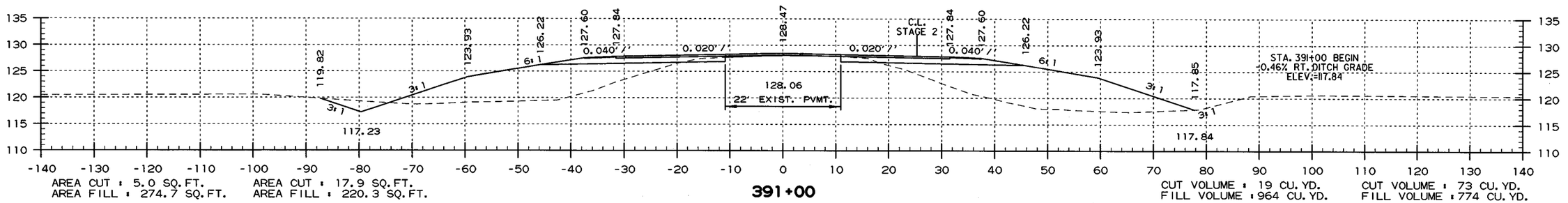
AREA CUT = 7.3 SQ.FT.
AREA FILL = 261.2 SQ.FT.

AREA CUT = 21.8 SQ.FT.
AREA FILL = 220.9 SQ.FT.

392+00

CUT VOLUME = 23 CU. YD.
FILL VOLUME = 992 CU. YD.

CUT VOLUME = 74 CU. YD.
FILL VOLUME = 817 CU. YD.



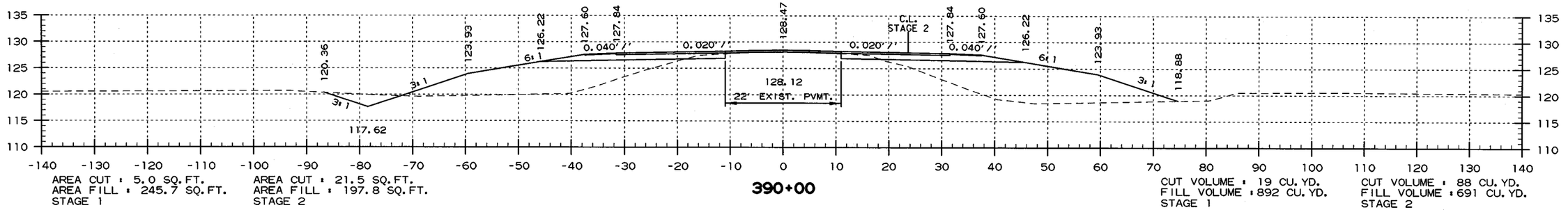
AREA CUT = 5.0 SQ.FT.
AREA FILL = 274.7 SQ.FT.

AREA CUT = 17.9 SQ.FT.
AREA FILL = 220.3 SQ.FT.

391+00

CUT VOLUME = 19 CU. YD.
FILL VOLUME = 964 CU. YD.

CUT VOLUME = 73 CU. YD.
FILL VOLUME = 774 CU. YD.



AREA CUT = 5.0 SQ.FT.
AREA FILL = 245.7 SQ.FT.
STAGE 1

AREA CUT = 21.5 SQ.FT.
AREA FILL = 197.8 SQ.FT.
STAGE 2

390+00

CUT VOLUME = 19 CU. YD.
FILL VOLUME = 892 CU. YD.
STAGE 1

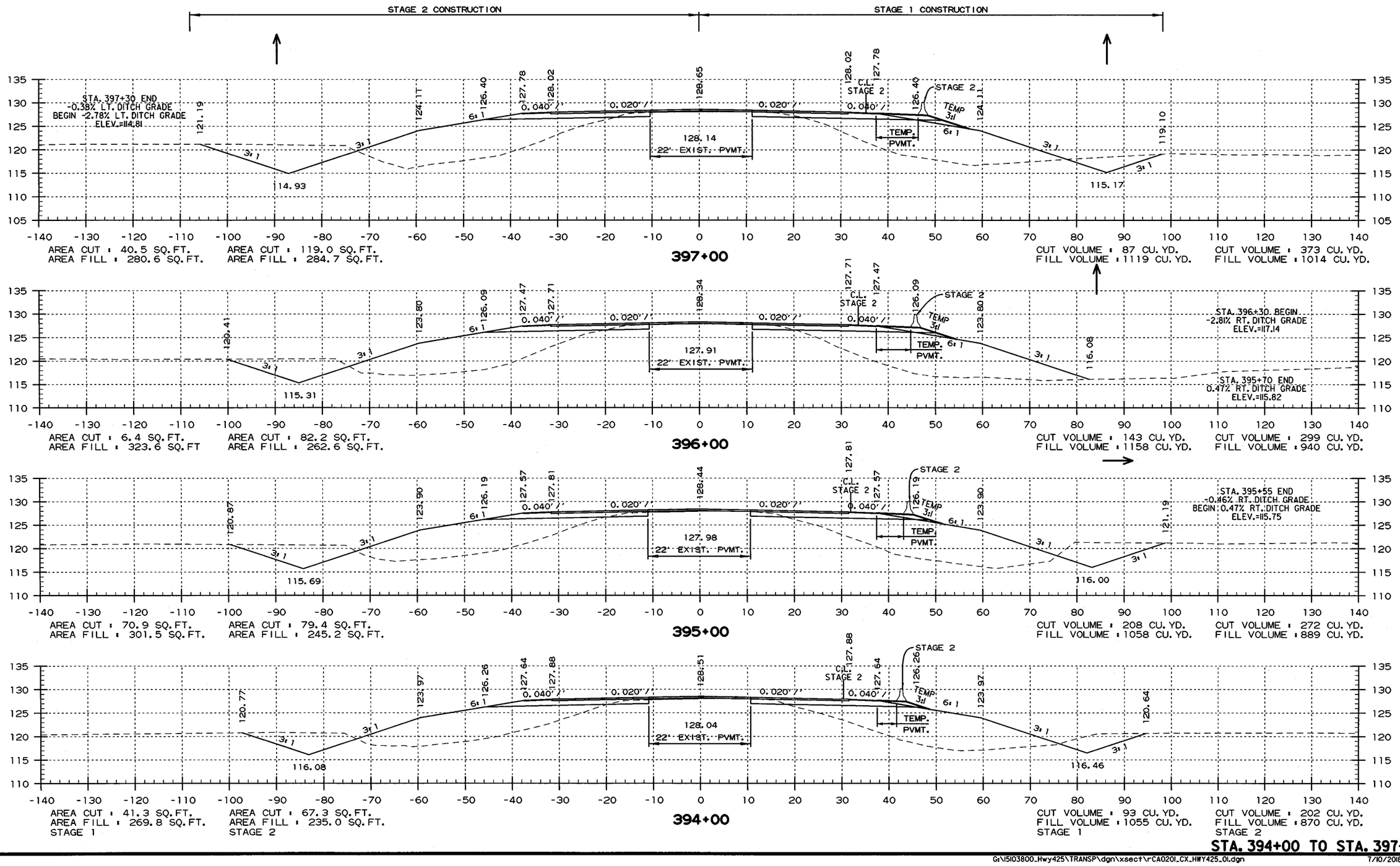
CUT VOLUME = 88 CU. YD.
FILL VOLUME = 691 CU. YD.
STAGE 2

STA. 390+00 TO STA. 393+00

USER: fs513
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SCALE: 1:20
MODEL: CROSS SECTIONS

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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.		CA0201	342	373
				(2)	CROSS SECTIONS			



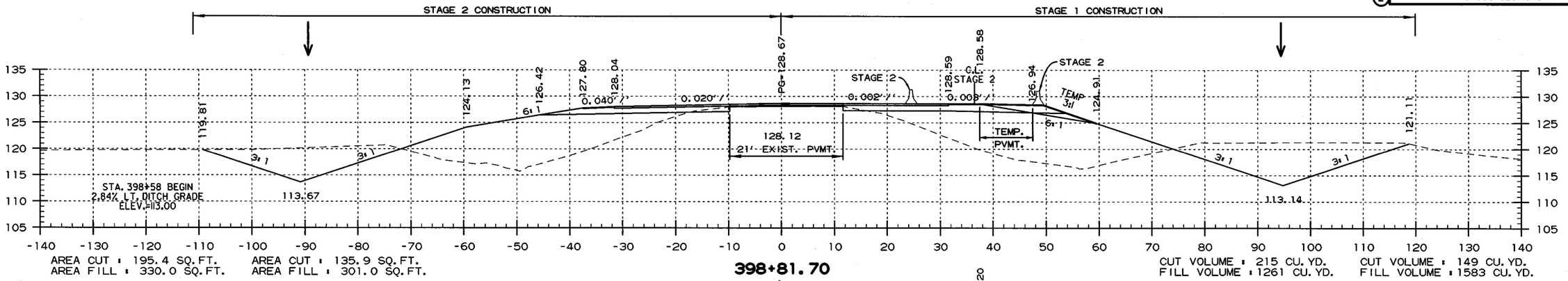
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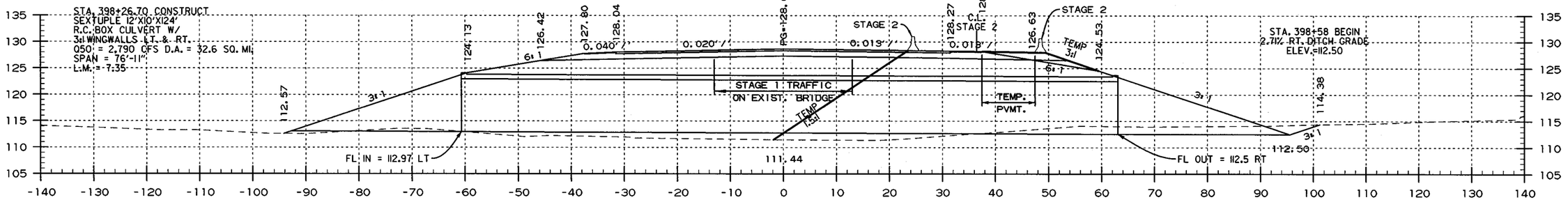
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6	ARK.			
JOB NO.		CA0201	343	373

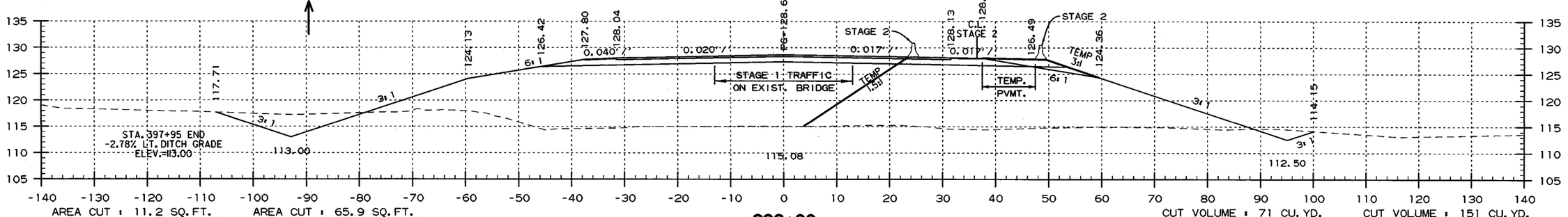
(2) CROSS SECTIONS



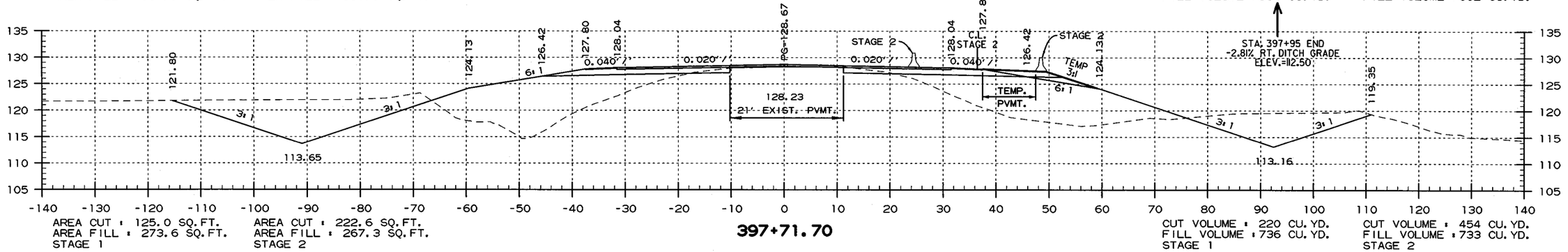
398+81.70



398+25



398+00



397+71.70

STA. 397+72 TO STA. 398+82

USER: fe513
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn
PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	344	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION

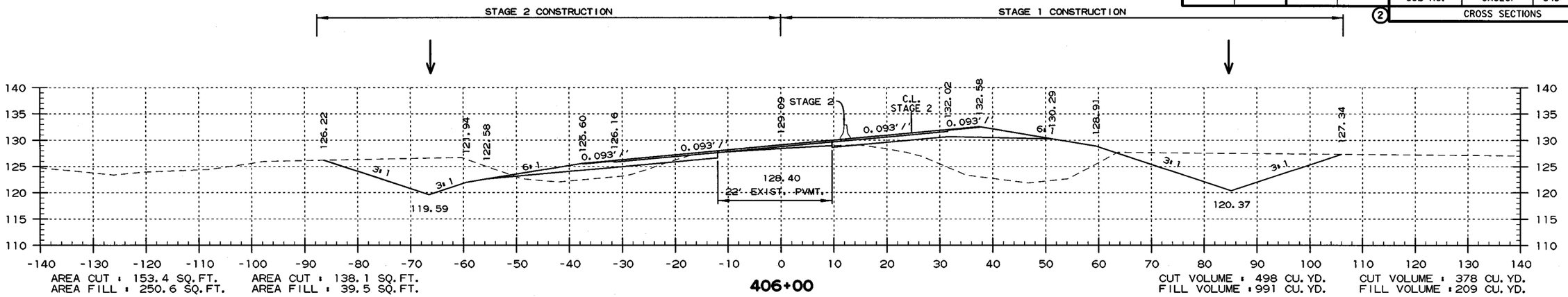
STA. 399+00 TO STA. 402+00

USER: tg513
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MODEL: CROSS SECTIONS

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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.		CA0201	345	373

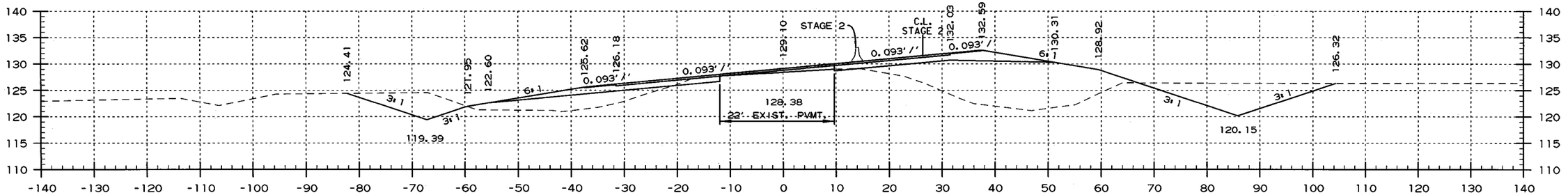
(2) CROSS SECTIONS



AREA CUT : 153.4 SQ.FT. AREA FILL : 250.6 SQ.FT.
AREA CUT : 138.1 SQ.FT. AREA FILL : 39.5 SQ.FT.

406+00

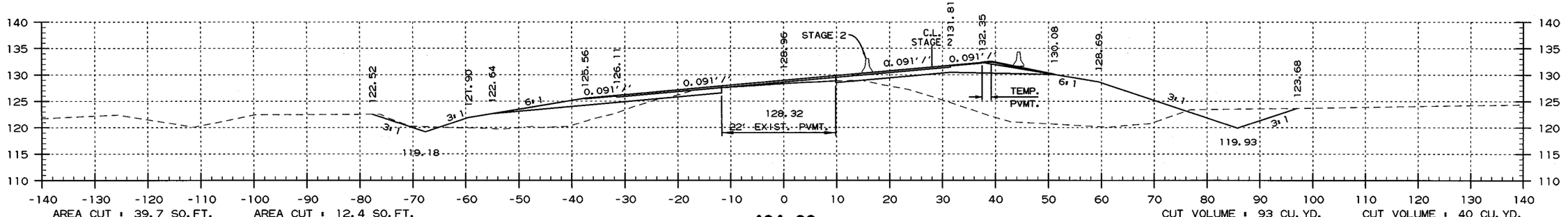
CUT VOLUME : 498 CU.YD. FILL VOLUME : 991 CU.YD.
CUT VOLUME : 378 CU.YD. FILL VOLUME : 209 CU.YD.



AREA CUT : 115.7 SQ.FT. AREA FILL : 284.5 SQ.FT.
AREA CUT : 66.1 SQ.FT. AREA FILL : 73.3 SQ.FT.

405+00

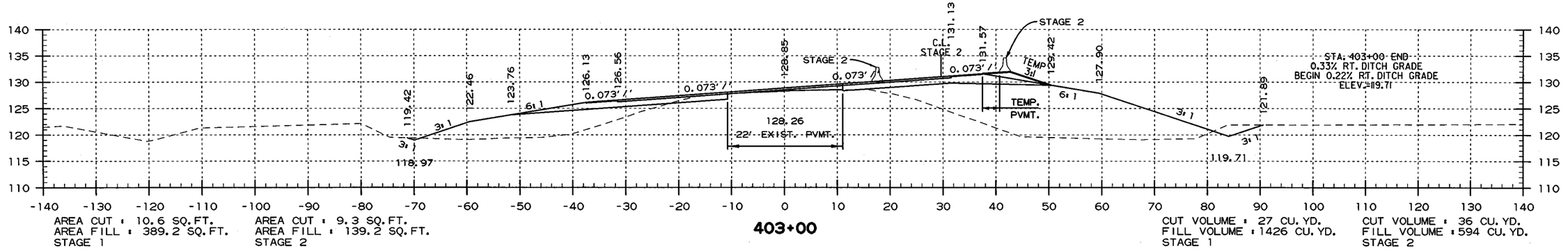
CUT VOLUME : 288 CU.YD. FILL VOLUME : 1196 CU.YD.
CUT VOLUME : 145 CU.YD. FILL VOLUME : 316 CU.YD.



AREA CUT : 39.7 SQ.FT. AREA FILL : 361.6 SQ.FT.
AREA CUT : 12.4 SQ.FT. AREA FILL : 97.2 SQ.FT.

404+00

CUT VOLUME : 93 CU.YD. FILL VOLUME : 1390 CU.YD.
CUT VOLUME : 40 CU.YD. FILL VOLUME : 438 CU.YD.



AREA CUT : 10.6 SQ.FT. AREA FILL : 389.2 SQ.FT. STAGE 1
AREA CUT : 9.3 SQ.FT. AREA FILL : 139.2 SQ.FT. STAGE 2

403+00

CUT VOLUME : 27 CU.YD. FILL VOLUME : 1426 CU.YD. STAGE 1
CUT VOLUME : 36 CU.YD. FILL VOLUME : 594 CU.YD. STAGE 2

STA. 403+00 TO STA. 406+00

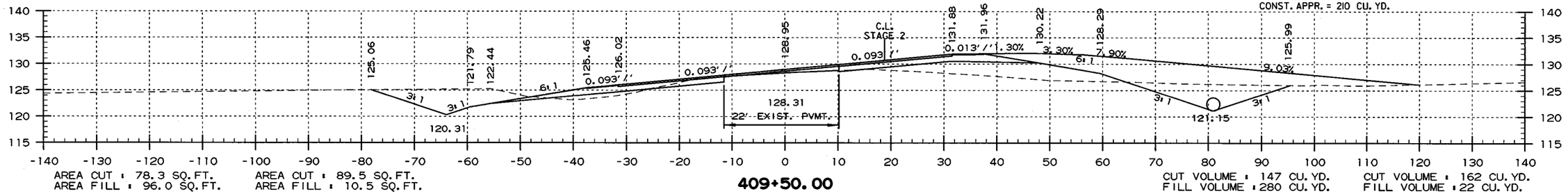
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	346	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION

STA. 409+50 - IN PLACE
24" X 23' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 30" X 68' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 210 CU. YD.



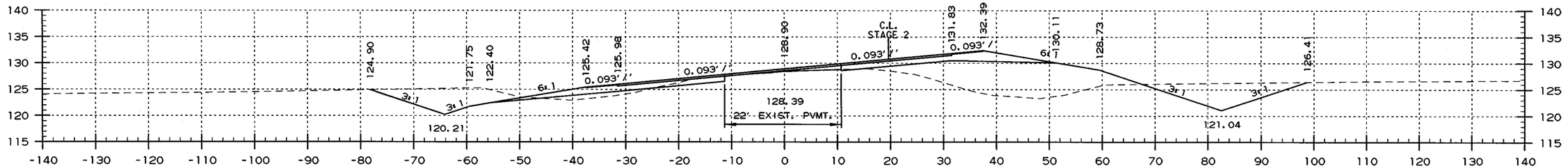
AREA CUT = 78.3 SQ.FT.
AREA FILL = 96.0 SQ.FT.

AREA CUT = 89.5 SQ.FT.
AREA FILL = 10.5 SQ.FT.

409+50.00

CUT VOLUME = 147 CU. YD.
FILL VOLUME = 280 CU. YD.

CUT VOLUME = 162 CU. YD.
FILL VOLUME = 22 CU. YD.



AREA CUT = 80.8 SQ.FT.
AREA FILL = 205.9 SQ.FT.

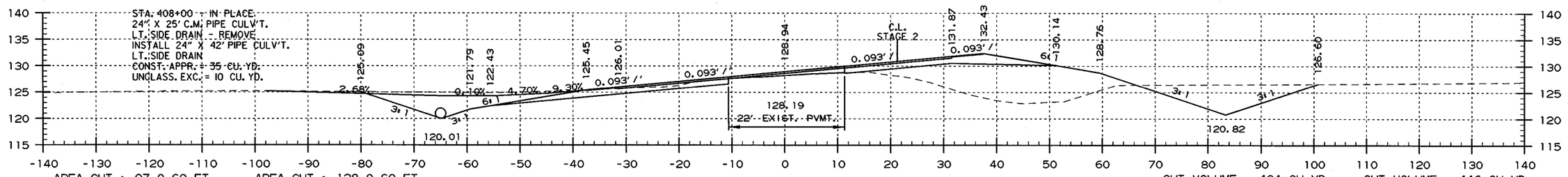
AREA CUT = 85.6 SQ.FT.
AREA FILL = 13.1 SQ.FT.

409+00

CUT VOLUME = 329 CU. YD.
FILL VOLUME = 791 CU. YD.

CUT VOLUME = 396 CU. YD.
FILL VOLUME = 28 CU. YD.

STA. 408+00 - IN PLACE
24" X 25' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 24" X 42' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 35 CU. YD.
UNCLASS. EXC. = 10 CU. YD.



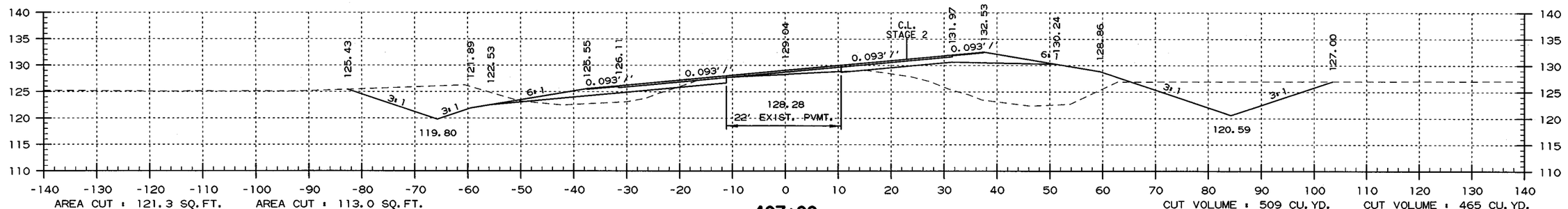
AREA CUT = 97.0 SQ.FT.
AREA FILL = 221.1 SQ.FT.

AREA CUT = 128.0 SQ.FT.
AREA FILL = 2.1 SQ.FT.

408+00

CUT VOLUME = 404 CU. YD.
FILL VOLUME = 847 CU. YD.

CUT VOLUME = 446 CU. YD.
FILL VOLUME = 77 CU. YD.



AREA CUT = 121.3 SQ.FT.
AREA FILL = 236.5 SQ.FT.
STAGE 1

AREA CUT = 113.0 SQ.FT.
AREA FILL = 39.7 SQ.FT.
STAGE 2

407+00

CUT VOLUME = 509 CU. YD.
FILL VOLUME = 902 CU. YD.
STAGE 1

CUT VOLUME = 465 CU. YD.
FILL VOLUME = 147 CU. YD.
STAGE 2

STA. 407+00 TO STA. 409+50

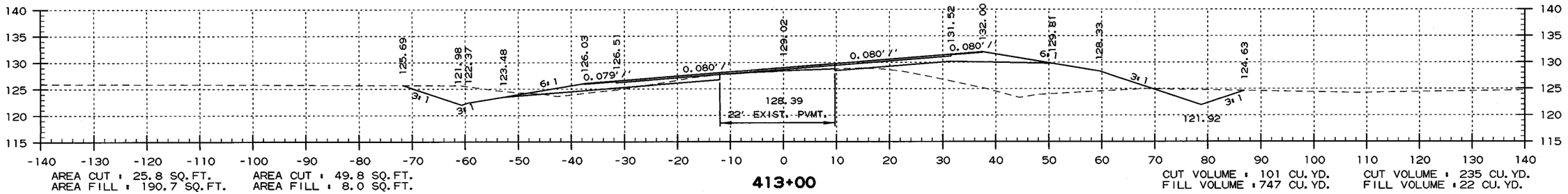
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				6	ARK.			
				JOB NO.		CA0201	347	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



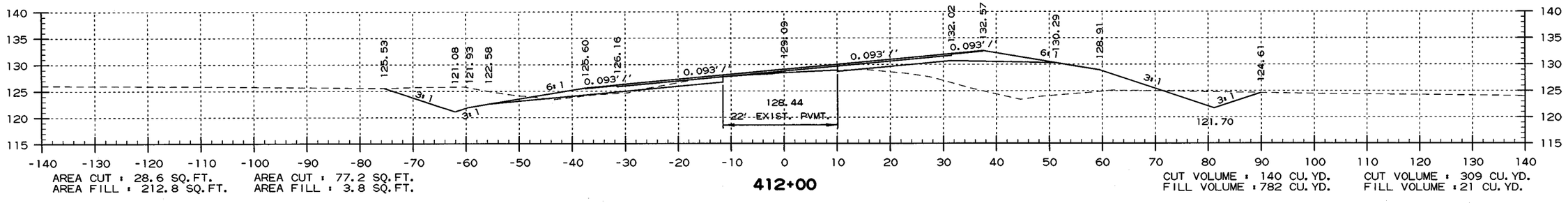
AREA CUT : 25.8 SQ.FT.
AREA FILL : 190.7 SQ.FT.

AREA CUT : 49.8 SQ.FT.
AREA FILL : 8.0 SQ.FT.

413+00

CUT VOLUME : 101 CU. YD.
FILL VOLUME : 747 CU. YD.

CUT VOLUME : 235 CU. YD.
FILL VOLUME : 22 CU. YD.



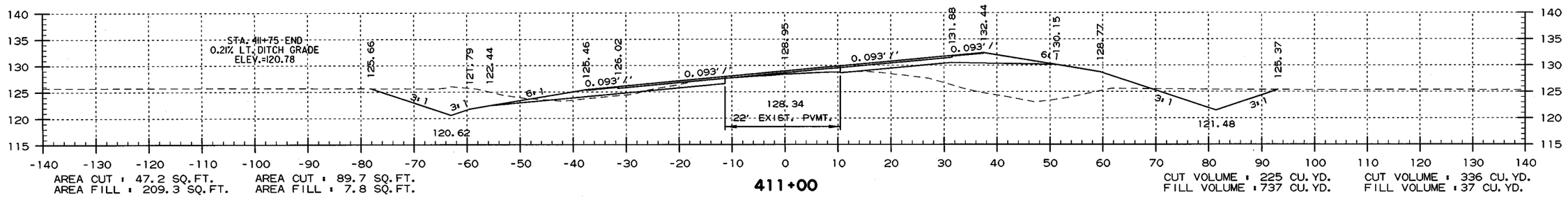
AREA CUT : 28.6 SQ.FT.
AREA FILL : 212.8 SQ.FT.

AREA CUT : 77.2 SQ.FT.
AREA FILL : 3.8 SQ.FT.

412+00

CUT VOLUME : 140 CU. YD.
FILL VOLUME : 782 CU. YD.

CUT VOLUME : 309 CU. YD.
FILL VOLUME : 21 CU. YD.



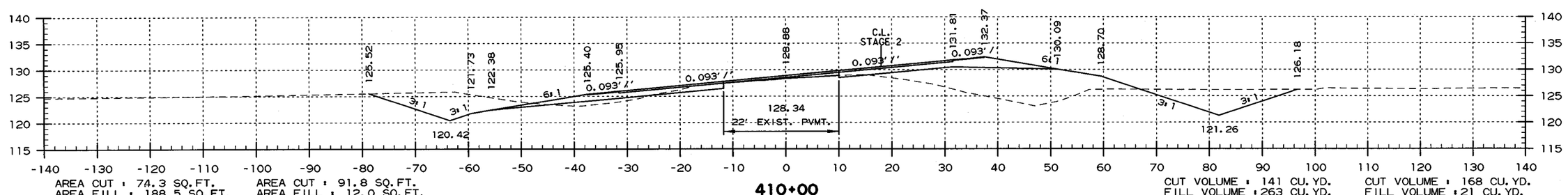
AREA CUT : 47.2 SQ.FT.
AREA FILL : 209.3 SQ.FT.

AREA CUT : 89.7 SQ.FT.
AREA FILL : 7.8 SQ.FT.

411+00

CUT VOLUME : 225 CU. YD.
FILL VOLUME : 737 CU. YD.

CUT VOLUME : 336 CU. YD.
FILL VOLUME : 37 CU. YD.



AREA CUT : 74.3 SQ.FT.
AREA FILL : 188.5 SQ.FT.
STAGE 1

AREA CUT : 91.8 SQ.FT.
AREA FILL : 12.0 SQ.FT.
STAGE 2

410+00

CUT VOLUME : 141 CU. YD.
FILL VOLUME : 263 CU. YD.
STAGE 1

CUT VOLUME : 168 CU. YD.
FILL VOLUME : 21 CU. YD.
STAGE 2

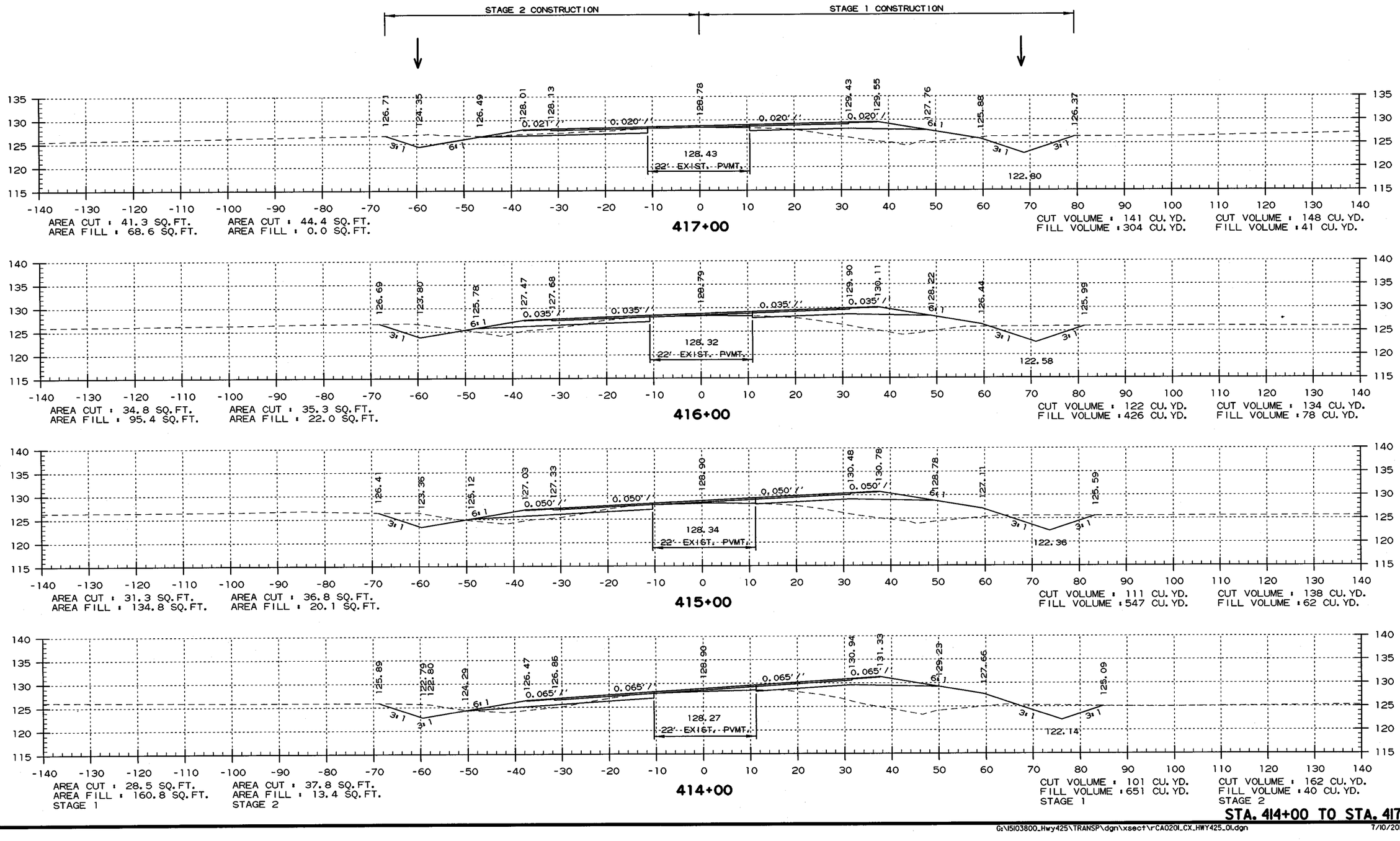
STA. 410+00 TO STA. 413+00

USER: fe513
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MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	348	373

(2) CROSS SECTIONS

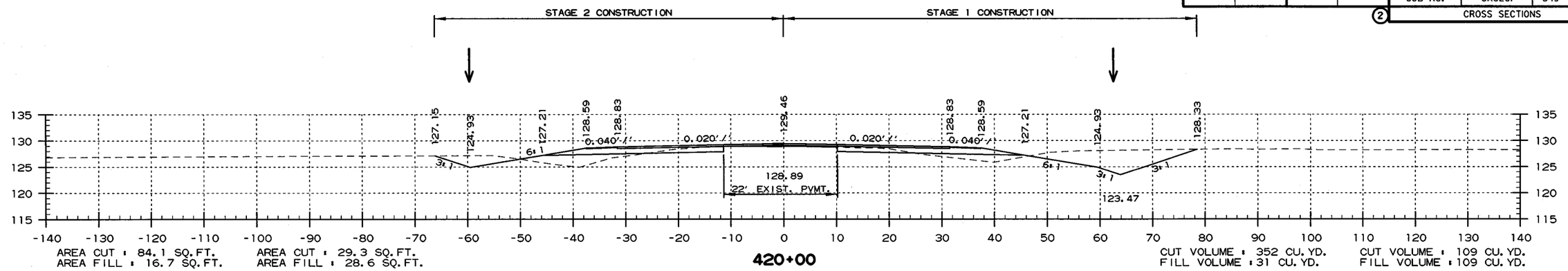


STA. 414+00 TO STA. 417+00

USER: fe513
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PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	349	373

(2) CROSS SECTIONS



STA. 417+10 TO STA. 420+00

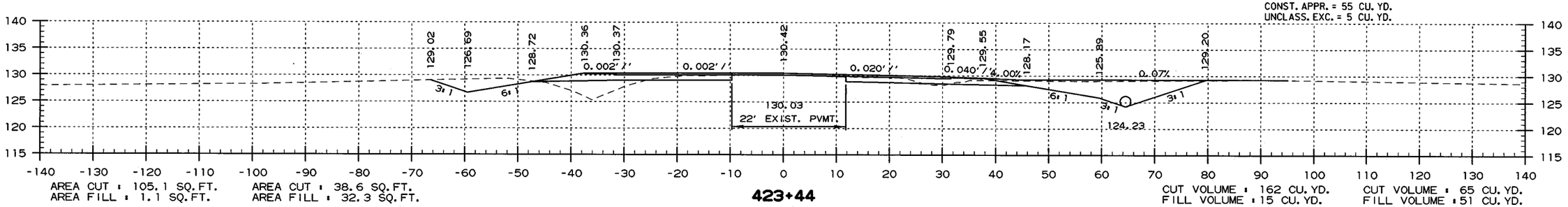
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PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	350	373
				(2)	CROSS SECTIONS			

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 423+44 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 46' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 55 CU. YD.
UNCLASS. EXC. = 5 CU. YD.



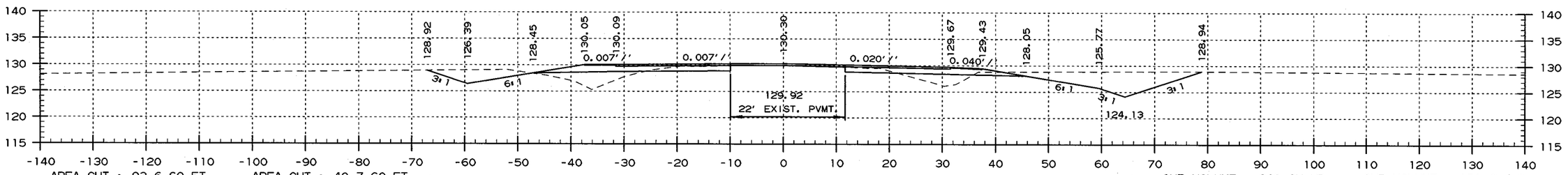
AREA CUT = 105.1 SQ.FT.
AREA FILL = 1.1 SQ.FT.

AREA CUT = 38.6 SQ.FT.
AREA FILL = 32.3 SQ.FT.

423+44

CUT VOLUME = 162 CU. YD.
FILL VOLUME = 15 CU. YD.

CUT VOLUME = 65 CU. YD.
FILL VOLUME = 51 CU. YD.



AREA CUT = 93.6 SQ.FT.
AREA FILL = 17.8 SQ.FT.

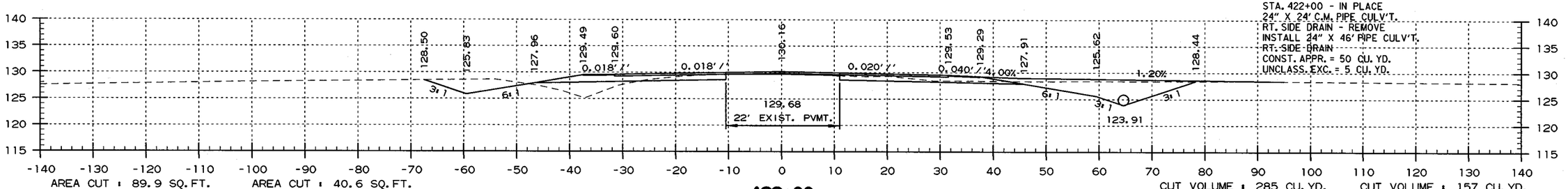
AREA CUT = 40.7 SQ.FT.
AREA FILL = 29.9 SQ.FT.

423+00

CUT VOLUME = 340 CU. YD.
FILL VOLUME = 33 CU. YD.

CUT VOLUME = 151 CU. YD.
FILL VOLUME = 108 CU. YD.

STA. 422+00 - IN PLACE
24" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 24" X 46' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 50 CU. YD.
UNCLASS. EXC. = 5 CU. YD.



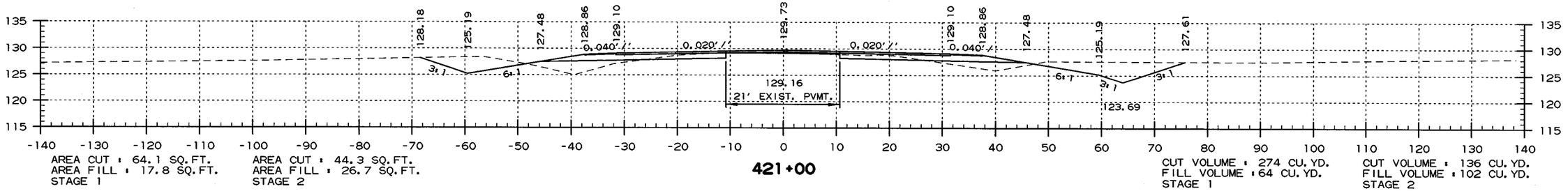
AREA CUT = 89.9 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 40.6 SQ.FT.
AREA FILL = 28.6 SQ.FT.

422+00

CUT VOLUME = 285 CU. YD.
FILL VOLUME = 33 CU. YD.

CUT VOLUME = 157 CU. YD.
FILL VOLUME = 102 CU. YD.



AREA CUT = 64.1 SQ.FT.
AREA FILL = 17.8 SQ.FT.
STAGE 1

AREA CUT = 44.3 SQ.FT.
AREA FILL = 26.7 SQ.FT.
STAGE 2

421+00

CUT VOLUME = 274 CU. YD.
FILL VOLUME = 64 CU. YD.
STAGE 1

CUT VOLUME = 136 CU. YD.
FILL VOLUME = 102 CU. YD.
STAGE 2

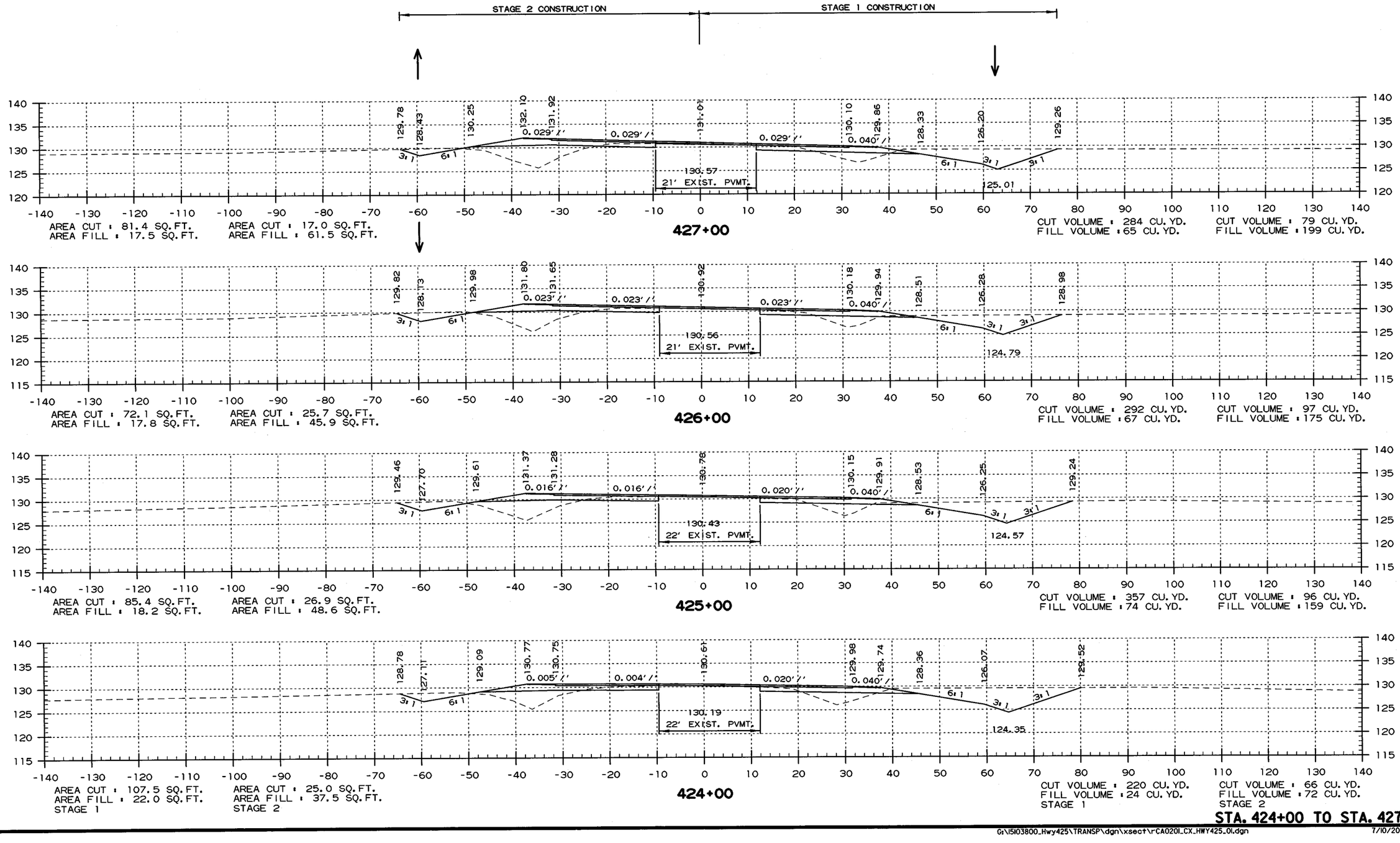
STA. 421+00 TO STA. 423+44

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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.		CA0201	351	373
(2) CROSS SECTIONS				



STA. 424+00 TO STA. 427+00

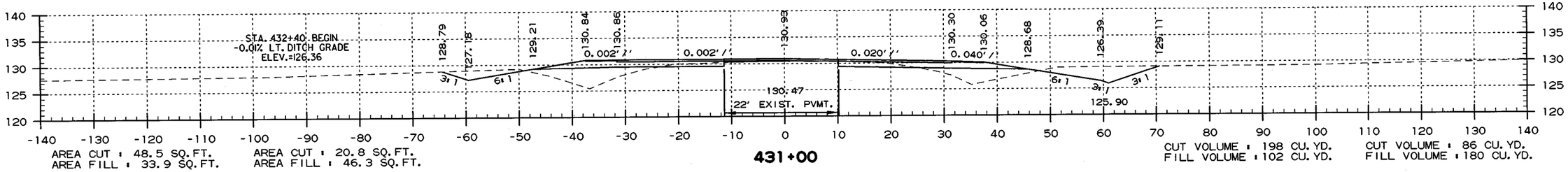
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	352	373

(2) CROSS SECTIONS

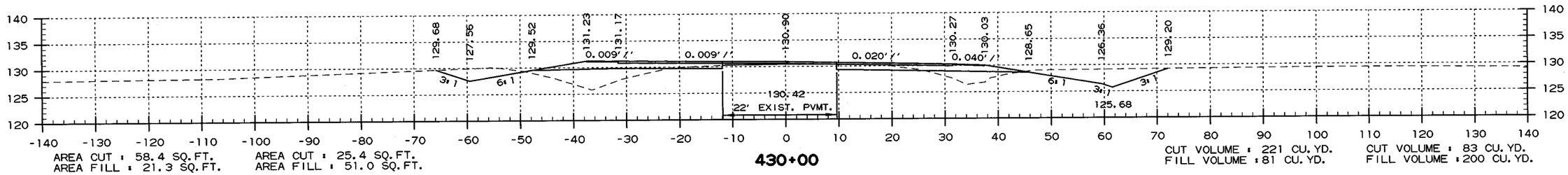
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT : 48.5 SQ.FT. AREA FILL : 33.9 SQ.FT.
AREA CUT : 20.8 SQ.FT. AREA FILL : 46.3 SQ.FT.

431+00

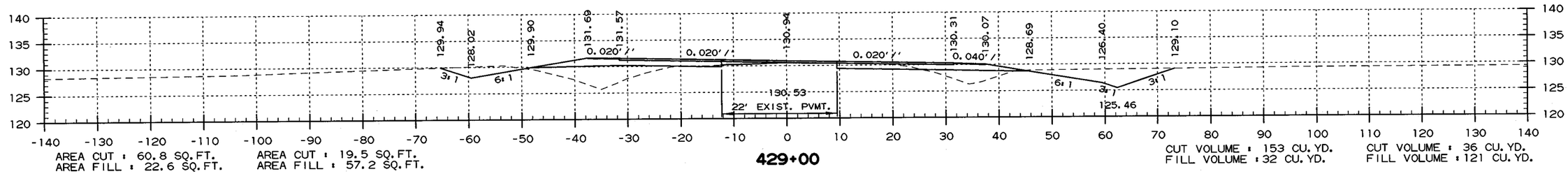
CUT VOLUME : 198 CU.YD. FILL VOLUME : 102 CU.YD.
CUT VOLUME : 86 CU.YD. FILL VOLUME : 180 CU.YD.



AREA CUT : 58.4 SQ.FT. AREA FILL : 21.3 SQ.FT.
AREA CUT : 25.4 SQ.FT. AREA FILL : 51.0 SQ.FT.

430+00

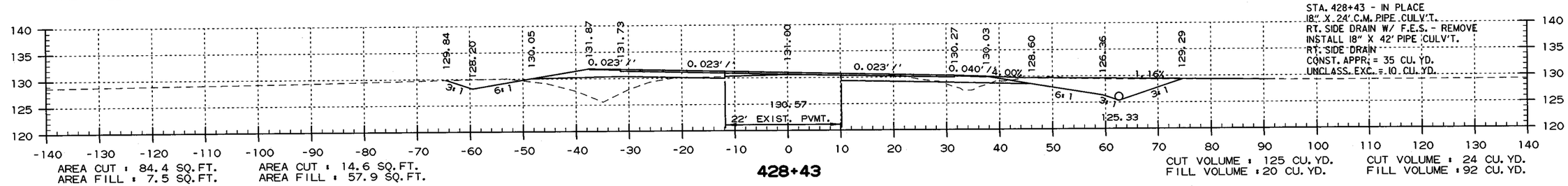
CUT VOLUME : 221 CU.YD. FILL VOLUME : 81 CU.YD.
CUT VOLUME : 83 CU.YD. FILL VOLUME : 200 CU.YD.



AREA CUT : 60.8 SQ.FT. AREA FILL : 22.6 SQ.FT.
AREA CUT : 19.5 SQ.FT. AREA FILL : 57.2 SQ.FT.

429+00

CUT VOLUME : 153 CU.YD. FILL VOLUME : 32 CU.YD.
CUT VOLUME : 36 CU.YD. FILL VOLUME : 121 CU.YD.

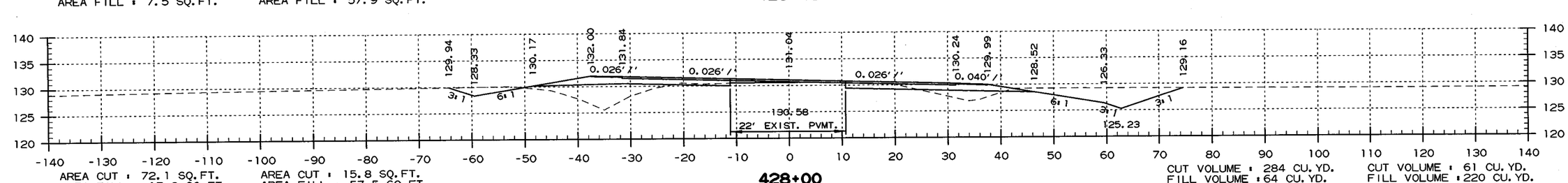


AREA CUT : 84.4 SQ.FT. AREA FILL : 7.5 SQ.FT.
AREA CUT : 14.6 SQ.FT. AREA FILL : 57.9 SQ.FT.

428+43

CUT VOLUME : 125 CU.YD. FILL VOLUME : 20 CU.YD.
CUT VOLUME : 24 CU.YD. FILL VOLUME : 92 CU.YD.

STA. 428+43 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
RT. SIDE DRAIN W/ F.E.S. - REMOVE
INSTALL 18" X 42' PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 35 CU.YD.
UNCLASS. EXC. = 10 CU.YD.



AREA CUT : 72.1 SQ.FT. AREA FILL : 17.3 SQ.FT. STAGE 1
AREA CUT : 15.8 SQ.FT. AREA FILL : 57.5 SQ.FT. STAGE 2

428+00

CUT VOLUME : 284 CU.YD. FILL VOLUME : 64 CU.YD. STAGE 1
CUT VOLUME : 61 CU.YD. FILL VOLUME : 220 CU.YD. STAGE 2

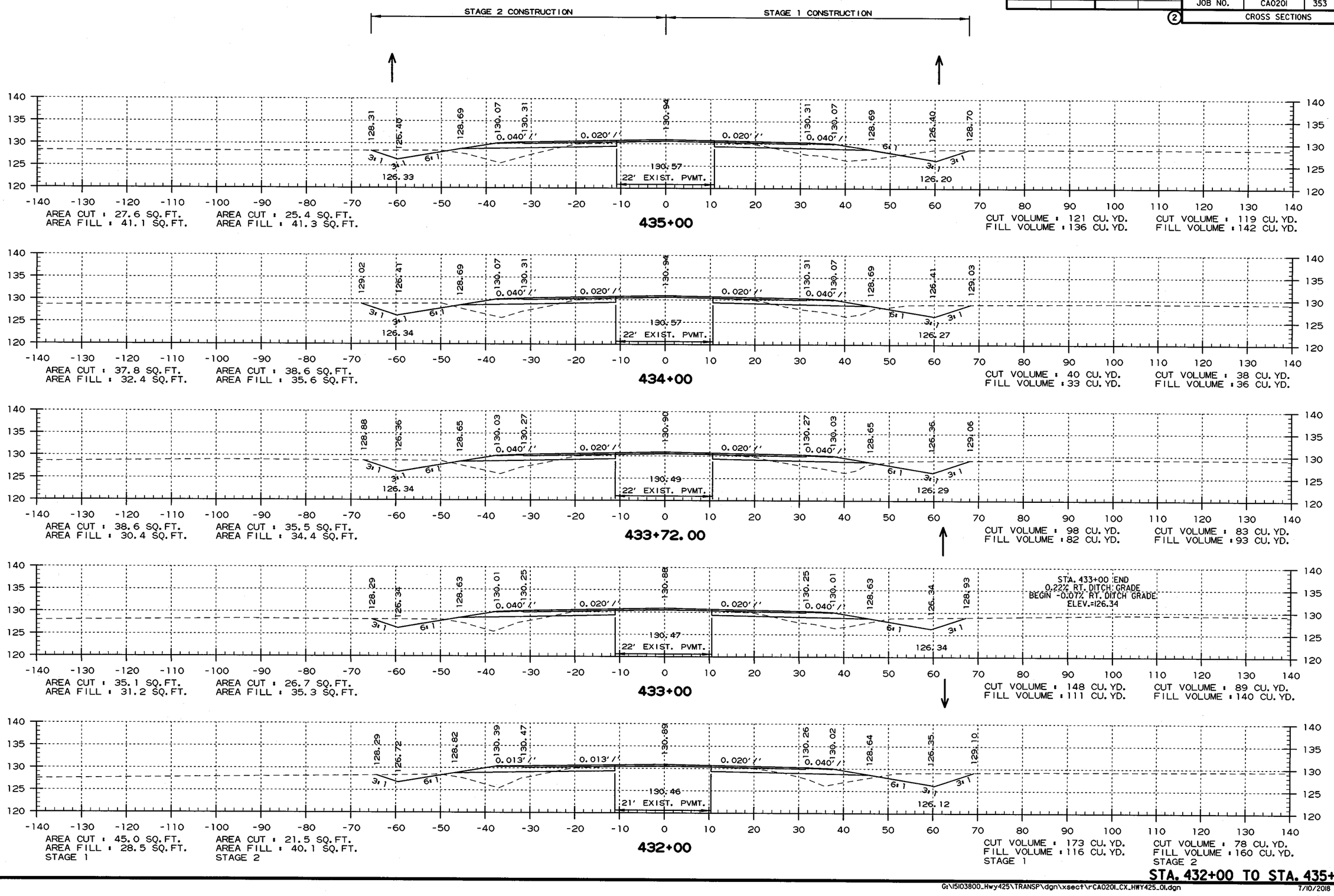
STA. 428+00 TO STA. 431+00

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SCALE: 1:20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	353	373

(2) CROSS SECTIONS

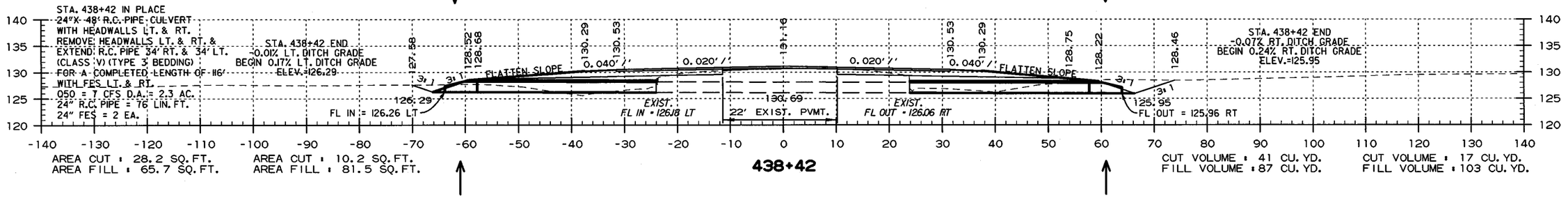


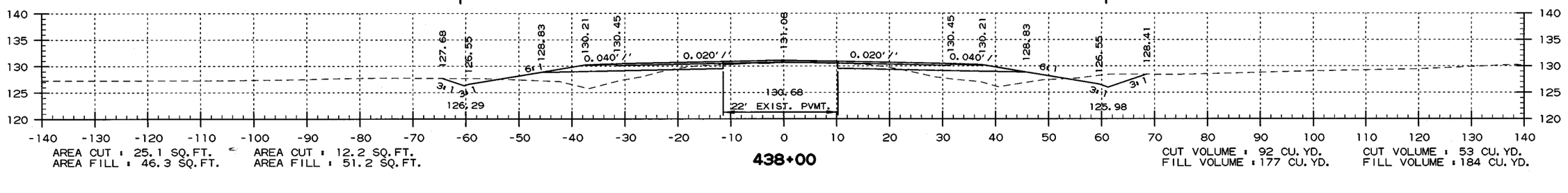
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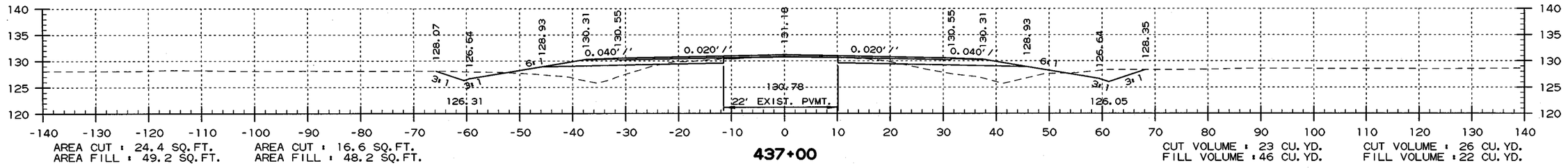
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				6	ARK.			
				JOB NO.		CA0201	354	373

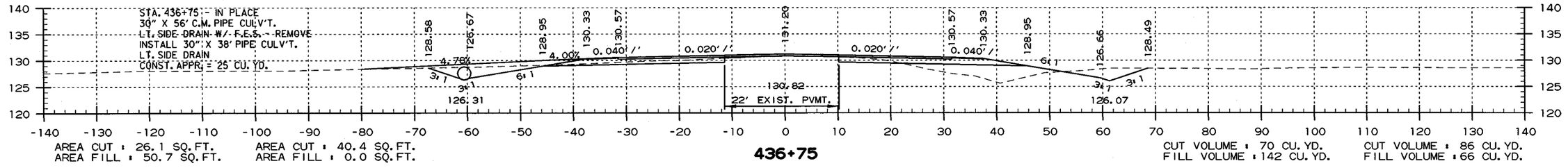
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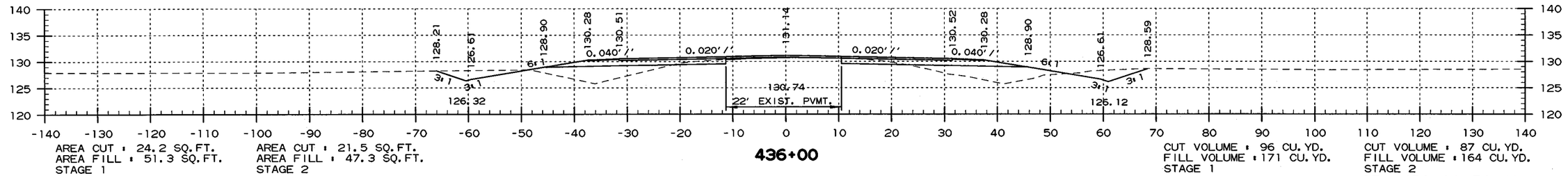
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION











STA. 436+00 TO STA. 438+42

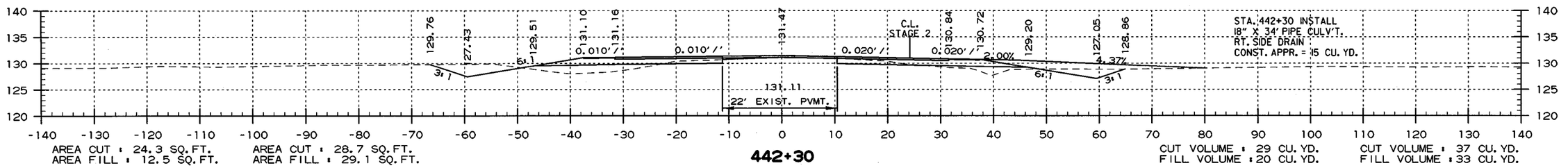
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				6	ARK.			
				JOB NO.		CA0201	355	373

(2) CROSS SECTIONS

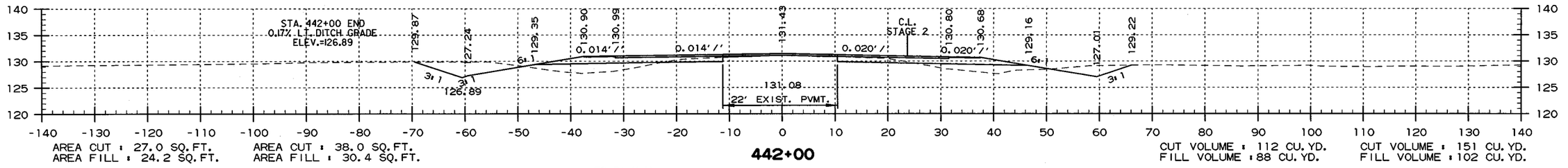
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



AREA CUT = 24.3 SQ.FT. AREA FILL = 12.5 SQ.FT. | AREA CUT = 28.7 SQ.FT. AREA FILL = 29.1 SQ.FT.

442+30

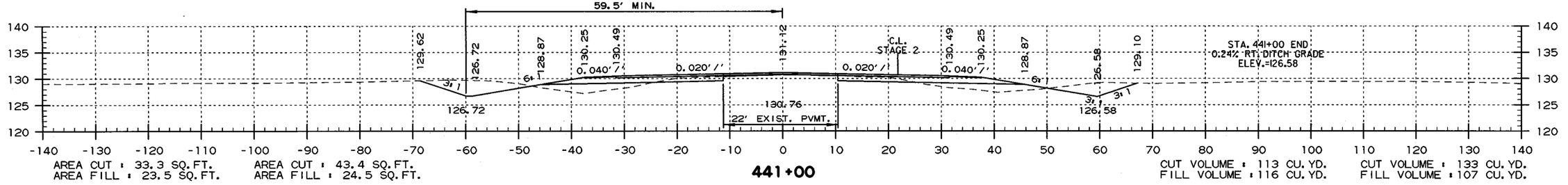
CUT VOLUME = 29 CU. YD. FILL VOLUME = 20 CU. YD. | CUT VOLUME = 37 CU. YD. FILL VOLUME = 33 CU. YD.



AREA CUT = 27.0 SQ.FT. AREA FILL = 24.2 SQ.FT. | AREA CUT = 38.0 SQ.FT. AREA FILL = 30.4 SQ.FT.

442+00

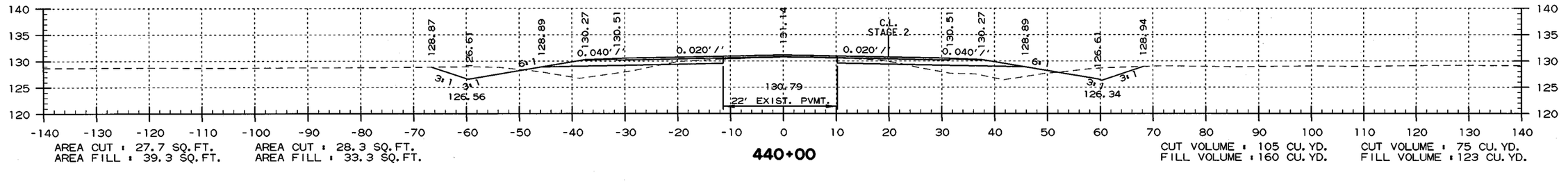
CUT VOLUME = 112 CU. YD. FILL VOLUME = 88 CU. YD. | CUT VOLUME = 151 CU. YD. FILL VOLUME = 102 CU. YD.



AREA CUT = 33.3 SQ.FT. AREA FILL = 23.5 SQ.FT. | AREA CUT = 43.4 SQ.FT. AREA FILL = 24.5 SQ.FT.

441+00

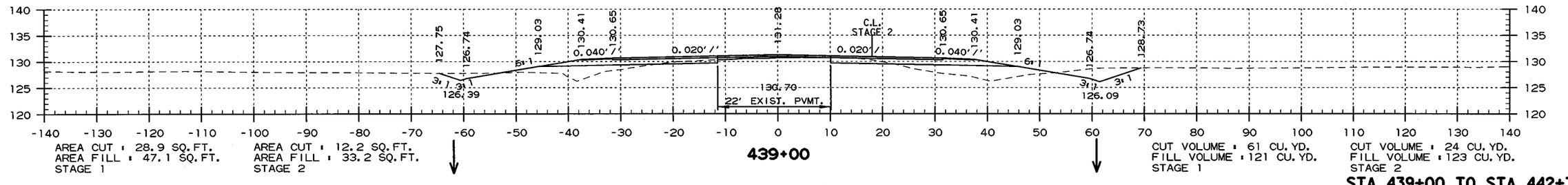
CUT VOLUME = 113 CU. YD. FILL VOLUME = 116 CU. YD. | CUT VOLUME = 133 CU. YD. FILL VOLUME = 107 CU. YD.



AREA CUT = 27.7 SQ.FT. AREA FILL = 39.3 SQ.FT. | AREA CUT = 28.3 SQ.FT. AREA FILL = 33.3 SQ.FT.

440+00

CUT VOLUME = 105 CU. YD. FILL VOLUME = 160 CU. YD. | CUT VOLUME = 75 CU. YD. FILL VOLUME = 123 CU. YD.



AREA CUT = 28.9 SQ.FT. AREA FILL = 47.1 SQ.FT. STAGE 1 | AREA CUT = 12.2 SQ.FT. AREA FILL = 33.2 SQ.FT. STAGE 2

439+00

CUT VOLUME = 61 CU. YD. FILL VOLUME = 121 CU. YD. STAGE 1 | CUT VOLUME = 24 CU. YD. FILL VOLUME = 123 CU. YD. STAGE 2

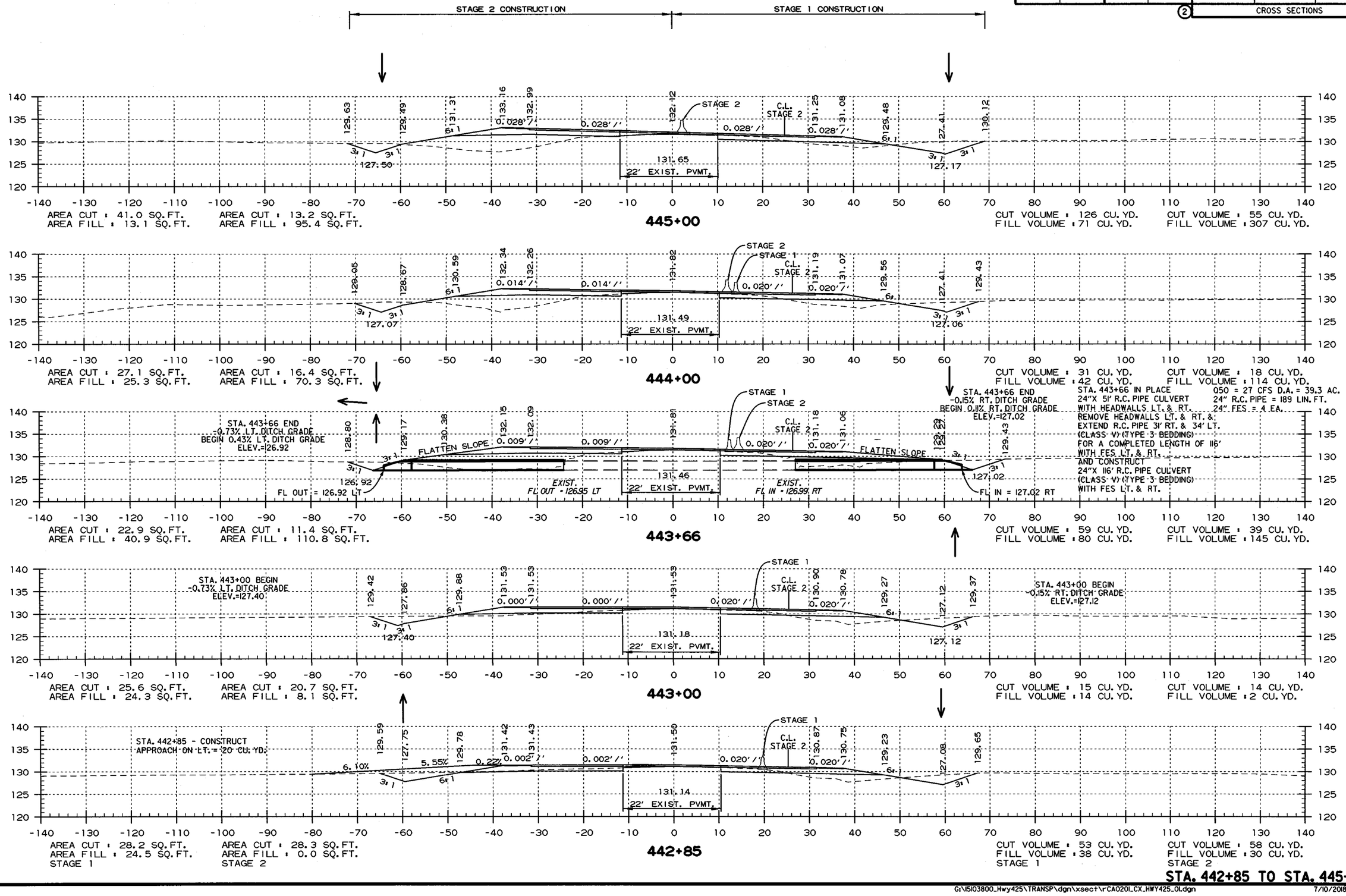
STA. 439+00 TO STA. 442+30

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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.		CA0201	356	373

(2) CROSS SECTIONS



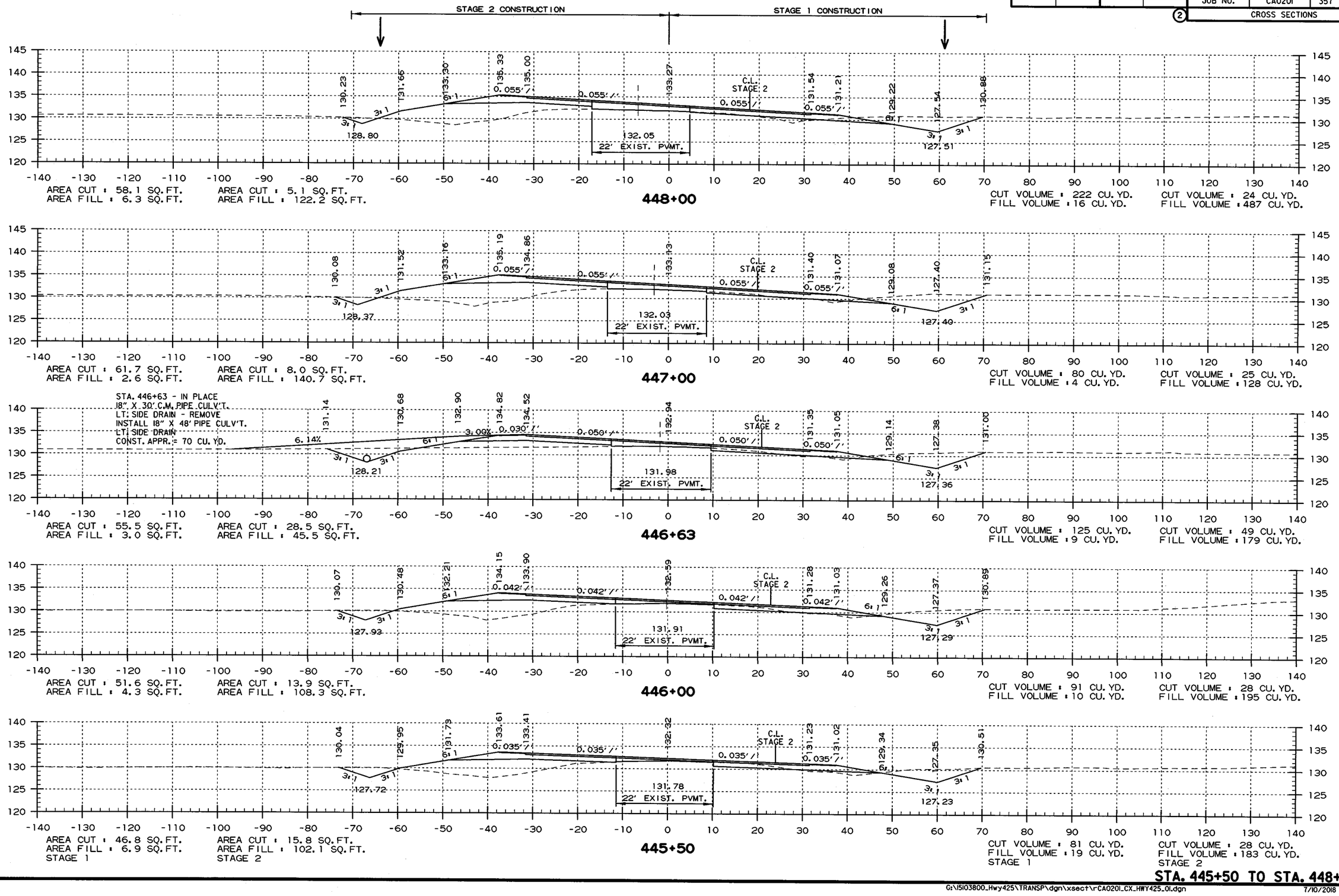
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	357	373

(2) CROSS SECTIONS



AREA CUT = 58.1 SQ.FT. AREA FILL = 6.3 SQ.FT.
AREA CUT = 5.1 SQ.FT. AREA FILL = 122.2 SQ.FT.
448+00
CUT VOLUME = 222 CU.YD. FILL VOLUME = 16 CU.YD.
CUT VOLUME = 24 CU.YD. FILL VOLUME = 487 CU.YD.

AREA CUT = 61.7 SQ.FT. AREA FILL = 2.6 SQ.FT.
AREA CUT = 8.0 SQ.FT. AREA FILL = 140.7 SQ.FT.
447+00
CUT VOLUME = 80 CU.YD. FILL VOLUME = 4 CU.YD.
CUT VOLUME = 25 CU.YD. FILL VOLUME = 128 CU.YD.

AREA CUT = 55.5 SQ.FT. AREA FILL = 3.0 SQ.FT.
AREA CUT = 28.5 SQ.FT. AREA FILL = 45.5 SQ.FT.
446+63
CUT VOLUME = 125 CU.YD. FILL VOLUME = 9 CU.YD.
CUT VOLUME = 49 CU.YD. FILL VOLUME = 179 CU.YD.

AREA CUT = 51.6 SQ.FT. AREA FILL = 4.3 SQ.FT.
AREA CUT = 13.9 SQ.FT. AREA FILL = 108.3 SQ.FT.
446+00
CUT VOLUME = 91 CU.YD. FILL VOLUME = 10 CU.YD.
CUT VOLUME = 28 CU.YD. FILL VOLUME = 195 CU.YD.

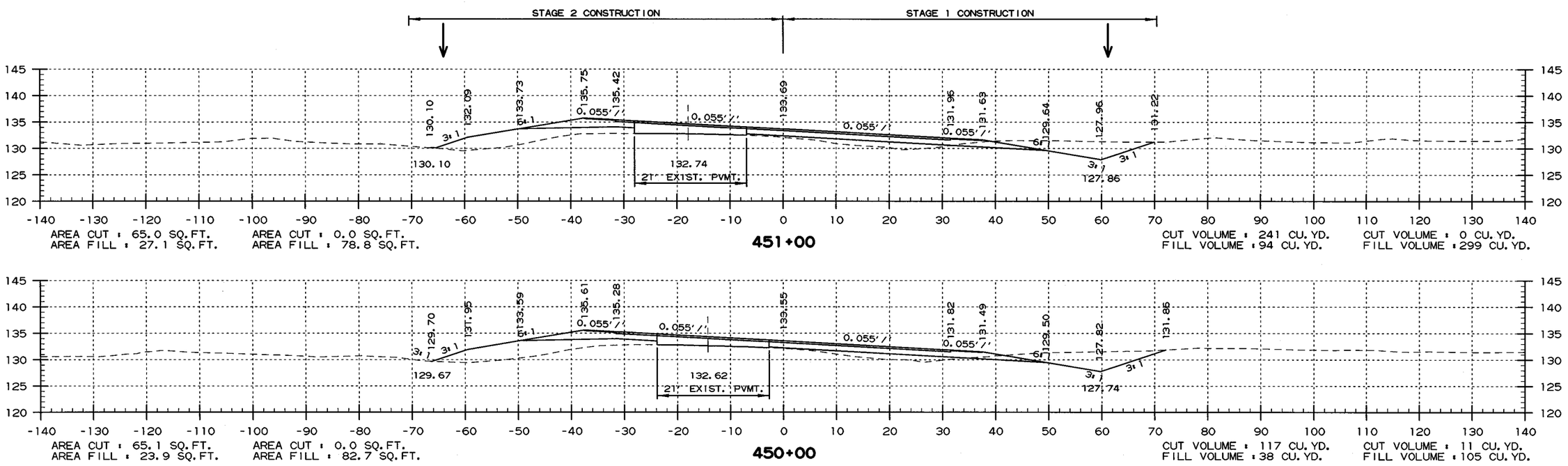
AREA CUT = 46.8 SQ.FT. AREA FILL = 6.9 SQ.FT. STAGE 1
AREA CUT = 15.8 SQ.FT. AREA FILL = 102.1 SQ.FT. STAGE 2
445+50
CUT VOLUME = 81 CU.YD. FILL VOLUME = 19 CU.YD. STAGE 1
CUT VOLUME = 28 CU.YD. FILL VOLUME = 183 CU.YD. STAGE 2

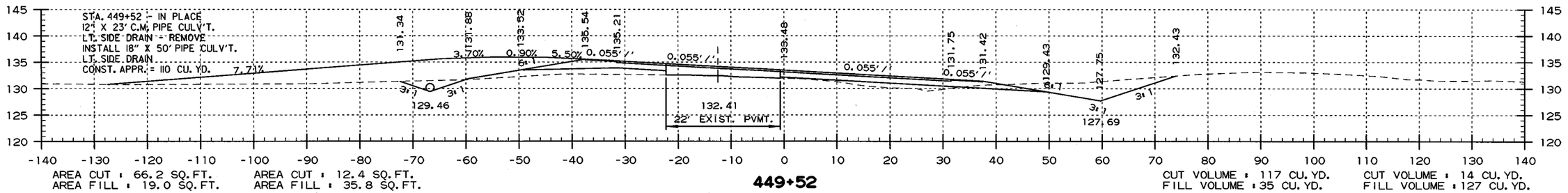
STA. 445+50 TO STA. 448+00

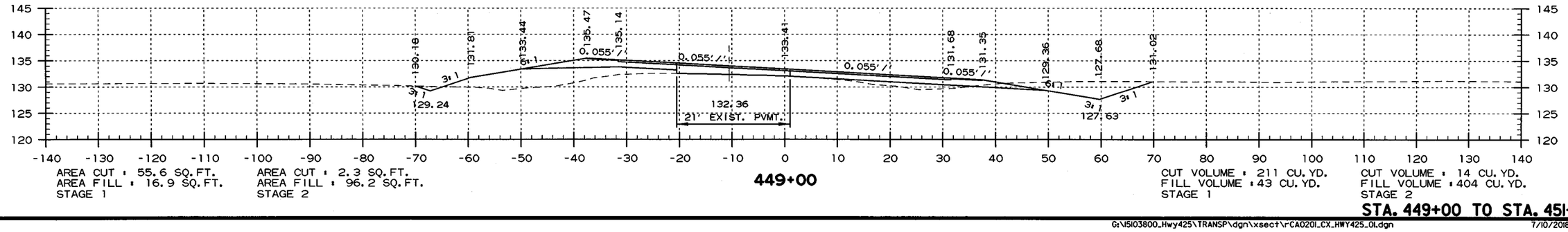
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				6	ARK.			
				JOB NO.		CA0201	358	373
				(2)	CROSS SECTIONS			







STA. 449+00 TO STA. 451+00

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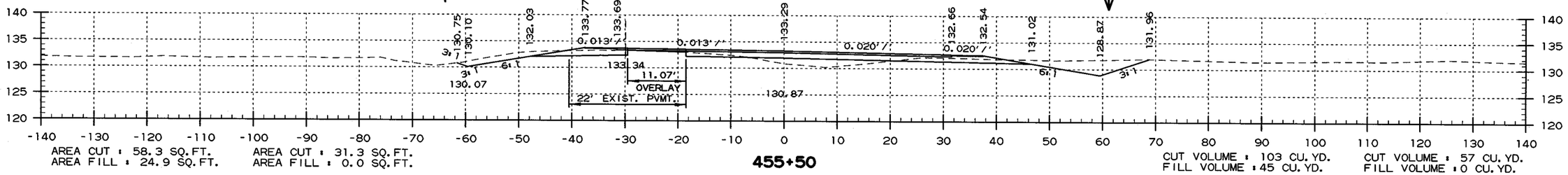
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				6	ARK.			
				JOB NO.		CA0201	359	373

(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION



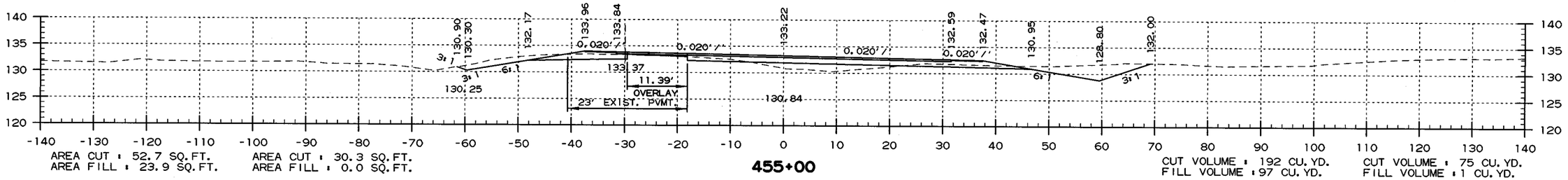
AREA CUT = 58.3 SQ.FT.
AREA FILL = 24.9 SQ.FT.

AREA CUT = 31.3 SQ.FT.
AREA FILL = 0.0 SQ.FT.

455+50

CUT VOLUME = 103 CU.YD.
FILL VOLUME = 45 CU.YD.

CUT VOLUME = 57 CU.YD.
FILL VOLUME = 0 CU.YD.



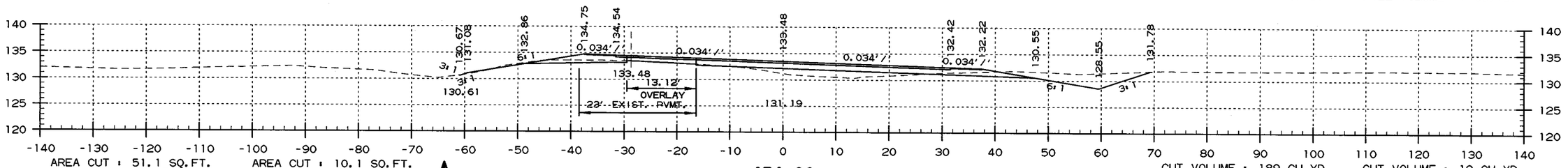
AREA CUT = 52.7 SQ.FT.
AREA FILL = 23.9 SQ.FT.

AREA CUT = 30.3 SQ.FT.
AREA FILL = 0.0 SQ.FT.

455+00

CUT VOLUME = 192 CU.YD.
FILL VOLUME = 97 CU.YD.

CUT VOLUME = 75 CU.YD.
FILL VOLUME = 1 CU.YD.



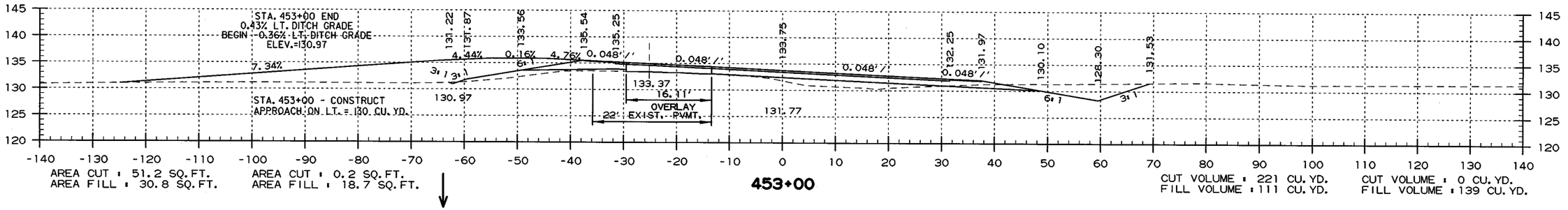
AREA CUT = 51.1 SQ.FT.
AREA FILL = 28.7 SQ.FT.

AREA CUT = 10.1 SQ.FT.
AREA FILL = 0.6 SQ.FT.

454+00

CUT VOLUME = 189 CU.YD.
FILL VOLUME = 110 CU.YD.

CUT VOLUME = 19 CU.YD.
FILL VOLUME = 36 CU.YD.



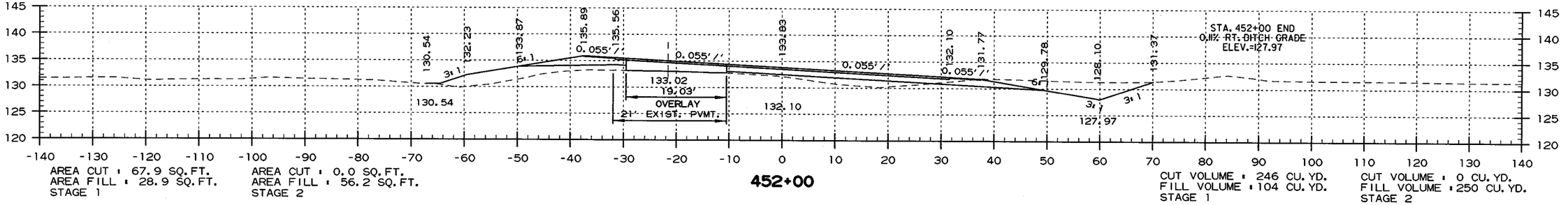
AREA CUT = 51.2 SQ.FT.
AREA FILL = 30.8 SQ.FT.

AREA CUT = 0.2 SQ.FT.
AREA FILL = 18.7 SQ.FT.

453+00

CUT VOLUME = 221 CU.YD.
FILL VOLUME = 111 CU.YD.

CUT VOLUME = 0 CU.YD.
FILL VOLUME = 139 CU.YD.



AREA CUT = 67.9 SQ.FT.
AREA FILL = 28.9 SQ.FT.
STAGE 1

AREA CUT = 0.0 SQ.FT.
AREA FILL = 56.2 SQ.FT.
STAGE 2

452+00

CUT VOLUME = 246 CU.YD.
FILL VOLUME = 104 CU.YD.
STAGE 1

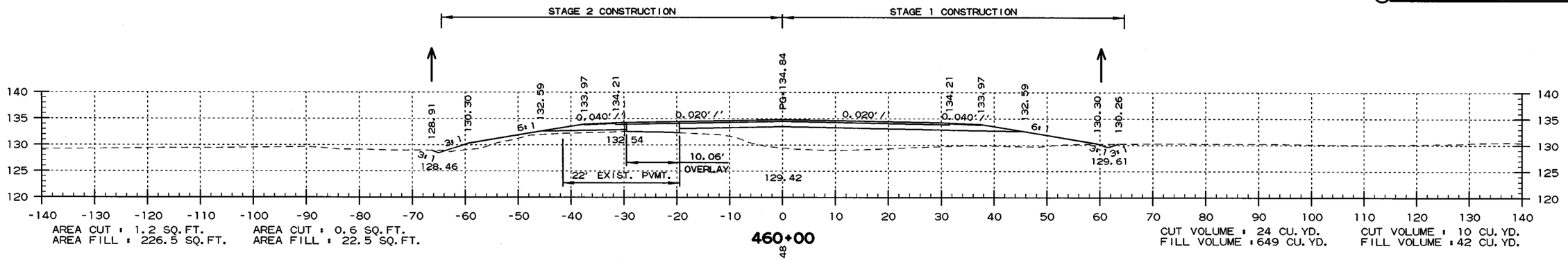
CUT VOLUME = 0 CU.YD.
FILL VOLUME = 250 CU.YD.
STAGE 2

STA. 452+00 TO STA. 455+50

USER: fs513
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PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	360	373

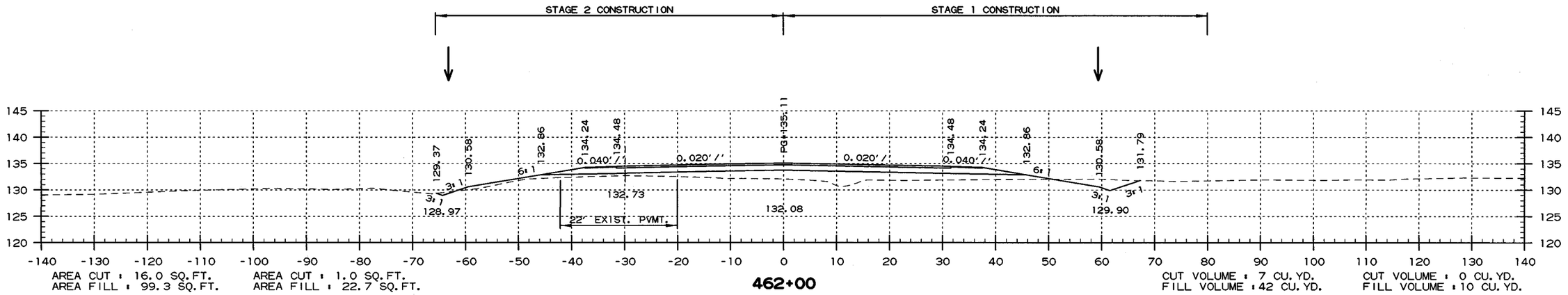
(2) CROSS SECTIONS

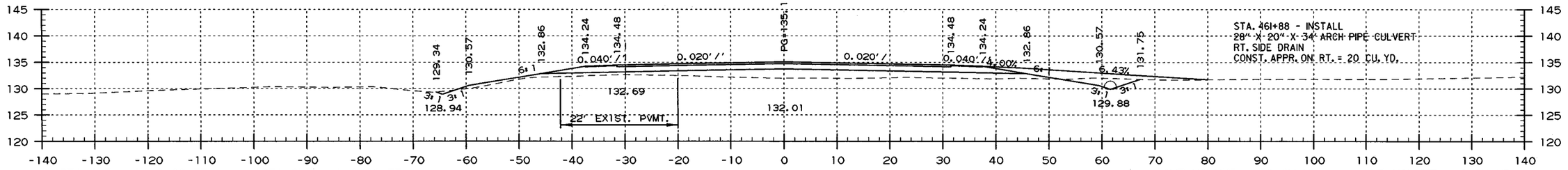


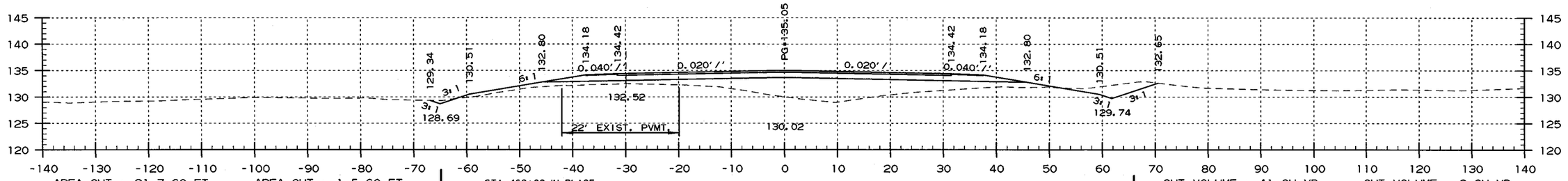
STA. 456+00 TO STA. 460+00

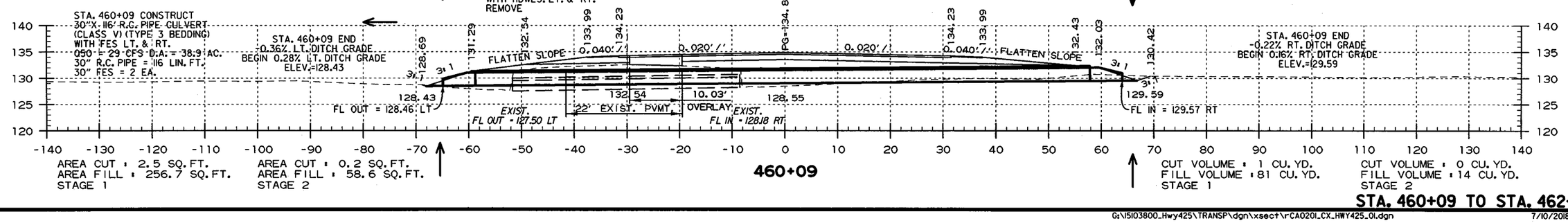
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PLOTTED: 7/10/2018 10:01
SCALE: h20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	361	373
				(2)	CROSS SECTIONS			







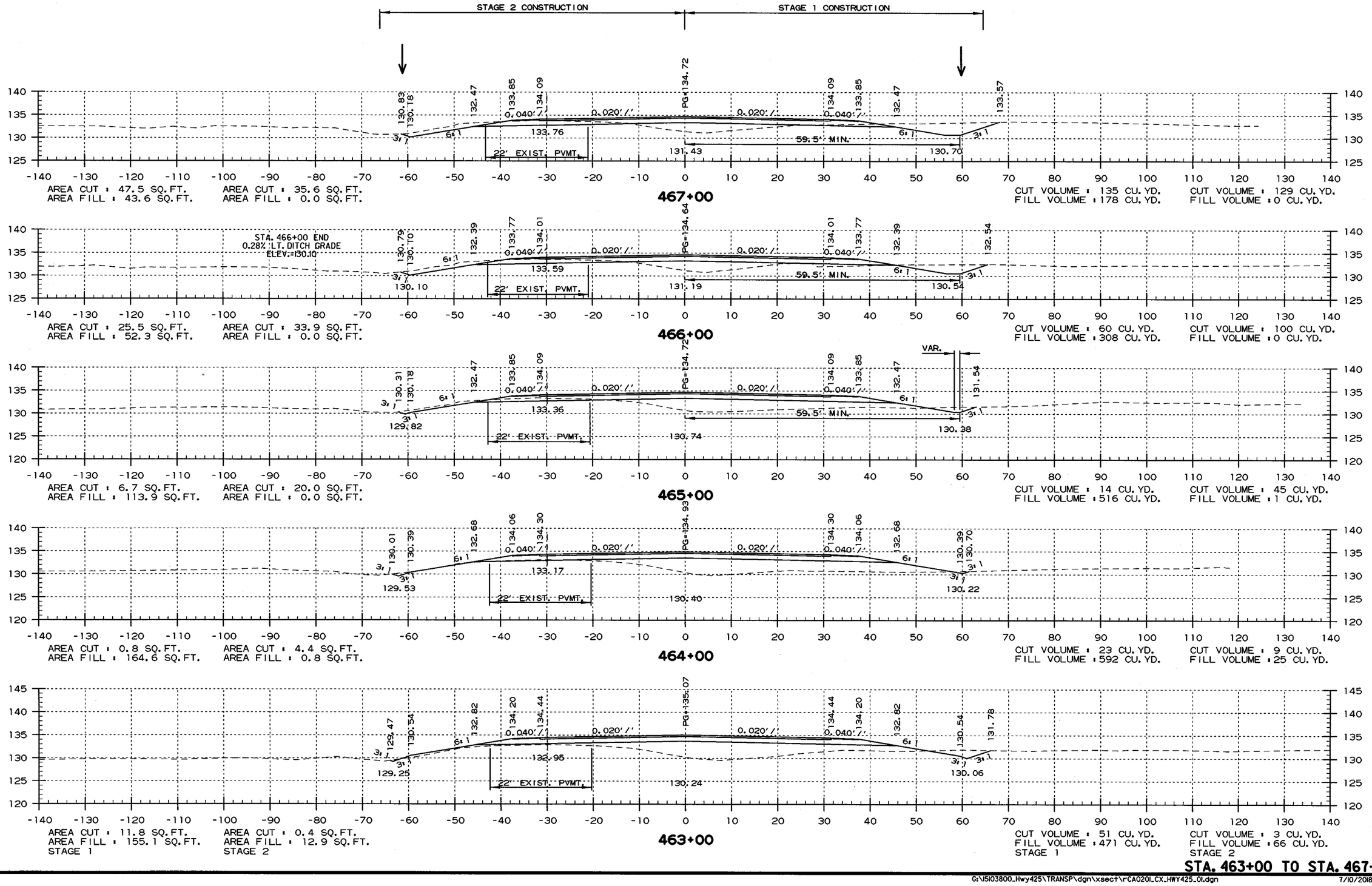


STA. 460+09 TO STA. 462+00

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PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	362	373

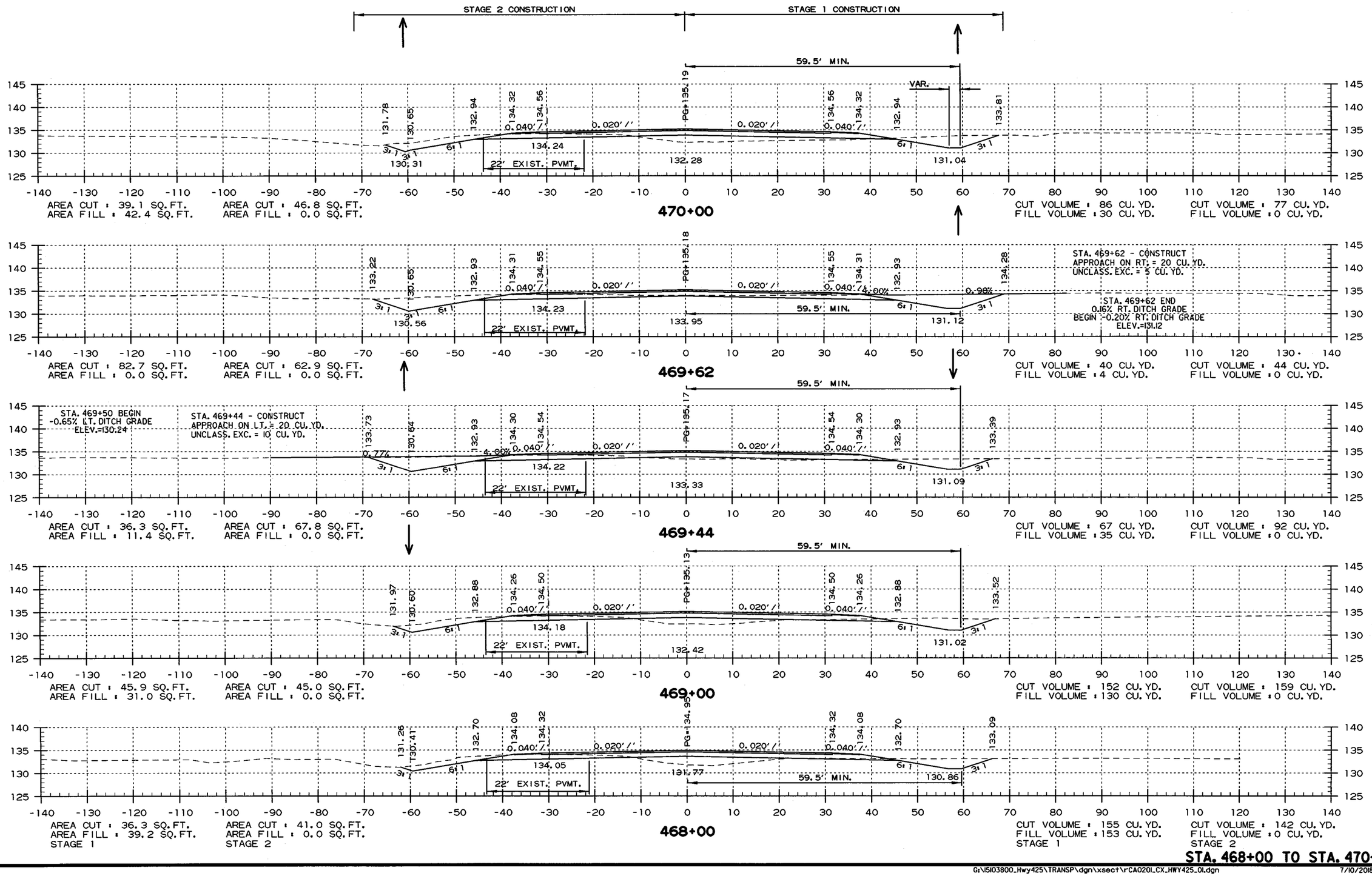
(2) CROSS SECTIONS



STA. 463+00 TO STA. 467+00

USER: fe513
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PLOTTED: 7/10/2018 10:01
SCALE: 1:20
MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	363	373
				(2)		CROSS SECTIONS		

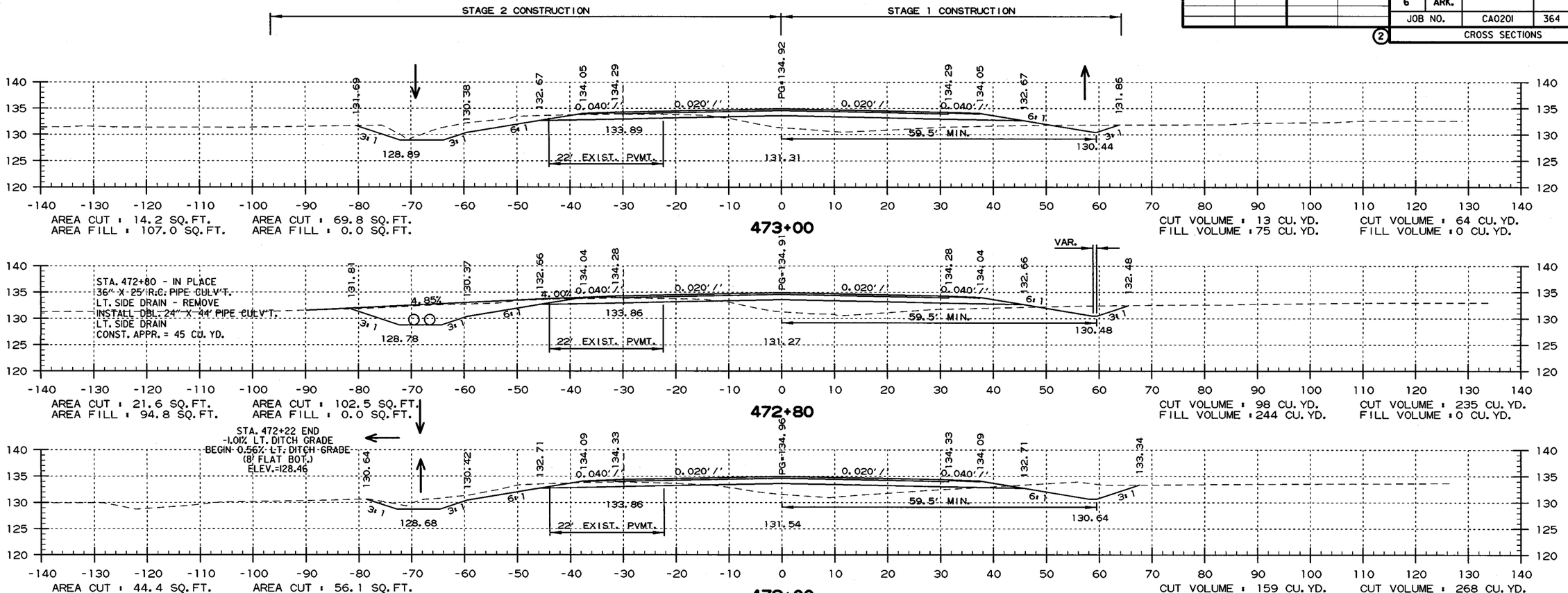


STA. 468+00 TO STA. 470+00

USER: fes13
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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.		CA0201	364	373

(2) CROSS SECTIONS

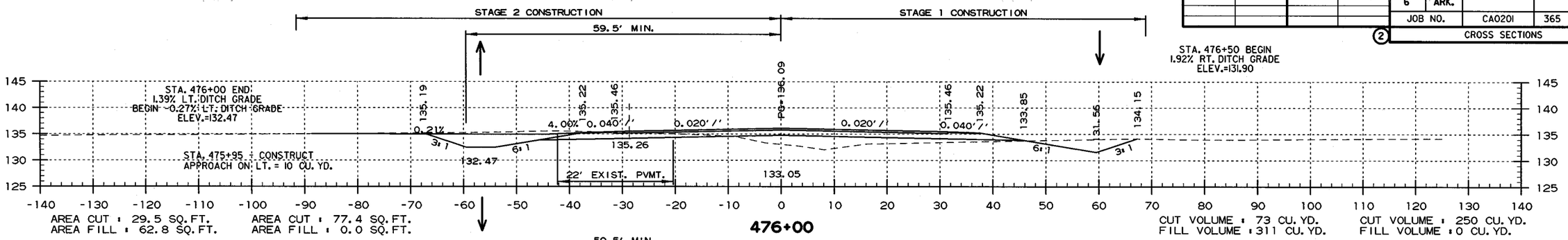


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MODEL: CROSS SECTIONS

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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.		CA0201	365	373

(2) CROSS SECTIONS



STA. 473+37 TO STA. 476+00

USER: fe513
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PLOTTED: 7/10/2018 10:01
SCALE: H:20
MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	366	373

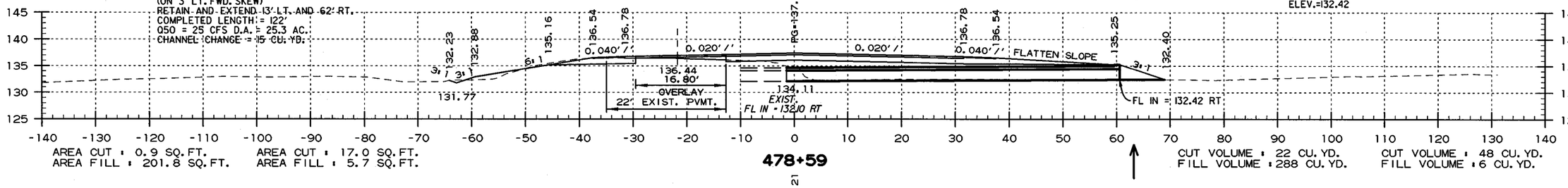
(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

STA. 478+63 IN PLACE
4'X 2'X 47' R.C. BOX CULVERT
WITH 3:1 WINGS LT. AND RT.
(ON 3° LT. FWD. SKEW)
RETAIN AND EXTEND 13' LT. AND 62' RT.
COMPLETED LENGTH = 122'
050 = 25 CFS D.A. = 25.3 AC.
CHANNEL CHANGE = 15 CU. YD.

STA. 478+59 END
-0.42% RT. DITCH GRADE
BEGIN 0.13% RT. DITCH GRADE
(4' FLAT BOT.)
ELEV.=132.42



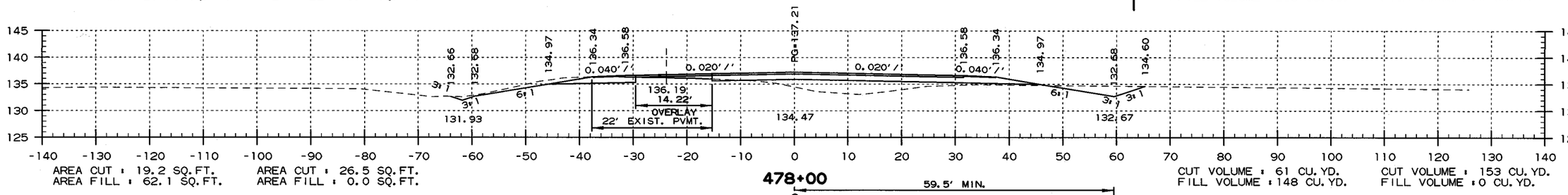
AREA CUT = 0.9 SQ.FT. AREA FILL = 201.8 SQ.FT.

AREA CUT = 17.0 SQ.FT. AREA FILL = 5.7 SQ.FT.

CUT VOLUME = 22 CU. YD. FILL VOLUME = 288 CU. YD.

CUT VOLUME = 48 CU. YD. FILL VOLUME = 6 CU. YD.

478+59



AREA CUT = 19.2 SQ.FT. AREA FILL = 62.1 SQ.FT.

AREA CUT = 26.5 SQ.FT. AREA FILL = 0.0 SQ.FT.

CUT VOLUME = 61 CU. YD. FILL VOLUME = 148 CU. YD.

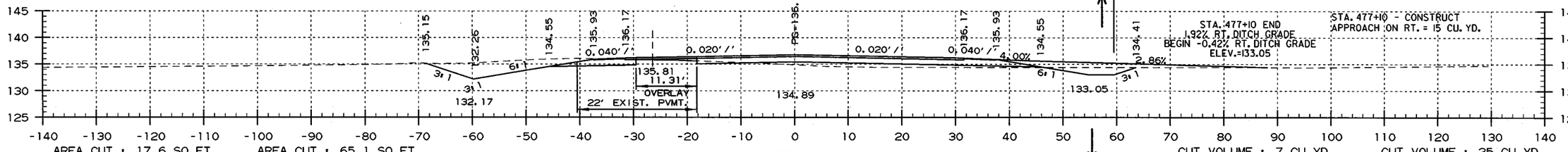
CUT VOLUME = 153 CU. YD. FILL VOLUME = 0 CU. YD.

478+00

59.5' MIN.

STA. 477+10 END
1.92% RT. DITCH GRADE
BEGIN -0.42% RT. DITCH GRADE
ELEV.=133.05

STA. 477+10 - CONSTRUCT
APPROACH ON RT. = 15 CU. YD.



AREA CUT = 17.6 SQ.FT. AREA FILL = 26.5 SQ.FT.

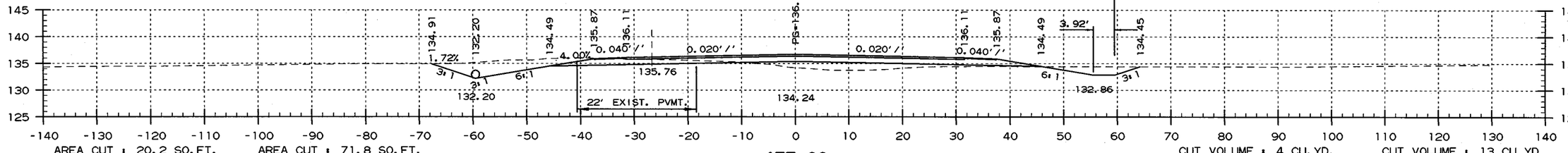
AREA CUT = 65.1 SQ.FT. AREA FILL = 0.0 SQ.FT.

CUT VOLUME = 7 CU. YD. FILL VOLUME = 12 CU. YD.

CUT VOLUME = 25 CU. YD. FILL VOLUME = 0 CU. YD.

477+10

59.5' MIN.



AREA CUT = 20.2 SQ.FT. AREA FILL = 40.2 SQ.FT.

AREA CUT = 71.8 SQ.FT. AREA FILL = 0.0 SQ.FT.

CUT VOLUME = 4 CU. YD. FILL VOLUME = 8 CU. YD.

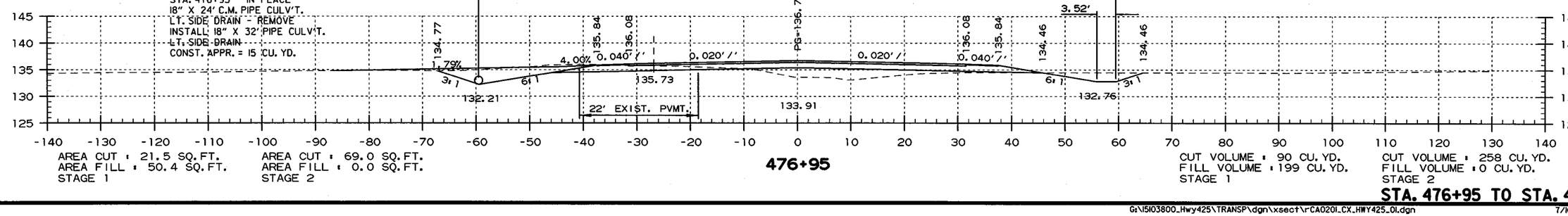
CUT VOLUME = 13 CU. YD. FILL VOLUME = 0 CU. YD.

477+00

59.5' MIN.

59.5' MIN.

STA. 476+95 - IN PLACE
18" X 24' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 32' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 15 CU. YD.



AREA CUT = 21.5 SQ.FT. AREA FILL = 50.4 SQ.FT. STAGE 1

AREA CUT = 69.0 SQ.FT. AREA FILL = 0.0 SQ.FT. STAGE 2

CUT VOLUME = 90 CU. YD. FILL VOLUME = 199 CU. YD. STAGE 1

CUT VOLUME = 258 CU. YD. FILL VOLUME = 0 CU. YD. STAGE 2

476+95

STA. 476+95 TO STA. 478+59

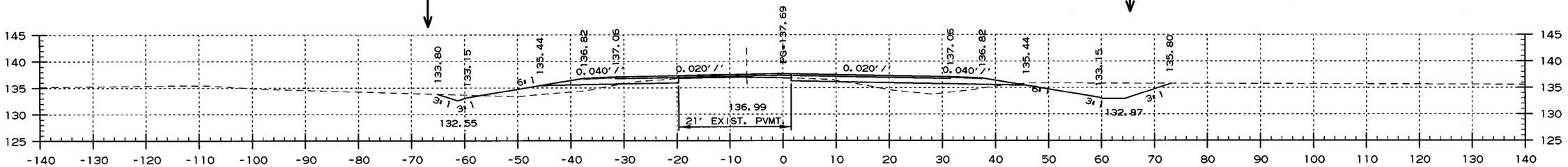
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MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	367	373

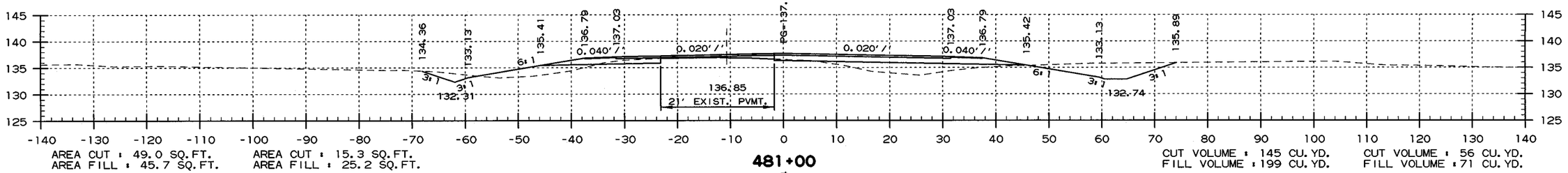
(2) CROSS SECTIONS

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION



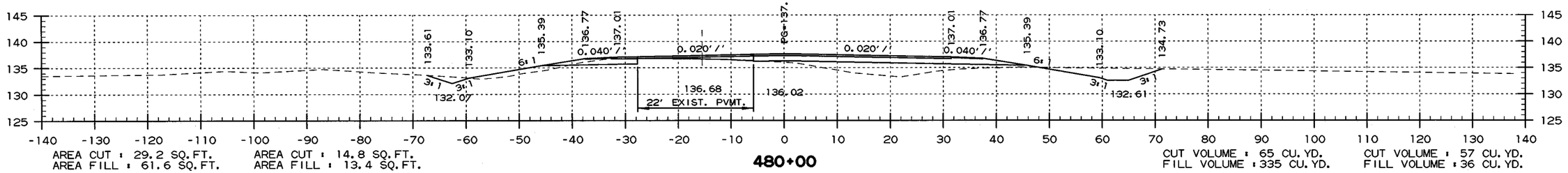
AREA CUT = 53.4 SQ.FT. AREA FILL = 33.8 SQ.FT. | AREA CUT = 9.4 SQ.FT. AREA FILL = 27.7 SQ.FT. | CUT VOLUME = 190 CU.YD. FILL VOLUME = 147 CU.YD. | CUT VOLUME = 46 CU.YD. FILL VOLUME = 98 CU.YD.

482+00



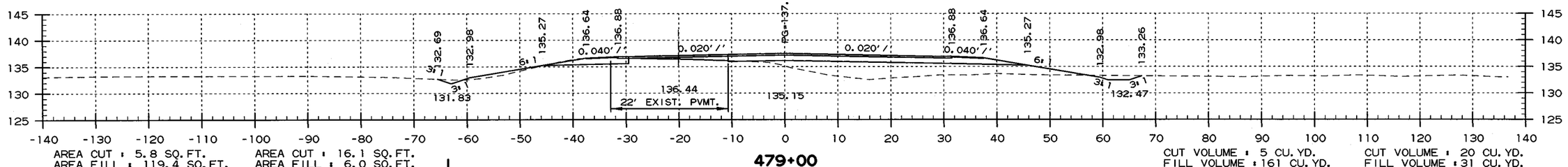
AREA CUT = 49.0 SQ.FT. AREA FILL = 45.7 SQ.FT. | AREA CUT = 15.3 SQ.FT. AREA FILL = 25.2 SQ.FT. | CUT VOLUME = 145 CU.YD. FILL VOLUME = 199 CU.YD. | CUT VOLUME = 56 CU.YD. FILL VOLUME = 71 CU.YD.

481+00



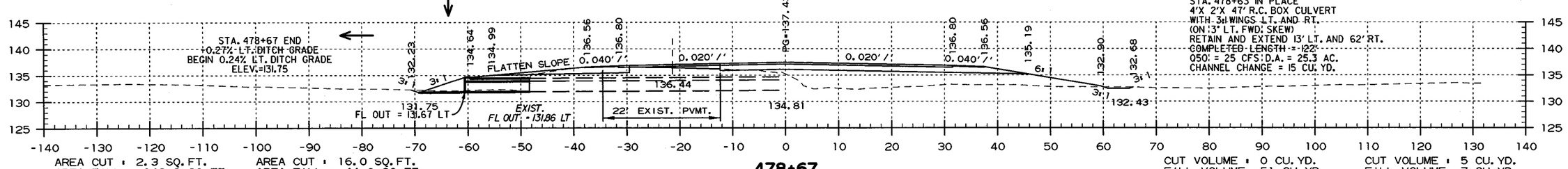
AREA CUT = 29.2 SQ.FT. AREA FILL = 61.6 SQ.FT. | AREA CUT = 14.8 SQ.FT. AREA FILL = 13.4 SQ.FT. | CUT VOLUME = 65 CU.YD. FILL VOLUME = 335 CU.YD. | CUT VOLUME = 57 CU.YD. FILL VOLUME = 36 CU.YD.

480+00



AREA CUT = 5.8 SQ.FT. AREA FILL = 119.4 SQ.FT. | AREA CUT = 16.1 SQ.FT. AREA FILL = 6.0 SQ.FT. | CUT VOLUME = 5 CU.YD. FILL VOLUME = 161 CU.YD. | CUT VOLUME = 20 CU.YD. FILL VOLUME = 31 CU.YD.

479+00



STA. 478+63 IN PLACE
4'X 2'X 47' R.C. BOX CULVERT
WITH 3:1 WINGS LT. AND RT.
(ON 13° LT. FWD. SKEW)
RETAIN AND EXTEND 13' LT. AND 62' RT.
COMPLETED LENGTH = 122'
Q50 = 25 CFS D.A. = 25.3 AC.
CHANNEL CHANGE = 15 CU.YD.

AREA CUT = 2.3 SQ.FT. AREA FILL = 143.8 SQ.FT. STAGE 1 | AREA CUT = 16.0 SQ.FT. AREA FILL = 44.0 SQ.FT. STAGE 2 | CUT VOLUME = 0 CU.YD. FILL VOLUME = 51 CU.YD. STAGE 1 | CUT VOLUME = 5 CU.YD. FILL VOLUME = 7 CU.YD. STAGE 2

STA. 478+67 TO STA. 482+00

USER: fe913
DESIGN FILE: G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn MODEL: CROSS SECTIONS
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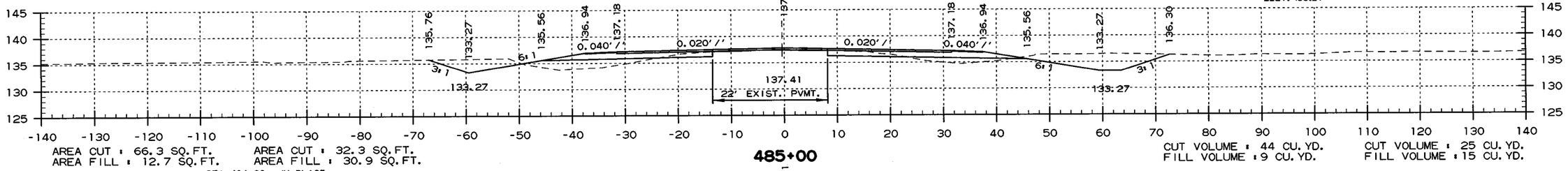
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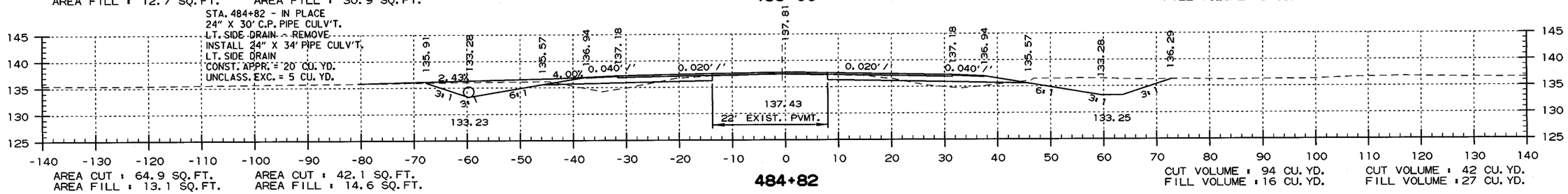
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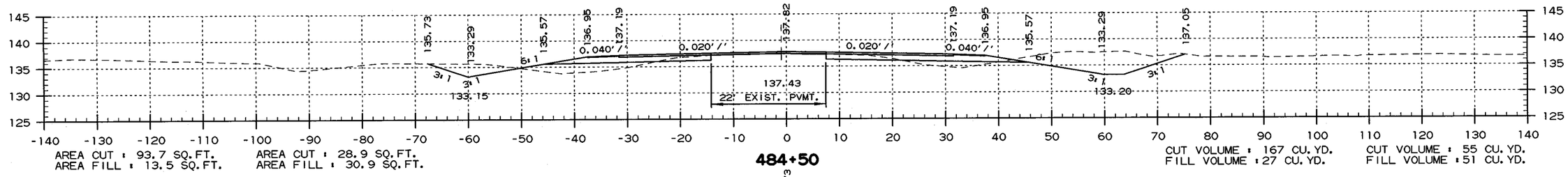
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	368	373

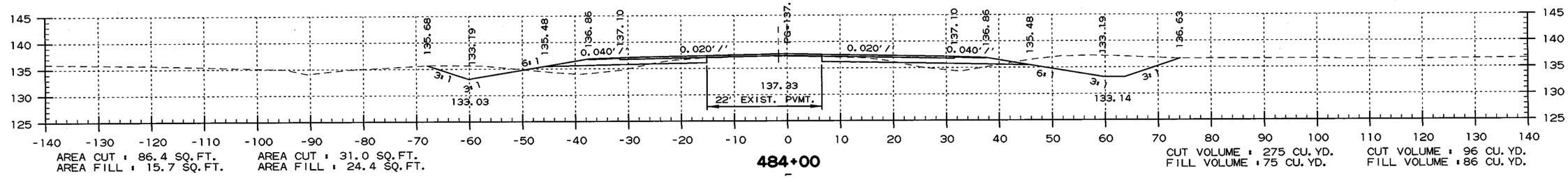
(2) CROSS SECTIONS

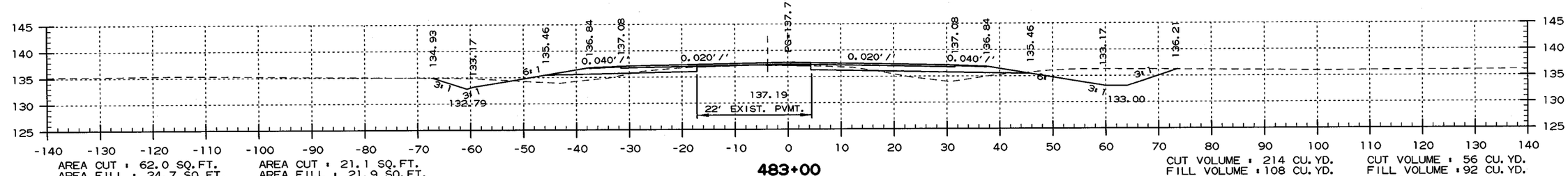
STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION











STA. 483+00 TO STA. 485+00

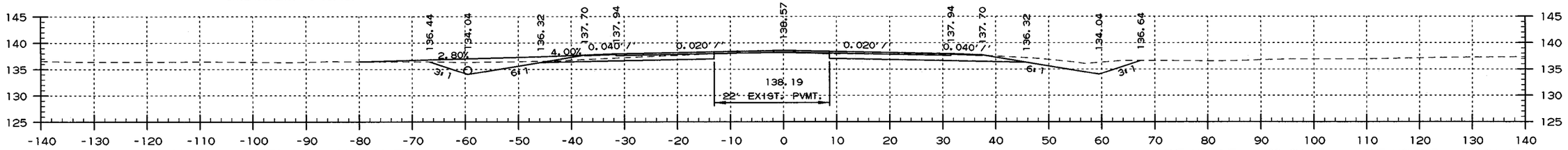
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MODEL: CROSS SECTIONS

G:\15103800_Hwy425\TRANSP\dgn\xsect\rCA0201_CX_HWY425_01.dgn 7/10/2018 10:01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	369	373
				(2)		CROSS SECTIONS		

STAGE 2 CONSTRUCTION | STAGE 1 CONSTRUCTION

STA. 489+55 - IN PLACE
12" X 39' C.M. PIPE CULV'T.
LT. SIDE DRAIN - REMOVE
INSTALL 18" X 42' PIPE CULV'T.
LT. SIDE DRAIN
CONST. APPR. = 25 CU. YD.
UNCLASS. EXC. = 5 CU. YD.



AREA CUT = 67.9 SQ.FT.
AREA FILL = 0.0 SQ.FT.

AREA CUT = 44.2 SQ.FT.
AREA FILL = 0.0 SQ.FT.

489+55

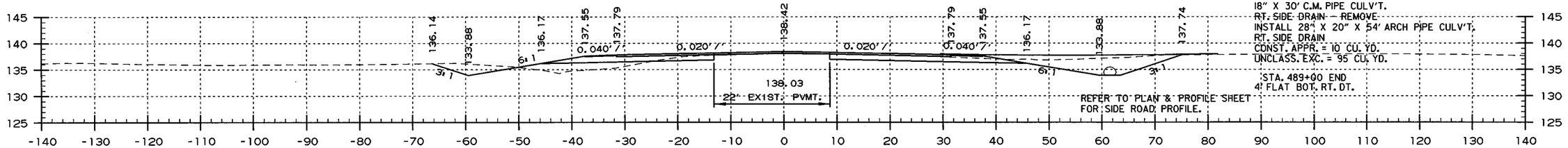
CUT VOLUME = 162 CU. YD.
FILL VOLUME = 0 CU. YD.

CUT VOLUME = 70 CU. YD.
FILL VOLUME = 29 CU. YD.

STA. 489+25 - IN PLACE
18" X 30' C.M. PIPE CULV'T.
RT. SIDE DRAIN - REMOVE
INSTALL 28" X 20" X 54' ARCH PIPE CULV'T.
RT. SIDE DRAIN
CONST. APPR. = 10 CU. YD.
UNCLASS. EXC. = 95 CU. YD.

STA. 489+00 END
4' FLAT BOT. RT. DT.

REFER TO PLAN & PROFILE SHEET
FOR SIDE ROAD PROFILE.



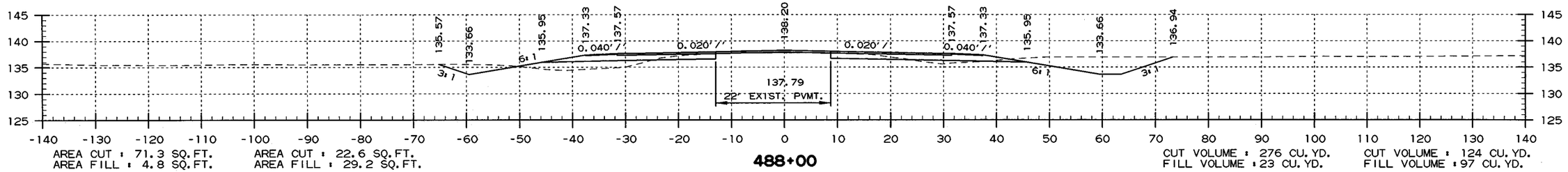
AREA CUT = 91.3 SQ.FT.
AREA FILL = 0.1 SQ.FT.

AREA CUT = 25.0 SQ.FT.
AREA FILL = 28.0 SQ.FT.

489+00

CUT VOLUME = 301 CU. YD.
FILL VOLUME = 9 CU. YD.

CUT VOLUME = 88 CU. YD.
FILL VOLUME = 106 CU. YD.



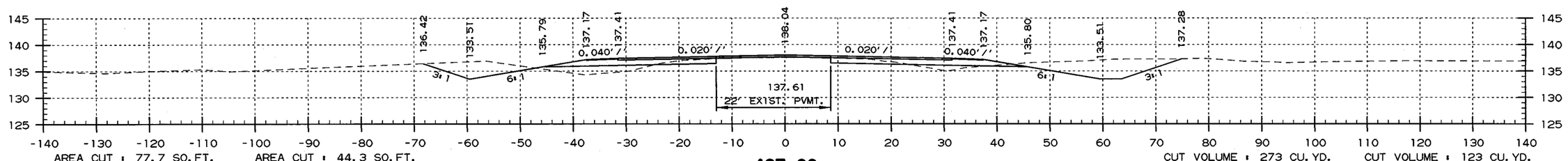
AREA CUT = 71.3 SQ.FT.
AREA FILL = 4.8 SQ.FT.

AREA CUT = 22.6 SQ.FT.
AREA FILL = 29.2 SQ.FT.

488+00

CUT VOLUME = 276 CU. YD.
FILL VOLUME = 23 CU. YD.

CUT VOLUME = 124 CU. YD.
FILL VOLUME = 97 CU. YD.



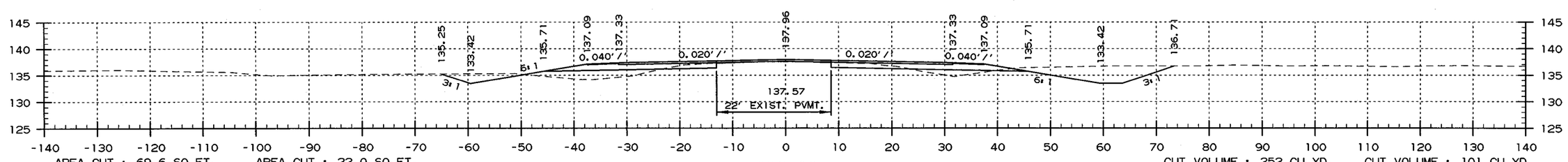
AREA CUT = 77.7 SQ.FT.
AREA FILL = 7.4 SQ.FT.

AREA CUT = 44.3 SQ.FT.
AREA FILL = 23.0 SQ.FT.

487+00

CUT VOLUME = 273 CU. YD.
FILL VOLUME = 33 CU. YD.

CUT VOLUME = 123 CU. YD.
FILL VOLUME = 96 CU. YD.



AREA CUT = 69.6 SQ.FT.
AREA FILL = 10.2 SQ.FT.
STAGE 1

AREA CUT = 22.0 SQ.FT.
AREA FILL = 29.1 SQ.FT.
STAGE 2

486+00

CUT VOLUME = 252 CU. YD.
FILL VOLUME = 42 CU. YD.
STAGE 1

CUT VOLUME = 101 CU. YD.
FILL VOLUME = 111 CU. YD.
STAGE 2

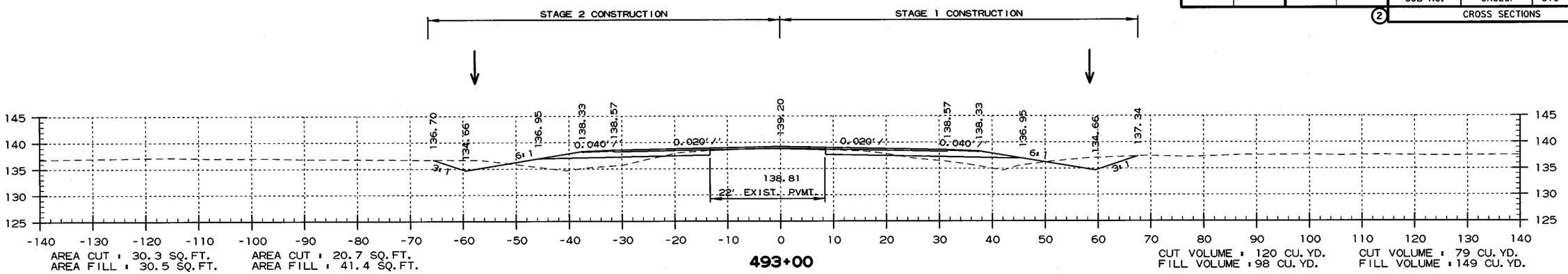
STA. 486+00 TO STA. 489+55

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MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	370	373

(2) CROSS SECTIONS



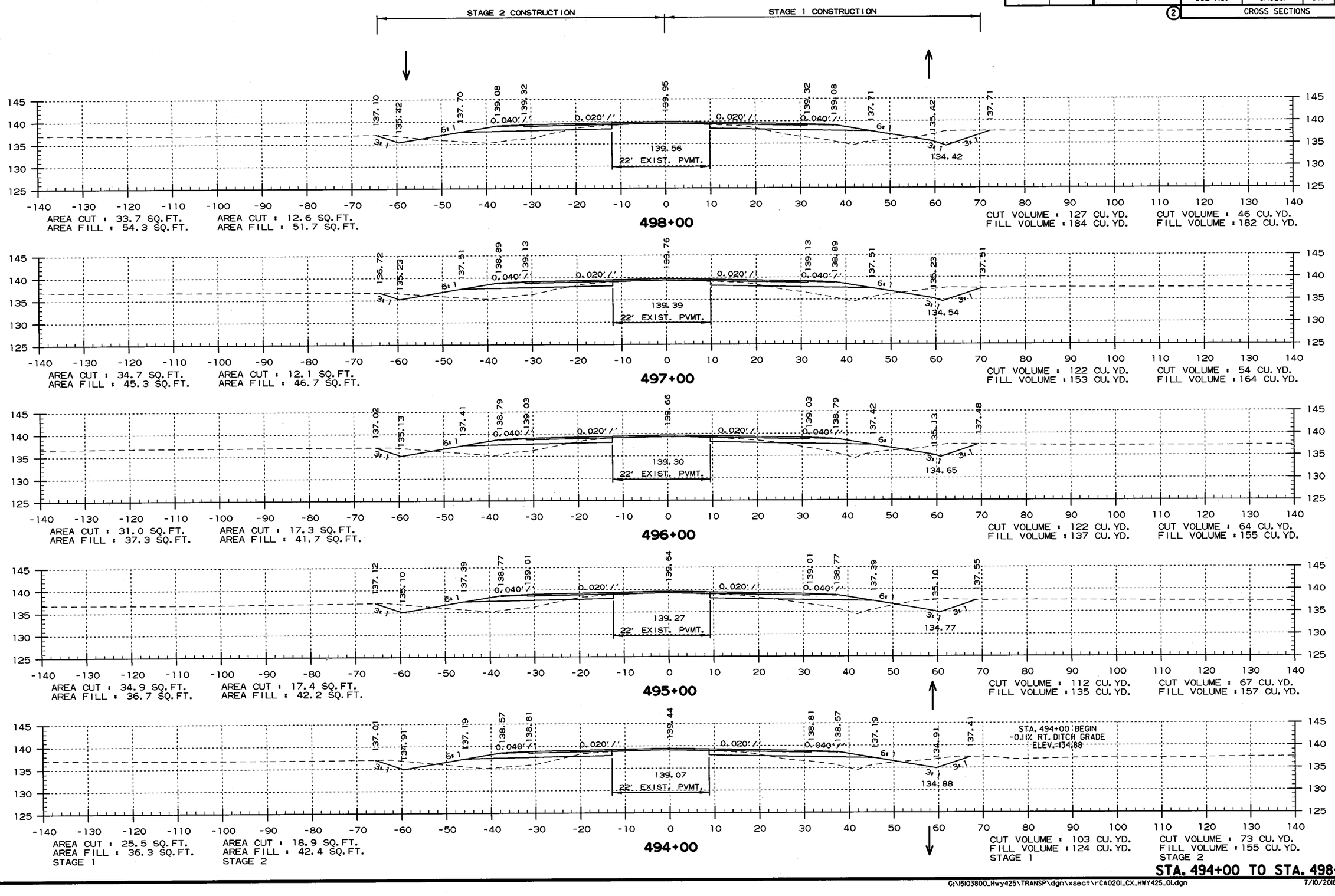
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MODEL: CROSS SECTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0201	371	373

(2) CROSS SECTIONS



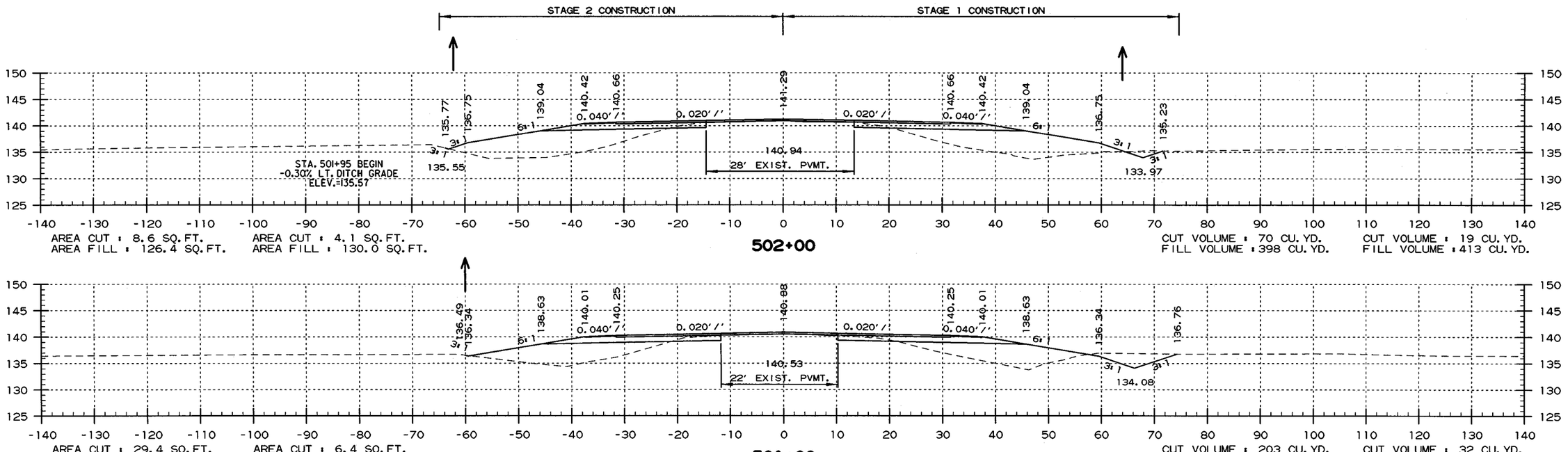
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MODEL: CROSS SECTIONS

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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.		CA0201	372	373

(2) CROSS SECTIONS

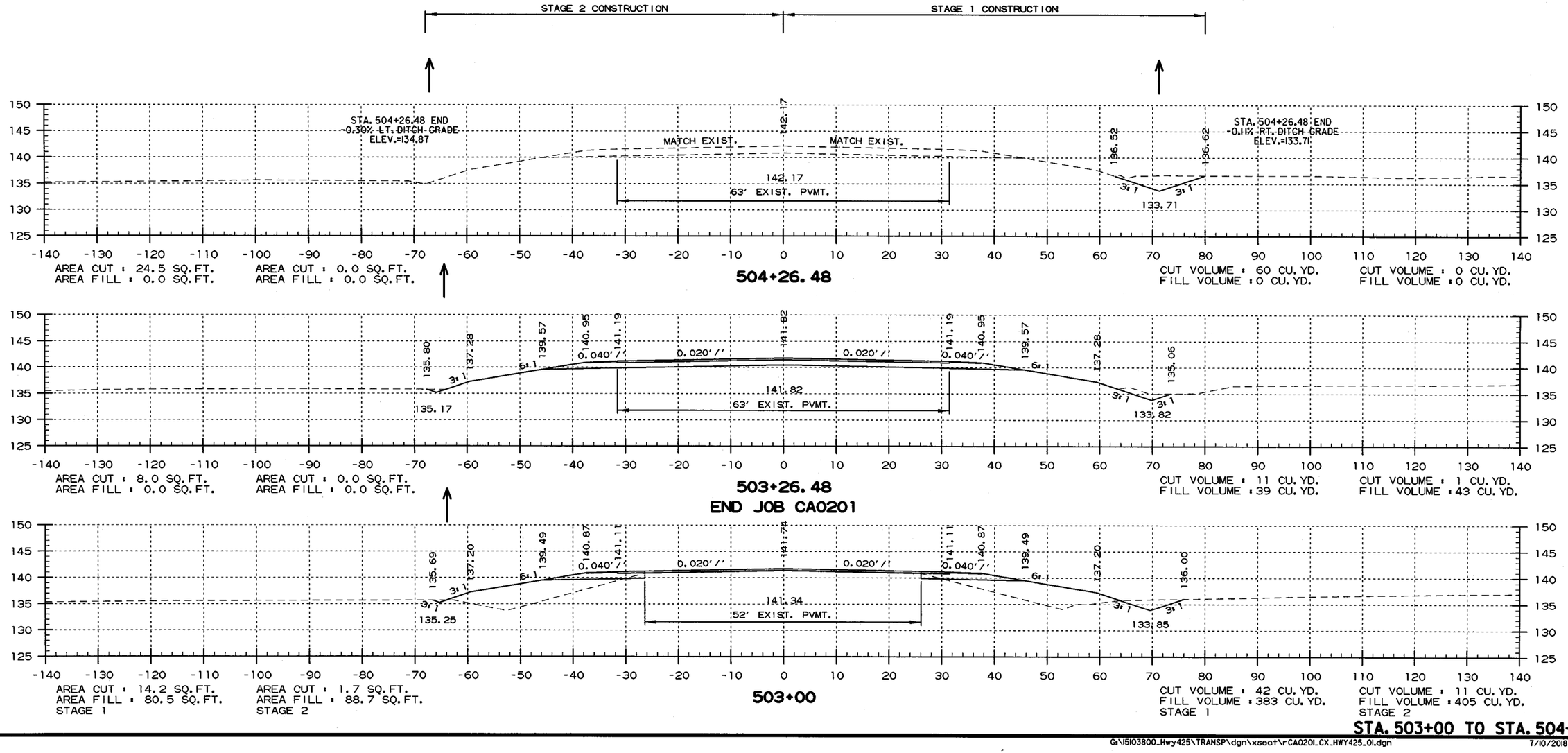


STA. 499+00 TO STA. 502+00

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MODEL: CROSS SECTIONS

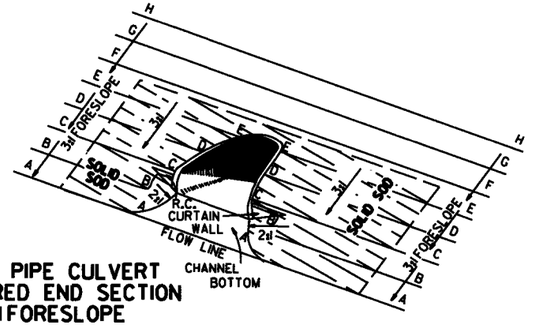
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0201	373	373

(2) CROSS SECTIONS

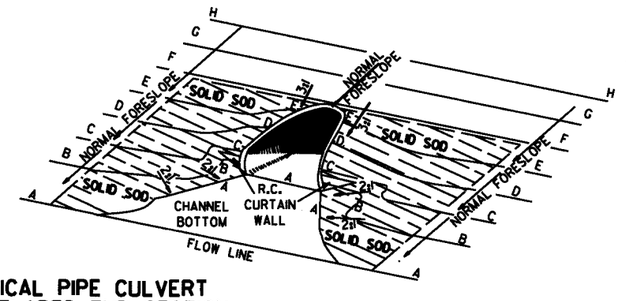


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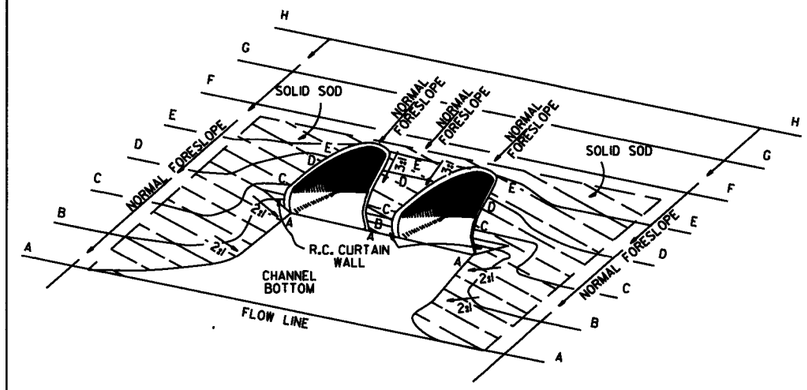
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TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES

R.C. CURTAIN WALL DIMENSIONS & QUANTITIES

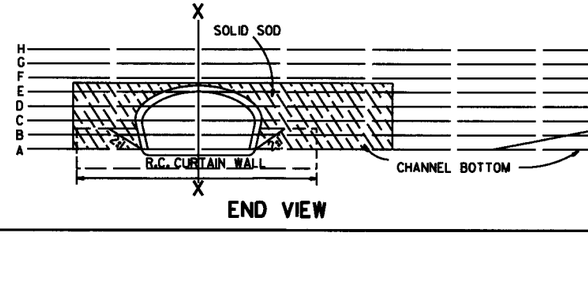
PIPE DIA.	H_1	L_1	L	L (DBL.)/2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.

REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

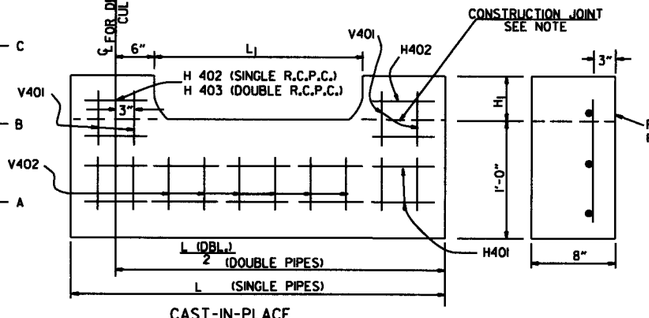
ALL REINFORCING STEEL #4 BARS @ 6" O.C.



PLAN VIEW
3:1 FORESLOPES

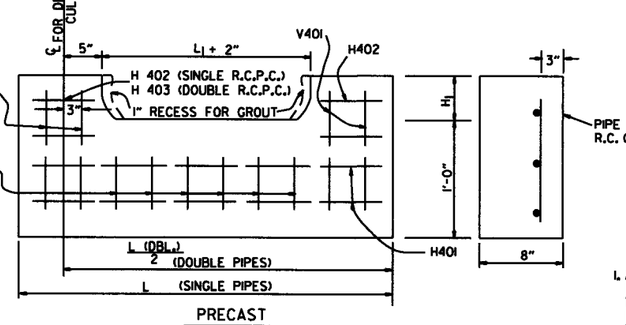
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES



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

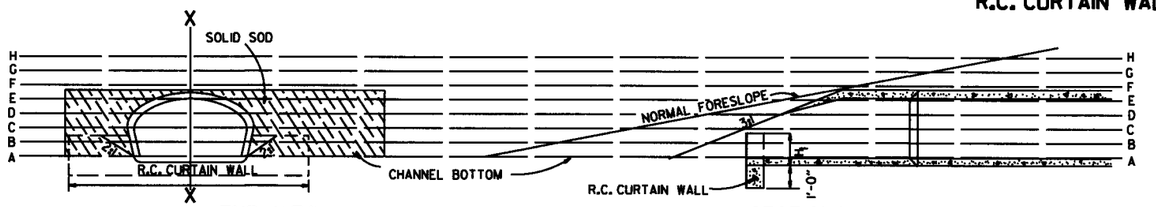
SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1	SINGLE R.C.P.C. 4:1	SINGLE R.C.P.C. 6:1	DOUBLE R.C.P.C. 3:1	DOUBLE R.C.P.C. 4:1	DOUBLE R.C.P.C. 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 W/10 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

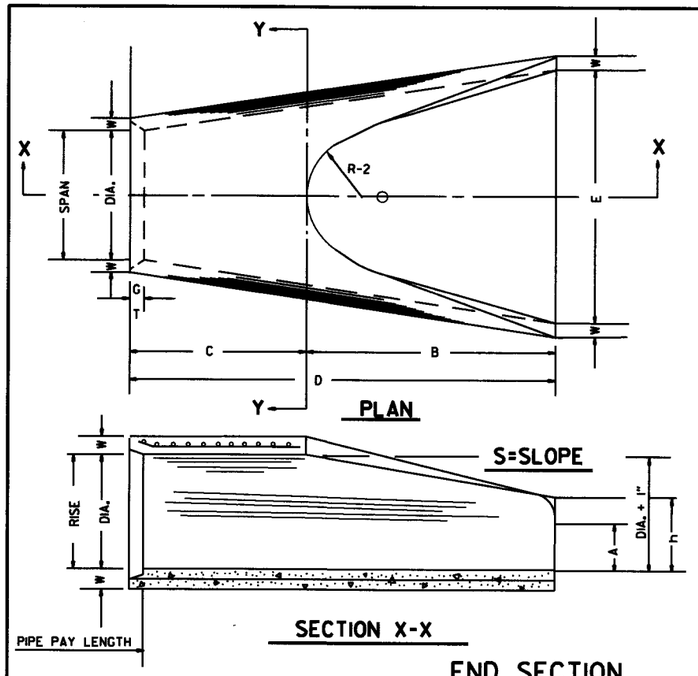
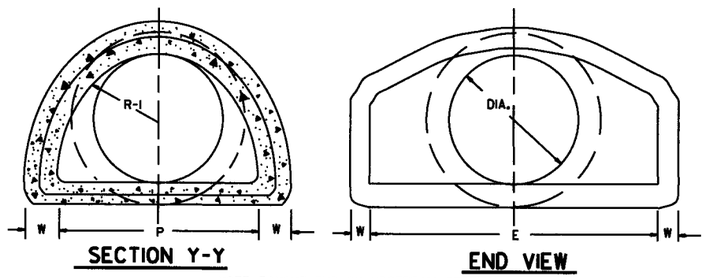


TABLE OF DIMENSIONS

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"	3sl	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3sl	25"	33¾"	16⅞"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3sl	31"	37"	18½"	15"	3¼"	1940	1'-4⅝"
36"	4"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	6'-0"	3sl	37"	47⅝"	24⅝"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3sl	43"	53⅞"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3sl	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3sl	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3sl	61"	72½"	36⅛"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3sl	73"	77⅝"	38⅝"	24"	5"	13250	4'-6"



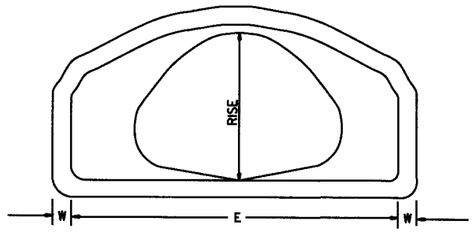
NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

END SECTION
FOR REINFORCED CONCRETE PIPE CULVERTS

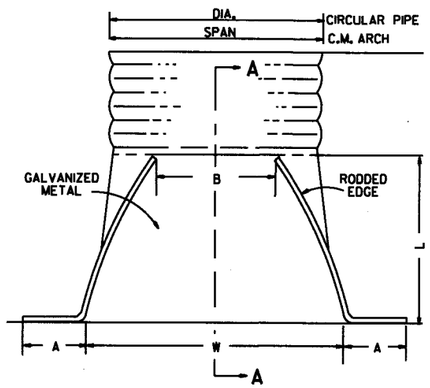
ARCH PIPE

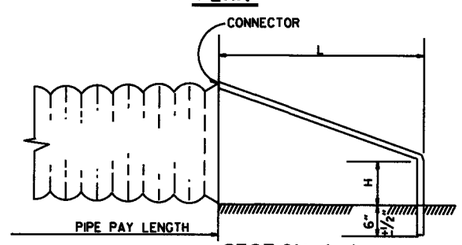
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½sl
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2¼"	2½sl
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½sl
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36⅛"	15"	2½"	2½sl
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47⅝"	20"	3"	2½sl
36	43¾	44	26⅝	27	4"	10½"	4'-0"	2'-1½"	6'-1½"	6'-6"	54⅞"	22"	3½"	2½sl
42	51⅛	51	31⅝	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½sl
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70⅝"	24"	4¼"	2½sl
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72⅛"	24"	4¾"	2½sl
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77⅝"	24"	5"	2½sl

• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

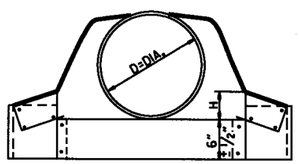


END VIEW
CONCRETE ARCH PIPE

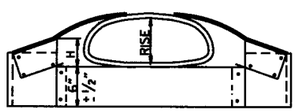




NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.



CIRCULAR PIPE



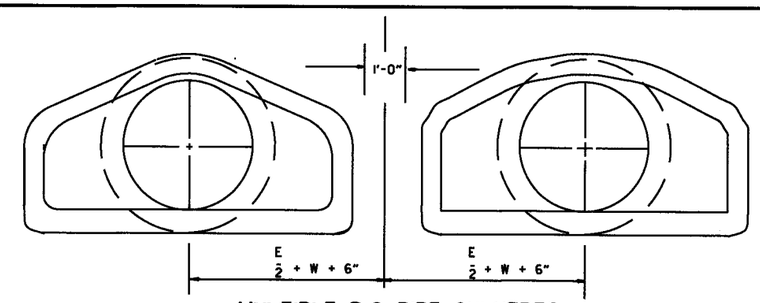
C.M. ARCH PIPE

CIRCULAR PIPE

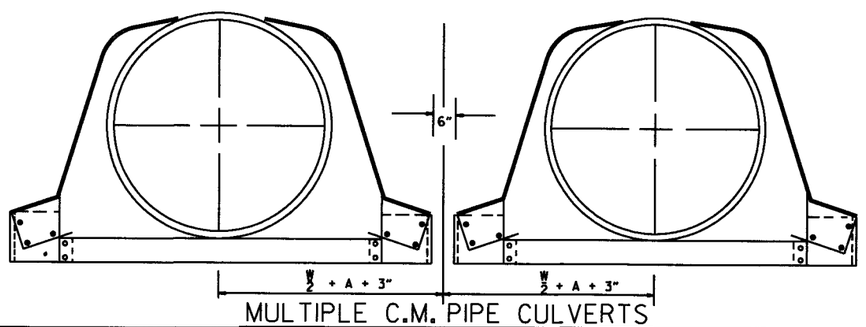
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½sl
15	16	7	8	6	26	30	2½sl
18	16	8	10	6	31	36	2½sl
21	16	9	12	6	36	42	2½sl
24	16	10	13	6	41	48	2½sl
30	14	12	16	8	51	60	2½sl
36	14	14	19	9	60	72	2½sl
42	12	16	22	11	69	84	2½sl
48	12	18	27	12	78	90	2½sl
54	12	18	30	12	84	102	2sl
60	12	18	33	12	87	114	1½sl
66	12	18	36	12	87	120	1½sl
72	12	18	39	12	87	126	1 1/3sl

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	2½sl	16
18"	21	15	7	10	6	23	36	2½sl	16
21"	24	18	8	12	6	28	42	2½sl	16
24"	28	20	9	14	6	32	48	2½sl	16
30"	35	24	10	16	6	39	60	2½sl	14
36"	42	29	12	18	8	46	75	2½sl	14
42"	49	33	13	21	9	53	85	2½sl	12
48"	57	38	18	26	12	63	90	2½sl	12
54"	64	43	18	30	12	70	102	2½sl	12
60"	71	47	18	33	12	77	114	2½sl	12



MULTIPLE R.C. PIPE CULVERTS



MULTIPLE C.M. PIPE CULVERTS

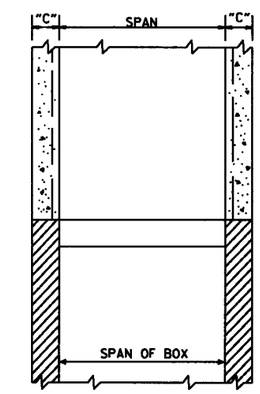
END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS

DATE	REVISION	FILE NO.
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

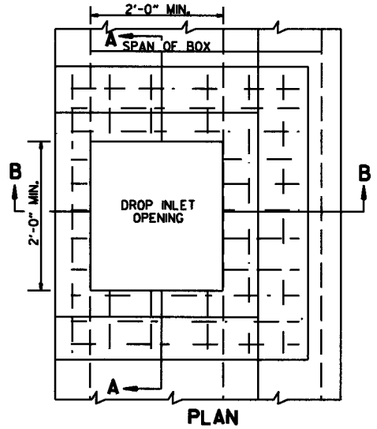
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

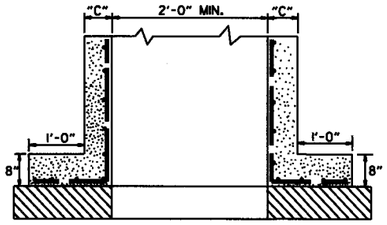
STANDARD DRAWING FES-2



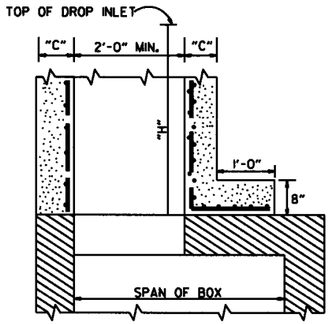
SECTION B-B



PLAN

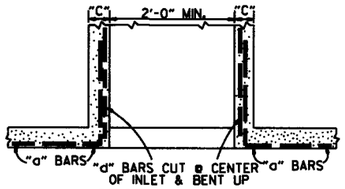


SECTION A-A

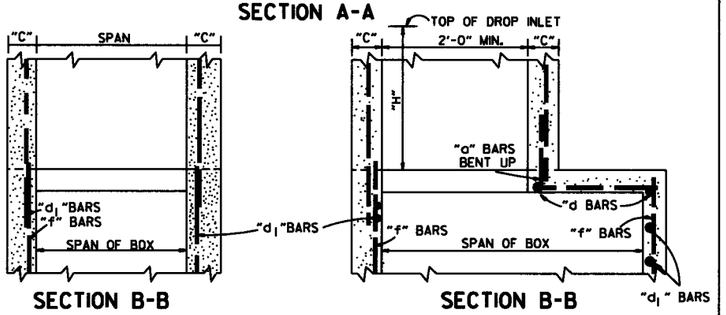


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT

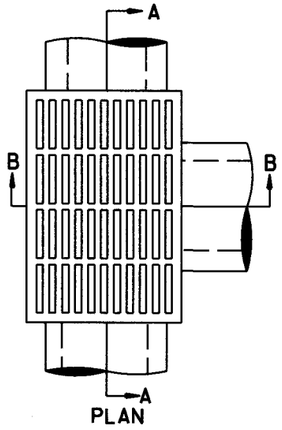


SECTION A-A

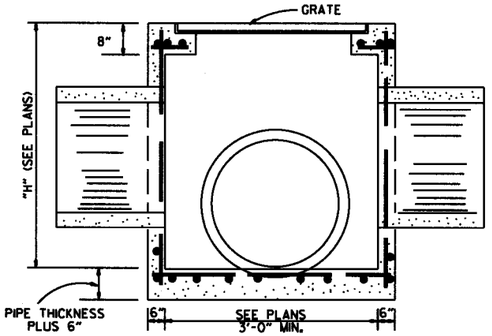


METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

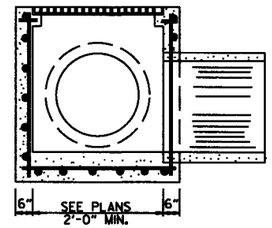
NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.



PLAN

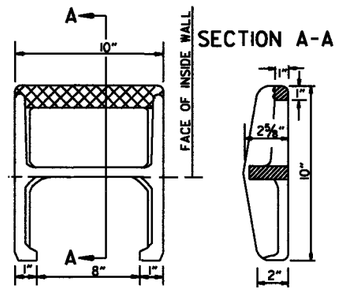


SECTION A-A



SECTION B-B

DROP INLET (TYPE E)

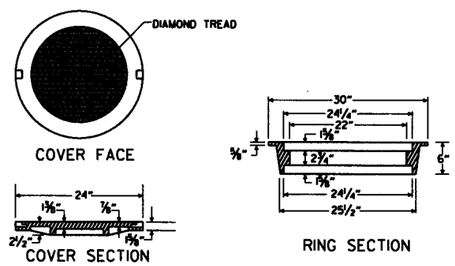


APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

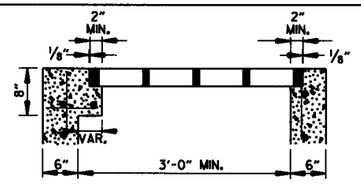
NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

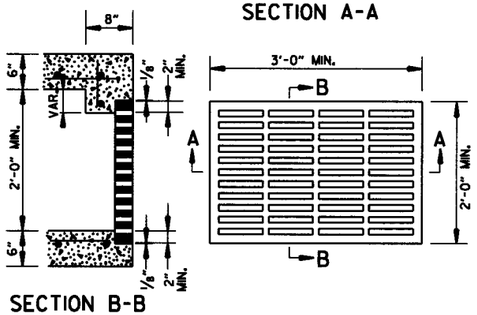


APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



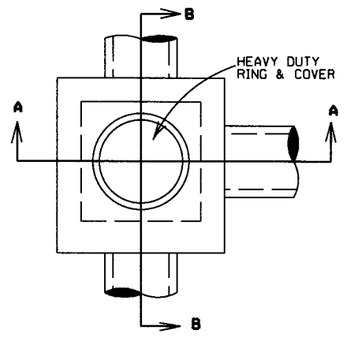
SECTION A-A



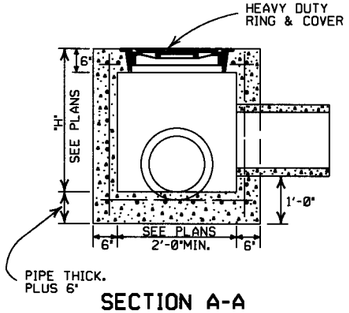
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

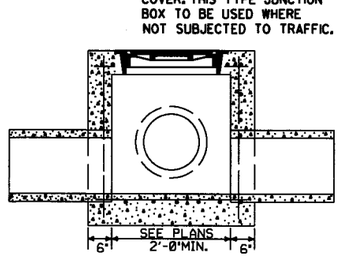
GRATE FOR TYPE E DROP INLET



PLAN

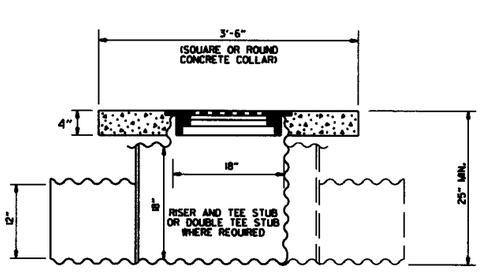


SECTION A-A

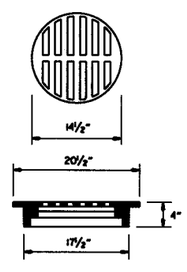


SECTION B-B

JUNCTION BOX (TYPE E)



NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".



USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

DETAIL OF YARD DRAIN

GENERAL NOTES:

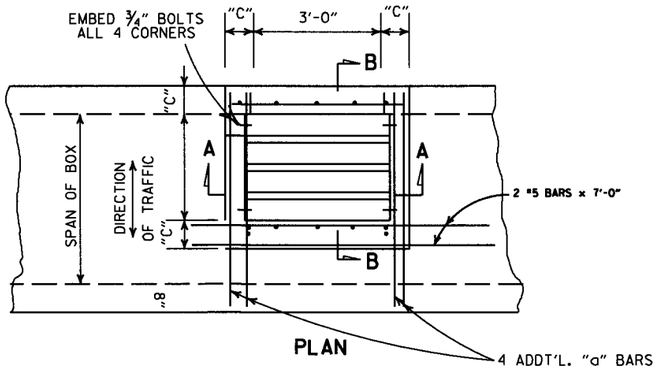
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
11-16-01	ADDED NOTE 10	
1-12-00	REVISED HEAVY DUTY RING & COVER	
7-02-98	CHANGED GRATE DETAIL, DELETED DI(TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E)	
6-26-97	ADDED DIMENSION TO TYPE IV-A	
10-18-96	ADDED DETAIL OF YARD DRAIN	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

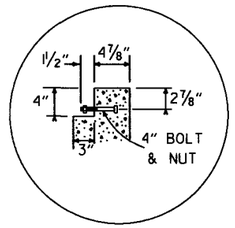
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

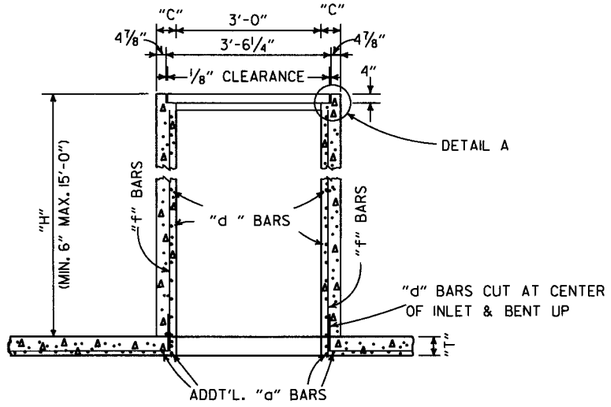
STANDARD DRAWING FPC-9



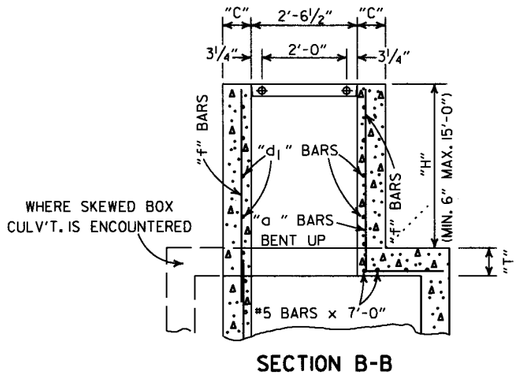
PLAN



DETAIL A



SECTION A-A

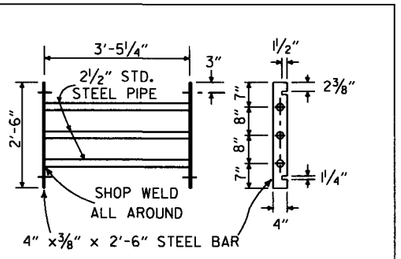


SECTION B-B

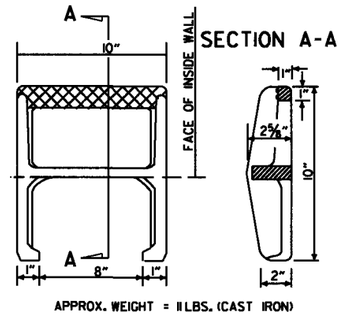
NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

DIMENSIONS & REINF. BARS FOR D.I. TO BE THE SAME AS THOSE SHOWN ON APPLICABLE STD. BARREL DRAWING FOR R.C. BOX CULVERTS.

DROP INLET TYPE "TM"
FOR REINFORCED CONC. BOX CULVERTS



GRATE DETAIL



APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

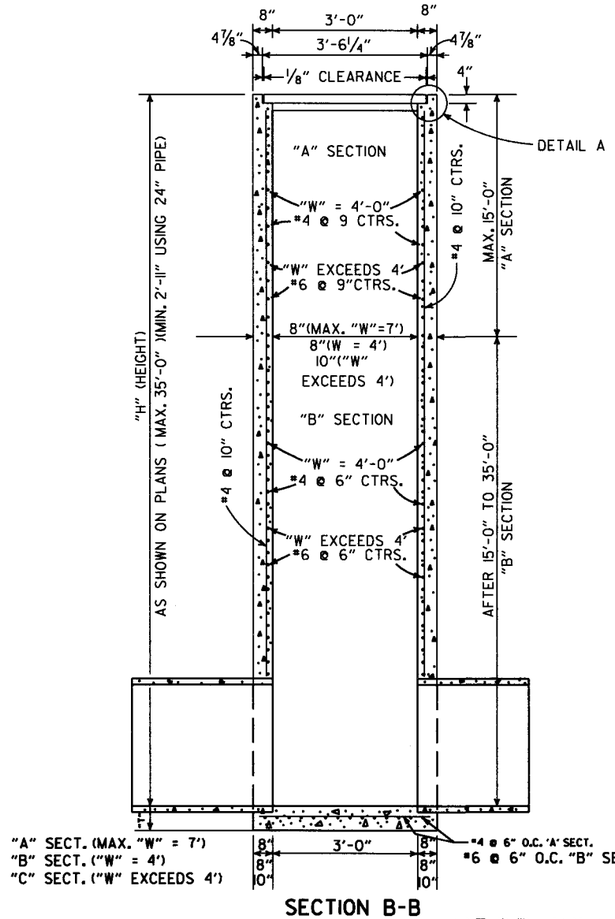
GENERAL NOTES:

1. STEEL PIPE FOR GRATES AND BOLTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 807. BOLTS SHALL CONFORM TO ONE OF THE FOLLOWING: ASTM A193, GRADE B8 CLASS 1OR 2, ASTM A307 OR AASHTO M 164.
2. STEEL PIPE FOR GRATES SHALL BE "STANDARD WEIGHT" PIPE CONFORMING TO ASTM A53 NATIONAL STANDARD PIPE.
3. BOLTS, NUTS, WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232 OR AASHTO M 298, CLASS 40 OR 50.
4. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
5. ALL #4 AND #5 REINFORCING BARS TO HAVE 1½" COVER. LARGER SIZES TO HAVE 2" COVER.
6. THE COMPLETE PIPE GRATE SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

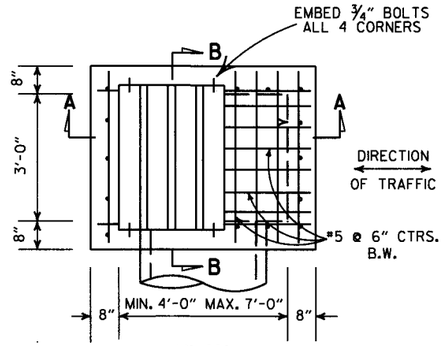
TABLE OF "W" DIMENSIONS

I.D. PIPE	SKEW OF CROSS DRAIN		
	STRAIGHT	30°	45°
	"W"	"W"	"W"
24"	4'-0"	4'-0"	4'-0"
30"	4'-0"	4'-0"	4'-5"
36"	4'-0"	4'-3"	5'-3"
42"	4'-3"	4'-11"	6'-1"
48"	4'-10"	5'-7"	6'-11"

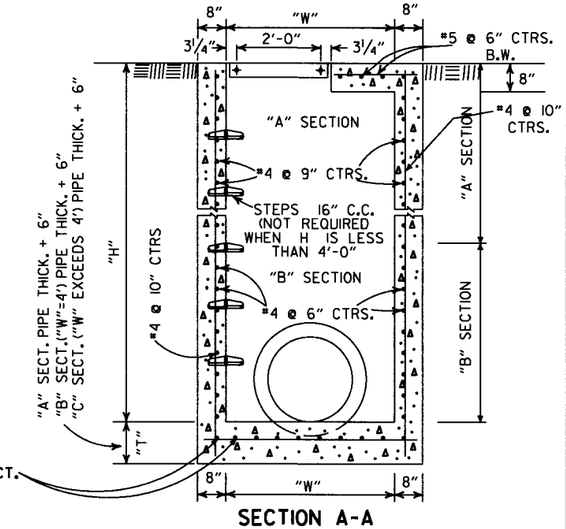
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

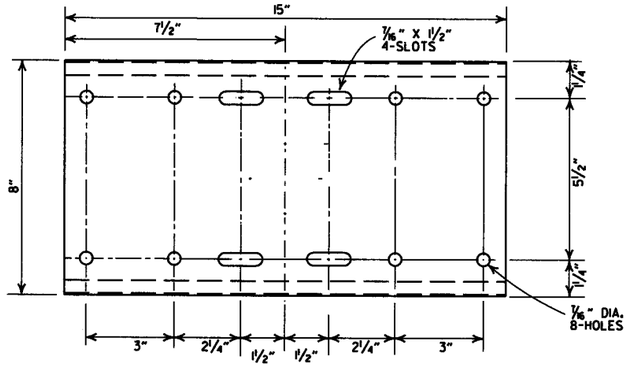
DROP INLET(TYPE RM)

8-22-02	ADDED & REVISED DIMENSION TO SECTION A-A	
1-12-00	CORRECTED DIMENSION ON SECTION B-B	
11-06-97	ADDED DIMENSION TO SECTION A-A	
10-18-96	REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS	
10-1-92	ADDED DIRECTION OF TRAFFIC	10-1-92
8-15-91	ADDED NOTE ABOUT PAINTING OF GRATE	8-15-91
11-30-89	ALTERED DETAIL A	11-30-89
7-15-88	REVISED STEP DETAIL,TM & RM D.I. & GRATE DETAIL	719-7-15-88
10-2-72	REVISED AND REDRAWN	542-10-2-72
REVISED		DATE FILMED

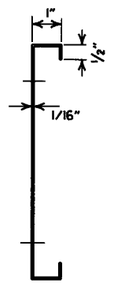
ARKANSAS STATE HIGHWAY COMMISSION

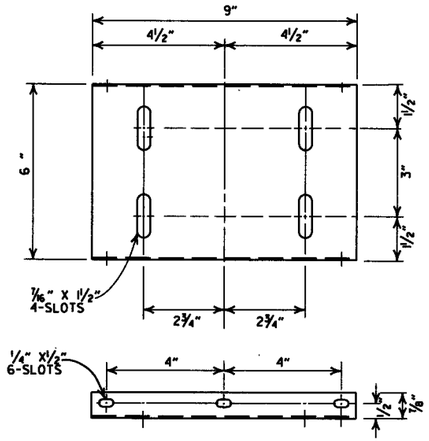
DETAILS OF DROP INLETS

STANDARD DRAWING FPC-9D

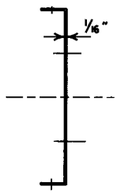


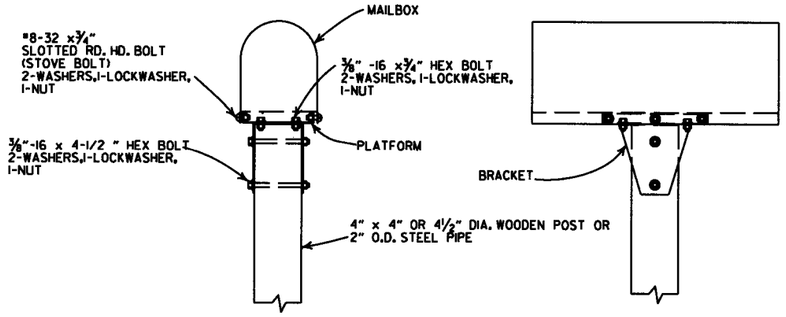
SHELF



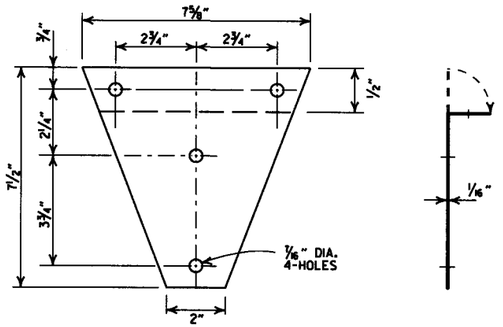


PLATFORM





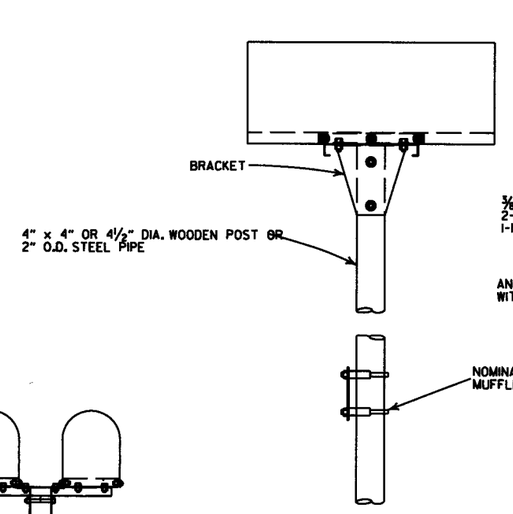
SINGLE INSTALLATION



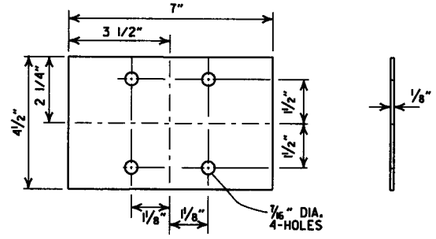
BRACKET

GENERAL NOTES

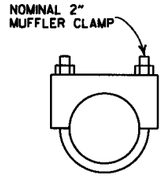
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED 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 AHTD QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



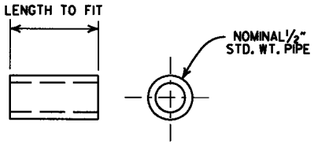
DOUBLE INSTALLATION



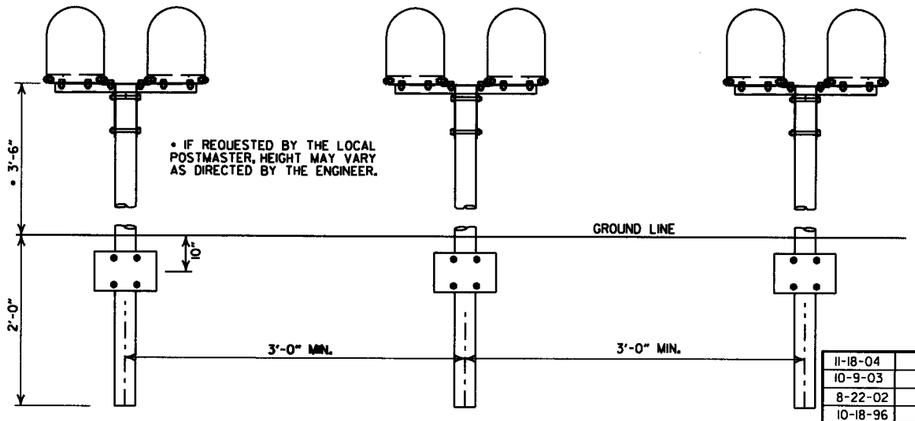
ANTI-TWIST PLATE



CLAMP



SPACER



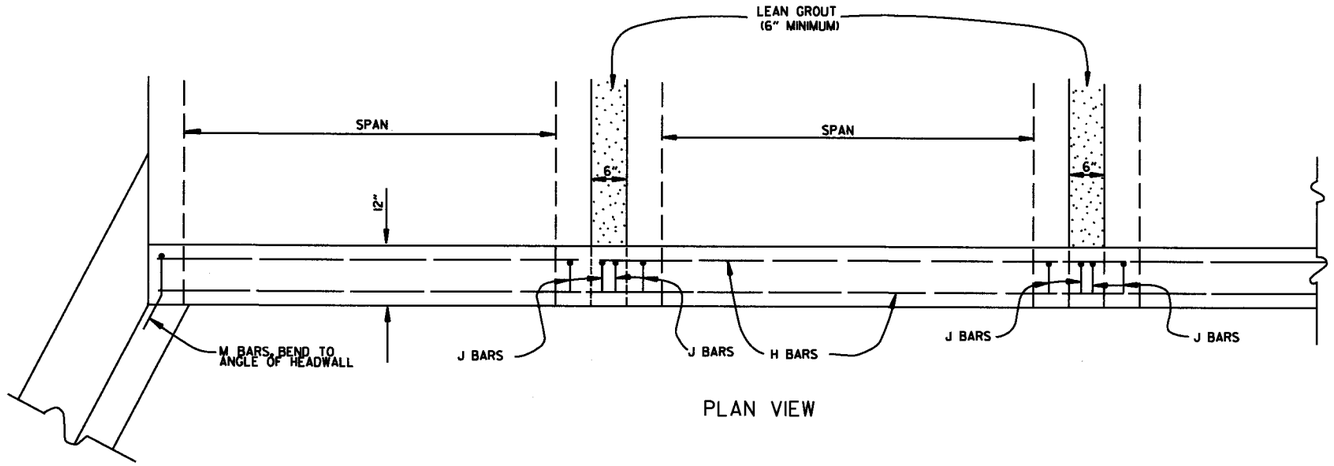
SPACING FOR MULTIPLE POST INSTALLATION

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

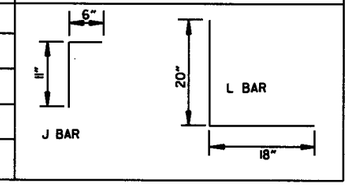
STANDARD DRAWING MB-1



PLAN VIEW

BAR LIST

BAR	NO.	SIZE	LENGTH	BAR BENDING DIAGRAM
H	2	#4	•	
I	•	#4	•	
J	•	#4	1'-5"	
L	•	#4	3'-2"	
M	•	#4	1'-8"	



• NOTE: LENGTH AND NUMBER OF BARS VARIES WITH SIZE OF CULVERT

GENERAL NOTES

WINGS, CURTAIN WALLS AND APRONS SHALL BE TIED TO THE PRECAST CULVERT SECTION BY CASTING BARS IN CULVERT END SECTIONS AS SHOWN OR BY DOWELING AND GROUTING. J BARS AND M BARS SHALL BE EMBEDDED A MINIMUM OF 10" IN PRECAST BOX.

WINGS, FOOTINGS, APRONS AND CURTAIN WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE WING DRAWING. STEEL AND CONCRETE QUANTITIES WILL BE ADJUSTED TO FIT THE IN-PLACE WIDTH & HEIGHT OF THE PRECAST CONCRETE BOX CULVERTS.

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

WINGWALLS AND FOOTINGS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL CONCRETE, REINFORCING STEEL, LEAN GROUT, MEMBRANE WATERPROOFING, DRAINAGE FILL MATERIAL, GEOTEXTILE FILTER FABRIC, LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR INSTALLING PRECAST BOX CULVERTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR THE ITEMS AS SPECIFIED IN SECTION 607 OF THE STANDARD SPECIFICATIONS.

LEAN GROUT SHALL CONSIST OF A SAND CEMENT MIXTURE MEETING THE FOLLOWING REQUIREMENTS:
PORTLAND CEMENT SHALL BE TYPE I AND SHALL MEET THE REQUIREMENTS OF AASHTO M 85.
SAND SHALL MEET THE REQUIREMENTS OF FINE AGGREGATE AS SPECIFIED IN SECTION 802.02 OF THE STANDARD SPECIFICATIONS.
THE SAND CEMENT MIXTURE SHALL CONSIST OF NOT LESS THAN 1.5 SACKS OF PORTLAND CEMENT PER TON OF MATERIAL MIXTURE.
THE MIXTURE SHALL CONTAIN SUFFICIENT WATER TO HYDRATE THE CEMENTS. THE SAND CEMENT MIXTURE SHALL BE PLACED IN MAXIMUM 8 INCH THICK LIFTS, LOOSE MEASURE, AND THOROUGHLY RODDED AND TAMPED AROUND BOX TO THOROUGHLY FILL ALL VOIDS.

MEMBRANE WATERPROOFING CONFORMING TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL BOX CULVERT JOINTS.

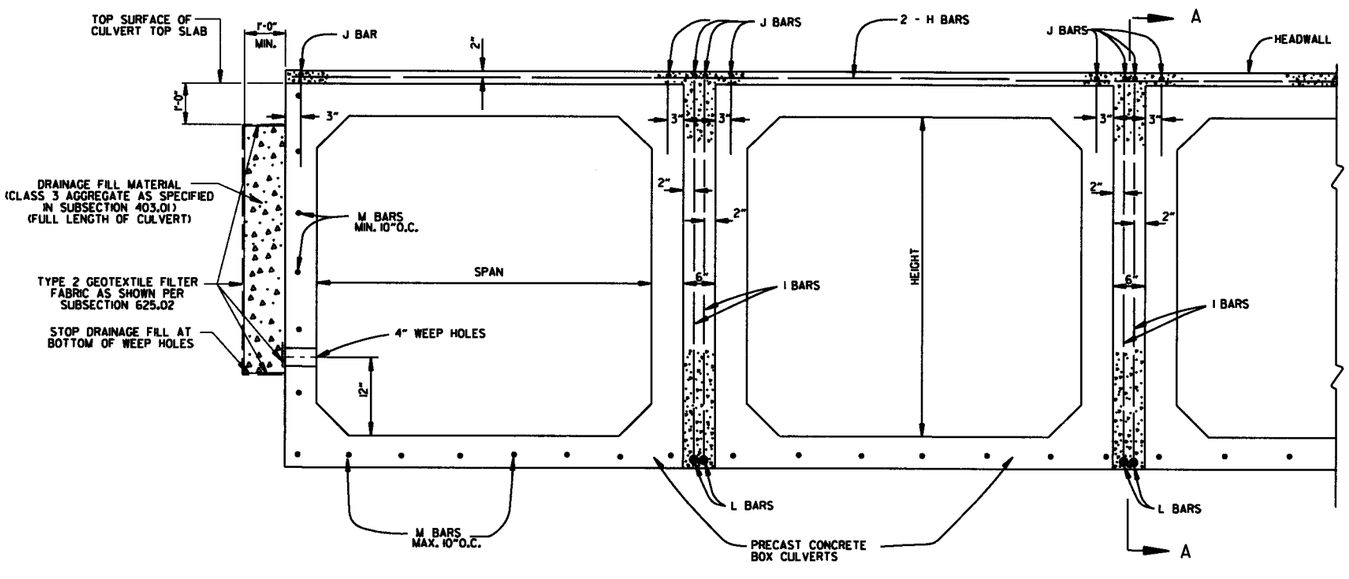
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

IN OUTER BARRELS, ONE WEEP HOLE IS REQUIRED IN EXTERIOR WALLS OF EACH PRECAST CULVERT SECTION. WEEP HOLES SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" IN THE ASSEMBLED CULVERT AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

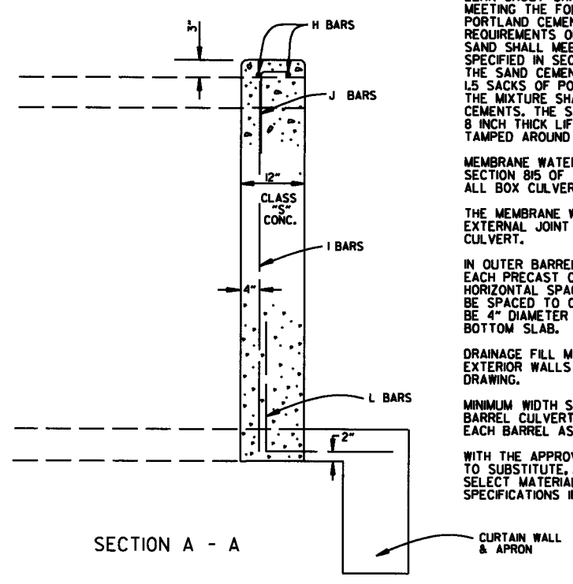
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT. SEE DETAILS ON THIS DRAWING.

MINIMUM WIDTH SHALL BE 12" (6" ON EACH SIDE OF JOINT). ON MULTIPLE BARREL CULVERTS, MEMBRANE WATERPROOFING SHALL BE APPLIED TO EACH BARREL AS DESCRIBED ABOVE.

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, FLOWABLE SELECT MATERIAL CONFORMING TO SECTION 206 OF THE STANDARD SPECIFICATIONS IN LIEU OF LEAN GROUT.



END VIEW



SECTION A - A

DATE	REVISION	DATE FILMED
1-28-15	REVISED GEOTEXTILE FABRIC PLACEMENT	
12-15-11	ADDED NOTE & DTLS FOR WEEP HOLE AND DRAINAGE FILL	
10-15-09	ADDED GENERAL NOTE	
8-10-05	REVISED SPACING OF "M" BARS	
4-10-03	REVISED GENERAL NOTES	
10-18-96	CORRECTED AASHTO REF.	
10-1-92	ADDED NOTE FOR MEMBRANE WATERPROOFING	
8-15-91	ADDED NOTE FOR LEAN GROUT	
11- 8-90	REVISED FOR 1991 SPECS	
11-30-89	ISSUED; JABE	

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	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	31⅝	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.

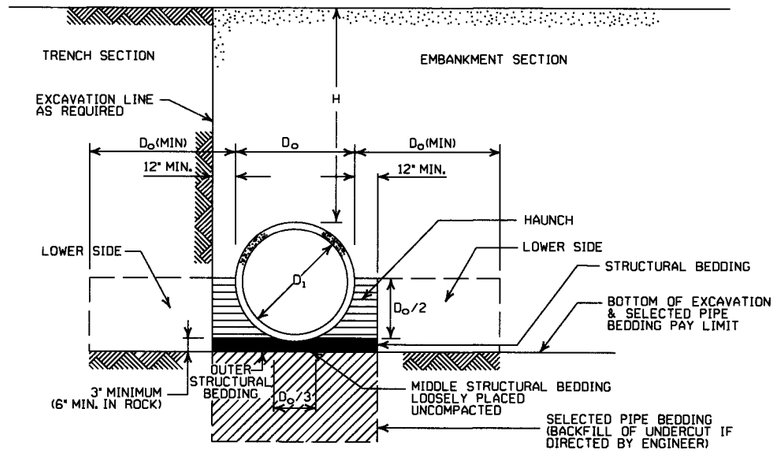
- LEGEND -

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.

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.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT 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."

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
		2⅔ 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

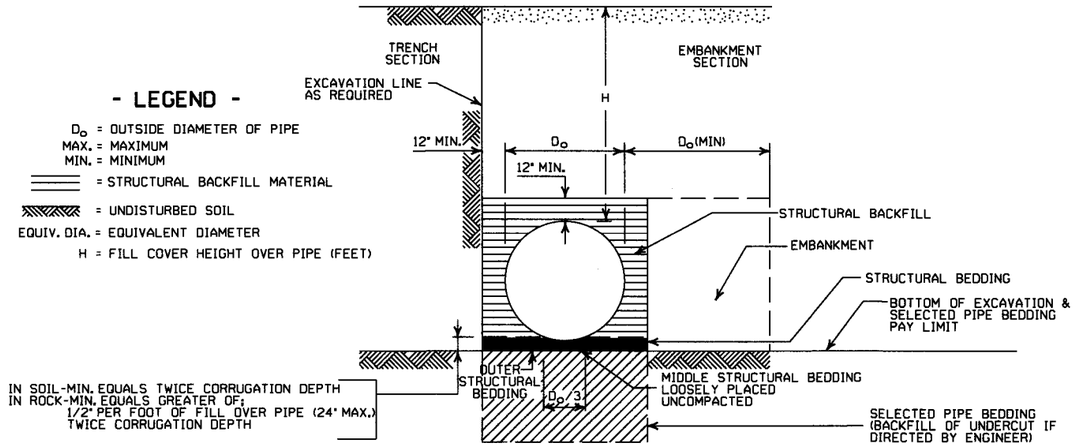
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL			ALUMINUM		
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	MAX. HEIGHT OF FILL, "H" (FT.) 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 STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

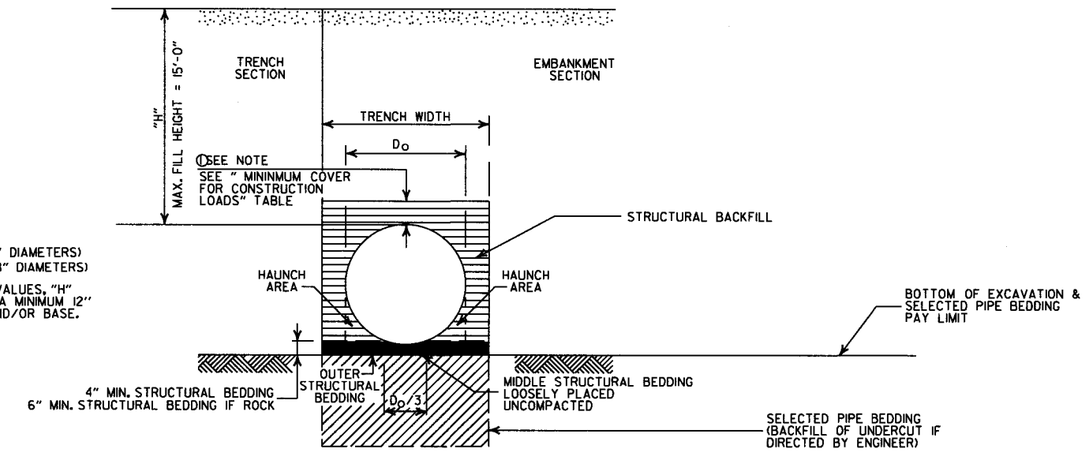
PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFROM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
Ø = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET) "H" < 10'-0"	TRENCH WIDTH (FEET) "H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

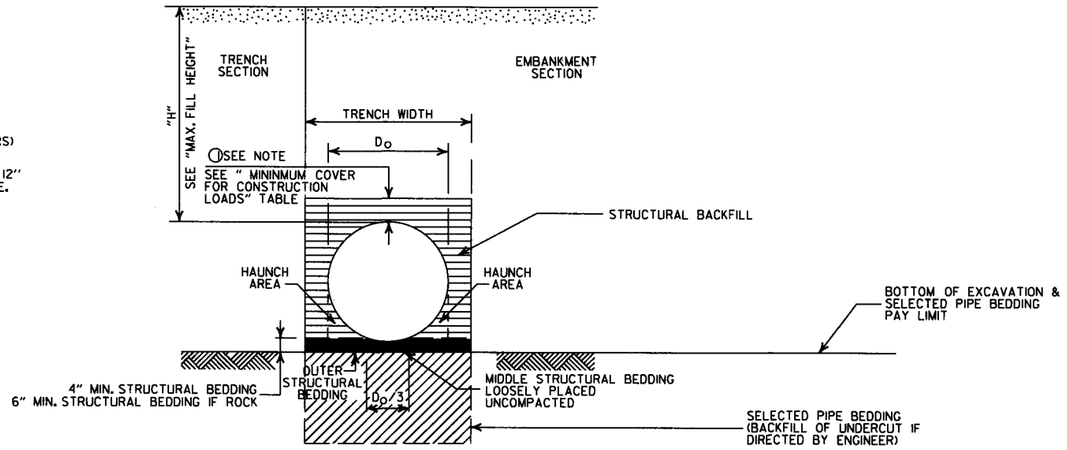
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS 18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFROM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

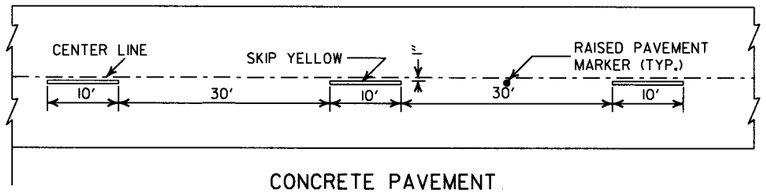
DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

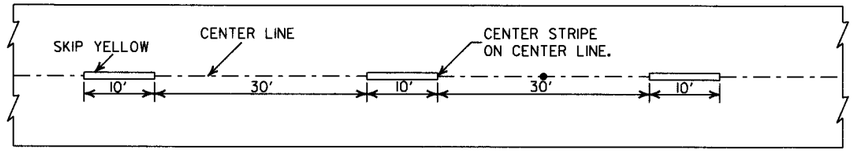
PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

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.

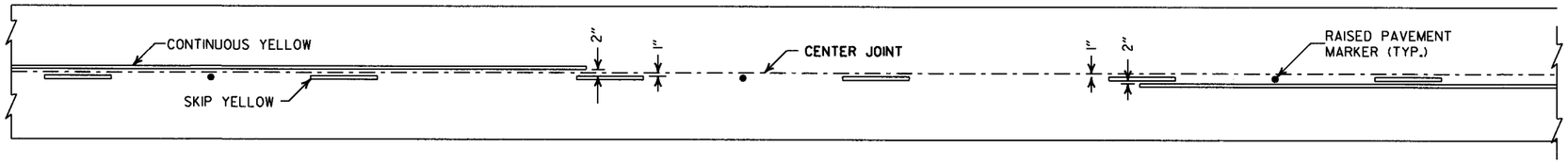


CONCRETE PAVEMENT

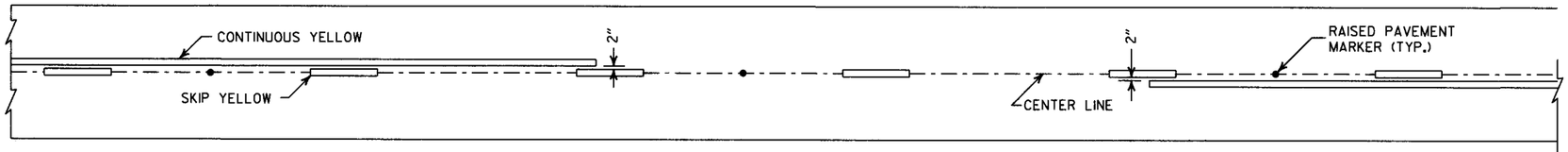


ASPHALT PAVEMENT

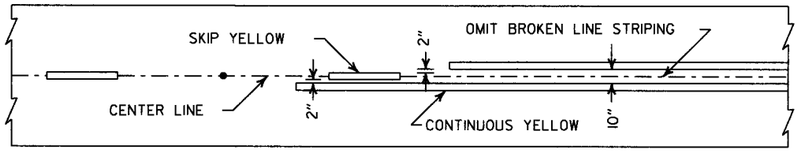
BROKEN LINE STRIPING



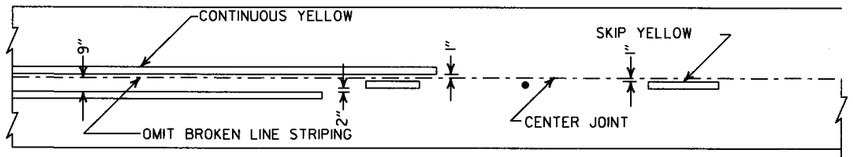
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

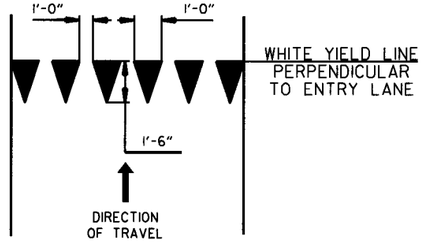


ASPHALT PAVEMENT

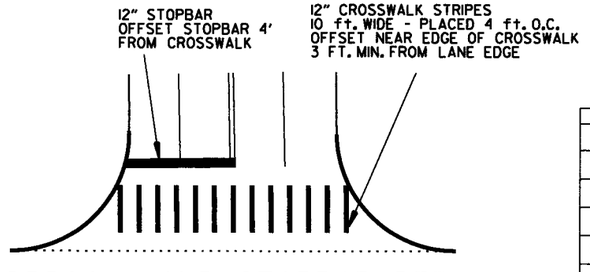


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

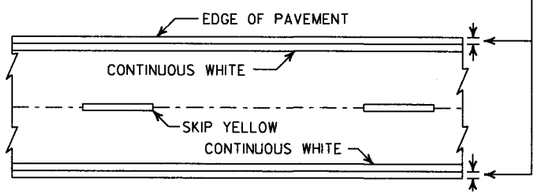


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

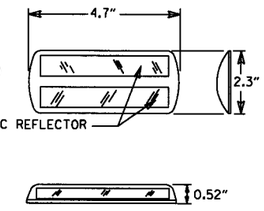
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



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 AHTD QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
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

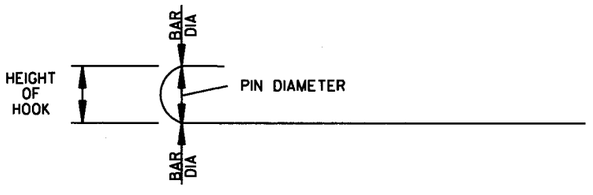
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



NOTE: DIMENSIONS OF BARS ARE MEASURED OUT TO OUT OF BARS.

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

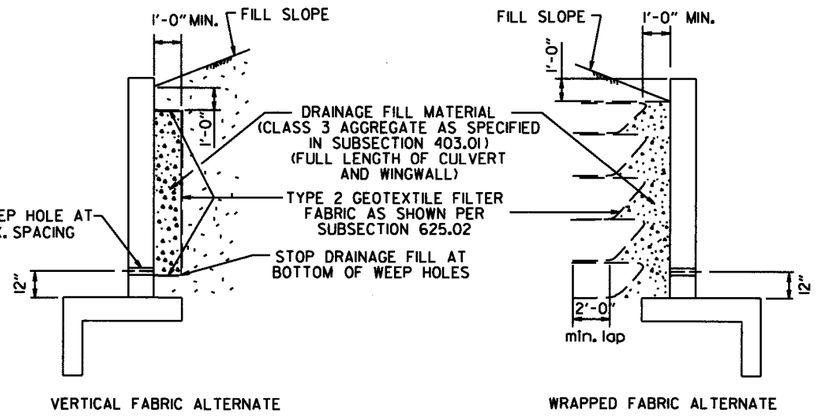
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

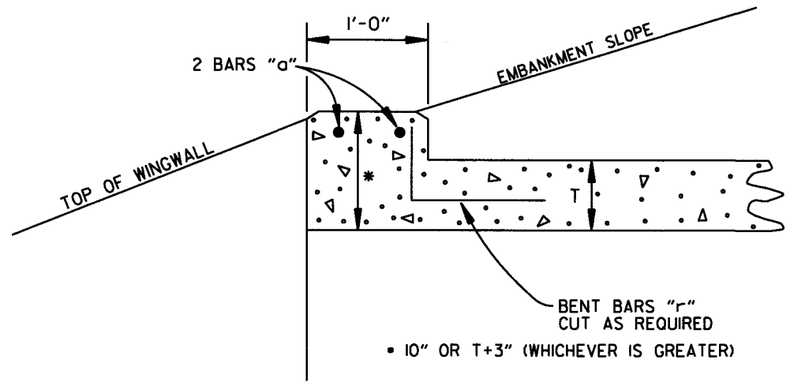
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

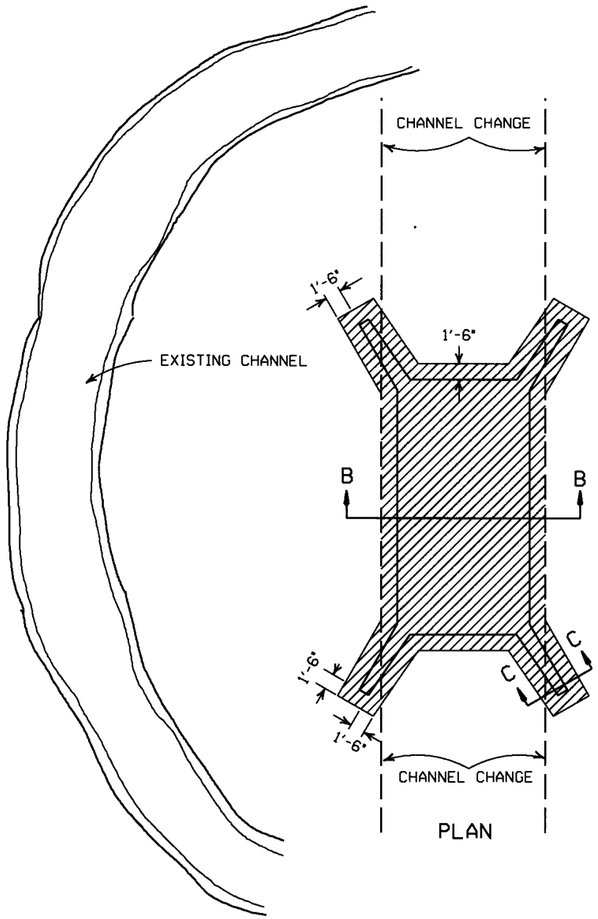
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

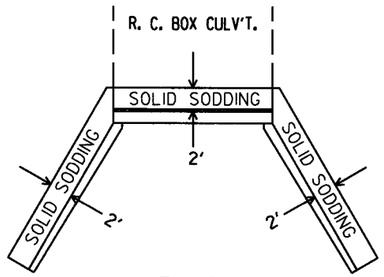
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



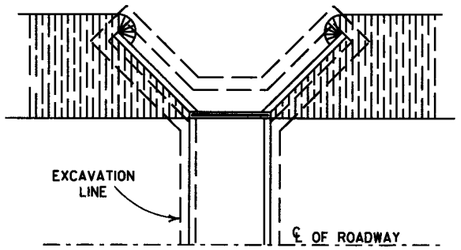
PLAN



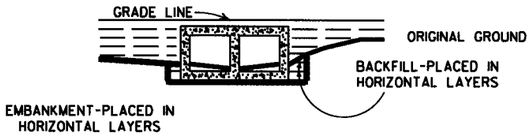
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

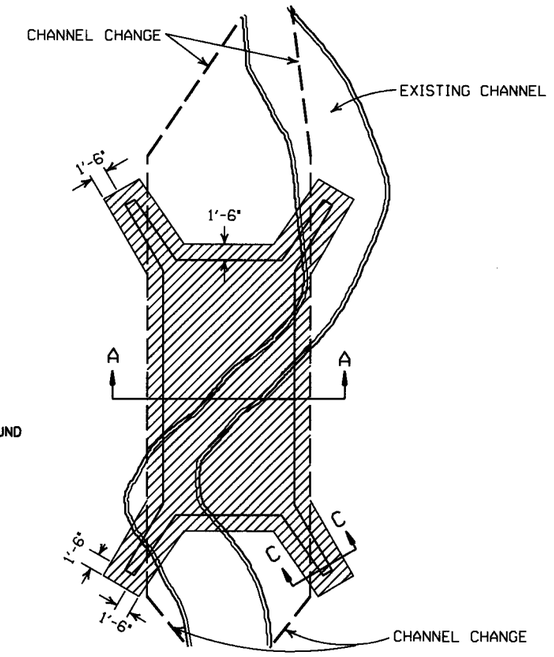


PLAN

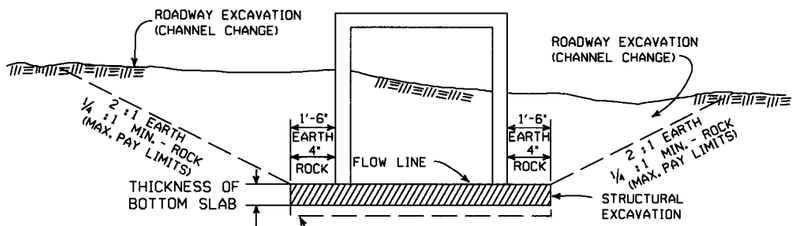


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

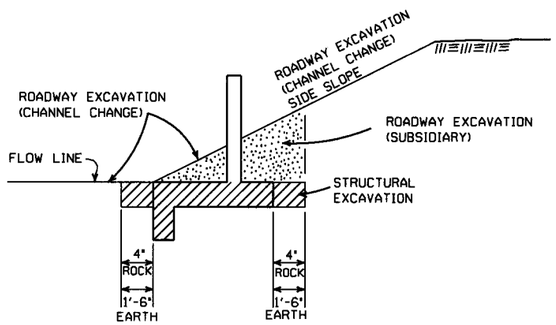


PLAN

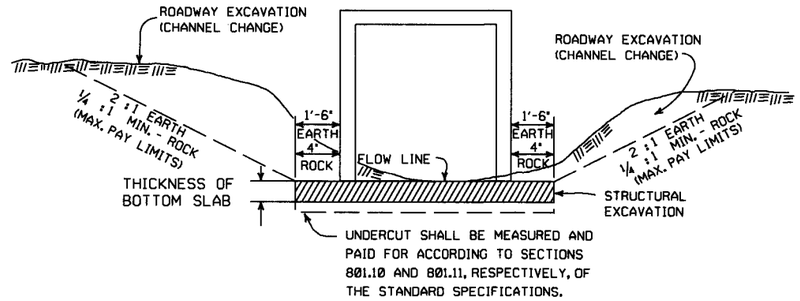


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

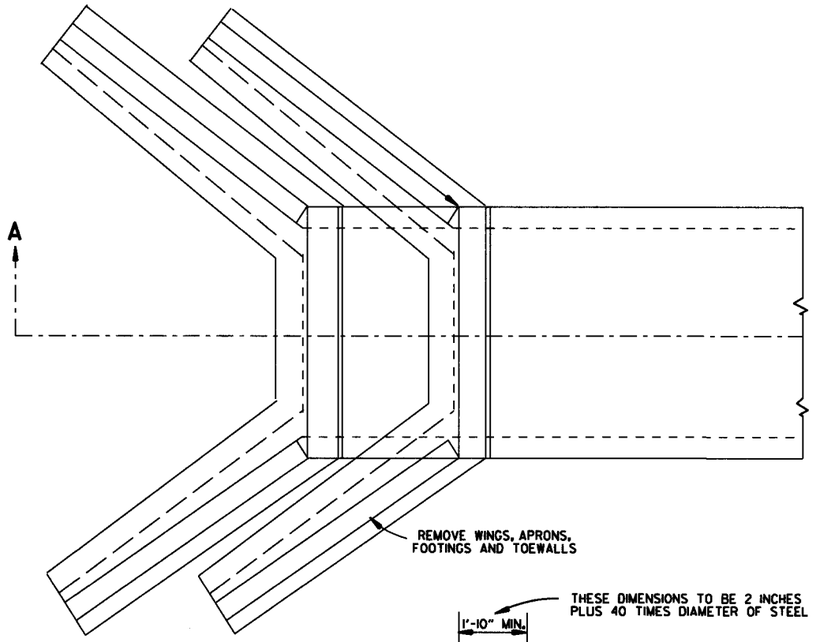
ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES	674-1-4-83
	AND ADDED MAXIMUM PAY	
	LIMIT NOTES.	
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

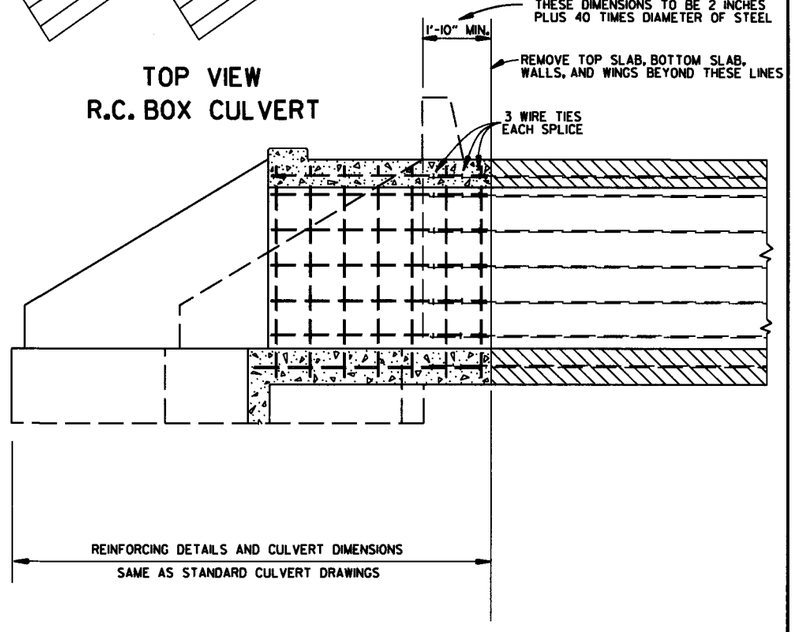
ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2

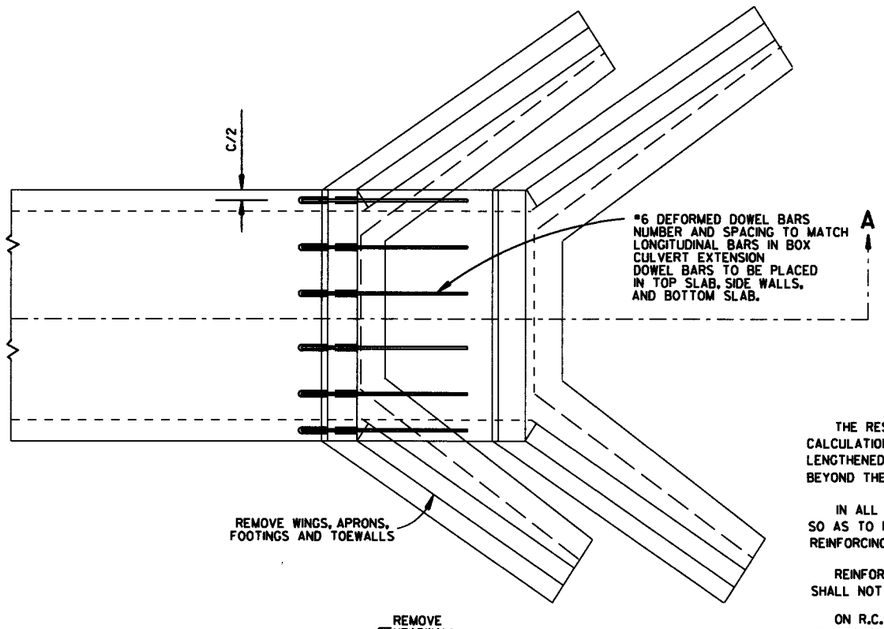


TOP VIEW
R.C. BOX CULVERT

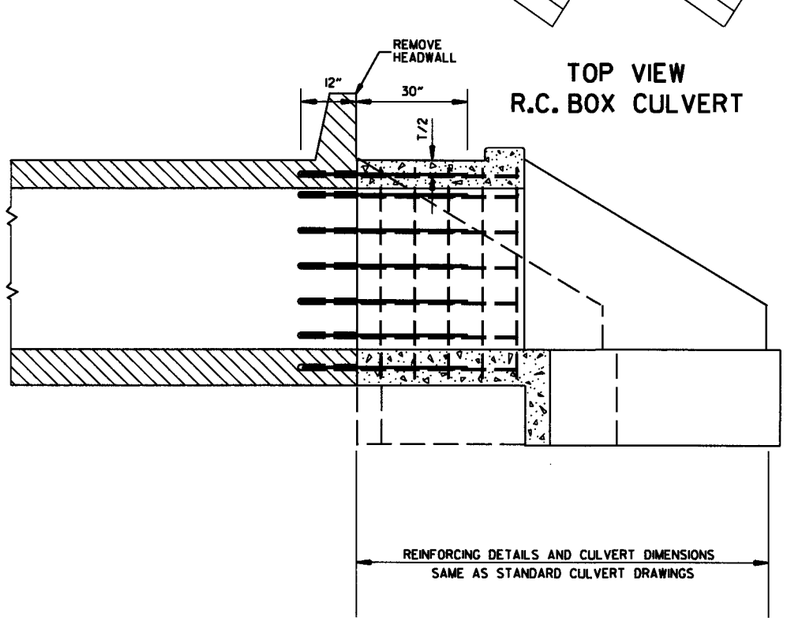


SECTION A-A

METHOD 1



TOP VIEW
R.C. BOX CULVERT



SECTION A-A

METHOD 2

GENERAL NOTES

	USE FOR METHOD
THE RESIDENT ENGINEER WILL MAKE INDIVIDUAL CALCULATIONS OF QUANTITIES FOR EACH STRUCTURE LENGTHENED, MAKING NO ALLOWANCE FOR OVERBREAKAGE BEYOND THE LINES INDICATED.	1
IN ALL INSTANCES CONCRETE SHALL BE REMOVED SO AS TO PERMIT FULL 40 DIAMETER SPLICE OF REINFORCING STEEL.	1
REINFORCING STEEL REMOVED FROM EXISTING STRUCTURE SHALL NOT BE REUSED IN CONSTRUCTING EXTENSION.	1&2
ON R.C. BOX CULVERTS THAT HAVE AN EXISTING CONCRETE APRON; THE CONCRETE APRON SHALL BE REMOVED WITH THE WINGS. THE COST OF REMOVING ALL OLD CONCRETE WILL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR NEW CONCRETE OF THE CLASS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.	1&2
MATERIALS FOR SECURING DOWEL BARS SHALL MEET THE REQUIREMENTS OF SECTION 507.02 OF THE STANDARD SPECIFICATIONS.	2
DOWEL BARS SHALL BE INSTALLED AS FOLLOWS; THE DRILLING PROCEDURE SHALL BE APPROVED BY THE ENGINEER, THE FILLING SYSTEM SHALL BE APPROVED BY THE ENGINEER, AND SHALL BE AN INJECTION-TYPE SYSTEM WHICH WILL INSURE THAT SUFFICIENT MATERIAL IS INJECTED SO IT COMPLETELY SURROUNDS THE BARS AND FILLS THE HOLES.	2
THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER METHOD 1 OR METHOD 2 REGARDLESS OF WHICH METHOD IS USED. PAY QUANTITIES WILL BE CALCULATED BASED ON METHOD 1.	1&2

NOTE;
NO PART OF THIS STANDARD IS TO BE USED FOR ANY DETAILS RELATIVE TO NEW CONSTRUCTION.

SEE STANDARD DRAWING LISTED IN TABULATION OF STRUCTURES FOR ALL NEW CONSTRUCTION DETAILS.

DATE	REVISION	DATE FILM
10-12-95	CHANGED DRAWING # FROM 144-A	
4-1-93	ADDED GENERAL NOTE	
10-1-92	ADDED ALT. METHOD OF EXTENSION	
11-30-89	REDRAWN	
1-4-83	ELIMINATED CONCRETE CLASS	
12-20-56	RETRACED	

ARKANSAS STATE HIGHWAY COMMISSION

METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS

STANDARD DRAWING RCB-3

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	65 MPH e	65 MPH Ls (FT) MINIMUM	65 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 30'	N.C.			N.C.			N.C.			N.C.			0.023			N.C.			N.C.		
0° 45'	N.C.			N.C.			R.C.			0.022			0.030			0.025			0.028		
1° 00'	N.C.			N.C.			0.021			0.026			0.037			0.033	250		0.037	275	
1° 15'	N.C.			R.C.			0.026			0.032			0.043	250		0.041		350	0.046		350
1° 30'	N.C.			0.021			0.031	200		0.037	225		0.049		350	0.048			0.054		
1° 45'	N.C.			0.025	175		0.036			0.043		350	0.055			0.055			0.062		
2° 00'	R.C.			0.028			0.040			0.048			0.061			0.062			0.070		
2° 15'	R.C.			0.031			0.045			0.053			0.067			0.069	265		0.078	300	
2° 30'	0.021			0.034			0.049			0.058			0.073			0.075	280		0.085	315	400
2° 45'	0.024			0.037			0.053			0.063			0.079			0.081	300		0.091	335	
3° 00'	0.025			0.040			0.057			0.067	230		0.077	260		0.087	315		0.096	350	
3° 15'	0.027	150		0.043			0.061			0.072	245		0.082	275		0.090	325	400	0.098	360	450
3° 30'	0.029			0.046			0.065	205		0.076	255		0.086	285		0.095	340		0.100	360	
3° 45'	0.031		250	0.049			0.069	215		0.080	265		0.090	295	400	0.097	345		D MAX = 3° 30'		
4° 00'	0.033			0.051			0.072	225		0.083	270		0.093	305		0.099	350				
4° 30'	0.037			0.056			0.078	240		0.087	280		0.096	315		D MAX = 4° 15'					
5° 00'	0.040			0.061			0.083	250		0.091	295	400	0.098	320							
5° 30'	0.043			0.066	185		0.088	260		0.094	300		D MAX = 5° 15'								
6° 00'	0.046			0.070	190		0.092	270		0.096	305										
6° 30'	0.050			0.074	200		0.095	280	350	0.100	315										
7° 00'	0.053			0.078	210		0.098	285		D MAX = 6° 30'											
7° 30'	0.056			0.081	215		0.099	290													
8° 00'	0.058			0.084	220	300	0.100	290													
8° 30'	0.061			0.087	225		D MAX = 8° 15'														
9° 00'	0.063			0.089	230																
10° 00'	0.068	160		0.094	235																
11° 00'	0.072	170		0.097	250																
12° 00'	0.076	175		0.099	250																
13° 00'	0.080	180		0.100	250																
14° 00'	0.083	190		D MAX = 13° 15'																	
15° 00'	0.086	195																			
16° 00'	0.089	200																			
17° 00'	0.091	200																			
18° 00'	0.093	205																			
19° 00'	0.095	210																			
20° 00'	0.097	215	300																		
21° 00'	0.098	215																			
22° 00'	0.099	215																			
23° 00'	0.099	215																			
24° 00'	0.100	220																			

D MAX = 24° 45'

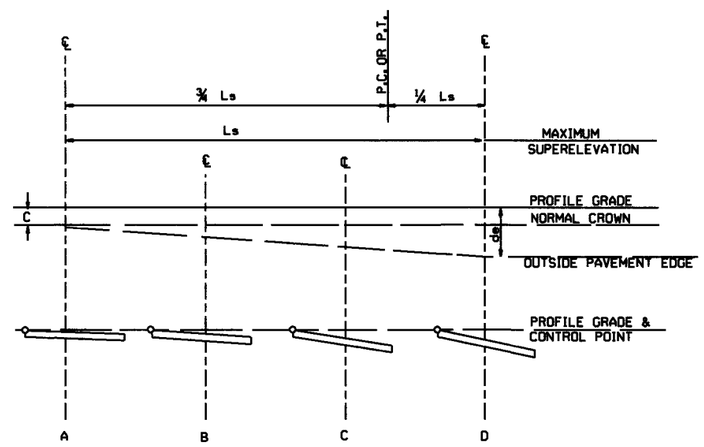
GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%

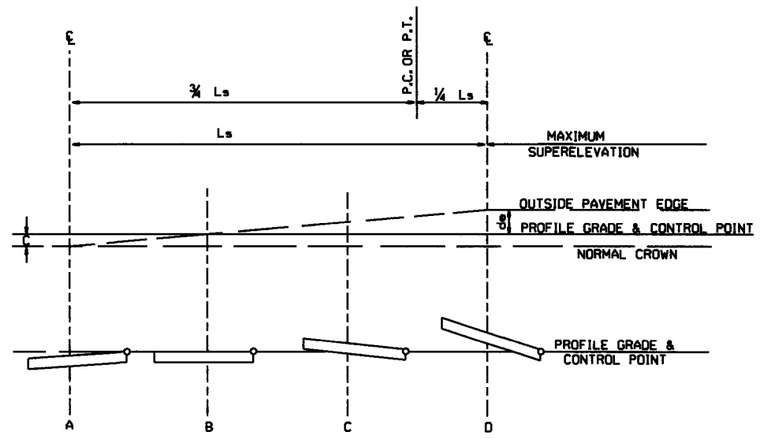
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILMED
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

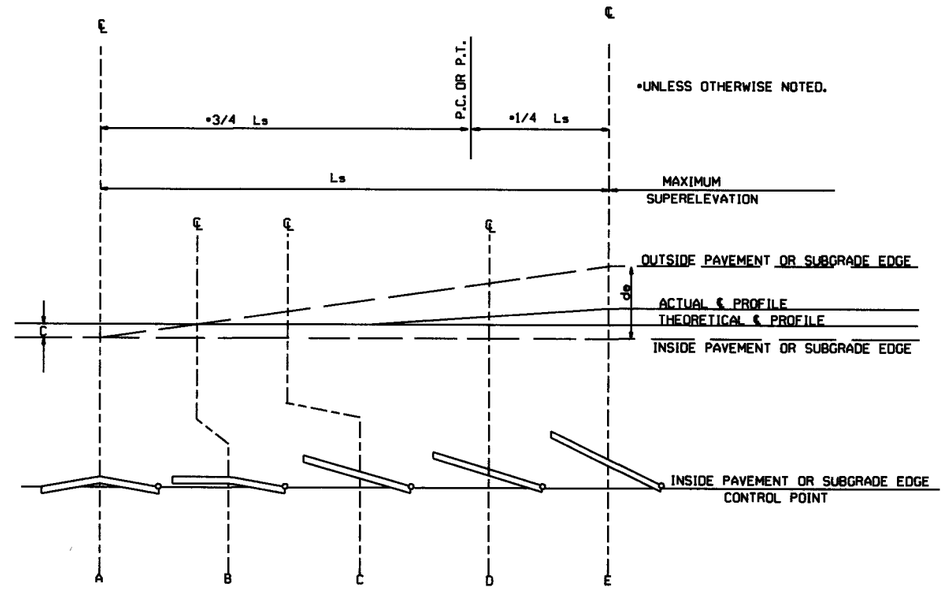
SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 30'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 45'	N.C.			N.C.			R.C.			0.022			0.023			0.028		
1° 00'	N.C.			N.C.			0.021			0.026			0.030			0.037	275	300
1° 15'	N.C.			R.C.			0.026			0.032			0.037			0.046		
1° 30'	N.C.			0.021			0.031	200		0.037	225		0.043	250		0.054		
1° 45'	N.C.			0.025	175		0.036			0.043		300	0.048		300	0.062		
2° 00'	R.C.			0.028			0.040			0.048			0.053			0.070		
2° 15'	R.C.			0.031			0.045		250	0.053			0.058			0.078	300	350
2° 30'	0.021			0.034			0.049			0.058			0.063			0.085	315	
2° 45'	0.023			0.037			0.053			0.063			0.068			0.091	335	
3° 00'	0.025			0.040			0.057			0.067	230		0.072	260		0.096	350	
3° 15'	0.027			0.043			0.061			0.072	245		0.077	275		0.098	360	400
3° 30'	0.029			0.046			0.065	205		0.076	255		0.082	285		0.100	360	
3° 45'	0.031			0.049			0.069	215		0.080	265		0.086	295				
4° 00'	0.033			0.051			0.072	225		0.083	270		0.090	305	350			
4° 30'	0.037			0.056			0.078	240		0.087	280	350	0.095	315				
5° 00'	0.040			0.061			0.083	250		0.091	295		0.098	320				
5° 30'	0.043			0.066	185		0.088	250		0.094	300							
6° 00'	0.046			0.070	190		0.092	270		0.096	305							
6° 30'	0.050			0.074	200		0.095	280	300	0.100	315							
7° 00'	0.053			0.078	210		0.098	285										
7° 30'	0.056			0.081	215		0.099	290										
8° 00'	0.058			0.084	220		0.100	290										
8° 30'	0.061			0.087	225	250												
9° 00'	0.063			0.089	230													
10° 00'	0.068	160		0.094	235													
11° 00'	0.072	170		0.097	250													
12° 00'	0.076	175		0.099	250													
13° 00'	0.080	180		0.100	250													
14° 00'	0.083	190																
15° 00'	0.086	195																
16° 00'	0.089	200																
17° 00'	0.091	200																
18° 00'	0.093	205																
19° 00'	0.095	210																
20° 00'	0.097	215	250															
21° 00'	0.098	215																
22° 00'	0.099	215																
23° 00'	0.099	215																
24° 00'	0.100	220																

D MAX = 24° 45' | D MAX = 13° 15' | D MAX = 8° 15' | D MAX = 6° 30' | D MAX = 5° 15' | D MAX = 3° 30'

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

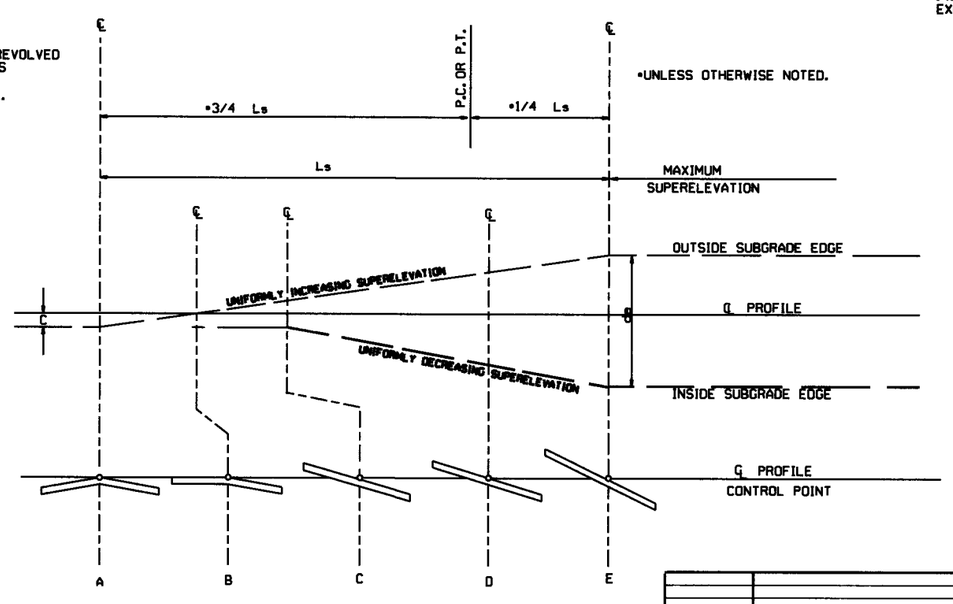
GENERAL NOTES

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

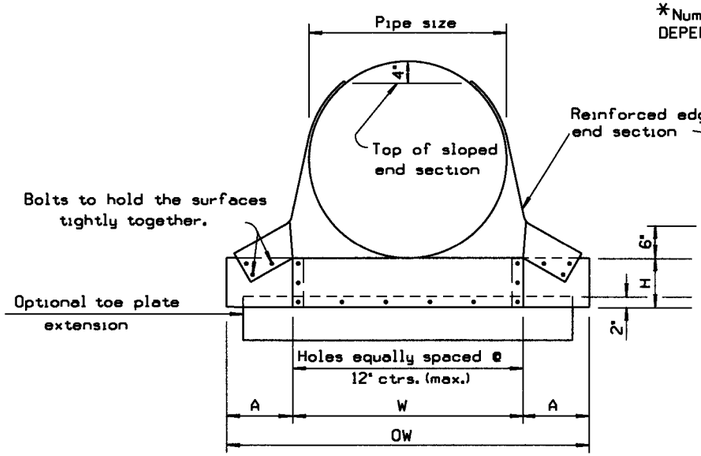
SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

DATE	REVISION	DATE FILMED
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87

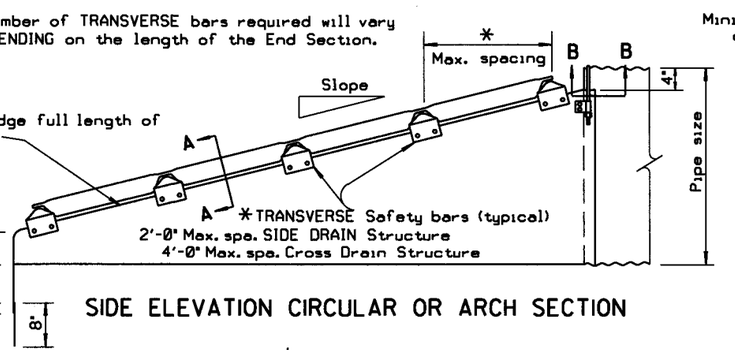
ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

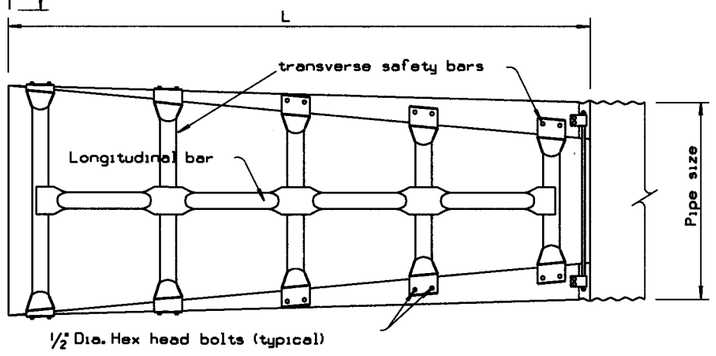
STANDARD DRAWING SE-2



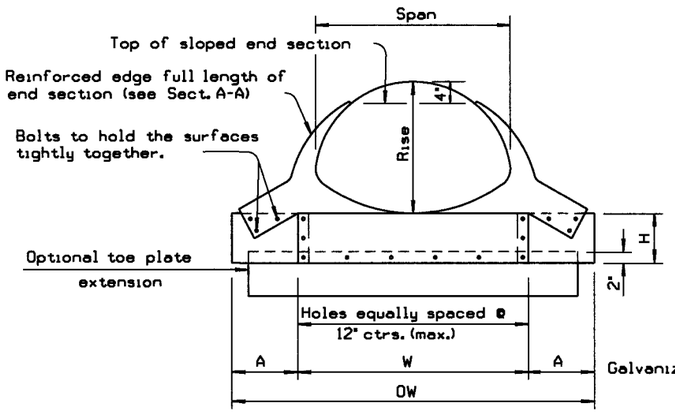
FRONT VIEW CIRCULAR PIPE



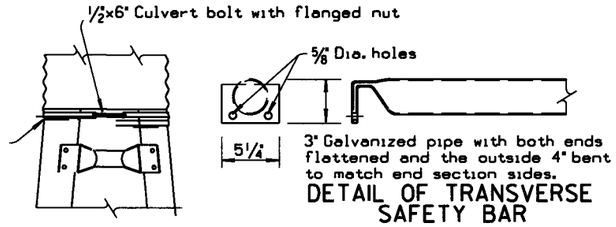
SIDE ELEVATION CIRCULAR OR ARCH SECTION



TOP VIEW CIRCULAR OR ARCH SECTION



FRONT VIEW ARCH PIPE

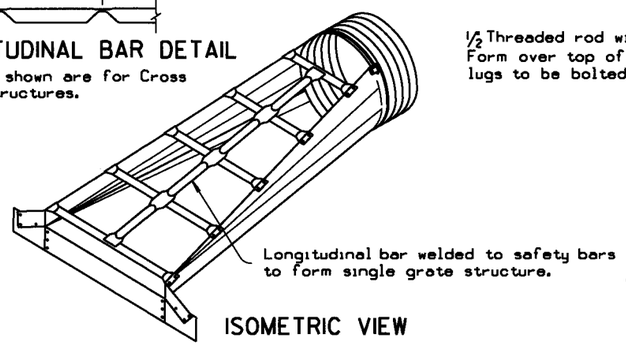


TYPE #1 CONNECTOR DETAIL
For 15" thru 24" pipe

DETAIL OF TRANSVERSE SAFETY BAR

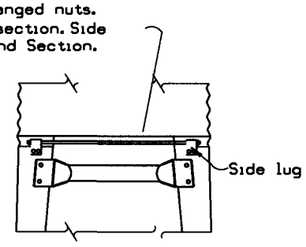


LONGITUDINAL BAR DETAIL
Note: Bars shown are for Cross Drain Structures.

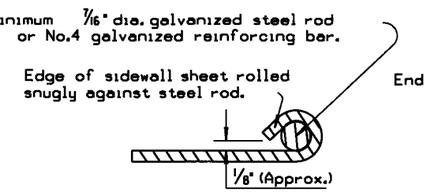


ISOMETRIC VIEW

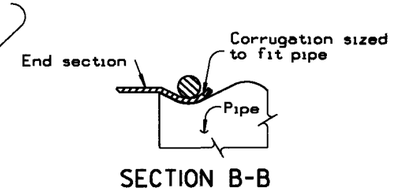
½" Threaded rod with flanged nuts. Form over top of end section. Side lugs to be bolted to End Section.



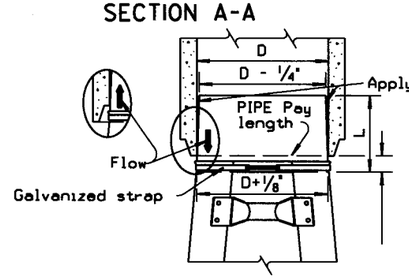
TYPE #2 CONNECTOR DETAIL
For 30" and larger round pipes & 21"x15" thru 64"x43" arch pipes



SECTION A-A



SECTION B-B



D - 12" to 24" L = 12"
D - 30" & Larger L = 16"

Note: Metal end section to be firmly wedged INTO PIPE END BEFORE BACKFILLING PIPE.

(Tapered sleeve to be 12 Ga. smooth galvanized steel in accordance with AASHTO M 218.)

STEEL END SECTION FOR CONCRETE PIPE
(Alternate for Concrete End Section)

GENERAL NOTES

End sections shall be fabricated from galvanzied steel meeting the requirements of SUBSECTION 606.02(c)(1) OF THE STANDARD SPECIFICATIONS.
When specified optional toe plate extension shall be punched and bolted to end section apron lip with 3/8" diameter galvanized bolts. Steel for toe plate extension shall be same gauge as end section.
Dimensions shall be overall width less 6" by 8" high.
Attachment to circular pipes 15" through 24" diameter shall be made with Type #1 straps. All other sizes shall be attached with Type #2 rods and lugs.
Safety bars shall be fabricated from steel pipe meeting the requirements of ASTM A-53 Schedule 40 Specifications. Safety bars shall be hot dipped galvanized after fabrication.

All work and materials required for construction and installation of safety end section shall be included in the PRICE BID EACH FOR SAFETY END SECTIONS FOR PIPE CULVERTS.
Longitudinal and transverse bars will be required for cross drain structures when span is greater than 30". no safety bars will be REQUIRED FOR 30" SPAN OR LESS WHEN USED ON CROSS DRAIN STRUCTURES.
Transverse bars will be required for all sizes of side drain structures.
Class 1 safety end sections shall be end sections with a 4:1 slope.
Class 2 safety end sections shall be end sections with a 6:1 slope.

SAFETY END SECTIONS FOR ARCH PIPES

Equv. Dia.	Nom. W.W. Area Sq Ft	Pipe Arch Span (In.)	Pipe Arch Rise (In.)	Min. Gauge End Sect.	Dimensions in Inches A	H	W	OW	Slope @	L (In)	Slope	L (In)
18"	1.6	21	15	16	8	6	27	43	4:1	20	6:1	30
21"	2.2	24	18	16	8	6	30	46	4:1	32	6:1	48
24"	2.9	28	20	16	8	6	34	50	4:1	40	6:1	60
30"	4.5	35	24	14	12	9	41	65	4:1	56	6:1	84
36"	6.5	42	29	12	12	9	48	72	4:1	76	6:1	114
42"	8.9	49	33	12	16	12	55	87	4:1	92	6:1	138
48"	11.6	57	38	12	16	12	63	95	4:1	112	6:1	168
54"	14.7	64	43	12	16	12	70	102	4:1	132	6:1	198
60"	18.1	71	47	12	16	12	77	109	4:1	148	6:1	222
72"	26.0	83	57	12	16	12	89	121	4:1	188	6:1	282

SAFETY END SECTIONS FOR CIRCULAR PIPES

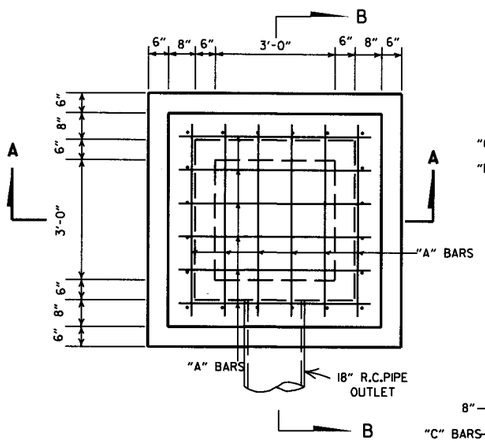
Pipe Dia.	Min. Gauge Ends	Dimensions in Inches A 1"Tol	H 1"Tol	W 2"Tol	OW	L Dimensions in Inches Slope	L	Slope	L
15"	16	8	6	21	37	4:1	20	6:1	30
18"	16	8	6	24	40	4:1	32	6:1	48
21"	16	8	6	27	43	4:1	44	6:1	66
24"	16	8	6	30	46	4:1	56	6:1	84
30"	12	12	9	36	60	4:1	80	6:1	120
36"	12	12	9	42	66	4:1	104	6:1	156
42"	12	16	12	48	80	4:1	128	6:1	192
48"	12	16	12	54	86	4:1	152	6:1	228
54"	12	16	12	60	92	4:1	176	6:1	264
60"	12	16	12	66	98	4:1	200	6:1	300

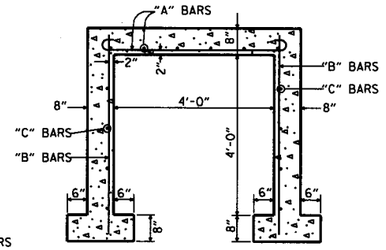
DATE	REVISION	DATE FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	
8-15-91	DRAWN & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

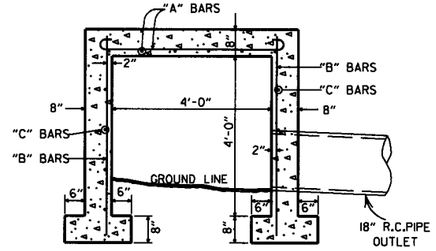
SAFETY END SECTION FOR CIRCULAR AND ARCH PIPES

STANDARD DRAWING SES-1





SEC A-A



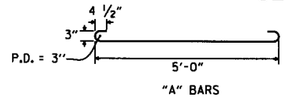
SEC B-B

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



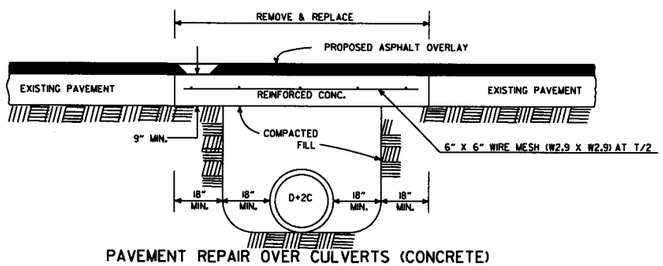
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

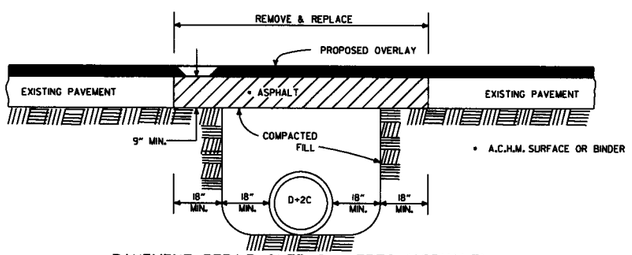
GENERAL NOTE:

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



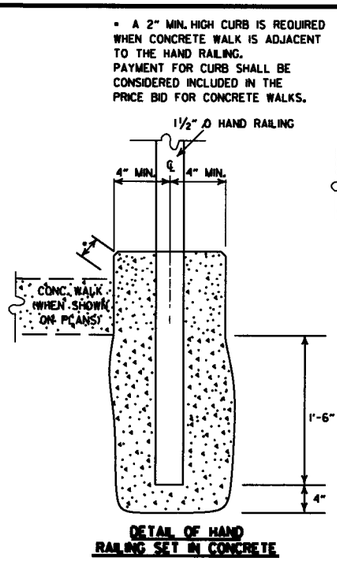
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



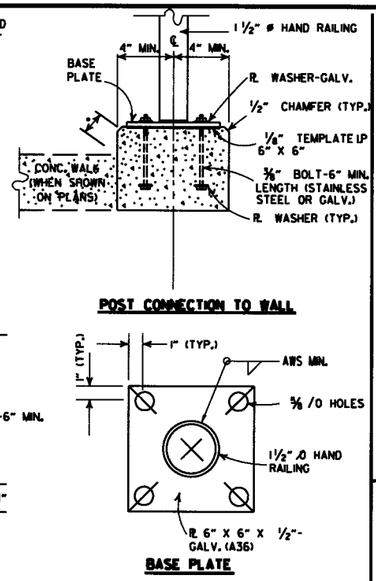
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

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.



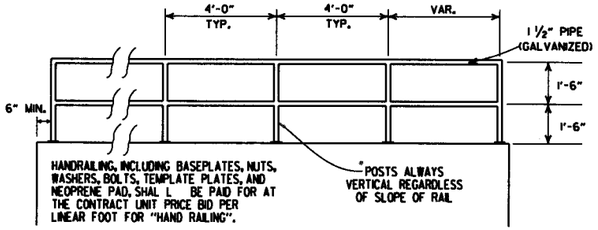
DETAIL OF HAND RAILING SET IN CONCRETE



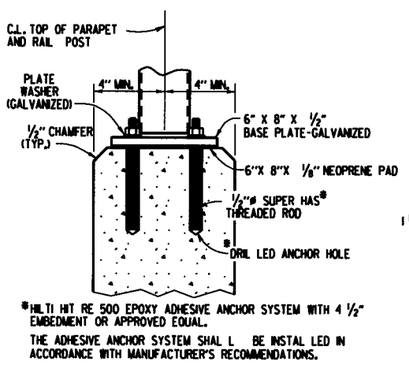
POST CONNECTION TO WALL

BASE PLATE

POST CONNECTION DETAILS



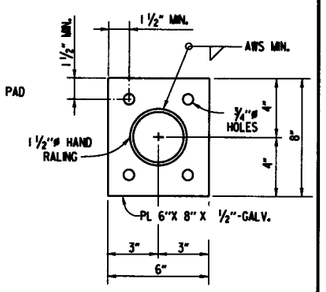
HAND RAILING SHALL CONFORM TO SECTION 633.



*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.

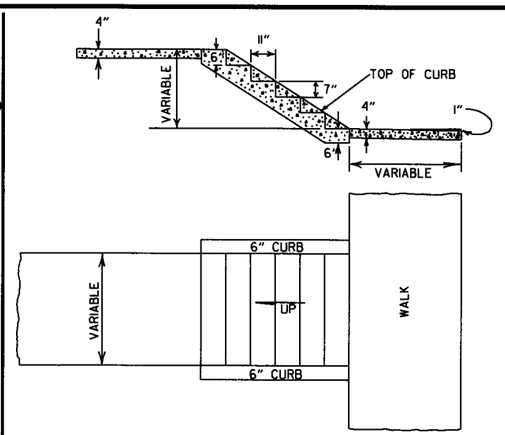
POST CONNECTION TO WALL



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
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	
4-26-96	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

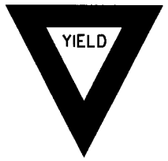
STANDARD DRAWING SI-1

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



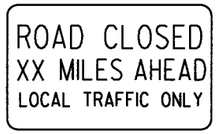
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2



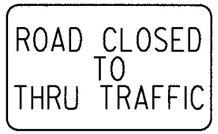
48"X30"

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



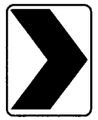
STD. 48"X48"

WI-6



STD. 48"X24"
SPECIAL 60"X30"

WI-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



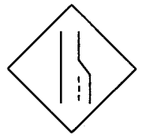
STD. 36"X36"
SPECIAL 48"X48"

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



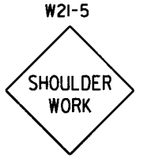
STD. 36"X36"
FWY. 48"X48"

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



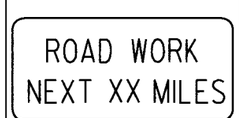
STD. 36"X36"
FWY. 48"X48"

W8-9



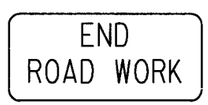
STD. 36"X36"
FWY. 48"X48"

G20-1



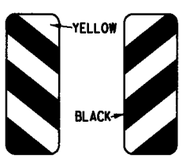
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

M4-9



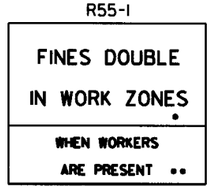
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

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.

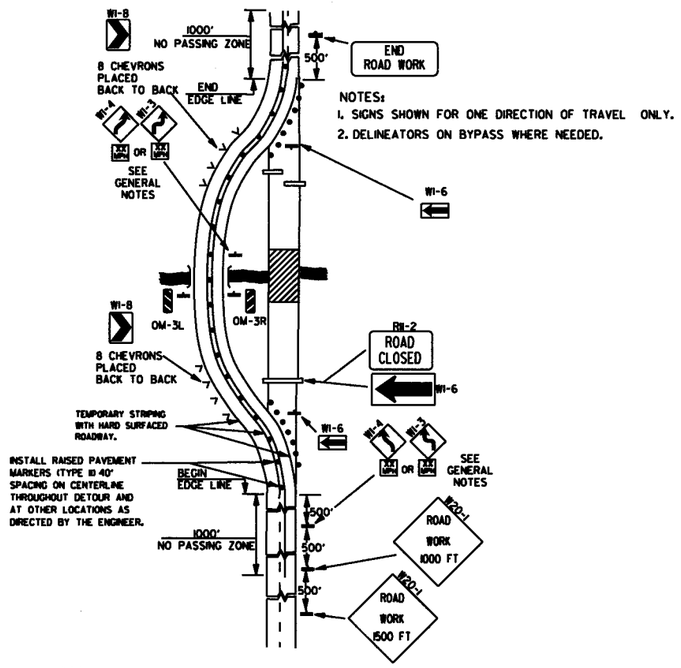
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
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	
8-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
8-18-98	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

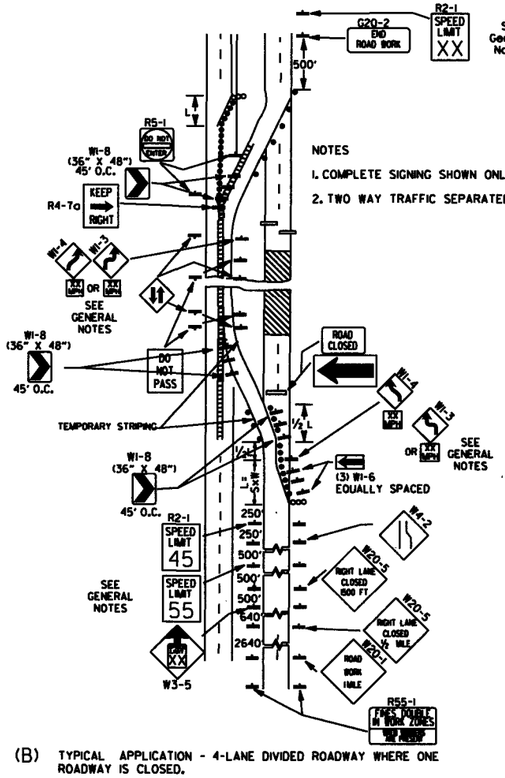
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



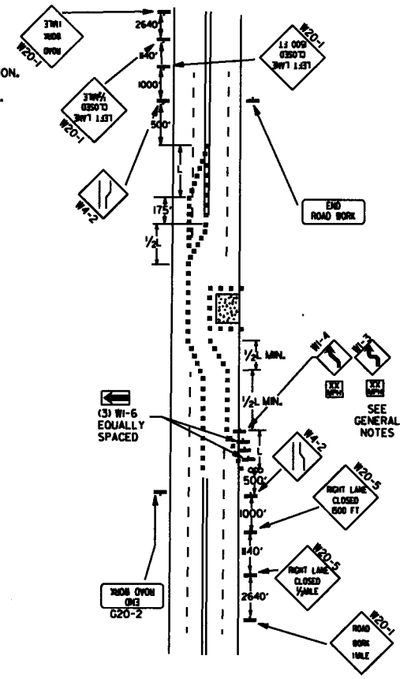
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

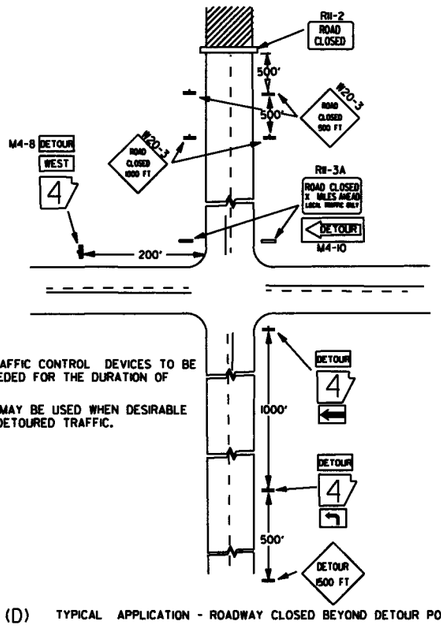


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.

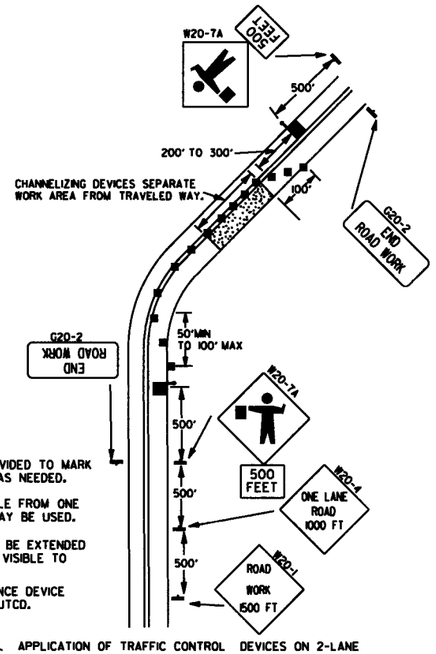


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



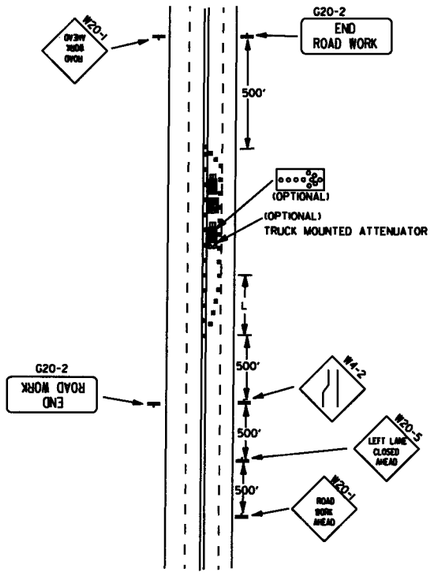
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

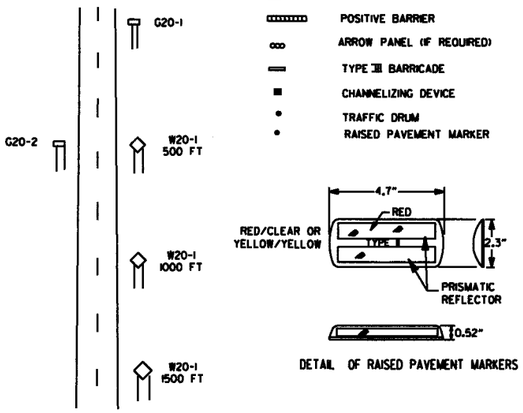


NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE 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.



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:

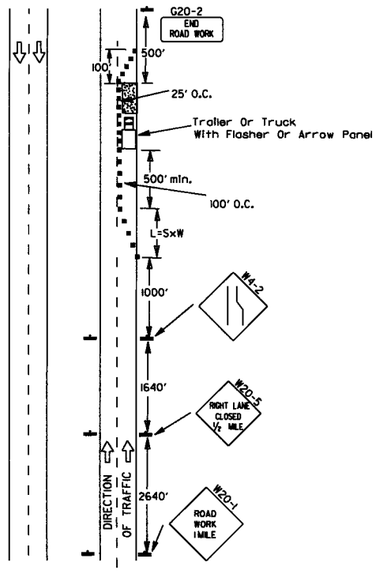
1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED 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.
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 AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
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	

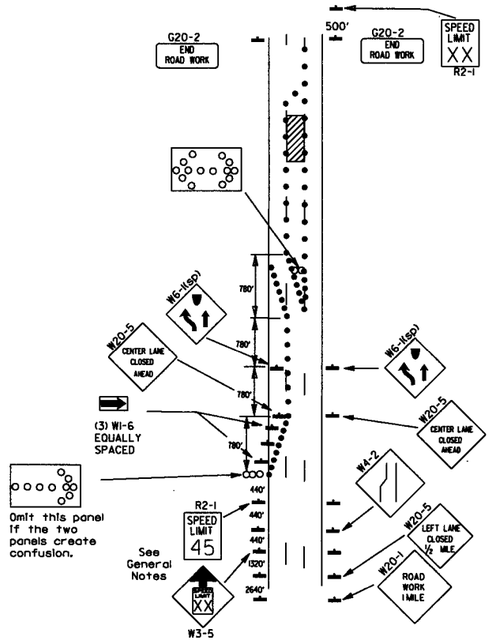
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

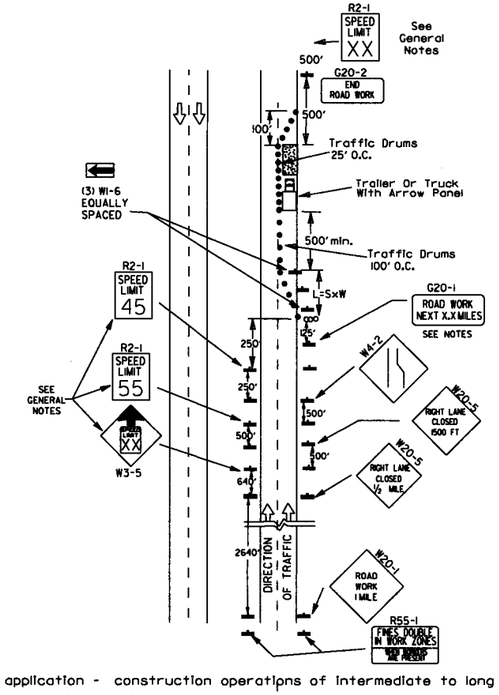
STANDARD DRAWING TC-2



(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.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

KEY:

ooo Arrow Panel (If Required)

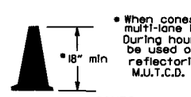
■ Channelizing Device

● Traffic drum

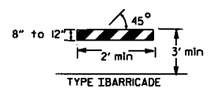
GENERAL NOTES:

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 1 mile 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 1 mile 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 NCHRP-350 or 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.

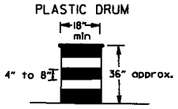
Channelizing devices



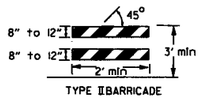
CONES



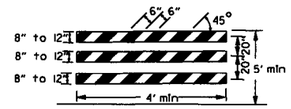
TYPE I BARRICADE



PLASTIC DRUM

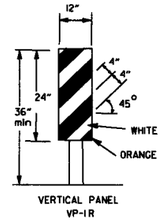


TYPE II BARRICADE



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

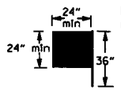
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used.

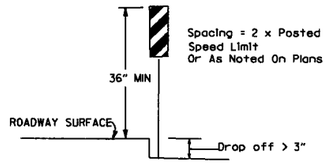
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG

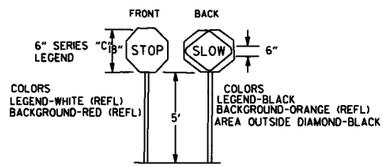


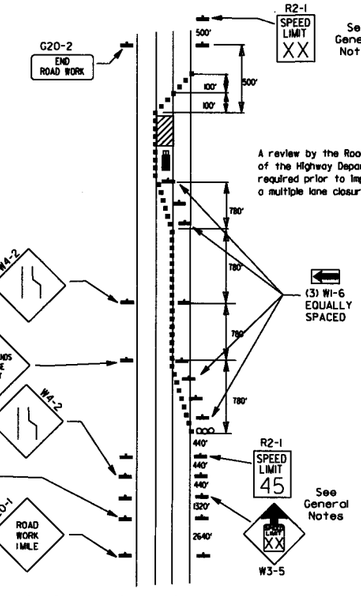
Flag shall be of good grade red material

VERTICAL PANEL PLACEMENT



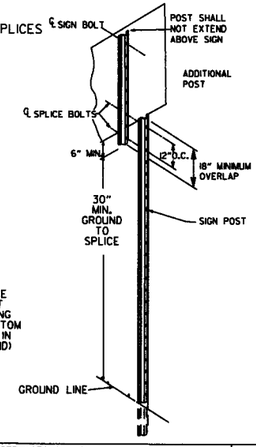
STOP SLOW PADDLE





(D) Typical application - closing multiple lanes of a multilane highway.

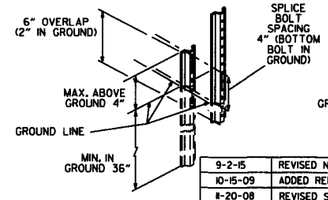
DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
8-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

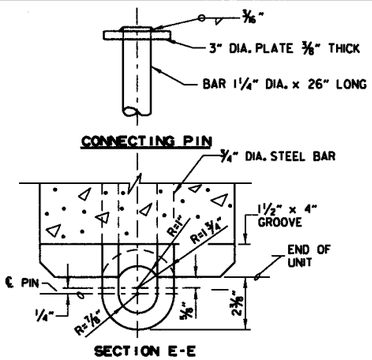
ARKANSAS STATE HIGHWAY COMMISSION

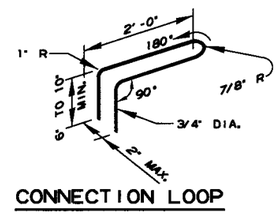
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

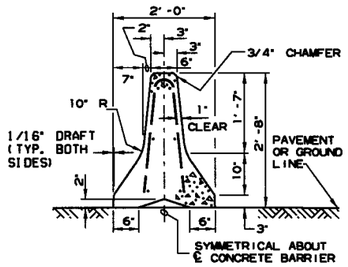
STANDARD DRAWING TC-3

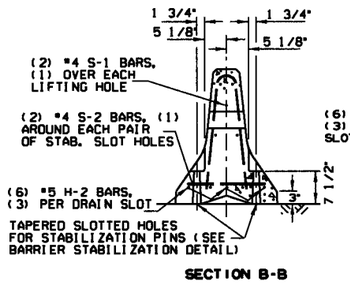
REINFORCING BAR TABLE PER BARRIER UNIT

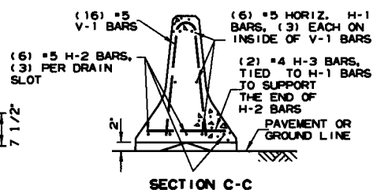
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1" MIN. CLEAR TO BAR, 1'-6", 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 19 1/2", 2'-1 3/8", 4 3/8"

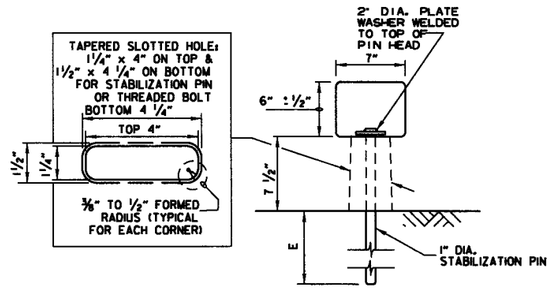






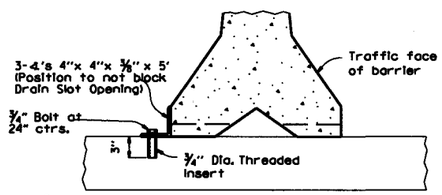






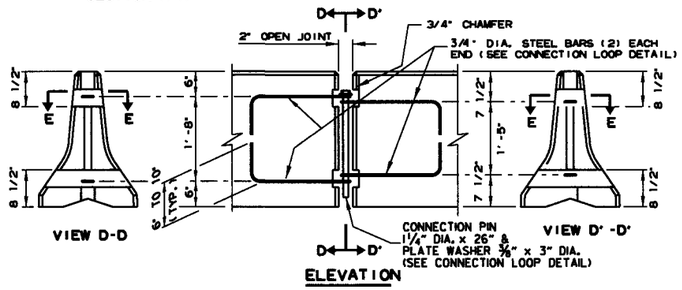
ROADWAY SECTION

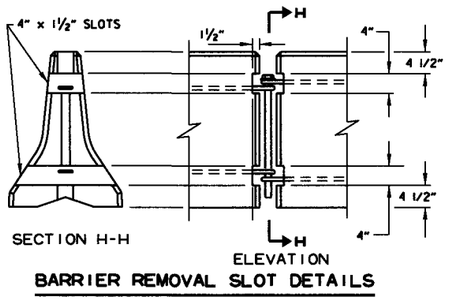
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas

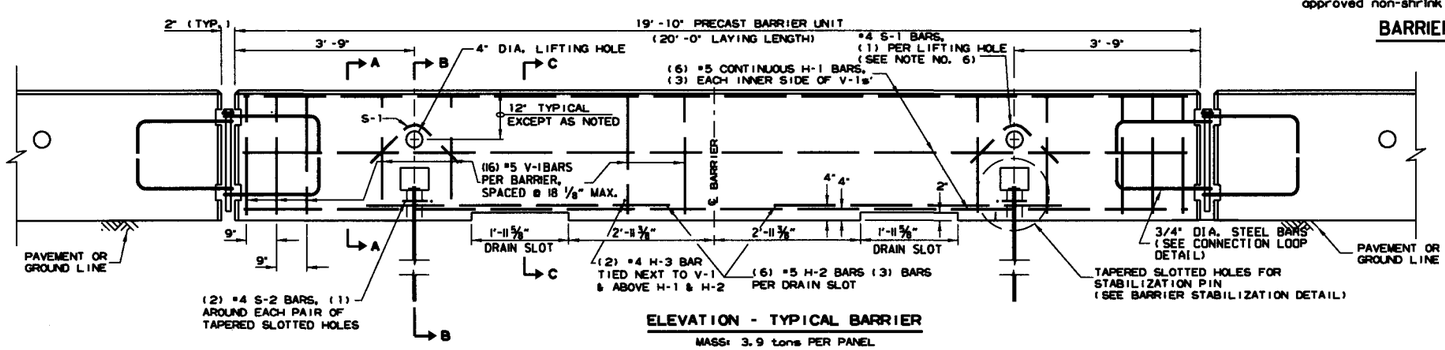


NOTE: ¾" Threaded inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL
BRIDGE DECKS







MASS: 3.9 tons PER PANEL

General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier walls within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

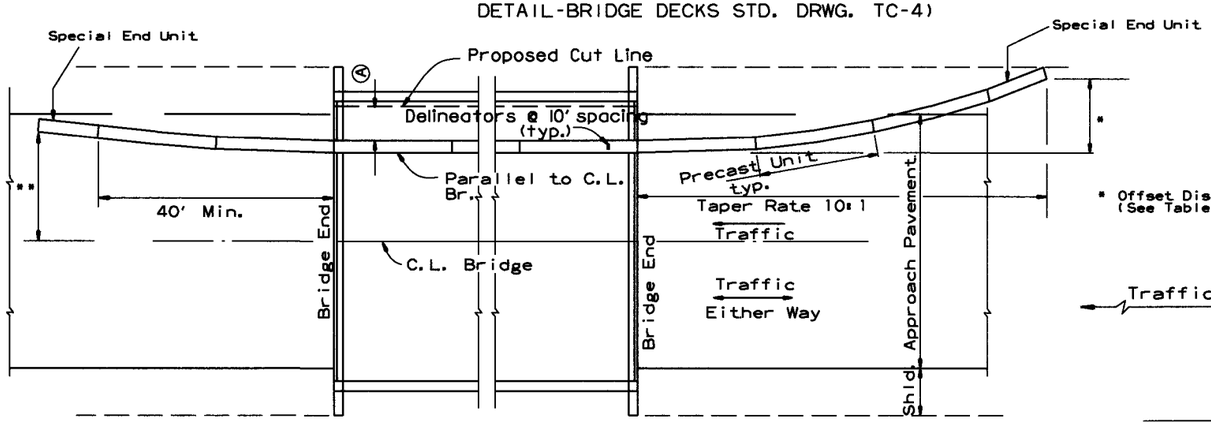
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)

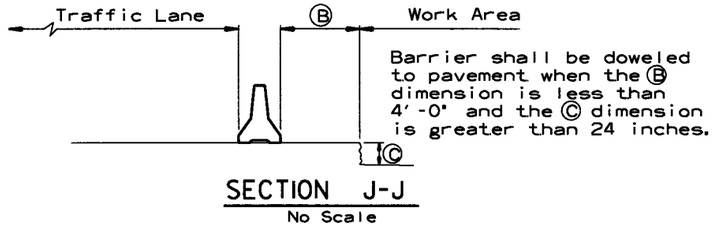


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

** Offset Distance for Two Way Traffic Only

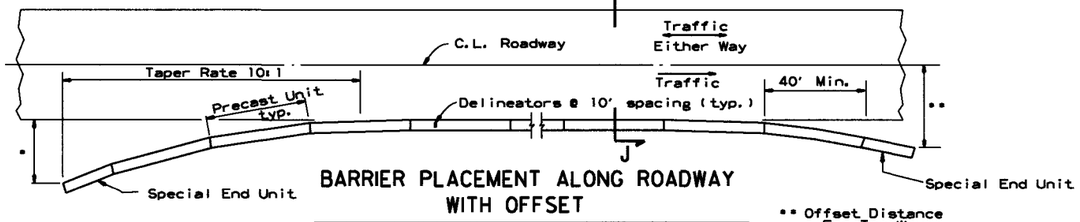
* Offset Distance (See Table)



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

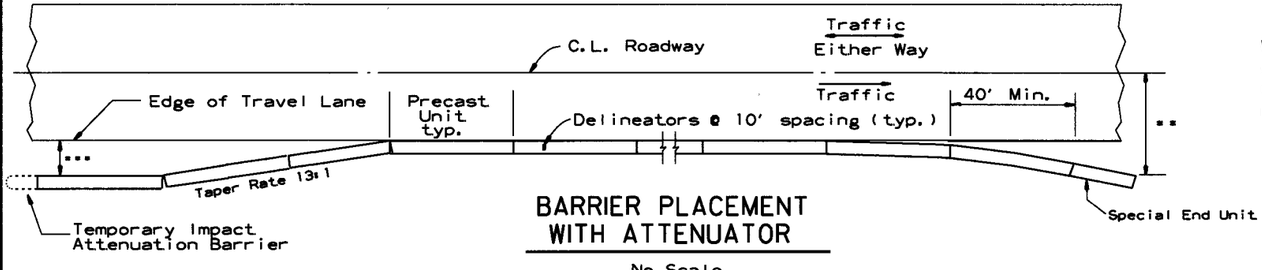
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.



BARRIER PLACEMENT WITH ATTENUATOR

No Scale

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only

SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

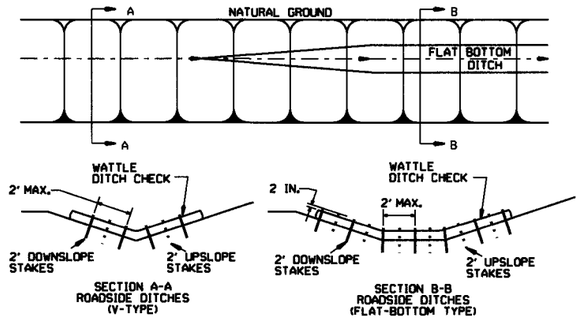
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

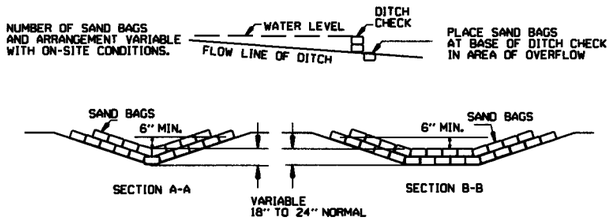
STANDARD DRAWING TC-5

GENERAL NOTES

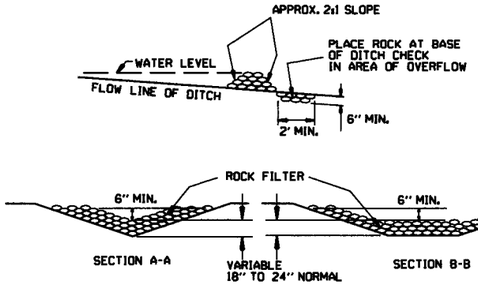
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

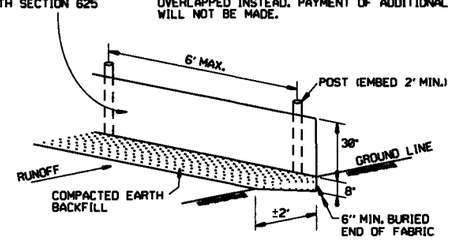


ROCK DITCH CHECK (E-6)

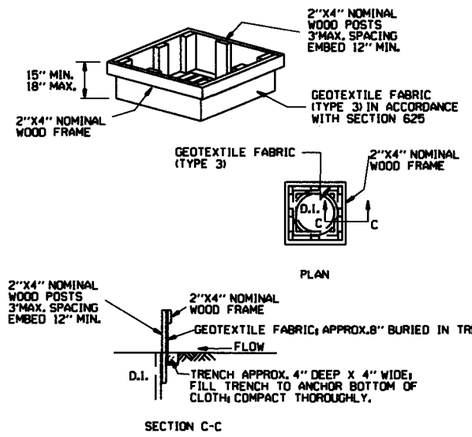
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

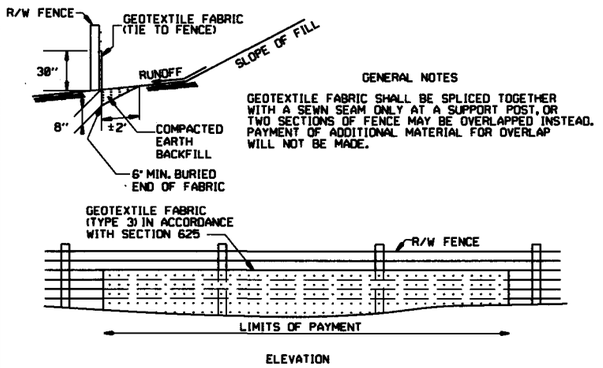
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)



DROP INLET SILT FENCE (E-7)



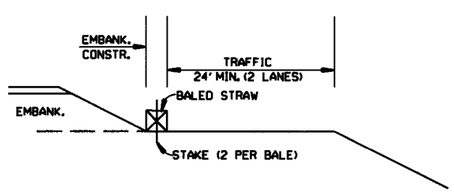
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

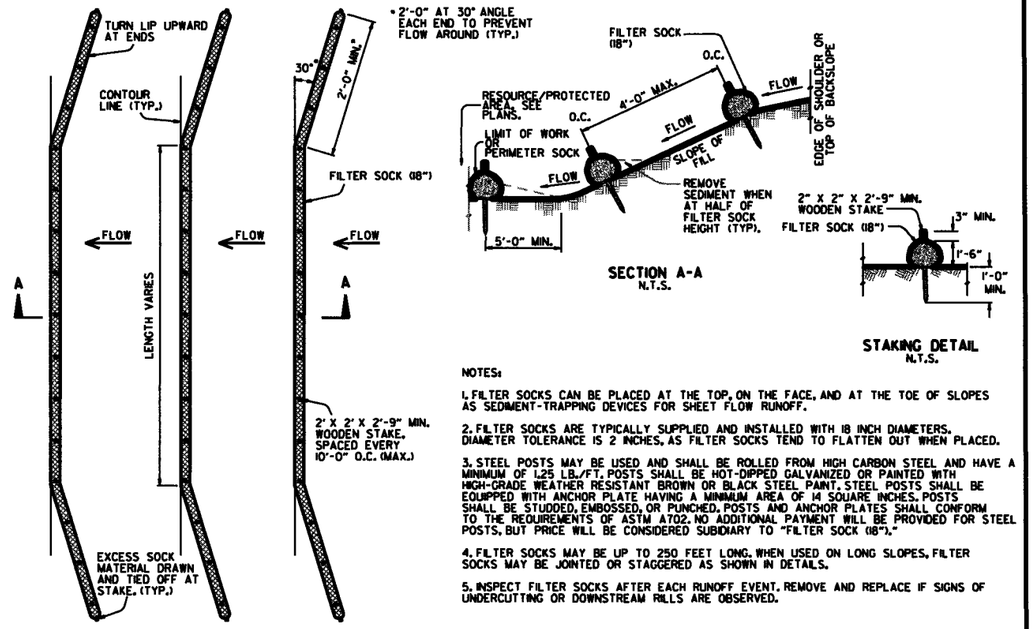
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

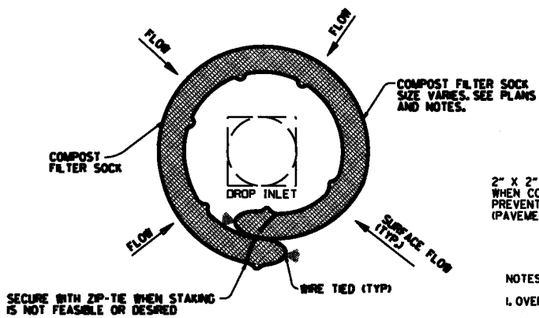
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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 SUBSIDIARY TO "FILTER SOCK (18")."

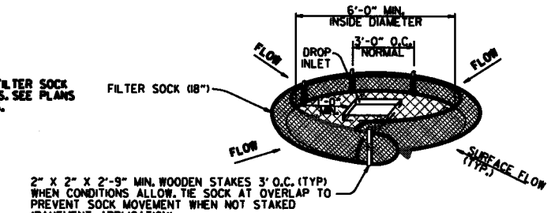
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN, 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

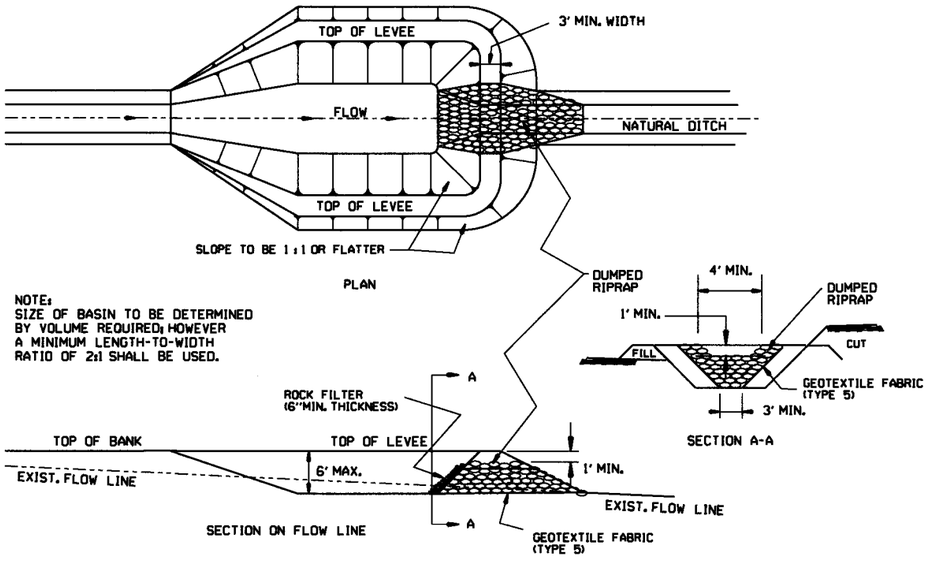
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-15-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-16-98	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. 15" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

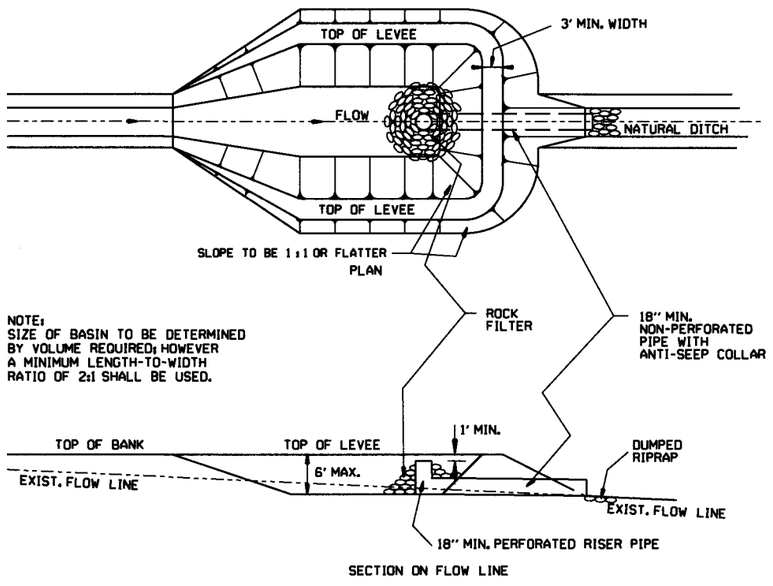
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

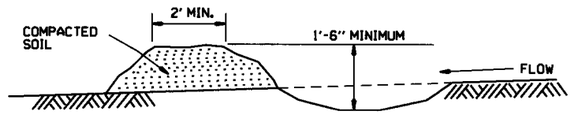
STANDARD DRAWING TEC-1



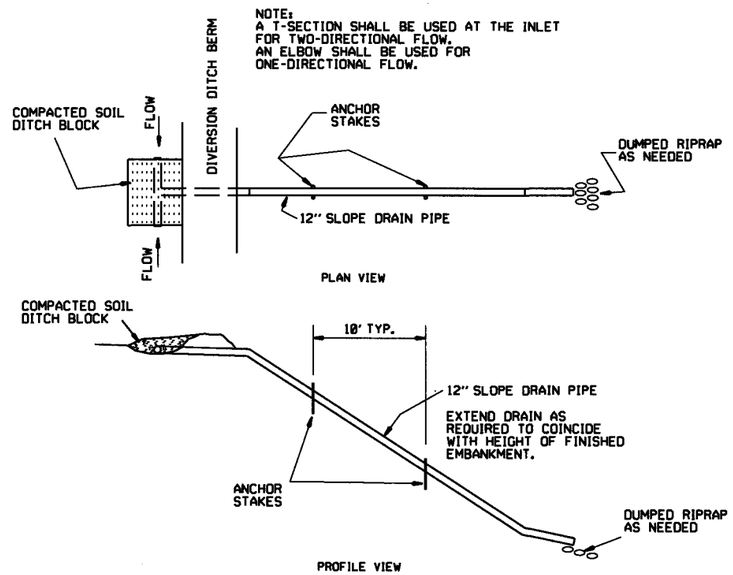
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



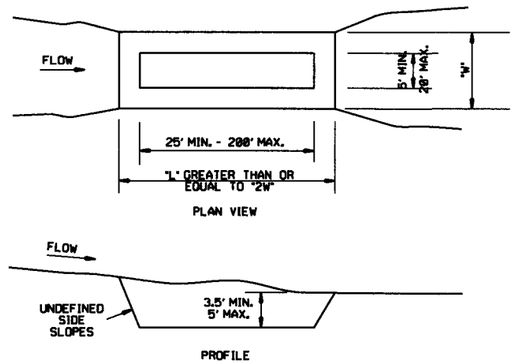
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

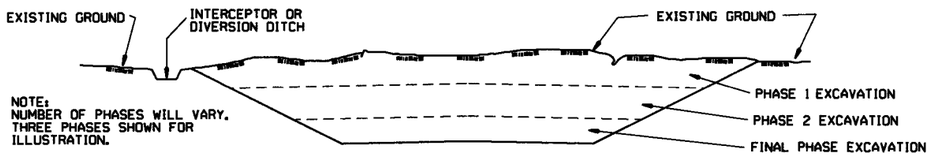
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



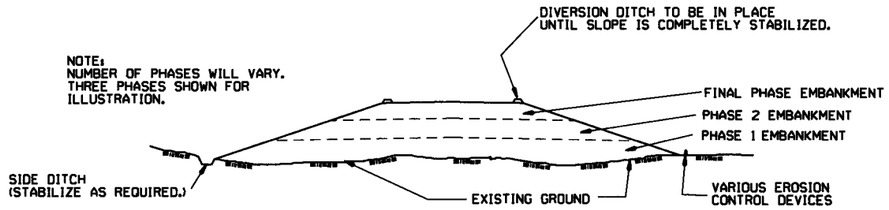
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

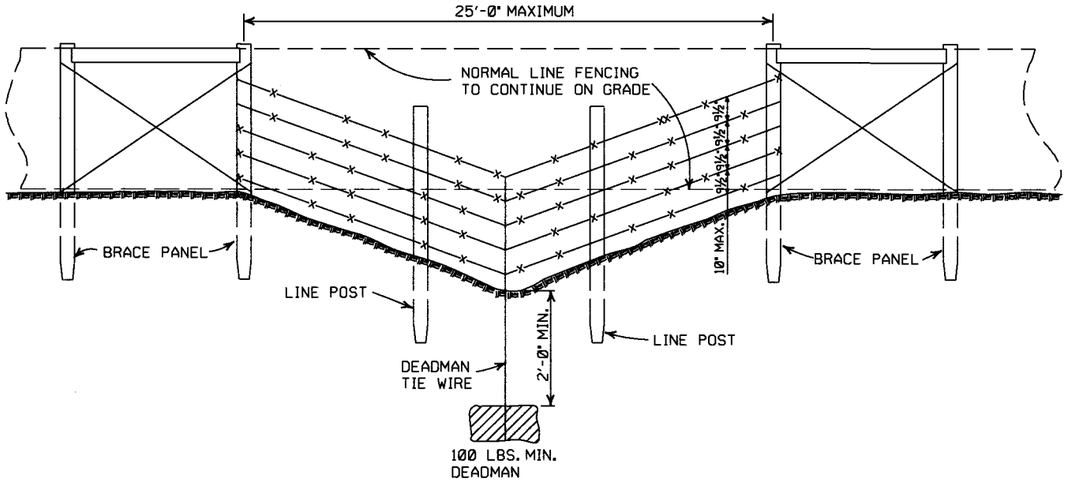
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

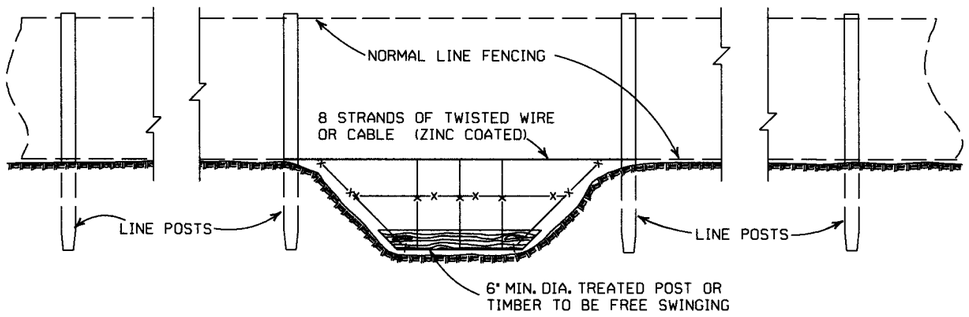
DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

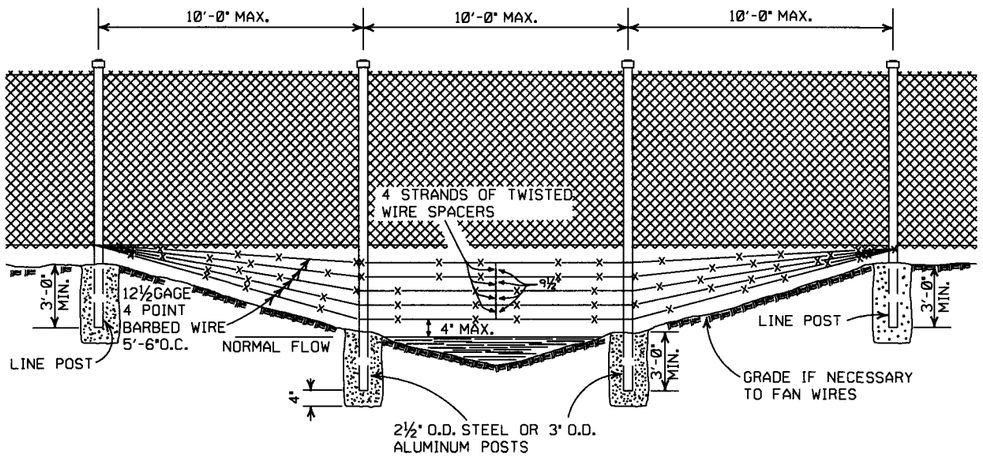
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3







GENERAL NOTES:

THESE INSTALLATIONS TO BE USED WHERE NORMAL FENCING INSTALLATION WOULD CAUSE THE COLLECTING OF DRIFT IN THE CHANNEL OR THE DEPRESSION WILL NOT PERMIT NORMAL INSTALLATION. INSTALLATIONS WILL BE MADE ONLY WHERE DIRECTED BY THE ENGINEER.

WHEN A FENCE LINE APPROACHES A DITCH, GULLY OR DEPRESSION, THE LAST POST ON LEVEL GROUND SHALL BE PLACED CLOSE ENOUGH TO THE EDGE OF THE DROP OFF THAT THE FENCE MAY BE STRUNG TO THE POST IN THE DEPRESSION WITHOUT TOUCHING THE GROUND.

IN TERRAIN OF SUCH EXTREME IRREGULARITY THAT MINOR GRADING WILL NOT BE FEASIBLE, THE NORMAL FENCE SHALL CONTINUE ON GRADE AND THE GULLIES OR DEPRESSIONS TREATED BY AUXILIARY FENCES AS SHOWN.

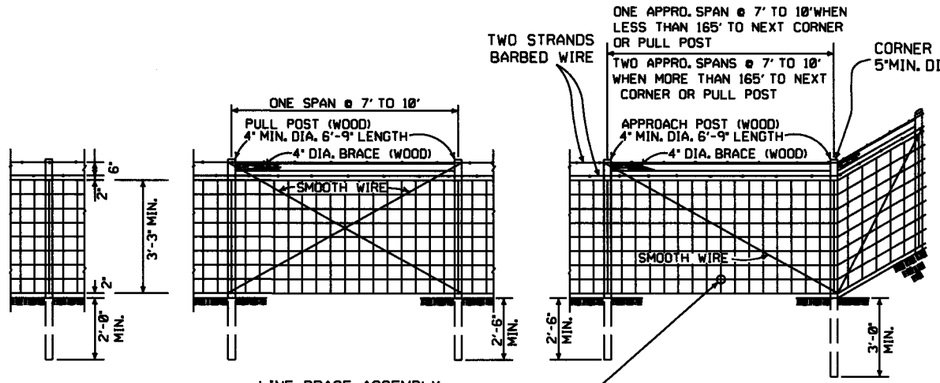
PAYMENT FOR THE TYPE INSTALLATION USED WILL NOT BE MADE DIRECTLY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR WIRE FENCE OR CHAIN LINK FENCE.

DATE	REVISION	FILMED
4-20-79	REVISED TOP RAIL & TENSION WIRE	696-4-20-79
10-2-72	REVISED AND REDRAWN	529-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

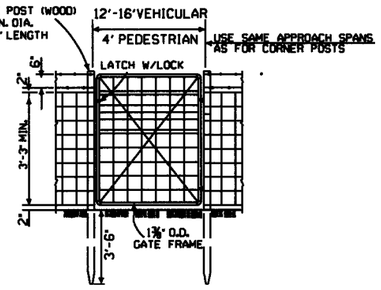
WIRE FENCE WATER GAPS

STANDARD DRAWING WF-2

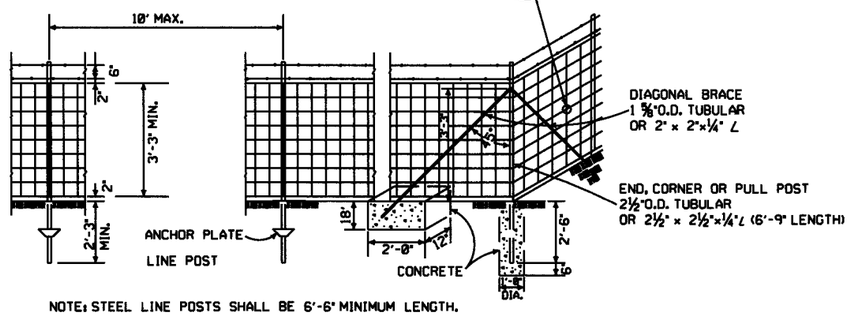


LINE POST
3" MIN. DIA. 6'-3" LENGTH
MAX. SPACING TO BE 10'-0"

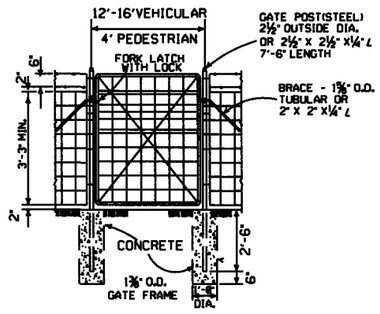
LINE BRACE ASSEMBLY
MAX. SPACING TO BE 330'

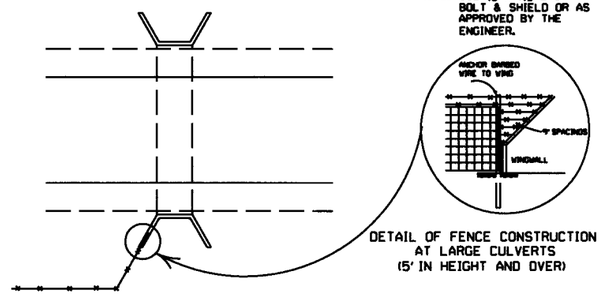


TYPE C FENCE (WOOD POSTS)



NOTE: STEEL LINE POSTS SHALL BE 6'-6" MINIMUM LENGTH.

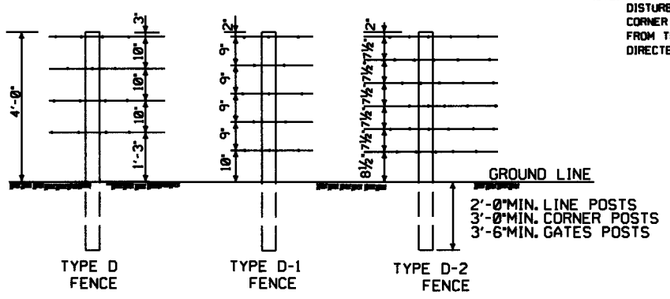




DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)

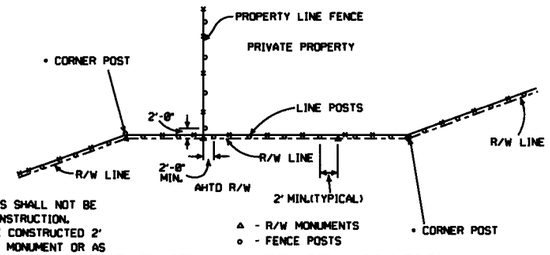
TYPE C FENCE (STEEL POSTS)

4 STRANDS BARBED WIRE (D)
5 STRANDS BARBED WIRE (D-1)
6 STRANDS BARBED WIRE (D-2)



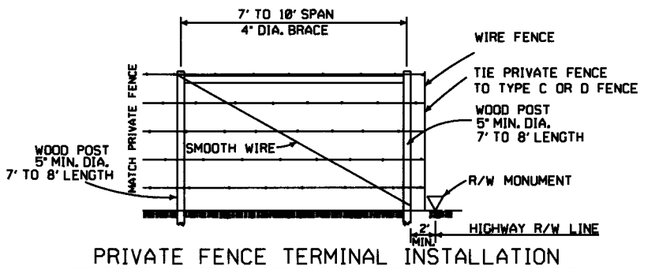
TYPE D FENCE | TYPE D-1 FENCE | TYPE D-2 FENCE

NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



• NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

RIGHT-OF-WAY FENCE LOCATION



PRIVATE FENCE TERMINAL INSTALLATION

WHERE EXISTING FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN IN TYPE C FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.

GENERAL NOTES:

STEEL LINE POSTS SHALL BE PAINTED OR GALVANIZED.
TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK). APPROVED ALTERNATES ARE ACCEPTABLE.
AN ACCEPTABLE TOLERANCE IN LENGTH OF TUBULAR OR WOODEN POSTS SHALL BE - 1" TO +2".
TUBULAR POSTS MUST BE PAINTED OR GALVANIZED.

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF TIMBER LINE POSTS OF 7 FOOT LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

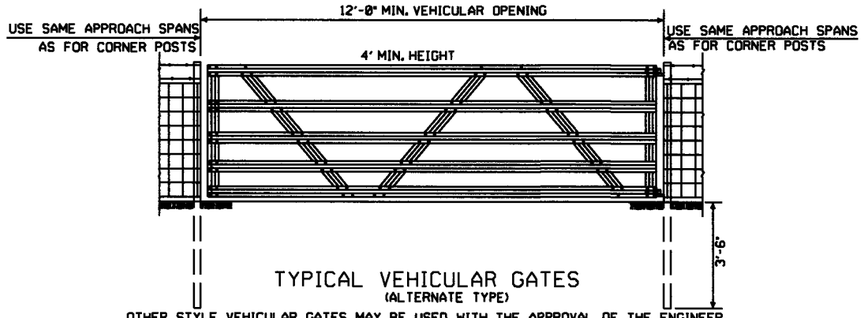
DRIVEWAY GATES, EITHER SINGLE 12' TO 16' OR DOUBLE 6' TO 8' OPENING OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE, FOR USE OF MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON PLANS OR AS DESIGNATED BY THE ENGINEER.

AT STREAM CROSSINGS, THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF THE BANK TO THE BRIDGE STRUCTURE A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD" AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRES A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.



TYPICAL VEHICULAR GATES
(ALTERNATE TYPE)

OTHER STYLE VEHICULAR GATES MAY BE USED WITH THE APPROVAL OF THE ENGINEER. THE METHOD OF SECURING GATE (LATCH AND/OR LOCK) SHALL MEET THE APPROVAL OF THE ENGINEER.

DATE	REVISION	FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	REVISED BARB WIRE AND ADDED CORNER POST NOTES	6-2-94
8-5-93	REVISED R/W INSTALLATION FENCE	8-5-93
10-1-92	ADDED STAPLE NOTE	10-1-92
8-15-91	ADDED TYPE D-2 FENCE	8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
7-15-88	ADDED SPLICE NOTE	700-7-15-88
10-30-87	GENERAL REVISIONS	549-10-30-87
11-1-84	MAX. POST SPACING MIN. WIRE GAUGE	507-11-1-84
1-4-83	MIN. DIA. LINE POST	648-1-4-83
3-2-81	TOLERANCE FOR POST LENGTH	722-3-2-81
12-1-72	ADDED D-1 & FENCE INSTALLATION	564-12-1-72
10-2-72	REVISED AND REDRAWN	540-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE TYPE C AND D

STANDARD DRAWING WF-4

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

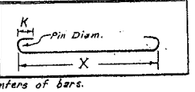
BAR LIST FOR BARREL SECTION 60°0" IN LENGTH

DEPTH OF COVER	CLEAR SPAN	CLEAR HEIGHT	"a" bars STRAIGHT In Top and Bottom Slabs of Barrel. 2 Add'l in Apron and Headwall- Each. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	"b" bars BENT - See Diagram below. In Top and Bottom Slabs of Barrel. Alternate with "a" bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	"d" bars STRAIGHT. Longitudinal in Top Slab of Barrel SIZE	SPACING	NO. REQ'D	LENGTH	"d1" bars STRAIGHT. Longitudinal in Sidewalls SIZE	SPACING	NO. REQ'D	LENGTH	"e" bars. Longitudinal in Bottom Slab of Barrel SIZE	SPACING	NO. REQ'D	LENGTH	"f" bars STRAIGHT Verticals in Side walls SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
D	S	H																											
0'-0" TO 5'-0" MAXIMUM	4'	2'			120	120	4'-9"			110	110	5'-10"	4'-8"	#5	10½"	6										120	120	2'-11"
		3'			120	120	4'-9"			110	110	5'-10"	4'-8"			6										120	120	3'-11"
		4'			120	120	4'-9"			110	110	5'-10"	4'-8"			8										120	120	4'-11"
		5'			120	120	4'-9"			110	110	5'-10"	4'-8"			10										120	120	5'-11"
		6'			120	120	4'-11"			110	110	6'-0"	4'-10"			12										120	120	6'-11"
	5'	2'			120	120	5'-9"			110	110	6'-10"	5'-8"			7										120	120	4'-0"
		3'			120	120	5'-9"			110	110	6'-10"	5'-8"			8										120	120	5'-0"
		4'			120	120	5'-9"			110	110	6'-10"	5'-8"			10										120	120	6'-0"
		5'			120	120	5'-11"			110	110	7'-0"	5'-10"			12										120	120	7'-0"
		6'			120	120	6'-0"			110	110	7'-1"	5'-11"			14										120	120	8'-0"
	6'	3'			128	128	6'-9"			118	118	7'-10"	6'-8"			8										120	120	4'-1"
		4'			128	128	6'-9"			118	118	7'-10"	6'-8"			8										120	120	5'-1"
		5'			128	128	6'-9"			118	118	7'-10"	6'-8"			10										120	120	6'-1"
		6'			128	128	6'-11"			118	118	8'-0"	6'-10"			12										120	120	7'-1"
		7'			128	128	7'-0"			118	118	8'-1"	6'-11"			14										120	120	8'-1"
		8'			128	128	7'-1"			118	118	8'-2"	7'-0"			16										120	120	9'-1"
	7'	4'			140	140	7'-9"			130	130	8'-10"	7'-8"			8										120	120	5'-2"
		5'			140	140	7'-9"			130	130	8'-10"	7'-8"			10										120	120	6'-2"
		6'			140	140	7'-11"			130	130	9'-0"	7'-10"			12										120	120	7'-2"
		7'			140	140	8'-0"			130	130	9'-1"	7'-11"			14										120	120	8'-2"
		8'			140	140	8'-1"			130	130	9'-2"	8'-0"			16										120	120	9'-2"
		9'			140	140	8'-3"			130	130	9'-4"	8'-2"			18										120	120	10'-2"
	8'	4'			128	128	8'-9"			118	118	9'-10"	8'-8"			8										120	120	5'-9"
		5'			128	128	8'-11"			118	118	10'-0"	8'-10"			10										120	120	6'-9"
		6'			128	128	8'-11"			118	118	10'-0"	8'-10"			12										120	120	7'-9"
		7'			128	128	9'-0"			118	118	10'-1"	8'-11"			14										120	120	8'-9"
		8'			128	128	9'-1"			118	118	10'-2"	9'-0"			16										120	120	9'-9"
		9'			128	128	9'-3"			118	118	10'-4"	9'-2"			18										120	120	10'-9"
		10'			128	128	9'-5"			118	118	10'-5"	9'-3"			20										120	120	11'-9"
	9'	5'			140	140	9'-11"			130	130	11'-0"	9'-10"			10										120	120	6'-5"
		6'			140	140	10'-0"			130	130	11'-1"	9'-11"			12										120	120	7'-5"
		7'			140	140	10'-0"			130	130	11'-1"	9'-11"			14										120	120	8'-5"
		8'	#7	11"	140	140	10'-11"	#6	11"	130	130	11'-2"	10'-0"	#5	10"	16	#4	12"	10'-0"	10"	144	144	9'-6"	#5	12"	120	120	8'-5"
		9'			140	140	10'-5"			130	130	11'-4"	10'-2"			18			10'-2"	12"	120	120	10'-5"			120	120	9'-5"
		10'			140	140	10'-5"			130	130	11'-6"	10'-3"			20			10'-3"	11"	132	132	11'-5"			120	120	10'-5"
		11'			140	140	10'-7"			130	130	11'-8"	10'-6"			22			10'-6"	10"	144	144	12'-5"			120	120	11'-5"
	10'	5'			128	128	10'-11"			118	118	12'-2"	10'-10"			10										120	120	6'-6"
		6'			128	128	11'-0"			118	118	12'-3"	10'-11"			12										120	120	7'-6"
		7'			128	128	11'-0"			118	118	12'-3"	10'-11"			14										120	120	8'-6"
		8'	#7	12"	128	128	11'-1"	#7	12"	118	118	12'-4"	11'-0"	#5	10"	16	#4	12"	11'-0"	10"	144	144	9'-6"	#5	12"	120	120	9'-5"
		9'			128	128	11'-3"			118	118	12'-6"	11'-2"			18			11'-2"	12"	120	120	10'-6"			120	120	10'-5"
		10'			128	128	11'-5"			118	118	12'-8"	11'-3"			20			11'-3"	11"	132	132	11'-6"			120	120	11'-5"
		11'			128	128	11'-7"			118	118	12'-10"	11'-5"			22			11'-5"	10"	144	144	12'-6"					
		12'			128	128	11'-9"			118	118	13'-0"	11'-6"			24			11'-6"	12"	120	120	13'-6"					
	11'	6'			140	140	12'-1"			130	130	13'-2"	12'-0"			12										120	120	7'-7"
		7'			140	140	12'-1"			130	130	13'-3"	12'-0"			14										120	120	8'-7"
		8'			140	140	12'-1"			130	130	13'-4"	12'-0"			16												
		9'	#7	11"	140	140	12'-3"	#7	11"	130	130	13'-6"	12'-2"	#5	9½"	18	#4	12"	12'-2"									
		10'			140	140	12'-5"			130	130	13'-8"	12'-4"			20			12'-4"									
		11'			140	140	12'-7"			130	130	13'-10"	12'-6"			22			12'-6"									
		12'			140	140	12'-9"			130	130	14'-0"	12'-8"			24			12'-8"									
	12'	6'			128	128	13'-1"			118	118	14'-2"	13'-0"			12												
		7'			128	128	13'-1"			118	118	14'-2"	13'-0"			14												
		8'			128	128	13'-1"			118	118	14'-2"	13'-0"			16												
		9'	#8	12"	128	128	13'-3"	#7	12"	118	118	14'-4"	13'-2"	#5	9½"	16	#4	12"	13'-2"									
		10'			128	128	13'-5"			118	118	14'-6"	13'-4"			18			13'-4"									
		11'			128	128	13'-7"			118	118	14'-8"	13'-6"			20			13'-6"									
		12'			128	128	13'-9"			118	118	15'-0"	13'-8"			22			13'-8"									
																24												

Designed By:- W.C.H. 1-23-63. Checked By:- BMS 5-8-63.
Drawn By:- W.C.H. 2-8-63. Checked By:- BMS 5-8-63.
Quantities By:- W.C.H. 2-12-63. Checked By:- BMS 5-8-63.

BAR SIZE	PIN DIAM.	K	ADD FOR 2 HOOKS
#6	3"	5"	1'-2"
#7	3⅝"	5⅜"	1'-4"

BENDING DIAGRAM Bars "b".

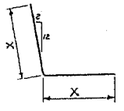


NOTE:- Dimensions are to centers of bars.

DOWEL BARS FOR TWO HEADWALLS

SPAN	SIZE	SPACING	NO. REQD	LENGTH	X
4'	#4	11"/2	12	2'-6"	1'-3"
5'	#4	11"/2	14	2'-7"	1'-3⅝"
6'	#4	11"/2	16	2'-8"	1'-4"
7'	#4	11"/2	18	2'-9"	1'-4⅜"
8'	#4	11⅛"/2	20	2'-11"	1'-5⅛"
9'	#4	11⅛"/2	22	3'-0"	1'-6"
10'	#4	11⅛"/2	24	3'-1"	1'-6⅝"
11'	#4	12"/2	26	3'-2"	1'-7"
12'	#4	12"/2	28	3'-3"	1'-7⅜"

Bars "f" Dowel bars in Headwalls.

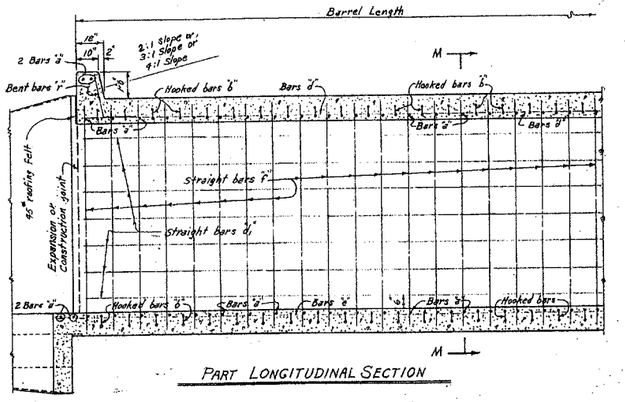


DIMENSIONS AND QUANTITIES

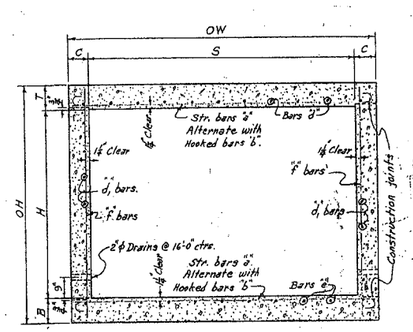
MIN. DESIGN DEPTH OF COVER	BARREL DIMENSIONS: CLEAR SPAN	CLEAR HEIGHT	SQ. FT. OPENING	OVERALL WIDTH	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS	THICKNESS OF BOTTOM SLAB	OVERALL HEIGHT	UNIT QUANTITIES: CLASS S CONC. PER LIN. FT. OF BARREL	REINFORCING STEEL PER LIN. FT. OF BARREL	REINFORCING STEEL ADDITIONAL PER LAP	REINFORCING STEEL ADDITIONAL TWO HOOKS & APRONS
D	S	H	A	OW	T	C	B	OH	CU.YD.	LB.	LB.	LB.
5'-0"	4'	2'	8	5'-0"		6"		3'-1½"	0.282	41.99	17.95	66.35
		3'	12	5'-0"		6"		4'-1½"	0.319	44.16	19.62	66.35
		4'	16	5'-0"	7"	6"	6½"	5'-1½"	0.356	46.83	21.29	66.35
		5'	20	5'-0"		6"		6'-1½"	0.394	49.50	22.96	66.35
		6'	24	5'-2"		7"		7'-1½"	0.474	52.96	24.63	67.25
	5'	3'	15	6'-0"		6"		4'-2⅜"	0.380	55.55	22.19	101.27
		4'	20	6'-0"		6"		5'-2⅜"	0.417	58.23	23.86	101.27
		5'	25	6'-0"	7½"	6"	7"	6'-2⅜"	0.454	60.90	25.53	101.27
		6'	30	6'-2"		7"		7'-2⅜"	0.535	64.93	27.20	103.27
		7'	35	6'-8"		7½"		8'-2⅜"	0.604	67.63	28.87	104.27
	6'	3'	18	7'-0"		6"		4'-3⅜"	0.496	66.29	24.76	118.94
		4'	24	7'-0"		6"		5'-3⅜"	0.483	68.96	26.93	118.94
		5'	30	7'-0"	8"	6"	7½"	6'-3⅜"	0.520	71.64	28.10	118.94
		6'	36	7'-2"		7"		7'-3⅜"	0.602	75.31	29.77	120.94
		7'	42	7'-8"		7½"		8'-3⅜"	0.671	78.98	31.44	121.97
		8'	48	7'-8"		8"		9'-3⅜"	0.746	88.97	33.11	122.97
	7'	4'	28	8'-0"		6"		5'-3"	0.568	81.32	29.01	136.88
		5'	35	8'-0"		6"		6'-3"	0.605	84.00	30.68	136.88
		6'	42	8'-2"		7"		7'-3"	0.688	87.76	32.35	138.88
		7'	49	8'-3"	8½"	7½"	8½"	8'-3"	0.757	90.98	34.02	139.88
		8'	56	8'-8"		8"		9'-3"	0.832	96.65	35.69	140.88
		9'	63	8'-8"		8½"		10'-3"	0.946	105.59	37.36	142.89
	8'	4'	32	9'-0"		6"		5'-7"	0.676	95.26	33.32	159.07
		5'	40	9'-2"		7"		6'-7"	0.754	99.12	34.99	196.80
		6'	48	9'-2"		7"		7'-7"	0.797	101.79	36.66	196.80
		7'	56	9'-3"	9½"	7½"	9½"	8'-7"	0.867	105.05	38.33	198.16
		8'	64	9'-8"		8"		9'-7"	0.942	110.81	40.00	199.52
		9'	72	9'-8"		8½"		10'-7"	1.057	119.92	41.67	202.25
		10'	80	9'-8"		9"		11'-7"	1.186	126.67	43.34	204.97
	9'	5'	45	10'-2"		7"		6'-8"	0.849	119.72	37.56	219.61
		6'	54	10'-3"		7½"		7'-8"	0.910	118.04	39.23	220.97
		7'	63	10'-3"		7½"		8'-8"	0.957	120.71	40.90	220.97
		8'	72	10'-4"	10"	8"	10"	9'-8"	1.033	126.54	42.57	222.33
		9'	81	10'-6"		8½"		10'-8"	1.198	135.80	44.24	224.06
		10'	90	10'-8"		9"		11'-8"	1.276	142.66	45.91	227.78
		11'	99	10'-10"		11"		12'-8"	1.416	150.40	47.58	230.51
	10'	5'	50	11'-2"		7"		6'-9"	0.957	130.64	40.13	242.64
		6'	60	11'-3"		7½"		7'-9"	1.024	133.99	41.80	244.00
		7'	70	11'-3"		7½"		8'-9"	1.071	136.66	43.47	244.00
		8'	80	11'-4"	10⅝"	8"	11"	9'-9"	1.147	142.55	45.14	245.36
		9'	90	11'-6"		8½"		10'-9"	1.263	151.92	46.81	248.09
		10'	100	11'-8"		9"		11'-9"	1.391	158.88	48.48	250.81
		11'	110	11'-10"		10"		12'-9"	1.532	164.71	50.15	253.54
		12'	120	12'-0"		11"		13'-9"	1.685	178.67	51.82	256.26
	11'	6'	66	12'-3"		8"		7'-10"	1.153	156.16	46.12	268.62
		7'	77	12'-3"		8"		8'-10"	1.202	157.83	47.79	268.62
		8'	88	12'-4"		8½"		9'-10"	1.252	163.06	49.46	268.62
		9'	99	12'-6"	11"	9"	11⅝"	10'-10"	1.368	172.60	51.13	271.34
		10'	110	12'-8"		10"		11'-10"	1.497	179.70	52.80	274.07
		11'	121	12'-10"		11"		12'-10"	1.638	187.87	54.97	276.79
		12'	132	13'-0"		12"		13'-10"	1.792	199.79	56.14	279.52
	12'	6'	72	13'-3"		8"		8'-0"	1.284	172.20	48.69	357.62
		7'	84	13'-3"		8"		9'-0"	1.333	174.87	50.36	357.62
		8'	96	13'-4"		8"		10'-0"	1.383	180.15	52.03	357.62
		9'	108	13'-6"	11⅞"	9"	12½"	11'-0"	1.500	189.85	58.70	361.18
		10'	120	13'-8"		10"		12'-0"	1.630	197.07	55.37	364.74
		11'	132	13'-10"		11"		13'-0"	1.772	205.16	57.04	368.30
		12'	144	14'-0"		12"		14'-0"	1.926	217.95	58.71	371.86

W-X002-1, W-X003-2, W-X004-2. or W-X003-1 or W-X004-1 or W-X004-2.

Note:- For details of wings and bar lists, see Drawing Nos. and



PART LONGITUDINAL SECTION



TYPICAL SECTION M-M

LONGITUDINAL SECTION

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.

REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.

BAR LAPS:- In computing the quantities of steel from the tables add one lap for each additional 33'-0" length of barrel over 32'-0". Lap longitudinal bars 30 diameters.

CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls and slabs shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

DESIGN LIVE LOAD

H20-S16 LOADING A.A.S.H.O. 1961
AND
SPECIAL MILITARY LOADING
Two 24,000 Lb. Axles @ 9'-0" ctrs.

UNIT STRESSES:-
Class S Concrete (n=10) 1200 #/□"
Reinforcing Steel 20,000 #/□"

Note:- This drawing to be used in conjunction with Standard Drawing Nos. W-X003-1 or W-X003-2 and W-X004-1 or W-X004-2. Also Drawing Not. W-X002-1 or W-X002-2.

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS

4,5,6,7,8,9,10,11&12' SPANS — 3:1 OR 4:1 SLOPES
SINGLES — UNDER 5'-0" COVER

STANDARD DRAWING NO. R-100X-0

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"a" bars STRAIGHT In Top and Bottom Slab of Barrel. 2 Add'l to Apron and Headwall - each. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			128	128	9'-5"
		3'			128	128	9'-5"
		4'	#5	12"	128	128	9'-5"
		5'			128	128	9'-5"
		6'			128	128	9'-8"
	2 @ 5'	3'			128	128	11'-5"
		4'			128	128	11'-5"
		5'	#6	12"	128	128	11'-5"
		6'			128	128	11'-8"
		7'			128	128	11'-10"
	2 @ 6'	3'			160	160	13'-5"
		4'			160	160	13'-5"
		5'	#6	11"	160	160	13'-5"
		6'			160	160	13'-8"
		7'			160	160	13'-11"
		8'			160	160	13'-11"
	2 @ 7'	4'			128	128	15'-5"
		5'			128	128	15'-5"
		6'	#6	12"	128	128	15'-8"
		7'			128	128	15'-10"
		8'			128	128	16'-0"
		9'			128	128	16'-2"
	2 @ 8'	4'			140	140	17'-5"
		5'			140	140	17'-8"
		6'	#6	11"	140	140	17'-8"
		7'			140	140	17'-10"
		8'			140	140	17'-11"
		9'			140	140	18'-2"
		10'			140	140	18'-5"
	2 @ 9'	5'			140	140	19'-8"
		6'			140	140	19'-11"
		7'			140	140	19'-11"
		8'	#6	11"	140	140	19'-11"
		9'			140	140	20'-2"
		10'			140	140	20'-5"
		11'			140	140	20'-7"
	2 @ 10'	6'			128	128	21'-8"
		7'			128	128	21'-10"
		8'	#7	12"	128	128	21'-10"
		9'			128	128	21'-11"
		10'			128	128	22'-2"
		11'			128	128	22'-5"
		12'			128	128	22'-8"
	2 @ 11'	6'			128	128	23'-11"
		7'			128	128	23'-11"
		8'			128	128	23'-11"
		9'	#7	12"	128	128	24'-2"
		10'			128	128	24'-5"
		11'			128	128	24'-7"
		12'			128	128	24'-10"
	2 @ 12'	6'			140	140	25'-11"
		7'			140	140	25'-11"
		8'			140	140	25'-11"
		9'	#7	11"	140	140	26'-2"
		10'			140	140	26'-5"
		11'			140	140	26'-7"
		12'			140	140	26'-9"

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"b" bars BENT - See Diagram below. In Bottom of Top Slab bent up over Division Wall - hooked. Alternate with "a" and "c" bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	Y	Z
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			59	59	10'-6"	0'-3"	2'-2½"	3'-0"
		3'			59	59	10'-6"	0'-3"	2'-2½"	3'-0"
		4'	#5	12"	59	59	10'-6"	0'-3"	2'-2½"	3'-0"
		5'			59	59	10'-6"	0'-3"	2'-2½"	3'-0"
		6'			59	59	10'-9"	0'-3"	2'-2½"	3'-0"
	2 @ 5'	3'			59	59	12'-2"	0'-3½"	2'-2½"	4'-1"
		4'			59	59	12'-2"	0'-3½"	2'-2½"	4'-1"
		5'	#6	12"	59	59	12'-2"	0'-3½"	2'-2½"	4'-1"
		6'			59	59	12'-5"	0'-3½"	2'-2½"	4'-2"
		7'			59	59	13'-0"	0'-3½"	2'-2½"	4'-2½"
	2 @ 6'	3'			65	65	14'-7"	0'-4"	3'-0"	4'-10"
		4'			65	65	14'-7"	0'-4"	3'-0"	4'-10"
		5'	#6	11"	65	65	14'-7"	0'-4"	3'-0"	4'-10"
		6'			65	65	14'-10"	0'-4"	3'-1"	4'-11"
		7'			65	65	15'-0"	0'-4"	3'-1"	4'-11½"
		8'			65	65	15'-1"	0'-4"	3'-2"	5'-0"
	2 @ 7'	4'			59	59	16'-9"	0'-4"	3'-5"	5'-7"
		5'			59	59	16'-9"	0'-4"	3'-5"	5'-7"
		6'	#6	12"	59	59	17'-0"	0'-4"	3'-6"	5'-8"
		7'			59	59	17'-2"	0'-4"	3'-7"	5'-8½"
		8'			59	59	17'-5"	0'-4"	3'-7"	5'-9"
		9'			59	59	17'-6"	0'-4"	3'-8"	5'-10"
	2 @ 8'	4'			65	65	18'-10"	0'-4"	3'-10"	6'-4"
		5'			65	65	19'-1"	0'-5"	3'-11"	6'-5"
		6'	#6	11"	65	65	19'-1"	0'-5"	3'-11"	6'-5"
		7'			65	65	19'-3"	0'-5"	4'-0"	6'-5½"
		8'			65	65	19'-7"	0'-5"	4'-1"	6'-7"
		9'			65	65	19'-10"	0'-5"	4'-2"	6'-8"
		10'			65	65	20'-0"	0'-5"	4'-2"	6'-8"
	2 @ 9'	5'			65	65	21'-1"	0'-5½"	4'-4"	7'-2"
		6'			65	65	21'-3"	0'-5½"	4'-5"	7'-2½"
		7'			65	65	21'-3"	0'-5½"	4'-5"	7'-2½"
		8'	#6	11"	65	65	21'-6"	0'-5½"	4'-5"	7'-3"
		9'			65	65	21'-7"	0'-5½"	4'-6"	7'-3½"
		10'			65	65	21'-10"	0'-5½"	4'-6"	7'-4"
		11'			65	65	22'-0"	0'-5½"	4'-6½"	7'-5"
	2 @ 10'	6'			59	59	23'-2"	0'-6"	4'-9"	7'-11"
		7'			59	59	23'-4"	0'-6"	4'-10"	7'-11½"
		8'			59	59	23'-4"	0'-6"	4'-10"	7'-11½"
		9'	#6	12"	59	59	23'-5"	0'-6"	4'-10"	8'-0"
		10'			59	59	23'-6"	0'-6"	4'-11"	8'-0"
		11'			59	59	24'-1"	0'-6"	5'-0"	8'-3"
		12'			59	59	24'-3"	0'-6"	5'-0"	8'-4"
	2 @ 11'	6'			59	59	25'-5"	0'-6½"	5'-2"	8'-9"
		7'			59	59	25'-5"	0'-6½"	5'-2"	8'-9"
		8'			59	59	25'-5"	0'-6½"	5'-3"	8'-9"
		9'	#7	12"	59	59	25'-6"	0'-6½"	5'-3"	8'-10"
		10'			59	59	26'-0"	0'-7"	5'-3"	8'-11"
		11'			59	59	26'-2"	0'-7"	5'-4"	9'-0"
		12'			59	59	26'-4"	0'-7"	5'-5"	9'-1"
	2 @ 12'	6'			65	65	27'-7"	0'-7"	5'-8"	9'-6"
		7'			65	65	27'-5"	0'-7"	5'-8"	9'-6"
		8'			65	65	27'-5"	0'-7"	5'-8"	9'-6"
		9'	#7	11"	65	65	27'-8"	0'-7"	5'-9"	9'-7"
		10'			65	65	28'-1"	0'-7"	5'-10"	9'-8"
		11'			65	65	28'-3"	0'-7"	5'-10"	9'-9"
		12'			65	65	28'-5"	0'-7"	5'-10"	9'-10"

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"b2" bars BENT - See Diagram below. In Top of Bottom Slab bent down under Division Wall - hooked. Alternate with "a" and "c" bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	Y	Z
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			59	59	10'-6"	0'-2⅝"	2'-3⅝"	3'-0"
		3'			59	59	10'-6"	0'-2⅝"	2'-3⅝"	3'-0"
		4'	#5	12"	59	59	10'-6"	0'-2⅝"	2'-3⅝"	3'-0"
		5'			59	59	10'-6"	0'-2⅝"	2'-3⅝"	3'-0"
		6'			59	59	10'-9"	0'-2⅝"	2'-3⅝"	3'-0"
	2 @ 5'	3'			59	59	12'-2"	0'-3"	2'-3⅝"	4'-1"
		4'			59	59	12'-2"	0'-3"	2'-3⅝"	4'-1"
		5'	#6	12"	59	59	12'-2"	0'-3"	2'-3⅝"	4'-1"
		6'			59	59	12'-5"	0'-3"	2'-3⅝"	4'-2"
		7'			59	59	13'-0"	0'-3"	2'-3⅝"	4'-2½"
	2 @ 6'	3'			65	65	14'-7"	0'-4"	3'-0⅝"	4'-10"
		4'			65	65	14'-7"	0'-4"	3'-0⅝"	4'-10"
		5'	#6	11"	65	65	14'-7"	0'-4"	3'-0⅝"	4'-10"
		6'			65	65	14'-10"	0'-4"	3'-1⅝"	4'-11"
		7'			65	65	15'-0"	0'-4"	3'-1⅝"	4'-11½"
		8'			65	65	15'-1"	0'-4"	3'-2⅝"	5'-0"
	2 @ 7'	4'			59	59	16'-9"	0'-4"	3'-5"	5'-7"
		5'			59	59	16'-9"	0'-4"	3'-5"	5'-7"
		6'	#6	12"	59	59	17'-0"	0'-4"	3'-6"	5'-8"
		7'			59	59	17'-2"	0'-4"	3'-7"	5'-8½"
		8'			59	59	17'-5"	0'-4"	3'-7"	5'-9"
		9'			59	59	17'-6"	0'-4"	3'-8"	5'-10"
	2 @ 8'	4'			65	65	18'-10"	0'-5"	3'-10"	6'-4"
		5'			65	65	19'-1"	0'-5"	3'-11"	6'-5"
		6'	#6	11"	65	65	19'-1"	0'-5"	3'-11"	6'-5"
		7'			65	65	19'-3"	0'-5"	4'-0"	6'-5½"
		8'			65	65	19'-7"	0'-5"	4'-1"	6'-7"
		9'			65	65	19'-10"	0'-5"	4'-2"	6'-8"
		10'			65	65	20'-0"	0'-5"	4'-2"	6'-8"
	2 @ 9'	5'			65	65	21'-1"	0'-5½"	4'-4"	7'-2"
		6'			65	65	21'-3"	0'-5½"	4'-5"	7'-2½"
		7'			65	65	21'-3"	0'-5½"	4'-5"	7'-2½"
		8'	#6	11"	65	65	21'-6"	0'-5½"	4'-5"	7'-3"
		9'			65	65	21'-7"	0'-5½"	4'-6"	7'-3½"
		10'			65	65	21'-10"	0'-5½"	4'-6"	7'-4"
		11'			65	65	22'-0"	0'-5½"	4'-6½"	7'-5"
	2 @ 10'	6'			59	59	23'-2"	0'-6"	4'-9"	7'-11"
		7'			59	59	23'-4"	0'-6"	4'-10"	7'-11½"
		8'			59	59	23'-4"	0'-6"	4'-10"	7'-11½"
		9'	#6	12"	59	59	23'-5"	0'-6"	4'-10"	8'-0"
		10'			59	59	23'-6"	0'-6"	4'-11"	8'-0"
		11'			59	59	24'-1"	0'-6"	5'-0"	8'-3"
		12'			59	59	24'-3"	0'-6"	5'-0"	8'-4"
	2 @ 11'	6'			59	59	25'-5"	0'-6½"	5'-2"	8'-9"
		7'			59	59	25'-5"	0'-6½"	5'-2"	8'-9"
		8'			59	59	25'-5"	0'-6½"	5'-3"	8'-9"
		9'	#7	12"	59	59	25'-6"	0'-6½"	5'-3"	8'-10"
		10'			59	59	26'-0"	0'-7"	5'-3"	8'-11"
		11'			59	59	26'-2"	0'-7"	5'-4"	9'-0"
		12'			59	59	26'-4"	0'-7"	5'-5"	9'-1"
	2 @ 12'	6'			65	65	27'-7"	0'-8"	5'-8"	9'-6"
		7'			65	65	27'-5"	0'-8"	5'-8"	9'-6"
		8'			65	65	27'-5"	0'-8"	5'-8"	9'-6"
		9'	#7	11"	65	65	27'-8"	0'-8"	5'-9"	9'-7"
		10'			65	65	28'-1"	0'-8"	5'-10"	9'-8"
		11'			65	65	28'-3"	0'-8"	5'-10"	9'-9"
		12'			65	65	28'-5"	0'-8"	5'-10"	9'-10"

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"c" bars STRAIGHT In Top and Bottom Slab of Barrel. Alternate with "b" and "b2" bars. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			120	120	4'-1"
		3'			120	120	4'-1"
		4'	#5	12"	120	120	4'-2"
		5'			120	120	4'-2"
		6'			120	120	4'-2"
	2 @ 5'	3'			120	120	5'-0"
		4'			120	120	5'-0"
		5'	#6	12"	120	120	5'-0"
		6'			120	120	5'-1"
		7'			120	120	5'-1"
	2 @ 6'	3'			132	132	6'-6"
		4'			132	132	6'-6"
		5'	#6	11"	132	132	6'-6"
		6'			132	132	6'-9"
		7'			132	132	6'-9"
		8'			132	132	6'-10"
	2 @ 7'	4'			120	120	7'-8"
		5'			120	120	7'-8"
		6'	#6	12"	120	120	7'-9"
		7'			120	120	7'-10"
		8'			120	120	7'-10"
		9'			120	120	7'-11"
	2 @ 8'	4'			132	132	8'-6"
		5'			132	132	8'-9"
		6'	#6	11"	132	132	8'-10"
		7'			132	132	8'-10"
		8'			132	132	8'-11"
		9'			132	132	9'-0"
		10'			132	132	9'-0"
	2 @ 9'	5'			132	132	9'-5"
		6'			132	132	9'-6"
		7'			132	132	9'-10"
		8'	#6	11"	132	132	9'-11"
		9'			132	132	9'-11"
		10'			132	132	10'-0"
		11'			132	132	10'-1"
	2 @ 10'	6'			120	120	10'-3"
		7'			120	120	10'-10"
		8'			120	120	10'-10"
		9'	#7	12"	120	120	10'-10"
		10'			120	120	11'-1"
		11'			120	120	11'-1"
		12'			120	120	11'-2"
	2 @ 11'	6'			120	120	11'-10"
		7'			120	120	11'-10"
		8'			120	120	11'-10"
		9'	#7	11"	120	120	11'-11"
		10'			120	120	12'-0"
		11'			120	120	12'-0"
		12'			120	120	12'-0"
	2 @ 12'	6'			132	132	13'-0"
		7'			132	132	13'-0"
		8'			132	132	13'-0"
		9'	#7	11"	132	132	13'-0"
		10'			132	132	13'-0"
		11'			132	132	13'-0"
		12'			132	132	13'-0"

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"d" bars STRAIGHT Longitudinal in Top Slab of Barrel. SIZE	SPACING	NO. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			14	
		3'			14	
		4'	#5	12"	14	
		5'			14	
		6'			14	
	2 @ 5'	3'			16	
		4'			16	
		5'	#5	11½"	16	
		6'			16	
		7'			16	
	2 @ 6'	3'			18	
		4'			18	
		5'	#5	11½"	18	
		6'			18	
		7'			18	
		8'			18	
	2 @ 7'	4'			16	
		5'			20	
		6'	#5	11½"	20	
		7'			20	
		8'			20	
		9'			20	
	2 @ 8'	4'			23	
		5'			23	
		6'	#5	11½"	23	
		7'			23	
		8'			23	
		9'			23	
		10'			23	
	2 @ 9'	5'			26	
		6'			26	
		7'			26	
		8'	#5	11½"	26	
		9'			26	
		10'			26	
		11'			26	
	2 @ 10'	6'			28	
		7'			28	
		8'			28	
		9'	#5	11½"	28	
		10'			28	
		11'			28	
		12'			28	
	2 @ 11'	6'			30	
		7'			30	
		8'			30	
		9'	#5	11½"	30	
		10'			30	
		11'			30	
		12'			30	
	2 @ 12'	6'			32	
		7'			32	
		8'			32	
		9'	#5	11½"	32	
		10'			32	
		11'			32	
		12'			32	

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"d1" bars STRAIGHT Longitudinal in Sidewalls and Division Walls. SIZE	SPACING	NO. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			8	
		3'			12	
		4'	#4	12"	16	
		5'			20	
		6'			24	
	2 @ 5'	3'			12	
		4'			16	
		5'	#4	12"	20	
		6'			24	
		7'			28	
	2 @ 6'	3'			12	
		4'			16	
		5'	#4	12"	20	
		6'			24	
		7'			28	
		8'			32	
	2 @ 7'	4'			16	
		5'			20	
		6'	#4	12"	24	
		7'			28	
		8'			32	
		9'			36	
	2 @ 8'	4'			16	
		5'			20	
		6'	#4	12"	24	
		7'			28	
		8'			32	
		9'			36	
		10'			40	
	2 @ 9'	5'			20	
		6'			24	
		7'			28	
		8'	#4	12"	32	
		9'			36	
		10'			40	
		11'			44	
	2 @ 10'	6'			24	
		7'			28	
		8'			32	
		9'	#4	12"	36	
		10'			40	
		11'			44	
		12'			48	
	2 @ 11'	6'			24	
		7'			28	
		8'			32	
		9'	#4	12"	36	
		10'			40	
		11'			44	
		12'			48	
	2 @ 12'	6'			24	
		7'			28	
		8'			32	
		9'	#4	12"	36	
		10'			40	
		11'			44	
		12'			48	

DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"e" bars STRAIGHT Longitudinal in Bottom Slab of Barrel. SIZE	SPACING	NO. REQD	LENGTH
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			16	
		3'			20	
		4'	#4	12"	24	
		5'			28	
		6'			32	
	2 @ 5'	3'			16	
		4'			20	
		5'	#4	12"	24	
		6'			28	
		7'			32	
	2 @ 6'	3'			16	
		4'			20	
		5'	#4	12"	24	
		6'			28	
		7'			32	
		8'			36	
	2 @ 7'	4'			20	
		5'			24	
		6'	#4	12"	28	
		7'			32	
		8'			36	
		9'			40	
	2 @ 8'	4'			20	
		5'			24	
		6'	#4	12"	28	
		7'			32	
		8'			36	
		9'			40	
		10'			44	
	2 @ 9'	5'			24	
		6'			28	
		7'			32	
		8'	#4	12"	36	
		9'			40	
		10'			44	
		11'			48	
	2 @ 10'	6'			28	
		7'			32	
		8'			36	
		9'	#4	12"	40	
		10'			44	
		11'			48	
		12'			52	
	2 @ 11'	6'			28	
		7'			32	
		8'			36	
		9'	#4	12"	40	
		10'			44	
		11'			48	
		12'			52	
	2 @ 12'	6'			28	
		7'			32	
		8'			36	
		9'	#4	12"	40	
		10'			44	
		11'			48	
		12'			52	

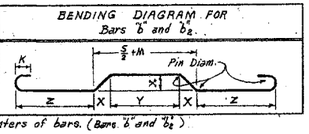
DEPTH OF COVER D	CLEAR SPANS S	CLEAR HEIGHT H	"f" bars STRAIGHT Vertical in Sidewalls and Division Walls. SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
0'-0" TO 5'-0" MAXIMUM.	2 @ 4'	2'			240	240	2'-10"
		3'			240	240	3'-10"
		4'	#4	12"	240	240	4'-10"
		5'			240	240	5'-10"
		6'			240	240	6'-10"
	2 @ 5'	3'			240	240	3'-11"
		4'			240	240	4'-11"
		5'	#4	12"	240	240	5'-11"
		6'			240	240	6'-11"
		7'			240	240	7'-11"
	2 @ 6'	3'			240	240	4'-0"
		4'			240	240	5'-0"
		5'	#4	12"	240	240	6'-0"
		6'			240	240	7'-0"
		7'			240	240	8'-0"
		8'			288	288	9'-0"
	2 @ 7'	4'			240	240	5'-1"
		5'			240	240	6'-1"
		6'	#4	12"	240	240	7'-1"
		7'			240	240	8'-1"
		8'			288	288	9'-1"
		9'			288	288	10'-1"
	2 @ 8'	4'			240	240	5'-2"
		5'			240	240	6'-2"
		6'	#4	12"	240	240	7'-2"
		7'			240	240	8'-2"
		8'			288	288	9'-2"
		9'			288	288	10'-2"
		10'			288	288	11'-2"
	2 @ 9'	5'			240	240	6'-3"
		6'			240	240	7'-3"
		7'			240	240	8'-3"
		8'	#4	12"	288	288	9'-3"
		9'			288	288	10'-3"
		10'			288	288	11'-3"
		11'			288	288	12'-3"
	2 @ 10'	6'			240	240	7'-4"
		7'			240	240	8'-4"
		8'			288	288	9'-4"
		9'	#4	12"	288	288	10'-4"
		10'			288	288	11'-4"
		11'			288	288	12'-4"
		12'			288	288	13'-4"
	2 @ 11'	6'			240	240	7'-5"
		7'			240	240	8'-5"
		8'			288	288	9'-5"
		9'	#4	12"	288	288	10'-5"
		10'			288	288	11'-5"
		11'			288	288	12'-5"
		12'			288	288	13'-5"
	2 @ 12'	6'			240	240	7'-6"
		7'			240	240	8'-6"
		8'			288	288	9'-6"
		9'	#4	12"	288	288	10'-6"
		10'			288	288	11'-6"
		11'			288	288	12'-6"
		12'			288	288	13'-6"

Designed by:- W.C.H. 1-17-63.
Drawn by:- W.C.H. 2-15-63.
Quantities by:- W.C.H. 2-19-63.

Checked by:- RWS - 5-14-63
Checked by:- RWS - 5-24-63
Checked by:- RWS - 5-24-63

BAR SIZE	PIN DIAM.	K	ADD FOR 2 HOOKS
#5	2½"	4⅛"	0'-11⅛"
#6	3"	5"	1'-2"

BENDING DIAGRAM FOR Bars "b" and "b2"

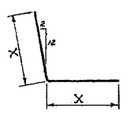


NOTE:- Dimensions are to centers of bars. (Bars "b" and "b2")

DOWEL BARS FOR TWO HEADWALLS

2 SPANS @	SIZE	SPACING	NO. REQD	LENGTH	X
4'	#4	12"c	20	2'-5"	1'-2⅝"
5'	#4	12"c	24	2'-6"	1'-3"
6'	#4	12"c	28	2'-7"	1'-3⅜"
7'	#4	12"c	32	2'-8"	1'-4"
8'	#4	12"c	36	2'-9"	1'-4½"
9'	#4	12"c	40	2'-10"	1'-5"
10'	#4	12"c	46	2'-11"	1'-5½"
11'	#4	12"c	50	3'-0"	1'-6"
12'	#4	12"c	54	3'-1"	1'-6½"

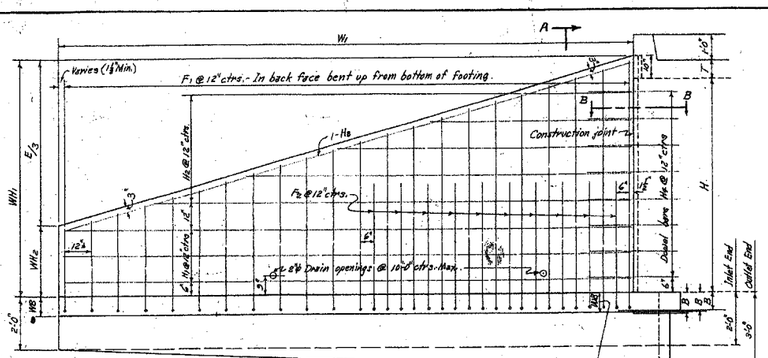
Bars "r" Dowel bars in Headwalls.



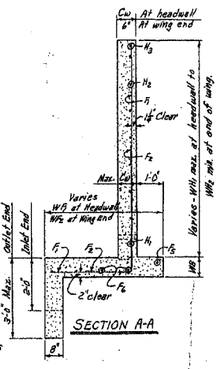
DIMENSIONS

MAX. DESIGN DEPTH OF COVER	CLEAR SPANS	BARREL DIMENSIONS CLEAR HEIGHT	SQ.FT. OPENING	OVERALL WIDTH	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS	THICKNESS OF DIVISION WALL	THICKNESS OF BOTTOM SLAB	OVERALL HEIGHT
D	S	H	A	OW	T	C	M	B	OH
5'-0"	2 @ 4'	2'	16	9'-8"	6½"	6"	8"	6"	3'-0½"
		3'	24	9'-8"		6"	8"		4'-0½"
		4'	32	9'-8"		6"	8"		5'-0½"
		5'	40	9'-8"		6"	8"		6'-0½"
		6'	48	9'-11"		7"	9"		7'-0½"
	2 @ 5'	3'	30	11'-8"	7"	6"	8"	6½"	4'-1½"
		4'	40	11'-8"		6"	8"		5'-1½"
		5'	50	11'-8"		6"	8"		6'-1½"
		6'	60	11'-11"		7"	9"		7'-1½"
		7'	70	12'-1"		7½"	10"		8'-1½"
	2 @ 6'	3'	36	13'-8"	7½

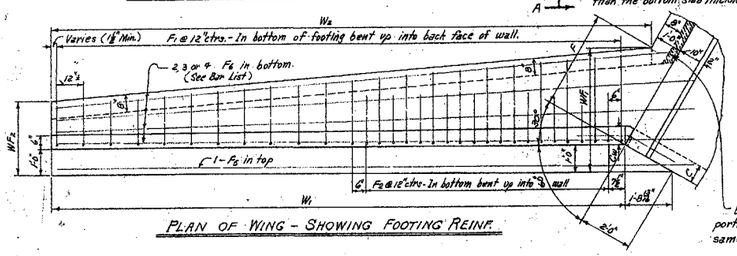
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



REAR ELEVATION OF WING - SHOWING BACK FACE REINF.



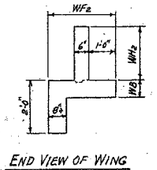
SECTION A-A



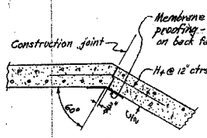
PLAN OF WING - SHOWING FOOTING REINF.

WB may be more, equal to, or less than the bottom slab thickness B.

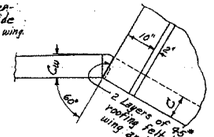
When B is more than WB, the shaded portion of the apron shall be made the same thickness as the barrel base B.



END VIEW OF WING



SECTION B-B THRU CONSTRUCTION JOINT



DETAIL AT TOP OF WING

NOTE:- Payment for membrane waterproofing and roofing felt to be included in the price bid for Class S Concrete.

WING DIMENSIONS

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEADWALL = C	WINGWALL HEIGHTS		WIDTHS OF WING FOOTINGS		PERPENDICULAR FOOTING DIMENSION	PERPENDICULAR DIST. FROM HDWL. TO END OF WING	LENGTH OF WINGWALLS	INSIDE FOOTING DIMENSION	* QUANTITY PER WING CLASS S CONCRETE	
			AT HEADWALL	AT END OF WING	AT HEADWALL	AT END OF WING					INLET END	OUTLET END
H	WB	Cw	WH1	WH2	W5	W6	F	E	W1	W2	CU.YD.	CU.YD.
2'	7"	6"	2'-10"	0'-8"	2'-8"	2'-0"	0'-11⅞"	6'-6"	7'-6"	7'-1⅞"	0.889	0.986
3'	7"	6"	3'-10"	1'-0"	2'-8"	2'-1⅝"	1'-3⅝"	8'-6"	9'-3⅜"	9'-2⅝"	1.338	1.466
4'	7"	6"	4'-10"	1'-2"	3'-0"	2'-3"	1'-9"	10'-6"	12'-1⅛"	12'-1⅛"	1.868	2.027
5'	7'	6"	5'-10"	1'-8"	3'-4"	2'-4½"	2'-1⅝"	12'-6"	14'-5⅝"	14'-5⅞"	2.478	2.668
		7"	5'-10"	1'-8"	3'-4"	2'-4½"	2'-1⅝"	12'-6"	14'-5⅝"	14'-5⅞"	2.582	2.772
6'	8"	7"	6'-10"	2'-0"	3'-8"	2'-6"	2'-6½"	14'-6"	16'-9"	17'-1⅝"	3.440	3.661
		7½"	6'-10"	2'-0"	3'-8"	2'-6"	2'-6½"	14'-6"	16'-9"	17'-1⅝"	3.511	3.732
		8"	6'-10"	2'-0"	3'-8"	2'-6"	2'-6½"	14'-6"	16'-9"	17'-1⅝"	3.582	3.803
7'	8½"	7½"	7'-10"	2'-4"	4'-2"	2'-7½"	3'-1¼"	16'-6"	19'-0⅝"	19'-0⅞"	4.505	4.758
		8"	7'-10"	2'-4"	4'-2"	2'-7½"	3'-1¼"	16'-6"	19'-0⅝"	19'-0⅞"	4.597	4.851
8'	9"	8"	8'-10"	2'-8"	4'-8"	2'-9"	3'-5"	18'-6"	21'-0⅝"	22'-0"	5.761	6.097

* Quantity per wing does not include headwall or that portion of apron or toewall for the length W3.

APRON DIMENSION W3

W3 = (OW - 2F)

CLEAR SPAN	CLEAR HEIGHT	2 × FOOTING DIMENSION	SINGLE BARREL CULVERT		DOUBLE BARREL CULVERT		TRIPLE BARREL CULVERT		QUADRUPLE BARREL CULVERT		QUINTUPLE BARREL CULVERT	
S	H	2F	OW	W3	OW	W3	OW	W3	OW	W3	OW	W3
4'	2'	1'-11⅛"	5'-0"	3'-0⅛"	9'-8"	7'-8⅛"	14'-4"	12'-4⅛"	19'-0"	17'-0⅛"	23'-8"	21'-8⅛"
	3'	2'-8⅝"	5'-0"	2'-3⅜"	9'-8"	6'-11⅛"	14'-4"	11'-7¾"	19'-0"	16'-3¾"	23'-8"	20'-11⅛"
	4'	3'-6"	5'-0"	1'-6"	9'-8"	6'-2"	14'-4"	10'-10"	19'-0"	18'-6"	23'-8"	20'-2"
	5'	4'-3⅜"	5'-0"	0'-8⅝"	9'-8"	5'-10⅝"	14'-4"	10'-0⅝"	19'-0"	18'-0⅝"	23'-8"	19'-9⅝"
	6'	5'-0⅛"	5'-2"	0'-1¾"	9'-11"	4'-10⅝"	14'-8"	9'-7¾"	19'-5"	18'-10⅝"	24'-2"	19'-1⅞"
5'	3'	2'-8⅝"	6'-0"	3'-3⅜"	11'-8"	8'-11⅛"	17'-4"	14'-1¾"	23'-0"	20'-3¾"	28'-8"	25'-11⅛"
	4'	3'-6"	6'-0"	2'-6"	11'-8"	8'-2"	17'-4"	13'-10"	23'-0"	19'-6"	28'-8"	25'-2"
	5'	4'-3⅜"	6'-0"	1'-8⅝"	11'-8"	7'-8⅝"	17'-4"	13'-0⅝"	23'-0"	18'-0⅝"	28'-8"	24'-9⅝"
	6'	5'-0⅛"	6'-2"	1'-1¾"	11'-11"	6'-10⅝"	17'-8"	12'-7¾"	23'-5"	18'-2⅝"	29'-2"	24'-1⅞"
	7'	6'-2⅛"	6'-5"	0'-0¾"	12'-5"	5'-10⅝"	17'-11"	11'-8¾"	23'-9"	17'-6⅝"	29'-7"	23'-7⅞"
6'	3'	2'-8⅝"	7'-0"	4'-3⅜"	13'-8"	10'-11⅛"	20'-4"	17'-1¾"	27'-0"	24'-3⅜"	33'-8"	30'-11⅛"
	4'	3'-6"	7'-0"	3'-6"	13'-8"	10'-2"	20'-4"	16'-10"	27'-0"	23'-6"	33'-8"	30'-2"
	5'	4'-3⅜"	7'-0"	2'-8⅝"	13'-8"	9'-6⅝"	20'-4"	16'-0⅝"	27'-0"	22'-8⅝"	33'-8"	29'-9⅝"
	6'	5'-0⅛"	7'-2"	2'-1¾"	13'-11"	8'-10⅝"	20'-8"	15'-7¾"	27'-5"	21'-11⅝"	34'-2"	29'-1⅞"
	7'	6'-2⅛"	7'-5"	1'-0¾"	14'-5"	7'-10⅝"	20'-11"	14'-6¾"	27'-9"	21'-0⅝"	34'-7"	28'-4⅞"
	8'	7'-0"	7'-8"	0'-0"	14'-8"	6'-10"	21'-0"	13'-8"	27'-10"	20'-6"	34'-8"	27'-8"
7'	4'	3'-6"	8'-0"	4'-6"	15'-8"	12'-2"	23'-4"	19'-10"	31'-0"	27'-6"	38'-8"	35'-2"
	5'	4'-3⅜"	8'-0"	3'-8⅝"	15'-8"	11'-4⅝"	23'-4"	19'-0⅝"	31'-0"	26'-8⅝"	38'-8"	34'-9⅝"
	6'	5'-0⅛"	8'-2"	3'-1¾"	15'-11"	10'-10⅝"	23'-8"	18'-7¾"	31'-5"	26'-0⅝"	39'-2"	34'-1⅞"
	7'	6'-2⅛"	8'-5"	2'-0¾"	16'-5"	9'-10⅝"	23'-11"	17'-8¾"	31'-9"	25'-1⅝"	39'-7"	33'-4⅞"
	8'	7'-0"	8'-8"	1'-0"	16'-8"	8'-10"	24'-0"	16'-8"	31'-10"	24'-6"	39'-8"	32'-8"
8'	4'	3'-6"	9'-0"	5'-6"	17'-8"	14'-2"	26'-4"	22'-10"	35'-0"	31'-6"	43'-8"	40'-2"
	5'	4'-3⅜"	9'-2"	4'-10⅜"	17'-11"	13'-7⅜"	26'-8"	22'-0⅜"	35'-5"	31'-1⅜"	44'-2"	39'-10⅜"
	6'	5'-0⅛"	9'-2"	4'-1¾"	17'-11"	12'-10⅝"	26'-8"	21'-2⅝"	35'-5"	30'-1⅝"	44'-2"	39'-1⅞"
	7'	6'-2⅛"	9'-5"	3'-0¾"	18'-1"	11'-10⅝"	26'-11"	20'-0⅝"	35'-9"	29'-1⅝"	44'-7"	38'-4⅞"
	8'	7'-0"	9'-8"	2'-0"	18'-2"	10'-10"	27'-0"	19'-0"	35'-10"	28'-6"	44'-8"	37'-8"
9'	5'	4'-3⅜"	10'-2"	5'-10⅜"	19'-11"	15'-7⅜"	29'-8"	25'-4⅜"	39'-5"	35'-1⅜"	49'-2"	44'-10⅜"
	6'	5'-0⅛"	10'-3"	5'-1¾"	20'-1"	15'-0⅝"	29'-11"	24'-5⅝"	39'-9"	34'-5⅝"	49'-7"	44'-1⅞"
	7'	6'-2⅛"	10'-5"	4'-0¾"	20'-1"	13'-10⅝"	29'-11"	23'-2⅝"	39'-9"	33'-4⅝"	49'-7"	43'-4⅞"
	8'	7'-0"	10'-8"	3'-0"	20'-2"	12'-10"	30'-0"	22'-0"	39'-10"	32'-6"	49'-8"	42'-8"
10'	5'	4'-3⅜"	11'-2"	6'-0⅜"	21'-11"	17'-7⅜"	32'-8"	28'-4⅜"	43'-5"	39'-1⅜"	54'-2"	49'-10⅜"
	6'	5'-0⅛"	11'-3"	5'-2¾"	22'-1"	17'-0⅝"	32'-11"	27'-5⅝"	43'-9"	38'-5⅝"	54'-7"	49'-1⅞"
	7'	6'-2⅛"	11'-5"	4'-0¾"	22'-1"	15'-10⅝"	32'-11"	26'-2⅝"	43'-9"	37'-4⅝"	54'-7"	48'-4⅞"
	8'	7'-0"	11'-8"	3'-0"	22'-2"	14'-10"	33'-0"	25'-0"	43'-10"	36'-6"	54'-8"	47'-8"
11'	6'	5'-0⅛"	12'-3"	7'-3⅛"	24'-2"	19'-1⅛"	36'-0"	30'-11⅛"	47'-10"	42'-3⅛"		
	7'	6'-2⅛"	12'-5"	6'-1⅝"	24'-2"	17'-11⅝"	36'-0"	29'-8⅝"	47'-10"	41'-2⅝"		
	8'	7'-0"	12'-8"	5'-0"	24'-3"	16'-10"	36'-0"	28'-8"	47'-10"	40'-6"		
12'	6'	5'-0⅛"	13'-3"	8'-3⅛"	26'-3"	21'-1⅛"	39'-0"	33'-11⅛"	51'-10"	46'-3⅛"		
	7'	6'-2⅛"	13'-5"	7'-1⅝"	26'-3"	19'-11⅝"	39'-0"	32'-8⅝"	51'-10"	45'-1⅝"		
	8'	7'-0"	13'-8"	6'-0"	26'-4"	18'-10"	39'-0"	31'-8"	51'-10"	44'-6"		

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING FOOTING	REINFORCING STEEL ® FOR 4 WINGS	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TOEWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	Cw	WB	LB.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
4'	2'	6"	7"	108.0	4.50	5.46	6.42	7.38	8.34
	3'	6"	7"	169.0	6.26	7.21	8.17	9.13	10.09
	4'	6"	7"	254.6	8.33	9.28	10.24	11.20	12.16
	5'	6"	7"	357.8	10.72	11.68	12.64	13.60	14.56
	6'	7"	8"	583.1	14.55	15.53	16.52	17.51	18.49
5'	3'	6"	7"	164.9	6.97	7.63	8.29	8.96	11.12
	4'	6"	7"	254.6	8.56	9.70	10.87	10.03	12.20
	5'	6"	7"	357.8	10.94	12.10	13.26	14.43	15.59
	6'	7"	8"	583.1	14.77	15.96	17.15	18.34	19.54
	7'	7½"	8½"	1134.6	18.94	20.15	21.37	22.59	23.80
6'	3'	6"	7"	164.9	6.68	8.06	9.42	10.80	12.18
	4'	6"	7"	254.6	8.75	10.14	11.99	12.87	14.25
	5'	6"	7"	357.8	11.15	12.53	13.89	15.27	16.65
	6'	7"	8"	583.1	14.98	16.39	17.78	19.18	20.59
	7'	7½"	8½"	1134.6	19.15	20.58	22.00	23.43	24.86
	8'	8"	9"	1426.6	24.09	25.53	26.96	28.39	29.83
7'	4'	6"	7"	254.6	8.97	10.58	12.15	13.76	15.35
	5'	6"	7"	357.8	11.36	12.97	14.58	16.15	17.75
	6'	7"	8"	583.1	15.20	16.82	18.42	20.04	21.66
	7'	7½"	8½"	1134.6	19.38	21.08	22.69	24.28	25.92
	8'	8"	9"	1425.6	24.32	25.97	27.60	29.25	30.89
8'	4'	6"	7"	254.6	9.19	11.03	12.82	14.65	16.45
	5'	7"	7"	357.8	12.03	13.89	15.70	17.55	19.34
	6'	7"	8"	583.1	15.92	17.27	19.09	20.93	22.75
	7'	7½"	8½"	1134.6	19.59	21.46	23.30	25.16	26.99
	8'	8"	9"	1425.6	24.54	26.97	28.24	30.11	31.96
9'	5'	7"	7"	357.8	12.26	14.39	16.37	18.95	20.97
	6'	7½"	8"	583.1	15.99	18.04	20.09	22.19	24.23
	7'	7½"	8½"	1134.6	19.81	21.91	23.96	26.06	28.10
	8'	8"	9"	1425.6	24.76	26.86	28.91	31.00	33.05
10'	5'	7"	7"	357.8	12.49	14.80	17.05	19.24	21.52
	6'	7½"	8"	583.1	16.17	18.50	20.77	22.99	25.28
	7'	7½"	8½"	1134.6	20.09	22.37	24.64	26.87	29.15
	8'	8"	9"	1425.6	24.98	27.31	29.58	31.81	34.10
11'	6'	8"	8"	583.1	16.69	19.27	21.76	24.23	
	7'	8"	8½"	1134.6	20.64	23.22	25.71	28.18	
	8'	8"	9"	1425.6	25.19	27.77	30.27	32.74	
12'	6'	8"	8"	583.1	16.92	19.75	22.95	25.18	
	7'	8"	8½"	1134.6	20.87	23.69	26.90	29.13	
	8'	8"	9"	1425.6	25.42	28.25	30.96	33.69	

® For reinforcing steel in Headwalls and Aprons, See Details of Standard Barrel Sections for R.C. Box Culverts for the desired Span and Height.

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾ chamfers.

REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.

CONSTRUCTION JOINTS:- Construction joints between wingwall, footings and sidewalls shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

UNIT STRESSES:-

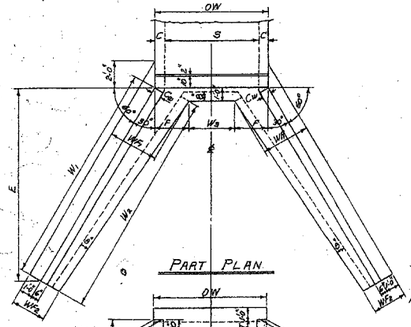
Class S Concrete (n=10) 1200#/□"

Reinforcing Steel 20,000#/□"

NOTE:- This drawing to be used in conjunction with Standard Barrel Sections, Drawing Nos. as listed below.

SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-100X-0	R-200X-0	R-300X-0	R-400X-0	R-500X-0
R-100X-X1	R-200X-X1	R-300X-X1	R-400X-X1	R-500X-X1
R-100X-X2	R-200X-X2	R-300X-X2	R-400X-X2	
	R-200X-X3	R-300X-X3		

CLASS S CONCRETE


OW
C
S
C
W1
W3
W4
W5
W2
WH1
WH2
WB
Inlet End
Outlet End
H
2½"
2½"
2½"